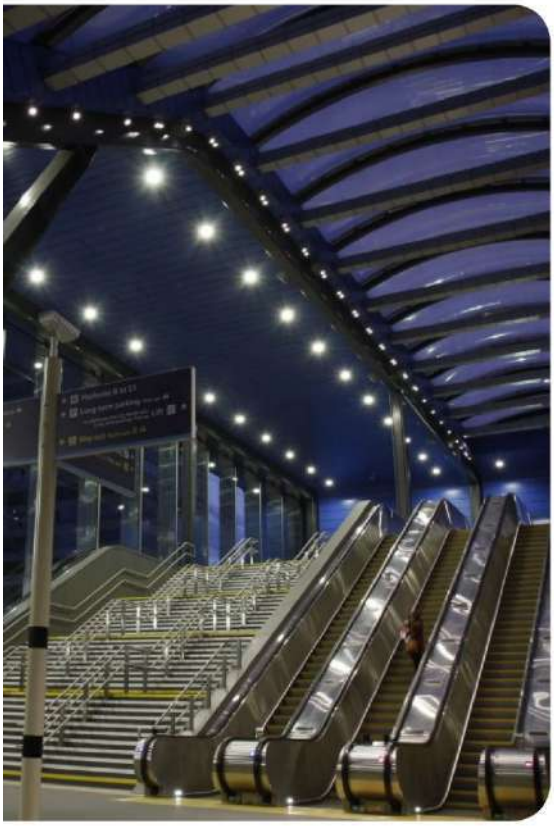








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Chancerygate (Erdington) Ltd

Land North of Solent Road, Havant

Transport Assessment

May 2021

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Chancerygate (Erdington) Ltd

Land North of Solent Road, Havant

Transport Assessment

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PROJECT NO: J325257

DATE: May 2021

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
V1.1	210503 J325257 Transport Assessment V1.1.docx	CS	03 May 2021	Final	CH	CH

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
V1.1	03.05.21	CH	Final

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APPENDICES

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1. Introduction

1.1 Overview

1.1.1 This Transport Assessment (TA) has been prepared by mode transport planning (mode) on behalf of Chancerygate (Erdington) Ltd. It accompanies a planning application for the development of an office and industrial units on Land North of Solent Road, Havant.

1.1.2 The development proposals comprise the construction of 1,848m^2 (GIA) B1a office accommodation to be occupied by Portsmouth Water (PW) and 2,200m^2 (GIA) of mixed B1c/B2/B8 use. The site will share access with Bosmere Medical Centre from Solent Road. A proposed site layout is provided for reference in Appendix A.

1.1.3 It is noted that the recent changes to Land Use Class orders may mean that B1a and B1c will be sought under Land Use Class E. Nevertheless, from a transport standpoint, the former uses have been assessed where providing for their corresponding, more specific uses for which the developer intends these to be built and operated.

1.2 Document Purpose

1.2.1 The purpose of the TA is to assess the implications of development-related travel for the development proposals on the surrounding highway and transport networks.

1.2.2 The report considers relevant National and Local planning policies, existing conditions of the application site and local area, and the details of the development proposals. This TA has been prepared with the following objectives:

- To review the existing conditions of the local highway network and the development site, including its accessibility by sustainable modes of transport.
- To provide a review of the proposed site layout, demonstrating that the proposals suitably accommodate a deliverable access strategy for all modes, parking provision to meet operational demand and appropriate servicing arrangements.
- To apply the TRICS database and other data sources to consider the impact of the proposed office and industrial units in terms of trip generation and parking demand.
- To consider and test the impact of the development proposals demonstrating that the development proposals will have no adverse impact on the operation of the local highway and transport network.

1.2.3 In addition to this TA, a Framework Travel Plan (FTP) has been prepared by mode as a separate document to accompany the planning application.

1.3 Document Stakeholders

1.3.1 It is the objective of this TA to provide sufficient detail on the above to allow Havant Borough Council (HBC) to take an appropriate view on the planning application in transport terms, in mind of the National Planning Policy Framework (NPPF) revised in February 2019 and their own transport related planning policies. The latter may also include those applied by Hampshire County Council (HCC) who as local highway authority will be consulted by HBC on the planning application.

1.3.2 In advance of the planning application submission and to inform the preparation of this TA, engagement with HCC Transport Development Control Officers has taken place as part of the pre-application process. This TA has been prepared in accordance with this pre-application dialogue. Relevant dialogue, including a Scoping Note issued to HCC, is provided in Appendix B. Reference to relevant aspects of the pre-application dialogue is made clear in this TA.

1.4 Report Structure

1.4.1 The remainder of the TA is structured as follows:

Section 2 – Planning Policy Context

This section reviews the relevant National and Local transport-related planning policies applicable to the development proposals.

Section 3 – Application Site

This section summarise the location and planning status of the application site.

Section 4 – Development Proposals

This section provides an overview of the development proposals in terms of the proposed schedule of office and industrial units, as well as high level principles of the layout. This informs subsequent sections, which provide more detail.

Section 5 – Multimodal Trip Generation

This section outlines calculations in relation to the predicted multimodal trip generation of the development proposals, for both the proposed office and industrial units, as well as the total multimodal trip generation of both as an overall development proposal.

Section 6 – Access Strategy

This section outlines the access strategy of the development proposals to suit the forecast multimodal trip generation. This has been considered for each travel mode and corresponding connectivity with the wider area, i.e. walking, cycling, public transport and vehicles (including HGVs).

Section 7 – Parking Strategy

This section provides detail on the proposed car and cycle parking provision through review of local parking standards, as well as providing an operational assessment of car parking accumulation.

Section 8 – Network Assessment Assumptions

This section confirms the scope of the local road network covered by the assessment in terms of junctions, baseline data collection and background traffic growth assumptions.

Section 9 – Distribution and Assignment

This section summarises the methodology applied to the distribution and assignment of development traffic within the assessment scope.

Section 10 – Junction Capacity Testing

This section summarised the scope, outputs, and findings of junction capacity testing by way of detailed junction models.

Section 11 – Conclusions and Recommendation

This section provides for conclusions of the TA, as well as an overarching recommendation.

2. Planning Policy Context

2.1 National Planning Policy Framework (NPPF)

2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was published in March 2012 and has since been revised, most recently in June 2019.

2.1.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Seventeen core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is Policy 9, Promoting Sustainable Transport which aims to:

"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

2.1.3 Paragraph 110 suggests that developments should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport.

2.1.4 Paragraph 108 of the NPPF states that when assessing specific sites uses for development applications, it should be ensured that:

- "*Appropriate opportunities to promote sustainable transport modes can be - or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.1.5 Paragraph 109 of the 2019 NPPF ultimately states the following for transport:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe".

2.2 Local Policy

2.2.1 Hampshire County Council's Local Transport Plan (LTP) was formally adopted in February 2011. The 20-year strategy sets out a long-term vision for how the transport network of Hampshire will be developed and seeks to make improvements to the transport system which will benefit people living and working in Hampshire. The vision is to provide *"safe, efficient and reliable ways to get around a prospering and sustainable Hampshire"*.

2.2.2 The three main transport priorities for Hampshire over the next 20 years are outlines below:

- *"To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire;*
- *To provide a safe, well-maintained and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction; and*
- *To manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods."*

2.2.3 Policy Objective 12 refers to sustainable transport and states that the Council will *"invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local shirt journeys to work, local services or schools, and to work with health authorities to ensure that transport policy supports local ambitions for health and well-being."*

2.2.4 Havant Borough Council Core Strategy (2011) is the principal document setting out the broad detail and direction of development in the borough and the following policies relate to transport.

2.2.5 Policy CS20 Transport and Access Strategy states that "*development will be permitted that:*

- *Does not increase congestion and promotes better use of existing transport networks*
- *Improves accessibility to goods, services and employment and promotes equality on the transport system*
- *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.*
- *Ensures that highway design responds positively to the characteristics of the area and delivers a high-quality public realm for all users.*
- *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate."*

2.2.6 Policy DM11 Planning for More Sustainable Travel states that *"the council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:*

- *Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.*
- *Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges."*

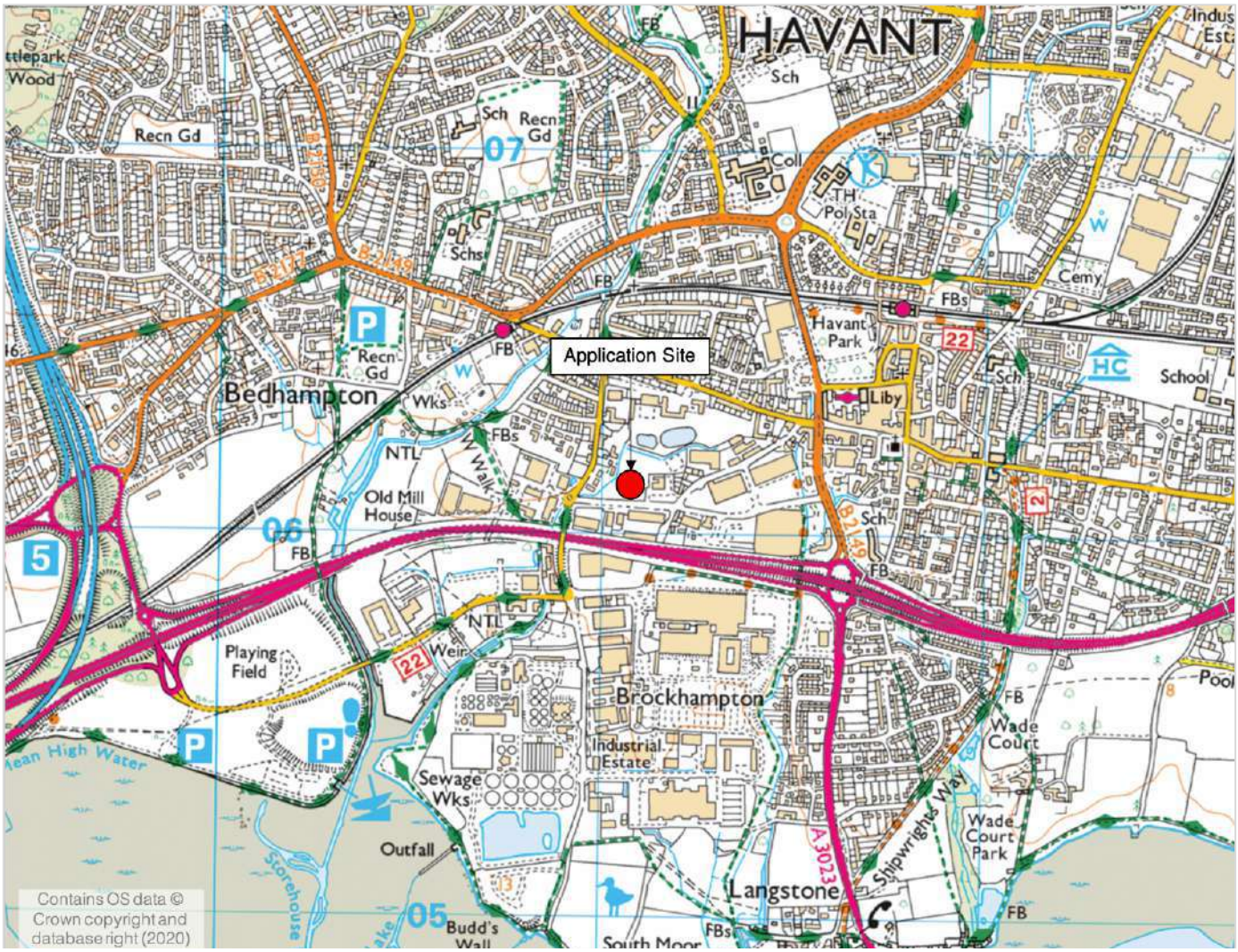
2.2.7 Policy DM14 refers to car and cycle parking as states that, *"Development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use."*

3. Application Site

3.1 Site Location

3.1.1 The application site is situated in a primarily industrial / retail area, located opposite Solent Trade Park. Neighbouring the site is the Bosmere Medical Centre. The application site is currently undeveloped and its location is shown on Figure 3.1.

Figure 3.1 Application Site Location



3.2 Planning Status

3.2.1 The application site is allocated in the Adopted Version of the Havant Borough Local Plan (Allocations), July 2014, for 6,600m² of new office floorspace and with an identified potential to relocated PW's existing headquarters. The allocation policy BD14 identifies the site as being walking distance of Havant Bus and Train Stations, as well as Havant Town Centre and associated facilities.

4. Development Proposals

4.1 Site Layout

4.1.1 The development proposals comprise the construction of 1,848m² (GIA) B1a office accommodation to be occupied by Portsmouth Water (PW) and 2,200m² (GIA) of mixed B1c/B2/B8 use. The proposed site layout is shown in Figure 4.1 and also provided in Appendix A.

Figure 4.1 Proposed Site Layout



4.2 Development Schedule

4.2.1 The office element will be occupied by PW who will be relocated from their existing premises on Brockhampton Road. A total of 100 car parking spaces will be provided, which is detailed further in Section 7.

4.2.2 The industrial element comprises 4 units provided with a total of 39 car parking spaces, which is detailed further in Section 7.

4.3 Principle of Access

4.3.1 The development proposals will be accessed from the existing access to Bosmere Medical Centre on Solent Road. The access will be shared with both the medical centre and the development proposals, although will be upgraded to accommodate the turning manoeuvres of HGVs which may be generated to a modest degree by the proposed industrial units. The proposed access arrangements are discussed in greater detail in Section 6.

5. Multimodal Trip Generation

5.1 Overview

5.1.1 Multimodal trip generation of the development proposals has been calculated through consideration of the separate office and industrial unit elements of the development proposals.

5.1.2 Multimodal trip generation for both elements of the development proposals has been calculated by sourcing AM (08:00-09:00) and PM (17:00-18:00) peak hour period total people trip rates for each element from the TRICS database, then applying the following mode share data sources to each:

- Local method of travel to work data from the 2011 Census to the industrial units with no known end occupiers; and
- Travel questionnaire data issued to existing PW staff.

5.1.3 It is recognised that traffic survey information of the existing PW office may provide more representative trip generational characteristics for the office element. However, due to the ongoing global pandemic and the subsequent shift to working from home, the above approach is considered to be a sufficiently robust evidence base for the purposes of this TA.

5.1.4 Goods vehicle trip generation for the industrial element has also been quantified. In response to pre-application feedback from HCC, this has included for a worst-case application of B8 goods vehicle trip rates, despite the development proposals allowing for a range of B1c, B2 and B8 type occupiers.

5.1.5 As noted in Section 3, the site is currently undeveloped and as such, all development trips have been considered as 'new' trips on the network and assessed as such in later sections of this TA. The existing PW premises on Brookhampton Road may remain in-situ until further notice and any subsequent change to the nature of the site will remain subject to a separate planning application considered on its own merits.

5.2 TRICS Site Filtering Criteria

5.2.1 Total people trip rates have been sourced from TRICS on the basis that these will provide for a total demand of all trips to office and industrial unit land uses, regardless of mode share (with 2011 Census data and PW specific mode share data meeting this purpose, as detailed subsequently).

5.2.2 TRICS sites have been filtered on the basis summarised in Table 5.1 for the office and industrial unit land uses.

Table 5.1 TRICS Filtering Criteria

Filtering Criteria	Proposed Office	Proposed Industrial Units
Land Use Category:	02 – Employment – A – Office	02 – Employment – D – Industrial Estate
Selected Regions:	England only (excluding Greater London)	
Location:	Edge of town centre, suburban	Edge of town centre, suburban, edge of town
Data Range:	01/01/12 to 13/11/19	01/01/12 to 25/09/19
Selected Survey Days:	Monday to Friday	
Floor Area:	178 – 5,000m²	1,138 – 10,000m²
No. of Site Surveys:	9	15

5.3 Multimodal Office Trips

5.3.1 The total people trip rates and associated movements during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods for the proposed office use are summarised in Table 5.2. The full TRICS output is provided in Appendix B.

Table 5.2 Total People Trip Rates – Proposed B1a Office

Time Period	Trip Rate			Total Person Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	3.430	0.241	3.671	64	4	68
PM (17:00-18:00)	0.547	3.321	3.868	10	62	72

5.3.2 In order to derive a representative mode share for the proposed B1a office use, particularly as the end occupier, PW, is known, staff travel to work data has been acquired from PW for their existing staff. It is considered that given the locality of the existing PW site on Brockhampton Road to the proposed site on Solent Road, the majority of staff will continue to travel to work as per existing arrangements. The mode share data is shown in Table 5.3 and the raw survey data is provided in Appendix C.

Table 5.3 PW Travel to Work Mode Share Data

Mode	Mode Share	Mode	Mode Share
Vehicle Driver	81.3%	Walk	7.8%
Vehicle Passenger	3.1%	Cycle	0.8%
Public Transport	5.4%	Other	1.5%

5.3.3 A summary of the weekday AM and PM peak hourly multimodal trip rates on the basis of Tables 5.2 and 5.3 is provided in Table 5.4.

Table 5.4 Multi-Modal Trip Generation – Proposed Office

Mode	AM (08:00-09:00) Peak Hour Period			PM (17:00-18:00) Peak Hour Period		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle Driver	52	4	56	8	50	58
Vehicle Passenger	2	0	2	0	2	2
Public Transport	4	0	4	0	3	3
Walk	5	0	5	1	5	6
Cycle	1	0	1	0	1	1
Other	1	0	1	0	1	1
Total	**63**	**4**	**67**	**10**	**62**	**72**

5.3.4 Table 5.4 demonstrates that the proposed office has the potential to generate a total of 67 two-way people movements during the AM peak period, of which 56 would be vehicular. During the PM peak period, the office use could generate approximately 72 two-way people movements, of which 58 would be vehicular.

5.4 Proposed Industrial Units

5.4.1 The total people trip rates and associated movements during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods for the proposed industrial units use are summarised in Table 5.5. The full TRICS output is provided in Appendix B.

Table 5.5 Total People Trip Rates – Proposed Industrial Units

Time Period	Total Person Trip Rate			Total Person Movements		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	0.850	0.404	1.254	16	8	24
PM Peak	0.294	0.716	1.010	5	13	18

5.4.2 In order to derive a representative mode share for the proposed industrial units, localised data from the 2011 Census dataset *'location of usual residence and place of work by method of travel to work'* for the Havant 014 Middle Super Output Area (MSOA) has been obtained. The mode share data is shown in Table 5.6.

Table 5.6 2011 Census Travel to Work Mode Share Data

Mode	Mode Share	Mode	Mode Share
Vehicle Driver	69.5%	Walk	6.7%
Vehicle Passenger	7.9%	Cycle	4.9%
Public Transport	8.8%	Other	2.2%

5.4.3 In response to pre-application feedback from HCC, goods vehicle trip rates have been sourced from TRICS, as per the F – Warehousing (Commercial) land use category, as a worst-case. This has adopted similar filtering criteria to the industrial estate trip rates, albeit limited to vehicular trip rates only (providing for OGV and LGV trip rates). A full TRICS report is provided in Appendix D, whilst the OGV and LGV trip rates are summarised in Table 5.7.

Table 5.7 OGV and LGV Trip Rates – Proposed Industrial Units

Mode	AM (08:00-09:00) Peak Hour Period				PM (17:00-18:00) Peak Hour Period			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
OGV	0.082	2	0.051	1	0.010	0	0.066	1
LGV	0.041	1	0.046	1	0.005	0	0.010	0

5.4.4 For modelling purposes discussed in later sections of this TA, all goods vehicle trips in Table 5.7 have been treated as HGVs for robustness.

5.4.5 A summary of multimodal trips during the weekday AM (08:00-09:00) and PM (17:00-18:00) peak hour periods on the basis of Tables 5.5 to 5.7 is provided in Table 5.8. It is noted that where percentages have been applied and OGV trips have been subtracted from total people trips, some rounding differences are seen between Table 5.8 and Table 5.5 (although these are insignificant in assessment terms).

Table 5.8 Multi-Modal Trip Generation – Proposed Industrial Units

Mode	AM (08:00-09:00) Peak Hour Period			PM (17:00-18:00) Peak Hour Period		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle Driver	10	5	15	3	8	11
Vehicle Passenger	1	1	2	0	1	1
Public Transport	2	0	2	0	1	1
Walk	1	0	1	0	1	1
Cycle	1	0	1	0	1	1
Other	0	0	0	0	0	0
OGV	2	1	3	0	1	1
Total	**17**	**7**	**24**	**3**	**13**	**16**

5.4.6 Table 5.8 demonstrates that the industrial units have the potential to generate a total of 24 two-way people movements during the AM peak period, of which 18 would be vehicular (including 3 OGVs). During the PM peak period, the industrial units could generate approximately 16 two-way people movements, of which 12 would be vehicular (including 1 OGV).

5.5 Total Multimodal Trip Generation

5.5.1 As per the above, multimodal trips by the development proposals as-a-whole, during the weekday AM (08:00-09:00) and PM (17:00-18:00) peak hour periods, is summarised in Table 5.9.

Table 5.9 AM & PM Multi-Modal Trip Generation

Mode	AM (08:00-09:00) Peak Hour Period			PM (17:00-18:00) Peak Hour Period		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Vehicle Driver	62	9	71	11	58	69
Vehicle Passenger	3	1	4	0	3	3
Public Transport	6	0	6	0	4	4
Walk	6	0	6	1	6	7
Cycle	2	0	2	0	2	2
Other	1	0	1	0	1	1
OGV	2	1	3	0	1	1
Total	**82**	**11**	**93**	**12**	**75**	**87**

5.5.2 Table 5.5 demonstrates that the development proposals are expected to generate a total of 74 two-way vehicle trips during the AM (08:00-09:00) peak hour period (including 3 OGVs) and likewise 70 vehicle trips during the PM (17:00-18:00) peak hour period (including 1 OGV). The remaining 19 and 17 trips would be undertaken by sustainable travel modes during either peak hour period, respectively.

5.5.3 It should be noted that due to the ongoing coronavirus pandemic, it is not currently known to what extent trip generation for the land uses proposed may alter in the future, when compared with the TRICS-based derivation of total people trips during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods.

5.5.4 For the proposed office in particular, and based upon discussions with PW, it is nevertheless likely that increased homeworking may result in reduced peak hour travel, including by car. As such, the above vehicle trips during the peak hour periods are very much expected to represent a worst-case and may well overestimate a longer-term trend for reduced day-to-day travel.

5.5.5 Notwithstanding the above, for robustness, the peak hour traffic generation has been assessed further in terms of potential impact on the surrounding highway network. This is detailed in later sections of this TA, following Sections 6 and 7, which deal with how the multimodal modal trip generation demand detailed in this section will be accommodated in terms of the access and parking strategies.

6. Access Strategy

6.1 Site User Requirements

6.1.1 The development proposals will integrate with the existing infrastructure available to the application site, whilst adapting and providing suitable access for all travel modes into the site layout and the individual units.

6.1.2 In addition to the vehicle trip generation detailed in Section 5, the development is expected to generate additional trips by various sustainable travel modes, including walking, cycling and use of public transport services, as reflective of the quantified multimodal trips.

6.2 Pedestrian and Cycle Connections

6.2.1 The location of the application site is such that there is a well-established network of pedestrian and cycle routes along key highway links providing good connectivity to nearby bus stops, Havant railway station and nearby residential areas such as Bedhampton, Warblington, Langstone and Leigh Park.

6.2.2 At the site access the existing footway along the western kerb line will be retained along with the existing informal zebra crossing, retaining safe pedestrian access to Bosmere Medical Centre and for future employees of the development. After the existing zebra crossing, the footway will continue along the eastern kerb line of the access road providing safe access to the office building. A gated pedestrian entrance will be provided allowing secure access to PW employees.

6.2.3 Solent Road benefits from lit footways along both sides of the carriageway and at the signalised junction with the Tesco access and at the signalised junction with Park Road South, pedestrians are afforded with signalised crossings, facilitating convenient movement between the site and nearby bus stops. Likewise, a combination of signalised and unsignalised formal crossing points are provided along the route to the station facilitating convenient movement for staff.

6.2.4 The local cycle connections in the vicinity of the application site are demonstrated on Figure 6.1.

Figure 6.1 Local Cycle Connections



6.3 Public Transport Connections

6.3.1 The site is well served by frequent bus services with the nearest bus stops located 500m east of the site on Park Road South. Bus stops are provided with shelter, seating and timetable information. The bus services available from these stops are summarised in Table 6.1.

Table 6.1 Local Bus Services

Route No.	Frequency (no. of buses per hour)			Route
	Monday – Friday	Saturday	Sunday	
30	2	2	1	Havant – Hayling Island circular
31	2	2	1	Havant – Hayling Island circular
700	2	2	2	Chichester – Havant – Hilsea – Portsmouth

6.3.2 Bedhampton station is located 900m north-west of the application site, accessible within a walk time of 11 minutes and a cycle time of 4 minutes. Typical journey times and frequencies to a selection of direct destinations are outlined in Table 6.2.

Table 6.2 Table 3.2 Direct Rail Services from Bedhampton Station

Destination	Frequency	Journey Time	Destination	Frequency	Journey Time
Littlehampton	1 per hour	43 minutes	Chichester	1 per hour	23 minutes
Portsmouth Harbour	1 per hour	17 minutes	Haslemere	1 per hour	37 minutes
Portsmouth & Southsea	2 per hour	13 minutes	Petersfield	1 per hour	19 minutes

6.3.3 In addition to the bus services available on Park Road South, request stops are also provided adjacent to the site access on Solent Road. These advertise the stopping of 'Xelabus' service 74 between Havant Bus Station, Havant Tesco Extra and the Bosmere Medical Centre. This is advertised to service these bus stops on Monday to Friday between 10:00 and 14:00, and at 15-minute intervals.

6.3.4 Havant station is located 1.0km to the north-east of the site, accessible in walk time of 13 minutes and cycle time of 4 minutes and offers access to additional services to alternative destinations. Typical journey times and frequencies to a selection of direct destinations are outlined in Table 6.3.

Table 6.3 Direct Rail Services from Havant Station

Destination	Frequency	Journey Time	Destination	Frequency	Journey Time
Fareham	3 per hour	17 minutes	Horsham	2 per hour	50 minutes
Southampton	3 per hour	40 minutes	Brighton	2 per hour	70 minutes

6.3.5 Overall, the location of the site provides a realistic choice in travel modes to cater for daily journey which would act to reduce employees' reliance on the private cars.

6.4 Vehicular Access and Servicing Arrangements

6.4.1 The development proposals will be accessed from the existing all movement 'T' junction that currently serves the Bosmere Medical Centre. The proposals will nevertheless upgrade the existing access, whilst suitably retaining access to the medical centre (including a separate footway / cycleway into the eastern side of the medical centre).

6.4.2 In order to accommodate the turning manoeuvres of HGVs accessing the development, the existing 'T' junction will be modified to provide an overall wider arrangement, with larger kerb radii along with the provision of a 2.0m wide pedestrian refuge island, dropped kerbs and tactile paving.

6.4.3 The proposed access arrangements, including swept path analysis of a 16.5m articulated HGV, have been agreed with HCC and are demonstrated on mode drawings J32-5257-003, J32-5257-004 and J32-5257-005, provided in Appendix E.

6.4.4 Visibility splays of 2.4m x 90m at the site access are also shown for completeness on mode drawing J32-5257-005, although no material changes to visibility will be noticed at the site access as part of the proposed changes where visibility is already very clear in either direction.

6.4.5 An independent Stage 1 Road Safety Audit (RSA1) of the proposed changes to the site access has been undertaken. This is provided in Appendix F, inclusive of a Designer's Response.

6.4.6 The site access road will provide direct access to the service yard and parking for the industrial units on the western side. Continuing north along the internal access from Solent Road there will be a gated vehicular access to the office accommodation with car parking located to the east and west of the building.

6.4.7 Swept path analysis for HGVs accessing and egressing each loading bay for the industrial units is demonstrated on mode drawings J32-5257-006 and J32-5257-010, provided in Appendix E. These are shown on the basis of the maximum size vehicles proposed for units, with the two northern units accommodating 10m rigid trucks, and the two southern units accommodating 16.5m articulated HGVs.

6.4.8 Commercial waste collection will be the responsibility of individual occupiers of the industrial units. Waste will be stored internally and taken away from individual units either by occupiers' vehicle fleet or by a preferred, individually contracted commercial waste operator. The above discussed swept paths allow for any eventuality.

6.4.9 For the proposed office, the swept paths of a refuse collection vehicle, demonstrating that this can enter and exit the office site area in a forward gear, is shown on mode drawing J32-5257-011, provided in in Appendix E. This drawing also demonstrates that a 12m rigid truck could also turn in this area, for more general servicing purposes associated with PW operations.

7. Parking Strategy

7.1 Overview

7.1.1 The development proposals will provide car and cycle parking provision to suit the individual requirements of the proposed PW office and the four industrial units, whilst recognising local parking standards.

7.1.2 All car parking spaces will measure a minimum of 2.4 x 4.8m in accordance with Havant Borough Council Parking Supplementary Planning Document (SPD (2016). Disabled parking will be provided at a ratio of at least 5% of the total allocation for the office use and the industrial units in accordance with this SPD.

7.2 Office Provision

7.2.1 The proposed PW office will be provided with a total of 100 car parking spaces. This exceeds the minimum 1 space per 30m^2 standard for B1a use. This has been agreed to be an appropriate provision reflective of PW's requirements, in transport terms, with HCC Transport Development Control Officers.

7.2.2 Moreover, an assessment of parking accumulation further demonstrates the proposed parking provision for the office space to be robust, as detailed later in this section for the office and industrial elements.

7.2.3 For cycle parking, the HBC Parking SPD states a minimum of 1 space per 150m^2 for long-stay and 1 space per 500m^2 for short stay. Applying this standard, the office will be provided with 12 long stay spaces and 4 short stay spaces, which will be located in secure and sheltered storage locations. This also aligns with BREEAM requirements dealt with separately to this TA.

7.3 Industrial Element

7.3.1 The proposed industrial units will be provided with a total of 39 car parking spaces. The HBC Parking SPD states the following minimum standards for B1c, B2 and B8 uses.

- B1c: 1 space per 45m^2
- B2: 1 space per 45m^2
- B8: 1 space per 90m^2

7.3.2 The proposed 39 car parking spaces are equivalent to a ratio of 1 space per 56m². Whilst this exceeds the maximum for B8 uses, the provision allows for a practical mix of B1c, B2 and B8 land uses. As per the proposed office, an assessment of parking accumulation further demonstrates the proposed parking provision for the office space to be robust, as detailed later in this section for the office and industrial elements.

7.3.3 For cycle parking, the HBC Parking SPD states the following minimum standards for B1c, B2 and B8 uses.

- B1c: 1 space per 250m² (long-stay) and 1 space per 500m² (short-stay)
- B2: 1 space per 350m² (long-stay) and 1 space per 500m² (short-stay)
- B8: 1 space per 500m² (long-stay) and 1 space per 500m² (short-stay)

7.3.4 Given the nature of the land uses being suited to industrial end occupiers, cycle parking hoops will be provided internally, whereby the developer will provide a minimum of 2 Sheffield hoops per unit, meaning 4 cycle spaces per unit. This exceeds the minimum standards for the most stringent B1c requirement and also aligns with BREEAM requirements dealt with separately to this TA.

7.4 Parking Accumulation Analysis

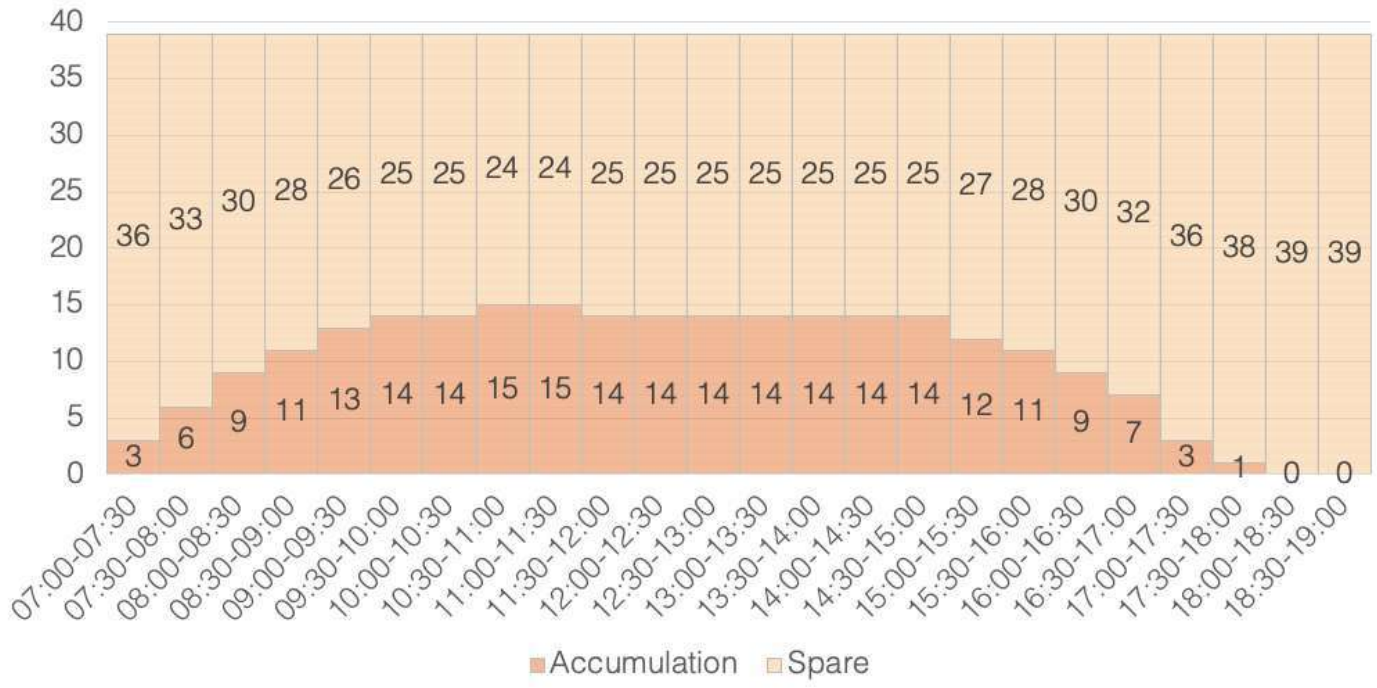
7.4.1 Parking accumulation analysis has been undertaken based on the car driver arrivals and departures profile detailed in Section 5 (albeit with the inclusion of trips over the day). This provides for the anticipated parking demand associated with the proposed office and industrial elements.

7.4.2 The predicted parking accumulation over a typical weekday profile is demonstrated on Figures 7.1 and 7.2. for the office and industrial elements on the above basis, respectively.

Figure 7.1 Office Parking Accumulation



Figure 7.2 Industrial Parking Accumulation



7.4.3 Figures 7.1 and 7.2 demonstrate that car parking accumulation can be comfortably accommodated within the proposed 100 and 39 car parking spaces for the office and industrial elements, respectively.

8. Network Assessment Assumptions

8.1 Summary of Local Highway Network

8.1.1 The application site is located adjacent to Solent Road, which is a two-way single carriageway road subject to a 30mph speed limit.

8.1.2 To the west of the application site, Solent Road junctions with Brockhampton Road and Marples Way via a 4-arm roundabout. Marples Way provides access to commercial uses and Brockhampton Road heads north towards Bedhampton and south towards industrial uses in Langstone and Harts Farm Way, which provides access to the A27 and A3(M).

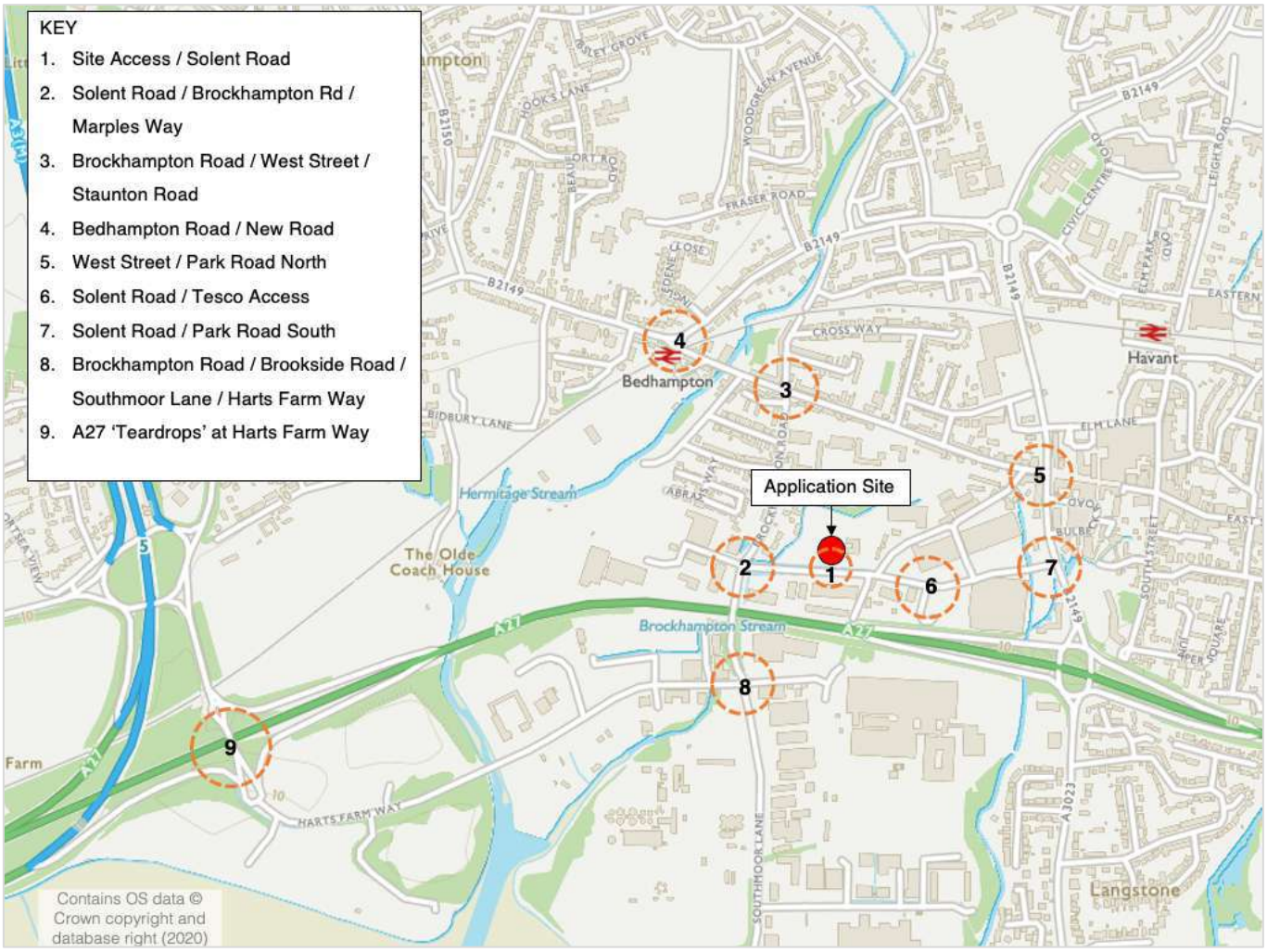
8.1.3 To the east of the site, Solent Road junctions with Park Road South via a signalised junction. Park Road South heads north towards Havant station and south towards Langstone, Hayling Island and the A27 Havant Bypass.

8.2 Scope of Assessment

8.2.1 The development proposals are forecast to generate additional traffic movements on the local road network. As per Section 5, this may equate to an additional 74 two-way vehicle trips during the AM (08:00-09:00) peak hour period (including 3 OGVs) and likewise 70 vehicle trips during the PM (17:00-18:00) peak hour period (including 1 OGV).

8.2.2 In consideration of the above, the conditions on the local road network have been reviewed and traffic flows quantified in order to provide the basis for assessment of development traffic impact detailed in subsequent sections of this TA. This has been informed by pre-application dialogue with HCC and feedback from their Transport Development Control Officers adopted accordingly. Through discussion with HCC, the scope of network covered in terms of key local junctions is demonstrated on Figure 8.1.

Figure 8.1 Scope of Network



8.3 Baseline Data Collection

8.3.1 Baseline traffic data, in the form of Manual Classified Count (MCC) surveys of the junctions demonstrated on Figure 8.1 have been undertaken by an independent traffic survey company on Wednesday 4th November 2020 between 07:00-10:00 and 16:00-19:00. Full survey results are provided in Appendix G for reference.

8.4 Baseline Data Adjusted for Impact of Coronavirus Pandemic

8.4.1 The principle of undertaking traffic counts on the above date has been agreed with HCC. However, it has also been agreed that measured traffic volumes need to account for potential reduced demand during a time where the coronavirus pandemic had been having (and continues to have) an impact on prevalent traffic volumes on the network. It should however be noted should be noted that the above date was not during a time of nationwide 'lockdown'.

8.4.2 Through review of available data sources, including consideration of data available from previous planning applications in the area, a Department for Transport (DfT) traffic counter on Brockhampton Road (DfT Counter 803475) has been adopted as the most recent and most relevant proxy for traffic levels in the local area, prior to the coronavirus pandemic.

8.4.3 The above DfT traffic counter provides for AM (08:00-09:00) and PM (17:00-18:00) two-way traffic flows on Wednesday 9th May 2018. These have been compared with the two-way traffic flows recorded on this link as per the Wednesday 4th November 2020 traffic surveys undertaken for this TA (by way of the turning movements on and off this link at the Solent Road / Brockhampton Road / Marples Way roundabout). This provides for a relative factor between pre-coronavirus conditions and the time when traffic surveys were undertaken for this TA. This is summarised in Table 8.1.

Table 8.1 2018 DfT Counter Versus November 2020 Traffic Surveys on Brockhampton Road

Data Source	AM (08:00-09:00) Peak Hour	PM (17:00-18:00) Peak Hour
DfT Counter 803475	318	349
November 2020	191	281
Coronavirus Factor	1.665	1.242

8.4.4 Table 8.1 demonstrates a coronavirus factor of 1.665 in the AM (08:00-09:00) peak hour period, whilst a 1.242 factor in the PM (17:00-18:00) peak hour period. These factors have been applied to all turning movements in the November 2020 MCC surveys on this basis. Adjusted baseline flows for 2020 are demonstrated on network diagrams and on junction matrices covering the assessment scope, as provided in Appendix H.

8.5 Future Years, TEMPro Growth Rates and Committed Development

8.5.1 To assess the impact of development traffic, the future assessment years, as agreed with HCC, are 2023 and 2025.

8.5.2 In order to estimate potential growth in traffic levels in the above future year assessments, TEMPro factors have been derived from the DfT's Trip End Model Presentation Programme (TEMPro) Version 7.2. The following selections have been applied from the National Trip End Model (NTEM) RTF 2018 Scenario 1 - Reference (2015 to 2050) calculations for origin / destination in 07:00-09:59 and 16:00 to 18:59:

- Areas to make up geographic region: Havant 014
- Road type: All; and
- Which area it serves: Region.

8.5.3 2020 to 2023 and 2020 to 2025 TEMPro growth rates on the above basis are summarised for the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods in Table 8.2.

Table 8.2 TEMPro Growth Rates

Years	AM (08:00-09:00) Peak Hour Period	PM (17:00-18:00) Peak Hour Period
2020 – 2023	1.029185	1.027984
2020 – 2025	1.048028	1.046421

8.5.4 In addition to the above TEMPro growth rates, relevant committed development has also been reviewed and assumed to be in-place in the 2023 and 2025 future year assessments. As advised by HCC this has included for the Forty Acres Farm planning consent (ref. APP/18/00450) for 320 residential units and a 66-bed care home. Turning movements of this development proposal have been sourced from the TA that had accompanied the associated planning application and have been added onto the network in the 2023 and 2025 future years.

8.5.5 The baseline turning movements in the 2023 and 2025 future assessment years, as per the TEMPro growth rates and committed development, are demonstrated on network diagrams and on junction matrices covering the assessment scope, as provided in Appendix H.

9. Distribution and Assignment

9.1 Overview

9.1.1 Development traffic, for both the proposed office and industrial units, has been distributed and assigned on the local road network covered by the assessment scope detailed in Section 8.

9.1.2 Whilst a 2011 Census based approach had been proposed in the Scoping Note submitted to HCC, subsequent feedback from their Transport Development Control Officers has informed an approach led instead by distribution of traffic in the local area by similar land uses (and in doing so accounting for a greater proportion of eastbound movement on Solent Road).

9.2 Traffic Distribution Methodology

9.2.1 To the above end, the Solent Road / Brockhampton Road / Marples Road roundabout has been identified as a comparable proxy for immediate development traffic distribution. This is on the basis that Marples Way provides access to a variety of commercial premises with similar land uses and types of occupiers.

9.2.2 The MCC survey for the Solent Road / Brockhampton Road / Marples Road roundabout provides for the distribution of the above noted commercial premises – north on Brockhampton Road, east on Solent Road and south on Brockhampton Road. The relative distribution as per the MCC survey data has been quantified as an average across the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods. This is summarised in Table 9.1.

Table 9.1 Immediate North, East, South Distribution (Solent Road / Brockhampton Road / Marples Road)

Year	Distribution
North on Brockhampton Road	12%
East on Solent Road	46%
South on Brockhampton Road	42%

9.2.3 Beyond the immediate distribution of east on Solent Road, as well as north and south on Brockhampton Road (which in doing so dictates total westbound movement on Solent Road from the site access), remaining traffic distribution within the assessment scope has been determined on the following basis as per corresponding junctions:

- Brockhampton Road / West Street / Staunton Road junction – westbound movement only, where right turning restrictions on and off Park Road North at the eastern end of West Street realistically restrict eastbound movement for onward travel;

- Bedhampton Road / New Road junction - East / West movement as per recorded turning proportions;
- Solent Road / Park Road South junction – South / North movement as per recorded turning proportions;
- Brookhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way roundabout – all movement between Brookhampton Road and Harts Farm Way (with all other arms offering limited potential for development traffic distribution); and
- A27 'Teardrops' junction at Harts Farm Way – as per recorded turning proportions, with this varying vary arrival and departure profiles (due to the relationship of this arrangement with the A27 and A3 dual carriageways).

9.2.4 It should be noted that the assignment of HGVs (whilst HGV numbers are very modest) has followed the above approach, albeit with the exception of assigning HGVs on Brockhampton Road to the north of the Solent Road / Brockhampton Road / Marples Road roundabout. This is on the basis of a 7.5t weighting restriction on this route.

9.3 Traffic Assignment and Percentage Impact at Junctions

9.3.1 Development traffic has been assigned at all junctions within the assessment scope on the basis of the above traffic distribution methodology. This is demonstrated on network diagrams and on junction matrices covering the assessment scope, as provided in Appendix H.

9.3.2 A summary of total two-way movements at all junctions within the assessment scope in the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods is demonstrated in Tables 9.2 and 9.3, respectively. These tables include for a comparison with baseline traffic in the 2020, 2023 and 2025 assessment years, in terms of the percentage increase resulting from development traffic upon baseline conditions.

Table 9.2 Two-way Development Traffic Percentage Impact at Junctions (AM Peak Hour)

Junction	Development Traffic	Baseline (% development impact)		
		2020	2023	2025
Site Access / Solent Rd	72	946 (7.61%)	973 (7.40%)	1020 (7.06%)
Solent Rd / Brockhampton Rd / Marples Way	40	1257 (3.18%)	1294 (3.09%)	1356 (2.95%)
Brockhampton Rd / West St / Staunton Rd	9	521 (1.63%)	536 (1.59%)	562 (1.52%)
West St / Bedhampton Rd / New Rd	9	2301 (0.37%)	2379 (0.36%)	2493 (0.34%)
West St / Park Rd North	11	2874 (0.40%)	2958 (0.38%)	3100 (0.37%)
Solent Rd / Tesco Access	34	1672 (2.04%)	1720 (1.98%)	1803 (1.89%)
Solent Rd / Park Way South	34	3775 (0.89%)	3885 (0.86%)	4071 (0.82%)
Brockhampton Rd / Harts Farm Way / Brookside Rd / Southmoor Ln	32	1543 (2.07%)	1589 (2.01%)	1665 (1.92%)
Harts Farm Way / A27 (entry movements)	31	3576 (0.87%)	3754 (0.83%)	3924 (0.79%)

Table 9.3 Two-way Development Traffic Percentage Impact at Junctions (PM Peak Hour)

Junction	Development Traffic	Baseline (% development impact)		
		2020	2023	2025
Site Access / Solent Rd	70	796 (8.79%)	818 (8.55%)	856 (8.17%)
Solent Rd / Brockhampton Rd / Marples Way	38	1066 (3.55%)	1095 (3.45%)	1146 (3.30%)
Brockhampton Rd / West St / Staunton Rd	8	591 (1.40%)	608 (1.36%)	636 (1.30%)
West St / Bedhampton Rd / New Rd	8	2034 (0.41%)	2101 (0.39%)	2198 (0.38%)
West St / Park Rd North	11	2178 (0.51%)	2239 (0.49%)	2343 (0.47%)
Solent Rd / Tesco Access	29	1361 (2.16%)	1399 (2.10%)	1464 (2.01%)
Solent Rd / Park Way South	32	3058 (1.05%)	3143 (1.02%)	3289 (0.98%)
Brockhampton Rd / Harts Farm Way / Brookside Rd / Southmoor Ln	30	1177 (2.51%)	1210 (2.44%)	1267 (2.33%)
Harts Farm Way / A27 (entry movements)	29	3818 (0.77%)	3982 (0.74%)	4164 (0.70%)

9.3.3 Tables 9.2 and 9.3 demonstrate that other than at the site access, development traffic represents less than a 4% increase upon baseline conditions, including for the 2020 baseline, whereby flows are lower than in future years.

9.3.4 Notwithstanding the above, as informed by pre-application feedback from HCC Transport Development Control Officers, the following junctions have been assessed further by way of detailed junction capacity testing:

- Site Access / Solent Road;
- Solent Road / Brockhampton Road / Marples Way roundabout; and
- Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout.

9.3.5 Modelling assessments of the above junctions are detailed in the subsequent Section 10.

9.3.6 It should be noted that HCC Transport Development Control Officers had (in absence of the data detailed in Tables 9.2 and 9.3) requested that a modelling assessment be carried out at the Hart Farm Way / A27 teardrop arrangement. However, Tables 9.2 and 9.3 demonstrate that development traffic impact would be limited to less than 1% in all scenarios, and other routes are available where impact is also otherwise negligible (e.g. Bedhampton Road and Park Road South).

9.3.7 On the above basis, modelling of the Hart Farm Way / A27 teardrop arrangement is now considered unnecessary and the above evidence ought to readily withstand the NPPF test on its own merits with regard to the proposals not resulting in a situation whereby "*residual cumulative impacts on the road network would be severe*".

9.3.8 Moreover, based upon experience of preparing junctions models of the nature required at Hart Farm Way / A27 teardrop arrangement, it is very much envisaged that preparing a model to test development traffic impact of such a negligible percentage impact would add limited value, whereby such a negligible change in flows will not be expected to have any material influence on capacity outputs of such a junction model.

10. Junction Capacity Testing

10.1 Modelling Scope

10.1.1 Junction capacity models have been prepared in TRL's Junctions 9 software package to test the impact of the development proposals on the following junctions, as per Section 9:

- Site Access / Solent Road;
- Solent Road / Brockhampton Road / Marples Way roundabout; and
- Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout.

10.1.2 As requested by HCC Transport Development Control Officers, the following traffic flows scenarios have been tested in the AM (09:00-09:00) and PM (17:00-18:00) peak hour periods:

- 2020 baseline (with COVID-19 adjustment factor);
- 2023 baseline (inclusive of committed development);
- 2025 baseline (inclusive of committed development);
- 2023 baseline + development; and
- 2025 baseline + development.

10.1.3 Traffic flow matrices covering all of the above scenarios are provided in Appendix H. These matrices breakdown flows by 15-min intervals for 'DIRECT' input of PCU turning movements and HGV percentages. All modes have adopted measures junction geometries, as provided in Appendix I.

10.2 Modelling Outputs

10.2.1 Full modelling outputs of Junctions 9 are provided in Appendix J for reference, whilst a summary of the results for each of the tested junctions is provided in Tables 10.1 to 10.3.

Table 10.1 Site Access / Solent Road Summary Results

Turning Movement	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2020 Baseline						
Access to Solent Road (E)	0.1	6.85	0.07	0.1	6.74	0.06
Access to Solent Road (W)	0.1	14.02	0.07	0.0	12.52	0.05
Solent Road (E) to Access	0.3	4.89	0.14	0.1	5.01	0.06
2023 Baseline						
Access to Solent Road (E)	0.1	6.88	0.07	0.1	6.78	0.06
Access to Solent Road (W)	0.1	12.20	0.07	0.0	12.51	0.05
Solent Road (E) to Access	0.3	4.89	0.14	0.1	5.04	0.07
2025 Baseline						
Access to Solent Road (E)	0.1	6.95	0.07	0.1	6.80	0.06
Access to Solent Road (W)	0.1	14.69	0.07	0.1	12.82	0.05
Solent Road (E) to Access	0.3	4.89	0.15	0.1	5.01	0.07
2023 Baseline + Development						
Access to Solent Road (E)	0.1	7.25	0.08	0.1	7.71	0.12
Access to Solent Road (W)	0.1	16.63	0.09	0.2	13.09	0.14
Solent Road (E) to Access	0.5	5.38	0.21	0.1	5.10	0.08
2025 Baseline + Development						
Access to Solent Road (E)	0.1	7.31	0.08	0.1	7.81	0.12
Access to Solent Road (W)	0.1	15.29	0.10	0.2	13.51	0.14
Solent Road (E) to Access	0.5	5.35	0.22	0.2	5.07	0.08

Table 10.2 Solent Road / Brockhampton Road / Marples Way Summary Results

Arm Entry	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2020 Baseline						
Brockhampton Road (N)	0.5	4.90	0.31	0.2	4.46	0.19
Solent Road	0.8	5.20	0.44	0.5	4.14	0.34
Brockhampton Road (S)	0.1	5.83	0.44	1.1	6.75	0.53
Marples Way	0.1	4.16	0.06	0.2	5.33	0.20
2023 Baseline						
Brockhampton Road (N)	0.5	5.01	0.32	0.2	4.40	0.19
Solent Road	0.9	5.36	0.46	0.6	4.29	0.35
Brockhampton Road (S)	0.8	5.76	0.45	1.2	6.73	0.54
Marples Way	0.1	4.44	0.06	0.3	5.51	0.21
2025 Baseline						
Brockhampton Road (N)	0.5	5.18	0.34	0.3	4.51	0.20
Solent Road	1.0	5.65	0.48	0.6	4.43	0.37
Brockhampton Road (S)	0.9	6.12	0.48	1.3	7.15	0.57
Marples Way	0.1	4.56	0.06	0.3	5.67	0.21
2023 Baseline + Development						
Brockhampton Road (N)	0.5	5.16	0.33	0.2	4.44	0.19
Solent Road	0.9	5.39	0.46	0.6	4.45	0.38
Brockhampton Road (S)	0.9	6.05	0.48	1.2	6.81	0.55
Marples Way	0.1	4.53	0.06	0.3	5.55	0.21
2025 Baseline + Development						
Brockhampton Road (N)	0.5	5.34	0.35	0.3	4.54	0.20
Solent Road	1.0	5.69	0.49	0.7	4.60	0.39
Brockhampton Road (S)	1.0	6.46	0.51	1.3	7.28	0.58
Marples Way	0.1	4.66	0.06	0.3	5.73	0.22

Table 10.3 Brockhampton Rd / Harts Farm Way / Brookside Rd / Southmoor Ln Summary Results

Arm Entry	AM (08:00-09:00) Peak			PM (17:00-18:00) Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2020 Baseline						
Brockhampton Road (N)	0.7	4.41	0.41	0.3	2.95	0.25
Solent Road	0.5	10.98	0.32	0.4	8.58	0.31
Brockhampton Road (S)	0.5	4.26	0.29	0.6	4.54	0.36
Marples Way	1.4	6.57	0.59	0.8	5.09	0.45
2023 Baseline						
Brockhampton Road (N)	0.8	5.54	0.43	0.4	3.00	0.26
Solent Road	0.5	11.48	0.33	0.5	8.79	0.32
Brockhampton Road (S)	0.5	4.35	0.30	0.6	4.69	0.37
Marples Way	1.6	6.97	0.61	0.9	5.23	0.46
2025 Baseline						
Brockhampton Road (N)	0.9	4.83	0.46	0.4	3.07	0.28
Solent Road	0.6	12.54	0.37	0.5	9.28	0.35
Brockhampton Road (S)	0.5	4.53	0.32	0.6	4.91	0.39
Marples Way	1.8	7.53	0.64	0.9	5.45	0.48
2023 Baseline + Development						
Brockhampton Road (N)	0.8	4.59	0.44	0.4	3.05	0.28
Solent Road	0.5	11.54	0.34	0.5	8.99	0.33
Brockhampton Road (S)	0.5	4.36	0.30	0.6	4.78	0.38
Marples Way	1.7	7.35	0.63	0.9	5.26	0.46
2025 Baseline + Development						
Brockhampton Road (N)	0.9	4.85	0.46	0.4	3.14	0.29
Solent Road	0.6	12.61	0.37	0.5	9.50	0.35
Brockhampton Road (S)	0.5	4.54	0.32	0.7	5.00	0.40
Marples Way	1.9	7.98	0.66	0.9	5.48	0.48

10.3 Summary of Findings

10.3.1 Tables 10.1 to 10.3 demonstrate that all junctions operate well within acceptable capacity parameters for all baseline scenarios. The addition of development traffic has a negligible impact on modelled capacity, and all junctions are predicted to continue operating well within acceptable capacity parameters.

10.3.2 On the above basis, the development proposals demonstrably have no perceptible impact on the operation of the junctions tested. Moreover, this is considered to reinforce the comments made in Section 9 with respect to the Hart Farm Way / A27 teardrop arrangement – this junction is even further removed from the development proposals and given the negligible development impact noticed in the above summaries, impact at this junction would if anything be expected to be even less (where baseline traffic flows are greater).

10.3.3 Overall, the development proposals are not expected to result in a situation whereby residual cumulative impacts on the road network would be severe.

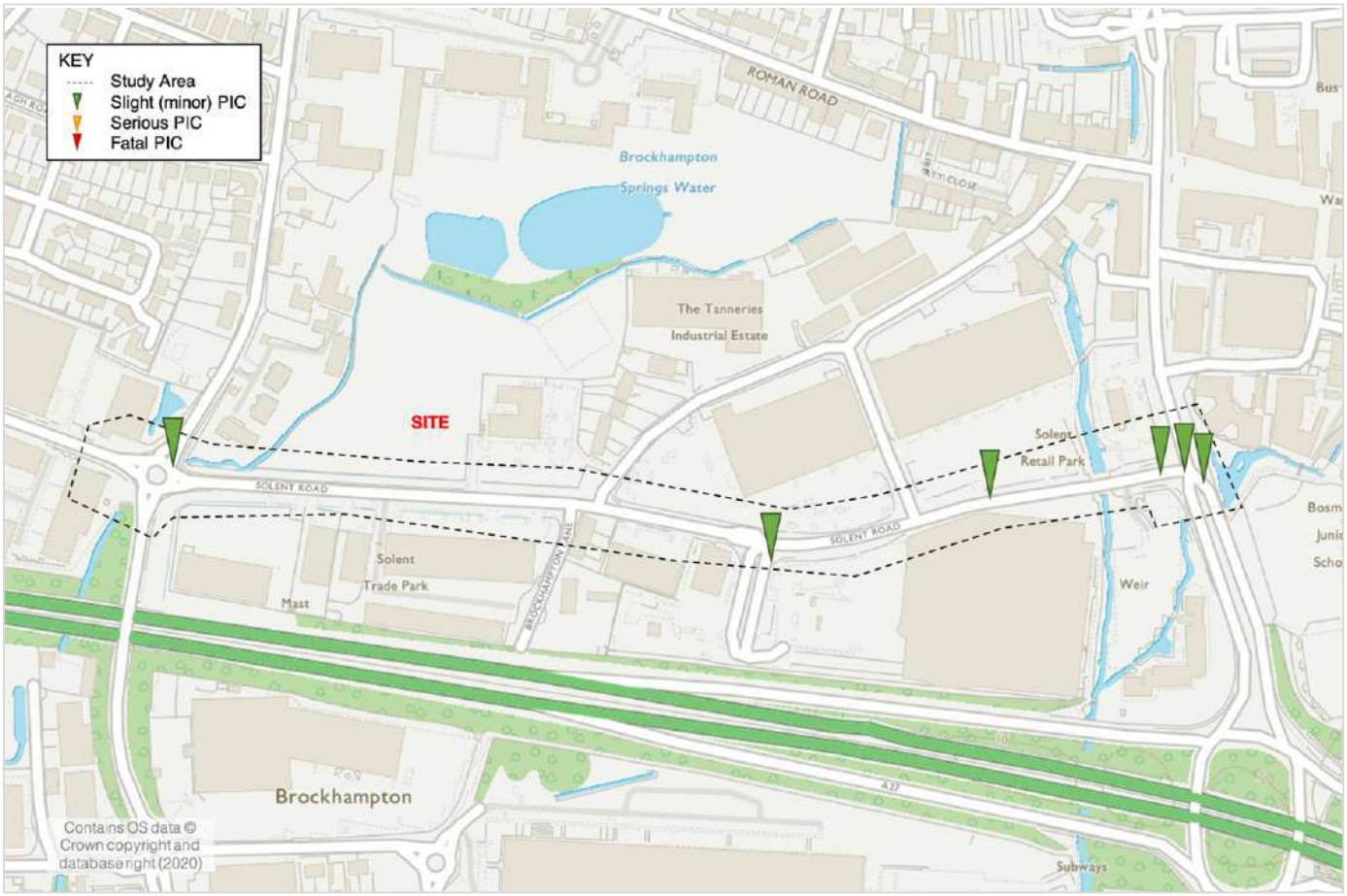
11. Personal Injury Collision Analysis

11.1 Scope

11.1.1 Personal Injury Collision (PIC) data has been obtained from Crashmap Pro over the latest 5-year period. Analysis has been undertaken to determine if there are any trends in the type or location of collisions on the local highway network within the vicinity of the site.

11.1.2 The locations of the recorded PICs within a study area covering the length of Solent are demonstrated on Figure 11.1.

Figure 11.1 PIC Locations



11.2 Summary of Findings

11.2.1 The data identifies that 6 PICs have been recorded within the study area, of which all were classified as 'slight' (minor).

11.2.2 One incident took place at the Solent Road / Brookhampton Road / Marples Way roundabout, which involved no vulnerable road users. The remaining PICs took place at, or on approach to, the Solent Road / Park Road South signalised junction, of which one involved a pedestrian, and one involved a pedal cyclist. No PICs have been recorded at the Bosmere Medical Centre access.

11.2.3 From the above analysis, it is considered that the proposed development will have no adverse impact on highway safety.

12. Conclusions and Recommendations

12.1 Conclusions

12.1.1 This TA has confirmed all transport matters necessary for consideration of the planning application by HBC through consultation with HCC acting as the local highway authority. The following conclusions are drawn as per the preceding sections of this TA:

- The development proposals are well placed to integrate with the application site's surroundings and a variety of local facilities in the wider area.
- The proposed access strategy provides for all travel modes to suit the forecast travel demand, prioritising sustainable modes of travel. The proposed site layout is demonstrated to accommodate swept paths for the largest goods vehicles anticipated to service the proposed industrial and office units, and the proposed access has been agreed with HCC, with a RSA1 accompanying the design.
- A parking strategy will provide a suitable level of car and cycle parking provision when recognising local parking standards, whilst also satisfying an assessment of car parking accumulation.
- Multimodal trip generation has been calculated and the forecast development traffic generation has been assessed to demonstrate that no adverse impacts on highway capacity or safety are anticipated.
- Overall, this TA has generally provided evidence to demonstrate that the development proposals are in accordance with relevant National and Local planning policy, not least the NPPF.

12.2 Recommendation

12.2.1 Based upon the contents of this TA and above conclusions, no adverse transport impacts are expected as a result of the development proposals' implementation. It is recommended that the planning application is considered suitable in transport terms on this basis.

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APPENDICES

APPENDIX A

Proposed Site Layout



NOTES

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Subject to Statutory Approvals.

Landscaping is indicative, please refer to Landscape Architect's drawing(s) for details of trees & planting

KEY

- 2M HIGH BLACK WELDMESH FENCE WITH MATCHING GATES
- CHARCOAL BLOCK PAVING
- BUFF BLOCK PAVING
- CONCRETE
- TARMAC
- EXISTING TREES TO BE RETAINED
- PROPOSED TREES
- EV ELECTRIC CHARGING POINTS

Rev	Description	Chk	Date

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RIBA Chartered Practice

cornisharchitects

Project Title.

SOLENT ROAD
HAVANT

Drawing Title.

SITE PLAN
AS PROPOSED

WORK IN PROGRESS

Drawing Status.

TOWN PLANNING

0 5 metres 40

Drawn By.	Scale.	Date.	Chk'd By.
R P	1:500 @ A2	14/10/2020	E D

Chancerygate
DEVELOPMENT AND ASSET MANAGEMENT

Drawing No.	Rev.
19003 - TP - 003	-

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APPENDIX B

Pre-application with HCC (Including TRICS Outputs)

Subject: RE: Solent Road, Havant – Pre-application Request
Date: Friday, 15 January 2021 at 17:20:45 Greenwich Mean Time
From: Joyce, Oliver
To: Chris Holdup
CC: Fisher, Tom (ETE), Richard Marsland, Claire Stapenhill
Attachments: image009.png, image012.png, image015.png, image016.png, image017.png, image018.png, image019.png, image020.png, image001.png, image002.png

Dear Chris,

Thank you for your pre-application enquiry with regards to the proposed 2,200m² of flexible B1c/B2/B8 land uses as well as 1,858m² of office space to be used by Portsmouth Water. A Transport Scoping Note (TSN) has been submitted and this document has now been reviewed. The Highway Authority previously attended a meeting with the applicant to understand the context of the pre-app.

Following a review of the TSN, the Highway Authority have the following comments to make based off our understanding of the information submitted to date.

Existing Conditions

The development site is known as Land North of Solent Road, Havant. The site benefits from an existing access (priority junction) which is currently being utilised by the neighbouring Bosmere Medical Centre. The medical centre will remain in use during and post development if approved at planning. The access feeds the adjacent Solent Road an adopted unclassified road subject to a 30mph speed limit. West of the site access, Solent Road connects with the Solent Road / Brockhampton Road / Marples Way roundabout. To the east of the site access, Solent Road meets Park Road south signalised junction.

Public Transport

The TSN does not outline public transport services that are available within the vicinity of the site, this should be outlined within a forthcoming TA. Also, the TA would need to identify all local facilities within the vicinity of the site and confirm whether they are in appropriate walking distance from the centre of the development site as Journeys on Foot (CIHT) guidance. It is also requested that a future TA identifies measures in which to promote and encourage the use of existing sustainable transport facilities in the local area.

Furthermore, a walking and cycling audit should be undertaken to gauge whether there are any deficits in local infrastructure which could prevent sustainable travel to and from the site from being achieved.

Personal Injury Accident Data

PIA data should be gathered from Hampshire Constabulary for the most recent 5-year period and analysed as part of the planning application. It is advised that the scope of the study area should be agreed with HCC prior to submitting the request to Hampshire Constabulary.

Policy Context

Any forthcoming Transport Assessment should include framework of writing referencing relevant planning policies that show the planning application accords with National Planning Policies as set out in the National Planning Policy Framework (NPPF 2018) and Hampshire County Council transport policies.

Any future planning application should also accord with local planning policies set by Havant Borough Council as the Local Planning Authority. The site itself is listed as Solent Road North in Havant's Adopted

Local Plan as BD14. You should further consider any HBC Supplementary Planning Documents.

Site Access

Vehicular access to the site is proposed in the form of an improved bellmouth access onto Solent Road. The Highway Authority have provided comments on the initial proposed access arrangements. Through consultation with the applicant and HCC's Highway Development Agreements team it was considered the option as seen on plan no. J32-5257-002 is recommended.

It is requested that suitable provision is sought for pedestrians travelling east to west or vice versa along Solent Road. A 16.5 metre wide access is too large without there being a refuge island for pedestrians to utilise whilst crossing. The access might need to be widened further to accommodate OGV movements westbound out of the development site so as they do not overrun onto the pedestrian island.

We would want to reduce conflict with all highway users, this includes pedestrians that may use Solent Road as thoroughfare in order to get to the town centre or the bus stop located to the west of the access.

Car Parking

The TSN which has been submitted outlines car parking requirements for both the industrial units and office space as per the development proposals. Site plan no. 19003-TP-003 shows 94 car parking spaces with an additional 6 disabled spaces on site. As for the industrial B1(c)B2/B8 use of the site, the same plan shows 35 car parking spaces and 3 disabled parking bays, which makes 38 in total.

A parking accumulation calculation has been submitted, there appears to be a large over provision for the office units' side of development, however based on the questionnaire data submitted this is suitable to meet Portsmouth Water requirements. The Highway Authority would be required to see the raw data for the parking accumulation survey to accept this methodology, it is recommended that this is presented as part of a future planning application.

As per the meeting with the client, Havant Borough Council as the Local Parking Authority should confirm that they accept the parking provision up against their own standards.

Trip Generation

To understand the traffic generation of the proposed site, the TRICS database has been interrogated for all of the proposed land uses. Census 2011 method to travel to work data has been applied to inform the multimodal trips stated below, Havant 014 (2011 super output area – middle layer) has been utilised.

The industrial unit multimodal two-way trip rates will be 23 in the AM peak and 18 in the PM peak. The office units according the TRICS analysis would produce 68 two-way trips in the AM peak and 72 trips in the PM peak. In total the development would produce 91 and 90 two-way trips in both AM and PM peak respectively.

The applicant has suggested there would only be 1 OGV movement per day, the Highway Authority cannot agree to this methodology at this stage until more clarity is provided regarding the number of OGV movements for the 2200sqm industrial unit use. Also, LGV movements have not been accounted for in the trip generation values despite being included in the trip reports. These should be included in total trip generation reports in a future TA.

The applicant can produce questionnaires that can be issued to current Portsmouth Water staff to as this can provide specific travel to work data. This can be provided within a future TA however it must be cross checked with TRICs based trip rates for office use.

Trip Distribution

To distribute traffic from the site, census data was utilised from Havant 014 MSOA which encompasses the site. To establish a more robust distribution, it is recommended that turning surveys be undertaken on Solent Road for similar uses.

Comments have been provided on the distribution assessment presented.

The proposed distribution will assign (on average) 87% of trips to the west on Solent Road via the Brockhampton Road / Marples Road Roundabout. The remaining 13% of trips will head eastbound on Solent Road towards Havant Town centre via the Park Road South signalised junction. The Highway Authority require further evidence to understand the east/west split of traffic from the site given that the vast majority of trips are proposed to head west.

The applicant proposes to model the following junctions:

- Junction 1: Site Access / Solent Road
- Junction 2: Solent Road / Brockhampton Road / Marples Way

The Highway Authority would request the modelling be done on further junctions based on the proposed distribution in the TSN due to the knowledge that these points on the local network are known currently to be working at near or over capacity. Further junctions are:

- Junction 8: Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane
- Junction 9: Harts Farm Way / A27

The Highway Authority reserves the right to request modelling for other junctions in the area once the distribution assessment has been agreed and east/west percentage fixed.

Traffic Assessment

As noted above, until the vehicular distribution has been fixed, the Highway Authority cannot confirm the full extent of junction modelling which will be required by the site.

Owing to the COVID-19 pandemic, traffic surveys are being approached on a site by site basis. While traffic flows have been steadily increasing, it is uncertain whether recent government announcements will reduce traffic flows again. It was agreed at the meeting that surveys could take place considering they were factored up using existing data from permanent counters in the local area. The Forty Acres site Ref. APP/18/00450 should be included and may also have some useful survey data. Sensitivity testing could be applied to the above junctions using data from Forty Acres for example, then uplifting these flows with TEMPRO data.

Once the traffic surveys have been undertaken and the flow levels agreed, modelling should be undertaken for the above junctions. The Highway Authority would expect to see the following scenarios modelled:

- 2020 as observed (Wednesday 4th November 2020);
- 2020 baseline (adjusted for pre-pandemic conditions);
- 2023 future year including committed development;
- 2023 future year including committed development + development proposals;

- 2025 future year including committed development; and
- 2025 future year including committed development + development proposals

This approach may need to be taken to further junctions if the revised distribution assessment requires it.

I trust that the above is clear but do not hesitate to make contact using the details below.

Many thanks,

Oliver Joyce
Assistant Transport Planner
Highways Development Planning
Hampshire County Council
2nd Floor Elizabeth II Court West | The Castle | Winchester
SO23 8UD Tel: 0370 779 3649



Hampshire County Council operates a pre-application highway advice service for developers.
Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information

https://www.hants.gov.uk/transport/developers/preapplication

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---

From: Chris Holdup <chrisholdup@modetransport.co.uk>
Sent: 15 January 2021 14:24
To: Joyce, Oliver <Oliver.Joyce@hants.gov.uk>
Cc: Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>; Richard Marsland <richardmarsland@modetransport.co.uk>; Claire Stapenhill <clairestapenhill@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Hi Ollie,

Are you able to offer us an update here?

Kind regards,

Chris

Find out about our Covid-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Chris Holdup MEng MCIHT

Associate

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From: "Joyce, Oliver" <Oliver.Joyce@hants.gov.uk>
Date: Thursday, 7 January 2021 at 15:43
To: Chris Holdup <chrisholdup@modetransport.co.uk>
Cc: "Fisher, Tom (ETE)" <Tom.Fisher@hants.gov.uk>, Richard Marsland <richardmarsland@modetransport.co.uk>, Claire Stapenhill <clairestapenhill@modetransport.co.uk>
Subject: RE: Solent Road, Havant – Pre-application Request

Hi Chris,

Happy New Year to you and everyone also.

We would be able to provide comments next week on the scoping note etc.

I can try to get in contact with the ITS team to establish whether our enquiry has been picked up or is being worked on my a member of the team. I will let you know if I do hear back from them by the end of next week at the latest.

Many thanks,

Oliver Joyce
Assistant Transport Planner
Highways Development Planning
Hampshire County Council
2nd Floor Elizabeth II Court West | The Castle | Winchester
SO23 8UD Tel: 0370 779 3649



Hampshire County Council operates a pre-application highway advice service for developers.
Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information

https://www.hants.gov.uk/transport/developers/preapplication

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---

From: Chris Holdup <chrisholdup@modetransport.co.uk>
Sent: 06 January 2021 11:38
To: Joyce, Oliver <Oliver.Joyce@hants.gov.uk>
Cc: Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>; Richard Marsland <richardmarsland@modetransport.co.uk>; Claire Stapenhill <clairestapenhill@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Hi Ollie,

A very happy new year to you, Tom and everyone at HCC.

Please can we ask when we can expect to receive feedback on the Scoping Note and the other bullet points listed in below emails?

In addition, are you able to help us make contact with the ITS team as per the attached, as we are yet to hear anything back from them?

Kind regards,

Chris

Find out about our Covid-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Chris Holdup MEng MCIHT
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From: "Joyce, Oliver" <Oliver.Joyce@hants.gov.uk>
Date: Monday, 7 December 2020 at 14:30
To: Chris Holdup <chrisholdup@modetransport.co.uk>
Cc: Richard Marsland <richardmarsland@modetransport.co.uk>, Claire Stapenhill <clairestapenhill@modetransport.co.uk>, "Fisher, Tom (ETE)" <Tom.Fisher@hants.gov.uk>
Subject: RE: Solent Road, Havant – Pre-application Request

Hi Chris,

Thank you for your email and the phone call earlier this morning.

I have received comments for the revised plans that were sent across regarding the access arrangement. In principle the design is acceptable, some manoeuvres are quite tight. The island would appear to be 3m wide which is the desirable width for shared use. It is suggested that at S278 stage that a 2 metre wide type 6C refuge be included with swept paths re-run.

We are reviewing the scoping note, if we require more clarification on certain points we can touch base. Our current workloads mean that it is taking much longer to review items currently, therefore I would expect a formal response to be sent around Christmas or the New Year unfortunately.

I will let you know if anything comes up or if anything changes.

Many thanks,

Oliver Joyce
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Highways Development Planning
Hampshire County Council
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https://www.hants.gov.uk/transport/developers/preapplication

From: Chris Holdup <chrisholdup@modetransport.co.uk>
Sent: 26 November 2020 17:34
To: Joyce, Oliver <Oliver.Joyce@hants.gov.uk>; Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>
Cc: Richard Marsland <richardmarsland@modetransport.co.uk>; Claire Stapenhill <clairestapenhill@modetransport.co.uk>

Subject: Re: Solent Road, Havant – Pre-application Request

Ollie and Tom,

Hope you are both well?

In addition to the access arrangement discussions, please can we also seek your feedback on the attached Scoping Note.

This is the basis for which we will be proceeding with our Transport Assessment in the run up to a planning application in the near future. Nevertheless, if you have any comments, please let us know at the earliest opportunity.

You will note we intend to model the site access and Solent Road / Brockhampton Road / Marples Way roundabout. All other junctions are forecast to have less than 30 two-way development flows in either of the AM and PM peak hours. We will however compare all junctions noted with baseline traffic flows to assist you further with your consultation.

Two questions as well if we may:

1. Are we in agreement that committed development ought to be limited to the Forty Acres [Ref. APP/18/00450] noted in previous emails below?

2. Are you able to provide us with an ITS contact for sourcing permanent counter data at the Solent Road / Park Road signals for applying as a pre-pandemic factor (as confirmed in the note)?

We would welcome the opportunity to chat through any of this further should you have any questions.

Kind regards,

Chris

Find out about our Covid-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Chris Holdup MEng MCIHT
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From: Richard Marsland <richardmarsland@modetransport.co.uk>

Date: Friday, 20 November 2020 at 09:53
To: "Joyce, Oliver" <Oliver.Joyce@hants.gov.uk>
Cc: "Fisher, Tom (ETE)" <Tom.Fisher@hants.gov.uk>, Chris Holdup <chrisholdup@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Hi Ollie,

Thanks for the comments on the access arrangement. We've adapted and enlarged the design of the preferred option to include a pedestrian refuge island, maintaining the desire line for pedestrians and functionality for HGVs, without the need to use both sides of the Solent Road carriageway when exiting left.

The revised design and tracking manoeuvres are shown on the two attached drawings.

We trust this is acceptable but please let us know if you have any feedback to the contrary.

Kind regards,

Richard

Find out about our COVID-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Richard Marsland EngTech MICE

Transport Planner

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From: "Joyce, Oliver" <Oliver.Joyce@hants.gov.uk>
Date: Wednesday, 18 November 2020 at 15:20
To: Richard Marsland <richardmarsland@modetransport.co.uk>, Chris Holdup <chrisholdup@modetransport.co.uk>
Cc: "Fisher, Tom (ETE)" <Tom.Fisher@hants.gov.uk>
Subject: RE: Solent Road, Havant – Pre-application Request

Hello Chris and Richard,

Thank you for sending the revised plans over to us for comment.

Following on from our previous email and pre-application meeting we can provide more of a steer with regards to the access proposals brought forward.

It is considered that option 2 (plan no. J32-5257-002) would be the preferred option over option 1 (plan no. J32-5257-001) as it provides OGVS with the ability to manoeuvre onto the carriageway without being in conflict with oncoming traffic from the opposite lane on Solent Road. It would be requested that suitable provision is provided for pedestrians travelling east to west or vice versa along Solent Road. A 16.5 metre wide access is too large without there being a refuge island for pedestrians to utilise whilst crossing. The access might need to be widened further to accommodate OGV movements westbound out of the development site so as they do not overrun onto the pedestrian island.

We would want to reduce conflict with all highway users, this includes pedestrians that may use Solent Road as thoroughfare in order to get to the town centre or the bus stop located to the west of the access.

At this time in terms of the OGV trip counts provided, the Highway Authority do not agree to them.

I hope the above is clear.

Many thanks,

Oliver Joyce
Assistant Transport Planner
Highways Development Planning
Hampshire County Council
2nd Floor Elizabeth II Court West | The Castle | Winchester
SO23 8UD Tel: 0370 779 3649

Hampshire County Council

https://www.hants.gov.uk/transport/developers/preapplication

From: Richard Marsland <richardmarsland@modetransport.co.uk>
Sent: 12 November 2020 14:50
To: Joyce, Oliver <Oliver.Joyce@hants.gov.uk>
Cc: Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>; Chris Holdup <chrisholdup@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Hi Ollie,

Thanks for the update. Please find the two revised drawings attached. The OS is in light grey, with the proposed development access in dark grey. Any additional suggestions we have made are shown in black. Please ignore any of the internal details.

Let me know if any further clarification is required.

Kind regards,

Richard

Find out about our COVID-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Richard Marsland EngTech MICE

Transport Planner

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From: "Joyce, Oliver" <Oliver.Joyce@hants.gov.uk>
Date: Wednesday, 11 November 2020 at 11:29
To: Chris Holdup <chrisholdup@modetransport.co.uk>
Cc: "Fisher, Tom (ETE)" <Tom.Fisher@hants.gov.uk>, Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: FW: Solent Road, Havant – Pre-application Request

Hi Chris,

I have had continued conversations with our engineer with this case.

Could it be possible to have included in the submitted plans the existing access geometry in a light grey and what is proposed in bold please as to denote clear the differences between the existing and proposed please.

The engineer would like clarification in this form before providing a good steer.

Apologies for the delay with this one, we are aiming to provide suitable comments on what is proposed, we just need this clarification beforehand.

Many thanks,

Oliver Joyce
Assistant Transport Planner
Highways Development Planning
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2nd Floor Elizabeth II Court West | The Castle | Winchester
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Hampshire County Council

https://www.hants.gov.uk/transport/developers/preapplication

From: Chris Holdup <chrisholdup@modetransport.co.uk>
Sent: 29 October 2020 17:32
To: Joyce, Oliver <Oliver.Joyce@hants.gov.uk>
Cc: Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>; Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Hi Ollie,

Further to our discussion on Monday, are you able to advise if we may receive feedback on this before close of the week, if at all possible?

Kind regards,

Chris

Find out about our Covid-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Chris Holdup MEng MCIHT

Associate

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From: Richard Marsland <richardmarsland@modetransport.co.uk>
Date: Thursday, 15 October 2020 at 17:27
To: Joyce, Oliver <Oliver.Joyce@hants.gov.uk>, Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>
Cc: Chris Holdup <chrisholdup@modetransport.co.uk>
Subject: FW: Solent Road, Havant – Pre-application Request

Hi Tom and Ollie,

I just wanted to send a quick note regarding my email on the Solent Road site last week as I am on leave for the next few days. Please can you copy Chris into any response that might be ready before I get back?

I'm back on Wednesday but I am away again on the 26th (it's a good October for me) so I won't be in the office much for the rest of the month. If you are able to get back to us by then, I'd really appreciate it as I can have a look at the project over the three days I am in next week.

Kind regards,

Richard

Find out about our COVID-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Richard Marsland EngTech MICE

Transport Planner

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From: Richard Marsland <richardmarsland@modetransport.co.uk>
Date: Friday, 9 October 2020 at 10:41
To: "Joyce, Oliver" <Oliver.Joyce@hants.gov.uk>, "Fisher, Tom (ETE)" <Tom.Fisher@hants.gov.uk>
Cc: "Drury, Holly" <holly.drury@hants.gov.uk>, "Hirst, Chris" <Chris.Hirst@hants.gov.uk>, Chris Holdup <chrisholdup@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Dear Tom and Ollie,

Thank you for your time in the meeting last Monday, it was very useful. Thanks also for the email on the 5th with the contact for the Watercourse team and survey advice.

We have been considering the implications of the adaptations to the development site access and how best to proceed, given the volume of traffic using the access, along with any impact on pedestrians using the footway along the site frontage. We are looking to clarify the position on the requirements for a suitable access to the proposed development. In particular, we are interested in how the expected left turning (eastbound) HGV movements will impact the design requirements.

I have attached a provisional TRICS output which indicates that the development is likely to generate two outbound movements from the site per day, based on the proposed site floor area of 2,200sqm. One inbound movement in the AM period is anticipated. These movements may be in either direction but we anticipate that there will be at least a modicum of demand for westbound manoeuvres. With this in mind we would not expect more than one eastbound HGV movement per day, i.e. left turn out.

Attached drawing 325257 001 demonstrates that an inbound HGV is capable of passing an HGV waiting to leave the site. However, the left turn out HGV would require use of both sides of the carriageway of Solent Road (as per a right out manoeuvre would as well). Whilst this is not ideal, as we discussed in the meeting, we view this manoeuvre of HGVs exiting the site to be manageable along Solent Road, due to the infrequency of demand. This option also represents an improvement to the existing access, widening the access from 4.8m to 9.7m which will allow existing and future servicing access and egress manoeuvres to be improved. Furthermore, the desire line for pedestrians crossing the access will be retained and the distance required for pedestrians to cross the access will not be significant.

Attached drawing 325257 002 represents the required increase in size of the access, should an eastbound HGV need to exit the site without crossing the centreline of Solent Road, whilst also allowing an HGV to enter with an HGV waiting at the give way line. This would be suitable for more frequent HGV manoeuvres but it is not deemed necessary with the TRICS output we have reviewed, based on the scale of the proposed industrial units and typical end occupiers. In regard to pedestrians, the desire line may be retained but the additional crossing distance of the access is notable and may be undesirable, especially for pedestrians travelling from the east to enter the site.

Please let us know your position. I'd be happy to chat further if you have any questions or would prefer to talk on the phone.

Kind regards,

Richard

Find out about our COVID-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Richard Marsland EngTech MICE

Transport Planner

mode transport planning

9 Greyfriars Road | Reading | RG1 1NU
t: 0118 206 2945 | e: richardmarsland@modetransport.co.uk

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From: "Joyce, Oliver" <Oliver.Joyce@hants.gov.uk>
Date: Monday, 5 October 2020 at 11:11
To: Chris Holdup <chrisholdup@modetransport.co.uk>, "Fisher, Tom (ETE)" <Tom.Fisher@hants.gov.uk>
Cc: "Drury, Holly" <holly.drury@hants.gov.uk>, "Hirst, Chris" <Chris.Hirst@hants.gov.uk>, Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: RE: Solent Road, Havant – Pre-application Request

Hello Chris,

Many thanks for the meeting as well as the summary of meeting notes.

Please see the appropriate contact for Hampshire County Council's Ordinary Watercourse team: owc@hants.gov.uk

In terms of available survey data, Havant did surveys for the Local Plan which may have some useful information for around this area.

For committed development Forty Acres Ref. APP/18/00450 should be included and may also have some useful survey data. However, once we agree on the scope of the surrounding network that will require assessment, we can then provided a more comprehensive list of other committed development sites that should be considered.

Many thanks,

Oliver Joyce
Assistant Transport Planner
Highways Development Planning
Hampshire County Council
2nd Floor Elizabeth II Court West | The Castle | Winchester
SO23 8UD Tel: 0370 779 3649



https://www.hants.gov.uk/transport/developers/preapplication

From: Chris Holdup <chrisholdup@modetransport.co.uk>
Sent: 29 September 2020 09:37
To: Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>; Joyce, Oliver <Oliver.Joyce@hants.gov.uk>
Cc: Drury, Holly <holly.drury@hants.gov.uk>; Hirst, Chris <Chris.Hirst@hants.gov.uk>; Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Tom and Oliver,

Many thanks for your time yesterday; it was most helpful and appreciated.

If we could take the opportunity to summarise key notes and actions from the meeting, this should assist in moving everything forward. This is attached.

We trust this provides an accurate account of the meeting. That said, if you feel we have misinterpreted anything, or you would like to add anything further, please do advise.

We look forward to hearing back on some of the more immediate actions, and we will also continue to press ahead.

Kind regards,

Chris

Find out about our Covid-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Chris Holdup MEng MCIHT
Associate
mode transport planning

9 Greyfriars Road | Reading | RG1 1NU
m: 07918 975012 | e: chrisholdup@modetransport.co.uk

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From: Chris Holdup <chrisholdup@modetransport.co.uk>
Date: Tuesday, 22 September 2020 at 15:03
To: "Joyce, Oliver" <Oliver.Joyce@hants.gov.uk>, "Drury, Holly" <holly.drury@hants.gov.uk>, "Fisher, Tom (ETE)" <Tom.Fisher@hants.gov.uk>
Cc: "Hirst, Chris" <Chris.Hirst@hants.gov.uk>, Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Hi Ollie,

Many thanks for coming back with dates here. Let's confirm Monday 28th at 13:00 to 14:00 if that's ok.

With the Teams invite, in addition to myself, please include the applicant Matthew Storr (mstorr@chancerygate.com) and my colleague Richard Marsland (richardmarsland@modetransport.co.uk). Matthew may attend if he can, otherwise it will be Richard and myself representing the applicant.

As I mentioned to you on the phone, if you are able to have a think about the following ahead of the meeting, that would be greatly appreciated:

- Can traffic surveys be undertaken in this location, and is there anything else that may be required to justify this
- Presumably hard data collection at the existing Portsmouth Water premises won't be feasible, in which case, what softer data collection methods could we look at (e.g. questionnaires) – we would like to look at Portsmouth Water specific requirements for parking / trips, rather than simply rely on parking standards / TRICS
- Now Land Use Class E is in play, how may we go about ruling out (the former) A1/A2/A3 uses from the assessment / parking considerations, where this development proposal is not for dedicated retail

Monday should otherwise be a great opportunity to chat through the principle of the proposals, and inform our subsequent preparation of a Scoping Note.

We look forward to meeting with you all on Teams.

Kind regards,

Chris

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If you require traffic surveys or transport data collected at this time, please read our advice here.

Chris Holdup MEng MCIHT

Associate

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From: "Joyce, Oliver" <Oliver.Joyce@hants.gov.uk>
Date: Tuesday, 22 September 2020 at 12:35

To: "Drury, Holly" <holly.drury@hants.gov.uk>, Chris Holdup <chrisholdup@modetransport.co.uk>, "Fisher, Tom (ETE)" <Tom.Fisher@hants.gov.uk>
Cc: "Hirst, Chris" <Chris.Hirst@hants.gov.uk>, Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: RE: Solent Road, Havant – Pre-application Request

Hi Chris,

Thank you for the telephone conversation this morning.

As discussed, for our records it would be best to change the title of this scheme to Portsmouth Water Offices, Solent Road, Havant. I shall also invoice for the payment of the pre-application fee £2000 + VAT using the clients address as shown in the pre-application form. BACs details for HCC are location on the second page of the invoice.

I have picked out some meeting dates and times for next week so we can discuss the proposal at this early stage, please see below:

Monday 28th September 13:00 – 14:00
Monday 28th September 16:00 – 17:00
Tuesday 29th September 16:00 – 17:00

If there is a preferred time in the list please let me know and I can then pencil in that date and time for the Teams meeting.

Many thanks,

Oliver Joyce
Assistant Transport Planner
Highways Development Planning
Hampshire County Council
2nd Floor Elizabeth II Court West | The Castle | Winchester
SO23 8UD Tel: 0370 779 3649

https://www.hants.gov.uk/transport/developers/preapplication

From: Drury, Holly <holly.drury@hants.gov.uk>
Sent: 22 September 2020 10:01
To: 'Chris Holdup' <chrisholdup@modetransport.co.uk>; Joyce, Oliver <Oliver.Joyce@hants.gov.uk>; Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>
Cc: Hirst, Chris <Chris.Hirst@hants.gov.uk>; Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: RE: Solent Road, Havant – Pre-application Request

Hi Chris

Yes it was to do with arranging a pre-app meeting, arrange invoicing and to see if we can get a slightly varied title for the scheme as I have a lot of historic 'Solent Road, Havant'

schemes and they get very muddled.

I have cc'd Ollie and Tom Fisher into this email. Chris usually assists on all Havant matters but we are rather busy in that area at the moment so Ollie and Tom who also work for me are going to pick this up with my oversight.

Ollie can you make contact with Chris please.
Kind Regards
Holly
Holly Drury BSc (Hons) MSc MCIHT MSoRSA
Principal Transport Planner – Highways Development Planning
Strategic Transport
0370 779 3193



Hampshire County Council operates a pre-application highway advice service for developers.
Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information

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From: Chris Holdup <chrisholdup@modetransport.co.uk>
Sent: 22 September 2020 08:58
To: Drury, Holly <holly.drury@hants.gov.uk>
Cc: Hirst, Chris <Chris.Hirst@hants.gov.uk>; Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Hi Holly,

I understand an Oliver Joyce tried calling our office line on this yesterday, but didn't leave a number. Are you able to advise, or put us in touch? May this have been in relation to the BACS payment?

Kind regards,

Chris

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If you require traffic surveys or transport data collected at this time, please read our advice here.

Chris Holdup MEng MCIHT
Associate
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From: Chris Holdup <chrisholdup@modetransport.co.uk>
Date: Friday, 18 September 2020 at 15:18
To: "Earl, David" <David.Earl@hants.gov.uk>, "Drury, Holly" <holly.drury@hants.gov.uk>
Cc: "Hirst, Chris" <Chris.Hirst@hants.gov.uk>, Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: Re: Solent Road, Havant – Pre-application Request

Hi David – thank you kindly for the very swift response here. Really appreciate being steered in the right direction.

Holly – everything is set out in my preceding email to David, and I have attached the proposal plan and pre-app form as well.

We look forward to hearing when you get a chance. Our client is ready to action the BACS payment as well.

Kind regards,

Chris

Find out about our Covid-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Chris Holdup MEng MCIHT
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From: "Earl, David" <David.Earl@hants.gov.uk>
Date: Friday, 18 September 2020 at 15:08
To: Chris Holdup <chrisholdup@modetransport.co.uk>
Cc: "Drury, Holly" <holly.drury@hants.gov.uk>, Richard Marsland <richardmarsland@modetransport.co.uk>, "Hirst, Chris" <Chris.Hirst@hants.gov.uk>
Subject: RE: Solent Road, Havant – Pre-application Request

Hi Chris,

Thanks for your email and pre-all enquiry, I hope you're well.

I'm not helping cover Havant anymore so my Colleague Holly will take this one forward.

All the best,

David

David Earl BSc (Hons) MSc MCIHT
01962 847386
David.earl@hants.gov.uk

Highways Development Planning
Hampshire County Council
2nd Floor Elizabeth II Court West
The Castle Winchester SO23 8UD

Hampshire County Council operates a pre-application highway advice service for developers.
Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information
Pre-Application guidance for developers

From: Chris Holdup <chrisholdup@modetransport.co.uk>
Sent: 18 September 2020 15:05
To: Earl, David <David.Earl@hants.gov.uk>
Cc: Highways Development Planning <highways.development.planning@hants.gov.uk>; Richard Marsland <richardmarsland@modetransport.co.uk>
Subject: Solent Road, Havant – Pre-application Request

Good afternoon David,

Solent Road, Havant – Pre-application Request

We hope that everyone is keeping well at HCC.

I noted you had been involved in another proposal we are supporting in Havant this year, so hope to be able to pick up a separate pre-application with you if that's ok.

We act on behalf of the prospective applicant, Chancerygate (Erdington) Ltd. The applicant intends to submit a full planning application for development proposals comprising the following, as indicated on the attached initial development layout:

- 2,200m^2 of industrial space over 4 units, with 38 car parking spaces;
- A 1,858m^2 office as a new home for Portsmouth Water, with 101 car parking spaces; and
- Access to share (and here necessary upgrade) the existing Bosmere Medical Centre access onto Solent Road.

The pre-application form has been completed and signed by the applicant, as attached. They would prefer to pay by BACS if we can be advised how to do that, and that can be arranged promptly.

We are looking to get this pre-application moving early on the process where we are conscious there may be various transport matters to discuss, not least methods of baseline traffic data collection on the highway network, but also a methodology for collecting data from Portsmouth Water (as per their existing offices). It would also be very helpful to agree upon the principle of the access arrangement, albeit advising any information you would from us to be able to do that.

Once we have some broad principles outlined, we would be very happy to prepare a more detailed Scoping Report confirming the assessment methodology. For the time-being, are you able to confirm this pre-application request is well-received, and we can go from there?

Do please let us know if you have any immediate questions, or need any further information to initiate the pre-app (hopefully the layout plan makes clear where this is as well – if in doubt, try searching PO9 1DQ, which is the postcode for the Bosmere Medical Centre).

Of course, if this would be better directed to another highways officer colleague, please let us know.

Kind regards,

Chris

Find out about our Covid-19 response here.
If you require traffic surveys or transport data collected at this time, please read our advice here.

Chris Holdup MEng MCIHT

Associate

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TECHNICAL NOTE

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Solent Road, Havant

Job Number: J325257 **Date**: 26 November 2020 **Client**: Chancerygate (Erdington) Ltd

Prepared By: Chris Holdup

Transport Scoping

1 Introduction

1.1 This Technical Note (TN) has been prepared by mode transport planning (mode), on behalf of Chancerygate (Erdington) Ltd, with respect to development proposals on land to the north of Solent Road, Havant, Hampshire.

1.2 The site is located in the western side of Havant within the Havant Borough Council (TMBC) local planning authority area. Hampshire County Council (HCC) is the local highway authority. This TN is aimed primarily for the interest of HCC highways officers as part of pre-application scoping of a Transport Assessment (TA) for the development proposals. Summary notes of a pre-application meeting held with HCC is provided for reference in Appendix A.

1.3 The development proposals are for the construction of 4 industrial units, comprising 2,200m^2 of flexible B1c/B2/B8 land uses and 39 car parking spaces, as well as a 2-storey 1,858m^2 office space as a new home for Portsmouth Water (PW), including 100 car parking spaces. All of the development proposals would access onto Solent Road by way of an upgrade to the Bosmere Medical Centre access.

1.4 The development proposals are provisional at this pre-application stage and are subject to refinement prior to a planning application submission. A site layout is nevertheless provided in Appendix B to assist with establishing the scope of the TA.

1.5 In addition to the principle of development described above, this TN outlines the following core transport matters that will be confirmed accordingly within the TA:

- Section 2: Access and Layout
- Section 3: Trip Generation;
- Section 4: Development Traffic Distribution;
- Section 5: Junction Assessment Scope
- Section 6: Assessment Scenarios and Growth Factors
- Section 7: Parking Accumulation; and
- Section 8: Summary and Planning Submission Scope

2 Access and Layout

2.1 The site will share and upgrade the existing Bosmere Medical Centre access. Separate discussions are taking place with HCC to agree upon a suitable upgrade, and the design will be subject to a Stage 1 Road Safety Audit.

2.2 The site layout demonstrates a central internal access road, which would continue directly into the PW premises at the northern end of the site, whilst a wide access would be provided into the industrial units' area on the western side of the site. Footway provision will be retained as per the principle of existing conditions for the Bosmere Medical Centre (including an informal zebra crossing arrangement across the access), and a new footway will continue north to the PW premises on the eastern side.

2.3 Swept path analysis of all relevant vehicles will accompany the TA as part of the planning application submission.

2.4 Car parking for the proposed industrial units will be provided to suitably reflect the flexibility of B1c/B2/B8 land uses. HBC as parking authority has an adopted 'Parking' SPD, which provides parking standards for new developments. These have been considered aside the B1c, B2 and B8 land uses for the total proposed floor area of 2,200m² in Table 2.1.

Table 2.1 Application of HBC Car Parking Standards (Industrial Units)

Land Use	HBC Minimum Parking Standard	Applied Standard (2,200m²)
B1c	1 per 45m²	49
B2	1 per 45m²	49
B8	1 per 90m²	25

2.5 The site layout makes provision for 39 car parking spaces, exclusively for use by the proposed industrial units. This is on the basis of providing a balance between the range of B1c, B2 and B8 land uses. Whilst it exceeds the maximum for B8, it allows for a more realistic demand necessary to support a more practical mix of B1c, B2 and B8 land uses.

2.6 For the proposed office unit, 100 car parking spaces will be provided, exclusively for use by PW. This will exceed the minimum 1 per 30m² HBC parking standard for B1a, whilst providing a sufficient number of spaces to suit the specific requirements of PW.

2.7 Predicted parking accumulation evidence to support the above approach further, for both the proposed industrial units and office unit, is provided in Section 7.

3 Trip Generation

3.1 The site is currently undeveloped and as such, all development trips will be considered as new trips on the network. Moreover, whilst PW will relocate to the proposed office unit, their existing premises on Brockhampton Road may remain in-situ until further notice and any subsequent disposal of the site will remain subject to a separate planning application. As such, no allowance has been made for removing any associated trips from the network.

3.2 The TRICS database has been utilised to establish total people trips for both the proposed industrial units and single office unit. Mode share of these total people trips has been calculated as per method of travel to work data in the 2011 Census for both the industrial units and office unit, although the latter will be cross-checked with travel questionnaires issued to existing PW staff and updated if differing significantly from the 2011 Census data.

3.3 It is recognised that a traffic survey of the existing PW office may provide a more practical account of associated trip generation. However, this is not feasible on the basis of the ongoing global pandemic and as such, TRICS represents the most robust evidence base available.

3.4 On the above basis, the TRICS database has been interrogated for similar sites within the 'Industrial Estate' and 'Office' employment land use category that have multimodal surveys. The former category covers other industrial estate sites consistent with a mix of B1c/B2/B8 land uses, whilst the latter provides for comparable B1a office space.

3.5 Multimodal surveys have been sought on the basis of providing total people trip rates and ordinary goods vehicle (OGV) trip rates. Vehicle and sustainable travel mode trip rates are also included within these multimodal surveys. However, 2011 Census method of travel to work data has instead been adopted on the above basis, where all development trips other than OGVs in the peak hour commuter periods have been assumed to be related to commuter travel.

3.6 The TRICS Industrial Estate and Office site surveys have been filtered to provide a comparable reflection of the development proposals in terms of their location, nature (and mix of B1c/B2/B8 land uses for the Industrial Estate category). It is the latter two of these criteria that are considered most important in this instance, given the location mostly relates to mode share (assuming similar economic activity – i.e. sites in England exc. Greater London), which is covered through application of the 2011 Census method of travel to work data. The TRICS database has been filtered for the two land use categories, as summarised in Table 3.1.

Table 3.1 TRICS Filtering Criteria

Filtering criteria	Industrial Units	Office Unit
Land Use:	02 – Employment	
Category:	D – Industrial Estate	A – Office
Selected regions:	England only (excluding Greater London)	
Location:	Edge of town centre Suburban Edge of town	Edge of town centre Suburban
Date range:	01/01/12 to 25/09/19	01/01/12 to 13/11/19
Selected survey days:	Monday to Friday	
Floor area:	1,138m² to 10,000m²	178m² to 5,000m²
Resulting number of site surveys:	15	9

3.7 In order to check a broad mix of B1c/B2/B8 land uses for the Industrial Estate category, the total land use mix (including more intensive B1a and B1b not included with the proposed industrial units) is summarised in Table 3.1.

Table 3.2 TRICS Multimodal Surveys Land Use Mix (Industrial Estate)

Land Use	B1a	B1b	B1c	B2	B8	Total
Average Mix	11%	7%	41%	25%	16%	100%

3.8 Table 3.2 demonstrates a broad mix of the employment land use classes. The fact that the more trip intensive B1a, B1b, B1c land use classes make up 59% of the total, represents a robust dataset in terms of forecast traffic volume.

3.9 The combined total people (and industrial OGV trip rates) for the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods for both the industrial units and office unit are summarised in Table 3.2 (albeit OGV trip rates are zero for the office unit). The full TRICS outputs are enclosed as Appendix B.

Table 3.2 TRICS Trip Rates

Trip Type	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Industrial Units						
Total people	0.850	0.404	1.254	0.294	0.716	1.010
OGV	0.032	0.026	0.058	0.016	0.014	0.030
Office Unit						
Total people	3.430	0.241	3.671	0.547	3.321	3.868

3.10 Census 2011 method of travel to work data has been sourced from Nomisweb to derive location-specific commuter mode share for all AM (08:00-09:00) and PM (17:00-18:00) peak hour trips, excluding OGVs. This data has been sourced for the most relevant and granular level available for trips to a place of work, being the Havant 014 (2011 super output area - middle layer).

3.11 The mode share on the above basis and proposed 2,200m² of industrial units and 1,858m² office unit have been factored with the total people trip rates (applying OGV trip rates separately for the industrial) to provide the respective multimodal trip generation values in Tables 3.3 and 3.4.

Table 3.3 Multimodal Trips (2,200m² Industrial Units)

Mode Share	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
OGV	1	0	1	0	0	0
Car Driver (69.5%)	10	6	16	3	9	13
Car Passenger (7.9%)	1	1	2	0	1	1
Train (4.1%)	1	0	1	0	1	1
Bus (4.7%)	1	0	1	0	1	1
Cycle (4.9%)	1	0	1	0	1	1
Walk (6.7%)	1	1	2	0	1	1
Other (2.2%)	0	0	1	0	0	0
Total People	**15**	**8**	**23**	**5**	**13**	**18**

Table 3.4 Multimodal Trips (1,858m² Office Unit)

Mode Share	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
OGV	0	0	0	0	0	0
Car Driver (69.5%)	44	3	47	7	43	50
Car Passenger (7.9%)	5	0	5	1	5	6
Train (4.1%)	3	0	3	0	3	3
Bus (4.7%)	3	0	3	0	3	3
Cycle (4.9%)	3	0	3	0	3	3
Walk (6.7%)	4	0	5	1	4	5
Other (2.2%)	1	0	1	0	1	2
Total People	**63**	**4**	**68**	**10**	**62**	**72**

3.12 As mentioned at the beginning of this section, the above mode share applied to the office unit will be cross-checked with the results of questionnaires issued to PW staff and updated, if differing significantly from the 2011 Census data.

3.13 The combined multimodal trips of the proposed industrial units and office unit are summarised in Table 3.5.

Table 3.5 Multimodal Trips (All Development Proposal)

Mode Share	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
OGV	1	0	1	0	0	0
Car Driver (69.5%)	54	9	63	10	52	63
Car Passenger (7.9%)	6	1	7	1	6	7
Train (4.1%)	4	0	4	0	4	4
Bus (4.7%)	4	0	4	0	4	4
Cycle (4.9%)	4	0	4	0	4	4
Walk (6.7%)	5	1	7	1	5	6
Other (2.2%)	1	0	2	0	1	2
Total People	78	12	91	15	75	90

4 Development Traffic Distribution

4.1 Development traffic has been distributed as per the same method of travel to work 2011 Census dataset applied for the mode share calculations above, albeit with the location of home residence included to provide distribution.

4.2 Detailed distribution calculations, along with assignment of development traffic on all relevant routes, including on various network diagrams, is provided in Appendix C, whilst a summary of the distribution at the route extents is summarised in Table 4.1.

Table 4.1 Distribution at Route Extents

Route Extents	Distribution
A27 (N)	13%
A27 (W)	31%
A27 (E)	11%
Bedhampton Road	33%
New Road	4%
Langstone Road	5%
Park Road North	2%
Total	**100%**

4.3 It should be noted that results of questionnaires issued to PW staff will include for home location (accurate to the first half of postcodes) and, if differing significantly from the above 2011 Census data approach, the PW element of the distribution calculations may be adjusted accordingly.

5 Junction Assessment Scope

5.1 It has been agreed with HCC that unless specific conditions demonstrate otherwise require, the assessment of development traffic should be limited to junctions where two-way development traffic movements are equal to or exceed 30 vehicles in either peak hour period.

5.2 To the above end, two-way development traffic has been quantified at a number of local junctions on the basis of Section 4. This is summarised in Table 5.1.

Table 5.1 Two-way Development Traffic Impact at Local Junctions

No.	Junction	AM (08:00-09:00)	PM (17:00-18:00)
1	Site Access / Solent Road	63	63
2	Solent Road / Brockhampton Road / Marples Way	51	51
3	Brockhampton Road / West Street / Staunton Road	24	23
4	West Street / Bedhampton Road / New Road	24	23
5	West Street / Park Road North	2	2
6	Solent Road / Tesco Access	12	10
7	Solent Road / Park Way South	12	11
8	Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor lane	28	27
9	Harts Farm Way / A27	28	27

5.3 On the basis of Table 5.1, the following junctions will be assessed further in terms of detailed modelling assessments using the Junctions 9 software package:

- Junction 1: Site Access / Solent Road; and
- Junction 2: Solent Road / Brockhampton Road / Marples Way.

5.4 Notwithstanding the above, baseline turning counts have been undertaken during the AM and PM peak hours at all of the junctions listed in Table 5.1. In addition to the detailed modelling assessments of junctions 1 and 2, the change in turning movements at all junctions will be quantified in the TA.

6 Assessment Scenarios and Growth Factors

6.1 Turning movements at all of the junctions listed in Table 5.1 will be quantified for the following scenarios in the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods:

- 2020 as observed (Wednesday 4th November 2020);
- 2020 baseline (adjusted for pre-pandemic conditions);
- 2023 future year including committed development;
- 2023 future year including committed development + development proposals;
- 2025 future year including committed development; and
- 2025 future year including committed development + development proposals.

6.2 HCC has advised that they will confirm any relevant committed development for inclusion in the above identified scenarios. This will be limited to junctions where committed development may have covered, with no continuation of committed development trips outside of any respective scope(s) of assessment.

6.3 In terms of growth factors, both a pre-pandemic factor, as well as 2023 and 2025 future year factors will be applied to derive the above identified scenarios. The former will be based upon permanent counters at the Solent Road / Park Road South signalised junction, whilst the future years will be based upon TEMPro factors summarised in Table 6.1.

Table 6.1 TEMPro Factors

Year	Morning Peak	Evening Peak
2020 to 2023	1.029185	1.027984
2020 to 2025	1.048028	1.046421

6.4 The TEMPro factors in Table 6.1 have been derived from the Department for Transport (DfT)'s Trip End Model Presentation Programme (TEMPro) Version 7.2. The following selections have been applied from the National Trip End Model (NTEM) RTF 2018 Scenario 1 - Reference (2015 to 2050) calculations for origin / destination in 07:00-09:59 and 16:00 to 18:59:

- Areas to make up geographic region: Havant 014
- Road type: All; and
- Which area it serves: Region.

7 Car Parking and Service Vehicle Accumulation

7.1 An estimation of peak car parking accumulation for both the proposed industrial units and office unit has been prepared through application of the respective adopted car driver trips rates over the day. This is demonstrated on Figures 5.1 and 5.2, respectively. These have been calculated by subtracting the departures from the arrivals on a rolling basis over the day.

Figure 7.1 Car Parking Accumulation (Industrial Units)



Note: Float of 2 is assumed to keep minimum accumulation equal to or above zero

Figure 7.2 Car Parking Accumulation (Office Unit)



7.2 Figure 7.1 demonstrates that day-to-day parking accumulation is not expected to exceed 15 vehicles over the day for the proposed industrial units. This provides evidence that the proposed 39 car parking spaces for these units would be sufficient to accommodate operational demands of the industrial estate land uses, whilst allowing for occasional peaks in demand or varying occupier requirements.

7.3 Figure 7.2 demonstrates that day-to-day parking accumulation is not expected to exceed 79 vehicles over the day for the proposed office unit. This provides evidence that the proposed 100 car parking spaces for this unit would be both sufficient to accommodate operational demands of office use, whilst allowing for occasional peaks in demand.

8 Summary and Planning Submission Scope

8.1 This TN has confirmed the approach taken for the core components of the TA. The TA will otherwise comprise all necessary content to satisfy HBC and HCC policies and guidance as well as the National Planning Practice Guidance (NPPG) that assists the National Planning Policy Framework (NPPF). This will include collection and analysis of Personal Injury Collision (PIC) data, covering the length of Solent Road, including Junctions 1 and 2 (to align with the modelling assessment scope).

8.2 The TA will make inclusion for drawings demonstrating that swept paths of all vehicles expected to service the site can be suitably accommodated.

8.3 A Framework Travel Plan (FTP) will also be prepared to accompany the TA for submission with the planning application. Led by the office unit element, this will adopt the baseline mode share provided in Section 3 (along with any relevant information from the PW questionnaire results), as well as building upon the sustainable travel opportunities identified in the TA, outlining any travel plan commitments made at the planning application stage by the applicant.

Appendix A – Pre-app Meeting Summary Note

Meeting Notes

Project	New Portsmouth Water Offices and Industrial Units, Solent Road, Havant
Purpose	Hampshire County Council (HCC) Inception Meeting (Transport Pre-app)
Date	13:00-14:00, 28th September 2020
Location	Microsoft Teams Video Call

Attendees:

Tom Fisher – Hampshire County Council (HCC)
Oliver Joyce – Hampshire County Council (HCC)
Matthew Storr – Chancerygate (CG)
Chris Holdup – mode transport planning (mode)
Richard Marsland – mode transport planning (mode)

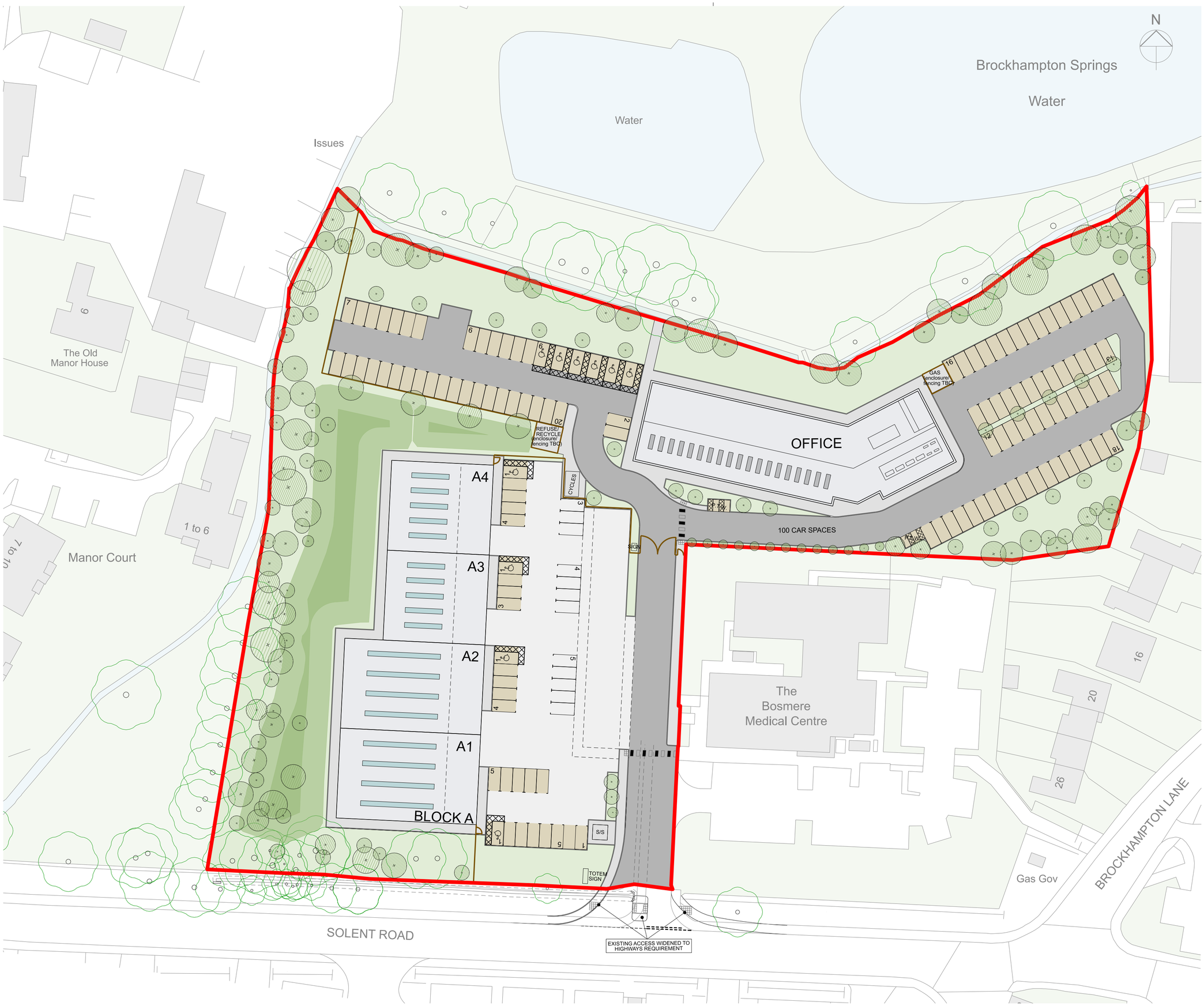
Notes and Actions

Notes	Actions
1. <u>Development Proposals</u> • 4 x industrial units totalling 2,200m² • New Portsmouth Water (PW) offices totalling 1,858m² • Existing PW offices on Brockhampton Road subject to separate site disposal (not considered as part of these development proposals) • Existing Bosmere Medical Centre access upgraded and shared	
2. <u>Car Parking</u> • 38 spaces proposed for industrial units, which is an average of the B1c/B2 and B8 Havant Borough Council (HBC) parking standards (1 per 45m² and 1 per 90m²) • 101 spaces proposed for PW offices, to suit demand associated with existing staff base • Confirmed by HCC that HBC are the parking (and planning) authority and would have ultimate decision on suitability of parking numbers • However, mode can present HCC with parking evidence (e.g. parking accumulation, other CG schemes), which pending feedback from HCC could help advise HBC from HCC's standpoint	• CG to gauge HBC views on car parking provision as part of wider pre-app • mode to present parking case in Scoping Report for HCC views
3. <u>Land Use Classes</u> • New Land Use Class E discussed in terms of assessing uses now grouped with the former B1a, B1c, B2 and B8 land use classes (e.g. retail) relevant to these development proposals • Applicant presumption that restrictive conditions could be applied to avoid needing to assess anything other than the intended office and industrial uses of the site • Discussed that the above would need to be checked with HBC, but the assumption at this stage is that this would be the basis of Transport Assessment (and ongoing pre-application discussions)	• CG to check Land Use Class E approach with HBC

4. Access, Servicing and Circulation • Existing access for the Bosmere Medical Centre will be widened over and above the existing 4.8m • The pros and cons of enlarging the eastern radii were discussed in terms of allowing an articulated HGV to exit without crossing the westbound lane of Solent Road – HCC will consider if this is necessary through consultation of S278 team, which would be best supported by evidence of HGV trip generation • Any access works affecting an existing ditch and culvert would be subject to a separate watercourse consent. It was discussed whether pre-application views could be gathered on this now. HCC advised this could be looked into and contact details provided • Some minor concern was raised by HCC in relation to a wide crossover access into the industrial units in terms of a break in the proposed footway. A possible alternative could be to introduce a footway on the eastern side of the access road where there is reasonable space to do so whilst maintaining a width wide enough for vehicle access • It was discussed that whilst HCC are the principal consultee for layout matters in relation to transport, limited weight would be given where the layout will remain private (although it was confirmed that swept path analysis will be prepared to demonstrate suitable manoeuvring for occasional HGVs) • It was agreed that access drawings could be prepared (including visibility splays and swept path analysis) and shared with HCC as part of the pre-application – the principle of the arrangement can then be agreed ahead of a planning application being submitted • HCC suggested a Stage 1 Road Safety Audit (RSA1) of the access arrangement will be worthwhile, even if this may not strictly be necessary for an upgraded existing access • It was agreed that the RSA1 could also be undertaken during the pre-application process and relevant log sections completed and signed • HCC also suggested reviewing the planning application for the Bosmere Medical Centre with a view of ascertaining any precedent set with regard to the existing access arrangements	• HCC to provide contact details for investigating the watercourse consent further • mode to issue HCC with the two swept path options at the site access (with and without radii enlargement), including HGV numbers – HCC will respond with views to inform subsequent preparation of an access design • mode to then prepare access drawings, and share with HCC for comment (which could include internal footway arrangements and tracking) • Pending above, RSA1 to be considered
5. Trip Generation • Agreed that TRICS will be utilised for deriving trip rates for the industrial units • Agreed that questionnaires could be issued to PW for seeking operator specific travel data, but that this would need to be cross-checked with TRICS-based trip rates for the proposed office use • Notwithstanding the above, HCC raised that this may require an operator specific planning permission. However, it was recognised that should PW trip generation exceed the TRICS trip generation, speculative office space would be accounted for in the assessment • All of the above does not withstand checking the Land Use E approach with HBC	• mode to include for TRICS trip rates and proposed PW questionnaire format in the Scoping Report

6. <u>Baseline Data Collection and Junction Scope</u> • Agreed that traffic surveys could be undertaken currently, provided these are suitably factored / validated from DfT permanent counters in the local area • HCC will advise should the above position change as a result of potential changes to social distancing measures, and mode / HCC will liaise further ahead of traffic surveys being undertaken • The scope of junction counts should be informed by the distribution and assignment of development traffic, but as a general guide this may include for key junctions where development traffic exceeds 30 two-way movements in peak periods (subject to local circumstances) • The potential for survey data included in local planning applications, to be utilised in the event traffic surveys cannot be undertaken, was discussed. HCC will review relevant planning applications and also advise which permissions may also be relevant in terms of committed development • 5-year Personal Injury Collision (PIC) data will be collected and assessed (scope to be agreed)	• mode to confirm survey scope and factoring methodology in the Scoping Report, as per calculated distribution and assignment of development traffic • HCC to investigate other planning applications in terms of baseline data potential and committed development requirements • mode to include proposed PIC scope in Scoping Report
7. <u>Travel Plan</u> • It was agreed that a Framework Travel Plan would suit this development proposal, and that the PW offices would be the leading element	
8. <u>Pre-application Expectations Moving Forward</u> • Identified actions to be progressed (e.g. watercourse contacts, initial consideration of access radii options) • Scoping Report to be prepared and issued to HCC for comment • Provisionally anticipate having a further meeting to discuss any feedback on the Scoping Report • At this stage, aiming to conclude the HCC pre-app by the end of the year, anticipating a planning application in 2021 Q1 (or potentially April 2021).	• All undertake initial actions • mode to prepare Scoping Report and issue to HCC for comment

Appendix B – Site Layout



NOTES

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Subject to Statutory Approvals.

Landscaping is indicative, please refer to Landscape Architect's drawing(s) for details of trees & planting

KEY

- 2M HIGH BLACK WELDMESH FENCE WITH MATCHING GATES
- CHARCOAL BLOCK PAVING
- BUFF BLOCK PAVING
- CONCRETE
- TARMAC
- EXISTING TREES TO BE RETAINED

Rev	Description	Chk	Date

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RIBA Chartered Practice

cornisharchitects

Project Title.

SOLENT ROAD
HAVANT

Drawing Title.

SITE PLAN
AS PROPOSED

Drawing Status.

TOWN PLANNING

0 5 metres 40

Drawn By.	Scale.	Date.	Chk'd By.
R P	1:500 @ A2	14/10/2020	E D

Chancerygate
DEVELOPMENT AND ASSET MANAGEMENT

Drawing No.	Rev.
19003 - TP - 003	-

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Appendix C – TRICS Outputs

Calculation Reference: AUDIT-754101-201008-1057

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	2 days
	EX	ESSEX	2 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	3 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1138 to 10000 (units: sqm)
Range Selected by User: 1138 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	4 days
Tuesday	7 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	7

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

Selected Location Sub Categories:

Industrial Zone	7
Development Zone	2
Residential Zone	3
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	8 days
B2	5 days
B8	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	11 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

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

Travel Plan:

No	15 days

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

PTAL Rating:

No PTAL Present	15 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **CA-02-D-04** **INDUSTRIAL ESTATE** **CAMBRIDGESHIRE**
LINCOLN ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4133 sqm
Survey date: TUESDAY *02/12/14* *Survey Type: MANUAL*

2 **DS-02-D-02** **INDUSTRIAL ESTATE** **DERBYSHIRE**
SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 5686 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 **DV-02-D-07** **INDUSTRIAL ESTATE** **DEVON**
BITTERN ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY *03/07/17* *Survey Type: MANUAL*

4 **ES-02-D-06** **INDUSTRIAL ESTATE** **EAST SUSSEX**
COURTLANDS ROAD
EASTBOURNE

Edge of Town
Residential Zone
Total Gross floor area: 7525 sqm
Survey date: MONDAY *21/10/13* *Survey Type: MANUAL*

5 **ES-02-D-07** **INDUSTRIAL ESTATE** **EAST SUSSEX**
HUGHES ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6625 sqm
Survey date: THURSDAY *16/10/14* *Survey Type: MANUAL*

6 **EX-02-D-03** **INDUSTRIAL ESTATE** **ESSEX**
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

7 **EX-02-D-05** **INDUSTRIAL ESTATE** **ESSEX**
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

8 **HE-02-D-02** **BUSINESS PARK** **HEREFORDSHIRE**
BURCOTT ROAD
HEREFORD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5214 sqm
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **LC-02-D-05** **INDUSTRIAL ESTATE** **LANCASHIRE**
APPLEBY STREET
BLACKBURN

Edge of Town Centre
Industrial Zone
Total Gross floor area: 7020 sqm
Survey date: TUESDAY *04/06/13* *Survey Type: MANUAL*

10 **TW-02-D-08** **INDUSTRIAL ESTATE** **TYNE & WEAR**
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY *04/04/17* *Survey Type: MANUAL*

11 **WL-02-D-02** **INDUSTRIAL ESTATE** **WILTSHIRE**
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

12 **WM-02-D-03** **INDUSTRIAL ESTATE** **WEST MIDLANDS**
JUNCTION ROAD
STOURBRIDGE
AUDNAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1138 sqm
Survey date: TUESDAY *28/11/17* *Survey Type: MANUAL*

13 **WY-02-D-05** **INDUSTRIAL ESTATE** **WEST YORKSHIRE**
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Gross floor area: 1776 sqm
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

14 **WY-02-D-06** **INDUSTRIAL ESTATE (PART)** **WEST YORKSHIRE**
PIONEER WAY
CASTLEFORD

Edge of Town
Industrial Zone
Total Gross floor area: 4328 sqm
Survey date: TUESDAY *23/05/17* *Survey Type: MANUAL*

15 **WY-02-D-07** **INDUSTRIAL ESTATE** **WEST YORKSHIRE**
THUNDERHEAD RIDGE RD
CASTLEFORD
GLASSHOUGHTON
Edge of Town
No Sub Category
Total Gross floor area: 3191 sqm
Survey date: MONDAY *15/05/17* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
05:30 - 06:00	1	5686	0.018	1	5686	0.000	1	5686	0.018
06:00 - 06:30	1	5686	0.018	1	5686	0.000	1	5686	0.018
06:30 - 07:00	1	5686	0.000	1	5686	0.018	1	5686	0.018
07:00 - 07:30	15	5380	0.147	15	5380	0.037	15	5380	0.184
07:30 - 08:00	15	5380	0.245	15	5380	0.090	15	5380	0.335
08:00 - 08:30	**15**	**5380**	**0.309**	15	5380	0.135	15	5380	0.444
08:30 - 09:00	15	5380	0.291	15	5380	0.180	15	5380	0.471
09:00 - 09:30	15	5380	0.281	15	5380	0.208	15	5380	0.489
09:30 - 10:00	15	5380	0.249	15	5380	0.206	15	5380	0.455
10:00 - 10:30	15	5380	0.252	15	5380	0.244	15	5380	0.496
10:30 - 11:00	15	5380	0.264	15	5380	0.233	15	5380	0.497
11:00 - 11:30	15	5380	0.222	15	5380	0.235	15	5380	0.457
11:30 - 12:00	15	5380	0.240	15	5380	0.273	**15**	**5380**	**0.513**
12:00 - 12:30	15	5380	0.238	15	5380	0.242	15	5380	0.480
12:30 - 13:00	15	5380	0.221	15	5380	0.254	15	5380	0.475
13:00 - 13:30	15	5380	0.242	15	5380	0.222	15	5380	0.464
13:30 - 14:00	15	5380	0.207	15	5380	0.216	15	5380	0.423
14:00 - 14:30	15	5380	0.222	15	5380	0.221	15	5380	0.443
14:30 - 15:00	15	5380	0.216	15	5380	0.224	15	5380	0.440
15:00 - 15:30	15	5380	0.169	15	5380	0.249	15	5380	0.418
15:30 - 16:00	15	5380	0.195	15	5380	0.223	15	5380	0.418
16:00 - 16:30	15	5380	0.197	15	5380	0.229	15	5380	0.426
16:30 - 17:00	15	5380	0.154	**15**	**5380**	**0.301**	15	5380	0.455
17:00 - 17:30	15	5380	0.131	15	5380	0.289	15	5380	0.420
17:30 - 18:00	15	5380	0.082	15	5380	0.171	15	5380	0.253
18:00 - 18:30	15	5380	0.038	15	5380	0.118	15	5380	0.156
18:30 - 19:00	15	5380	0.041	15	5380	0.067	15	5380	0.108
19:00 - 19:30	1	5686	0.053	1	5686	0.035	1	5686	0.088
19:30 - 20:00	1	5686	0.000	1	5686	0.000	1	5686	0.000
20:00 - 20:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
20:30 - 21:00	1	5686	0.000	1	5686	0.018	1	5686	0.018
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.942			4.938			9.880

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

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

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Parameter summary

Trip rate parameter range selected:	1138 - 10000 (units: sqm)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
05:30 - 06:00	1	5686	0.000	1	5686	0.000	1	5686	0.000
06:00 - 06:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
06:30 - 07:00	1	5686	0.000	1	5686	0.000	1	5686	0.000
07:00 - 07:30	15	5380	0.002	15	5380	0.002	15	5380	0.004
07:30 - 08:00	15	5380	0.011	15	5380	0.010	15	5380	0.021
08:00 - 08:30	15	5380	0.012	15	5380	0.011	15	5380	0.023
08:30 - 09:00	15	5380	0.020	15	5380	0.015	15	5380	0.035
09:00 - 09:30	15	5380	0.016	15	5380	0.020	15	5380	0.036
09:30 - 10:00	**15**	**5380**	**0.027**	**15**	**5380**	**0.024**	**15**	**5380**	**0.051**
10:00 - 10:30	15	5380	0.014	15	5380	0.017	15	5380	0.031
10:30 - 11:00	15	5380	0.015	15	5380	0.019	15	5380	0.034
11:00 - 11:30	15	5380	0.020	15	5380	0.022	15	5380	0.042
11:30 - 12:00	15	5380	0.014	15	5380	0.015	15	5380	0.029
12:00 - 12:30	15	5380	0.016	15	5380	0.014	15	5380	0.030
12:30 - 13:00	15	5380	0.016	15	5380	0.016	15	5380	0.032
13:00 - 13:30	15	5380	0.011	15	5380	0.012	15	5380	0.023
13:30 - 14:00	15	5380	0.014	15	5380	0.009	15	5380	0.023
14:00 - 14:30	15	5380	0.016	15	5380	0.016	15	5380	0.032
14:30 - 15:00	15	5380	0.017	15	5380	0.014	15	5380	0.031
15:00 - 15:30	15	5380	0.015	15	5380	0.010	15	5380	0.025
15:30 - 16:00	15	5380	0.021	15	5380	0.024	15	5380	0.045
16:00 - 16:30	15	5380	0.007	15	5380	0.005	15	5380	0.012
16:30 - 17:00	15	5380	0.015	15	5380	0.011	15	5380	0.026
17:00 - 17:30	15	5380	0.010	15	5380	0.009	15	5380	0.019
17:30 - 18:00	15	5380	0.006	15	5380	0.005	15	5380	0.011
18:00 - 18:30	15	5380	0.004	15	5380	0.009	15	5380	0.013
18:30 - 19:00	15	5380	0.002	15	5380	0.001	15	5380	0.003
19:00 - 19:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
19:30 - 20:00	1	5686	0.000	1	5686	0.000	1	5686	0.000
20:00 - 20:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
20:30 - 21:00	1	5686	0.000	1	5686	0.000	1	5686	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.321			0.310			0.631

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
05:30 - 06:00	1	5686	0.018	1	5686	0.000	1	5686	0.018
06:00 - 06:30	1	5686	0.018	1	5686	0.000	1	5686	0.018
06:30 - 07:00	1	5686	0.000	1	5686	0.018	1	5686	0.018
07:00 - 07:30	15	5380	0.185	15	5380	0.042	15	5380	0.227
07:30 - 08:00	15	5380	0.348	15	5380	0.125	15	5380	0.473
08:00 - 08:30	**15**	**5380**	**0.434**	15	5380	0.181	15	5380	0.615
08:30 - 09:00	15	5380	0.416	15	5380	0.223	15	5380	0.639
09:00 - 09:30	15	5380	0.410	15	5380	0.279	15	5380	0.689
09:30 - 10:00	15	5380	0.359	15	5380	0.253	15	5380	0.612
10:00 - 10:30	15	5380	0.337	15	5380	0.311	15	5380	0.648
10:30 - 11:00	15	5380	0.379	15	5380	0.307	15	5380	0.686
11:00 - 11:30	15	5380	0.300	15	5380	0.327	15	5380	0.627
11:30 - 12:00	15	5380	0.346	15	5380	0.379	**15**	**5380**	**0.725**
12:00 - 12:30	15	5380	0.344	15	5380	0.340	15	5380	0.684
12:30 - 13:00	15	5380	0.300	15	5380	0.341	15	5380	0.641
13:00 - 13:30	15	5380	0.328	15	5380	0.315	15	5380	0.643
13:30 - 14:00	15	5380	0.290	15	5380	0.312	15	5380	0.602
14:00 - 14:30	15	5380	0.300	15	5380	0.327	15	5380	0.627
14:30 - 15:00	15	5380	0.311	15	5380	0.321	15	5380	0.632
15:00 - 15:30	15	5380	0.228	15	5380	0.374	15	5380	0.602
15:30 - 16:00	15	5380	0.275	15	5380	0.326	15	5380	0.601
16:00 - 16:30	15	5380	0.263	15	5380	0.362	15	5380	0.625
16:30 - 17:00	15	5380	0.213	15	5380	0.431	15	5380	0.644
17:00 - 17:30	15	5380	0.187	**15**	**5380**	**0.450**	15	5380	0.637
17:30 - 18:00	15	5380	0.107	15	5380	0.266	15	5380	0.373
18:00 - 18:30	15	5380	0.057	15	5380	0.177	15	5380	0.234
18:30 - 19:00	15	5380	0.048	15	5380	0.097	15	5380	0.145
19:00 - 19:30	1	5686	0.053	1	5686	0.035	1	5686	0.088
19:30 - 20:00	1	5686	0.000	1	5686	0.000	1	5686	0.000
20:00 - 20:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
20:30 - 21:00	1	5686	0.000	1	5686	0.035	1	5686	0.035
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.854			6.954			13.808

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
05:30 - 06:00	1	5686	0.000	1	5686	0.000	1	5686	0.000
06:00 - 06:30	1	5686	0.018	1	5686	0.000	1	5686	0.018
06:30 - 07:00	1	5686	0.000	1	5686	0.018	1	5686	0.018
07:00 - 07:30	15	5380	0.042	15	5380	0.017	15	5380	0.059
07:30 - 08:00	15	5380	0.076	15	5380	0.051	15	5380	0.127
08:00 - 08:30	15	5380	0.093	15	5380	0.078	15	5380	0.171
08:30 - 09:00	15	5380	0.085	15	5380	0.084	15	5380	0.169
09:00 - 09:30	15	5380	0.087	15	5380	0.084	15	5380	0.171
09:30 - 10:00	15	5380	0.084	15	5380	0.087	15	5380	0.171
10:00 - 10:30	**15**	**5380**	**0.100**	**15**	**5380**	**0.112**	**15**	**5380**	**0.212**
10:30 - 11:00	15	5380	0.100	15	5380	0.088	15	5380	0.188
11:00 - 11:30	15	5380	0.090	15	5380	0.094	15	5380	0.184
11:30 - 12:00	15	5380	0.094	15	5380	0.099	15	5380	0.193
12:00 - 12:30	15	5380	0.090	15	5380	0.089	15	5380	0.179
12:30 - 13:00	15	5380	0.077	15	5380	0.083	15	5380	0.160
13:00 - 13:30	15	5380	0.074	15	5380	0.076	15	5380	0.150
13:30 - 14:00	15	5380	0.083	15	5380	0.073	15	5380	0.156
14:00 - 14:30	15	5380	0.068	15	5380	0.071	15	5380	0.139
14:30 - 15:00	15	5380	0.079	15	5380	0.073	15	5380	0.152
15:00 - 15:30	15	5380	0.059	15	5380	0.061	15	5380	0.120
15:30 - 16:00	15	5380	0.064	15	5380	0.059	15	5380	0.123
16:00 - 16:30	15	5380	0.082	15	5380	0.072	15	5380	0.154
16:30 - 17:00	15	5380	0.043	15	5380	0.074	15	5380	0.117
17:00 - 17:30	15	5380	0.036	15	5380	0.045	15	5380	0.081
17:30 - 18:00	15	5380	0.016	15	5380	0.038	15	5380	0.054
18:00 - 18:30	15	5380	0.006	15	5380	0.021	15	5380	0.027
18:30 - 19:00	15	5380	0.007	15	5380	0.011	15	5380	0.018
19:00 - 19:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
19:30 - 20:00	1	5686	0.000	1	5686	0.000	1	5686	0.000
20:00 - 20:30	1	5686	0.000	1	5686	0.000	1	5686	0.000
20:30 - 21:00	1	5686	0.000	1	5686	0.000	1	5686	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.653			1.658			3.311

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

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

Calculation Reference: AUDIT-754101-201117-1138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	2 days
	HF	HERTFORDSHIRE	1 days
04	**EAST ANGLIA**		
	NF	NORFOLK	1 days
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 178 to 5000 (units: sqm)
Range Selected by User: 178 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	3
Built-Up Zone	3
No Sub Category	2

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

LIST OF SITES relevant to selection parameters

1 **BD-02-A-03** **OFFICES** **BEDFORDSHIRE**
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
Survey date: MONDAY *14/10/13* *Survey Type: MANUAL*

2 **DS-02-A-01** **REAL ESTATE DEVELOPERS** **DERBYSHIRE**
PRIME PARK WAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 **ES-02-A-11** **HOUSING COMPANY** **EAST SUSSEX**
THE SIDINGS
HASTINGS
ORE VALLEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 186 sqm
Survey date: TUESDAY *17/11/15* *Survey Type: MANUAL*

4 **ES-02-A-13** **OFFICES** **EAST SUSSEX**
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

5 **GM-02-A-09** **LEASED OFFICES** **GREATER MANCHESTER**
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

6 **HF-02-A-04** **OFFICES** **HERTFORDSHIRE**
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

7 **LC-02-A-09** **OFFICES** **LANCASHIRE**
FURTHERGATE
BLACKBURN

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: TUESDAY *04/06/13* *Survey Type: MANUAL*

8 **NF-02-A-02** **FINANCIAL PLANNERS** **NORFOLK**
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-02-A-02	No railway station nearby
ES-02-A-12	No railway station nearby
HF-02-A-03	Floor area to parking ratio not comparable
NY-02-A-02	No railway station nearby
TW-02-A-08	Staff to floor area ratio not comparable

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1690	0.525	8	1690	0.030	8	1690	0.555
08:00 - 09:00	**9**	**1522**	**2.000**	9	1522	0.153	**9**	**1522**	**2.153**
09:00 - 10:00	9	1522	1.343	9	1522	0.547	9	1522	1.890
10:00 - 11:00	9	1522	0.460	9	1522	0.380	9	1522	0.840
11:00 - 12:00	9	1522	0.234	9	1522	0.314	9	1522	0.548
12:00 - 13:00	9	1522	0.460	9	1522	0.584	9	1522	1.044
13:00 - 14:00	9	1522	0.693	9	1522	0.606	9	1522	1.299
14:00 - 15:00	9	1522	0.416	9	1522	0.526	9	1522	0.942
15:00 - 16:00	9	1522	0.343	9	1522	0.467	9	1522	0.810
16:00 - 17:00	9	1522	0.336	9	1522	0.920	9	1522	1.256
17:00 - 18:00	9	1522	0.285	**9**	**1522**	**1.810**	9	1522	2.095
18:00 - 19:00	8	1690	0.052	8	1690	0.606	8	1690	0.658
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.147			6.943			14.090

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

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

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Parameter summary

Trip rate parameter range selected:	178 - 5000 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	5

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1690	0.000	8	1690	0.000	8	1690	0.000
08:00 - 09:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
09:00 - 10:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
10:00 - 11:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
11:00 - 12:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
12:00 - 13:00	**9**	**1522**	**0.007**	**9**	**1522**	**0.007**	**9**	**1522**	**0.014**
13:00 - 14:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
14:00 - 15:00	9	1522	0.007	9	1522	0.007	9	1522	0.014
15:00 - 16:00	9	1522	0.007	9	1522	0.007	9	1522	0.014
16:00 - 17:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
17:00 - 18:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
18:00 - 19:00	8	1690	0.000	8	1690	0.000	8	1690	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1690	0.007	8	1690	0.000	8	1690	0.007
08:00 - 09:00	**9**	**1522**	**0.124**	9	1522	0.000	**9**	**1522**	**0.124**
09:00 - 10:00	9	1522	0.022	9	1522	0.000	9	1522	0.022
10:00 - 11:00	9	1522	0.015	9	1522	0.000	9	1522	0.015
11:00 - 12:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
12:00 - 13:00	9	1522	0.015	9	1522	0.007	9	1522	0.022
13:00 - 14:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
14:00 - 15:00	9	1522	0.000	9	1522	0.000	9	1522	0.000
15:00 - 16:00	9	1522	0.000	9	1522	0.007	9	1522	0.007
16:00 - 17:00	9	1522	0.007	9	1522	0.000	9	1522	0.007
17:00 - 18:00	9	1522	0.007	**9**	**1522**	**0.102**	9	1522	0.109
18:00 - 19:00	8	1690	0.007	8	1690	0.044	8	1690	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.204			0.160			0.364

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1690	0.569	8	1690	0.022	8	1690	0.591
08:00 - 09:00	**9**	**1522**	**2.328**	9	1522	0.146	9	1522	2.474
09:00 - 10:00	9	1522	1.620	9	1522	0.598	9	1522	2.218
10:00 - 11:00	9	1522	0.526	9	1522	0.423	9	1522	0.949
11:00 - 12:00	9	1522	0.299	9	1522	0.350	9	1522	0.649
12:00 - 13:00	9	1522	0.526	9	1522	0.671	9	1522	1.197
13:00 - 14:00	9	1522	0.832	9	1522	0.671	9	1522	1.503
14:00 - 15:00	9	1522	0.511	9	1522	0.657	9	1522	1.168
15:00 - 16:00	9	1522	0.387	9	1522	0.635	9	1522	1.022
16:00 - 17:00	9	1522	0.416	9	1522	1.073	9	1522	1.489
17:00 - 18:00	9	1522	0.321	**9**	**1522**	**2.160**	**9**	**1522**	**2.481**
18:00 - 19:00	8	1690	0.067	8	1690	0.769	8	1690	0.836
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.402			8.175			16.577

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1690	0.059	8	1690	0.007	8	1690	0.066
08:00 - 09:00	9	1522	0.380	9	1522	0.036	9	1522	0.416
09:00 - 10:00	9	1522	0.562	9	1522	0.204	9	1522	0.766
10:00 - 11:00	9	1522	0.277	9	1522	0.328	9	1522	0.605
11:00 - 12:00	9	1522	0.212	9	1522	0.358	9	1522	0.570
12:00 - 13:00	9	1522	0.569	**9**	**1522**	**1.160**	9	1522	1.729
13:00 - 14:00	**9**	**1522**	**0.883**	9	1522	0.963	**9**	**1522**	**1.846**
14:00 - 15:00	9	1522	0.730	9	1522	0.263	9	1522	0.993
15:00 - 16:00	9	1522	0.219	9	1522	0.066	9	1522	0.285
16:00 - 17:00	9	1522	0.102	9	1522	0.219	9	1522	0.321
17:00 - 18:00	9	1522	0.161	9	1522	0.467	9	1522	0.628
18:00 - 19:00	8	1690	0.044	8	1690	0.141	8	1690	0.185
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.198			4.212			8.410

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1690	0.022	8	1690	0.022	8	1690	0.044
08:00 - 09:00	9	1522	0.598	9	1522	0.058	9	1522	0.656
09:00 - 10:00	**9**	**1522**	**0.671**	9	1522	0.109	**9**	**1522**	**0.780**
10:00 - 11:00	9	1522	0.204	9	1522	0.051	9	1522	0.255
11:00 - 12:00	9	1522	0.102	9	1522	0.095	9	1522	0.197
12:00 - 13:00	9	1522	0.102	9	1522	0.263	9	1522	0.365
13:00 - 14:00	9	1522	0.175	9	1522	0.372	9	1522	0.547
14:00 - 15:00	9	1522	0.161	9	1522	0.175	9	1522	0.336
15:00 - 16:00	9	1522	0.161	9	1522	0.226	9	1522	0.387
16:00 - 17:00	9	1522	0.131	9	1522	0.153	9	1522	0.284
17:00 - 18:00	9	1522	0.058	**9**	**1522**	**0.591**	9	1522	0.649
18:00 - 19:00	8	1690	0.052	8	1690	0.266	8	1690	0.318
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.437			2.381			4.818

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	1690	0.658	8	1690	0.052	8	1690	0.710
08:00 - 09:00	**9**	**1522**	**3.430**	9	1522	0.241	9	1522	3.671
09:00 - 10:00	9	1522	2.876	9	1522	0.912	9	1522	3.788
10:00 - 11:00	9	1522	1.022	9	1522	0.803	9	1522	1.825
11:00 - 12:00	9	1522	0.613	9	1522	0.803	9	1522	1.416
12:00 - 13:00	9	1522	1.212	9	1522	2.102	9	1522	3.314
13:00 - 14:00	9	1522	1.890	9	1522	2.007	**9**	**1522**	**3.897**
14:00 - 15:00	9	1522	1.401	9	1522	1.095	9	1522	2.496
15:00 - 16:00	9	1522	0.766	9	1522	0.934	9	1522	1.700
16:00 - 17:00	9	1522	0.657	9	1522	1.445	9	1522	2.102
17:00 - 18:00	9	1522	0.547	**9**	**1522**	**3.321**	9	1522	3.868
18:00 - 19:00	8	1690	0.170	8	1690	1.220	8	1690	1.390
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.242			14.935			30.177

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

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

Appendix D – Distribution and Assignment

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

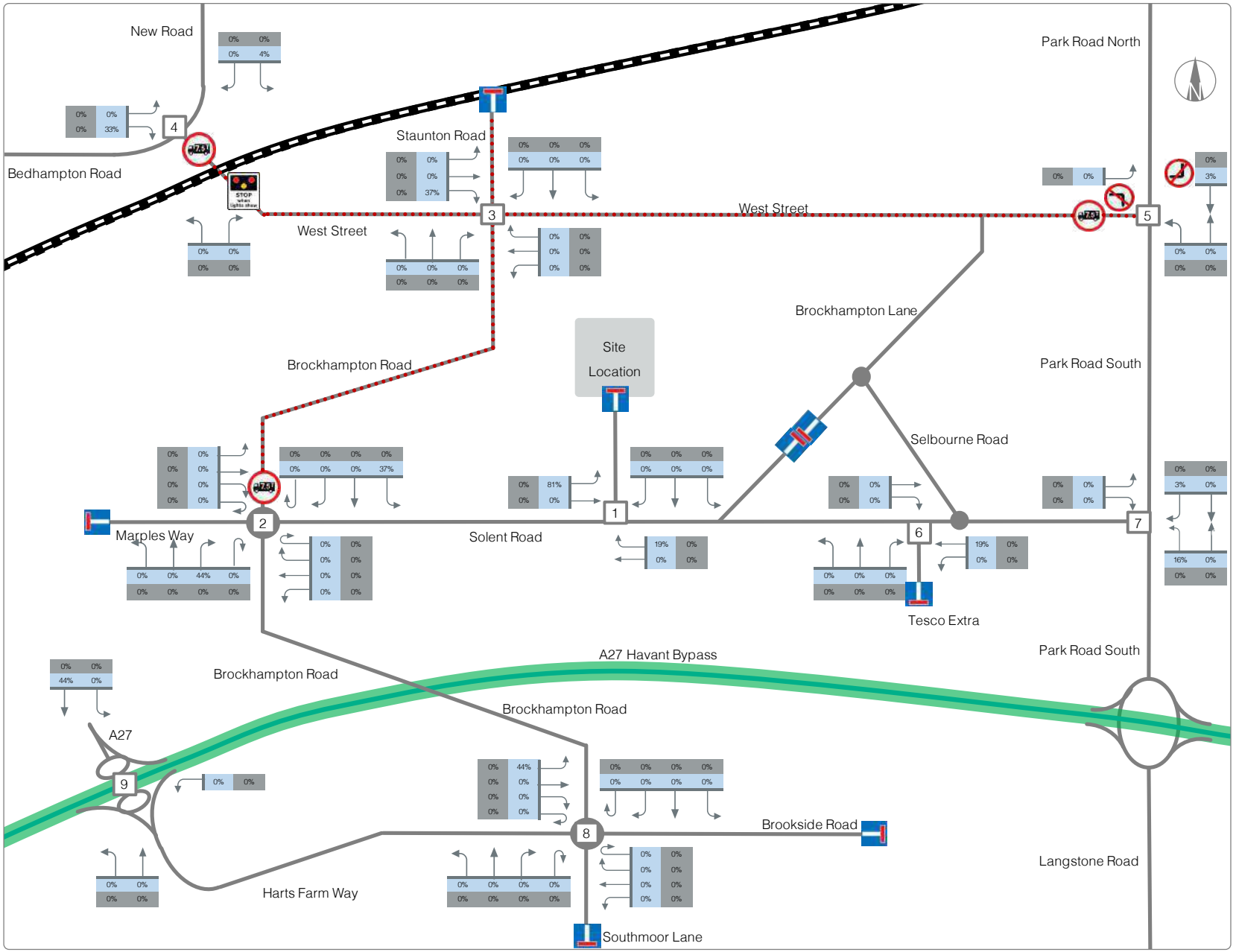
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population All usual residents aged 16 and over in employment the week before the census
units Persons date 2011
method of travel to work Driving a car or van

Usual Residence	Place of Work E02004775 : Havant 014	%	Route Assignment
E02004764 : Havant 003	141	1.6%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
E02004765 : Havant 004	188	2.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
E02004766 : Havant 005	110	1.2%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
E02004767 : Havant 006	192	2.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
E02004768 : Havant 007	167	1.9%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
E02004769 : Havant 008	208	2.3%	Solent Rd (E) / Park Rd N [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / New Rd [50%]
E02004770 : Havant 009	233	2.6%	Solent Rd (E) / Park Rd N [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / New Rd [50%]
E02004771 : Havant 010	293	3.3%	Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / New Rd [50%]
E02004772 : Havant 011	237	2.6%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
E02004774 : Havant 013	220	2.4%	Solent Rd (E) / Park Rd S / A27
E02004776 : Havant 015	193	2.1%	Solent Rd (E) / Park Rd S / Langston Rd (S)
E02004777 : Havant 016	157	1.7%	Solent Rd (E) / Park Rd S / Langston Rd (S)
E02004778 : Havant 017	151	1.7%	Solent Rd (E) / Park Rd S / Langston Rd (S)
E02006822 : Havant 018	340	3.8%	Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd
E02006830 : Havant 019	138	1.5%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
E02006831 : Havant 020	164	1.8%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Adur	6	0.1%	Solent Rd (E) / Park Rd S / A27
Arun	192	2.1%	Solent Rd (E) / Park Rd S / A27
Aylesbury Vale	2	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Basingstoke and Deane	30	0.3%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Bracknell Forest	10	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Brighton and Hove	9	0.1%	Solent Rd (E) / Park Rd S / A27
Cherwell	6	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Chichester	521	5.8%	Solent Rd (E) / Park Rd S / A27
Chiltern	2	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Crawley	2	0.0%	Solent Rd (E) / Park Rd S / A27
Dartford	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
East Hampshire	660	7.3%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Eastleigh	180	2.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Elmbridge	6	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Epsom and Ewell	4	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Fareham	707	7.9%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Gosport	321	3.6%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Gravesham	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Guildford	19	0.2%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Hart	14	0.2%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Horsham	22	0.2%	Solent Rd (E) / Park Rd S / A27
Isle of Wight	13	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Lewes	2	0.0%	Solent Rd (E) / Park Rd S / A27
Maidstone	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (E) / Park Rd S / A27 [50%]
Medway	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (E) / Park Rd S / A27 [50%]
Mid Sussex	6	0.1%	Solent Rd (E) / Park Rd S / A27
Milton Keynes	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Mole Valley	2	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (E) / Park Rd S / A27 [50%]
New Forest	68	0.8%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Portsmouth	2,149	23.9%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Reading	2	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Reigate and Banstead	5	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (E) / Park Rd S / A27 [50%]
Runnymede	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Rushmoor	12	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Shepway	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (E) / Park Rd S / A27 [50%]
Slough	3	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
South Bucks	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
South Oxfordshire	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Southampton	169	1.9%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Surrey Heath	5	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Swale	3	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (E) / Park Rd S / A27 [50%]
Tandridge	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Test Valley	53	0.6%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W) [50%]
Vale of White Horse	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W) [50%]
Waverley	17	0.2%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Wealden	2	0.0%	Solent Rd (E) / Park Rd S / A27
West Berkshire	5	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
West Oxfordshire	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Winchester	386	4.3%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W) [50%]
Windsor and Maidenhead	2	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Woking	8	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Wokingham	6	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Worthing	35	0.4%	Solent Rd (E) / Park Rd S / A27
Wycombe	1	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
East	12	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
East Midlands	12	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [75%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
London	14	0.2%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [50%] Solent Rd (E) / Park Rd S / A27 [50%]
North East	2	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [75%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
North West	5	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [75%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
South West	131	1.5%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
West Midlands	12	0.1%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (W)
Yorkshire and The Humber	3	0.0%	Solent Rd (W) / Brockhampton Rd (S) / Harts Frm Way / A27 (N) [75%] Solent Rd (W) / Brockhtn Rd (N) / West St (W) / Bedhampton Rd [50%]
Total	**9,002**	**100.0%**	

		Census	Industrial	PW
A27 (N)	1,223	13%	13%	13%
A27 (W)	2,850	31%	31%	31%
A27 (E)	1,031	11%	11%	11%
Bedhampton Road	3,144	33%	33%	33%
New Road	367	4%	4%	4%
Langston Road	501	5%	5%	5%
Park Rd N via Park Rd S	165	2%	2%	2%
Park Rd N via Brockhampton Ln	55	1%	1%	1%

** drivers travelling via A27 (W) - 70% will use Harts Farm Way & 30% will use Bedhampton Road*
*** drivers travlling via A27 (N) - 50% will use Bedhampton Road & 50% will use Harts Farm Way*



NOTES

No right turn entry into West Street from Park Road North

7.5 tonne weight restriction requires all HGVs to utilise

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road

No right turn

7.5 tonne weight restriction

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

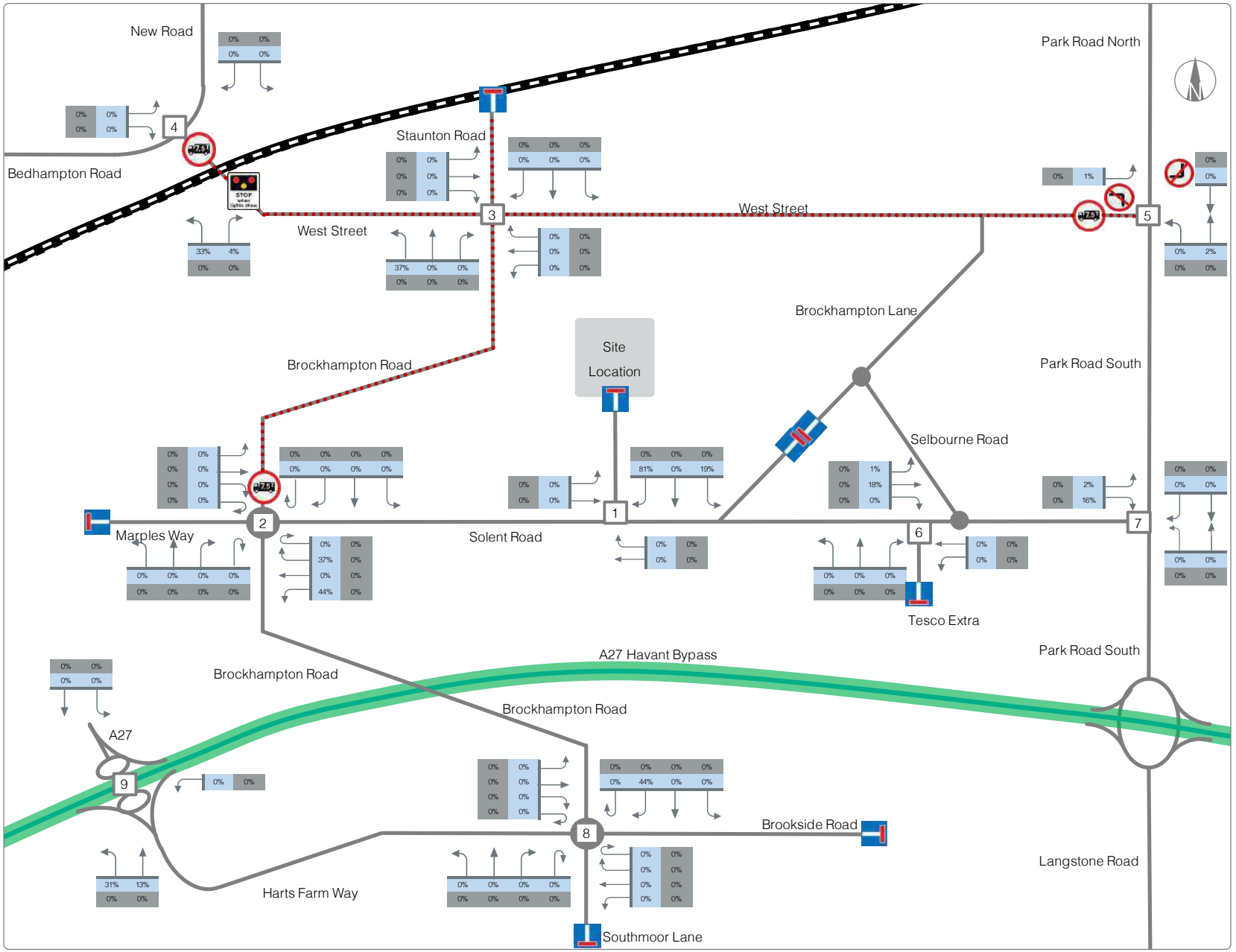
Network Diagram 1

Arrivals Assignment (%)
AM Peak Hour Period
(Proposed Portsmouth Water Offices)

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

No right turn Park Road North from West Street

7.5 tonne weight restriction requires all HGVs to utilise

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road
No right turn
7.5 tonne weight restriction
Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

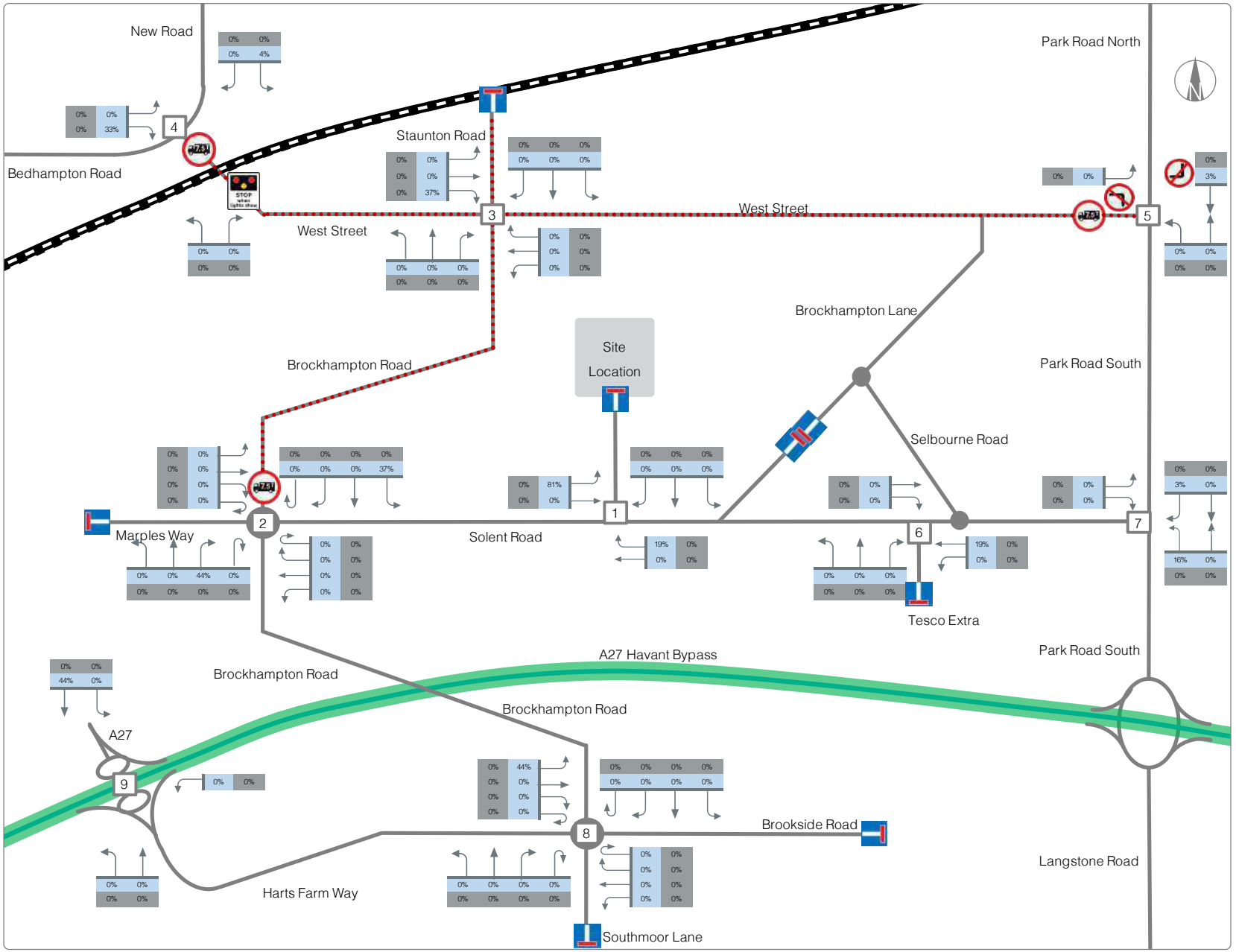
Network Diagram 2

Departures Assignment (%)
AM Peak Hour Period
(Proposed Portsmouth Water Offices)

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

No right turn entry into West Street from Park Road North

7.5 tonne weight restriction requires all HGVs to utilise

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road
No right turn
7.5 tonne weight restriction
Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

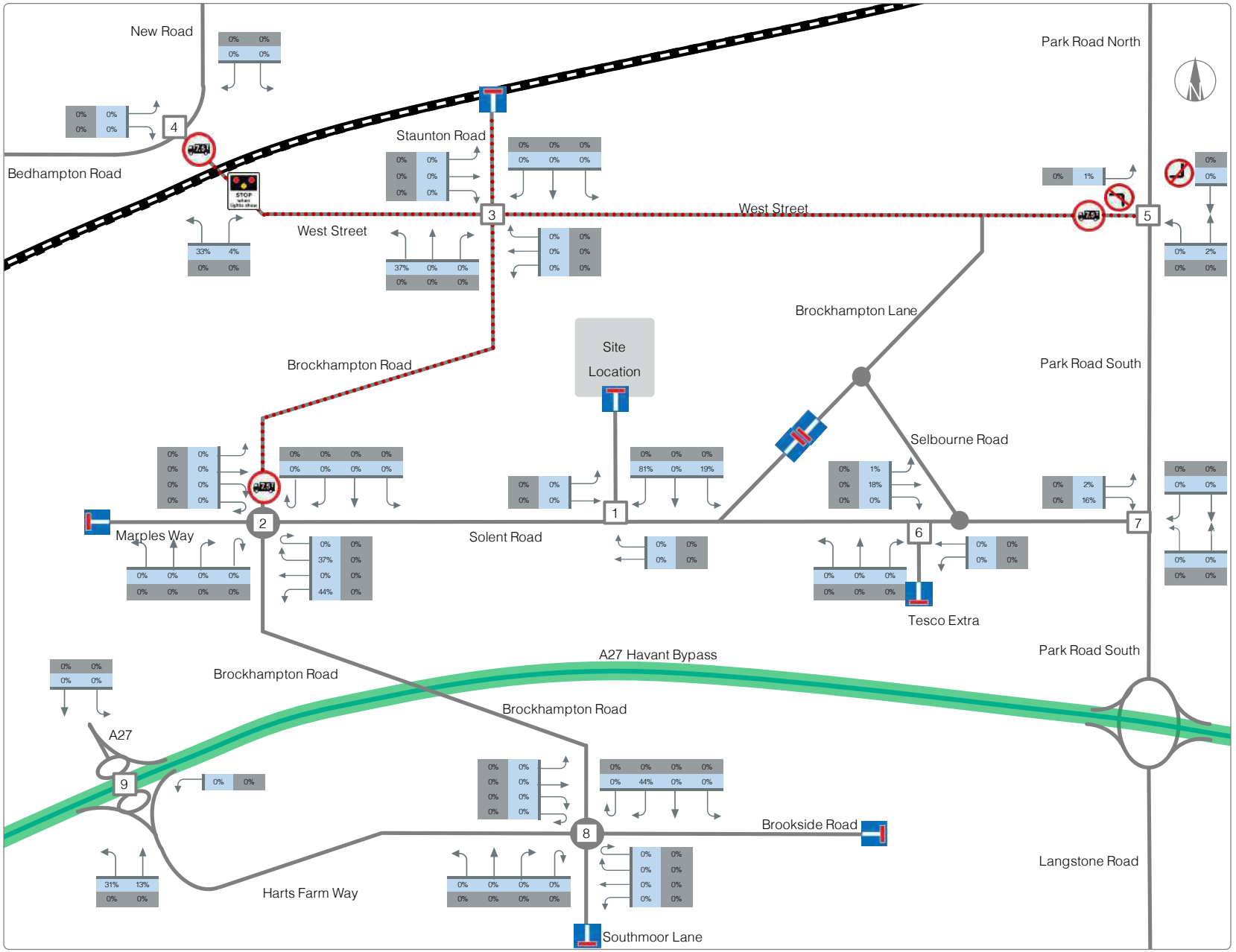
Chancerygate (Erdington) Ltd

Solent Road, Havant

Network Diagram 3
Arrivals Assignment (%)
PM Peak Hour Period
(Proposed Portsmouth Water Offices)
November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

No right turn Park Road North from West Street

7.5 tonne weight restriction requires all HGVs to utilise

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road

No right turn

7.5 tonne weight restriction

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

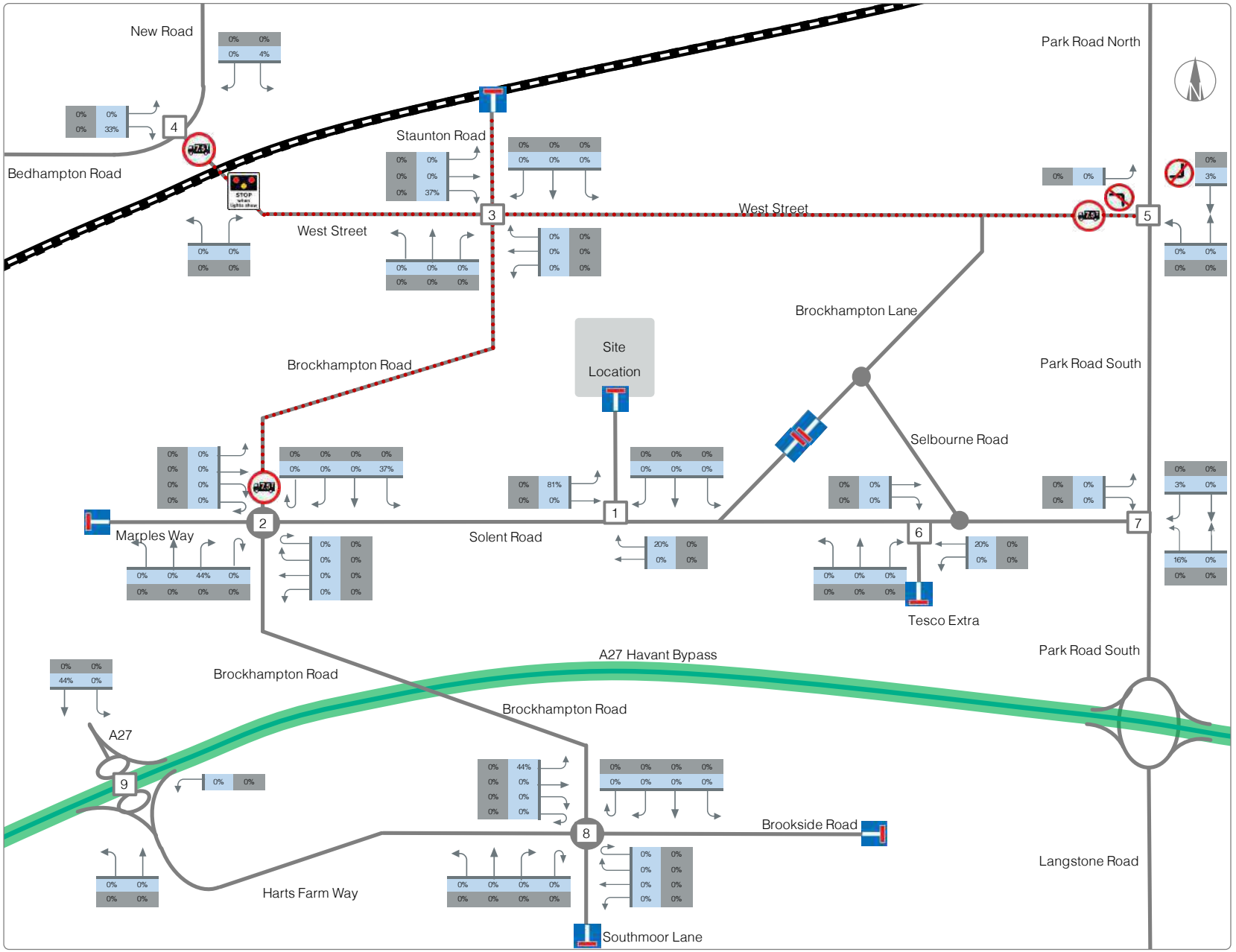
Network Diagram 4

Departures Assignment (%)
PM Peak Hour Period
(Proposed Portsmouth Water Offices)

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

No right turn entry into West Street from Park Road North

7.5 tonne weight restriction requires all HGVs to utilise

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road
No right turn
7.5 tonne weight restriction
Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

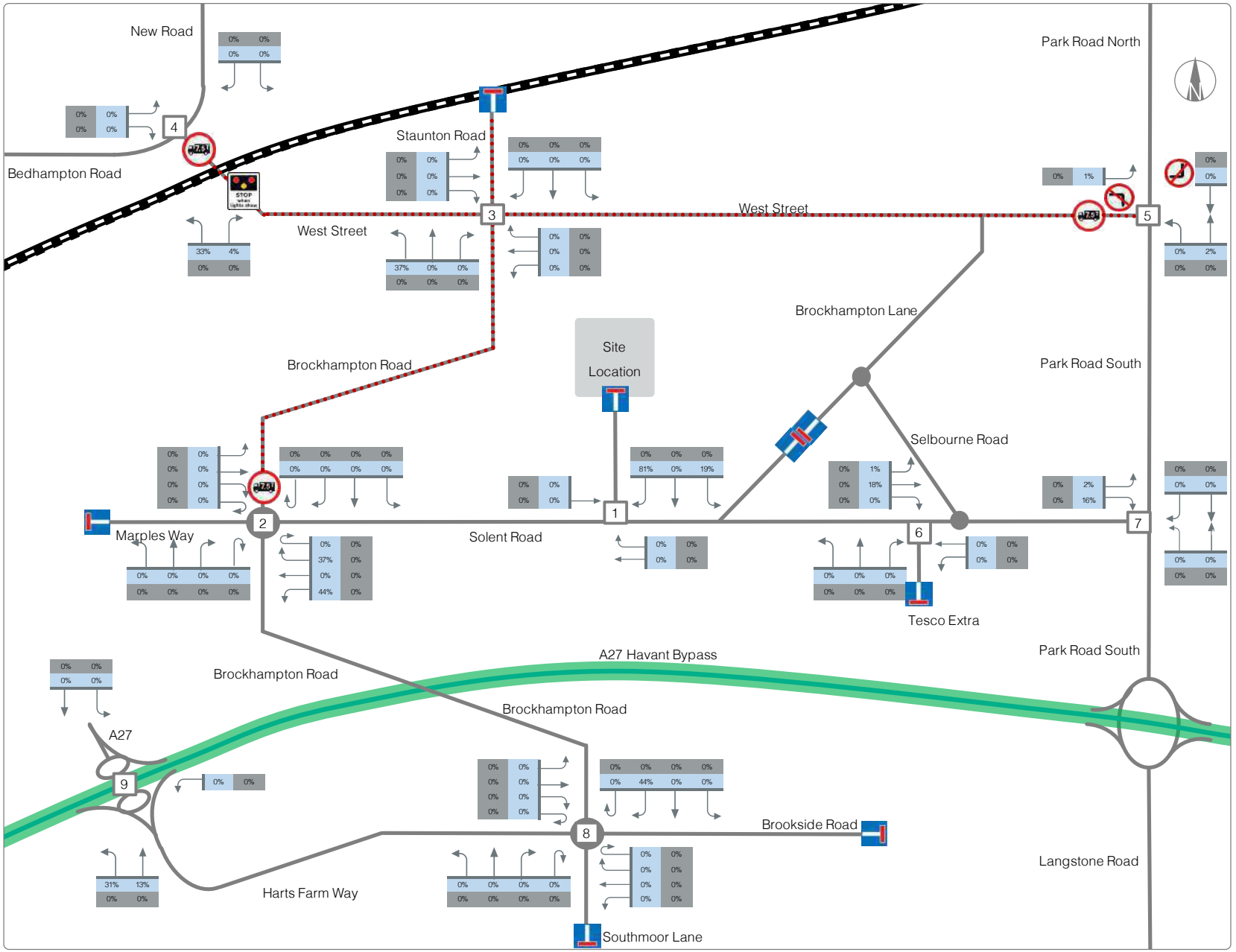
Network Diagram 5

Arrivals Assignment (%)
AM Peak Hour Period
(Proposed Industrial Units)

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

No right turn Park Road North from West Street

7.5 tonne weight restriction requires all HGVs to utilise

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road
No right turn
7.5 tonne weight restriction
Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

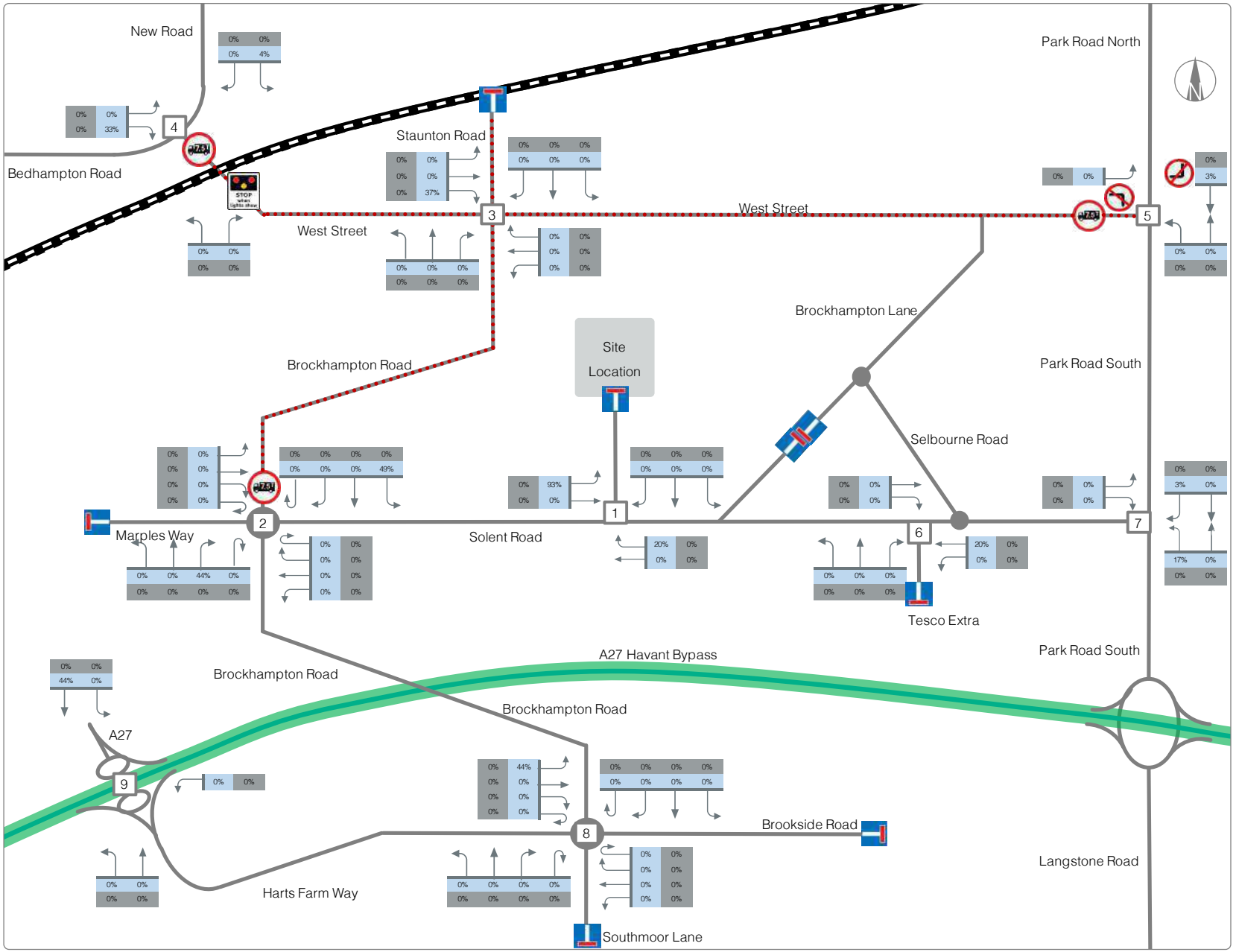
Network Diagram 6

Departures Assignment (%)
AM Peak Hour Period
(Proposed Industrial Units)

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

No right turn entry into West Street from Park Road North

7.5 tonne weight restriction requires all HGVs to utilise

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road

No right turn

7.5 tonne weight restriction

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

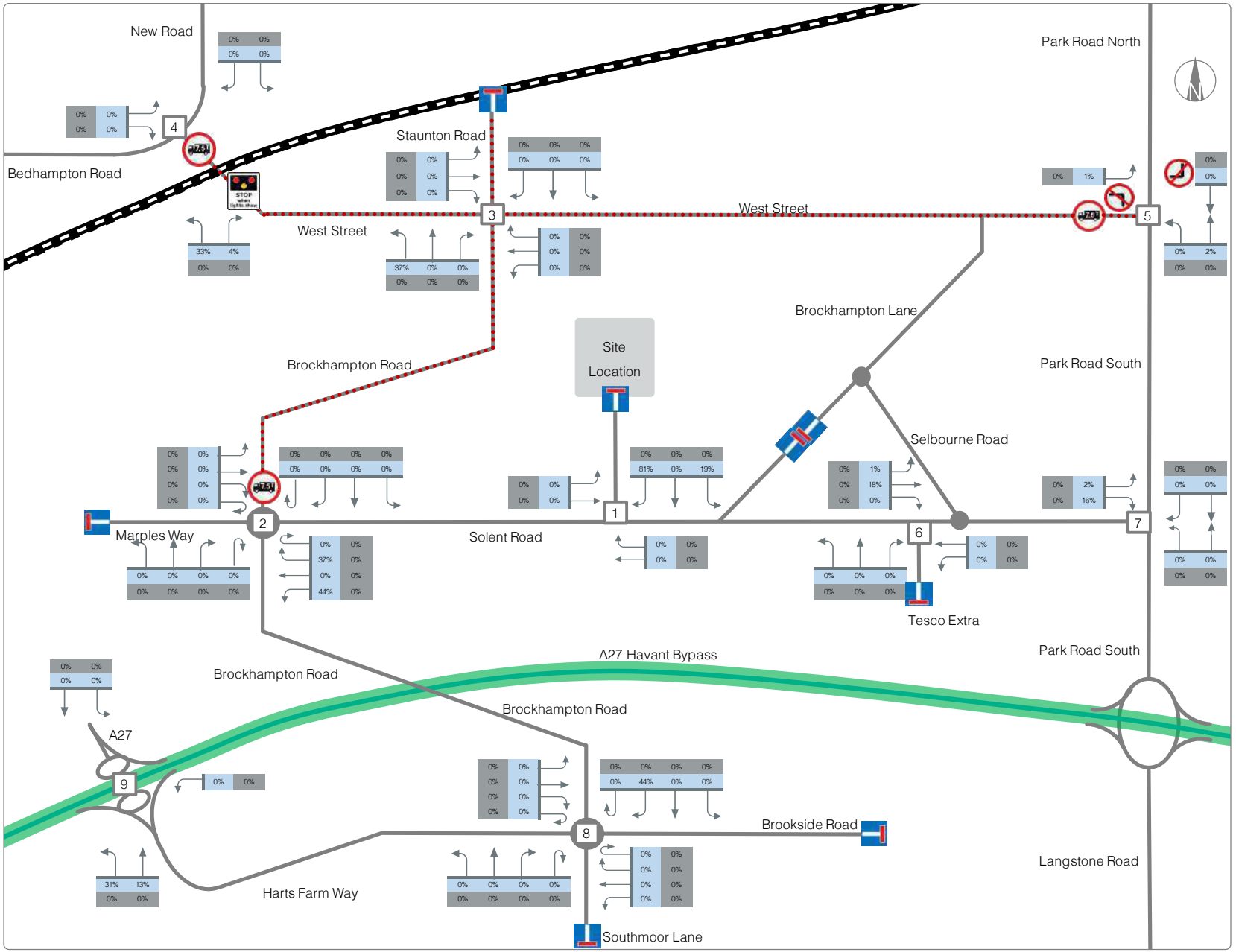
Network Diagram 7

Arrivals Assignment (%)
PM Peak Hour Period
(Proposed Industrial Units)

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

No right turn Park Road North from West Street

7.5 tonne weight restriction requires all HGVs to utilise

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road

No right turn

7.5 tonne weight restriction

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

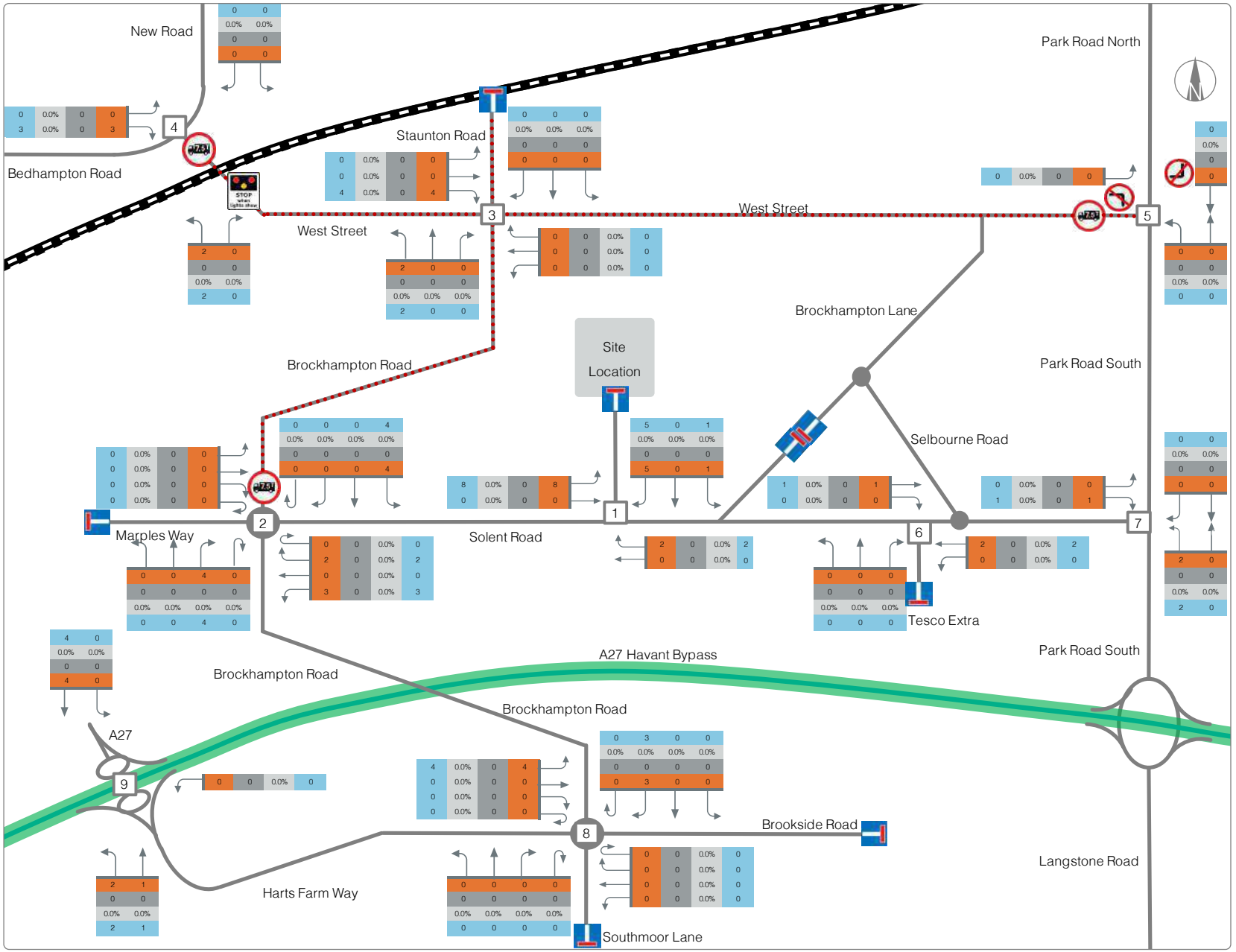
Network Diagram 8

Departures Assignment (%)
PM Peak Hour Period
(Proposed Industrial Units)

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

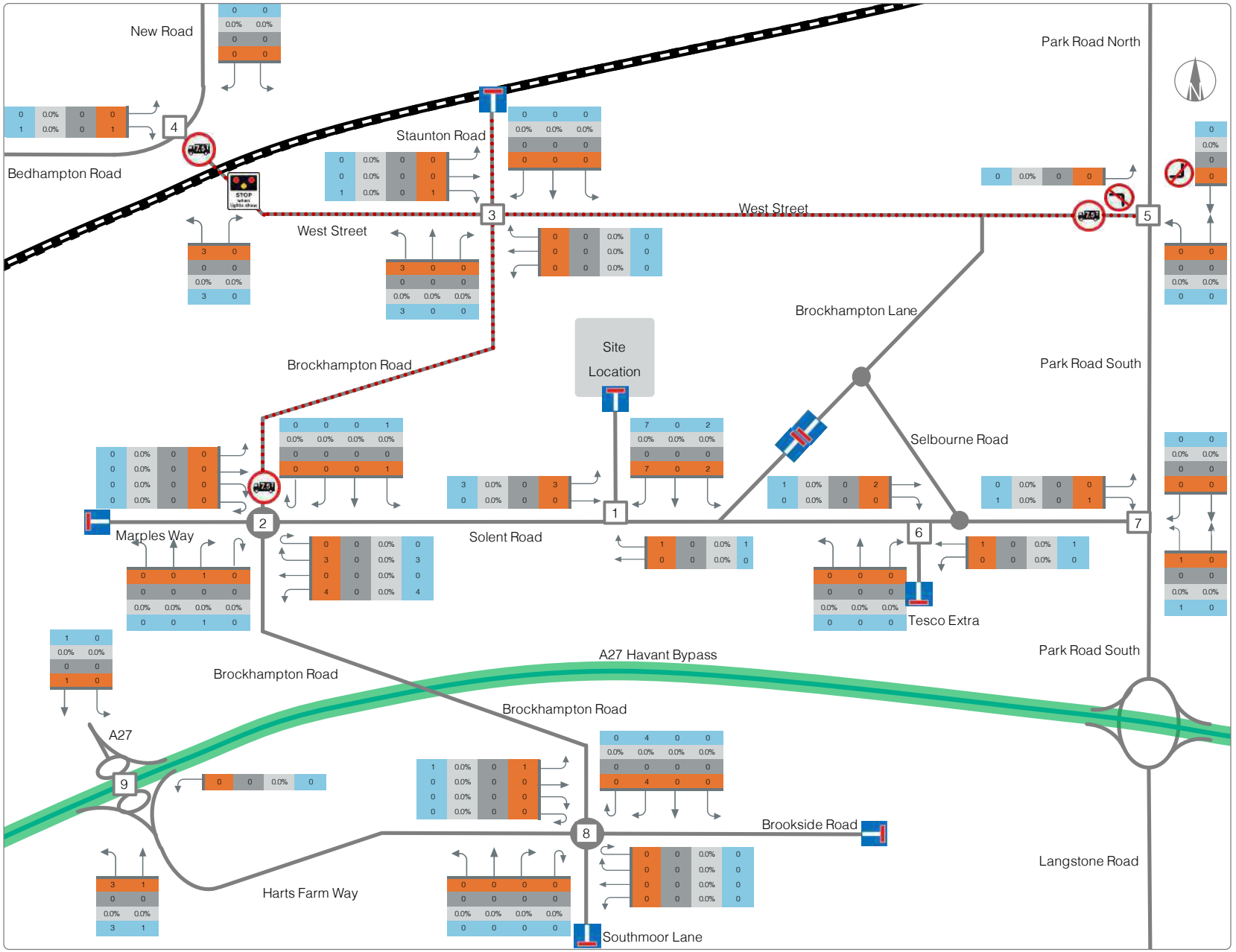
Network Diagram 9

Industrial Element Development Flows AM Peak

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

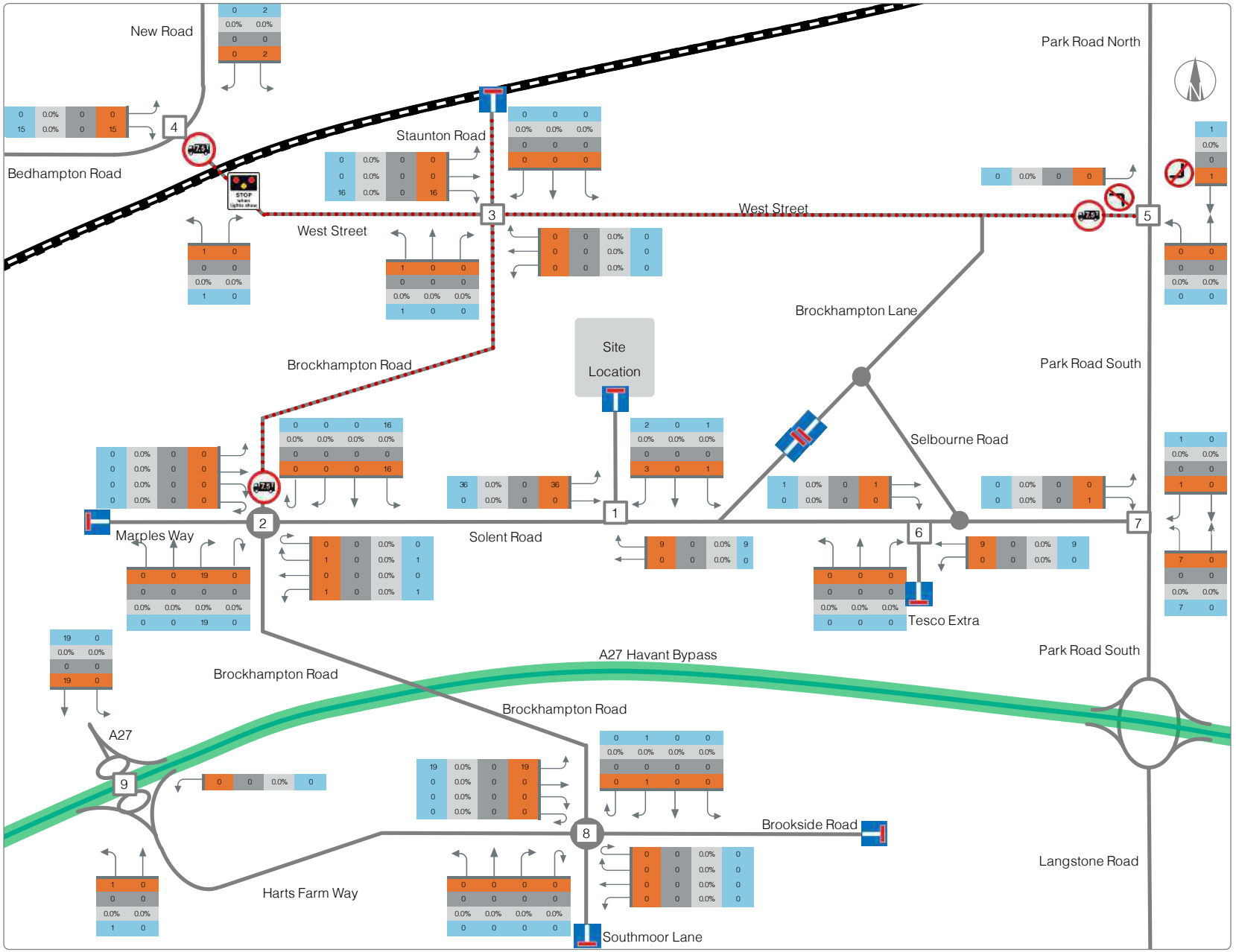
Network Diagram 10

Industrial Element Development Flows PM Peak

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

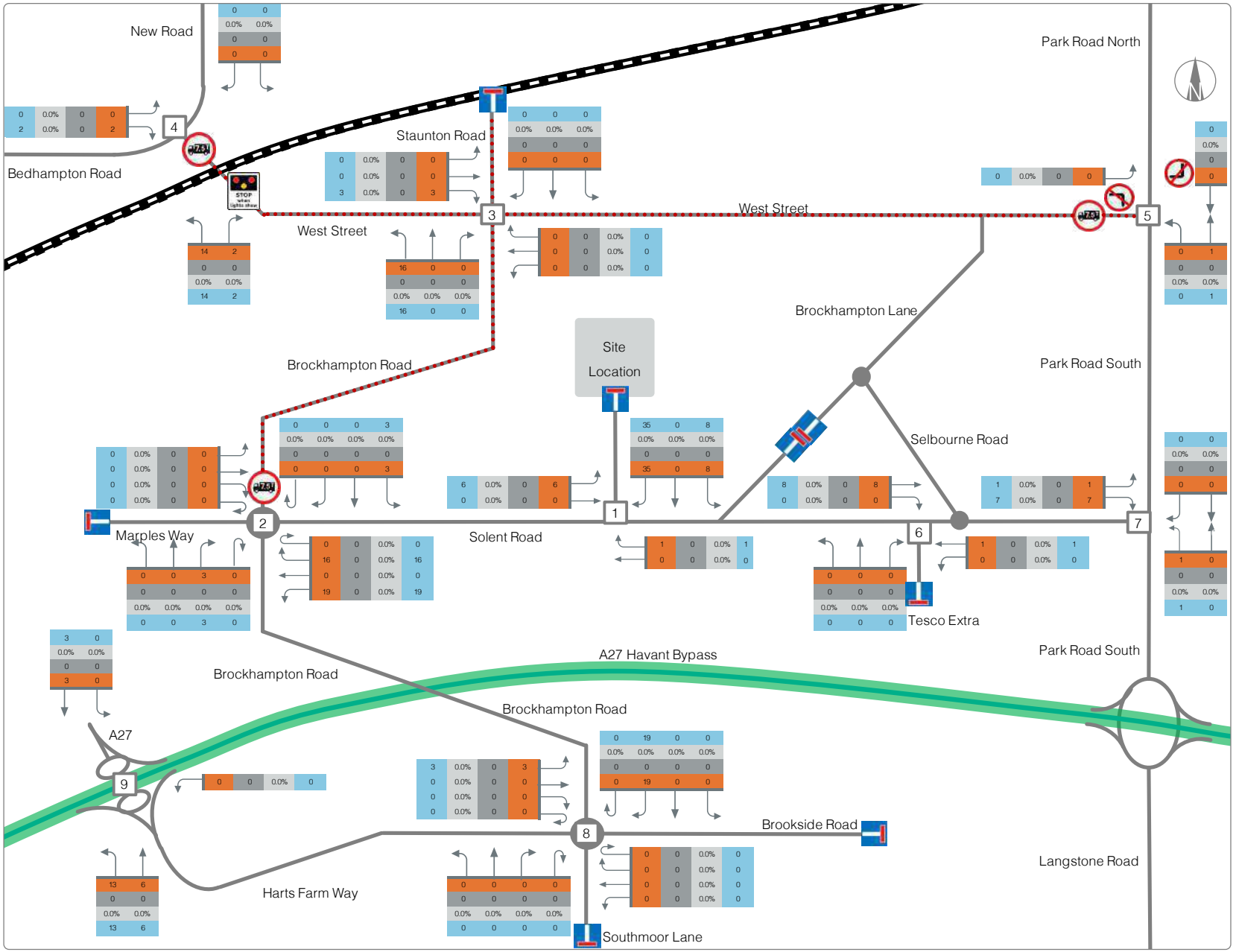
Network Diagram 11

Portsmouth Water Development Flows AM Peak

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

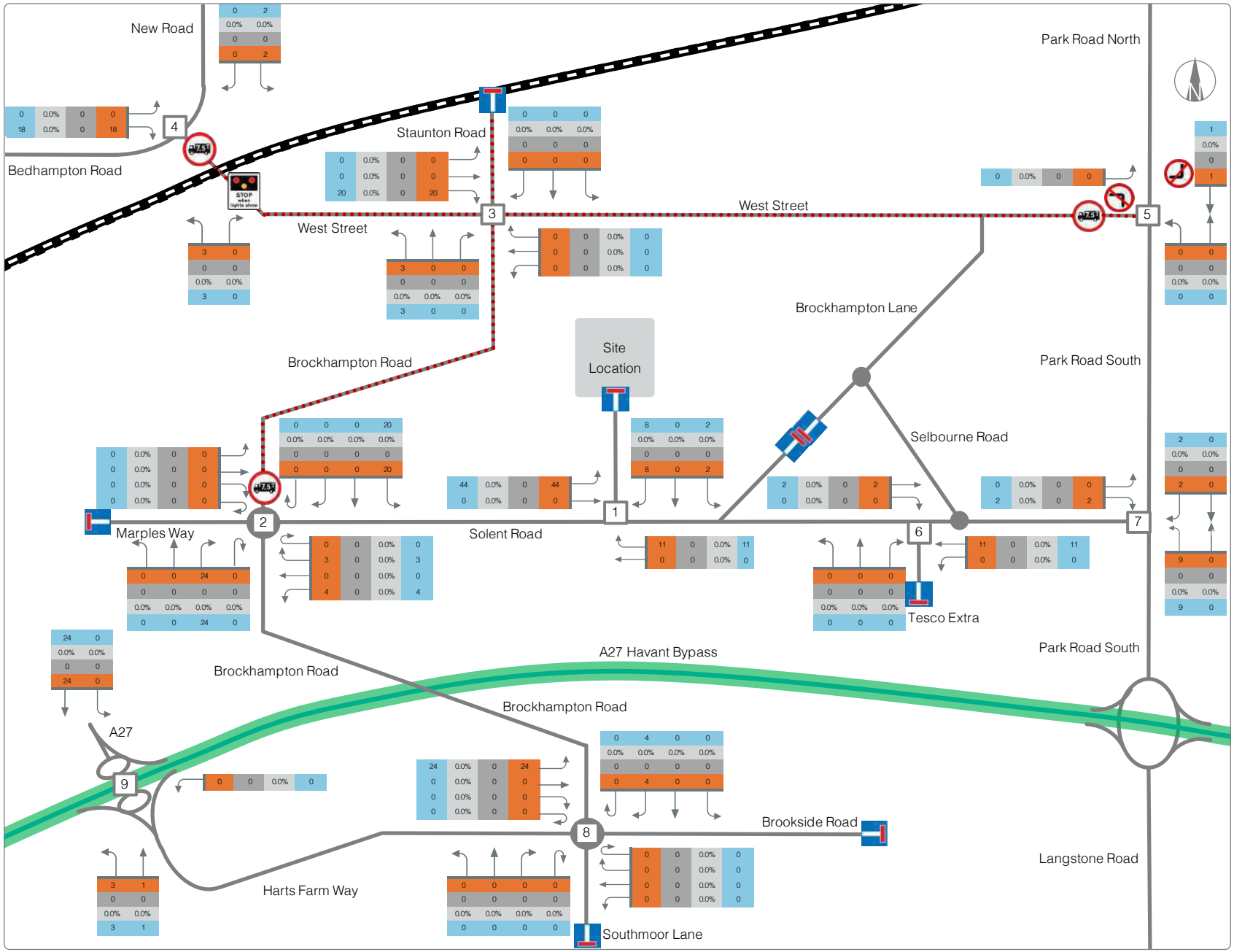
Network Diagram 12

Portsmouth Water Development Flows PM Peak

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

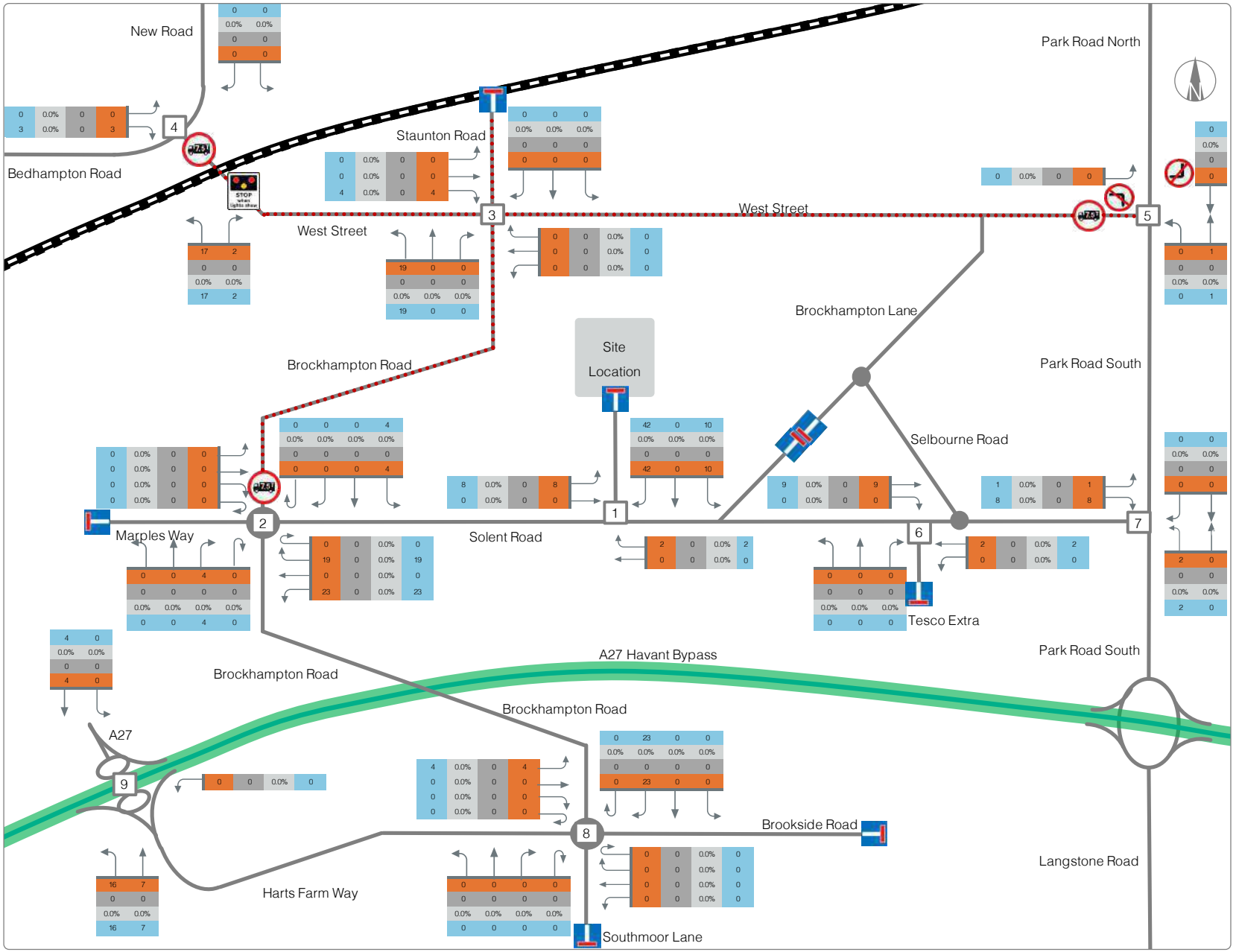
Network Diagram 13

All Development Flows AM Peak

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant

Network Diagram 14

All Development Flows PM Peak

November 2020

PREPARED	CHECKED
CH	CH

mode transport planning

Meeting Notes

Project	New Portsmouth Water Offices and Industrial Units, Solent Road, Havant
Purpose	Hampshire County Council (HCC) Inception Meeting (Transport Pre-app)
Date	13:00-14:00, 28th September 2020
Location	Microsoft Teams Video Call

Attendees:

Tom Fisher – Hampshire County Council (HCC)
Oliver Joyce – Hampshire County Council (HCC)
Matthew Storr – Chancerygate (CG)
Chris Holdup – mode transport planning (mode)
Richard Marsland – mode transport planning (mode)

Notes and Actions

Notes	Actions
1. Development Proposals • 4 x industrial units totalling 2,200m² • New Portsmouth Water (PW) offices totalling 1,858m² • Existing PW offices on Brockhampton Road subject to separate site disposal (not considered as part of these development proposals) • Existing Bosmere Medical Centre access upgraded and shared	
2. Car Parking • 38 spaces proposed for industrial units, which is an average of the B1c/B2 and B8 Havant Borough Council (HBC) parking standards (1 per 45m² and 1 per 90m²) • 101 spaces proposed for PW offices, to suit demand associated with existing staff base • Confirmed by HCC that HBC are the parking (and planning) authority and would have ultimate decision on suitability of parking numbers • However, mode can present HCC with parking evidence (e.g. parking accumulation, other CG schemes), which pending feedback from HCC could help advise HBC from HCC's standpoint	• CG to gauge HBC views on car parking provision as part of wider pre-app • mode to present parking case in Scoping Report for HCC views
3. Land Use Classes • New Land Use Class E discussed in terms of assessing uses now grouped with the former B1a, B1c, B2 and B8 land use classes (e.g. retail) relevant to these development proposals • Applicant presumption that restrictive conditions could be applied to avoid needing to assess anything other than the intended office and industrial uses of the site • Discussed that the above would need to be checked with HBC, but the assumption at this stage is that this would be the basis of Transport Assessment (and ongoing pre-application discussions)	• CG to check Land Use Class E approach with HBC

4. Access, Servicing and Circulation • Existing access for the Bosmere Medical Centre will be widened over and above the existing 4.8m • The pros and cons of enlarging the eastern radii were discussed in terms of allowing an articulated HGV to exit without crossing the westbound lane of Solent Road – HCC will consider if this is necessary through consultation of S278 team, which would be best supported by evidence of HGV trip generation • Any access works affecting an existing ditch and culvert would be subject to a separate watercourse consent. It was discussed whether pre-application views could be gathered on this now. HCC advised this could be looked into and contact details provided • Some minor concern was raised by HCC in relation to a wide crossover access into the industrial units in terms of a break in the proposed footway. A possible alternative could be to introduce a footway on the eastern side of the access road where there is reasonable space to do so whilst maintaining a width wide enough for vehicle access • It was discussed that whilst HCC are the principal consultee for layout matters in relation to transport, limited weight would be given where the layout will remain private (although it was confirmed that swept path analysis will be prepared to demonstrate suitable manoeuvring for occasional HGVs) • It was agreed that access drawings could be prepared (including visibility splays and swept path analysis) and shared with HCC as part of the pre-application – the principle of the arrangement can then be agreed ahead of a planning application being submitted • HCC suggested a Stage 1 Road Safety Audit (RSA1) of the access arrangement will be worthwhile, even if this may not strictly be necessary for an upgraded existing access • It was agreed that the RSA1 could also be undertaken during the pre-application process and relevant log sections completed and signed • HCC also suggested reviewing the planning application for the Bosmere Medical Centre with a view of ascertaining any precedent set with regard to the existing access arrangements	• HCC to provide contact details for investigating the watercourse consent further • mode to issue HCC with the two swept path options at the site access (with and without radii enlargement), including HGV numbers – HCC will respond with views to inform subsequent preparation of an access design • mode to then prepare access drawings, and share with HCC for comment (which could include internal footway arrangements and tracking) • Pending above, RSA1 to be considered
5. Trip Generation • Agreed that TRICS will be utilised for deriving trip rates for the industrial units • Agreed that questionnaires could be issued to PW for seeking operator specific travel data, but that this would need to be cross-checked with TRICS-based trip rates for the proposed office use • Notwithstanding the above, HCC raised that this may require an operator specific planning permission. However, it was recognised that should PW trip generation exceed the TRICS trip generation, speculative office space would be accounted for in the assessment • All of the above does not withstand checking the Land Use E approach with HBC	• mode to include for TRICS trip rates and proposed PW questionnaire format in the Scoping Report

6. <u>Baseline Data Collection and Junction Scope</u> • Agreed that traffic surveys could be undertaken currently, provided these are suitably factored / validated from DfT permanent counters in the local area • HCC will advise should the above position change as a result of potential changes to social distancing measures, and mode / HCC will liaise further ahead of traffic surveys being undertaken • The scope of junction counts should be informed by the distribution and assignment of development traffic, but as a general guide this may include for key junctions where development traffic exceeds 30 two-way movements in peak periods (subject to local circumstances) • The potential for survey data included in local planning applications, to be utilised in the event traffic surveys cannot be undertaken, was discussed. HCC will review relevant planning applications and also advise which permissions may also be relevant in terms of committed development • 5-year Personal Injury Collision (PIC) data will be collected and assessed (scope to be agreed)	• mode to confirm survey scope and factoring methodology in the Scoping Report, as per calculated distribution and assignment of development traffic • HCC to investigate other planning applications in terms of baseline data potential and committed development requirements • mode to include proposed PIC scope in Scoping Report
7. <u>Travel Plan</u> • It was agreed that a Framework Travel Plan would suit this development proposal, and that the PW offices would be the leading element	
8. <u>Pre-application Expectations Moving Forward</u> • Identified actions to be progressed (e.g. watercourse contacts, initial consideration of access radii options) • Scoping Report to be prepared and issued to HCC for comment • Provisionally anticipate having a further meeting to discuss any feedback on the Scoping Report • At this stage, aiming to conclude the HCC pre-app by the end of the year, anticipating a planning application in 2021 Q1 (or potentially April 2021).	• All undertake initial actions • mode to prepare Scoping Report and issue to HCC for comment

APPENDIX C

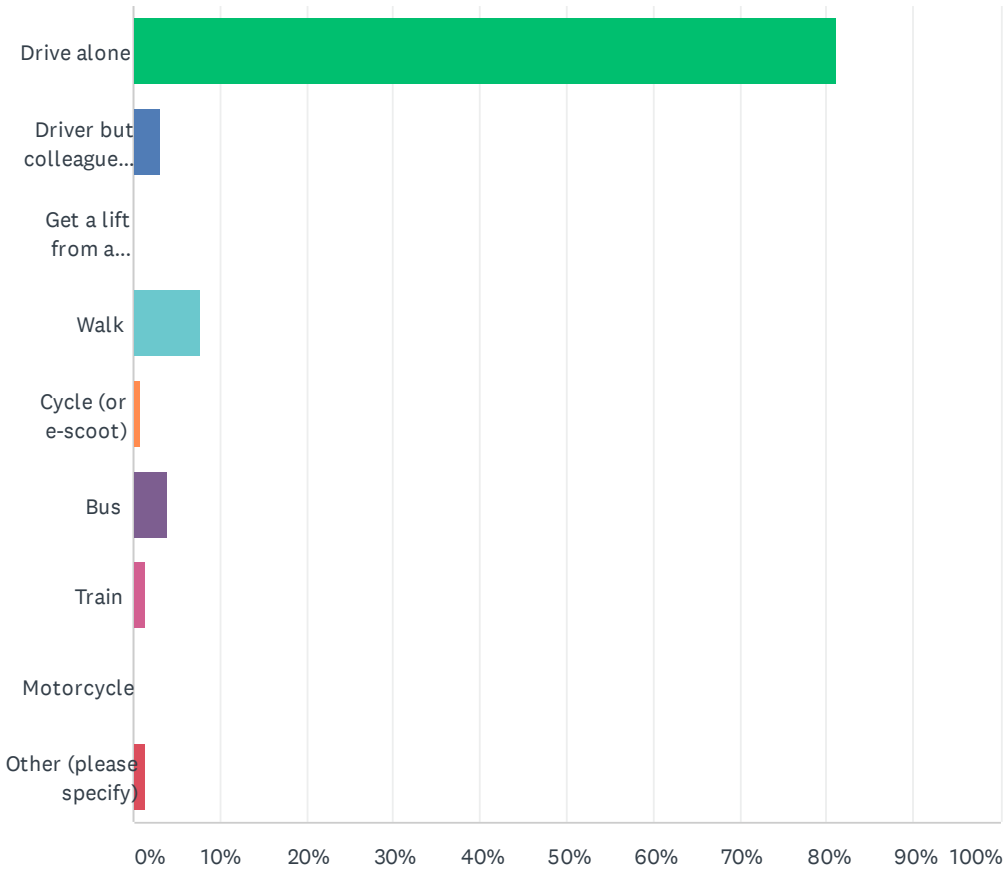
Portsmouth Water Travel Survey

Q1 First part of your Postcode (e.g PO7)

Answered: 127 Skipped: 1

Q2 Main method of travel to work (when in office)

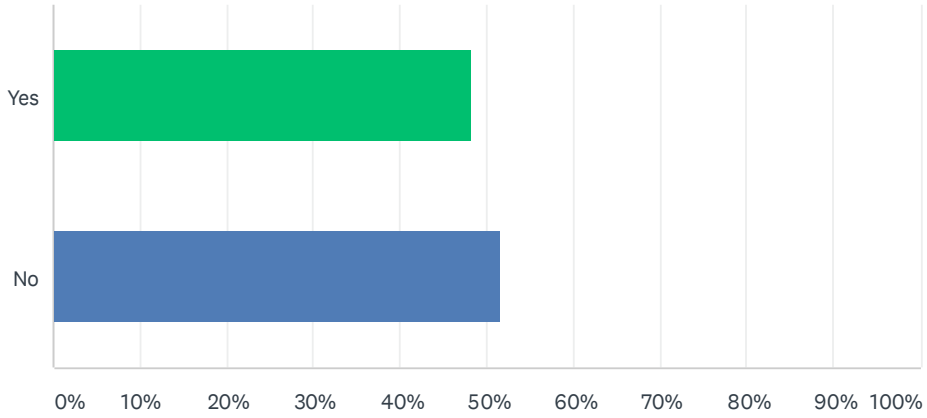
Answered: 128 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drive alone	81.25%	104
Driver but colleague shares a lift	3.13%	4
Get a lift from a colleague	0.00%	0
Walk	7.81%	10
Cycle (or e-scoot)	0.78%	1
Bus	3.91%	5
Train	1.56%	2
Motorcycle	0.00%	0
Other (please specify)	1.56%	2
TOTAL		128

Q3 If driving, do you undertake any trips in or on your way home (e.g. school run/shopping/gym/sport

Answered: 118 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	48.31%	57
No	51.69%	61
Total Respondents: 118		

Q4 Time typically you arrive and leave the office (accurate to half hour)

Answered: 125 Skipped: 3

ANSWER CHOICES	RESPONSES	
Arrival time	100.00%	125
Leaving time	100.00%	125

Q5 Number of days worked in office in a typical working week (pre-COVID), excluding weekends (or simply full-time in the office)

Answered: 126 Skipped: 2

APPENDIX D

TRICS B8 Outputs

Calculation Reference: AUDIT-754101-210216-0224

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 days
03	**SOUTH WEST**		
	DV	DEVON	1 days
04	**EAST ANGLIA**		
	SF	SUFFOLK	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	WY	WEST YORKSHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 190 to 6560 (units: sqm)
Range Selected by User: 190 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 29/03/19

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Friday	3 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

B8	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **CB-02-F-01** **DOMINO'S PIZZA** **CUMBRIA**
COWPER ROAD
PENRITH
GILWILLY IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 2950 sqm
Survey date: TUESDAY *10/06/14* *Survey Type: MANUAL*

2 **DV-02-F-01** **OPTICS WAREHOUSE** **DEVON**
ALDERS WAY
PAIGNTON

Edge of Town
Industrial Zone
Total Gross floor area: 190 sqm
Survey date: FRIDAY *29/03/19* *Survey Type: MANUAL*

3 **EX-02-F-01** **SPORTS SUPPLEMENTS** **ESSEX**
BRUNEL WAY
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 6560 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

4 **SF-02-F-03** **ROAD HAULAGE** **SUFFOLK**
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY *18/09/15* *Survey Type: MANUAL*

5 **WM-02-F-02** **LOGISTICS FIRM** **WEST MIDLANDS**
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm
Survey date: MONDAY *09/11/15* *Survey Type: MANUAL*

6 **WY-02-F-01** **ELECTRONICS DISTRIBUTION** **WEST YORKSHIRE**
MORTIMER STREET
CLECKHEATON

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 1507 sqm
Survey date: MONDAY *19/09/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
05:30 - 06:00	2	1570	0.096	2	1570	0.000	2	1570	0.096
06:00 - 06:30	2	1570	0.032	2	1570	0.000	2	1570	0.032
06:30 - 07:00	2	1570	0.096	2	1570	0.032	2	1570	0.128
07:00 - 07:30	6	3255	0.067	6	3255	0.031	6	3255	0.098
07:30 - 08:00	6	3255	0.143	6	3255	0.036	6	3255	0.179
08:00 - 08:30	6	3255	0.184	6	3255	0.061	6	3255	0.245
08:30 - 09:00	**6**	**3255**	**0.292**	6	3255	0.072	**6**	**3255**	**0.364**
09:00 - 09:30	6	3255	0.184	6	3255	0.046	6	3255	0.230
09:30 - 10:00	6	3255	0.123	6	3255	0.056	6	3255	0.179
10:00 - 10:30	6	3255	0.118	6	3255	0.087	6	3255	0.205
10:30 - 11:00	6	3255	0.092	6	3255	0.102	6	3255	0.194
11:00 - 11:30	6	3255	0.133	6	3255	0.123	6	3255	0.256
11:30 - 12:00	6	3255	0.118	6	3255	0.113	6	3255	0.231
12:00 - 12:30	6	3255	0.123	6	3255	0.108	6	3255	0.231
12:30 - 13:00	6	3255	0.113	6	3255	0.118	6	3255	0.231
13:00 - 13:30	6	3255	0.143	6	3255	0.128	6	3255	0.271
13:30 - 14:00	6	3255	0.123	6	3255	0.087	6	3255	0.210
14:00 - 14:30	6	3255	0.077	6	3255	0.128	6	3255	0.205
14:30 - 15:00	6	3255	0.118	6	3255	0.102	6	3255	0.220
15:00 - 15:30	6	3255	0.077	6	3255	0.128	6	3255	0.205
15:30 - 16:00	6	3255	0.051	6	3255	0.102	6	3255	0.153
16:00 - 16:30	6	3255	0.072	6	3255	0.113	6	3255	0.185
16:30 - 17:00	6	3255	0.031	6	3255	0.123	6	3255	0.154
17:00 - 17:30	6	3255	0.031	**6**	**3255**	**0.230**	6	3255	0.261
17:30 - 18:00	6	3255	0.026	6	3255	0.179	6	3255	0.205
18:00 - 18:30	5	3605	0.039	5	3605	0.200	5	3605	0.239
18:30 - 19:00	5	3605	0.028	5	3605	0.083	5	3605	0.111
19:00 - 19:30	2	1570	0.159	2	1570	0.096	2	1570	0.255
19:30 - 20:00	2	1570	0.032	2	1570	0.096	2	1570	0.128
20:00 - 20:30	2	1570	0.032	2	1570	0.032	2	1570	0.064
20:30 - 21:00	2	1570	0.064	2	1570	0.096	2	1570	0.160
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.017			2.908			5.925

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

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

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Parameter summary

Trip rate parameter range selected:	190 - 6560 (units: sqm)
Survey date date range:	01/01/12 - 29/03/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
05:30 - 06:00	2	1570	0.000	2	1570	0.000	2	1570	0.000
06:00 - 06:30	2	1570	0.032	2	1570	0.000	2	1570	0.032
06:30 - 07:00	2	1570	0.032	2	1570	0.000	2	1570	0.032
07:00 - 07:30	6	3255	0.015	6	3255	0.020	6	3255	0.035
07:30 - 08:00	6	3255	0.015	6	3255	0.020	6	3255	0.035
08:00 - 08:30	6	3255	0.031	6	3255	0.020	6	3255	0.051
08:30 - 09:00	6	3255	0.051	6	3255	0.031	6	3255	0.082
09:00 - 09:30	6	3255	0.015	6	3255	0.010	6	3255	0.025
09:30 - 10:00	6	3255	0.041	6	3255	0.015	6	3255	0.056
10:00 - 10:30	6	3255	0.046	6	3255	0.031	6	3255	0.077
10:30 - 11:00	6	3255	0.041	6	3255	0.041	6	3255	0.082
11:00 - 11:30	**6**	**3255**	**0.067**	6	3255	0.072	**6**	**3255**	**0.139**
11:30 - 12:00	6	3255	0.026	6	3255	0.026	6	3255	0.052
12:00 - 12:30	6	3255	0.051	6	3255	0.026	6	3255	0.077
12:30 - 13:00	6	3255	0.036	6	3255	0.020	6	3255	0.056
13:00 - 13:30	6	3255	0.041	6	3255	0.031	6	3255	0.072
13:30 - 14:00	6	3255	0.041	6	3255	0.015	6	3255	0.056
14:00 - 14:30	6	3255	0.026	6	3255	0.020	6	3255	0.046
14:30 - 15:00	6	3255	0.036	6	3255	0.010	6	3255	0.046
15:00 - 15:30	6	3255	0.046	6	3255	0.036	6	3255	0.082
15:30 - 16:00	6	3255	0.020	6	3255	0.010	6	3255	0.030
16:00 - 16:30	6	3255	0.031	6	3255	0.046	6	3255	0.077
16:30 - 17:00	6	3255	0.005	6	3255	0.005	6	3255	0.010
17:00 - 17:30	6	3255	0.005	6	3255	0.020	6	3255	0.025
17:30 - 18:00	6	3255	0.005	6	3255	0.046	6	3255	0.051
18:00 - 18:30	5	3605	0.000	5	3605	0.017	5	3605	0.017
18:30 - 19:00	5	3605	0.011	5	3605	0.017	5	3605	0.028
19:00 - 19:30	2	1570	0.000	**2**	**1570**	**0.096**	2	1570	0.096
19:30 - 20:00	2	1570	0.000	2	1570	0.096	2	1570	0.096
20:00 - 20:30	2	1570	0.000	2	1570	0.032	2	1570	0.032
20:30 - 21:00	2	1570	0.000	2	1570	0.064	2	1570	0.064
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.766			0.893			1.659

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
05:30 - 06:00	2	1570	0.000	2	1570	0.000	2	1570	0.000
06:00 - 06:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
06:30 - 07:00	2	1570	0.000	2	1570	0.000	2	1570	0.000
07:00 - 07:30	6	3255	0.036	6	3255	0.005	6	3255	0.041
07:30 - 08:00	6	3255	0.092	6	3255	0.010	6	3255	0.102
08:00 - 08:30	6	3255	0.133	6	3255	0.015	6	3255	0.148
08:30 - 09:00	**6**	**3255**	**0.205**	6	3255	0.015	6	3255	0.220
09:00 - 09:30	6	3255	0.118	6	3255	0.015	6	3255	0.133
09:30 - 10:00	6	3255	0.051	6	3255	0.010	6	3255	0.061
10:00 - 10:30	6	3255	0.031	6	3255	0.015	6	3255	0.046
10:30 - 11:00	6	3255	0.041	6	3255	0.036	6	3255	0.077
11:00 - 11:30	6	3255	0.041	6	3255	0.041	6	3255	0.082
11:30 - 12:00	6	3255	0.041	6	3255	0.036	6	3255	0.077
12:00 - 12:30	6	3255	0.046	6	3255	0.061	6	3255	0.107
12:30 - 13:00	6	3255	0.051	6	3255	0.072	6	3255	0.123
13:00 - 13:30	6	3255	0.061	6	3255	0.067	6	3255	0.128
13:30 - 14:00	6	3255	0.067	6	3255	0.051	6	3255	0.118
14:00 - 14:30	6	3255	0.041	6	3255	0.097	6	3255	0.138
14:30 - 15:00	6	3255	0.061	6	3255	0.072	6	3255	0.133
15:00 - 15:30	6	3255	0.026	6	3255	0.072	6	3255	0.098
15:30 - 16:00	6	3255	0.020	6	3255	0.082	6	3255	0.102
16:00 - 16:30	6	3255	0.010	6	3255	0.031	6	3255	0.041
16:30 - 17:00	6	3255	0.026	6	3255	0.077	6	3255	0.103
17:00 - 17:30	6	3255	0.026	**6**	**3255**	**0.205**	**6**	**3255**	**0.231**
17:30 - 18:00	6	3255	0.015	6	3255	0.108	6	3255	0.123
18:00 - 18:30	5	3605	0.022	5	3605	0.139	5	3605	0.161
18:30 - 19:00	5	3605	0.006	5	3605	0.055	5	3605	0.061
19:00 - 19:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
19:30 - 20:00	2	1570	0.000	2	1570	0.000	2	1570	0.000
20:00 - 20:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
20:30 - 21:00	2	1570	0.000	2	1570	0.000	2	1570	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.267			1.387			2.654

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
05:30 - 06:00	2	1570	0.000	2	1570	0.000	2	1570	0.000
06:00 - 06:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
06:30 - 07:00	2	1570	0.032	2	1570	0.000	2	1570	0.032
07:00 - 07:30	6	3255	0.010	6	3255	0.005	6	3255	0.015
07:30 - 08:00	6	3255	0.020	6	3255	0.000	6	3255	0.020
08:00 - 08:30	6	3255	0.015	6	3255	0.026	6	3255	0.041
08:30 - 09:00	6	3255	0.026	6	3255	0.020	6	3255	0.046
09:00 - 09:30	6	3255	0.046	6	3255	0.005	6	3255	0.051
09:30 - 10:00	6	3255	0.015	6	3255	0.026	6	3255	0.041
10:00 - 10:30	6	3255	0.036	6	3255	0.020	6	3255	0.056
10:30 - 11:00	6	3255	0.005	6	3255	0.020	6	3255	0.025
11:00 - 11:30	6	3255	0.020	6	3255	0.005	6	3255	0.025
11:30 - 12:00	**6**	**3255**	**0.051**	**6**	**3255**	**0.041**	**6**	**3255**	**0.092**
12:00 - 12:30	6	3255	0.026	6	3255	0.020	6	3255	0.046
12:30 - 13:00	6	3255	0.020	6	3255	0.020	6	3255	0.040
13:00 - 13:30	6	3255	0.020	6	3255	0.020	6	3255	0.040
13:30 - 14:00	6	3255	0.015	6	3255	0.020	6	3255	0.035
14:00 - 14:30	6	3255	0.010	6	3255	0.010	6	3255	0.020
14:30 - 15:00	6	3255	0.015	6	3255	0.010	6	3255	0.025
15:00 - 15:30	6	3255	0.005	6	3255	0.015	6	3255	0.020
15:30 - 16:00	6	3255	0.010	6	3255	0.010	6	3255	0.020
16:00 - 16:30	6	3255	0.031	6	3255	0.036	6	3255	0.067
16:30 - 17:00	6	3255	0.000	6	3255	0.005	6	3255	0.005
17:00 - 17:30	6	3255	0.000	6	3255	0.000	6	3255	0.000
17:30 - 18:00	6	3255	0.005	6	3255	0.010	6	3255	0.015
18:00 - 18:30	5	3605	0.000	5	3605	0.017	5	3605	0.017
18:30 - 19:00	5	3605	0.000	5	3605	0.006	5	3605	0.006
19:00 - 19:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
19:30 - 20:00	2	1570	0.000	2	1570	0.000	2	1570	0.000
20:00 - 20:30	2	1570	0.000	2	1570	0.000	2	1570	0.000
20:30 - 21:00	2	1570	0.000	2	1570	0.032	2	1570	0.032
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.433			0.399			0.832

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

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APPENDIX E

mode Drawings

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.

OS NORTH

Max Legal Length (UK) Articulated Vehicle (16.5m)

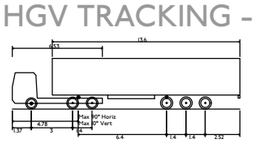
Max Legal Length (UK) Articulated Vehicle (16.5m)

ROAD

0 2.5 5 7.5 10 12.5
metres

drawing title

PROPOSED ACCESS
HGV TRACKING - LEFT IN / RIGHT OUT



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

client
CHANCERYGATE

job title
SOLENT ROAD, HAVANT

mode transport planning
9 Greyfriars Road
Reading
RG1 1NU

t 0118 206 2945
e info@modetransport.co.uk
w www.modetransport.co.uk

mode
transport planning

scale 1:250 @ A3
drawn RJM
checked CH
created Nov 20

rev	rev by	chk by	date	remarks
C	RJM	CH	08/04/21	MASTERPLAN UPDATED
B	RJM	CH	17/03/21	MASTERPLAN UPDATED
A	RJM	CH	11/01/21	REFUGE ISLAND WIDTH REDUCED TO 2m
-	RJM	CH	19/11/20	FIRST ISSUE

drawing no. J32-5257-003

File: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\5. Graphics\2. CAD\2. Sheets\210408 325257 003.dwg

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.

OS NORTH

Max Legal Length (UK) Articulated Vehicle (16.5m)

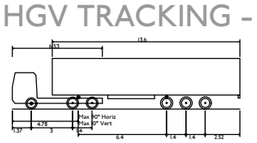
Max Legal Length (UK) Articulated Vehicle (16.5m)

ROAD

0 2.5 5 7.5 10 12.5
metres

drawing title

PROPOSED ACCESS
HGV TRACKING - RIGHT IN / LEFT OUT



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

client
CHANCERYGATE

job title
SOLENT ROAD, HAVANT

mode transport planning
9 Greyfriars Road
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e info@modetransport.co.uk
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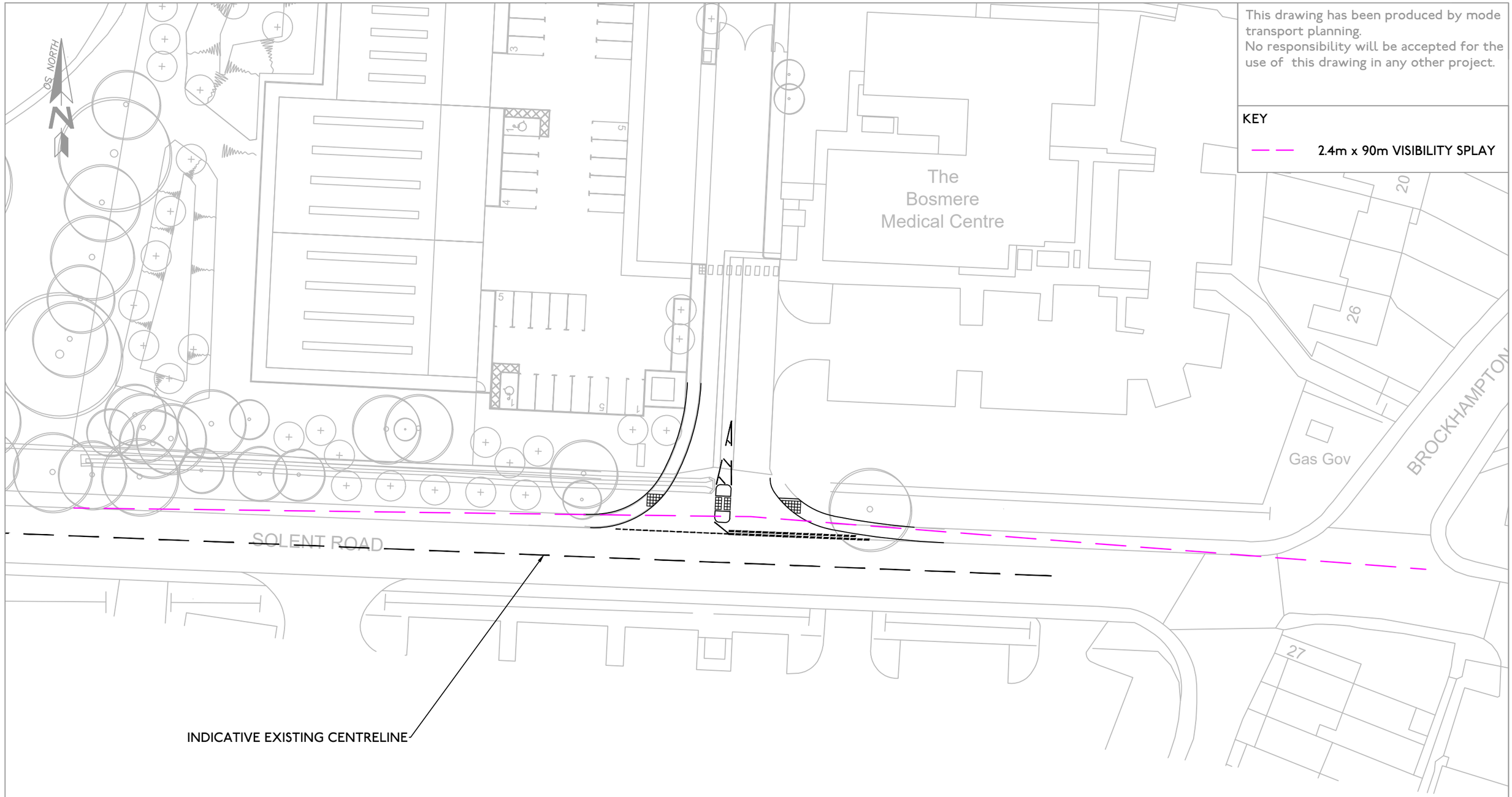
mode
transport planning

scale 1:250 @ A3
drawn RJM
checked CH
created Nov 20

rev	rev by	chk by	date	remarks
C	RJM	CH	08/04/21	MASTERPLAN UPDATED
B	RJM	CH	17/03/21	MASTERPLAN UPDATED
A	RJM	CH	08/01/21	REFUGE ISLAND WIDTH REDUCED TO 2m
-	RJM	CH	19/11/20	FIRST ISSUE

drawing no. J32-5257-004

File: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\5. Graphics\2. CAD\2. Sheets\210408 325257 004.dwg



This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.

KEY

2.4m x 90m VISIBILITY SPLAY

drawing title
PROPOSED ACCESS

client
CHANCERYGATE

job title
SOLENT ROAD, HAVANT

mode transport planning
9 Greyfriars Road
Reading
RG1 1NU

t 0118 206 2945
e info@modetransport.co.uk
w www.modetransport.co.uk

mode
transport planning

scale 1:500 @ A3
drawn RJM
checked CH
created Nov 20

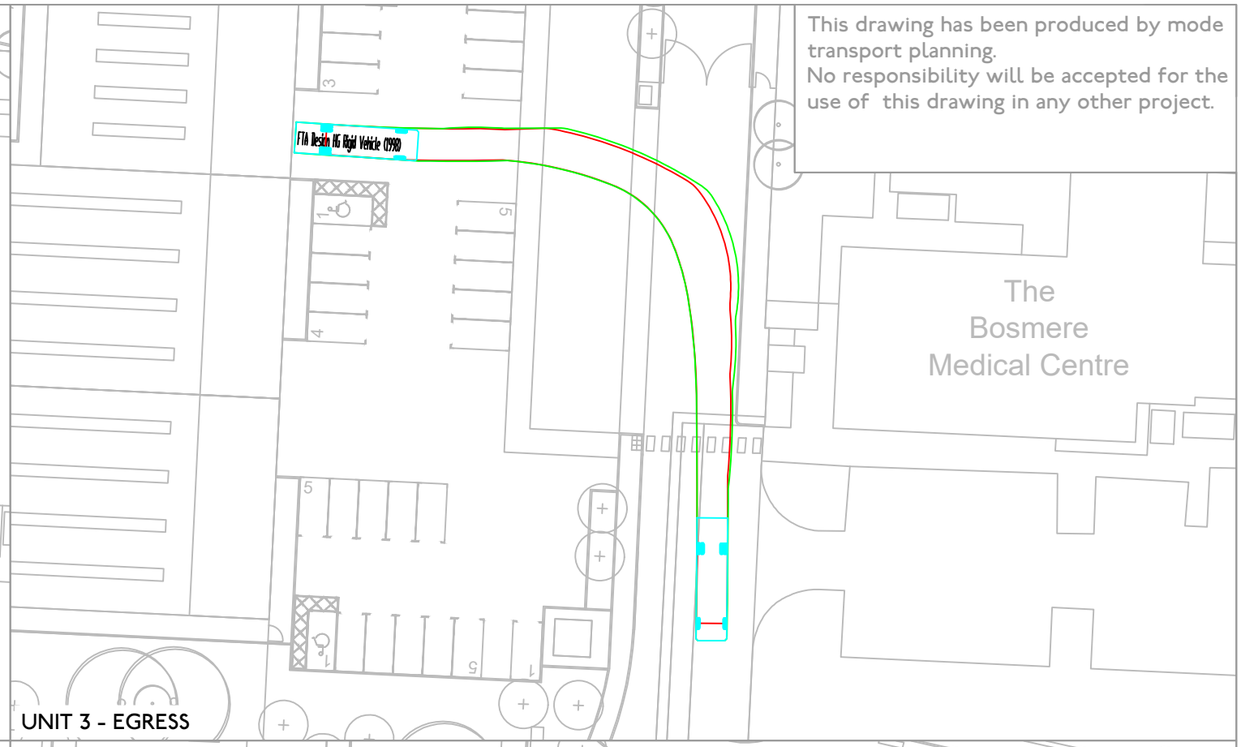
rev	rev by	chk by	date	remarks
C	RJM	CH	08/04/21	MASTERPLAN UPDATED
B	RJM	CH	17/03/21	MASTERPLAN UPDATED
A	RJM	CH	08/01/21	REFUGE ISLAND WIDTH REDUCED TO 2m
-	RJM	CH	20/11/20	FIRST ISSUE

drawing no. J32-5257-005

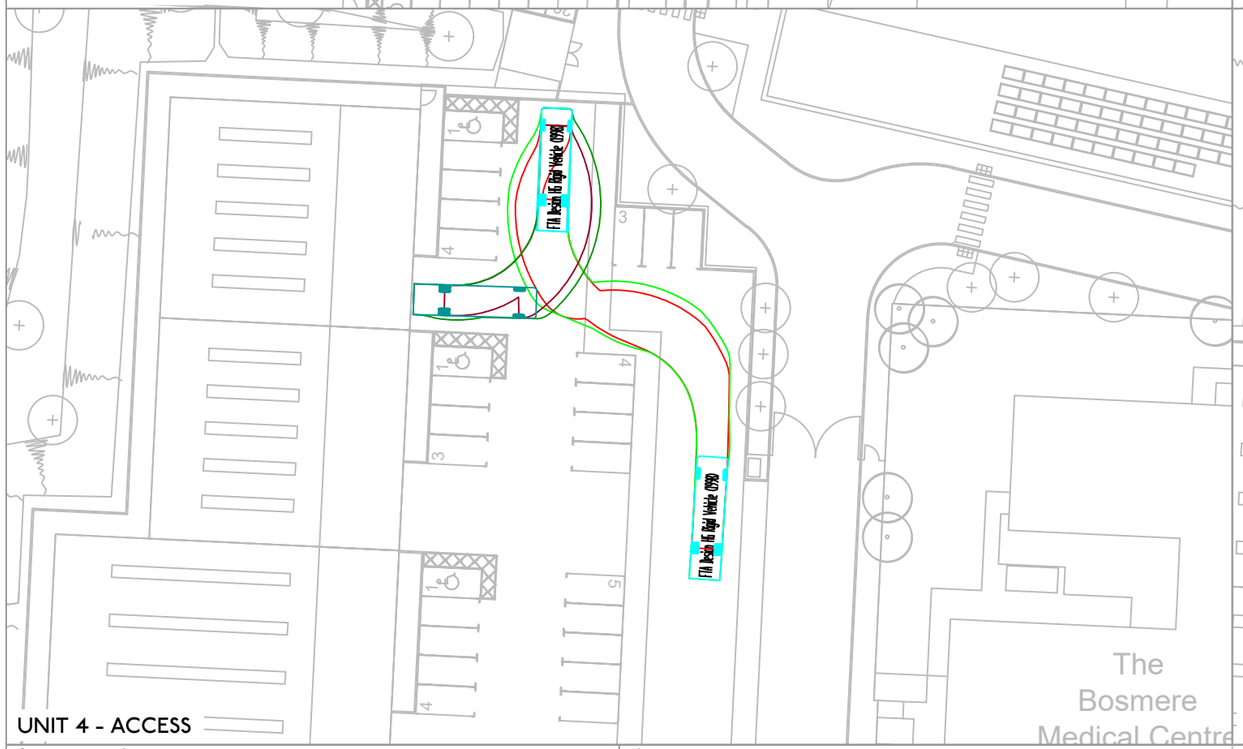
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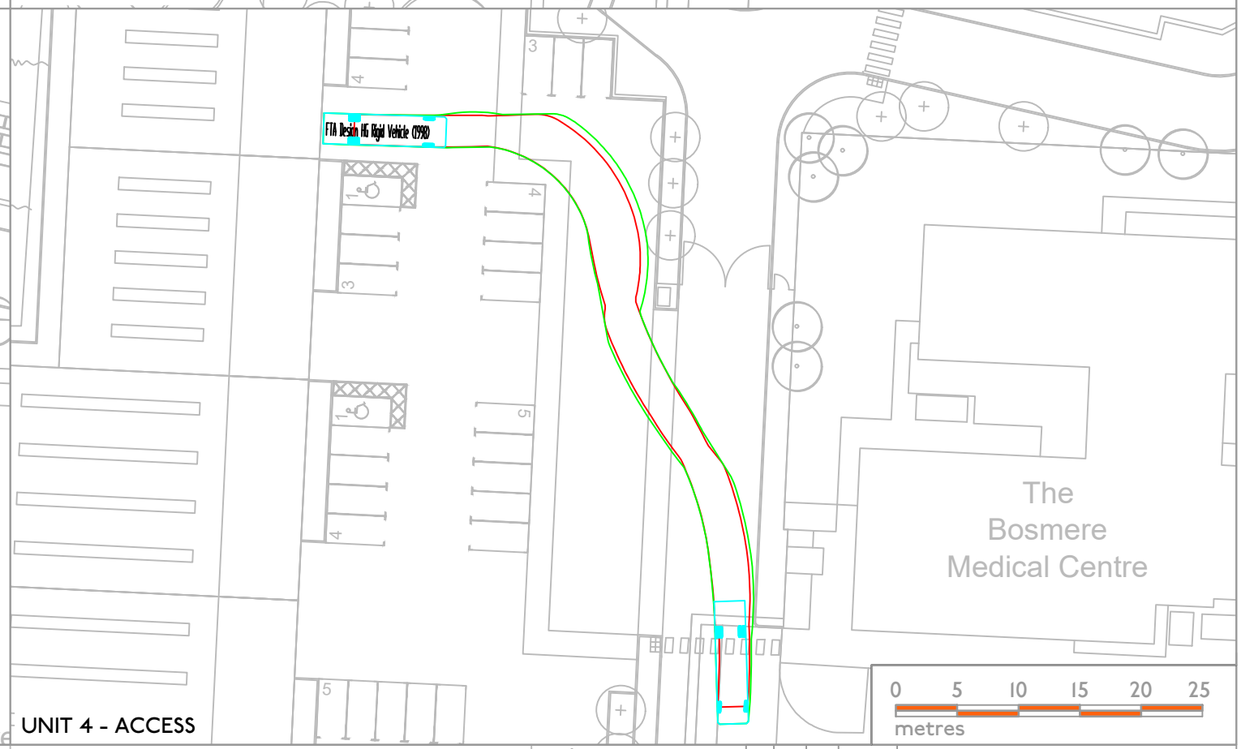
UNIT 3 - ACCESS



UNIT 3 - EGRESS



UNIT 4 - ACCESS

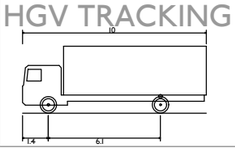


UNIT 4 - ACCESS

This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.

drawing title

PROPOSED ACCESS
HGV TRACKING - ACCESS TO UNITS 3 & 4



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

client

CHANCERYGATE

job title

SOLENT ROAD, HAVANT

mode transport planning
9 Greyfriars Road
Reading
RG1 1NU

t 0118 206 2945
e info@modetransport.co.uk
w www.modetransport.co.uk

mode
transport planning

scale 1:500 @ A3

drawn RJM

checked CH

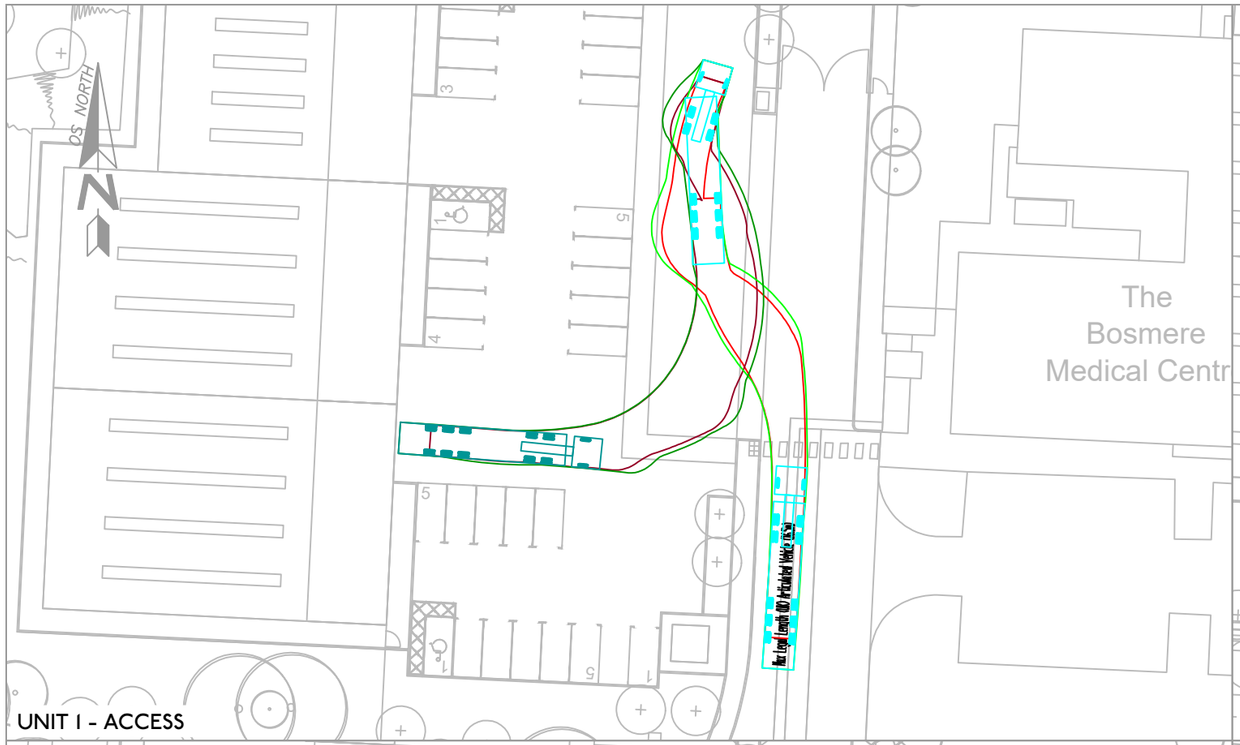
created Mar 20

rev	by	by	date	remarks
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-	RJM	CH	17/03/21	FIRST ISSUE

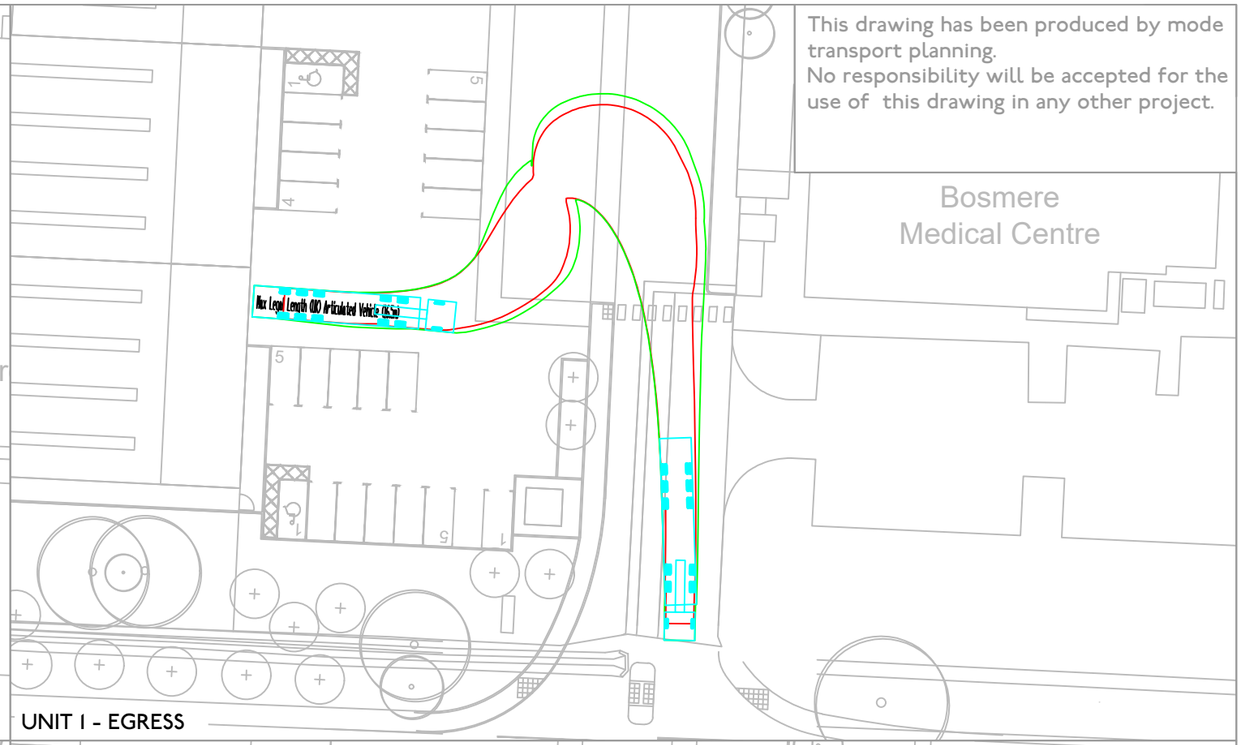
drawing no. J32-5257-006

File: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\5. Graphics\2. CAD\2. Sheets\210408 325257 006.dwg

This drawing has been produced by mode transport planning.
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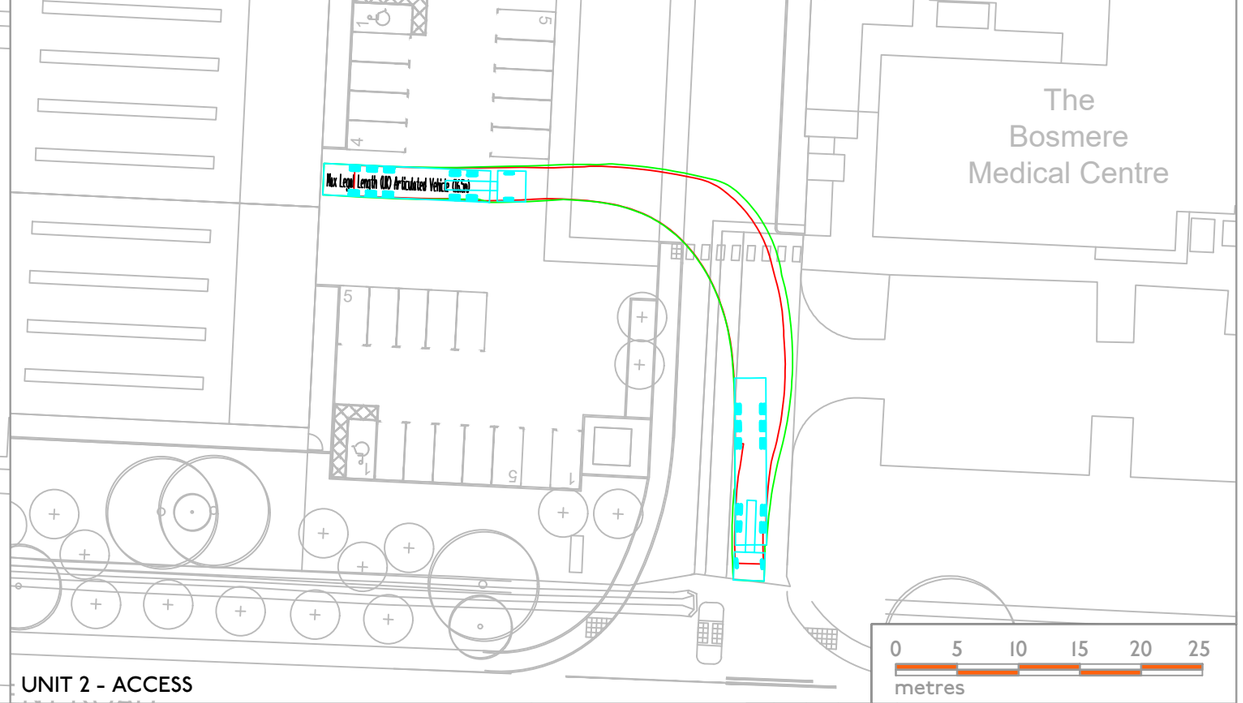
UNIT 1 - ACCESS



UNIT 1 - EGRESS



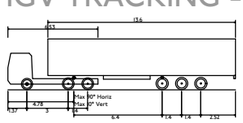
UNIT 2 - ACCESS



UNIT 2 - ACCESS

drawing title

PROPOSED ACCESS
HGV TRACKING - ACCESS TO UNITS 1 & 2



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

client

CHANCERYGATE

job title

SOLENT ROAD, HAVANT

mode transport planning
9 Greyfriars Road
Reading
RG1 1NU

t 0118 206 2945
e info@modetransport.co.uk
w www.modetransport.co.uk

mode
transport planning

scale	1:500 @ A3
drawn	RJM
checked	CH
created	Apr 20

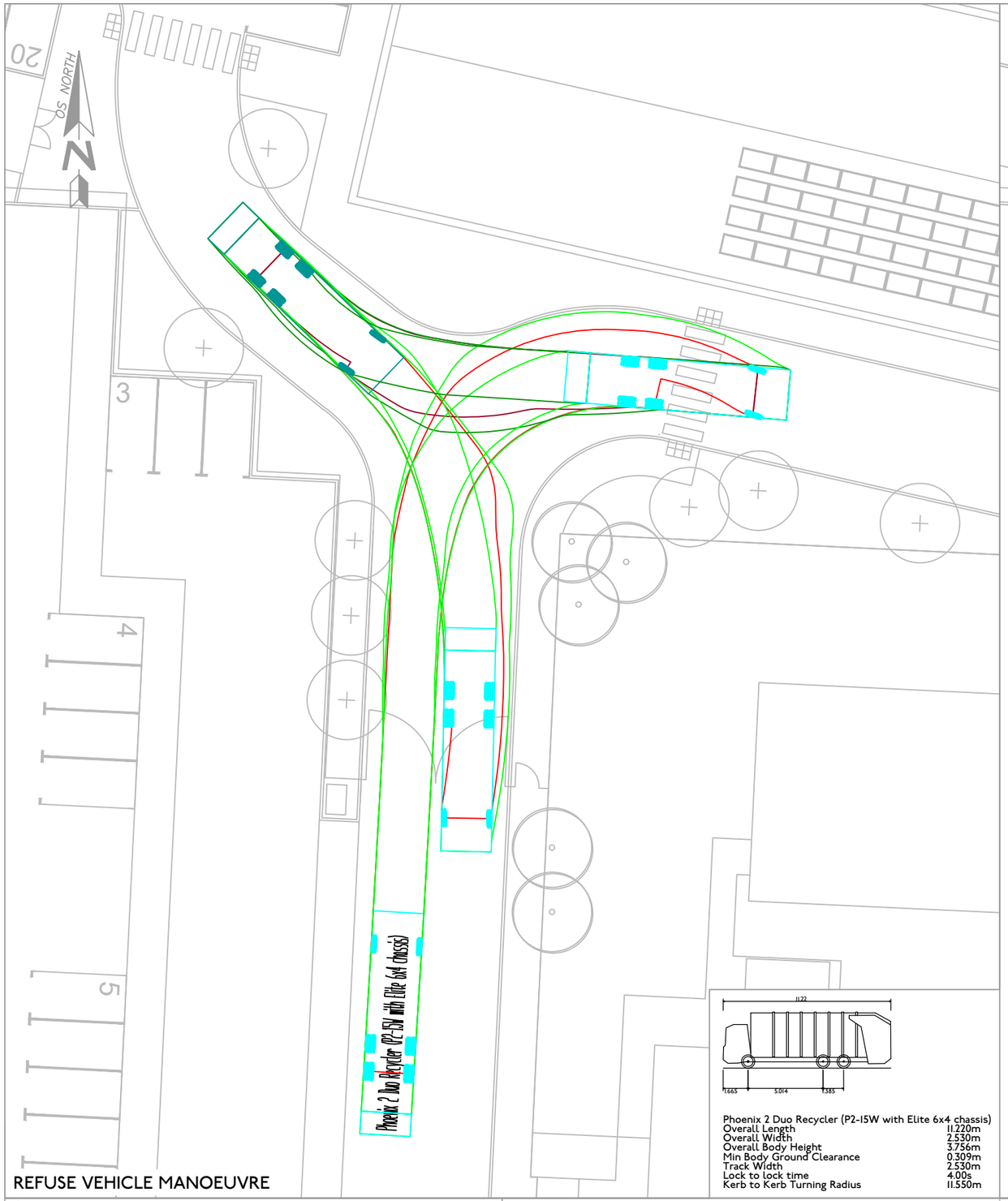
rev	rev by	chk by	date	remarks
-	RJM	CH	14/04/21	FIRST ISSUE

drawing no.

J32-5257-010

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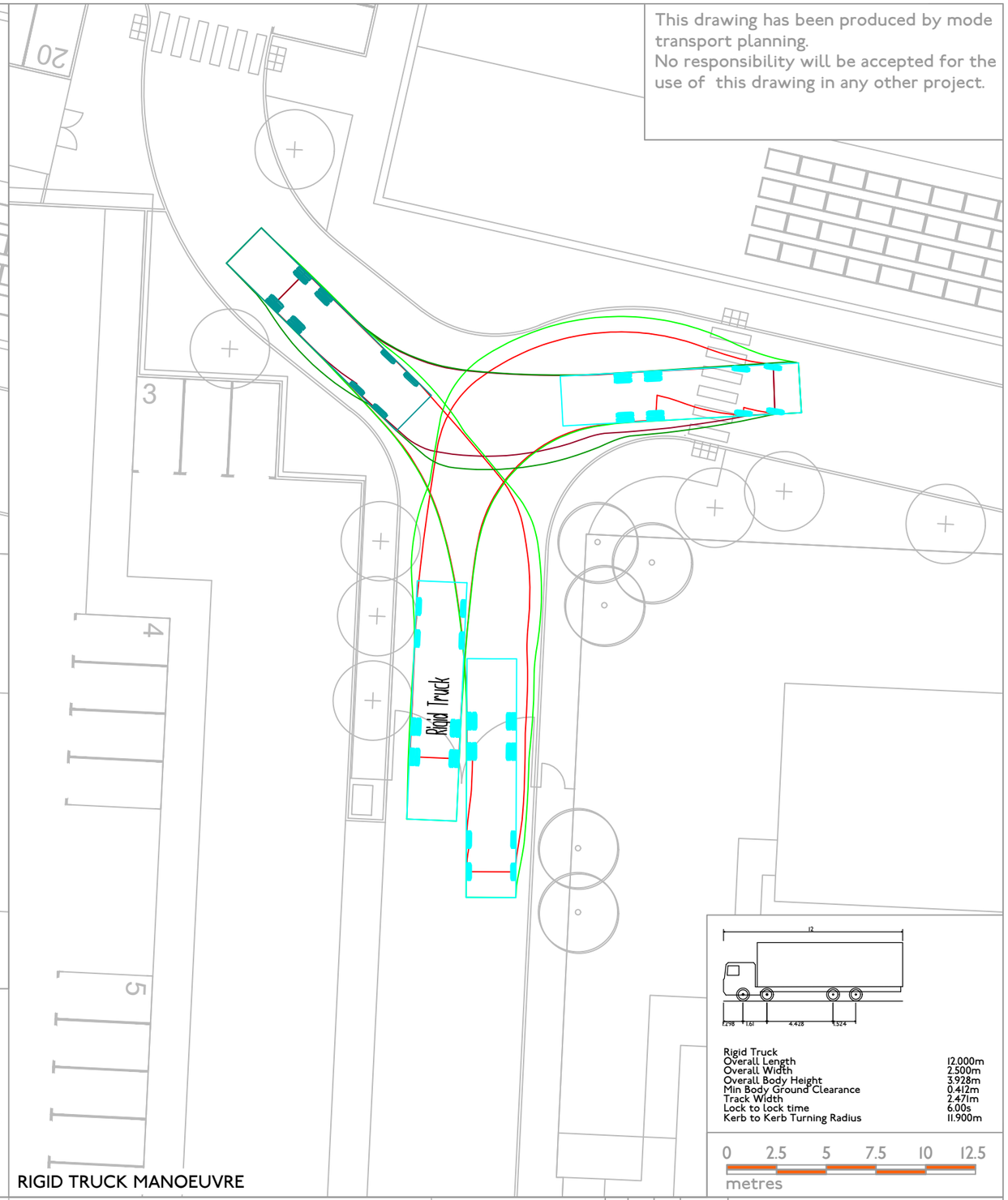
This drawing has been produced by mode transport planning.
No responsibility will be accepted for the use of this drawing in any other project.



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

REFUSE VEHICLE MANOEUVRE



Rigid Truck

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

0 2.5 5 7.5 10 12.5
metres

RIGID TRUCK MANOEUVRE

drawing title

PORTSMOUTH WATER TRACKING
REFUSE VEHICLE AND RIGID HGV

client

CHANCERYGATE

job title

SOLENT ROAD, HAVANT

mode transport planning
9 Greyfriars Road
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mode
transport planning

scale 1:250 @ A3
drawn RJM
checked CH
created Apr 20

rev	rev by	chk by	date	remarks
-	RJM	CH	14/04/21	FIRST ISSUE

drawing no. J32-5257-011

File: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\5. Graphics\2. CAD\2. Sheets\210414 325257 011.dwg

APPENDIX F

Stage 1 Road Safety Audit and Designer's Response

SOLENT ROAD, HAVANT, HAMPSHIRE

PROPOSED HIGHWAY WORKS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:
MODE TRANSPORT PLANNING

JANUARY 2021

RKS Associates

Project:	Solent Road, Havant, Hampshire Proposed Highway Works
Client:	Mode Transport Planning Limited
Document:	Stage 1 Road Safety Audit
RKS Associates Ref:	VRP1253-01
Issue date:	15th January 2021
Status:	Final
Authorised by:	VP/MF

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RKS
Associates

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1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed improvements to an existing highway located on the northern side of Solent Road, Havant in Hampshire. The proposed improvements are associated with a commercial development on land located to the north of Solent Road.

1.2 The highway works involve improvements to an existing access serving the Bosmere medical practice located on the northern side of Solent Road. The proposed improvements include the widening of the existing priority junction and the introduction of a central refuge island to assist pedestrians crossing the development access.

1.3 Solent Road is a single two-way carriageway aligned in an east to west direction, whilst no speed limit signs are present, the carriageway is subject to a 30mph speed limit by virtue of street lighting. Pedestrian footways are located either side of the carriageway and there are dropped kerbs and tactile paving across the existing access serving the medical centre.

1.4 Mode Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Mode Transport Planning Drawing Number: J32-5257-003 – Proposed Access HGV Tracking – Left in/ Right out;
- Mode Transport Planning Drawing Number: J32-5257-004 – Proposed Access HGV Tracking – Right in / Left out; and
- Mode Transport Planning Drawing Number: J32-5257-005 – Proposed Access;
- Road Safety Audit Brief prepared by Mode Transport including traffic flow diagrams.

1.5 The main parties to the Audit of this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Mike Fuller BSc (Hons), IEng, MCIHT, MSoRSA, HE Cert Comp
Local Highway Authority	Hampshire County Council
Design Organisation	Mode Transport Planning

1.6 The Audit was undertaken following examination of the submitted documents, including site visit undertaken on Wednesday 13th January 2021 between the hours of 1pm and 2pm. The weather was overcast, and the road surface was wet following earlier rainfall. No traffic congestion or incidents were observed during the site inspection, moderate traffic, cycle and pedestrian flows were observed travelling along the Solent Road during the site inspection.

Terms of Reference

1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB) and the temporary relaxations to GG-119 issued by Highways England on 6th January 2021.

1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.

1.9 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on completion.

Collision Data

1.11 Publicly available personal Injury Collision (PIC) information has been obtained from the Crashmap UK website (*www.crashmap.co.uk*). The collision data indicates that no collisions have occurred along Solent Road in the immediate vicinity of the highway works in the 5-year period up to December 2019.

Traffic Speeds/Trip Generation

1.12 The traffic flow diagrams provided by the design engineers indicates that the proposed development will generate approximately 73 two-way vehicle trips during the morning peak hour (08:00-09:00) and 70 two-way vehicle trips during the afternoon peak hour (17:00-18:00). Whilst no traffic speed data has been provided, observation during the site inspection noted that traffic speeds appeared broadly consistent with the speed limit.

2 LOCAL ALIGNMENT

2.1 Problem

Summary: Potential collisions due to standing water or service covers
Location: Proposed development access/Solent Road Junction

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether or not there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:
Ensure that adequate surface water drainage is provided within the development, if necessary, provide additional drainage.

3 JUNCTIONS

3.1 Problem:

Summary: Potential risk of collisions associated with obstruction in visibility
Location: Northern side of Solent Road adjacent to development access throughout

The scheme drawings indicate that visibility splays conforming to the speed limit along Solent Road can be achieved. However, there is concern that vegetation abutting the visibility splays may over time encroach into the visibility splays and restrict visibility for motorists exiting development. This may increase the risk of collisions between vehicles exiting the development and traffic traveling along Solent Road.

Recommendation:

Ensure that any vegetation behind the visibility splays is regularly cut back or alternatively it should be replaced with a low-level variety in order to mitigate the risk of collisions associated with poor visibility.

4 WALKING, CYCLING & HORSE RIDING

4.1 **Problem:**

Summary: Potential risk of injury to pedestrians inadvertently falling into culvert
Location: Culvert either side of development access

It is unclear from the information provided if safety fencing is to be provided to protect pedestrians from inadvertently entering the culvert located either side of the development access. The absence of safety fencing may increase the risk of injury to pedestrians who may inadvertently enter the culvert.

Recommendation:

Ensure that protective fencing is provided to prevent pedestrians from inadvertently entering the culvert.

4.2 **Problem:**

Summary: Potential risk of injury to pedestrians inadvertently stepping out into the carriageway
Location: Eastern tactile landing at proposed uncontrolled crossing

Observations during the site inspection noted that visibility for pedestrians waiting on the eastern tactile landing at the uncontrolled crossing may be obscured by mature tree/boundary vegetation. This may result in pedestrians inadvertently stepping out into the carriageway where the risk of being struck by passing traffic may be greater.

Recommendation:

Ensure that appropriate pedestrian visibility splays are provided at the pedestrian crossing, if necessary, vegetation should be cut back or replaced with a low level variety.

5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

5.1 The Audit Team raises no concerns at this Stage 1 RSA in respect traffic signs, carriageway markings and lighting.

6 AUDIT TEAM STATEMENT

6.1 We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits and the temporary relaxations to GG-119 issued by Highways England on 6th January 2021. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, RegRSA (IHE), HE Cert Comp

Signed: 

Date: 15th January 2021

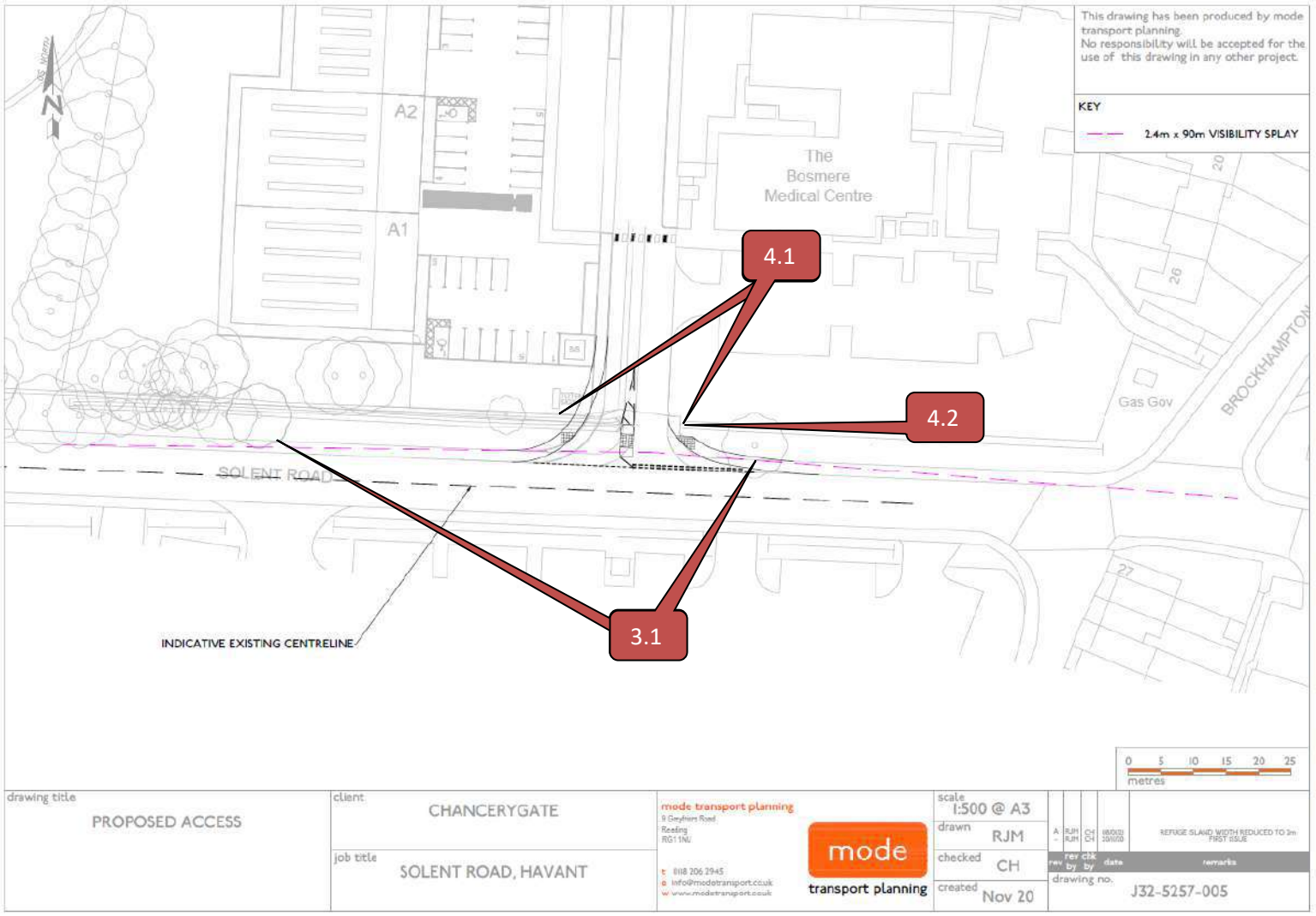
Audit Team Member

Mike Fuller
BSc (Hons) IEng, MCIHT, MSoRSA, HE Cert Comp

Signed: 

Date: 15th January 2021

Appendix A



2.1 General Issues

Appendix B

Item No.	Audit Team Recommendation(s)	Designer's Response
2.1	Ensure that adequate surface water drainage is provided within the development, if necessary, provide additional drainage.	The noted problem is recognised. Detailed drainage assessment and design will be undertaken at the appropriate time in the detailed design process.
3.1	Ensure that any vegetation behind the visibility splays is regularly cut back or alternatively it should be replaced with a low-level variety in order to mitigate the risk of collisions associated with poor visibility.	The noted problem is recognised. The encroachment of vegetation into areas required by visibility splays is minimal or non-existent, due to the ample separation between the highway and plant growth, aided by the location of the ditch. This area will be treated as part of the access works, including removal of trees.
4.1	Ensure that protective fencing is provided to prevent pedestrians from inadvertently entering the culvert.	The noted problem is recognised. Protective fencing either side of the access is to be installed as part of the access improvements and will be specified at the appropriate time in the detailed design process.
4.2	Ensure that appropriate pedestrian visibility splays are provided at the pedestrian crossing, if necessary, vegetation should be cut back or replaced with a low level variety.	The noted problem is recognised. All vegetation contained within the pedestrian visibility splays falls into public highway or the curtilage of the site. The vegetation is to be maintained accordingly to achieve the identified visibility splay requirements.

Designer's Statement:

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.



Richard Marsland..... Date: 01/04/2021
Designer

Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (please delete as appropriate)

..... Date:

APPENDIX G

Traffic Survey Results

Havant, Hampshire
Classified Junction Count

Site 1 of 10
Bosmere Medical Centre Access
Solent Road (East)
Solent Road (West)

Lat/Long
lat 50.849868° lon -0.991046°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.1: Left from Bosmere Medical Centre Access to Solent Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	6	0	0	0	0	0	6	6.00
0830 - 0845	0	0	3	0	1	0	0	0	4	4.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	13	0	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00	3.50	3.50
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	7	0	2	0	0	0	9	9.00
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	0	6	1	0	0	0	0	7	7.00
Hourly Total	0	0	23	1	3	0	0	0	27	27.00
Hourly Average	0.00	0.00	5.75	0.25	0.75	0.00	0.00	0.00	6.75	6.75
Session Total	0	0	37	1	4	0	0	0	42	42.00
Session Average	0.00	0.00	3.08	0.08	0.33	0.00	0.00	0.00	3.50	3.50

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.1: Left from Bosmere Medical Centre Access to Solent Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	1	0	0	0	5	5.00
1615 - 1630	0	0	4	0	0	0	0	0	4	4.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	17	0	2	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.25	0.00	0.50	0.00	0.00	0.00	4.75	4.75
1700 - 1715	0	0	7	0	0	0	0	0	7	7.00
1715 - 1730	0	0	4	0	1	0	0	0	5	5.00
1730 - 1745	0	0	6	0	0	0	0	0	6	6.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	21	0	1	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.25	0.00	0.25	0.00	0.00	0.00	5.50	5.50
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	18	0	0	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.50	0.00	0.00	0.00	0.00	0.00	4.50	4.50
Session Total	0	0	56	0	3	0	0	0	59	59.00
Session Average	0.00	0.00	4.67	0.00	0.25	0.00	0.00	0.00	4.92	4.92

Havant, Hampshire
Classified Junction Count

Site 1 of 10
Bosmere Medical Centre Access
Solent Road (East)
Solent Road (West)

Lat/Long
lat 50.849868° lon -0.991046°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.2: Right from Bosmere Medical Centre Access to Solent Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	4	**4.00**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	2	0	0	1	0	0	3	3.50
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**8**	**0**	**0**	**1**	**0**	**0**	9	**9.50**
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**2.25**	**2.38**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	5	0	1	0	0	0	6	6.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**10**	**0**	**2**	**0**	**0**	**0**	12	**12.00**
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.00**	**3.00**

Session Total	**0**	**0**	**22**	**0**	**2**	**1**	**0**	**0**	25	**25.50**
Session Average	**0.00**	**0.00**	**1.83**	**0.00**	**0.17**	**0.08**	**0.00**	**0.00**	**2.08**	**2.13**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.2: Right from Bosmere Medical Centre Access to Solent Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	3	0	1	0	0	0	5	4.40
1615 - 1630	0	0	3	0	0	0	0	0	3	3.00
1630 - 1645	0	0	3	0	1	0	0	0	4	4.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**1**	**12**	**0**	**2**	**0**	**0**	**0**	15	**14.40**
Hourly Average	**0.00**	**0.25**	**3.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.75**	**3.60**
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	1	0	2	0	0	0	0	0	3	2.20
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	6	**5.20**
Hourly Average	**0.25**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.30**
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	6	0	1	0	0	0	7	7.00
1845 - 1900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**11**	**0**	**2**	**0**	**0**	**0**	13	**13.00**
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.25**	**3.25**

Session Total	**1**	**1**	**28**	**0**	**4**	**0**	**0**	**0**	34	**32.60**
Session Average	**0.08**	**0.08**	**2.33**	**0.00**	**0.33**	**0.00**	**0.00**	**0.00**	**2.83**	**2.72**

Havant, Hampshire
Classified Junction Count

Site 1 of 10
Bosmere Medical Centre Access
Solent Road (East)
Solent Road (West)

Lat/Long
lat 50.849868° lon -0.991046°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.3: Westbound from Solent Road (East) to Solent Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	1	53	1	12	0	1	0	70	69.10
0715 - 0730	0	0	57	2	20	0	1	0	80	81.30
0730 - 0745	0	0	41	0	21	0	1	0	63	64.30
0745 - 0800	3	0	40	0	27	0	1	0	71	69.90
Hourly Total	**5**	**1**	**191**	**3**	**80**	**0**	**4**	**0**	284	284.60
Hourly Average	**1.25**	**0.25**	**47.75**	**0.75**	**20.00**	**0.00**	**1.00**	**0.00**	71.00	71.15
0800 - 0815	0	0	38	0	22	0	1	0	61	62.30
0815 - 0830	1	0	54	0	23	2	0	0	80	80.20
0830 - 0845	1	1	41	0	23	0	0	0	66	64.60
0845 - 0900	0	0	60	0	17	0	0	0	77	77.00
Hourly Total	**2**	**1**	**193**	**0**	**85**	**2**	**1**	**0**	284	284.10
Hourly Average	**0.50**	**0.25**	**48.25**	**0.00**	**21.25**	**0.50**	**0.25**	**0.00**	71.00	71.03
0900 - 0915	0	0	57	0	21	1	1	0	80	81.80
0915 - 0930	1	0	60	0	14	1	1	0	77	78.00
0930 - 0945	0	0	46	1	12	0	3	0	62	65.90
0945 - 1000	0	0	79	1	16	1	0	0	97	97.50
Hourly Total	**1**	**0**	**242**	**2**	**63**	**3**	**5**	**0**	316	323.20
Hourly Average	**0.25**	**0.00**	**60.50**	**0.50**	**15.75**	**0.75**	**1.25**	**0.00**	79.00	80.80

Session Total	**8**	**2**	**626**	**5**	**228**	**5**	**10**	**0**	884	891.90
Session Average	**0.67**	**0.17**	**52.17**	**0.42**	**19.00**	**0.42**	**0.83**	**0.00**	73.67	74.33

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.3: Westbound from Solent Road (East) to Solent Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	1	65	0	9	0	2	0	79	79.40
1615 - 1630	4	0	60	0	16	0	1	0	81	79.10
1630 - 1645	5	0	53	0	7	0	3	0	68	67.90
1645 - 1700	1	3	84	0	8	0	0	0	96	93.40
Hourly Total	**12**	**4**	**262**	**0**	**40**	**0**	**6**	**0**	324	319.80
Hourly Average	**3.00**	**1.00**	**65.50**	**0.00**	**10.00**	**0.00**	**1.50**	**0.00**	81.00	79.95
1700 - 1715	0	1	64	0	13	2	0	0	80	80.40
1715 - 1730	3	2	45	0	10	0	0	0	60	56.40
1730 - 1745	7	1	50	0	10	1	0	0	69	63.30
1745 - 1800	0	0	57	1	12	0	1	0	71	72.30
Hourly Total	**10**	**4**	**216**	**1**	**45**	**3**	**1**	**0**	280	272.40
Hourly Average	**2.50**	**1.00**	**54.00**	**0.25**	**11.25**	**0.75**	**0.25**	**0.00**	70.00	68.10
1800 - 1815	3	1	60	1	10	0	0	0	75	72.00
1815 - 1830	0	1	50	0	7	0	0	0	58	57.40
1830 - 1845	1	0	39	0	6	0	0	0	46	45.20
1845 - 1900	2	1	41	0	5	0	0	0	49	46.80
Hourly Total	**6**	**3**	**190**	**1**	**28**	**0**	**0**	**0**	228	221.40
Hourly Average	**1.50**	**0.75**	**47.50**	**0.25**	**7.00**	**0.00**	**0.00**	**0.00**	57.00	55.35

Session Total	**28**	**11**	**668**	**2**	**113**	**3**	**7**	**0**	832	813.60
Session Average	**2.33**	**0.92**	**55.67**	**0.17**	**9.42**	**0.25**	**0.58**	**0.00**	69.33	67.80

Havant, Hampshire
Classified Junction Count

Site 1 of 10
Bosmere Medical Centre Access
Solent Road (East)
Solent Road (West)

Lat/Long
lat 50.849868° lon -0.991046°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.4: Right from Solent Road (East) to Bosmere Medical Centre Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	6	0	0	0	0	0	6	6.00
0745 - 0800	0	0	7	0	0	1	0	0	8	8.50
Hourly Total	0	0	17	0	0	1	0	0	18	18.50
Hourly Average	0.00	0.00	4.25	0.00	0.00	0.25	0.00	0.00	4.50	4.63
0800 - 0815	0	0	9	0	0	0	0	0	9	9.00
0815 - 0830	0	0	5	0	0	0	0	0	5	5.00
0830 - 0845	0	0	3	0	1	0	0	0	4	4.00
0845 - 0900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	24	0	1	0	0	0	25	25.00
Hourly Average	0.00	0.00	6.00	0.00	0.25	0.00	0.00	0.00	6.25	6.25
0900 - 0915	0	0	5	0	1	0	0	0	6	6.00
0915 - 0930	0	0	9	0	2	0	0	0	11	11.00
0930 - 0945	0	0	9	0	0	0	0	0	9	9.00
0945 - 1000	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	29	0	4	0	0	0	33	33.00
Hourly Average	0.00	0.00	7.25	0.00	1.00	0.00	0.00	0.00	8.25	8.25
Session Total	0	0	70	0	5	1	0	0	76	76.50
Session Average	0.00	0.00	5.83	0.00	0.42	0.08	0.00	0.00	6.33	6.38

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.4: Right from Solent Road (East) to Bosmere Medical Centre Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	1	0	0	0	5	5.00
1615 - 1630	0	0	6	0	1	0	0	0	7	7.00
1630 - 1645	0	0	5	0	1	0	0	0	6	6.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	18	0	3	0	0	0	21	21.00
Hourly Average	0.00	0.00	4.50	0.00	0.75	0.00	0.00	0.00	5.25	5.25
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	5	0	1	0	0	0	6	6.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	3	0	1	0	0	0	4	4.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
Session Total	0	0	43	0	5	0	0	0	48	48.00
Session Average	0.00	0.00	3.58	0.00	0.42	0.00	0.00	0.00	4.00	4.00

Havant, Hampshire
Classified Junction Count

Site 1 of 10
Bosmere Medical Centre Access
Solent Road (East)
Solent Road (West)

Lat/Long
lat 50.849868° lon -0.991046°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.5: Left from Solent Road (West) to Bosmere Medical Centre Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	11	11.00
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.75**	**2.75**
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	5	0	0	1	0	0	6	6.50
Hourly Total	**0**	**0**	**13**	**0**	**0**	**1**	**0**	**0**	14	14.50
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**3.50**	**3.63**
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	**0**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	14	14.00
Hourly Average	**0.00**	**0.00**	**3.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.50**	**3.50**

Session Total	**0**	**0**	**36**	**0**	**2**	**1**	**0**	**0**	39	39.50
Session Average	**0.00**	**0.00**	**3.00**	**0.00**	**0.17**	**0.08**	**0.00**	**0.00**	**3.25**	**3.29**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.5: Left from Solent Road (West) to Bosmere Medical Centre Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	1	0	0	0	0	0	2	1.40
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	6	5.40
Hourly Average	**0.00**	**0.25**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.35**
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	7	7.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.75**	**1.75**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**

Session Total	**0**	**1**	**16**	**0**	**2**	**0**	**0**	**0**	19	18.40
Session Average	**0.00**	**0.08**	**1.33**	**0.00**	**0.17**	**0.00**	**0.00**	**0.00**	**1.58**	**1.53**

Havant, Hampshire
Classified Junction Count

Site 1 of 10
Bosmere Medical Centre Access
Solent Road (East)
Solent Road (West)

Lat/Long
lat 50.849868° lon -0.991046°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.6: Eastbound from Solent Road (West) to Solent Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	13	0	11	1	0	0	26	25.70
0715 - 0730	1	1	14	1	13	1	0	0	31	30.10
0730 - 0745	2	1	9	0	10	0	3	0	25	26.70
0745 - 0800	1	0	18	0	13	1	1	0	34	35.00
Hourly Total	**5**	**2**	**54**	**1**	**47**	**3**	**4**	**0**	116	117.50
Hourly Average	**1.25**	**0.50**	**13.50**	**0.25**	**11.75**	**0.75**	**1.00**	**0.00**	29.00	29.38
0800 - 0815	1	0	33	0	20	3	1	0	58	60.00
0815 - 0830	2	0	23	1	17	1	1	0	45	45.20
0830 - 0845	0	0	42	0	19	1	0	0	62	62.50
0845 - 0900	0	0	51	0	11	0	0	0	62	62.00
Hourly Total	**3**	**0**	**149**	**1**	**67**	**5**	**2**	**0**	227	229.70
Hourly Average	**0.75**	**0.00**	**37.25**	**0.25**	**16.75**	**1.25**	**0.50**	**0.00**	56.75	57.43
0900 - 0915	1	0	41	0	13	2	0	0	57	57.20
0915 - 0930	1	0	41	0	9	3	0	0	54	54.70
0930 - 0945	3	0	49	0	10	0	1	0	63	61.90
0945 - 1000	0	1	57	1	19	2	0	0	80	80.40
Hourly Total	**5**	**1**	**188**	**1**	**51**	**7**	**1**	**0**	254	254.20
Hourly Average	**1.25**	**0.25**	**47.00**	**0.25**	**12.75**	**1.75**	**0.25**	**0.00**	63.50	63.55

Session Total	**13**	**3**	**391**	**3**	**165**	**15**	**7**	**0**	597	601.40
Session Average	**1.08**	**0.25**	**32.58**	**0.25**	**13.75**	**1.25**	**0.58**	**0.00**	49.75	50.12

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.6: Eastbound from Solent Road (West) to Solent Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	55	0	20	1	0	0	77	76.70
1615 - 1630	3	1	50	0	16	0	1	0	71	69.30
1630 - 1645	5	1	70	1	7	0	0	0	84	79.40
1645 - 1700	2	0	63	2	9	0	0	0	76	74.40
Hourly Total	**11**	**2**	**238**	**3**	**52**	**1**	**1**	**0**	308	299.80
Hourly Average	**2.75**	**0.50**	**59.50**	**0.75**	**13.00**	**0.25**	**0.25**	**0.00**	77.00	74.95
1700 - 1715	2	2	83	1	9	0	0	0	97	94.20
1715 - 1730	1	0	75	0	18	1	0	0	95	94.70
1730 - 1745	0	0	71	0	8	1	0	0	80	80.50
1745 - 1800	0	0	49	0	6	0	0	0	55	55.00
Hourly Total	**3**	**2**	**278**	**1**	**41**	**2**	**0**	**0**	327	324.40
Hourly Average	**0.75**	**0.50**	**69.50**	**0.25**	**10.25**	**0.50**	**0.00**	**0.00**	81.75	81.10
1800 - 1815	0	0	48	0	6	0	0	0	54	54.00
1815 - 1830	1	2	46	0	5	1	0	0	55	53.50
1830 - 1845	0	0	37	0	5	0	0	0	42	42.00
1845 - 1900	2	2	29	0	5	0	0	0	38	35.20
Hourly Total	**3**	**4**	**160**	**0**	**21**	**1**	**0**	**0**	189	184.70
Hourly Average	**0.75**	**1.00**	**40.00**	**0.00**	**5.25**	**0.25**	**0.00**	**0.00**	47.25	46.18

Session Total	**17**	**8**	**676**	**4**	**114**	**4**	**1**	**0**	824	808.90
Session Average	**1.42**	**0.67**	**56.33**	**0.33**	**9.50**	**0.33**	**0.08**	**0.00**	68.67	67.41

Havant, Hampshire
Classified Junction Count

Site 2 of 10
B2149 New Road
West Street
B2149 Bedhampton Road

Lat/Long
lat 50.854273° lon -0.995974°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.1: Left from B2149 New Road to West Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	2	0	0	0	0	0	0	0	2	0.40
0730 - 0745	1	0	2	0	0	0	0	0	3	2.20
0745 - 0800	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	3	0	8	0	3	0	0	0	14	11.60
Hourly Average	0.75	0.00	2.00	0.00	0.75	0.00	0.00	0.00	3.50	2.90
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	1	0	3	1	1	0	0	0	6	5.20
0830 - 0845	1	1	3	0	0	0	0	0	5	3.60
0845 - 0900	0	0	5	2	2	0	0	0	9	9.00
Hourly Total	2	1	12	3	4	0	0	0	22	19.80
Hourly Average	0.50	0.25	3.00	0.75	1.00	0.00	0.00	0.00	5.50	4.95
0900 - 0915	0	0	4	0	1	0	0	0	5	5.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
0930 - 0945	0	0	3	0	2	0	0	0	5	5.00
0945 - 1000	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	13	0	5	0	0	0	18	18.00
Hourly Average	0.00	0.00	3.25	0.00	1.25	0.00	0.00	0.00	4.50	4.50
Session Total	5	1	33	3	12	0	0	0	54	49.40
Session Average	0.42	0.08	2.75	0.25	1.00	0.00	0.00	0.00	4.50	4.12

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 2.1: Left from B2149 New Road to West Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	5	1	1	0	0	0	7	7.00
1615 - 1630	0	0	2	0	2	0	0	0	4	4.00
1630 - 1645	1	0	5	0	1	0	0	0	7	6.20
1645 - 1700	1	0	1	1	2	0	0	0	5	4.20
Hourly Total	2	0	13	2	6	0	0	0	23	21.40
Hourly Average	0.50	0.00	3.25	0.50	1.50	0.00	0.00	0.00	5.75	5.35
1700 - 1715	0	0	4	0	2	0	0	0	6	6.00
1715 - 1730	0	0	3	0	1	0	0	0	4	4.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	16	0	3	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.00	0.00	0.75	0.00	0.00	0.00	4.75	4.75
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	2	0	1	0	0	0	3	3.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	9	0	2	0	0	0	12	11.20
Hourly Average	0.25	0.00	2.25	0.00	0.50	0.00	0.00	0.00	3.00	2.80
Session Total	3	0	38	2	11	0	0	0	54	51.60
Session Average	0.25	0.00	3.17	0.17	0.92	0.00	0.00	0.00	4.50	4.30

Havant, Hampshire
Classified Junction Count

Site 2 of 10
B2149 New Road
West Street
B2149 Bedhampton Road

Lat/Long
lat 50.854273° lon -0.995974°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.2: Right from B2149 New Road to B2149 Bedhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	5	2	61	0	21	3	0	3	95	94.30
0715 - 0730	6	2	73	1	15	0	0	0	97	91.00
0730 - 0745	1	0	84	0	26	2	1	3	117	121.50
0745 - 0800	3	3	103	0	21	1	2	1	134	133.90
Hourly Total	15	7	321	1	83	6	3	7	443	440.70
Hourly Average	3.75	1.75	80.25	0.25	20.75	1.50	0.75	1.75	110.75	110.18
0800 - 0815	5	2	94	0	29	1	0	3	134	132.30
0815 - 0830	1	0	121	0	25	1	0	2	150	151.70
0830 - 0845	2	3	116	0	15	0	0	2	138	136.60
0845 - 0900	0	0	144	0	21	1	0	2	168	170.50
Hourly Total	8	5	475	0	90	3	0	9	590	591.10
Hourly Average	2.00	1.25	118.75	0.00	22.50	0.75	0.00	2.25	147.50	147.78
0900 - 0915	2	1	99	0	18	1	0	1	122	121.30
0915 - 0930	0	1	84	0	22	0	0	2	109	110.40
0930 - 0945	0	0	81	0	20	0	0	2	103	105.00
0945 - 1000	0	1	119	0	12	3	0	1	136	137.90
Hourly Total	2	3	383	0	72	4	0	6	470	474.60
Hourly Average	0.50	0.75	95.75	0.00	18.00	1.00	0.00	1.50	117.50	118.65
Session Total	25	15	1179	1	245	13	3	22	1503	1506.40
Session Average	2.08	1.25	98.25	0.08	20.42	1.08	0.25	1.83	125.25	125.53

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 2.2: Right from B2149 New Road to B2149 Bedhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	184	1	35	0	2	1	225	227.40
1615 - 1630	3	3	161	0	31	1	0	1	200	197.30
1630 - 1645	2	1	206	1	24	0	0	6	240	243.80
1645 - 1700	2	5	170	0	31	0	1	2	211	209.70
Hourly Total	7	11	721	2	121	1	3	10	876	878.20
Hourly Average	1.75	2.75	180.25	0.50	30.25	0.25	0.75	2.50	219.00	219.55
1700 - 1715	3	3	163	0	8	1	0	1	179	176.30
1715 - 1730	5	2	133	0	13	0	0	1	154	149.80
1730 - 1745	0	3	151	0	8	0	0	1	163	162.20
1745 - 1800	0	1	138	0	8	0	0	1	148	148.40
Hourly Total	8	9	585	0	37	1	0	4	644	636.70
Hourly Average	2.00	2.25	146.25	0.00	9.25	0.25	0.00	1.00	161.00	159.18
1800 - 1815	1	4	111	0	12	0	0	1	129	126.80
1815 - 1830	2	1	102	0	3	0	0	1	109	107.80
1830 - 1845	2	1	99	0	6	0	0	1	109	107.80
1845 - 1900	2	2	77	0	7	0	0	1	89	87.20
Hourly Total	7	8	389	0	28	0	0	4	436	429.60
Hourly Average	1.75	2.00	97.25	0.00	7.00	0.00	0.00	1.00	109.00	107.40
Session Total	22	28	1695	2	186	2	3	18	1956	1944.50
Session Average	1.83	2.33	141.25	0.17	15.50	0.17	0.25	1.50	163.00	162.04

Havant, Hampshire
Classified Junction Count

Site 2 of 10
B2149 New Road
West Street
B2149 Bedhampton Road

Lat/Long
lat 50.854273° lon -0.995974°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.3: Left from West Street to B2149 Bedhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	0	8	0	4	1	0	0	16	14.10
0715 - 0730	2	0	9	0	3	1	0	0	15	13.90
0730 - 0745	1	1	6	0	3	0	0	0	11	9.60
0745 - 0800	0	0	13	0	6	2	0	0	21	22.00
Hourly Total	6	1	36	0	16	4	0	0	63	59.60
Hourly Average	1.50	0.25	9.00	0.00	4.00	1.00	0.00	0.00	15.75	14.90
0800 - 0815	1	0	10	0	6	0	0	0	17	16.20
0815 - 0830	5	0	17	0	5	0	0	0	27	23.00
0830 - 0845	2	0	7	1	6	0	0	0	16	14.40
0845 - 0900	1	0	12	1	7	0	0	0	21	20.20
Hourly Total	9	0	46	2	24	0	0	0	81	73.80
Hourly Average	2.25	0.00	11.50	0.50	6.00	0.00	0.00	0.00	20.25	18.45
0900 - 0915	2	0	14	0	4	0	0	0	20	18.40
0915 - 0930	2	0	19	0	11	0	0	0	32	30.40
0930 - 0945	3	0	9	0	9	1	1	0	23	22.40
0945 - 1000	2	0	21	1	5	0	0	0	29	27.40
Hourly Total	9	0	63	1	29	1	1	0	104	98.60
Hourly Average	2.25	0.00	15.75	0.25	7.25	0.25	0.25	0.00	26.00	24.65

Session Total	24	1	145	3	69	5	1	0	248	232.00
Session Average	2.00	0.08	12.08	0.25	5.75	0.42	0.08	0.00	20.67	19.33

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 2.3: Left from West Street to B2149 Bedhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	6	1	45	0	10	0	0	0	62	56.60
1615 - 1630	3	0	33	0	7	0	0	0	43	40.60
1630 - 1645	3	3	25	0	4	0	0	0	35	30.80
1645 - 1700	3	0	45	0	3	0	0	0	51	48.60
Hourly Total	15	4	148	0	24	0	0	0	191	176.60
Hourly Average	3.75	1.00	37.00	0.00	6.00	0.00	0.00	0.00	47.75	44.15
1700 - 1715	8	1	50	0	12	0	0	0	71	64.00
1715 - 1730	5	1	46	0	6	0	0	0	58	53.40
1730 - 1745	4	3	49	0	6	0	0	0	62	57.00
1745 - 1800	1	0	33	0	3	0	0	0	37	36.20
Hourly Total	18	5	178	0	27	0	0	0	228	210.60
Hourly Average	4.50	1.25	44.50	0.00	6.75	0.00	0.00	0.00	57.00	52.65
1800 - 1815	4	0	23	0	2	0	0	0	29	25.80
1815 - 1830	1	0	18	0	2	0	0	0	21	20.20
1830 - 1845	2	0	13	0	1	0	0	0	16	14.40
1845 - 1900	1	1	27	0	4	0	0	0	33	31.60
Hourly Total	8	1	81	0	9	0	0	0	99	92.00
Hourly Average	2.00	0.25	20.25	0.00	2.25	0.00	0.00	0.00	24.75	23.00

Session Total	41	10	407	0	60	0	0	0	518	479.20
Session Average	3.42	0.83	33.92	0.00	5.00	0.00	0.00	0.00	43.17	39.93

Havant, Hampshire
Classified Junction Count

Site 2 of 10
B2149 New Road
West Street
B2149 Bedhampton Road

Lat/Long
lat 50.854273° lon -0.995974°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.4: Right from West Street to B2149 New Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	2	0	0	0	5	5.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	3	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.75	0.00	0.75	0.00	0.00	0.00	2.50	2.50
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	4	0	3	0	0	0	7	7.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	3	1	4	0	0	0	8	8.00
Hourly Total	0	0	13	1	7	0	0	0	21	21.00
Hourly Average	0.00	0.00	3.25	0.25	1.75	0.00	0.00	0.00	5.25	5.25
0900 - 0915	0	0	2	0	3	0	0	0	5	5.00
0915 - 0930	0	0	3	0	1	0	0	0	4	4.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	12	0	5	0	0	0	17	17.00
Hourly Average	0.00	0.00	3.00	0.00	1.25	0.00	0.00	0.00	4.25	4.25
Session Total	0	0	32	1	15	0	0	0	48	48.00
Session Average	0.00	0.00	2.67	0.08	1.25	0.00	0.00	0.00	4.00	4.00

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 2.4: Right from West Street to B2149 New Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	6	0	2	0	0	0	8	8.00
1615 - 1630	0	0	4	0	2	0	0	0	6	6.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	14	0	5	0	0	0	19	19.00
Hourly Average	0.00	0.00	3.50	0.00	1.25	0.00	0.00	0.00	4.75	4.75
1700 - 1715	0	0	6	0	0	0	0	0	6	6.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	1	0	1	0	2	0	0	0	4	3.20
Hourly Total	1	0	14	0	3	0	0	0	18	17.20
Hourly Average	0.25	0.00	3.50	0.00	0.75	0.00	0.00	0.00	4.50	4.30
1800 - 1815	0	0	3	0	2	0	0	0	5	5.00
1815 - 1830	1	0	2	0	0	0	0	0	3	2.20
1830 - 1845	0	0	4	0	1	0	0	0	5	5.00
1845 - 1900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	1	0	11	0	4	0	0	0	16	15.20
Hourly Average	0.25	0.00	2.75	0.00	1.00	0.00	0.00	0.00	4.00	3.80
Session Total	2	0	39	0	12	0	0	0	53	51.40
Session Average	0.17	0.00	3.25	0.00	1.00	0.00	0.00	0.00	4.42	4.28

Havant, Hampshire
Classified Junction Count

Site 2 of 10
B2149 New Road
West Street
B2149 Bedhampton Road

Lat/Long
lat 50.854273° lon -0.995974°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.5: Left from B2149 Bedhampton Road to B2149 New Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	1	49	0	14	1	0	2	69	69.30
0715 - 0730	2	2	82	0	11	2	0	1	100	99.20
0730 - 0745	3	1	88	0	17	0	1	1	111	110.30
0745 - 0800	1	2	108	0	20	1	1	1	134	134.80
Hourly Total	8	6	327	0	62	4	2	5	414	413.60
Hourly Average	2.00	1.50	81.75	0.00	15.50	1.00	0.50	1.25	103.50	103.40
0800 - 0815	1	1	105	0	19	3	0	1	130	131.10
0815 - 0830	0	4	134	0	21	2	0	3	164	165.60
0830 - 0845	2	0	128	0	12	3	0	1	146	146.90
0845 - 0900	4	0	129	0	14	3	0	6	156	160.30
Hourly Total	7	5	496	0	66	11	0	11	596	603.90
Hourly Average	1.75	1.25	124.00	0.00	16.50	2.75	0.00	2.75	149.00	150.98
0900 - 0915	2	1	111	0	8	1	0	1	124	123.30
0915 - 0930	2	0	81	0	12	0	1	6	102	107.70
0930 - 0945	3	5	113	0	10	0	0	2	133	129.60
0945 - 1000	4	3	123	0	9	0	0	2	141	138.00
Hourly Total	11	9	428	0	39	1	1	11	500	498.60
Hourly Average	2.75	2.25	107.00	0.00	9.75	0.25	0.25	2.75	125.00	124.65

Session Total	26	20	1251	0	167	16	3	27	1510	1516.10
Session Average	2.17	1.67	104.25	0.00	13.92	1.33	0.25	2.25	125.83	126.34

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 2.5: Left from B2149 Bedhampton Road to B2149 New Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	2	96	0	26	1	0	1	128	126.70
1615 - 1630	2	4	134	1	26	2	0	2	171	170.00
1630 - 1645	5	2	144	0	17	0	0	2	170	166.80
1645 - 1700	3	5	137	0	20	0	0	0	165	159.60
Hourly Total	12	13	511	1	89	3	0	5	634	623.10
Hourly Average	3.00	3.25	127.75	0.25	22.25	0.75	0.00	1.25	158.50	155.78
1700 - 1715	1	4	139	0	17	0	0	1	162	159.80
1715 - 1730	4	2	179	0	11	1	0	3	200	199.10
1730 - 1745	2	2	140	0	14	0	0	3	161	161.20
1745 - 1800	3	0	116	0	12	1	0	1	133	132.10
Hourly Total	10	8	574	0	54	2	0	8	656	652.20
Hourly Average	2.50	2.00	143.50	0.00	13.50	0.50	0.00	2.00	164.00	163.05
1800 - 1815	4	2	113	0	5	0	0	2	126	123.60
1815 - 1830	1	3	109	0	4	0	0	3	120	120.40
1830 - 1845	4	2	100	0	6	0	0	2	114	111.60
1845 - 1900	1	0	85	0	10	0	0	1	97	97.20
Hourly Total	10	7	407	0	25	0	0	8	457	452.80
Hourly Average	2.50	1.75	101.75	0.00	6.25	0.00	0.00	2.00	114.25	113.20

Session Total	32	28	1492	1	168	5	0	21	1747	1728.10
Session Average	2.67	2.33	124.33	0.08	14.00	0.42	0.00	1.75	145.58	144.01

Havant, Hampshire
Classified Junction Count

Site 2 of 10
B2149 New Road
West Street
B2149 Bedhampton Road

Lat/Long
lat 50.854273° lon -0.995974°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 2.6: Right from B2149 Bedhampton Road to West Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	1	13	0	4	0	0	0	21	18.00
0715 - 0730	3	0	8	0	3	0	0	0	14	11.60
0730 - 0745	3	0	9	0	1	0	0	0	13	10.60
0745 - 0800	0	2	24	0	4	0	0	0	30	28.80
Hourly Total	9	3	54	0	12	0	0	0	78	69.00
Hourly Average	2.25	0.75	13.50	0.00	3.00	0.00	0.00	0.00	19.50	17.25
0800 - 0815	5	0	14	2	7	1	0	0	29	25.50
0815 - 0830	6	0	12	0	5	1	0	0	24	19.70
0830 - 0845	2	0	13	0	4	0	0	0	19	17.40
0845 - 0900	1	0	33	0	3	2	1	0	40	41.50
Hourly Total	14	0	72	2	19	4	1	0	112	104.10
Hourly Average	3.50	0.00	18.00	0.50	4.75	1.00	0.25	0.00	28.00	26.03
0900 - 0915	1	0	23	0	2	0	0	0	26	25.20
0915 - 0930	4	0	27	1	6	0	0	0	38	34.80
0930 - 0945	1	0	16	0	1	0	0	0	18	17.20
0945 - 1000	0	0	36	0	2	0	0	0	38	38.00
Hourly Total	6	0	102	1	11	0	0	0	120	115.20
Hourly Average	1.50	0.00	25.50	0.25	2.75	0.00	0.00	0.00	30.00	28.80
Session Total	29	3	228	3	42	4	1	0	310	288.30
Session Average	2.42	0.25	19.00	0.25	3.50	0.33	0.08	0.00	25.83	24.03

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 2.6: Right from B2149 Bedhampton Road to West Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	33	0	7	0	0	0	41	40.20
1615 - 1630	0	0	11	0	0	0	0	0	11	11.00
1630 - 1645	0	2	16	1	3	0	0	0	22	20.80
1645 - 1700	0	1	17	0	4	0	0	0	22	21.40
Hourly Total	1	3	77	1	14	0	0	0	96	93.40
Hourly Average	0.25	0.75	19.25	0.25	3.50	0.00	0.00	0.00	24.00	23.35
1700 - 1715	3	1	24	0	4	0	0	0	32	29.00
1715 - 1730	3	0	20	0	2	0	0	0	25	22.60
1730 - 1745	1	0	26	0	5	0	0	0	32	31.20
1745 - 1800	1	1	22	0	1	0	0	0	25	23.60
Hourly Total	8	2	92	0	12	0	0	0	114	106.40
Hourly Average	2.00	0.50	23.00	0.00	3.00	0.00	0.00	0.00	28.50	26.60
1800 - 1815	1	1	16	0	3	0	0	0	21	19.60
1815 - 1830	2	0	17	0	1	0	0	0	20	18.40
1830 - 1845	2	0	18	0	1	0	0	0	21	19.40
1845 - 1900	2	0	16	0	3	0	0	0	21	19.40
Hourly Total	7	1	67	0	8	0	0	0	83	76.80
Hourly Average	1.75	0.25	16.75	0.00	2.00	0.00	0.00	0.00	20.75	19.20
Session Total	16	6	236	1	34	0	0	0	293	276.60
Session Average	1.33	0.50	19.67	0.08	2.83	0.00	0.00	0.00	24.42	23.05

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.1: Left from Staunton Road to West Street (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	1	0	1	0	0	0	0	0	2	1.20
0745 - 0800	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	4	2.40
Hourly Average	**0.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	1.00	0.60
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	1	0	1	0	0	0	0	0	2	1.20
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	5	4.20
Hourly Average	**0.25**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	1.25	1.05
0900 - 0915	0	0	2	0	1	0	0	0	3	3.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**0**	5	5.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	1.25	1.25

Session Total	**3**	**0**	**8**	**0**	**3**	**0**	**0**	**0**	14	11.60
Session Average	**0.25**	**0.00**	**0.67**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	1.17	0.97

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.1: Left from Staunton Road to West Street (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	0.75	0.75
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	1.00	1.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	0	0	1	0	0	0	1	1.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	8	8.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	2.00	2.00

Session Total	**0**	**0**	**11**	**0**	**4**	**0**	**0**	**0**	15	15.00
Session Average	**0.00**	**0.00**	**0.92**	**0.00**	**0.33**	**0.00**	**0.00**	**0.00**	1.25	1.25

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.2: Southbound from Staunton Road to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	0	1	0	0	0	0	0	4	1.60
0715 - 0730	4	0	3	0	3	0	0	0	10	6.80
0730 - 0745	4	0	4	0	1	0	0	0	9	5.80
0745 - 0800	3	0	4	0	2	0	0	0	9	6.60
Hourly Total	**14**	**0**	**12**	**0**	**6**	**0**	**0**	**0**	32	**20.80**
Hourly Average	**3.50**	**0.00**	**3.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**8.00**	**5.20**
0800 - 0815	2	0	5	0	0	0	0	0	7	5.40
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	1	0	2	0	1	0	0	0	4	3.20
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**3**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	12	**9.60**
Hourly Average	**0.75**	**0.00**	**2.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**3.00**	**2.40**
0900 - 0915	1	0	4	0	1	0	0	0	6	5.20
0915 - 0930	1	1	2	0	0	0	0	0	4	2.60
0930 - 0945	1	0	2	0	1	0	0	0	4	3.20
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**3**	**1**	**8**	**0**	**3**	**0**	**0**	**0**	15	**12.00**
Hourly Average	**0.75**	**0.25**	**2.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**3.75**	**3.00**

Session Total	**20**	**1**	**28**	**0**	**10**	**0**	**0**	**0**	59	**42.40**
Session Average	**1.67**	**0.08**	**2.33**	**0.00**	**0.83**	**0.00**	**0.00**	**0.00**	**4.92**	**3.53**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.2: Southbound from Staunton Road to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	3	0	0	0	4	4.00
1630 - 1645	0	0	3	1	0	0	0	0	4	4.00
1645 - 1700	1	0	2	0	1	0	0	0	4	3.20
Hourly Total	**1**	**0**	**8**	**1**	**4**	**0**	**0**	**0**	14	**13.20**
Hourly Average	**0.25**	**0.00**	**2.00**	**0.25**	**1.00**	**0.00**	**0.00**	**0.00**	**3.50**	**3.30**
1700 - 1715	0	1	2	0	0	0	0	0	3	2.40
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	15	**14.40**
Hourly Average	**0.00**	**0.25**	**3.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.75**	**3.60**
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	2	0	1	0	0	0	3	3.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	6	**6.00**
Hourly Average	**0.00**	**0.00**	**1.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**

Session Total	**1**	**1**	**27**	**1**	**5**	**0**	**0**	**0**	35	**33.60**
Session Average	**0.08**	**0.08**	**2.25**	**0.08**	**0.42**	**0.00**	**0.00**	**0.00**	**2.92**	**2.80**

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.3: Right from Staunton Road to West Street (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	1	1	0	0	1	0	0	3	2.90
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**1**	**4**	**0**	**0**	**1**	**0**	**0**	**6**	**5.90**
Hourly Average	**0.00**	**0.25**	**1.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**1.50**	**1.48**
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	1	0	2	0	2	0	0	0	5	4.20
0830 - 0845	1	0	1	0	1	0	0	0	3	2.20
0845 - 0900	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	**2**	**0**	**5**	**0**	**6**	**0**	**0**	**0**	13	11.40
Hourly Average	**0.50**	**0.00**	**1.25**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**3.25**	**2.85**
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Session Total	**2**	**1**	**11**	**0**	**7**	**1**	**0**	**0**	22	20.30
Session Average	**0.17**	**0.08**	**0.92**	**0.00**	**0.58**	**0.08**	**0.00**	**0.00**	**1.83**	**1.69**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.3: Right from Staunton Road to West Street (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	1	0	1	0	0	0	3	2.20
1615 - 1630	0	0	2	0	2	0	0	0	4	4.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**1**	**0**	**7**	**0**	**3**	**0**	**0**	**0**	11	10.20
Hourly Average	**0.25**	**0.00**	**1.75**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**2.75**	**2.55**
1700 - 1715	0	0	2	0	1	0	0	0	3	3.00
1715 - 1730	0	0	4	0	2	0	0	0	6	6.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	**0**	**0**	**13**	**0**	**4**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
1800 - 1815	0	0	2	0	2	0	0	0	4	4.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**8**	**0**	**2**	**0**	**0**	**0**	10	10.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**2.50**	**2.50**

Session Total	**1**	**0**	**28**	**0**	**9**	**0**	**0**	**0**	38	37.20
Session Average	**0.08**	**0.00**	**2.33**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**3.17**	**3.10**

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.4: Left from West Street (East) to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	5	0	1	0	0	0	8	6.40
0715 - 0730	0	0	8	0	0	0	0	0	8	8.00
0730 - 0745	1	0	3	0	3	0	0	0	7	6.20
0745 - 0800	1	0	15	0	2	0	0	0	18	17.20
Hourly Total	**4**	**0**	**31**	**0**	**6**	**0**	**0**	**0**	**41**	**37.80**
Hourly Average	**1.00**	**0.00**	**7.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**10.25**	**9.45**
0800 - 0815	1	0	6	0	3	0	0	0	10	9.20
0815 - 0830	0	0	9	0	4	0	0	0	13	13.00
0830 - 0845	0	0	7	0	1	0	0	0	8	8.00
0845 - 0900	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	**1**	**0**	**32**	**0**	**10**	**0**	**0**	**0**	**43**	**42.20**
Hourly Average	**0.25**	**0.00**	**8.00**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	**10.75**	**10.55**
0900 - 0915	0	0	10	0	0	0	0	0	10	10.00
0915 - 0930	0	0	6	0	0	1	0	0	7	7.50
0930 - 0945	0	0	7	0	1	1	0	0	9	9.50
0945 - 1000	0	0	7	1	1	0	0	0	9	9.00
Hourly Total	**0**	**0**	**30**	**1**	**2**	**2**	**0**	**0**	**35**	**36.00**
Hourly Average	**0.00**	**0.00**	**7.50**	**0.25**	**0.50**	**0.50**	**0.00**	**0.00**	**8.75**	**9.00**
Session Total	**5**	**0**	**93**	**1**	**18**	**2**	**0**	**0**	**119**	**116.00**
Session Average	**0.42**	**0.00**	**7.75**	**0.08**	**1.50**	**0.17**	**0.00**	**0.00**	**9.92**	**9.67**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.4: Left from West Street (East) to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	11	0	1	0	0	0	13	12.40
1615 - 1630	1	0	6	0	1	0	0	0	8	7.20
1630 - 1645	0	0	19	1	0	0	0	0	20	20.00
1645 - 1700	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	**1**	**1**	**49**	**1**	**5**	**0**	**0**	**0**	**57**	**55.60**
Hourly Average	**0.25**	**0.25**	**12.25**	**0.25**	**1.25**	**0.00**	**0.00**	**0.00**	**14.25**	**13.90**
1700 - 1715	0	0	9	0	2	0	0	0	11	11.00
1715 - 1730	1	0	8	0	2	0	0	0	11	10.20
1730 - 1745	0	0	12	0	1	0	0	0	13	13.00
1745 - 1800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	**1**	**0**	**39**	**0**	**6**	**0**	**0**	**0**	**46**	**45.20**
Hourly Average	**0.25**	**0.00**	**9.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**11.50**	**11.30**
1800 - 1815	1	0	9	0	0	0	0	0	10	9.20
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	5	0	2	0	0	0	7	7.00
1845 - 1900	1	0	7	0	1	0	0	0	9	8.20
Hourly Total	**2**	**0**	**29**	**0**	**3**	**0**	**0**	**0**	**34**	**32.40**
Hourly Average	**0.50**	**0.00**	**7.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**8.50**	**8.10**
Session Total	**4**	**1**	**117**	**1**	**14**	**0**	**0**	**0**	**137**	**133.20**
Session Average	**0.33**	**0.08**	**9.75**	**0.08**	**1.17**	**0.00**	**0.00**	**0.00**	**11.42**	**11.10**

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.5: Westbound from West Street (East) to West Street (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	4	0	0	0	0	0	6	4.40
0715 - 0730	1	0	2	0	0	1	0	0	4	3.70
0730 - 0745	1	0	4	0	0	0	0	0	5	4.20
0745 - 0800	1	0	7	0	0	0	0	0	8	7.20
Hourly Total	**5**	**0**	**17**	**0**	**0**	**1**	**0**	**0**	23	**19.50**
Hourly Average	**1.25**	**0.00**	**4.25**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**5.75**	**4.88**
0800 - 0815	2	0	3	0	1	0	0	0	6	4.40
0815 - 0830	4	0	6	0	1	0	0	0	11	7.80
0830 - 0845	0	0	6	2	1	0	0	0	9	9.00
0845 - 0900	1	0	3	1	0	0	0	0	5	4.20
Hourly Total	**7**	**0**	**18**	**3**	**3**	**0**	**0**	**0**	31	**25.40**
Hourly Average	**1.75**	**0.00**	**4.50**	**0.75**	**0.75**	**0.00**	**0.00**	**0.00**	**7.75**	**6.35**
0900 - 0915	1	0	10	0	2	0	0	0	13	12.20
0915 - 0930	1	0	6	0	1	0	0	0	8	7.20
0930 - 0945	3	0	10	0	4	0	0	0	17	14.60
0945 - 1000	1	0	9	0	2	0	0	0	12	11.20
Hourly Total	**6**	**0**	**35**	**0**	**9**	**0**	**0**	**0**	50	**45.20**
Hourly Average	**1.50**	**0.00**	**8.75**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	**12.50**	**11.30**

Session Total	**18**	**0**	**70**	**3**	**12**	**1**	**0**	**0**	104	**90.10**
Session Average	**1.50**	**0.00**	**5.83**	**0.25**	**1.00**	**0.08**	**0.00**	**0.00**	**8.67**	**7.51**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.5: Westbound from West Street (East) to West Street (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	8	0	2	0	0	0	11	10.40
1615 - 1630	2	2	15	0	2	0	0	0	21	18.20
1630 - 1645	1	1	9	0	1	0	0	0	12	10.60
1645 - 1700	1	0	16	0	0	0	0	0	17	16.20
Hourly Total	**4**	**4**	**48**	**0**	**5**	**0**	**0**	**0**	61	**55.40**
Hourly Average	**1.00**	**1.00**	**12.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**15.25**	**13.85**
1700 - 1715	4	0	9	0	1	0	0	0	14	10.80
1715 - 1730	4	1	10	0	3	0	0	0	18	14.20
1730 - 1745	2	2	14	0	0	0	0	0	18	15.20
1745 - 1800	1	0	10	0	1	0	0	0	12	11.20
Hourly Total	**11**	**3**	**43**	**0**	**5**	**0**	**0**	**0**	62	**51.40**
Hourly Average	**2.75**	**0.75**	**10.75**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**15.50**	**12.85**
1800 - 1815	2	0	6	0	1	0	0	0	9	7.40
1815 - 1830	1	0	8	0	2	0	0	0	11	10.20
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	1	8	0	2	0	0	0	11	10.40
Hourly Total	**3**	**1**	**27**	**0**	**5**	**0**	**0**	**0**	36	**33.00**
Hourly Average	**0.75**	**0.25**	**6.75**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**9.00**	**8.25**

Session Total	**18**	**8**	**118**	**0**	**15**	**0**	**0**	**0**	159	**139.80**
Session Average	**1.50**	**0.67**	**9.83**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**13.25**	**11.65**

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.6: Right from West Street (East) to Staunton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	5	0	2	0	0	0	7	7.00
Session Average	0.00	0.00	0.42	0.00	0.17	0.00	0.00	0.00	0.58	0.58

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.6: Right from West Street (East) to Staunton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	1	0	0	0	2	2.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	12	0	1	0	0	0	13	13.00
Session Average	0.00	0.00	1.00	0.00	0.08	0.00	0.00	0.00	1.08	1.08

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.7: Left from Brockhampton Road to West Street (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	9	0	4	0	0	0	14	13.20
0715 - 0730	0	0	4	0	4	0	0	0	8	8.00
0730 - 0745	0	0	5	0	5	0	0	0	10	10.00
0745 - 0800	0	0	4	0	6	2	0	0	12	13.00
Hourly Total	**1**	**0**	**22**	**0**	**19**	**2**	**0**	**0**	44	44.20
Hourly Average	**0.25**	**0.00**	**5.50**	**0.00**	**4.75**	**0.50**	**0.00**	**0.00**	**11.00**	**11.05**
0800 - 0815	0	0	7	0	4	0	0	0	11	11.00
0815 - 0830	0	0	16	0	4	0	0	0	20	20.00
0830 - 0845	1	0	7	0	6	0	0	0	14	13.20
0845 - 0900	0	0	9	0	8	0	0	0	17	17.00
Hourly Total	**1**	**0**	**39**	**0**	**22**	**0**	**0**	**0**	62	61.20
Hourly Average	**0.25**	**0.00**	**9.75**	**0.00**	**5.50**	**0.00**	**0.00**	**0.00**	**15.50**	**15.30**
0900 - 0915	0	0	7	0	9	0	0	0	16	16.00
0915 - 0930	0	0	12	0	5	0	1	0	18	19.30
0930 - 0945	0	0	12	1	7	1	0	0	21	21.50
0945 - 1000	0	0	14	0	4	0	0	0	18	18.00
Hourly Total	**0**	**0**	**45**	**1**	**25**	**1**	**1**	**0**	73	74.80
Hourly Average	**0.00**	**0.00**	**11.25**	**0.25**	**6.25**	**0.25**	**0.25**	**0.00**	**18.25**	**18.70**

Session Total	**2**	**0**	**106**	**1**	**66**	**3**	**1**	**0**	179	180.20
Session Average	**0.17**	**0.00**	**8.83**	**0.08**	**5.50**	**0.25**	**0.08**	**0.00**	**14.92**	**15.02**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.7: Left from Brockhampton Road to West Street (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	14	0	6	0	0	0	21	20.20
1615 - 1630	2	0	30	0	5	0	0	0	37	35.40
1630 - 1645	1	0	30	0	5	0	0	0	36	35.20
1645 - 1700	1	0	23	0	4	0	0	0	28	27.20
Hourly Total	**5**	**0**	**97**	**0**	**20**	**0**	**0**	**0**	122	118.00
Hourly Average	**1.25**	**0.00**	**24.25**	**0.00**	**5.00**	**0.00**	**0.00**	**0.00**	**30.50**	**29.50**
1700 - 1715	3	1	40	0	9	0	0	0	53	50.00
1715 - 1730	1	0	35	0	3	0	0	0	39	38.20
1730 - 1745	0	1	30	0	4	0	0	0	35	34.40
1745 - 1800	1	0	17	0	4	0	0	0	22	21.20
Hourly Total	**5**	**2**	**122**	**0**	**20**	**0**	**0**	**0**	149	143.80
Hourly Average	**1.25**	**0.50**	**30.50**	**0.00**	**5.00**	**0.00**	**0.00**	**0.00**	**37.25**	**35.95**
1800 - 1815	2	0	14	0	1	0	0	0	17	15.40
1815 - 1830	2	0	19	0	1	0	0	0	22	20.40
1830 - 1845	0	0	10	0	3	0	0	0	13	13.00
1845 - 1900	1	0	11	0	1	0	0	0	13	12.20
Hourly Total	**5**	**0**	**54**	**0**	**6**	**0**	**0**	**0**	65	61.00
Hourly Average	**1.25**	**0.00**	**13.50**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**16.25**	**15.25**

Session Total	**15**	**2**	**273**	**0**	**46**	**0**	**0**	**0**	336	322.80
Session Average	**1.25**	**0.17**	**22.75**	**0.00**	**3.83**	**0.00**	**0.00**	**0.00**	**28.00**	**26.90**

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.8: Northbound from Brockhampton Road to Staunton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	0	0	1	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	1	0	0	2	2.50
Hourly Total	**0**	**0**	**4**	**0**	**2**	**1**	**0**	**0**	**7**	**7.50**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.50**	**0.25**	**0.00**	**0.00**	**1.75**	**1.88**
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**8**	**8.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**2.00**	**2.00**

Session Total	**0**	**0**	**13**	**0**	**6**	**1**	**0**	**0**	**20**	**20.50**
Session Average	**0.00**	**0.00**	**1.08**	**0.00**	**0.50**	**0.08**	**0.00**	**0.00**	**1.67**	**1.71**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.8: Northbound from Brockhampton Road to Staunton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	0	3	0	0	0	0	0	5	3.40
1615 - 1630	5	0	3	0	0	0	0	0	8	4.00
1630 - 1645	2	0	7	0	0	0	0	0	9	7.40
1645 - 1700	1	0	5	0	1	0	0	0	7	6.20
Hourly Total	**10**	**0**	**18**	**0**	**1**	**0**	**0**	**0**	**29**	**21.00**
Hourly Average	**2.50**	**0.00**	**4.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**7.25**	**5.25**
1700 - 1715	1	0	3	0	2	0	0	0	6	5.20
1715 - 1730	0	0	1	0	1	0	0	0	2	2.00
1730 - 1745	0	0	3	0	1	0	0	0	4	4.00
1745 - 1800	2	0	1	0	0	0	0	0	3	1.40
Hourly Total	**3**	**0**	**8**	**0**	**4**	**0**	**0**	**0**	**15**	**12.60**
Hourly Average	**0.75**	**0.00**	**2.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**3.75**	**3.15**
1800 - 1815	0	0	3	0	1	0	0	0	4	4.00
1815 - 1830	1	0	3	0	0	0	0	0	4	3.20
1830 - 1845	0	1	2	0	1	0	0	0	4	3.40
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**1**	**1**	**10**	**0**	**2**	**0**	**0**	**0**	**14**	**12.60**
Hourly Average	**0.25**	**0.25**	**2.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.50**	**3.15**

Session Total	**14**	**1**	**36**	**0**	**7**	**0**	**0**	**0**	**58**	**46.20**
Session Average	**1.17**	**0.08**	**3.00**	**0.00**	**0.58**	**0.00**	**0.00**	**0.00**	**4.83**	**3.85**

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.9: Right from Brockhampton Road to West Street (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	2	0	0	0	4	4.00
0715 - 0730	1	0	2	0	3	0	0	0	6	5.20
0730 - 0745	0	0	1	0	4	0	0	0	5	5.00
0745 - 0800	0	0	2	0	3	0	0	0	5	5.00
Hourly Total	1	0	7	0	12	0	0	0	20	19.20
Hourly Average	0.25	0.00	1.75	0.00	3.00	0.00	0.00	0.00	5.00	4.80
0800 - 0815	0	0	7	0	2	0	0	0	9	9.00
0815 - 0830	1	0	9	0	2	0	0	0	12	11.20
0830 - 0845	0	0	7	0	5	0	0	0	12	12.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	26	0	9	0	0	0	36	35.20
Hourly Average	0.25	0.00	6.50	0.00	2.25	0.00	0.00	0.00	9.00	8.80
0900 - 0915	0	0	7	0	1	0	0	0	8	8.00
0915 - 0930	0	0	4	0	2	0	0	0	6	6.00
0930 - 0945	1	0	7	0	2	0	0	0	10	9.20
0945 - 1000	2	0	7	0	1	0	0	0	10	8.40
Hourly Total	3	0	25	0	6	0	0	0	34	31.60
Hourly Average	0.75	0.00	6.25	0.00	1.50	0.00	0.00	0.00	8.50	7.90
Session Total	5	0	58	0	27	0	0	0	90	86.00
Session Average	0.42	0.00	4.83	0.00	2.25	0.00	0.00	0.00	7.50	7.17

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.9: Right from Brockhampton Road to West Street (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	6	0	0	0	0	0	7	6.40
1615 - 1630	1	0	25	0	1	0	0	0	27	26.20
1630 - 1645	2	0	27	0	6	0	0	0	35	33.40
1645 - 1700	0	0	21	0	4	0	0	0	25	25.00
Hourly Total	3	1	79	0	11	0	0	0	94	91.00
Hourly Average	0.75	0.25	19.75	0.00	2.75	0.00	0.00	0.00	23.50	22.75
1700 - 1715	1	0	18	0	2	0	0	0	21	20.20
1715 - 1730	0	0	11	0	0	0	0	0	11	11.00
1730 - 1745	0	0	6	0	2	0	0	0	8	8.00
1745 - 1800	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	1	0	52	0	4	0	0	0	57	56.20
Hourly Average	0.25	0.00	13.00	0.00	1.00	0.00	0.00	0.00	14.25	14.05
1800 - 1815	0	0	5	1	0	0	0	0	6	6.00
1815 - 1830	0	0	2	0	1	0	0	0	3	3.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	16	1	1	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.00	0.25	0.25	0.00	0.00	0.00	4.50	4.50
Session Total	4	1	147	1	16	0	0	0	169	165.20
Session Average	0.33	0.08	12.25	0.08	1.33	0.00	0.00	0.00	14.08	13.77

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.10: Left from West Street (West) to Staunton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	1	0	2	0	0	0	0	0	3	2.20
Hourly Total	1	0	5	0	0	0	0	0	6	5.20
Hourly Average	0.25	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.50	1.30
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	1	0	2	0	0	0	3	3.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	10	0	4	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.50	0.00	1.00	0.00	0.00	0.00	3.50	3.50
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	1	0	20	0	4	0	0	0	25	24.20
Session Average	0.08	0.00	1.67	0.00	0.33	0.00	0.00	0.00	2.08	2.02

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.10: Left from West Street (West) to Staunton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	1	0	0	0	0	5	5.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	13	1	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.25	0.25	0.25	0.00	0.00	0.00	3.75	3.75
1700 - 1715	0	0	4	0	2	0	0	0	6	6.00
1715 - 1730	1	0	2	0	1	0	0	0	4	3.20
1730 - 1745	0	0	4	0	1	0	0	0	5	5.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	15	0	4	0	0	0	20	19.20
Hourly Average	0.25	0.00	3.75	0.00	1.00	0.00	0.00	0.00	5.00	4.80
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
Session Total	1	0	37	1	6	0	0	0	45	44.20
Session Average	0.08	0.00	3.08	0.08	0.50	0.00	0.00	0.00	3.75	3.68

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.11: Eastbound from West Street (West) to West Street (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	5	0	0	0	0	0	6	5.20
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	1	0	3	0	0	0	0	0	4	3.20
0745 - 0800	1	0	8	0	1	0	0	0	10	9.20
Hourly Total	3	0	18	0	1	0	0	0	22	19.60
Hourly Average	0.75	0.00	4.50	0.00	0.25	0.00	0.00	0.00	5.50	4.90
0800 - 0815	5	0	4	1	0	0	0	0	10	6.00
0815 - 0830	5	0	5	1	0	0	0	0	11	7.00
0830 - 0845	0	0	5	0	1	0	0	0	6	6.00
0845 - 0900	1	0	13	2	0	0	0	0	16	15.20
Hourly Total	11	0	27	4	1	0	0	0	43	34.20
Hourly Average	2.75	0.00	6.75	1.00	0.25	0.00	0.00	0.00	10.75	8.55
0900 - 0915	3	0	10	0	0	0	0	0	13	10.60
0915 - 0930	2	0	19	1	1	0	0	0	23	21.40
0930 - 0945	1	0	9	0	0	0	0	0	10	9.20
0945 - 1000	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	6	0	52	1	1	0	0	0	60	55.20
Hourly Average	1.50	0.00	13.00	0.25	0.25	0.00	0.00	0.00	15.00	13.80
Session Total	20	0	97	5	3	0	0	0	125	109.00
Session Average	1.67	0.00	8.08	0.42	0.25	0.00	0.00	0.00	10.42	9.08

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.11: Eastbound from West Street (West) to West Street (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	0	14	0	1	0	0	0	17	15.40
1615 - 1630	0	0	5	0	1	0	0	0	6	6.00
1630 - 1645	4	0	6	0	2	0	0	0	12	8.80
1645 - 1700	0	0	12	0	2	0	0	0	14	14.00
Hourly Total	6	0	37	0	6	0	0	0	49	44.20
Hourly Average	1.50	0.00	9.25	0.00	1.50	0.00	0.00	0.00	12.25	11.05
1700 - 1715	3	0	12	0	1	0	0	0	16	13.60
1715 - 1730	1	0	9	0	1	0	0	0	11	10.20
1730 - 1745	0	0	13	0	2	0	0	0	15	15.00
1745 - 1800	1	1	12	0	1	0	0	0	15	13.60
Hourly Total	5	1	46	0	5	0	0	0	57	52.40
Hourly Average	1.25	0.25	11.50	0.00	1.25	0.00	0.00	0.00	14.25	13.10
1800 - 1815	1	0	9	0	3	0	0	0	13	12.20
1815 - 1830	1	0	5	0	1	0	0	0	7	6.20
1830 - 1845	1	0	4	0	1	0	0	0	6	5.20
1845 - 1900	1	0	7	0	2	0	0	0	10	9.20
Hourly Total	4	0	25	0	7	0	0	0	36	32.80
Hourly Average	1.00	0.00	6.25	0.00	1.75	0.00	0.00	0.00	9.00	8.20
Session Total	15	1	108	0	18	0	0	0	142	129.40
Session Average	1.25	0.08	9.00	0.00	1.50	0.00	0.00	0.00	11.83	10.78

Havant, Hampshire
Classified Junction Count

Site 3 of 10
Staunton Road
West Street (East)
Brockhampton Road
West Street (West)

Lat/Long
lat 50.853328° lon -0.992698°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 3.12: Right from West Street (West) to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	10	0	3	0	0	0	15	13.60
0715 - 0730	3	0	8	0	2	0	0	0	13	10.60
0730 - 0745	1	0	5	0	4	0	0	0	10	9.20
0745 - 0800	1	1	13	0	5	0	0	0	20	18.60
Hourly Total	6	2	36	0	14	0	0	0	58	52.00
Hourly Average	1.50	0.50	9.00	0.00	3.50	0.00	0.00	0.00	14.50	13.00
0800 - 0815	0	0	8	1	8	1	0	0	18	18.50
0815 - 0830	4	0	5	0	5	1	0	0	15	12.30
0830 - 0845	1	1	13	0	4	0	0	0	19	17.60
0845 - 0900	0	1	19	0	1	2	0	0	23	23.40
Hourly Total	5	2	45	1	18	4	0	0	75	71.80
Hourly Average	1.25	0.50	11.25	0.25	4.50	1.00	0.00	0.00	18.75	17.95
0900 - 0915	0	0	12	0	3	0	1	0	16	17.30
0915 - 0930	0	0	11	0	2	0	0	0	13	13.00
0930 - 0945	0	0	14	0	4	0	0	0	18	18.00
0945 - 1000	0	0	20	0	6	0	0	0	26	26.00
Hourly Total	0	0	57	0	15	0	1	0	73	74.30
Hourly Average	0.00	0.00	14.25	0.00	3.75	0.00	0.25	0.00	18.25	18.58
Session Total	11	4	138	1	47	4	1	0	206	198.10
Session Average	0.92	0.33	11.50	0.08	3.92	0.33	0.08	0.00	17.17	16.51

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 3.12: Right from West Street (West) to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	20	0	8	0	0	0	28	28.00
1615 - 1630	0	0	7	0	1	0	0	0	8	8.00
1630 - 1645	0	2	11	0	1	0	0	0	14	12.80
1645 - 1700	1	1	8	1	4	0	0	0	15	13.60
Hourly Total	1	3	46	1	14	0	0	0	65	62.40
Hourly Average	0.25	0.75	11.50	0.25	3.50	0.00	0.00	0.00	16.25	15.60
1700 - 1715	1	0	14	1	3	0	0	0	19	18.20
1715 - 1730	0	0	12	0	1	0	0	0	13	13.00
1730 - 1745	1	0	13	0	1	0	0	0	15	14.20
1745 - 1800	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	2	0	47	1	6	0	0	0	56	54.40
Hourly Average	0.50	0.00	11.75	0.25	1.50	0.00	0.00	0.00	14.00	13.60
1800 - 1815	0	1	11	0	0	0	0	0	12	11.40
1815 - 1830	0	0	16	0	1	0	0	0	17	17.00
1830 - 1845	1	1	11	0	1	0	0	0	14	12.60
1845 - 1900	2	0	7	0	0	0	0	0	9	7.40
Hourly Total	3	2	45	0	2	0	0	0	52	48.40
Hourly Average	0.75	0.50	11.25	0.00	0.50	0.00	0.00	0.00	13.00	12.10
Session Total	6	5	138	2	22	0	0	0	173	165.20
Session Average	0.50	0.42	11.50	0.17	1.83	0.00	0.00	0.00	14.42	13.77

Havant, Hampshire
Classified Junction Count

Site 4 of 10
B2149 Park Road South (North)
B2149 Park Road South (South)
West Street

Lat/Long
lat 50.851770° lon -0.984746°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.1: Southbound from B2149 Park Road South (North) to B2149 Park Road South (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	1	94	1	37	1	0	3	140	140.50
0715 - 0730	0	2	99	0	33	4	2	4	144	151.40
0730 - 0745	3	0	145	1	34	1	0	1	185	184.10
0745 - 0800	0	2	149	1	46	3	2	2	205	209.90
Hourly Total	6	5	487	3	150	9	4	10	674	685.90
Hourly Average	1.50	1.25	121.75	0.75	37.50	2.25	1.00	2.50	168.50	171.48
0800 - 0815	2	0	131	1	38	1	1	3	177	180.20
0815 - 0830	0	2	161	1	27	1	0	2	194	195.30
0830 - 0845	3	3	170	1	30	3	1	4	215	217.60
0845 - 0900	1	0	195	1	30	5	0	4	236	241.70
Hourly Total	6	5	657	4	125	10	2	13	822	834.80
Hourly Average	1.50	1.25	164.25	1.00	31.25	2.50	0.50	3.25	205.50	208.70
0900 - 0915	4	1	194	3	30	1	4	3	240	244.90
0915 - 0930	0	0	134	2	24	3	4	5	172	183.70
0930 - 0945	0	2	151	1	24	4	2	2	186	191.40
0945 - 1000	4	2	163	3	29	2	2	4	209	212.20
Hourly Total	8	5	642	9	107	10	12	14	807	832.20
Hourly Average	2.00	1.25	160.50	2.25	26.75	2.50	3.00	3.50	201.75	208.05
Session Total	20	15	1786	16	382	29	18	37	2303	2352.90
Session Average	1.67	1.25	148.83	1.33	31.83	2.42	1.50	3.08	191.92	196.08

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 4.1: Southbound from B2149 Park Road South (North) to B2149 Park Road South (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	3	2	178	1	22	2	2	3	213	216.00
1615 - 1630	3	2	160	0	31	5	3	4	208	214.80
1630 - 1645	6	3	206	3	21	4	2	0	245	243.00
1645 - 1700	3	4	197	1	27	1	0	5	238	238.70
Hourly Total	15	11	741	5	101	12	7	12	904	912.50
Hourly Average	3.75	2.75	185.25	1.25	25.25	3.00	1.75	3.00	226.00	228.13
1700 - 1715	4	2	189	1	24	2	0	2	224	222.60
1715 - 1730	1	2	182	0	22	0	0	3	210	211.00
1730 - 1745	1	2	167	1	22	1	0	1	195	194.50
1745 - 1800	1	3	160	0	18	0	0	2	184	183.40
Hourly Total	7	9	698	2	86	3	0	8	813	811.50
Hourly Average	1.75	2.25	174.50	0.50	21.50	0.75	0.00	2.00	203.25	202.88
1800 - 1815	0	1	182	0	22	0	3	5	213	221.30
1815 - 1830	1	0	136	1	14	0	0	2	154	155.20
1830 - 1845	1	1	130	1	18	1	0	2	154	155.10
1845 - 1900	0	4	142	0	16	2	0	2	166	166.60
Hourly Total	2	6	590	2	70	3	3	11	687	698.20
Hourly Average	0.50	1.50	147.50	0.50	17.50	0.75	0.75	2.75	171.75	174.55
Session Total	24	26	2029	9	257	18	10	31	2404	2422.20
Session Average	2.00	2.17	169.08	0.75	21.42	1.50	0.83	2.58	200.33	201.85

Havant, Hampshire
Classified Junction Count

Site 4 of 10
B2149 Park Road South (North)
B2149 Park Road South (South)
West Street

Lat/Long
lat 50.851770° lon -0.984746°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.2: Right from B2149 Park Road South (North) to West Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	0	0	0	0	0	0	1	0.20
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	2	0	0	0	1	0	0	0	3	1.40
0745 - 0800	3	0	0	0	0	0	0	0	3	0.60
Hourly Total	6	0	0	0	1	0	0	0	7	2.20
Hourly Average	1.50	0.00	0.00	0.00	0.25	0.00	0.00	0.00	1.75	0.55
0800 - 0815	2	0	0	0	0	0	0	0	2	0.40
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	2	0	1	0	0	0	0	0	3	1.40
Hourly Average	0.50	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.75	0.35
0900 - 0915	1	0	1	0	0	0	0	0	2	1.20
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
Session Total	9	0	2	0	1	0	0	0	12	4.80
Session Average	0.75	0.00	0.17	0.00	0.08	0.00	0.00	0.00	1.00	0.40

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 4.2: Right from B2149 Park Road South (North) to West Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	1	0	0	0	0	0	2	1.20
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	1	0	0	0	0	0	0	1	0.40
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	0	0	0	0	0	0	1	0.40
Hourly Average	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.10
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	1	1	2	0	0	0	0	0	4	2.60
Session Average	0.08	0.08	0.17	0.00	0.00	0.00	0.00	0.00	0.33	0.22

Havant, Hampshire
Classified Junction Count

Site 4 of 10
B2149 Park Road South (North)
B2149 Park Road South (South)
West Street

Lat/Long
lat 50.851770° lon -0.984746°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.3: Left from B2149 Park Road South (South) to West Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	1	0	4	0	0	0	0	0	5	4.20
0730 - 0745	2	0	13	0	1	0	0	0	16	14.40
0745 - 0800	3	0	7	0	2	1	0	0	13	11.10
Hourly Total	**6**	**0**	**25**	**0**	**3**	**1**	**0**	**0**	35	**30.70**
Hourly Average	**1.50**	**0.00**	**6.25**	**0.00**	**0.75**	**0.25**	**0.00**	**0.00**	**8.75**	**7.68**
0800 - 0815	3	0	5	0	3	0	0	0	11	8.60
0815 - 0830	2	0	8	0	4	0	0	0	14	12.40
0830 - 0845	0	0	8	2	3	0	0	0	13	13.00
0845 - 0900	2	0	5	1	2	0	0	0	10	8.40
Hourly Total	**7**	**0**	**26**	**3**	**12**	**0**	**0**	**0**	48	**42.40**
Hourly Average	**1.75**	**0.00**	**6.50**	**0.75**	**3.00**	**0.00**	**0.00**	**0.00**	**12.00**	**10.60**
0900 - 0915	0	0	7	0	1	0	0	0	8	8.00
0915 - 0930	1	0	7	0	1	2	0	0	11	11.20
0930 - 0945	0	0	5	0	3	0	0	0	8	8.00
0945 - 1000	0	0	5	1	2	0	0	0	8	8.00
Hourly Total	**1**	**0**	**24**	**1**	**7**	**2**	**0**	**0**	35	**35.20**
Hourly Average	**0.25**	**0.00**	**6.00**	**0.25**	**1.75**	**0.50**	**0.00**	**0.00**	**8.75**	**8.80**

Session Total	**14**	**0**	**75**	**4**	**22**	**3**	**0**	**0**	118	108.30
Session Average	**1.17**	**0.00**	**6.25**	**0.33**	**1.83**	**0.25**	**0.00**	**0.00**	**9.83**	**9.03**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 4.3: Left from B2149 Park Road South (South) to West Street								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	2	3	0	1	0	0	0	7	5.00
1615 - 1630	1	2	7	0	1	0	0	0	11	9.00
1630 - 1645	0	1	7	1	0	0	0	0	9	8.40
1645 - 1700	1	0	8	0	1	0	0	0	10	9.20
Hourly Total	**3**	**5**	**25**	**1**	**3**	**0**	**0**	**0**	37	**31.60**
Hourly Average	**0.75**	**1.25**	**6.25**	**0.25**	**0.75**	**0.00**	**0.00**	**0.00**	**9.25**	**7.90**
1700 - 1715	2	0	6	0	2	0	0	0	10	8.40
1715 - 1730	3	0	5	0	2	0	0	0	10	7.60
1730 - 1745	2	2	4	0	1	0	0	0	9	6.20
1745 - 1800	1	0	13	0	1	0	0	0	15	14.20
Hourly Total	**8**	**2**	**28**	**0**	**6**	**0**	**0**	**0**	44	**36.40**
Hourly Average	**2.00**	**0.50**	**7.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**11.00**	**9.10**
1800 - 1815	1	0	8	0	2	0	0	0	11	10.20
1815 - 1830	0	0	4	0	2	0	0	0	6	6.00
1830 - 1845	1	0	5	0	0	0	0	0	6	5.20
1845 - 1900	0	1	11	0	1	0	0	0	13	12.40
Hourly Total	**2**	**1**	**28**	**0**	**5**	**0**	**0**	**0**	36	**33.80**
Hourly Average	**0.50**	**0.25**	**7.00**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**9.00**	**8.45**

Session Total	**13**	**8**	**81**	**1**	**14**	**0**	**0**	**0**	117	101.80
Session Average	**1.08**	**0.67**	**6.75**	**0.08**	**1.17**	**0.00**	**0.00**	**0.00**	**9.75**	**8.48**

Havant, Hampshire
Classified Junction Count

Site 4 of 10
B2149 Park Road South (North)
B2149 Park Road South (South)
West Street

Lat/Long
lat 50.851770° lon -0.984746°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.4: Northbound from B2149 Park Road South (South) to B2149 Park Road South (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	3	84	1	20	3	2	4	119	123.70
0715 - 0730	1	3	125	0	29	1	3	4	166	171.80
0730 - 0745	2	2	89	2	30	1	1	1	128	128.00
0745 - 0800	0	2	138	2	38	1	2	6	189	196.90
Hourly Total	**5**	**10**	**436**	**5**	**117**	**6**	**8**	**15**	602	620.40
Hourly Average	**1.25**	**2.50**	**109.00**	**1.25**	**29.25**	**1.50**	**2.00**	**3.75**	**150.50**	**155.10**
0800 - 0815	0	2	136	1	40	5	2	3	189	195.90
0815 - 0830	1	2	155	3	33	0	0	3	197	198.00
0830 - 0845	2	3	157	0	36	2	1	3	204	205.90
0845 - 0900	1	2	188	1	20	3	3	4	222	229.40
Hourly Total	**4**	**9**	**636**	**5**	**129**	**10**	**6**	**13**	812	829.20
Hourly Average	**1.00**	**2.25**	**159.00**	**1.25**	**32.25**	**2.50**	**1.50**	**3.25**	**203.00**	**207.30**
0900 - 0915	1	0	118	2	21	3	0	2	147	149.70
0915 - 0930	3	3	138	2	40	1	3	1	191	192.20
0930 - 0945	0	0	142	2	21	2	3	1	171	176.90
0945 - 1000	1	1	163	3	20	4	1	7	200	208.90
Hourly Total	**5**	**4**	**561**	**9**	**102**	**10**	**7**	**11**	709	727.70
Hourly Average	**1.25**	**1.00**	**140.25**	**2.25**	**25.50**	**2.50**	**1.75**	**2.75**	**177.25**	**181.93**

Session Total	**14**	**23**	**1633**	**19**	**348**	**26**	**21**	**39**	2123	2177.30
Session Average	**1.17**	**1.92**	**136.08**	**1.58**	**29.00**	**2.17**	**1.75**	**3.25**	**176.92**	**181.44**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 4.4: Northbound from B2149 Park Road South (South) to B2149 Park Road South (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	2	158	0	34	5	0	3	203	206.50
1615 - 1630	4	3	183	3	36	0	1	0	230	226.30
1630 - 1645	1	0	167	2	33	0	1	5	209	214.50
1645 - 1700	2	2	176	2	31	0	1	3	217	218.50
Hourly Total	**8**	**7**	**684**	**7**	**134**	**5**	**3**	**11**	859	865.80
Hourly Average	**2.00**	**1.75**	**171.00**	**1.75**	**33.50**	**1.25**	**0.75**	**2.75**	**214.75**	**216.45**
1700 - 1715	1	1	180	1	22	1	0	0	206	205.10
1715 - 1730	0	3	179	0	27	0	0	2	211	211.20
1730 - 1745	1	3	169	1	17	0	0	1	192	190.40
1745 - 1800	0	2	165	1	15	0	0	3	186	187.80
Hourly Total	**2**	**9**	**693**	**3**	**81**	**1**	**0**	**6**	795	794.50
Hourly Average	**0.50**	**2.25**	**173.25**	**0.75**	**20.25**	**0.25**	**0.00**	**1.50**	**198.75**	**198.63**
1800 - 1815	1	1	179	1	22	1	0	1	206	206.10
1815 - 1830	1	1	161	0	12	2	0	3	180	182.60
1830 - 1845	0	2	143	0	13	0	1	1	160	161.10
1845 - 1900	0	3	151	1	16	1	0	2	174	174.70
Hourly Total	**2**	**7**	**634**	**2**	**63**	**4**	**1**	**7**	720	724.50
Hourly Average	**0.50**	**1.75**	**158.50**	**0.50**	**15.75**	**1.00**	**0.25**	**1.75**	**180.00**	**181.13**

Session Total	**12**	**23**	**2011**	**12**	**278**	**10**	**4**	**24**	2374	2384.80
Session Average	**1.00**	**1.92**	**167.58**	**1.00**	**23.17**	**0.83**	**0.33**	**2.00**	**197.83**	**198.73**

Havant, Hampshire
Classified Junction Count

Site 4 of 10
B2149 Park Road South (North)
B2149 Park Road South (South)
West Street

Lat/Long
lat 50.851770° lon -0.984746°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.5: Left from West Street to B2149 Park Road South (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	3	0	0	0	5	5.00
0715 - 0730	1	0	6	0	2	0	0	0	9	8.20
0730 - 0745	1	0	2	0	3	0	0	0	6	5.20
0745 - 0800	0	0	5	0	4	0	0	0	9	9.00
Hourly Total	2	0	15	0	12	0	0	0	29	27.40
Hourly Average	0.50	0.00	3.75	0.00	3.00	0.00	0.00	0.00	7.25	6.85
0800 - 0815	0	0	10	1	2	0	0	0	13	13.00
0815 - 0830	0	0	6	1	1	0	0	0	8	8.00
0830 - 0845	0	0	18	0	4	0	0	0	22	22.00
0845 - 0900	0	0	13	2	2	0	0	0	17	17.00
Hourly Total	0	0	47	4	9	0	0	0	60	60.00
Hourly Average	0.00	0.00	11.75	1.00	2.25	0.00	0.00	0.00	15.00	15.00
0900 - 0915	0	0	13	0	1	0	0	0	14	14.00
0915 - 0930	0	0	20	1	3	0	0	0	24	24.00
0930 - 0945	4	0	11	0	2	0	0	0	17	13.80
0945 - 1000	1	0	19	0	3	0	0	0	23	22.20
Hourly Total	5	0	63	1	9	0	0	0	78	74.00
Hourly Average	1.25	0.00	15.75	0.25	2.25	0.00	0.00	0.00	19.50	18.50
Session Total	7	0	125	5	30	0	0	0	167	161.40
Session Average	0.58	0.00	10.42	0.42	2.50	0.00	0.00	0.00	13.92	13.45

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 4.5: Left from West Street to B2149 Park Road South (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	34	0	3	0	0	0	39	37.60
1615 - 1630	1	0	20	0	3	0	0	0	24	23.20
1630 - 1645	1	0	27	0	4	0	0	0	32	31.20
1645 - 1700	0	0	20	0	6	0	0	0	26	26.00
Hourly Total	3	1	101	0	16	0	0	0	121	118.00
Hourly Average	0.75	0.25	25.25	0.00	4.00	0.00	0.00	0.00	30.25	29.50
1700 - 1715	0	0	30	0	2	0	0	0	32	32.00
1715 - 1730	2	0	32	0	2	0	0	0	36	34.40
1730 - 1745	1	0	18	0	4	0	0	0	23	22.20
1745 - 1800	1	1	26	0	3	0	0	0	31	29.60
Hourly Total	4	1	106	0	11	0	0	0	122	118.20
Hourly Average	1.00	0.25	26.50	0.00	2.75	0.00	0.00	0.00	30.50	29.55
1800 - 1815	0	0	14	1	3	0	0	0	18	18.00
1815 - 1830	1	0	16	0	3	0	0	0	20	19.20
1830 - 1845	0	0	17	0	3	0	0	0	20	20.00
1845 - 1900	1	0	18	0	3	0	0	0	22	21.20
Hourly Total	2	0	65	1	12	0	0	0	80	78.40
Hourly Average	0.50	0.00	16.25	0.25	3.00	0.00	0.00	0.00	20.00	19.60
Session Total	9	2	272	1	39	0	0	0	323	314.60
Session Average	0.75	0.17	22.67	0.08	3.25	0.00	0.00	0.00	26.92	26.22

Havant, Hampshire
Classified Junction Count

Site 4 of 10
B2149 Park Road South (North)
B2149 Park Road South (South)
West Street

Lat/Long
lat 50.851770° lon -0.984746°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 4.6: Right from West Street to B2149 Park Road South (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	0	0	0	0	0	0	1	0.20
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	1	0	0	0	0	0	0	0	1	0.20
0745 - 0800	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	3	0	0	0	0	0	0	0	3	0.60
Hourly Average	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.15
0800 - 0815	1	0	0	0	0	0	0	0	1	0.20
0815 - 0830	1	0	0	0	0	0	0	0	1	0.20
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	3	0	0	0	0	0	0	0	3	0.60
Hourly Average	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.15
0900 - 0915	1	0	0	0	0	0	0	0	1	0.20
0915 - 0930	1	0	0	0	0	0	0	0	1	0.20
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	2	0	0	0	0	0	0	0	2	0.40
Hourly Average	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.10
Session Total	8	0	0	0	0	0	0	0	8	1.60
Session Average	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.13

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 4.6: Right from West Street to B2149 Park Road South (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	1	0	0	0	0	0	0	0	1	0.20
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	0	0	0	0	0	0	1	0.20
Hourly Average	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.05
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	1	0	0	0	0	0	0	0	1	0.20
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	2	0	1	0	0	0	0	0	3	1.40
Session Average	0.17	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.25	0.12

Havant, Hampshire
Classified Junction Count

Site 5 of 10
B2149 Park Road South (South)
Solent Road
B2149 Park Road South (North)

Lat/Long
lat 50.850038° lon -0.984476°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.1: Left from B2149 Park Road South (South) to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	55	1	11	0	0	0	68	67.40
0715 - 0730	0	1	52	2	14	0	0	0	69	68.40
0730 - 0745	0	0	61	0	18	0	2	0	81	83.60
0745 - 0800	1	0	63	0	23	1	2	0	90	92.30
Hourly Total	**1**	**2**	**231**	**3**	**66**	**1**	**4**	**0**	308	311.70
Hourly Average	**0.25**	**0.50**	**57.75**	**0.75**	**16.50**	**0.25**	**1.00**	**0.00**	77.00	77.93
0800 - 0815	0	0	74	0	16	1	1	0	92	93.80
0815 - 0830	0	0	77	0	15	1	0	0	93	93.50
0830 - 0845	0	0	88	0	17	0	0	0	105	105.00
0845 - 0900	0	0	105	0	16	0	0	0	121	121.00
Hourly Total	**0**	**0**	**344**	**0**	**64**	**2**	**1**	**0**	411	413.30
Hourly Average	**0.00**	**0.00**	**86.00**	**0.00**	**16.00**	**0.50**	**0.25**	**0.00**	102.75	103.33
0900 - 0915	0	0	123	0	22	1	1	0	147	148.80
0915 - 0930	0	0	114	0	17	0	2	0	133	135.60
0930 - 0945	0	0	107	1	13	0	2	0	123	125.60
0945 - 1000	0	0	133	0	14	3	0	0	150	151.50
Hourly Total	**0**	**0**	**477**	**1**	**66**	**4**	**5**	**0**	553	561.50
Hourly Average	**0.00**	**0.00**	**119.25**	**0.25**	**16.50**	**1.00**	**1.25**	**0.00**	138.25	140.38

Session Total	**1**	**2**	**1052**	**4**	**196**	**7**	**10**	**0**	1272	1286.50
Session Average	**0.08**	**0.17**	**87.67**	**0.33**	**16.33**	**0.58**	**0.83**	**0.00**	106.00	107.21

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 5.1: Left from B2149 Park Road South (South) to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	69	0	13	0	2	0	84	86.60
1615 - 1630	0	0	87	0	16	0	1	0	104	105.30
1630 - 1645	0	0	81	0	15	0	2	0	98	100.60
1645 - 1700	0	0	84	0	11	0	1	0	96	97.30
Hourly Total	**0**	**0**	**321**	**0**	**55**	**0**	**6**	**0**	382	389.80
Hourly Average	**0.00**	**0.00**	**80.25**	**0.00**	**13.75**	**0.00**	**1.50**	**0.00**	95.50	97.45
1700 - 1715	0	1	65	0	14	0	0	0	80	79.40
1715 - 1730	0	0	80	0	12	0	0	0	92	92.00
1730 - 1745	2	0	84	0	12	0	0	0	98	96.40
1745 - 1800	1	1	65	1	10	1	1	0	80	80.40
Hourly Total	**3**	**2**	**294**	**1**	**48**	**1**	**1**	**0**	350	348.20
Hourly Average	**0.75**	**0.50**	**73.50**	**0.25**	**12.00**	**0.25**	**0.25**	**0.00**	87.50	87.05
1800 - 1815	0	1	74	1	12	0	0	0	88	87.40
1815 - 1830	0	0	78	1	5	0	0	0	84	84.00
1830 - 1845	0	0	56	0	5	1	1	0	63	64.80
1845 - 1900	0	0	58	0	4	0	0	0	62	62.00
Hourly Total	**0**	**1**	**266**	**2**	**26**	**1**	**1**	**0**	297	298.20
Hourly Average	**0.00**	**0.25**	**66.50**	**0.50**	**6.50**	**0.25**	**0.25**	**0.00**	74.25	74.55

Session Total	**3**	**3**	**881**	**3**	**129**	**2**	**8**	**0**	1029	1036.20
Session Average	**0.25**	**0.25**	**73.42**	**0.25**	**10.75**	**0.17**	**0.67**	**0.00**	85.75	86.35

Havant, Hampshire
Classified Junction Count

Site 5 of 10
B2149 Park Road South (South)
Solent Road
B2149 Park Road South (North)

Lat/Long
lat 50.850038° lon -0.984476°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.2: Northbound from B2149 Park Road South (South) to B2149 Park Road South (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	3	68	0	17	2	2	4	96	101.80
0715 - 0730	2	1	115	1	24	0	3	4	150	155.70
0730 - 0745	2	0	100	1	28	1	1	1	134	135.20
0745 - 0800	1	2	134	3	35	2	1	6	184	190.30
Hourly Total	**5**	**6**	**417**	**5**	**104**	**5**	**7**	**15**	**564**	**583.00**
Hourly Average	**1.25**	**1.50**	**104.25**	**1.25**	**26.00**	**1.25**	**1.75**	**3.75**	**141.00**	**145.75**
0800 - 0815	1	1	134	2	31	3	1	3	176	180.40
0815 - 0830	1	3	150	2	30	0	0	3	189	189.40
0830 - 0845	0	2	144	2	32	2	1	3	186	190.10
0845 - 0900	1	2	163	2	16	3	3	4	194	201.40
Hourly Total	**3**	**8**	**591**	**8**	**109**	**8**	**5**	**13**	**745**	**761.30**
Hourly Average	**0.75**	**2.00**	**147.75**	**2.00**	**27.25**	**2.00**	**1.25**	**3.25**	**186.25**	**190.33**
0900 - 0915	1	0	94	2	15	2	0	2	116	118.20
0915 - 0930	1	3	122	2	31	3	3	1	166	169.80
0930 - 0945	0	0	99	2	19	2	2	1	125	129.60
0945 - 1000	3	0	121	3	12	3	1	7	150	157.40
Hourly Total	**5**	**3**	**436**	**9**	**77**	**10**	**6**	**11**	**557**	**575.00**
Hourly Average	**1.25**	**0.75**	**109.00**	**2.25**	**19.25**	**2.50**	**1.50**	**2.75**	**139.25**	**143.75**

Session Total	**13**	**17**	**1444**	**22**	**290**	**23**	**18**	**39**	**1866**	**1919.30**
Session Average	**1.08**	**1.42**	**120.33**	**1.83**	**24.17**	**1.92**	**1.50**	**3.25**	**155.50**	**159.94**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 5.2: Northbound from B2149 Park Road South (South) to B2149 Park Road South (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	3	107	0	30	4	0	3	148	150.40
1615 - 1630	2	4	125	3	31	0	1	0	166	163.30
1630 - 1645	0	0	122	3	22	0	2	6	155	163.60
1645 - 1700	0	2	119	1	25	0	0	2	149	149.80
Hourly Total	**3**	**9**	**473**	**7**	**108**	**4**	**3**	**11**	**618**	**627.10**
Hourly Average	**0.75**	**2.25**	**118.25**	**1.75**	**27.00**	**1.00**	**0.75**	**2.75**	**154.50**	**156.78**
1700 - 1715	0	1	127	1	20	1	0	1	151	151.90
1715 - 1730	1	0	124	1	21	0	0	1	148	148.20
1730 - 1745	1	4	134	1	14	0	0	1	155	152.80
1745 - 1800	0	2	132	0	13	0	0	3	150	151.80
Hourly Total	**2**	**7**	**517**	**3**	**68**	**1**	**0**	**6**	**604**	**604.70**
Hourly Average	**0.50**	**1.75**	**129.25**	**0.75**	**17.00**	**0.25**	**0.00**	**1.50**	**151.00**	**151.18**
1800 - 1815	1	1	109	0	15	1	0	1	128	128.10
1815 - 1830	1	0	92	0	9	3	0	3	108	111.70
1830 - 1845	0	0	103	0	10	0	1	1	115	117.30
1845 - 1900	0	2	115	1	14	0	0	2	134	134.80
Hourly Total	**2**	**3**	**419**	**1**	**48**	**4**	**1**	**7**	**485**	**491.90**
Hourly Average	**0.50**	**0.75**	**104.75**	**0.25**	**12.00**	**1.00**	**0.25**	**1.75**	**121.25**	**122.98**

Session Total	**7**	**19**	**1409**	**11**	**224**	**9**	**4**	**24**	**1707**	**1723.70**
Session Average	**0.58**	**1.58**	**117.42**	**0.92**	**18.67**	**0.75**	**0.33**	**2.00**	**142.25**	**143.64**

Havant, Hampshire
Classified Junction Count

Site 5 of 10
B2149 Park Road South (South)
Solent Road
B2149 Park Road South (North)

Lat/Long
lat 50.850038° lon -0.984476°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.3: Left from Solent Road to B2149 Park Road South (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	17	0	3	1	0	0	22	21.70
0715 - 0730	0	2	15	0	6	1	0	0	24	23.30
0730 - 0745	1	2	9	0	5	0	0	0	17	15.00
0745 - 0800	2	0	16	0	3	0	1	0	22	21.70
Hourly Total	4	4	57	0	17	2	1	0	85	81.70
Hourly Average	1.00	1.00	14.25	0.00	4.25	0.50	0.25	0.00	21.25	20.43
0800 - 0815	0	1	16	0	12	2	1	0	32	33.70
0815 - 0830	2	0	18	0	7	0	0	0	27	25.40
0830 - 0845	2	0	31	0	10	0	0	0	43	41.40
0845 - 0900	0	0	36	0	6	0	0	0	42	42.00
Hourly Total	4	1	101	0	35	2	1	0	144	142.50
Hourly Average	1.00	0.25	25.25	0.00	8.75	0.50	0.25	0.00	36.00	35.63
0900 - 0915	1	0	37	0	7	1	0	0	46	45.70
0915 - 0930	0	0	33	0	11	0	0	0	44	44.00
0930 - 0945	1	0	54	0	7	0	1	0	63	63.50
0945 - 1000	0	1	52	1	10	1	0	0	65	64.90
Hourly Total	2	1	176	1	35	2	1	0	218	218.10
Hourly Average	0.50	0.25	44.00	0.25	8.75	0.50	0.25	0.00	54.50	54.53
Session Total	10	6	334	1	87	6	3	0	447	442.30
Session Average	0.83	0.50	27.83	0.08	7.25	0.50	0.25	0.00	37.25	36.86

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 5.3: Left from Solent Road to B2149 Park Road South (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	50	0	7	1	0	0	59	58.90
1615 - 1630	1	1	66	0	8	0	0	0	76	74.60
1630 - 1645	2	1	45	0	5	0	0	0	53	50.80
1645 - 1700	2	0	56	1	7	0	0	0	66	64.40
Hourly Total	5	3	217	1	27	1	0	0	254	248.70
Hourly Average	1.25	0.75	54.25	0.25	6.75	0.25	0.00	0.00	63.50	62.18
1700 - 1715	2	2	65	0	6	0	0	0	75	72.20
1715 - 1730	1	1	43	0	6	0	0	0	51	49.60
1730 - 1745	2	1	45	0	2	0	0	0	50	47.80
1745 - 1800	0	0	61	0	6	0	0	0	67	67.00
Hourly Total	5	4	214	0	20	0	0	0	243	236.60
Hourly Average	1.25	1.00	53.50	0.00	5.00	0.00	0.00	0.00	60.75	59.15
1800 - 1815	0	0	61	0	6	0	0	0	67	67.00
1815 - 1830	0	1	56	1	3	0	0	0	61	60.40
1830 - 1845	0	2	51	0	5	0	0	0	58	56.80
1845 - 1900	1	2	46	0	3	0	0	0	52	50.00
Hourly Total	1	5	214	1	17	0	0	0	238	234.20
Hourly Average	0.25	1.25	53.50	0.25	4.25	0.00	0.00	0.00	59.50	58.55
Session Total	11	12	645	2	64	1	0	0	735	719.50
Session Average	0.92	1.00	53.75	0.17	5.33	0.08	0.00	0.00	61.25	59.96

Havant, Hampshire
Classified Junction Count

Site 5 of 10
B2149 Park Road South (South)
Solent Road
B2149 Park Road South (North)

Lat/Long
lat 50.850038° lon -0.984476°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.4: Right from Solent Road to B2149 Park Road South (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	9	0	0	0	22	22.00
0715 - 0730	0	0	18	2	4	0	0	0	24	24.00
0730 - 0745	1	0	9	0	11	0	2	0	23	24.80
0745 - 0800	0	0	16	0	11	1	1	0	29	30.80
Hourly Total	1	0	56	2	35	1	3	0	98	101.60
Hourly Average	0.25	0.00	14.00	0.50	8.75	0.25	0.75	0.00	24.50	25.40
0800 - 0815	0	0	27	0	16	1	1	0	45	46.80
0815 - 0830	0	0	26	0	11	1	1	0	39	40.80
0830 - 0845	0	0	26	0	12	1	0	0	39	39.50
0845 - 0900	1	0	34	1	9	1	0	0	46	45.70
Hourly Total	1	0	113	1	48	4	2	0	169	172.80
Hourly Average	0.25	0.00	28.25	0.25	12.00	1.00	0.50	0.00	42.25	43.20
0900 - 0915	0	0	41	0	17	1	0	0	59	59.50
0915 - 0930	0	1	63	0	5	2	0	0	71	71.40
0930 - 0945	0	0	64	0	10	1	1	0	76	77.80
0945 - 1000	1	0	54	2	10	1	0	0	68	67.70
Hourly Total	1	1	222	2	42	5	1	0	274	276.40
Hourly Average	0.25	0.25	55.50	0.50	10.50	1.25	0.25	0.00	68.50	69.10
Session Total	3	1	391	5	125	10	6	0	541	550.80
Session Average	0.25	0.08	32.58	0.42	10.42	0.83	0.50	0.00	45.08	45.90

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 5.4: Right from Solent Road to B2149 Park Road South (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	89	0	16	0	0	0	107	105.80
1615 - 1630	1	0	89	1	17	0	0	0	108	107.20
1630 - 1645	0	0	102	1	12	0	0	0	115	115.00
1645 - 1700	1	1	105	1	12	1	0	0	121	120.10
Hourly Total	2	3	385	3	57	1	0	0	451	448.10
Hourly Average	0.50	0.75	96.25	0.75	14.25	0.25	0.00	0.00	112.75	112.03
1700 - 1715	1	0	128	0	12	1	1	0	143	144.00
1715 - 1730	0	1	95	0	17	1	0	0	114	113.90
1730 - 1745	1	0	93	0	10	1	0	0	105	104.70
1745 - 1800	0	1	92	0	7	0	0	0	100	99.40
Hourly Total	2	2	408	0	46	3	1	0	462	462.00
Hourly Average	0.50	0.50	102.00	0.00	11.50	0.75	0.25	0.00	115.50	115.50
1800 - 1815	0	0	81	0	8	0	0	0	89	89.00
1815 - 1830	0	0	67	0	6	0	0	0	73	73.00
1830 - 1845	0	0	59	0	7	1	1	0	68	69.80
1845 - 1900	1	0	50	0	6	1	0	0	58	57.70
Hourly Total	1	0	257	0	27	2	1	0	288	289.50
Hourly Average	0.25	0.00	64.25	0.00	6.75	0.50	0.25	0.00	72.00	72.38
Session Total	5	5	1050	3	130	6	2	0	1201	1199.60
Session Average	0.42	0.42	87.50	0.25	10.83	0.50	0.17	0.00	100.08	99.97

Havant, Hampshire
Classified Junction Count

Site 5 of 10
B2149 Park Road South (South)
Solent Road
B2149 Park Road South (North)

Lat/Long
lat 50.850038° lon -0.984476°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.5: Southbound from B2149 Park Road South (North) to B2149 Park Road South (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	60	0	28	1	0	3	94	96.10
0715 - 0730	0	1	67	0	27	4	2	4	105	113.00
0730 - 0745	1	0	110	1	24	1	0	1	138	138.70
0745 - 0800	1	1	102	1	34	0	2	2	143	146.20
Hourly Total	3	3	339	2	113	6	4	10	480	494.00
Hourly Average	0.75	0.75	84.75	0.50	28.25	1.50	1.00	2.50	120.00	123.50
0800 - 0815	2	0	99	1	20	2	1	3	128	131.70
0815 - 0830	0	1	99	1	15	0	0	2	118	119.40
0830 - 0845	0	2	88	1	21	3	0	4	119	123.30
0845 - 0900	1	0	115	1	21	4	1	4	147	153.50
Hourly Total	3	3	401	4	77	9	2	13	512	527.90
Hourly Average	0.75	0.75	100.25	1.00	19.25	2.25	0.50	3.25	128.00	131.98
0900 - 0915	2	0	88	3	17	1	4	3	118	125.10
0915 - 0930	1	1	83	0	16	3	4	5	113	123.30
0930 - 0945	0	2	84	0	14	3	2	2	107	111.90
0945 - 1000	3	1	88	3	14	2	2	4	117	121.60
Hourly Total	6	4	343	6	61	9	12	14	455	481.90
Hourly Average	1.50	1.00	85.75	1.50	15.25	2.25	3.00	3.50	113.75	120.48
Session Total	12	10	1083	12	251	24	18	37	1447	1503.80
Session Average	1.00	0.83	90.25	1.00	20.92	2.00	1.50	3.08	120.58	125.32

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 5.5: Southbound from B2149 Park Road South (North) to B2149 Park Road South (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	3	1	143	1	17	1	2	3	171	174.10
1615 - 1630	1	2	102	0	24	5	2	4	140	147.10
1630 - 1645	3	1	138	3	19	2	2	0	168	168.60
1645 - 1700	3	1	144	1	24	2	0	5	180	183.00
Hourly Total	10	5	527	5	84	10	6	12	659	672.80
Hourly Average	2.50	1.25	131.75	1.25	21.00	2.50	1.50	3.00	164.75	168.20
1700 - 1715	1	1	135	1	17	0	0	2	157	157.60
1715 - 1730	0	1	135	0	16	0	0	3	155	157.40
1730 - 1745	0	2	133	0	16	0	0	1	152	151.80
1745 - 1800	0	3	122	1	13	0	0	2	141	141.20
Hourly Total	1	7	525	2	62	0	0	8	605	608.00
Hourly Average	0.25	1.75	131.25	0.50	15.50	0.00	0.00	2.00	151.25	152.00
1800 - 1815	0	1	111	0	12	0	3	5	132	140.30
1815 - 1830	1	0	79	1	11	0	0	2	94	95.20
1830 - 1845	0	1	98	1	9	1	0	2	112	113.90
1845 - 1900	0	3	111	0	12	1	0	2	129	129.70
Hourly Total	1	5	399	2	44	2	3	11	467	479.10
Hourly Average	0.25	1.25	99.75	0.50	11.00	0.50	0.75	2.75	116.75	119.78
Session Total	12	17	1451	9	190	12	9	31	1731	1759.90
Session Average	1.00	1.42	120.92	0.75	15.83	1.00	0.75	2.58	144.25	146.66

Havant, Hampshire
Classified Junction Count

Site 5 of 10
B2149 Park Road South (South)
Solent Road
B2149 Park Road South (North)

Lat/Long
lat 50.850038° lon -0.984476°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 5.6: Right from B2149 Park Road South (North) to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	34	1	6	0	0	0	43	41.40
0715 - 0730	0	1	40	0	9	0	0	0	50	49.40
0730 - 0745	2	0	29	0	9	0	0	0	40	38.40
0745 - 0800	0	0	46	0	13	1	0	0	60	60.50
Hourly Total	4	1	149	1	37	1	0	0	193	189.70
Hourly Average	1.00	0.25	37.25	0.25	9.25	0.25	0.00	0.00	48.25	47.43
0800 - 0815	0	0	39	0	17	1	0	0	57	57.50
0815 - 0830	2	2	58	0	12	1	0	0	75	72.70
0830 - 0845	2	1	66	0	8	0	0	0	77	74.80
0845 - 0900	0	0	82	0	10	0	0	0	92	92.00
Hourly Total	4	3	245	0	47	2	0	0	301	297.00
Hourly Average	1.00	0.75	61.25	0.00	11.75	0.50	0.00	0.00	75.25	74.25
0900 - 0915	1	0	98	0	12	0	0	0	111	110.20
0915 - 0930	1	0	57	1	8	1	0	0	68	67.70
0930 - 0945	0	0	65	1	10	1	0	0	77	77.50
0945 - 1000	0	1	69	1	15	0	0	0	86	85.40
Hourly Total	2	1	289	3	45	2	0	0	342	340.80
Hourly Average	0.50	0.25	72.25	0.75	11.25	0.50	0.00	0.00	85.50	85.20
Session Total	10	5	683	4	129	5	0	0	836	827.50
Session Average	0.83	0.42	56.92	0.33	10.75	0.42	0.00	0.00	69.67	68.96

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 5.6: Right from B2149 Park Road South (North) to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	1	46	0	6	1	0	0	56	54.30
1615 - 1630	3	0	55	0	7	0	1	0	66	64.90
1630 - 1645	4	2	62	0	2	1	0	0	71	67.10
1645 - 1700	4	3	75	0	4	0	0	0	86	81.00
Hourly Total	13	6	238	0	19	2	1	0	279	267.30
Hourly Average	3.25	1.50	59.50	0.00	4.75	0.50	0.25	0.00	69.75	66.83
1700 - 1715	1	1	46	0	7	2	0	0	57	56.60
1715 - 1730	1	1	51	0	7	0	0	0	60	58.60
1730 - 1745	1	0	45	0	6	1	0	0	53	52.70
1745 - 1800	2	0	40	0	5	0	0	0	47	45.40
Hourly Total	5	2	182	0	25	3	0	0	217	213.30
Hourly Average	1.25	0.50	45.50	0.00	6.25	0.75	0.00	0.00	54.25	53.33
1800 - 1815	2	0	57	0	9	0	0	0	68	66.40
1815 - 1830	0	0	47	0	3	0	0	0	50	50.00
1830 - 1845	0	0	43	0	9	0	0	0	52	52.00
1845 - 1900	1	1	34	0	4	1	0	0	41	40.10
Hourly Total	3	1	181	0	25	1	0	0	211	208.50
Hourly Average	0.75	0.25	45.25	0.00	6.25	0.25	0.00	0.00	52.75	52.13
Session Total	21	9	601	0	69	6	1	0	707	689.10
Session Average	1.75	0.75	50.08	0.00	5.75	0.50	0.08	0.00	58.92	57.43

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.1: Left from Brockhampton Road (North) to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	3	0	0	0	7	7.00
0715 - 0730	1	0	5	0	2	0	0	0	8	7.20
0730 - 0745	0	0	8	0	1	0	0	0	9	9.00
0745 - 0800	0	0	13	0	3	0	0	0	16	16.00
Hourly Total	**1**	**0**	**30**	**0**	**9**	**0**	**0**	**0**	40	39.20
Hourly Average	**0.25**	**0.00**	**7.50**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	10.00	9.80
0800 - 0815	1	0	17	1	3	1	0	0	23	22.70
0815 - 0830	1	0	7	0	8	0	1	0	17	17.50
0830 - 0845	0	0	12	0	6	0	0	0	18	18.00
0845 - 0900	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	**2**	**0**	**53**	**1**	**17**	**1**	**1**	**0**	75	75.20
Hourly Average	**0.50**	**0.00**	**13.25**	**0.25**	**4.25**	**0.25**	**0.25**	**0.00**	18.75	18.80
0900 - 0915	0	0	15	0	4	1	0	0	20	20.50
0915 - 0930	0	0	13	0	1	0	0	0	14	14.00
0930 - 0945	0	0	17	0	1	0	0	0	18	18.00
0945 - 1000	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	**0**	**0**	**66**	**0**	**8**	**1**	**0**	**0**	75	75.50
Hourly Average	**0.00**	**0.00**	**16.50**	**0.00**	**2.00**	**0.25**	**0.00**	**0.00**	18.75	18.88

Session Total	**3**	**0**	**149**	**1**	**34**	**2**	**1**	**0**	190	189.90
Session Average	**0.25**	**0.00**	**12.42**	**0.08**	**2.83**	**0.17**	**0.08**	**0.00**	15.83	15.83

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.1: Left from Brockhampton Road (North) to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	17	0	4	0	0	0	21	21.00
1615 - 1630	1	0	8	0	4	0	0	0	13	12.20
1630 - 1645	0	1	10	1	0	0	0	0	12	11.40
1645 - 1700	0	0	9	2	1	0	0	0	12	12.00
Hourly Total	**1**	**1**	**44**	**3**	**9**	**0**	**0**	**0**	58	56.60
Hourly Average	**0.25**	**0.25**	**11.00**	**0.75**	**2.25**	**0.00**	**0.00**	**0.00**	14.50	14.15
1700 - 1715	0	0	13	1	5	0	0	0	19	19.00
1715 - 1730	0	0	14	0	1	0	0	0	15	15.00
1730 - 1745	0	0	22	0	2	0	0	0	24	24.00
1745 - 1800	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	**0**	**0**	**62**	**1**	**10**	**0**	**0**	**0**	73	73.00
Hourly Average	**0.00**	**0.00**	**15.50**	**0.25**	**2.50**	**0.00**	**0.00**	**0.00**	18.25	18.25
1800 - 1815	0	0	14	0	1	0	0	0	15	15.00
1815 - 1830	0	1	16	0	2	0	0	0	19	18.40
1830 - 1845	0	0	11	0	2	0	0	0	13	13.00
1845 - 1900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	**0**	**1**	**47**	**0**	**6**	**0**	**0**	**0**	54	53.40
Hourly Average	**0.00**	**0.25**	**11.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	13.50	13.35

Session Total	**1**	**2**	**153**	**4**	**25**	**0**	**0**	**0**	185	183.00
Session Average	**0.08**	**0.17**	**12.75**	**0.33**	**2.08**	**0.00**	**0.00**	**0.00**	15.42	15.25

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.2: Westbound from Brockhampton Road (North) to Brockhampton Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	1	8	0	5	0	0	0	17	14.00
0715 - 0730	4	0	19	0	6	0	0	0	29	25.80
0730 - 0745	5	0	13	0	7	0	0	0	25	21.00
0745 - 0800	3	1	24	0	7	0	0	0	35	32.00
Hourly Total	15	2	64	0	25	0	0	0	106	92.80
Hourly Average	3.75	0.50	16.00	0.00	6.25	0.00	0.00	0.00	26.50	23.20
0800 - 0815	2	0	20	0	5	0	0	0	27	25.40
0815 - 0830	1	0	13	0	11	0	0	0	25	24.20
0830 - 0845	0	1	12	0	4	3	0	0	20	20.90
0845 - 0900	1	1	11	0	6	0	0	0	19	17.60
Hourly Total	4	2	56	0	26	3	0	0	91	88.10
Hourly Average	1.00	0.50	14.00	0.00	6.50	0.75	0.00	0.00	22.75	22.03
0900 - 0915	1	0	12	0	9	0	0	0	22	21.20
0915 - 0930	1	1	11	0	1	0	0	0	14	12.60
0930 - 0945	2	0	7	0	2	1	0	0	12	10.90
0945 - 1000	0	0	4	0	5	0	0	0	9	9.00
Hourly Total	4	1	34	0	17	1	0	0	57	53.70
Hourly Average	1.00	0.25	8.50	0.00	4.25	0.25	0.00	0.00	14.25	13.43

Session Total	23	5	154	0	68	4	0	0	254	234.60
Session Average	1.92	0.42	12.83	0.00	5.67	0.33	0.00	0.00	21.17	19.55

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.2: Westbound from Brockhampton Road (North) to Brockhampton Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	20	0	7	0	0	0	28	27.40
1615 - 1630	0	0	14	0	2	0	0	0	16	16.00
1630 - 1645	1	1	25	0	3	0	0	0	30	28.60
1645 - 1700	2	1	5	0	5	0	0	0	13	10.80
Hourly Total	3	3	64	0	17	0	0	0	87	82.80
Hourly Average	0.75	0.75	16.00	0.00	4.25	0.00	0.00	0.00	21.75	20.70
1700 - 1715	0	0	7	0	2	0	0	0	9	9.00
1715 - 1730	0	1	10	0	2	0	0	0	13	12.40
1730 - 1745	1	0	13	0	2	0	0	0	16	15.20
1745 - 1800	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	1	1	43	0	6	0	0	0	51	49.60
Hourly Average	0.25	0.25	10.75	0.00	1.50	0.00	0.00	0.00	12.75	12.40
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	1	9	0	2	0	0	0	12	11.40
1845 - 1900	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	1	33	0	2	0	0	0	36	35.40
Hourly Average	0.00	0.25	8.25	0.00	0.50	0.00	0.00	0.00	9.00	8.85

Session Total	4	5	140	0	25	0	0	0	174	167.80
Session Average	0.33	0.42	11.67	0.00	2.08	0.00	0.00	0.00	14.50	13.98

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.3: Right from Brockhampton Road (North) to Marples Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	2	0	0	0	0	0	4	2.40
0715 - 0730	3	0	0	0	0	0	0	0	3	0.60
0730 - 0745	0	0	1	0	1	0	0	0	2	2.00
0745 - 0800	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	6	0	4	0	1	0	0	0	11	6.20
Hourly Average	1.50	0.00	1.00	0.00	0.25	0.00	0.00	0.00	2.75	1.55
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	1	0	1	0	0	0	0	0	2	1.20
0830 - 0845	1	0	1	0	0	0	0	0	2	1.20
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	2	0	5	0	0	0	0	0	7	5.40
Hourly Average	0.50	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.75	1.35
0900 - 0915	1	0	5	0	0	0	0	0	6	5.20
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	1	1	0	0	0	3	3.00
Hourly Total	1	0	8	1	2	0	0	0	12	11.20
Hourly Average	0.25	0.00	2.00	0.25	0.50	0.00	0.00	0.00	3.00	2.80
Session Total	9	0	17	1	3	0	0	0	30	22.80
Session Average	0.75	0.00	1.42	0.08	0.25	0.00	0.00	0.00	2.50	1.90

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.3: Right from Brockhampton Road (North) to Marples Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	1	0	1	0	0	0	0	0	2	1.20
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	2	0	0	0	0	0	3	2.20
Hourly Average	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.55
Session Total	1	0	9	0	2	0	0	0	12	11.20
Session Average	0.08	0.00	0.75	0.00	0.17	0.00	0.00	0.00	1.00	0.93

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.4: U-Turn from Brockhampton Road (North) to Brockhampton Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	1	0	1	0	0	0	2	2.00
Session Average	0.00	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.17	0.17

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.4: U-Turn from Brockhampton Road (North) to Brockhampton Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.5: Left from Solent Road to Brockhampton Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	30	1	11	0	1	0	45	44.70
0715 - 0730	1	0	39	2	16	0	1	0	59	59.50
0730 - 0745	0	0	37	0	14	0	0	0	51	51.00
0745 - 0800	3	0	30	0	18	0	1	0	52	50.90
Hourly Total	6	0	136	3	59	0	3	0	207	206.10
Hourly Average	1.50	0.00	34.00	0.75	14.75	0.00	0.75	0.00	51.75	51.53
0800 - 0815	0	0	33	0	19	0	1	0	53	54.30
0815 - 0830	1	0	40	0	17	1	0	0	59	58.70
0830 - 0845	1	1	33	0	23	1	0	0	59	58.10
0845 - 0900	0	0	42	0	9	0	0	0	51	51.00
Hourly Total	2	1	148	0	68	2	1	0	222	222.10
Hourly Average	0.50	0.25	37.00	0.00	17.00	0.50	0.25	0.00	55.50	55.53
0900 - 0915	1	0	44	0	15	1	1	0	62	63.00
0915 - 0930	1	0	58	0	8	1	0	0	68	67.70
0930 - 0945	0	0	38	0	10	0	1	0	49	50.30
0945 - 1000	0	0	60	0	12	1	0	0	73	73.50
Hourly Total	2	0	200	0	45	3	2	0	252	254.50
Hourly Average	0.50	0.00	50.00	0.00	11.25	0.75	0.50	0.00	63.00	63.63
Session Total	10	1	484	3	172	5	6	0	681	682.70
Session Average	0.83	0.08	40.33	0.25	14.33	0.42	0.50	0.00	56.75	56.89

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.5: Left from Solent Road to Brockhampton Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	2	56	0	8	0	1	0	69	67.50
1615 - 1630	4	0	49	0	11	0	1	0	65	63.10
1630 - 1645	3	0	40	0	6	0	3	0	52	53.50
1645 - 1700	1	2	65	0	5	0	0	0	73	71.00
Hourly Total	10	4	210	0	30	0	5	0	259	255.10
Hourly Average	2.50	1.00	52.50	0.00	7.50	0.00	1.25	0.00	64.75	63.78
1700 - 1715	0	0	52	0	4	1	0	0	57	57.50
1715 - 1730	1	2	39	0	8	0	0	0	50	48.00
1730 - 1745	6	0	30	0	7	1	0	0	44	39.70
1745 - 1800	0	0	49	1	9	0	1	0	60	61.30
Hourly Total	7	2	170	1	28	2	1	0	211	206.50
Hourly Average	1.75	0.50	42.50	0.25	7.00	0.50	0.25	0.00	52.75	51.63
1800 - 1815	2	1	50	1	9	0	0	0	63	60.80
1815 - 1830	0	1	41	0	6	0	0	0	48	47.40
1830 - 1845	0	0	36	0	5	0	0	0	41	41.00
1845 - 1900	1	1	31	0	4	0	0	0	37	35.60
Hourly Total	3	3	158	1	24	0	0	0	189	184.80
Hourly Average	0.75	0.75	39.50	0.25	6.00	0.00	0.00	0.00	47.25	46.20
Session Total	20	9	538	2	82	2	6	0	659	646.40
Session Average	1.67	0.75	44.83	0.17	6.83	0.17	0.50	0.00	54.92	53.87

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.6: Westbound from Solent Road to Marples Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	10	0	0	0	0	0	11	10.40
0715 - 0730	0	0	13	0	1	0	0	0	14	14.00
0730 - 0745	0	0	6	0	1	0	0	0	7	7.00
0745 - 0800	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	**0**	**1**	**34**	**0**	**3**	**0**	**0**	**0**	38	37.40
Hourly Average	**0.00**	**0.25**	**8.50**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**9.50**	**9.35**
0800 - 0815	0	0	5	0	1	0	0	0	6	6.00
0815 - 0830	1	0	12	0	1	0	0	0	14	13.20
0830 - 0845	0	0	5	0	4	0	0	0	9	9.00
0845 - 0900	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	**1**	**0**	**37**	**0**	**7**	**0**	**0**	**0**	45	44.20
Hourly Average	**0.25**	**0.00**	**9.25**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**11.25**	**11.05**
0900 - 0915	0	0	5	0	1	0	0	0	6	6.00
0915 - 0930	0	0	6	0	1	0	0	0	7	7.00
0930 - 0945	0	0	2	0	1	0	2	0	5	7.60
0945 - 1000	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	**0**	**0**	**20**	**0**	**3**	**0**	**2**	**0**	25	27.60
Hourly Average	**0.00**	**0.00**	**5.00**	**0.00**	**0.75**	**0.00**	**0.50**	**0.00**	**6.25**	**6.90**

Session Total	**1**	**1**	**91**	**0**	**13**	**0**	**2**	**0**	108	109.20
Session Average	**0.08**	**0.08**	**7.58**	**0.00**	**1.08**	**0.00**	**0.17**	**0.00**	**9.00**	**9.10**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.6: Westbound from Solent Road to Marples Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	2	0	0	0	3	3.00
1630 - 1645	1	0	1	0	0	0	0	0	2	1.20
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**1**	**0**	**5**	**0**	**2**	**0**	**0**	**0**	8	7.20
Hourly Average	**0.25**	**0.00**	**1.25**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**2.00**	**1.80**
1700 - 1715	1	0	1	0	0	1	0	0	3	2.70
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**1**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	6	5.70
Hourly Average	**0.25**	**0.00**	**1.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**1.50**	**1.43**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Session Total	**2**	**0**	**9**	**0**	**2**	**1**	**0**	**0**	14	12.90
Session Average	**0.17**	**0.00**	**0.75**	**0.00**	**0.17**	**0.08**	**0.00**	**0.00**	**1.17**	**1.08**

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.7: Right from Solent Road to Brockhampton Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	1	0	0	0	9	9.00
0715 - 0730	0	0	2	0	3	0	0	0	5	5.00
0730 - 0745	0	0	2	0	5	0	0	0	7	7.00
0745 - 0800	0	0	8	0	8	0	0	0	16	16.00
Hourly Total	**0**	**0**	**20**	**0**	**17**	**0**	**0**	**0**	**37**	**37.00**
Hourly Average	**0.00**	**0.00**	**5.00**	**0.00**	**4.25**	**0.00**	**0.00**	**0.00**	**9.25**	**9.25**
0800 - 0815	0	0	4	0	2	0	0	0	6	6.00
0815 - 0830	0	0	8	0	2	1	0	0	11	11.50
0830 - 0845	0	0	8	0	0	0	0	0	8	8.00
0845 - 0900	0	0	6	0	7	0	0	0	13	13.00
Hourly Total	**0**	**0**	**26**	**0**	**11**	**1**	**0**	**0**	**38**	**38.50**
Hourly Average	**0.00**	**0.00**	**6.50**	**0.00**	**2.75**	**0.25**	**0.00**	**0.00**	**9.50**	**9.63**
0900 - 0915	0	0	8	0	6	0	0	0	14	14.00
0915 - 0930	0	0	9	0	3	0	1	0	13	14.30
0930 - 0945	0	0	14	1	4	0	0	0	19	19.00
0945 - 1000	0	0	16	0	5	0	0	0	21	21.00
Hourly Total	**0**	**0**	**47**	**1**	**18**	**0**	**1**	**0**	**67**	**68.30**
Hourly Average	**0.00**	**0.00**	**11.75**	**0.25**	**4.50**	**0.00**	**0.25**	**0.00**	**16.75**	**17.08**

Session Total	**0**	**0**	**93**	**1**	**46**	**1**	**1**	**0**	**142**	**143.80**
Session Average	**0.00**	**0.00**	**7.75**	**0.08**	**3.83**	**0.08**	**0.08**	**0.00**	**11.83**	**11.98**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.7: Right from Solent Road to Brockhampton Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	18	0	3	0	0	0	21	21.00
1615 - 1630	0	0	23	0	5	0	0	0	28	28.00
1630 - 1645	0	0	21	0	3	0	0	0	24	24.00
1645 - 1700	0	1	20	0	2	0	0	0	23	22.40
Hourly Total	**0**	**1**	**82**	**0**	**13**	**0**	**0**	**0**	**96**	**95.40**
Hourly Average	**0.00**	**0.25**	**20.50**	**0.00**	**3.25**	**0.00**	**0.00**	**0.00**	**24.00**	**23.85**
1700 - 1715	0	1	17	0	9	0	0	0	27	26.40
1715 - 1730	0	0	15	0	2	0	0	0	17	17.00
1730 - 1745	0	1	19	0	4	0	0	0	24	23.40
1745 - 1800	0	0	17	0	3	0	0	0	20	20.00
Hourly Total	**0**	**2**	**68**	**0**	**18**	**0**	**0**	**0**	**88**	**86.80**
Hourly Average	**0.00**	**0.50**	**17.00**	**0.00**	**4.50**	**0.00**	**0.00**	**0.00**	**22.00**	**21.70**
1800 - 1815	1	0	16	0	2	0	0	0	19	18.20
1815 - 1830	0	0	14	0	1	0	0	0	15	15.00
1830 - 1845	0	0	10	0	2	0	0	0	12	12.00
1845 - 1900	1	0	13	0	2	0	0	0	16	15.20
Hourly Total	**2**	**0**	**53**	**0**	**7**	**0**	**0**	**0**	**62**	**60.40**
Hourly Average	**0.50**	**0.00**	**13.25**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**15.50**	**15.10**

Session Total	**2**	**3**	**203**	**0**	**38**	**0**	**0**	**0**	**246**	**242.60**
Session Average	**0.17**	**0.25**	**16.92**	**0.00**	**3.17**	**0.00**	**0.00**	**0.00**	**20.50**	**20.22**

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.8: U-Turn from Solent Road to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	1	0	1	0	1	0	3	4.30
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**0**	5	6.30
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	1.25	1.58
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	1	1	0	0	0	3	3.00
Hourly Total	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	0.75	0.75

Session Total	**0**	**0**	5	1	2	**0**	1	**0**	9	10.30
Session Average	**0.00**	**0.00**	0.42	0.08	0.17	**0.00**	0.08	**0.00**	0.75	0.86

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.8: U-Turn from Solent Road to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	1	0	1	2.30
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	2	3.30
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	0.50	0.83
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	1.00	1.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25

Session Total	**0**	**0**	5	**0**	1	**0**	1	**0**	7	8.30
Session Average	**0.00**	**0.00**	0.42	**0.00**	0.08	**0.00**	0.08	**0.00**	0.58	0.69

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.9: Left from Brockhampton Road (South) to Marples Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	7	0	2	0	0	0	10	9.40
0715 - 0730	0	0	2	0	1	0	0	0	3	3.00
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	1	16	0	5	0	0	0	22	21.40
Hourly Average	0.00	0.25	4.00	0.00	1.25	0.00	0.00	0.00	5.50	5.35
0800 - 0815	0	0	7	0	0	0	0	0	7	7.00
0815 - 0830	0	0	11	0	0	0	0	0	11	11.00
0830 - 0845	0	0	4	1	0	0	1	0	6	7.30
0845 - 0900	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	31	1	2	0	1	0	35	36.30
Hourly Average	0.00	0.00	7.75	0.25	0.50	0.00	0.25	0.00	8.75	9.08
0900 - 0915	0	0	8	0	1	0	0	0	9	9.00
0915 - 0930	0	0	3	0	1	0	0	0	4	4.00
0930 - 0945	0	0	1	0	2	0	0	0	3	3.00
0945 - 1000	0	0	2	0	3	1	0	0	6	6.50
Hourly Total	0	0	14	0	7	1	0	0	22	22.50
Hourly Average	0.00	0.00	3.50	0.00	1.75	0.25	0.00	0.00	5.50	5.63
Session Total	0	1	61	1	14	1	1	0	79	80.20
Session Average	0.00	0.08	5.08	0.08	1.17	0.08	0.08	0.00	6.58	6.68

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.9: Left from Brockhampton Road (South) to Marples Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	1	0	1	0	0	0	3	2.20
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	3	0	2	0	0	0	6	5.20
Hourly Average	0.25	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.50	1.30
1700 - 1715	1	0	1	0	1	0	0	0	3	2.20
1715 - 1730	0	0	0	0	0	1	0	0	1	1.50
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	1	0	2	0	0	0	0	0	3	2.20
Hourly Total	2	0	3	0	1	1	0	0	7	5.90
Hourly Average	0.50	0.00	0.75	0.00	0.25	0.25	0.00	0.00	1.75	1.48
1800 - 1815	0	0	0	0	0	0	1	0	1	2.30
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58
Session Total	3	0	6	0	3	1	1	0	14	13.40
Session Average	0.25	0.00	0.50	0.00	0.25	0.08	0.08	0.00	1.17	1.12

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.10: Eastbound from Brockhampton Road (South) to Brockhampton Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	3	0	0	0	8	8.00
0715 - 0730	0	0	4	0	5	0	0	0	9	9.00
0730 - 0745	0	0	7	0	7	1	0	0	15	15.50
0745 - 0800	0	0	11	0	8	1	0	0	20	20.50
Hourly Total	**0**	**0**	**27**	**0**	**23**	**2**	**0**	**0**	52	53.00
Hourly Average	**0.00**	**0.00**	**6.75**	**0.00**	**5.75**	**0.50**	**0.00**	**0.00**	13.00	13.25
0800 - 0815	0	0	16	0	5	0	0	0	21	21.00
0815 - 0830	0	0	11	0	5	0	0	0	16	16.00
0830 - 0845	1	0	5	0	5	0	0	0	11	10.20
0845 - 0900	0	0	8	0	5	0	0	0	13	13.00
Hourly Total	**1**	**0**	**40**	**0**	**20**	**0**	**0**	**0**	61	60.20
Hourly Average	**0.25**	**0.00**	**10.00**	**0.00**	**5.00**	**0.00**	**0.00**	**0.00**	15.25	15.05
0900 - 0915	0	0	11	0	3	0	0	0	14	14.00
0915 - 0930	0	0	3	0	5	0	0	0	8	8.00
0930 - 0945	0	0	11	0	4	1	0	0	16	16.50
0945 - 1000	1	0	3	0	2	0	0	0	6	5.20
Hourly Total	**1**	**0**	**28**	**0**	**14**	**1**	**0**	**0**	44	43.70
Hourly Average	**0.25**	**0.00**	**7.00**	**0.00**	**3.50**	**0.25**	**0.00**	**0.00**	11.00	10.93
Session Total	**2**	**0**	**95**	**0**	**57**	**3**	**0**	**0**	157	156.90
Session Average	**0.17**	**0.00**	**7.92**	**0.00**	**4.75**	**0.25**	**0.00**	**0.00**	13.08	13.08

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.10: Eastbound from Brockhampton Road (South) to Brockhampton Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	13	0	6	0	0	0	20	19.20
1615 - 1630	8	0	33	0	4	0	0	0	45	38.60
1630 - 1645	5	0	42	0	9	0	0	0	56	52.00
1645 - 1700	1	0	29	0	5	0	0	0	35	34.20
Hourly Total	**15**	**0**	**117**	**0**	**24**	**0**	**0**	**0**	156	144.00
Hourly Average	**3.75**	**0.00**	**29.25**	**0.00**	**6.00**	**0.00**	**0.00**	**0.00**	39.00	36.00
1700 - 1715	2	0	38	0	6	0	0	0	46	44.40
1715 - 1730	0	0	35	0	3	0	0	0	38	38.00
1730 - 1745	0	0	23	0	4	0	0	0	27	27.00
1745 - 1800	1	0	21	0	3	0	0	0	25	24.20
Hourly Total	**3**	**0**	**117**	**0**	**16**	**0**	**0**	**0**	136	133.60
Hourly Average	**0.75**	**0.00**	**29.25**	**0.00**	**4.00**	**0.00**	**0.00**	**0.00**	34.00	33.40
1800 - 1815	1	0	7	0	1	0	0	0	9	8.20
1815 - 1830	1	1	7	0	1	0	0	0	10	8.60
1830 - 1845	0	0	8	0	2	0	0	0	10	10.00
1845 - 1900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	**2**	**1**	**28**	**0**	**4**	**0**	**0**	**0**	35	32.80
Hourly Average	**0.50**	**0.25**	**7.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	8.75	8.20
Session Total	**20**	**1**	**262**	**0**	**44**	**0**	**0**	**0**	327	310.40
Session Average	**1.67**	**0.08**	**21.83**	**0.00**	**3.67**	**0.00**	**0.00**	**0.00**	27.25	25.87

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.11: Right from Brockhampton Road (South) to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	8	1	0	0	21	21.50
0715 - 0730	1	1	6	1	13	1	0	0	23	22.10
0730 - 0745	1	1	8	0	9	0	2	0	21	22.20
0745 - 0800	0	0	15	0	8	1	1	0	25	26.80
Hourly Total	2	2	41	1	38	3	3	0	90	92.60
Hourly Average	0.50	0.50	10.25	0.25	9.50	0.75	0.75	0.00	22.50	23.15
0800 - 0815	0	0	20	0	15	2	1	0	38	40.30
0815 - 0830	1	0	20	0	11	1	0	0	33	32.70
0830 - 0845	0	0	28	0	15	2	0	0	45	46.00
0845 - 0900	0	0	44	0	7	0	0	0	51	51.00
Hourly Total	1	0	112	0	48	5	1	0	167	170.00
Hourly Average	0.25	0.00	28.00	0.00	12.00	1.25	0.25	0.00	41.75	42.50
0900 - 0915	0	0	25	0	10	1	0	0	36	36.50
0915 - 0930	1	0	35	0	8	3	0	0	47	47.70
0930 - 0945	2	0	37	0	8	0	1	0	48	47.70
0945 - 1000	0	1	39	0	18	1	0	0	59	58.90
Hourly Total	3	1	136	0	44	5	1	0	190	190.80
Hourly Average	0.75	0.25	34.00	0.00	11.00	1.25	0.25	0.00	47.50	47.70
Session Total	6	3	289	1	130	13	5	0	447	453.40
Session Average	0.50	0.25	24.08	0.08	10.83	1.08	0.42	0.00	37.25	37.78

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.11: Right from Brockhampton Road (South) to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	46	0	15	1	0	0	64	63.10
1615 - 1630	2	1	48	0	12	0	0	0	63	60.80
1630 - 1645	5	0	56	0	7	0	0	0	68	64.00
1645 - 1700	0	0	49	0	7	0	0	0	56	56.00
Hourly Total	8	2	199	0	41	1	0	0	251	243.90
Hourly Average	2.00	0.50	49.75	0.00	10.25	0.25	0.00	0.00	62.75	60.98
1700 - 1715	2	2	60	0	7	0	0	0	71	68.20
1715 - 1730	1	0	57	0	13	0	0	0	71	70.20
1730 - 1745	0	0	38	0	6	0	0	0	44	44.00
1745 - 1800	0	0	37	0	4	0	0	0	41	41.00
Hourly Total	3	2	192	0	30	0	0	0	227	223.40
Hourly Average	0.75	0.50	48.00	0.00	7.50	0.00	0.00	0.00	56.75	55.85
1800 - 1815	0	0	29	0	4	0	0	0	33	33.00
1815 - 1830	1	1	28	0	2	1	0	0	33	32.10
1830 - 1845	0	0	23	0	4	0	0	0	27	27.00
1845 - 1900	1	2	25	0	6	0	0	0	34	32.00
Hourly Total	2	3	105	0	16	1	0	0	127	124.10
Hourly Average	0.50	0.75	26.25	0.00	4.00	0.25	0.00	0.00	31.75	31.03
Session Total	13	7	496	0	87	2	0	0	605	591.40
Session Average	1.08	0.58	41.33	0.00	7.25	0.17	0.00	0.00	50.42	49.28

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.12: U-Turn from Brockhampton Road (South) to Brockhampton Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.12: U-Turn from Brockhampton Road (South) to Brockhampton Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.13: Left from Marples Way to Brockhampton Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	0	0	2	0	0	0	2	2.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	3	0	0	0	0	0	3	3.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	0	0	5	0	3	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.25	0.00	0.75	0.00	0.00	0.00	2.00	2.00
Session Total	0	0	9	0	5	0	0	0	14	14.00
Session Average	0.00	0.00	0.75	0.00	0.42	0.00	0.00	0.00	1.17	1.17

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.13: Left from Marples Way to Brockhampton Road (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	1	0	0	0	0	0	2	1.20
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	2	0	4	0	0	0	0	0	6	4.40
Hourly Average	0.50	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.50	1.10
1700 - 1715	1	0	6	0	0	0	0	0	7	6.20
1715 - 1730	1	0	0	0	0	0	0	0	1	0.20
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	1	0	2	0	0	0	0	0	3	2.20
Hourly Total	3	0	10	0	0	0	0	0	13	10.60
Hourly Average	0.75	0.00	2.50	0.00	0.00	0.00	0.00	0.00	3.25	2.65
1800 - 1815	0	0	1	1	0	0	0	0	2	2.00
1815 - 1830	1	0	2	0	0	0	0	0	3	2.20
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	3	1	0	0	0	0	5	4.20
Hourly Average	0.25	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.25	1.05
Session Total	6	0	17	1	0	0	0	0	24	19.20
Session Average	0.50	0.00	1.42	0.08	0.00	0.00	0.00	0.00	2.00	1.60

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.14: Eastbound from Marples Way to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	3	0	0	0	0	0	4	3.20
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	5	0	0	0	0	0	6	5.20
Hourly Average	0.25	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.50	1.30
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	2	0	0	0	3	3.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	6	0	3	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.50	0.00	0.75	0.00	0.00	0.00	2.25	2.25
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	2	0	0	1	0	0	3	3.50
Hourly Total	0	0	6	0	1	1	0	0	8	8.50
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.25	0.00	0.00	2.00	2.13
Session Total	1	0	17	0	4	1	0	0	23	22.70
Session Average	0.08	0.00	1.42	0.00	0.33	0.08	0.00	0.00	1.92	1.89

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.14: Eastbound from Marples Way to Solent Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	1	0	0	0	2	2.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	6	0	1	0	0	0	7	7.00
1645 - 1700	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	1	0	12	0	3	0	0	0	16	15.20
Hourly Average	0.25	0.00	3.00	0.00	0.75	0.00	0.00	0.00	4.00	3.80
1700 - 1715	0	0	13	0	0	0	0	0	13	13.00
1715 - 1730	0	0	4	0	1	1	0	0	6	6.50
1730 - 1745	0	0	7	0	0	1	0	0	8	8.50
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	26	0	1	2	0	0	29	30.00
Hourly Average	0.00	0.00	6.50	0.00	0.25	0.50	0.00	0.00	7.25	7.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
Session Total	1	0	45	0	4	2	0	0	52	52.20
Session Average	0.08	0.00	3.75	0.00	0.33	0.17	0.00	0.00	4.33	4.35

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.15: Right from Marples Way to Brockhampton Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	4	0	1	0	0	0	6	5.40
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**1**	**6**	**0**	**2**	**0**	**0**	**0**	**9**	**8.40**
Hourly Average	**0.00**	**0.25**	**1.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**2.25**	**2.10**
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	2	0	1	0	0	0	3	3.00
0830 - 0845	0	0	1	0	1	0	0	0	2	2.00
0845 - 0900	0	0	3	0	1	1	0	0	5	5.50
Hourly Total	**0**	**0**	**6**	**0**	**4**	**1**	**0**	**0**	**11**	**11.50**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**1.00**	**0.25**	**0.00**	**0.00**	**2.75**	**2.88**
0900 - 0915	0	0	0	0	1	1	0	0	2	2.50
0915 - 0930	0	0	3	0	3	0	0	0	6	6.00
0930 - 0945	0	0	4	0	3	0	0	0	7	7.00
0945 - 1000	0	0	3	0	2	0	1	0	6	7.30
Hourly Total	**0**	**0**	**10**	**0**	**9**	**1**	**1**	**0**	**21**	**22.80**
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**2.25**	**0.25**	**0.25**	**0.00**	**5.25**	**5.70**

Session Total	**0**	**1**	**22**	**0**	**15**	**2**	**1**	**0**	**41**	**42.70**
Session Average	**0.00**	**0.08**	**1.83**	**0.00**	**1.25**	**0.17**	**0.08**	**0.00**	**3.42**	**3.56**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.15: Right from Marples Way to Brockhampton Road (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	6	0	2	0	0	0	8	8.00
1615 - 1630	0	0	2	0	5	0	0	0	7	7.00
1630 - 1645	0	1	17	0	0	0	0	0	18	17.40
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**1**	**30**	**0**	**7**	**0**	**0**	**0**	**38**	**37.40**
Hourly Average	**0.00**	**0.25**	**7.50**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**9.50**	**9.35**
1700 - 1715	0	0	13	0	0	0	0	0	13	13.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**29**	**29.00**
Hourly Average	**0.00**	**0.00**	**7.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**7.25**	**7.25**
1800 - 1815	0	0	3	0	1	0	1	0	5	6.30
1815 - 1830	0	0	6	0	0	0	0	0	6	6.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**10**	**0**	**1**	**0**	**1**	**0**	**12**	**13.30**
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**3.00**	**3.33**

Session Total	**0**	**1**	**69**	**0**	**8**	**0**	**1**	**0**	**79**	**79.70**
Session Average	**0.00**	**0.08**	**5.75**	**0.00**	**0.67**	**0.00**	**0.08**	**0.00**	**6.58**	**6.64**

Havant, Hampshire
Classified Junction Count

Site 6 of 10
Brockhampton Road (North)
Solent Road
Brockhampton Road (South)
Marples Way

Lat/Long
lat 50.849977° lon -0.993980°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 6.16: U-Turn from Marples Way to Marples Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.08	0.08

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 6.16: U-Turn from Marples Way to Marples Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	0	0	2	0	0	0	2	2.00
Session Average	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.17	0.17

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.1: Left from Brookside Road to Southmoor Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	1	0	2	0	1	0	0	0	4	3.20
0730 - 0745	0	0	4	0	0	0	0	0	4	4.00
0745 - 0800	1	0	2	0	0	0	0	0	3	2.20
Hourly Total	**2**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	12	10.40
Hourly Average	**0.50**	**0.00**	**2.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	3.00	2.60
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	2	0	2	0	0	0	4	4.00
0845 - 0900	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**4**	**1**	**3**	**0**	**0**	**0**	8	8.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.25**	**0.75**	**0.00**	**0.00**	**0.00**	2.00	2.00
0900 - 0915	0	0	4	1	1	0	0	0	6	6.00
0915 - 0930	0	0	1	0	0	1	0	0	2	2.50
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	**0**	**0**	**5**	**1**	**3**	**1**	**0**	**0**	10	10.50
Hourly Average	**0.00**	**0.00**	**1.25**	**0.25**	**0.75**	**0.25**	**0.00**	**0.00**	2.50	2.63

Session Total	**2**	**0**	**18**	**2**	**7**	**1**	**0**	**0**	30	28.90
Session Average	**0.17**	**0.00**	**1.50**	**0.17**	**0.58**	**0.08**	**0.00**	**0.00**	2.50	2.41

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.1: Left from Brookside Road to Southmoor Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	2	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	1	0	1	2.30
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	2	3.30
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	0.50	0.83
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	1	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	0.25	0.25

Session Total	**0**	**0**	**3**	**0**	**3**	**0**	**1**	**0**	7	8.30
Session Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.08**	**0.00**	0.58	0.69

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.2: Westbound from Brookside Road to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	3	0	0	0	0	0	4	3.20
0715 - 0730	1	0	6	0	0	0	0	0	7	6.20
0730 - 0745	5	1	7	0	0	0	0	0	13	8.40
0745 - 0800	1	1	0	0	0	0	0	0	2	0.60
Hourly Total	**8**	**2**	**16**	**0**	**0**	**0**	**0**	**0**	26	**18.40**
Hourly Average	**2.00**	**0.50**	**4.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**6.50**	**4.60**
0800 - 0815	0	0	7	0	0	0	0	0	7	7.00
0815 - 0830	10	0	5	0	1	0	0	0	16	8.00
0830 - 0845	1	0	4	0	0	0	0	0	5	4.20
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**11**	**0**	**19**	**0**	**1**	**0**	**0**	**0**	31	**22.20**
Hourly Average	**2.75**	**0.00**	**4.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**7.75**	**5.55**
0900 - 0915	0	0	1	0	3	0	0	0	4	4.00
0915 - 0930	1	0	0	0	3	1	0	0	5	4.70
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	**1**	**0**	**4**	**0**	**8**	**1**	**0**	**0**	14	**13.70**
Hourly Average	**0.25**	**0.00**	**1.00**	**0.00**	**2.00**	**0.25**	**0.00**	**0.00**	**3.50**	**3.43**

Session Total	**20**	**2**	**39**	**0**	**9**	**1**	**0**	**0**	71	54.30
Session Average	**1.67**	**0.17**	**3.25**	**0.00**	**0.75**	**0.08**	**0.00**	**0.00**	**5.92**	**4.53**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.2: Westbound from Brookside Road to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	0	9	0	1	0	0	0	12	10.40
1615 - 1630	3	0	30	0	0	0	0	0	33	30.60
1630 - 1645	4	0	4	0	1	0	0	0	9	5.80
1645 - 1700	6	0	16	0	2	0	0	0	24	19.20
Hourly Total	**15**	**0**	**59**	**0**	**4**	**0**	**0**	**0**	78	**66.00**
Hourly Average	**3.75**	**0.00**	**14.75**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**19.50**	**16.50**
1700 - 1715	2	0	24	0	0	0	0	0	26	24.40
1715 - 1730	5	1	15	0	0	0	1	0	22	18.70
1730 - 1745	5	1	15	0	0	0	0	0	21	16.40
1745 - 1800	3	0	9	0	1	0	0	0	13	10.60
Hourly Total	**15**	**2**	**63**	**0**	**1**	**0**	**1**	**0**	82	**70.10**
Hourly Average	**3.75**	**0.50**	**15.75**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**20.50**	**17.53**
1800 - 1815	0	0	8	0	0	0	1	0	9	10.30
1815 - 1830	1	0	8	0	0	0	0	0	9	8.20
1830 - 1845	2	0	7	0	1	0	0	0	10	8.40
1845 - 1900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**3**	**0**	**23**	**0**	**2**	**0**	**1**	**0**	29	**27.90**
Hourly Average	**0.75**	**0.00**	**5.75**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**7.25**	**6.98**

Session Total	**33**	**2**	**145**	**0**	**7**	**0**	**2**	**0**	189	164.00
Session Average	**2.75**	**0.17**	**12.08**	**0.00**	**0.58**	**0.00**	**0.17**	**0.00**	**15.75**	**13.67**

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.3: Right from Brookside Road to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	0	1	1	0	0	0	2	2.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	1	2	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.25	0.25	0.50	0.00	0.00	0.00	2.00	2.00
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	3	0	2	0	0	0	5	5.00
0830 - 0845	0	0	3	1	1	0	0	0	5	5.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	1	3	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.25	0.25	0.75	0.00	0.00	0.00	3.25	3.25
0900 - 0915	0	0	0	0	1	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	1	1	2	0	1	0	0	0	5	3.60
Hourly Total	1	1	4	0	3	0	0	0	9	7.60
Hourly Average	0.25	0.25	1.00	0.00	0.75	0.00	0.00	0.00	2.25	1.90
Session Total	1	1	18	2	8	0	0	0	30	28.60
Session Average	0.08	0.08	1.50	0.17	0.67	0.00	0.00	0.00	2.50	2.38

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.3: Right from Brookside Road to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	2	0	0	0	5	5.00
1615 - 1630	1	0	15	0	1	0	0	0	17	16.20
1630 - 1645	1	0	5	0	0	0	0	0	6	5.20
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	2	0	29	0	3	0	0	0	34	32.40
Hourly Average	0.50	0.00	7.25	0.00	0.75	0.00	0.00	0.00	8.50	8.10
1700 - 1715	2	0	10	0	0	0	0	0	12	10.40
1715 - 1730	0	0	6	0	1	0	0	0	7	7.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	2	0	25	0	1	0	0	0	28	26.40
Hourly Average	0.50	0.00	6.25	0.00	0.25	0.00	0.00	0.00	7.00	6.60
1800 - 1815	0	0	2	0	0	0	1	0	3	4.30
1815 - 1830	1	0	3	0	0	0	0	0	4	3.20
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	5	0	0	0	1	0	7	7.50
Hourly Average	0.25	0.00	1.25	0.00	0.00	0.00	0.25	0.00	1.75	1.88
Session Total	5	0	59	0	4	0	1	0	69	66.30
Session Average	0.42	0.00	4.92	0.00	0.33	0.00	0.08	0.00	5.75	5.53

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.4: U-Turn from Brookside Road to Brookside Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.4: U-Turn from Brookside Road to Brookside Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.5: Left from Southmoor Lane to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	7	0	3	3	2	0	16	19.50
0715 - 0730	0	0	4	0	4	4	5	0	17	25.50
0730 - 0745	0	0	6	0	10	1	2	0	19	22.10
0745 - 0800	0	0	4	0	6	1	2	0	13	16.10
Hourly Total	**0**	**1**	**21**	**0**	**23**	**9**	**11**	**0**	**65**	**83.20**
Hourly Average	**0.00**	**0.25**	**5.25**	**0.00**	**5.75**	**2.25**	**2.75**	**0.00**	**16.25**	**20.80**
0800 - 0815	0	0	16	0	15	4	2	0	37	41.60
0815 - 0830	0	0	4	0	14	0	3	0	21	24.90
0830 - 0845	0	0	6	0	11	0	1	0	18	19.30
0845 - 0900	0	0	4	0	11	3	0	0	18	19.50
Hourly Total	**0**	**0**	**30**	**0**	**51**	**7**	**6**	**0**	**94**	**105.30**
Hourly Average	**0.00**	**0.00**	**7.50**	**0.00**	**12.75**	**1.75**	**1.50**	**0.00**	**23.50**	**26.33**
0900 - 0915	0	0	13	0	6	2	1	0	22	24.30
0915 - 0930	0	0	9	0	7	1	5	0	22	29.00
0930 - 0945	0	0	9	0	1	1	1	0	12	13.80
0945 - 1000	1	0	9	0	6	0	0	0	16	15.20
Hourly Total	**1**	**0**	**40**	**0**	**20**	**4**	**7**	**0**	**72**	**82.30**
Hourly Average	**0.25**	**0.00**	**10.00**	**0.00**	**5.00**	**1.00**	**1.75**	**0.00**	**18.00**	**20.58**

Session Total	**1**	**1**	**91**	**0**	**94**	**20**	**24**	**0**	**231**	**270.80**
Session Average	**0.08**	**0.08**	**7.58**	**0.00**	**7.83**	**1.67**	**2.00**	**0.00**	**19.25**	**22.57**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.5: Left from Southmoor Lane to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	2	65	0	7	1	0	0	76	74.50
1615 - 1630	1	1	58	0	6	0	1	0	67	66.90
1630 - 1645	1	1	48	0	6	1	0	0	57	56.10
1645 - 1700	0	0	25	0	8	0	0	0	33	33.00
Hourly Total	**3**	**4**	**196**	**0**	**27**	**2**	**1**	**0**	233	**230.50**
Hourly Average	**0.75**	**1.00**	**49.00**	**0.00**	**6.75**	**0.50**	**0.25**	**0.00**	**58.25**	**57.63**
1700 - 1715	0	0	50	0	4	1	0	0	55	55.50
1715 - 1730	3	1	28	0	0	0	2	0	34	33.60
1730 - 1745	1	1	34	0	1	1	4	0	42	46.30
1745 - 1800	3	0	14	0	0	1	0	0	18	16.10
Hourly Total	**7**	**2**	**126**	**0**	**5**	**3**	**6**	**0**	149	**151.50**
Hourly Average	**1.75**	**0.50**	**31.50**	**0.00**	**1.25**	**0.75**	**1.50**	**0.00**	**37.25**	**37.88**
1800 - 1815	0	0	11	0	1	0	1	0	13	14.30
1815 - 1830	0	0	11	0	2	0	0	0	13	13.00
1830 - 1845	0	0	14	0	1	0	1	0	16	17.30
1845 - 1900	0	0	8	0	3	0	1	0	12	13.30
Hourly Total	**0**	**0**	**44**	**0**	**7**	**0**	**3**	**0**	54	**57.90**
Hourly Average	**0.00**	**0.00**	**11.00**	**0.00**	**1.75**	**0.00**	**0.75**	**0.00**	**13.50**	**14.48**

Session Total	**10**	**6**	**366**	**0**	**39**	**5**	**10**	**0**	436	439.90
Session Average	**0.83**	**0.50**	**30.50**	**0.00**	**3.25**	**0.42**	**0.83**	**0.00**	**36.33**	**36.66**

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.6: Left from Southmoor Lane to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	3	1	0	0	9	9.50
0715 - 0730	0	0	1	0	8	1	0	0	10	10.50
0730 - 0745	0	1	2	0	5	1	1	0	10	11.20
0745 - 0800	0	0	6	0	3	1	1	0	11	12.80
Hourly Total	**0**	**1**	**14**	**0**	**19**	**4**	**2**	**0**	**40**	**44.00**
Hourly Average	**0.00**	**0.25**	**3.50**	**0.00**	**4.75**	**1.00**	**0.50**	**0.00**	**10.00**	**11.00**
0800 - 0815	0	0	7	0	8	1	0	0	16	16.50
0815 - 0830	0	0	3	0	5	0	0	0	8	8.00
0830 - 0845	0	0	3	0	8	1	0	0	12	12.50
0845 - 0900	0	0	7	0	11	0	0	0	18	18.00
Hourly Total	**0**	**0**	**20**	**0**	**32**	**2**	**0**	**0**	**54**	**55.00**
Hourly Average	**0.00**	**0.00**	**5.00**	**0.00**	**8.00**	**0.50**	**0.00**	**0.00**	**13.50**	**13.75**
0900 - 0915	0	0	4	0	3	1	0	0	8	8.50
0915 - 0930	0	0	6	0	5	1	0	0	12	12.50
0930 - 0945	0	0	5	0	4	0	1	0	10	11.30
0945 - 1000	0	0	3	0	5	2	0	0	10	11.00
Hourly Total	**0**	**0**	**18**	**0**	**17**	**4**	**1**	**0**	**40**	**43.30**
Hourly Average	**0.00**	**0.00**	**4.50**	**0.00**	**4.25**	**1.00**	**0.25**	**0.00**	**10.00**	**10.83**
Session Total	**0**	**1**	**52**	**0**	**68**	**10**	**3**	**0**	**134**	**142.30**
Session Average	**0.00**	**0.08**	**4.33**	**0.00**	**5.67**	**0.83**	**0.25**	**0.00**	**11.17**	**11.86**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.6: Left from Southmoor Lane to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	28	0	4	1	0	0	34	33.70
1615 - 1630	8	0	22	0	5	0	0	0	35	28.60
1630 - 1645	3	0	17	0	1	0	0	0	21	18.60
1645 - 1700	0	0	23	0	5	0	0	0	28	28.00
Hourly Total	**12**	**0**	**90**	**0**	**15**	**1**	**0**	**0**	**118**	**108.90**
Hourly Average	**3.00**	**0.00**	**22.50**	**0.00**	**3.75**	**0.25**	**0.00**	**0.00**	**29.50**	**27.23**
1700 - 1715	0	2	21	0	3	0	0	0	26	24.80
1715 - 1730	1	0	14	0	1	0	0	0	16	15.20
1730 - 1745	0	0	14	0	5	0	0	0	19	19.00
1745 - 1800	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	**1**	**2**	**61**	**0**	**12**	**0**	**0**	**0**	**76**	**74.00**
Hourly Average	**0.25**	**0.50**	**15.25**	**0.00**	**3.00**	**0.00**	**0.00**	**0.00**	**19.00**	**18.50**
1800 - 1815	1	0	7	0	1	0	0	0	9	8.20
1815 - 1830	1	1	8	0	0	1	0	0	11	10.10
1830 - 1845	0	0	4	0	1	0	0	0	5	5.00
1845 - 1900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	**2**	**1**	**25**	**0**	**3**	**1**	**0**	**0**	**32**	**30.30**
Hourly Average	**0.50**	**0.25**	**6.25**	**0.00**	**0.75**	**0.25**	**0.00**	**0.00**	**8.00**	**7.58**
Session Total	**15**	**3**	**176**	**0**	**30**	**2**	**0**	**0**	**226**	**213.20**
Session Average	**1.25**	**0.25**	**14.67**	**0.00**	**2.50**	**0.17**	**0.00**	**0.00**	**18.83**	**17.77**

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.7: Right from Southmoor Lane to Brookside Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	0	0	1	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	0	0	2	1	0	0	3	3.50
Hourly Average	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.00	0.75	0.88
0900 - 0915	0	0	0	0	1	0	0	0	1	1.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	1	1	0	0	0	0	2	2.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	1	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.75	0.25	0.50	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	3	1	4	1	0	0	9	9.50
Session Average	0.00	0.00	0.25	0.08	0.33	0.08	0.00	0.00	0.75	0.79

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.7: Right from Southmoor Lane to Brookside Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	1	0	0	0	0	0	2	1.20
1615 - 1630	3	0	1	0	0	0	0	0	4	1.60
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	1	0	1	0	1	0	0	0	3	2.20
Hourly Total	5	0	4	0	1	0	0	0	10	6.00
Hourly Average	1.25	0.00	1.00	0.00	0.25	0.00	0.00	0.00	2.50	1.50
1700 - 1715	0	0	5	0	1	0	0	0	6	6.00
1715 - 1730	0	0	3	0	1	0	0	0	4	4.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	9	0	2	0	0	0	12	11.20
Hourly Average	0.25	0.00	2.25	0.00	0.50	0.00	0.00	0.00	3.00	2.80
1800 - 1815	0	0	5	0	0	0	1	0	6	7.30
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	1	0	6	7.30
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.25	0.00	1.50	1.83
Session Total	6	0	18	0	3	0	1	0	28	24.50
Session Average	0.50	0.00	1.50	0.00	0.25	0.00	0.08	0.00	2.33	2.04

Havant, Hampshire
Classified Junction Count

Site 7 of 10
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Harts Farm Way
Brockhampton Road

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Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.8: U-Turn from Southmoor Lane to Southmoor Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	1	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	1	0	1	2.30
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58
Session Total	0	0	0	0	2	0	1	0	3	4.30
Session Average	0.00	0.00	0.00	0.00	0.17	0.00	0.08	0.00	0.25	0.36

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.8: U-Turn from Southmoor Lane to Southmoor Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	0	0	0	0	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58
1800 - 1815	0	0	0	0	0	0	1	0	1	2.30
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	1	0	1	2.30
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.58
Session Total	0	0	0	0	0	0	2	0	2	4.60
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.17	0.38

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
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Brockhampton Road

Lat/Long
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Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.9: Left from Harts Farm Way to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	18	0	9	0	0	0	28	27.40
0715 - 0730	1	1	11	0	10	0	0	0	23	21.60
0730 - 0745	1	0	14	0	12	0	1	0	28	28.50
0745 - 0800	0	0	22	0	14	1	0	0	37	37.50
Hourly Total	**2**	**2**	**65**	**0**	**45**	**1**	**1**	**0**	116	**115.00**
Hourly Average	**0.50**	**0.50**	**16.25**	**0.00**	**11.25**	**0.25**	**0.25**	**0.00**	**29.00**	**28.75**
0800 - 0815	0	0	35	0	12	1	1	0	49	50.80
0815 - 0830	1	0	34	0	9	1	0	0	45	44.70
0830 - 0845	0	0	31	0	11	1	1	0	44	45.80
0845 - 0900	1	0	53	0	2	0	0	0	56	55.20
Hourly Total	**2**	**0**	**153**	**0**	**34**	**3**	**2**	**0**	194	**196.50**
Hourly Average	**0.50**	**0.00**	**38.25**	**0.00**	**8.50**	**0.75**	**0.50**	**0.00**	**48.50**	**49.13**
0900 - 0915	0	0	40	0	11	1	0	0	52	52.50
0915 - 0930	1	0	35	0	8	1	0	0	45	44.70
0930 - 0945	2	0	42	0	9	1	0	0	54	52.90
0945 - 1000	0	0	39	0	17	0	0	0	56	56.00
Hourly Total	**3**	**0**	**156**	**0**	**45**	**3**	**0**	**0**	207	**206.10**
Hourly Average	**0.75**	**0.00**	**39.00**	**0.00**	**11.25**	**0.75**	**0.00**	**0.00**	**51.75**	**51.53**

Session Total	**7**	**2**	**374**	**0**	**124**	**7**	**3**	**0**	517	**517.60**
Session Average	**0.58**	**0.17**	**31.17**	**0.00**	**10.33**	**0.58**	**0.25**	**0.00**	**43.08**	**43.13**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.9: Left from Harts Farm Way to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	1	33	0	16	0	0	0	52	49.80
1615 - 1630	1	1	40	0	11	0	0	0	53	51.60
1630 - 1645	6	0	76	0	15	0	0	0	97	92.20
1645 - 1700	1	0	54	0	7	0	0	0	62	61.20
Hourly Total	**10**	**2**	**203**	**0**	**49**	**0**	**0**	**0**	264	**254.80**
Hourly Average	**2.50**	**0.50**	**50.75**	**0.00**	**12.25**	**0.00**	**0.00**	**0.00**	**66.00**	**63.70**
1700 - 1715	3	0	64	0	11	0	0	0	78	75.60
1715 - 1730	0	0	72	0	14	1	0	0	87	87.50
1730 - 1745	0	0	44	0	5	0	0	0	49	49.00
1745 - 1800	2	0	41	0	5	0	0	0	48	46.40
Hourly Total	**5**	**0**	**221**	**0**	**35**	**1**	**0**	**0**	262	**258.50**
Hourly Average	**1.25**	**0.00**	**55.25**	**0.00**	**8.75**	**0.25**	**0.00**	**0.00**	**65.50**	**64.63**
1800 - 1815	0	0	28	0	3	0	0	0	31	31.00
1815 - 1830	0	1	23	0	3	0	0	0	27	26.40
1830 - 1845	0	0	27	0	5	0	0	0	32	32.00
1845 - 1900	1	2	25	0	5	0	0	0	33	31.00
Hourly Total	**1**	**3**	**103**	**0**	**16**	**0**	**0**	**0**	123	**120.40**
Hourly Average	**0.25**	**0.75**	**25.75**	**0.00**	**4.00**	**0.00**	**0.00**	**0.00**	**30.75**	**30.10**

Session Total	**16**	**5**	**527**	**0**	**100**	**1**	**0**	**0**	649	**633.70**
Session Average	**1.33**	**0.42**	**43.92**	**0.00**	**8.33**	**0.08**	**0.00**	**0.00**	**54.08**	**52.81**

Havant, Hampshire
Classified Junction Count

Site 7 of 10
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Lat/Long
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Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.10: Eastbound from Harts Farm Way to Brookside Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	4	0	0	0	11	11.00
0715 - 0730	3	0	11	0	4	0	0	0	18	15.60
0730 - 0745	1	0	16	0	3	0	0	0	20	19.20
0745 - 0800	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	4	0	47	0	12	0	0	0	63	59.80
Hourly Average	1.00	0.00	11.75	0.00	3.00	0.00	0.00	0.00	15.75	14.95
0800 - 0815	1	0	12	0	0	0	0	0	13	12.20
0815 - 0830	1	0	19	0	1	0	0	0	21	20.20
0830 - 0845	1	0	10	0	2	0	0	0	13	12.20
0845 - 0900	1	1	5	0	3	0	0	0	10	8.60
Hourly Total	4	1	46	0	6	0	0	0	57	53.20
Hourly Average	1.00	0.25	11.50	0.00	1.50	0.00	0.00	0.00	14.25	13.30
0900 - 0915	1	0	7	0	1	1	0	0	10	9.70
0915 - 0930	2	0	3	0	1	0	0	0	6	4.40
0930 - 0945	0	0	3	0	1	0	0	0	4	4.00
0945 - 1000	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	3	0	19	0	4	1	0	0	27	25.10
Hourly Average	0.75	0.00	4.75	0.00	1.00	0.25	0.00	0.00	6.75	6.28
Session Total	11	1	112	0	22	1	0	0	147	138.10
Session Average	0.92	0.08	9.33	0.00	1.83	0.08	0.00	0.00	12.25	11.51

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.10: Eastbound from Harts Farm Way to Brookside Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	6	0	1	0	0	0	8	7.20
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	1	6	0	1	0	0	0	8	7.40
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	1	1	20	0	2	0	0	0	24	22.60
Hourly Average	0.25	0.25	5.00	0.00	0.50	0.00	0.00	0.00	6.00	5.65
1700 - 1715	3	0	8	0	0	0	0	0	11	8.60
1715 - 1730	6	0	10	0	0	0	1	0	17	13.50
1730 - 1745	1	0	3	0	2	0	0	0	6	5.20
1745 - 1800	2	0	5	0	0	0	1	0	8	7.70
Hourly Total	12	0	26	0	2	0	2	0	42	35.00
Hourly Average	3.00	0.00	6.50	0.00	0.50	0.00	0.50	0.00	10.50	8.75
1800 - 1815	2	0	2	0	0	0	0	0	4	2.40
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	1	1	0	0	0	0	0	0	2	0.60
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	3	1	7	0	0	0	0	0	11	8.00
Hourly Average	0.75	0.25	1.75	0.00	0.00	0.00	0.00	0.00	2.75	2.00
Session Total	16	2	53	0	4	0	2	0	77	65.60
Session Average	1.33	0.17	4.42	0.00	0.33	0.00	0.17	0.00	6.42	5.47

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.11: Right from Harts Farm Way to Southmoor Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	2	26	1	14	0	0	0	44	42.00
0715 - 0730	0	0	58	0	11	0	2	0	71	73.60
0730 - 0745	0	2	54	0	10	2	0	0	68	67.80
0745 - 0800	4	2	65	0	7	1	3	0	82	82.00
Hourly Total	**5**	**6**	**203**	**1**	**42**	**3**	**5**	**0**	265	265.40
Hourly Average	**1.25**	**1.50**	**50.75**	**0.25**	**10.50**	**0.75**	**1.25**	**0.00**	**66.25**	**66.35**
0800 - 0815	0	0	34	0	4	0	0	0	38	38.00
0815 - 0830	0	0	42	0	6	1	1	0	50	51.80
0830 - 0845	0	0	42	0	8	1	1	0	52	53.80
0845 - 0900	0	0	20	0	4	3	1	0	28	30.80
Hourly Total	**0**	**0**	**138**	**0**	**22**	**5**	**3**	**0**	168	174.40
Hourly Average	**0.00**	**0.00**	**34.50**	**0.00**	**5.50**	**1.25**	**0.75**	**0.00**	**42.00**	**43.60**
0900 - 0915	0	0	20	0	2	2	1	0	25	27.30
0915 - 0930	0	0	17	0	4	1	0	0	22	22.50
0930 - 0945	1	0	13	0	11	2	2	0	29	31.80
0945 - 1000	1	0	12	0	5	1	0	0	19	18.70
Hourly Total	**2**	**0**	**62**	**0**	**22**	**6**	**3**	**0**	95	100.30
Hourly Average	**0.50**	**0.00**	**15.50**	**0.00**	**5.50**	**1.50**	**0.75**	**0.00**	**23.75**	**25.08**

Session Total	**7**	**6**	**403**	**1**	**86**	**14**	**11**	**0**	528	540.10
Session Average	**0.58**	**0.50**	**33.58**	**0.08**	**7.17**	**1.17**	**0.92**	**0.00**	**44.00**	**45.01**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.11: Right from Harts Farm Way to Southmoor Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	10	0	10	1	2	0	24	26.50
1615 - 1630	1	0	9	0	6	0	1	0	17	17.50
1630 - 1645	0	0	6	0	7	1	1	0	15	16.80
1645 - 1700	0	0	8	0	9	0	0	0	17	17.00
Hourly Total	**1**	**1**	**33**	**0**	**32**	**2**	**4**	**0**	73	77.80
Hourly Average	**0.25**	**0.25**	**8.25**	**0.00**	**8.00**	**0.50**	**1.00**	**0.00**	**18.25**	**19.45**
1700 - 1715	0	0	9	0	5	1	2	0	17	20.10
1715 - 1730	0	0	4	0	6	0	1	0	11	12.30
1730 - 1745	0	0	4	0	5	0	2	0	11	13.60
1745 - 1800	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	**0**	**0**	**23**	**0**	**18**	**1**	**5**	**0**	47	54.00
Hourly Average	**0.00**	**0.00**	**5.75**	**0.00**	**4.50**	**0.25**	**1.25**	**0.00**	**11.75**	**13.50**
1800 - 1815	0	0	4	0	0	1	2	0	7	10.10
1815 - 1830	0	1	5	0	0	0	0	0	6	5.40
1830 - 1845	0	1	5	0	1	0	2	0	9	11.00
1845 - 1900	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	**0**	**2**	**23**	**0**	**1**	**1**	**4**	**0**	31	35.50
Hourly Average	**0.00**	**0.50**	**5.75**	**0.00**	**0.25**	**0.25**	**1.00**	**0.00**	**7.75**	**8.88**

Session Total	**1**	**3**	**79**	**0**	**51**	**4**	**13**	**0**	151	167.30
Session Average	**0.08**	**0.25**	**6.58**	**0.00**	**4.25**	**0.33**	**1.08**	**0.00**	**12.58**	**13.94**

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.12: U-Turn from Harts Farm Way to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.50	0.50

Session Total	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	4	4.00
Session Average	**0.00**	**0.00**	**0.17**	**0.00**	**0.17**	**0.00**	**0.00**	**0.00**	0.33	0.33

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.12: U-Turn from Harts Farm Way to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.50	0.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25

Session Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Session Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	0.25	0.25

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.13: Left from Brockhampton Road to Brookside Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	6	0	0	0	0	0	7	6.20
0715 - 0730	1	0	10	0	1	0	0	0	12	11.20
0730 - 0745	1	0	13	0	0	0	0	0	14	13.20
0745 - 0800	1	0	7	0	0	0	0	0	8	7.20
Hourly Total	**4**	**0**	**36**	**0**	**1**	**0**	**0**	**0**	41	**37.80**
Hourly Average	**1.00**	**0.00**	**9.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**10.25**	**9.45**
0800 - 0815	0	0	10	0	1	0	0	0	11	11.00
0815 - 0830	1	0	7	0	1	0	0	0	9	8.20
0830 - 0845	0	1	7	0	2	0	0	0	10	9.40
0845 - 0900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	**1**	**1**	**30**	**0**	**5**	**0**	**0**	**0**	37	**35.60**
Hourly Average	**0.25**	**0.25**	**7.50**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**9.25**	**8.90**
0900 - 0915	0	0	3	0	2	0	0	0	5	5.00
0915 - 0930	1	0	4	0	0	0	0	0	5	4.20
0930 - 0945	1	0	1	0	0	0	0	0	2	1.20
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**2**	**0**	**8**	**0**	**2**	**0**	**0**	**0**	12	**10.40**
Hourly Average	**0.50**	**0.00**	**2.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.00**	**2.60**

Session Total	**7**	**1**	**74**	**0**	**8**	**0**	**0**	**0**	**90**	**83.80**
Session Average	**0.58**	**0.08**	**6.17**	**0.00**	**0.67**	**0.00**	**0.00**	**0.00**	**7.50**	**6.98**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.13: Left from Brockhampton Road to Brookside Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	5	0	0	0	0	0	5	5.00
1615 - 1630	0	0	2	0	2	0	0	0	4	4.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	2	6	0	0	0	0	0	8	6.80
Hourly Total	**0**	**2**	**15**	**0**	**2**	**0**	**0**	**0**	19	**17.80**
Hourly Average	**0.00**	**0.50**	**3.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**4.75**	**4.45**
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	1	1	0	0	0	0	0	2	1.40
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	11	**10.40**
Hourly Average	**0.00**	**0.25**	**2.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.75**	**2.60**
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	**3.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Session Total	**0**	**3**	**28**	**0**	**2**	**0**	**0**	**0**	**33**	**31.20**
Session Average	**0.00**	**0.25**	**2.33**	**0.00**	**0.17**	**0.00**	**0.00**	**0.00**	**2.75**	**2.60**

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.14: Right from Brockhampton Road to Southmoor Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	13	0	3	0	0	0	17	16.40
0715 - 0730	1	0	27	0	6	0	0	0	34	33.20
0730 - 0745	3	0	15	0	8	0	0	0	26	23.60
0745 - 0800	6	1	13	0	8	0	0	0	28	22.60
Hourly Total	10	2	68	0	25	0	0	0	105	95.80
Hourly Average	2.50	0.50	17.00	0.00	6.25	0.00	0.00	0.00	26.25	23.95
0800 - 0815	0	0	14	0	6	0	1	0	21	22.30
0815 - 0830	1	0	12	0	5	1	0	0	19	18.70
0830 - 0845	1	0	16	0	7	1	0	0	25	24.70
0845 - 0900	1	0	9	0	3	1	0	0	14	13.70
Hourly Total	3	0	51	0	21	3	1	0	79	79.40
Hourly Average	0.75	0.00	12.75	0.00	5.25	0.75	0.25	0.00	19.75	19.85
0900 - 0915	0	0	7	0	5	0	1	0	13	14.30
0915 - 0930	0	0	14	0	2	0	0	0	16	16.00
0930 - 0945	1	0	7	0	3	0	1	0	12	12.50
0945 - 1000	0	0	9	0	6	1	0	0	16	16.50
Hourly Total	1	0	37	0	16	1	2	0	57	59.30
Hourly Average	0.25	0.00	9.25	0.00	4.00	0.25	0.50	0.00	14.25	14.83
Session Total	14	2	156	0	62	4	3	0	241	234.50
Session Average	1.17	0.17	13.00	0.00	5.17	0.33	0.25	0.00	20.08	19.54

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.14: Right from Brockhampton Road to Southmoor Lane								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	1	0	0	0	4	4.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	2	0	2	0	3	0	7	10.90
1645 - 1700	0	0	6	0	2	0	0	0	8	8.00
Hourly Total	0	0	12	0	5	0	3	0	20	23.90
Hourly Average	0.00	0.00	3.00	0.00	1.25	0.00	0.75	0.00	5.00	5.98
1700 - 1715	0	0	1	0	1	1	0	0	3	3.50
1715 - 1730	0	0	5	0	2	0	0	0	7	7.00
1730 - 1745	0	0	4	0	2	1	0	0	7	7.50
1745 - 1800	0	0	1	0	1	0	1	0	3	4.30
Hourly Total	0	0	11	0	6	2	1	0	20	22.30
Hourly Average	0.00	0.00	2.75	0.00	1.50	0.50	0.25	0.00	5.00	5.58
1800 - 1815	0	0	1	0	2	0	1	0	4	5.30
1815 - 1830	0	0	4	0	1	0	0	0	5	5.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	8	0	4	0	1	0	13	14.30
Hourly Average	0.00	0.00	2.00	0.00	1.00	0.00	0.25	0.00	3.25	3.58
Session Total	0	0	31	0	15	2	5	0	53	60.50
Session Average	0.00	0.00	2.58	0.00	1.25	0.17	0.42	0.00	4.42	5.04

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.15: Right from Brockhampton Road to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	4	1	21	1	14	0	1	0	42	39.50
0715 - 0730	3	0	23	1	15	0	1	0	43	41.90
0730 - 0745	0	0	24	1	13	0	0	0	38	38.00
0745 - 0800	0	0	32	0	18	0	1	0	51	52.30
Hourly Total	7	1	100	3	60	0	3	0	174	171.70
Hourly Average	1.75	0.25	25.00	0.75	15.00	0.00	0.75	0.00	43.50	42.93
0800 - 0815	2	0	30	0	18	0	0	0	50	48.40
0815 - 0830	0	0	31	0	22	0	0	0	53	53.00
0830 - 0845	0	1	28	0	20	3	0	0	52	52.90
0845 - 0900	0	1	41	0	11	0	0	0	53	52.40
Hourly Total	2	2	130	0	71	3	0	0	208	206.70
Hourly Average	0.50	0.50	32.50	0.00	17.75	0.75	0.00	0.00	52.00	51.68
0900 - 0915	1	0	46	0	17	1	0	0	65	64.70
0915 - 0930	2	1	53	0	11	2	0	0	69	67.80
0930 - 0945	0	0	42	0	12	1	0	0	55	55.50
0945 - 1000	0	0	58	0	13	0	1	0	72	73.30
Hourly Total	3	1	199	0	53	4	1	0	261	261.30
Hourly Average	0.75	0.25	49.75	0.00	13.25	1.00	0.25	0.00	65.25	65.33

Session Total	12	4	429	3	184	7	4	0	643	639.70
Session Average	1.00	0.33	35.75	0.25	15.33	0.58	0.33	0.00	53.58	53.31

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.15: Right from Brockhampton Road to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	3	76	0	16	0	1	0	98	95.90
1615 - 1630	4	0	61	0	14	0	1	0	80	78.10
1630 - 1645	4	1	79	0	9	0	0	0	93	89.20
1645 - 1700	3	2	58	0	8	0	0	0	71	67.40
Hourly Total	13	6	274	0	47	0	2	0	342	330.60
Hourly Average	3.25	1.50	68.50	0.00	11.75	0.00	0.50	0.00	85.50	82.65
1700 - 1715	0	0	71	0	5	0	0	0	76	76.00
1715 - 1730	1	2	48	0	7	0	0	0	58	56.00
1730 - 1745	6	0	42	0	8	0	0	0	56	51.20
1745 - 1800	1	0	63	1	8	0	0	0	73	72.20
Hourly Total	8	2	224	1	28	0	0	0	263	255.40
Hourly Average	2.00	0.50	56.00	0.25	7.00	0.00	0.00	0.00	65.75	63.85
1800 - 1815	1	1	56	1	8	0	0	0	67	65.60
1815 - 1830	1	1	51	0	5	0	0	0	58	56.60
1830 - 1845	0	1	44	0	7	0	0	0	52	51.40
1845 - 1900	1	1	39	0	3	0	0	0	44	42.60
Hourly Total	3	4	190	1	23	0	0	0	221	216.20
Hourly Average	0.75	1.00	47.50	0.25	5.75	0.00	0.00	0.00	55.25	54.05

Session Total	24	12	688	2	98	0	2	0	826	802.20
Session Average	2.00	1.00	57.33	0.17	8.17	0.00	0.17	0.00	68.83	66.85

Havant, Hampshire
Classified Junction Count

Site 7 of 10
Brookside Road
Southmoor Lane
Harts Farm Way
Brockhampton Road

Lat/Long
lat 50.847761° lon -0.993972°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 7.16: U-Turn from Brockhampton Road to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	1	0	0	0	2	2.00
Session Average	0.00	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.17	0.17

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 7.16: U-Turn from Brockhampton Road to Brockhampton Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	0	0	0	0	2	2.00
Session Average	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.17	0.17

Havant, Hampshire
Classified Junction Count

Site 8 of 10
Solent Road (East)
Tesco Access
Solent Road (West)

Lat/Long
lat 50.849589° lon -0.988375°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 8.1: Left from Solent Road (East) to Tesco Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	27	1	7	0	0	0	35	35.00
0715 - 0730	0	2	24	1	9	0	0	0	36	34.80
0730 - 0745	0	0	32	0	7	0	1	0	40	41.30
0745 - 0800	0	0	38	0	9	1	0	0	48	48.50
Hourly Total	**0**	**2**	**121**	**2**	**32**	**1**	**1**	**0**	159	159.60
Hourly Average	**0.00**	**0.50**	**30.25**	**0.50**	**8.00**	**0.25**	**0.25**	**0.00**	39.75	39.90
0800 - 0815	0	0	55	0	11	0	0	0	66	66.00
0815 - 0830	1	1	46	0	3	0	0	0	51	49.60
0830 - 0845	0	1	65	0	7	0	0	0	73	72.40
0845 - 0900	0	0	65	0	6	0	0	0	71	71.00
Hourly Total	**1**	**2**	**231**	**0**	**27**	**0**	**0**	**0**	261	259.00
Hourly Average	**0.25**	**0.50**	**57.75**	**0.00**	**6.75**	**0.00**	**0.00**	**0.00**	65.25	64.75
0900 - 0915	0	0	78	0	12	0	0	0	90	90.00
0915 - 0930	1	0	53	1	9	0	0	0	64	63.20
0930 - 0945	0	0	65	1	3	0	0	0	69	69.00
0945 - 1000	0	1	71	1	5	0	0	0	78	77.40
Hourly Total	**1**	**1**	**267**	**3**	**29**	**0**	**0**	**0**	301	299.60
Hourly Average	**0.25**	**0.25**	**66.75**	**0.75**	**7.25**	**0.00**	**0.00**	**0.00**	75.25	74.90

Session Total	**2**	**5**	**619**	**5**	**88**	**1**	**1**	**0**	721	718.20
Session Average	**0.17**	**0.42**	**51.58**	**0.42**	**7.33**	**0.08**	**0.08**	**0.00**	60.08	59.85

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 8.1: Left from Solent Road (East) to Tesco Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	41	0	9	0	0	0	51	50.40
1615 - 1630	0	0	57	0	7	0	0	0	64	64.00
1630 - 1645	0	0	62	0	6	1	0	0	69	69.50
1645 - 1700	0	1	51	0	6	0	1	0	59	59.70
Hourly Total	**0**	**2**	**211**	**0**	**28**	**1**	**1**	**0**	243	243.60
Hourly Average	**0.00**	**0.50**	**52.75**	**0.00**	**7.00**	**0.25**	**0.25**	**0.00**	60.75	60.90
1700 - 1715	0	3	50	0	7	0	0	0	60	58.20
1715 - 1730	0	0	44	0	6	0	0	0	50	50.00
1730 - 1745	0	0	49	0	8	0	0	0	57	57.00
1745 - 1800	0	1	57	0	4	0	0	0	62	61.40
Hourly Total	**0**	**4**	**200**	**0**	**25**	**0**	**0**	**0**	229	226.60
Hourly Average	**0.00**	**1.00**	**50.00**	**0.00**	**6.25**	**0.00**	**0.00**	**0.00**	57.25	56.65
1800 - 1815	0	1	60	0	12	0	0	0	73	72.40
1815 - 1830	0	0	59	1	3	0	0	0	63	63.00
1830 - 1845	0	0	52	0	7	0	1	0	60	61.30
1845 - 1900	0	0	46	0	5	1	0	0	52	52.50
Hourly Total	**0**	**1**	**217**	**1**	**27**	**1**	**1**	**0**	248	249.20
Hourly Average	**0.00**	**0.25**	**54.25**	**0.25**	**6.75**	**0.25**	**0.25**	**0.00**	62.00	62.30

Session Total	**0**	**7**	**628**	**1**	**80**	**2**	**2**	**0**	720	719.40
Session Average	**0.00**	**0.58**	**52.33**	**0.08**	**6.67**	**0.17**	**0.17**	**0.00**	60.00	59.95

Havant, Hampshire
Classified Junction Count

Site 8 of 10
Solent Road (East)
Tesco Access
Solent Road (West)

Lat/Long
lat 50.849589° lon -0.988375°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 8.2: Westbound from Solent Road (East) to Solent Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	52	1	8	0	0	0	63	61.60
0715 - 0730	0	0	52	1	13	0	1	0	67	68.30
0730 - 0745	0	0	44	0	19	0	1	0	64	65.30
0745 - 0800	1	0	50	0	25	1	1	0	78	79.00
Hourly Total	**2**	**1**	**198**	**2**	**65**	**1**	**3**	**0**	272	274.20
Hourly Average	**0.50**	**0.25**	**49.50**	**0.50**	**16.25**	**0.25**	**0.75**	**0.00**	68.00	68.55
0800 - 0815	0	0	40	0	17	0	1	0	58	59.30
0815 - 0830	0	0	48	0	19	2	0	0	69	70.00
0830 - 0845	0	1	35	0	14	0	0	0	50	49.40
0845 - 0900	1	0	43	0	15	0	0	0	59	58.20
Hourly Total	**1**	**1**	**166**	**0**	**65**	**2**	**1**	**0**	236	236.90
Hourly Average	**0.25**	**0.25**	**41.50**	**0.00**	**16.25**	**0.50**	**0.25**	**0.00**	59.00	59.23
0900 - 0915	1	0	39	0	16	1	1	0	58	59.00
0915 - 0930	0	0	44	0	9	1	1	0	55	56.80
0930 - 0945	0	0	43	1	9	0	3	0	56	59.90
0945 - 1000	0	0	55	0	16	1	0	0	72	72.50
Hourly Total	**1**	**0**	**181**	**1**	**50**	**3**	**5**	**0**	241	248.20
Hourly Average	**0.25**	**0.00**	**45.25**	**0.25**	**12.50**	**0.75**	**1.25**	**0.00**	60.25	62.05

Session Total	**4**	**2**	**545**	**3**	**180**	**6**	**9**	**0**	749	759.30
Session Average	**0.33**	**0.17**	**45.42**	**0.25**	**15.00**	**0.50**	**0.75**	**0.00**	62.42	63.28

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 8.2: Westbound from Solent Road (East) to Solent Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	39	0	5	0	2	0	48	49.20
1615 - 1630	3	0	36	0	10	0	1	0	50	48.90
1630 - 1645	3	0	33	0	7	0	3	0	46	47.50
1645 - 1700	2	1	46	0	5	0	0	0	54	51.80
Hourly Total	**9**	**2**	**154**	**0**	**27**	**0**	**6**	**0**	198	197.40
Hourly Average	**2.25**	**0.50**	**38.50**	**0.00**	**6.75**	**0.00**	**1.50**	**0.00**	49.50	49.35
1700 - 1715	0	1	33	0	11	2	0	0	47	47.40
1715 - 1730	2	0	29	0	9	0	0	0	40	38.40
1730 - 1745	4	1	26	0	6	1	0	0	38	34.70
1745 - 1800	0	0	30	1	6	0	1	0	38	39.30
Hourly Total	**6**	**2**	**118**	**1**	**32**	**3**	**1**	**0**	163	159.80
Hourly Average	**1.50**	**0.50**	**29.50**	**0.25**	**8.00**	**0.75**	**0.25**	**0.00**	40.75	39.95
1800 - 1815	2	0	29	1	6	0	0	0	38	36.40
1815 - 1830	0	0	28	0	1	0	0	0	29	29.00
1830 - 1845	0	0	29	0	4	0	0	0	33	33.00
1845 - 1900	1	1	27	0	1	0	0	0	30	28.60
Hourly Total	**3**	**1**	**113**	**1**	**12**	**0**	**0**	**0**	130	127.00
Hourly Average	**0.75**	**0.25**	**28.25**	**0.25**	**3.00**	**0.00**	**0.00**	**0.00**	32.50	31.75

Session Total	**18**	**5**	**385**	**2**	**71**	**3**	**7**	**0**	491	484.20
Session Average	**1.50**	**0.42**	**32.08**	**0.17**	**5.92**	**0.25**	**0.58**	**0.00**	40.92	40.35

Havant, Hampshire
Classified Junction Count

Site 8 of 10
Solent Road (East)
Tesco Access
Solent Road (West)

Lat/Long
lat 50.849589° lon -0.988375°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 8.3: Left from Tesco Access to Solent Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	14	0	3	0	1	0	18	19.30
0715 - 0730	0	0	10	1	7	0	0	0	18	18.00
0730 - 0745	0	0	15	0	4	0	0	0	19	19.00
0745 - 0800	0	0	9	0	5	0	0	0	14	14.00
Hourly Total	**0**	**0**	**48**	**1**	**19**	**0**	**1**	**0**	69	70.30
Hourly Average	**0.00**	**0.00**	**12.00**	**0.25**	**4.75**	**0.00**	**0.25**	**0.00**	**17.25**	**17.58**
0800 - 0815	0	0	14	0	6	0	0	0	20	20.00
0815 - 0830	0	0	16	0	6	0	0	0	22	22.00
0830 - 0845	1	0	16	0	8	0	0	0	25	24.20
0845 - 0900	0	0	23	0	3	0	0	0	26	26.00
Hourly Total	**1**	**0**	**69**	**0**	**23**	**0**	**0**	**0**	93	92.20
Hourly Average	**0.25**	**0.00**	**17.25**	**0.00**	**5.75**	**0.00**	**0.00**	**0.00**	**23.25**	**23.05**
0900 - 0915	0	0	25	0	8	0	0	0	33	33.00
0915 - 0930	0	0	18	0	4	0	0	0	22	22.00
0930 - 0945	0	0	14	0	3	0	0	0	17	17.00
0945 - 1000	0	0	23	1	1	0	0	0	25	25.00
Hourly Total	**0**	**0**	**80**	**1**	**16**	**0**	**0**	**0**	97	97.00
Hourly Average	**0.00**	**0.00**	**20.00**	**0.25**	**4.00**	**0.00**	**0.00**	**0.00**	**24.25**	**24.25**

Session Total	**1**	**0**	**197**	**2**	**58**	**0**	**1**	**0**	259	259.50
Session Average	**0.08**	**0.00**	**16.42**	**0.17**	**4.83**	**0.00**	**0.08**	**0.00**	**21.58**	**21.63**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 8.3: Left from Tesco Access to Solent Road (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	20	0	3	0	0	0	24	23.20
1615 - 1630	0	0	20	0	5	0	0	0	25	25.00
1630 - 1645	1	1	19	0	1	0	0	0	22	20.60
1645 - 1700	0	1	30	0	3	0	0	0	34	33.40
Hourly Total	**2**	**2**	**89**	**0**	**12**	**0**	**0**	**0**	105	102.20
Hourly Average	**0.50**	**0.50**	**22.25**	**0.00**	**3.00**	**0.00**	**0.00**	**0.00**	**26.25**	**25.55**
1700 - 1715	0	0	25	0	1	0	0	0	26	26.00
1715 - 1730	0	2	20	0	2	0	0	0	24	22.80
1730 - 1745	2	0	14	0	3	0	0	0	19	17.40
1745 - 1800	0	0	18	0	5	0	0	0	23	23.00
Hourly Total	**2**	**2**	**77**	**0**	**11**	**0**	**0**	**0**	92	89.20
Hourly Average	**0.50**	**0.50**	**19.25**	**0.00**	**2.75**	**0.00**	**0.00**	**0.00**	**23.00**	**22.30**
1800 - 1815	1	1	34	0	5	0	0	0	41	39.60
1815 - 1830	0	1	20	0	6	0	0	0	27	26.40
1830 - 1845	0	0	12	0	3	0	0	0	15	15.00
1845 - 1900	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	**1**	**2**	**82**	**0**	**16**	**0**	**0**	**0**	101	99.00
Hourly Average	**0.25**	**0.50**	**20.50**	**0.00**	**4.00**	**0.00**	**0.00**	**0.00**	**25.25**	**24.75**

Session Total	**5**	**6**	**248**	**0**	**39**	**0**	**0**	**0**	298	290.40
Session Average	**0.42**	**0.50**	**20.67**	**0.00**	**3.25**	**0.00**	**0.00**	**0.00**	**24.83**	**24.20**

Havant, Hampshire
Classified Junction Count

Site 8 of 10
Solent Road (East)
Tesco Access
Solent Road (West)

Lat/Long
lat 50.849589° lon -0.988375°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 8.4: Right from Tesco Access to Solent Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	20	0	4	0	0	0	24	24.00
0715 - 0730	0	1	14	1	4	0	0	0	20	19.40
0730 - 0745	0	1	12	0	5	0	0	0	18	17.40
0745 - 0800	0	0	21	0	5	0	0	0	26	26.00
Hourly Total	**0**	**2**	**67**	**1**	**18**	**0**	**0**	**0**	88	86.80
Hourly Average	**0.00**	**0.50**	**16.75**	**0.25**	**4.50**	**0.00**	**0.00**	**0.00**	**22.00**	**21.70**
0800 - 0815	0	1	24	0	13	2	1	0	41	42.70
0815 - 0830	1	0	27	0	6	0	0	0	34	33.20
0830 - 0845	0	0	34	0	7	0	0	0	41	41.00
0845 - 0900	0	0	31	0	3	0	0	0	34	34.00
Hourly Total	**1**	**1**	**116**	**0**	**29**	**2**	**1**	**0**	150	150.90
Hourly Average	**0.25**	**0.25**	**29.00**	**0.00**	**7.25**	**0.50**	**0.25**	**0.00**	**37.50**	**37.73**
0900 - 0915	0	1	35	0	10	0	0	0	46	45.40
0915 - 0930	0	0	40	0	3	0	0	0	43	43.00
0930 - 0945	0	0	50	0	4	0	1	0	55	56.30
0945 - 1000	0	0	49	1	6	1	0	0	57	57.50
Hourly Total	**0**	**1**	**174**	**1**	**23**	**1**	**1**	**0**	201	202.20
Hourly Average	**0.00**	**0.25**	**43.50**	**0.25**	**5.75**	**0.25**	**0.25**	**0.00**	**50.25**	**50.55**

Session Total	**1**	**4**	**357**	**2**	**70**	**3**	**2**	**0**	439	439.90
Session Average	**0.08**	**0.33**	**29.75**	**0.17**	**5.83**	**0.25**	**0.17**	**0.00**	**36.58**	**36.66**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 8.4: Right from Tesco Access to Solent Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	4	69	0	6	0	0	0	79	76.60
1615 - 1630	0	0	55	1	7	0	0	0	63	63.00
1630 - 1645	0	0	59	0	4	0	0	0	63	63.00
1645 - 1700	0	0	53	1	4	1	0	0	59	59.50
Hourly Total	**0**	**4**	**236**	**2**	**21**	**1**	**0**	**0**	264	262.10
Hourly Average	**0.00**	**1.00**	**59.00**	**0.50**	**5.25**	**0.25**	**0.00**	**0.00**	**66.00**	**65.53**
1700 - 1715	0	1	52	0	6	0	0	0	59	58.40
1715 - 1730	0	1	43	0	6	0	0	0	50	49.40
1730 - 1745	0	1	54	0	5	0	0	0	60	59.40
1745 - 1800	0	1	55	0	5	0	0	0	61	60.40
Hourly Total	**0**	**4**	**204**	**0**	**22**	**0**	**0**	**0**	230	227.60
Hourly Average	**0.00**	**1.00**	**51.00**	**0.00**	**5.50**	**0.00**	**0.00**	**0.00**	**57.50**	**56.90**
1800 - 1815	0	0	54	0	7	0	0	0	61	61.00
1815 - 1830	0	0	54	1	3	0	0	0	58	58.00
1830 - 1845	0	1	53	0	7	0	1	0	62	62.70
1845 - 1900	0	0	44	0	4	1	0	0	49	49.50
Hourly Total	**0**	**1**	**205**	**1**	**21**	**1**	**1**	**0**	230	231.20
Hourly Average	**0.00**	**0.25**	**51.25**	**0.25**	**5.25**	**0.25**	**0.25**	**0.00**	**57.50**	**57.80**

Session Total	**0**	**9**	**645**	**3**	**64**	**2**	**1**	**0**	724	720.90
Session Average	**0.00**	**0.75**	**53.75**	**0.25**	**5.33**	**0.17**	**0.08**	**0.00**	**60.33**	**60.08**

Havant, Hampshire
Classified Junction Count

Site 8 of 10
Solent Road (East)
Tesco Access
Solent Road (West)

Lat/Long
lat 50.849589° lon -0.988375°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 8.5: Eastbound from Solent Road (West) to Solent Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	13	0	7	1	0	0	21	21.50
0715 - 0730	2	1	10	1	8	1	0	0	23	21.30
0730 - 0745	1	1	10	0	9	0	2	0	23	24.20
0745 - 0800	0	0	13	0	10	1	2	0	26	29.10
Hourly Total	**3**	**2**	**46**	**1**	**34**	**3**	**4**	**0**	93	**96.10**
Hourly Average	**0.75**	**0.50**	**11.50**	**0.25**	**8.50**	**0.75**	**1.00**	**0.00**	**23.25**	**24.03**
0800 - 0815	0	0	21	0	17	2	1	0	41	43.30
0815 - 0830	2	0	30	1	12	0	1	0	46	45.70
0830 - 0845	0	0	28	0	17	2	0	0	47	48.00
0845 - 0900	0	0	48	0	11	0	0	0	59	59.00
Hourly Total	**2**	**0**	**127**	**1**	**57**	**4**	**2**	**0**	193	**196.00**
Hourly Average	**0.50**	**0.00**	**31.75**	**0.25**	**14.25**	**1.00**	**0.50**	**0.00**	**48.25**	**49.00**
0900 - 0915	1	0	41	0	13	2	0	0	57	57.20
0915 - 0930	2	0	49	0	12	3	0	0	66	65.90
0930 - 0945	1	0	56	0	12	0	1	0	70	70.50
0945 - 1000	0	1	54	2	14	1	0	0	72	71.90
Hourly Total	**4**	**1**	**200**	**2**	**51**	**6**	**1**	**0**	265	**265.50**
Hourly Average	**1.00**	**0.25**	**50.00**	**0.50**	**12.75**	**1.50**	**0.25**	**0.00**	**66.25**	**66.38**

Session Total	**9**	**3**	**373**	**4**	**142**	**13**	**7**	**0**	551	**557.60**
Session Average	**0.75**	**0.25**	**31.08**	**0.33**	**11.83**	**1.08**	**0.58**	**0.00**	**45.92**	**46.47**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 8.5: Eastbound from Solent Road (West) to Solent Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	0	62	0	16	1	0	0	81	79.90
1615 - 1630	2	1	64	0	16	0	1	0	84	83.10
1630 - 1645	3	1	68	1	11	0	0	0	84	81.00
1645 - 1700	1	0	82	1	11	0	0	0	95	94.20
Hourly Total	**8**	**2**	**276**	**2**	**54**	**1**	**1**	**0**	344	**338.20**
Hourly Average	**2.00**	**0.50**	**69.00**	**0.50**	**13.50**	**0.25**	**0.25**	**0.00**	**86.00**	**84.55**
1700 - 1715	1	2	85	0	6	0	0	0	94	92.00
1715 - 1730	2	0	71	0	14	1	0	0	88	86.90
1730 - 1745	0	0	68	0	5	1	0	0	74	74.50
1745 - 1800	0	0	51	0	5	0	0	0	56	56.00
Hourly Total	**3**	**2**	**275**	**0**	**30**	**2**	**0**	**0**	312	**309.40**
Hourly Average	**0.75**	**0.50**	**68.75**	**0.00**	**7.50**	**0.50**	**0.00**	**0.00**	**78.00**	**77.35**
1800 - 1815	0	0	54	0	4	0	0	0	58	58.00
1815 - 1830	0	2	51	0	4	1	0	0	58	57.30
1830 - 1845	0	0	36	0	3	0	0	0	39	39.00
1845 - 1900	2	2	31	0	3	0	0	0	38	35.20
Hourly Total	**2**	**4**	**172**	**0**	**14**	**1**	**0**	**0**	193	**189.50**
Hourly Average	**0.50**	**1.00**	**43.00**	**0.00**	**3.50**	**0.25**	**0.00**	**0.00**	**48.25**	**47.38**

Session Total	**13**	**8**	**723**	**2**	**98**	**4**	**1**	**0**	849	**837.10**
Session Average	**1.08**	**0.67**	**60.25**	**0.17**	**8.17**	**0.33**	**0.08**	**0.00**	**70.75**	**69.76**

Havant, Hampshire
Classified Junction Count

Site 8 of 10
Solent Road (East)
Tesco Access
Solent Road (West)

Lat/Long
lat 50.849589° lon -0.988375°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 8.6: Right from Solent Road (West) to Tesco Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	6	0	0	0	8	8.00
0715 - 0730	0	0	8	0	5	0	0	0	13	13.00
0730 - 0745	0	0	4	0	2	0	0	0	6	6.00
0745 - 0800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	**0**	**0**	**24**	**0**	**14**	**0**	**0**	**0**	38	38.00
Hourly Average	**0.00**	**0.00**	**6.00**	**0.00**	**3.50**	**0.00**	**0.00**	**0.00**	**9.50**	**9.50**
0800 - 0815	0	0	14	0	4	1	0	0	19	19.50
0815 - 0830	0	0	7	0	5	0	0	0	12	12.00
0830 - 0845	0	0	21	0	4	0	0	0	25	25.00
0845 - 0900	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	**0**	**0**	**62**	**0**	**14**	**1**	**0**	**0**	77	77.50
Hourly Average	**0.00**	**0.00**	**15.50**	**0.00**	**3.50**	**0.25**	**0.00**	**0.00**	**19.25**	**19.38**
0900 - 0915	0	0	14	0	2	0	0	0	16	16.00
0915 - 0930	0	0	12	0	0	0	0	0	12	12.00
0930 - 0945	0	0	15	0	2	0	0	0	17	17.00
0945 - 1000	0	0	22	0	4	1	0	0	27	27.50
Hourly Total	**0**	**0**	**63**	**0**	**8**	**1**	**0**	**0**	72	72.50
Hourly Average	**0.00**	**0.00**	**15.75**	**0.00**	**2.00**	**0.25**	**0.00**	**0.00**	**18.00**	**18.13**

Session Total	**0**	**0**	**149**	**0**	**36**	**2**	**0**	**0**	187	188.00
Session Average	**0.00**	**0.00**	**12.42**	**0.00**	**3.00**	**0.17**	**0.00**	**0.00**	**15.58**	**15.67**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 8.6: Right from Solent Road (West) to Tesco Access								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	15	0	4	0	0	0	20	19.20
1615 - 1630	0	0	7	0	3	0	0	0	10	10.00
1630 - 1645	1	0	20	0	0	0	0	0	21	20.20
1645 - 1700	0	0	18	1	1	0	0	0	20	20.00
Hourly Total	**2**	**0**	**60**	**1**	**8**	**0**	**0**	**0**	71	69.40
Hourly Average	**0.50**	**0.00**	**15.00**	**0.25**	**2.00**	**0.00**	**0.00**	**0.00**	**17.75**	**17.35**
1700 - 1715	1	0	16	1	5	0	0	0	23	22.20
1715 - 1730	0	0	17	0	7	0	0	0	24	24.00
1730 - 1745	0	0	17	0	1	0	0	0	18	18.00
1745 - 1800	0	0	14	0	3	0	0	0	17	17.00
Hourly Total	**1**	**0**	**64**	**1**	**16**	**0**	**0**	**0**	82	81.20
Hourly Average	**0.25**	**0.00**	**16.00**	**0.25**	**4.00**	**0.00**	**0.00**	**0.00**	**20.50**	**20.30**
1800 - 1815	0	0	19	0	5	0	0	0	24	24.00
1815 - 1830	2	0	10	0	2	0	0	0	14	12.40
1830 - 1845	0	0	11	0	2	0	0	0	13	13.00
1845 - 1900	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	**2**	**0**	**49**	**0**	**11**	**0**	**0**	**0**	62	60.40
Hourly Average	**0.50**	**0.00**	**12.25**	**0.00**	**2.75**	**0.00**	**0.00**	**0.00**	**15.50**	**15.10**

Session Total	**5**	**0**	**173**	**2**	**35**	**0**	**0**	**0**	215	211.00
Session Average	**0.42**	**0.00**	**14.42**	**0.17**	**2.92**	**0.00**	**0.00**	**0.00**	**17.92**	**17.58**

Havant, Hampshire
Classified Junction Count

Site 9a of 10
A27 Havant Bypass E/Bound On-Ramp
A27 (South)
A27 (North)

Lat/Long
lat 50.847235° lon -1.009809°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9a.1: Northbound from A27 (South) to A27 (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	122	1	39	3	2	1	169	173.30
0715 - 0730	0	1	164	1	55	9	3	0	233	240.80
0730 - 0745	2	4	180	0	61	4	5	0	256	260.50
0745 - 0800	0	2	194	1	62	5	7	0	271	281.40
Hourly Total	3	7	660	3	217	21	17	1	929	956.00
Hourly Average	0.75	1.75	165.00	0.75	54.25	5.25	4.25	0.25	232.25	239.00
0800 - 0815	0	1	197	0	56	1	9	0	264	275.60
0815 - 0830	0	0	179	0	45	7	8	0	239	252.90
0830 - 0845	0	3	168	0	53	1	4	0	229	232.90
0845 - 0900	0	1	180	1	41	3	8	0	234	245.30
Hourly Total	0	5	724	1	195	12	29	0	966	1006.70
Hourly Average	0.00	1.25	181.00	0.25	48.75	3.00	7.25	0.00	241.50	251.68
0900 - 0915	0	0	186	2	41	6	6	0	241	251.80
0915 - 0930	1	3	188	1	38	5	7	0	243	252.00
0930 - 0945	0	1	176	0	32	7	8	0	224	237.30
0945 - 1000	0	3	215	1	36	4	10	0	269	282.20
Hourly Total	1	7	765	4	147	22	31	0	977	1023.30
Hourly Average	0.25	1.75	191.25	1.00	36.75	5.50	7.75	0.00	244.25	255.83
Session Total	4	19	2149	8	559	55	77	1	2872	2986.00
Session Average	0.33	1.58	179.08	0.67	46.58	4.58	6.42	0.08	239.33	248.83

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9a.1: Northbound from A27 (South) to A27 (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	247	1	64	4	3	0	322	326.10
1615 - 1630	0	4	284	1	47	4	2	0	342	344.20
1630 - 1645	0	1	268	3	62	3	2	0	339	342.50
1645 - 1700	0	1	244	0	57	1	0	0	303	302.90
Hourly Total	0	9	1043	5	230	12	7	0	1306	1315.70
Hourly Average	0.00	2.25	260.75	1.25	57.50	3.00	1.75	0.00	326.50	328.93
1700 - 1715	0	0	304	0	46	1	1	0	352	353.80
1715 - 1730	0	1	269	0	49	1	0	0	320	319.90
1730 - 1745	0	0	279	1	29	3	2	0	314	318.10
1745 - 1800	1	1	252	1	33	0	1	0	289	288.90
Hourly Total	1	2	1104	2	157	5	4	0	1275	1280.70
Hourly Average	0.25	0.50	276.00	0.50	39.25	1.25	1.00	0.00	318.75	320.18
1800 - 1815	1	1	225	0	27	2	2	0	258	260.20
1815 - 1830	0	1	217	0	24	0	2	0	244	246.00
1830 - 1845	0	4	178	0	28	0	1	0	211	209.90
1845 - 1900	0	2	178	0	20	1	1	0	202	202.60
Hourly Total	1	8	798	0	99	3	6	0	915	918.70
Hourly Average	0.25	2.00	199.50	0.00	24.75	0.75	1.50	0.00	228.75	229.68
Session Total	2	19	2945	7	486	20	17	0	3496	3515.10
Session Average	0.17	1.58	245.42	0.58	40.50	1.67	1.42	0.00	291.33	292.93

Havant, Hampshire
Classified Junction Count

Site 9a of 10
A27 Havant Bypass E/Bound On-Ramp
A27 (South)
A27 (North)

Lat/Long
lat 50.847235° lon -1.009809°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9a.2: Right from A27 (South) to A27 Havant Bypass E/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	0	0	2	1	0	0	3	3.50
0730 - 0745	0	0	2	0	0	0	1	0	3	4.30
0745 - 0800	0	0	0	0	2	0	2	0	4	6.60
Hourly Total	**0**	**0**	**2**	**0**	**5**	**1**	**3**	**0**	11	15.40
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**1.25**	**0.25**	**0.75**	**0.00**	2.75	3.85
0800 - 0815	0	0	1	0	4	1	0	0	6	6.50
0815 - 0830	0	0	2	0	1	0	0	0	3	3.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	4	0	4	0	1	0	9	10.30
Hourly Total	**0**	**0**	**9**	**0**	**9**	**1**	**1**	**0**	20	21.80
Hourly Average	**0.00**	**0.00**	**2.25**	**0.00**	**2.25**	**0.25**	**0.25**	**0.00**	5.00	5.45
0900 - 0915	0	0	3	0	2	0	0	0	5	5.00
0915 - 0930	0	0	3	0	0	0	2	0	5	7.60
0930 - 0945	0	0	4	0	1	0	0	0	5	5.00
0945 - 1000	0	0	6	0	3	1	0	0	10	10.50
Hourly Total	**0**	**0**	**16**	**0**	**6**	**1**	**2**	**0**	25	28.10
Hourly Average	**0.00**	**0.00**	**4.00**	**0.00**	**1.50**	**0.25**	**0.50**	**0.00**	6.25	7.03
Session Total	**0**	**0**	**27**	**0**	**20**	**3**	**6**	**0**	56	65.30
Session Average	**0.00**	**0.00**	**2.25**	**0.00**	**1.67**	**0.25**	**0.50**	**0.00**	4.67	5.44

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9a.2: Right from A27 (South) to A27 Havant Bypass E/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	0	0	5	0	1	0	0	0	6	6.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**17**	**0**	**1**	**0**	**0**	**0**	18	18.00
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	4.50	4.50
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	4	0	0	0	1	0	5	6.30
1745 - 1800	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	**0**	**0**	**11**	**0**	**2**	**0**	**1**	**0**	14	15.30
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	3.50	3.83
1800 - 1815	0	0	5	0	1	0	0	0	6	6.00
1815 - 1830	0	0	4	0	0	0	1	0	5	6.30
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**11**	**0**	**2**	**0**	**1**	**0**	14	15.30
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	3.50	3.83
Session Total	**0**	**0**	**39**	**0**	**5**	**0**	**2**	**0**	46	48.60
Session Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.42**	**0.00**	**0.17**	**0.00**	3.83	4.05

Havant, Hampshire
Classified Junction Count

Site 9a of 10
A27 Havant Bypass E/Bound On-Ramp
A27 (South)
A27 (North)

Lat/Long
lat 50.847235° lon -1.009809°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9a.3: U-Turn from A27 (South) to A27 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	2	0	0	0	0	0	2	2.00
Session Average	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.17	0.17

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9a.3: U-Turn from A27 (South) to A27 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	12	0	1	0	0	0	13	13.00
Session Average	0.00	0.00	1.00	0.00	0.08	0.00	0.00	0.00	1.08	1.08

Havant, Hampshire
Classified Junction Count

Site 9a of 10
A27 Havant Bypass E/Bound On-Ramp
A27 (South)
A27 (North)

Lat/Long
lat 50.847235° lon -1.009809°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9a.4: Left from A27 (North) to A27 Havant Bypass E/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	134	0	69	3	11	0	218	233.20
0715 - 0730	0	2	151	0	65	7	7	0	232	243.40
0730 - 0745	0	1	179	0	68	6	5	0	259	267.90
0745 - 0800	0	1	189	0	67	12	7	0	276	290.50
Hourly Total	0	5	653	0	269	28	30	0	985	1035.00
Hourly Average	0.00	1.25	163.25	0.00	67.25	7.00	7.50	0.00	246.25	258.75
0800 - 0815	0	0	144	3	55	2	5	0	209	216.50
0815 - 0830	0	2	184	1	46	3	4	0	240	245.50
0830 - 0845	0	1	217	0	43	3	7	1	272	283.00
0845 - 0900	0	1	197	1	39	3	3	1	245	250.80
Hourly Total	0	4	742	5	183	11	19	2	966	995.80
Hourly Average	0.00	1.00	185.50	1.25	45.75	2.75	4.75	0.50	241.50	248.95
0900 - 0915	0	0	195	0	52	3	6	1	257	267.30
0915 - 0930	0	0	173	2	45	5	9	1	235	250.20
0930 - 0945	0	0	191	2	41	1	3	0	238	242.40
0945 - 1000	0	0	217	0	39	2	6	0	264	272.80
Hourly Total	0	0	776	4	177	11	24	2	994	1032.70
Hourly Average	0.00	0.00	194.00	1.00	44.25	2.75	6.00	0.50	248.50	258.18
Session Total	0	9	2171	9	629	50	73	4	2945	3063.50
Session Average	0.00	0.75	180.92	0.75	52.42	4.17	6.08	0.33	245.42	255.29

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9a.4: Left from A27 (North) to A27 Havant Bypass E/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	179	0	44	2	2	0	229	231.40
1615 - 1630	0	4	188	1	42	3	2	0	240	241.70
1630 - 1645	0	2	221	0	49	3	1	0	276	277.60
1645 - 1700	0	0	214	0	31	1	4	0	250	255.70
Hourly Total	0	8	802	1	166	9	9	0	995	1006.40
Hourly Average	0.00	2.00	200.50	0.25	41.50	2.25	2.25	0.00	248.75	251.60
1700 - 1715	0	3	220	0	51	1	1	0	276	276.00
1715 - 1730	0	0	229	0	32	1	2	1	265	269.10
1730 - 1745	2	2	220	0	35	2	2	0	263	263.80
1745 - 1800	0	4	227	0	30	2	1	0	264	263.90
Hourly Total	2	9	896	0	148	6	6	1	1068	1072.80
Hourly Average	0.50	2.25	224.00	0.00	37.00	1.50	1.50	0.25	267.00	268.20
1800 - 1815	0	2	205	0	38	0	2	0	247	248.40
1815 - 1830	0	1	183	0	36	0	2	0	222	224.00
1830 - 1845	0	1	154	0	21	1	0	0	177	176.90
1845 - 1900	0	0	149	0	13	1	4	0	167	172.70
Hourly Total	0	4	691	0	108	2	8	0	813	822.00
Hourly Average	0.00	1.00	172.75	0.00	27.00	0.50	2.00	0.00	203.25	205.50
Session Total	2	21	2389	1	422	17	23	1	2876	2901.20
Session Average	0.17	1.75	199.08	0.08	35.17	1.42	1.92	0.08	239.67	241.77

Havant, Hampshire
Classified Junction Count

Site 9a of 10
A27 Havant Bypass E/Bound On-Ramp
A27 (South)
A27 (North)

Lat/Long
lat 50.847235° lon -1.009809°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9a.5: Southbound from A27 (North) to A27 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	4	4	96	1	48	3	2	1	159	158.50
0715 - 0730	1	3	134	0	46	1	2	1	188	189.50
0730 - 0745	4	2	124	0	46	2	1	0	179	176.90
0745 - 0800	3	3	157	0	27	3	8	0	201	208.70
Hourly Total	12	12	511	1	167	9	13	2	727	733.60
Hourly Average	3.00	3.00	127.75	0.25	41.75	2.25	3.25	0.50	181.75	183.40
0800 - 0815	1	1	131	0	34	3	0	0	170	170.10
0815 - 0830	1	0	168	0	32	3	4	0	208	213.90
0830 - 0845	2	0	150	0	22	2	2	0	178	180.00
0845 - 0900	0	2	151	0	14	6	0	0	173	174.80
Hourly Total	4	3	600	0	102	14	6	0	729	738.80
Hourly Average	1.00	0.75	150.00	0.00	25.50	3.50	1.50	0.00	182.25	184.70
0900 - 0915	1	0	135	0	21	3	2	0	162	165.30
0915 - 0930	5	0	118	0	25	1	0	0	149	145.50
0930 - 0945	1	1	112	1	28	5	1	0	149	151.40
0945 - 1000	2	1	109	1	34	2	4	0	153	157.00
Hourly Total	9	2	474	2	108	11	7	0	613	619.20
Hourly Average	2.25	0.50	118.50	0.50	27.00	2.75	1.75	0.00	153.25	154.80
Session Total	25	17	1585	3	377	34	26	2	2069	2091.60
Session Average	2.08	1.42	132.08	0.25	31.42	2.83	2.17	0.17	172.42	174.30

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9a.5: Southbound from A27 (North) to A27 (South)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	100	0	34	2	3	0	141	144.70
1615 - 1630	0	1	93	0	26	1	3	0	124	127.80
1630 - 1645	0	2	101	0	28	3	1	0	135	136.60
1645 - 1700	3	0	94	0	27	2	3	0	129	131.50
Hourly Total	3	5	388	0	115	8	10	0	529	540.60
Hourly Average	0.75	1.25	97.00	0.00	28.75	2.00	2.50	0.00	132.25	135.15
1700 - 1715	1	0	79	0	19	1	0	0	100	99.70
1715 - 1730	8	0	118	0	16	2	1	0	145	140.90
1730 - 1745	2	0	104	0	15	1	1	0	123	123.20
1745 - 1800	1	0	78	0	14	1	1	0	95	96.00
Hourly Total	12	0	379	0	64	5	3	0	463	459.80
Hourly Average	3.00	0.00	94.75	0.00	16.00	1.25	0.75	0.00	115.75	114.95
1800 - 1815	3	1	72	0	10	0	2	0	88	87.60
1815 - 1830	1	3	67	0	7	0	0	0	78	75.40
1830 - 1845	0	4	66	0	9	1	1	0	81	80.40
1845 - 1900	3	0	68	0	8	0	0	0	79	76.60
Hourly Total	7	8	273	0	34	1	3	0	326	320.00
Hourly Average	1.75	2.00	68.25	0.00	8.50	0.25	0.75	0.00	81.50	80.00
Session Total	22	13	1040	0	213	14	16	0	1318	1320.40
Session Average	1.83	1.08	86.67	0.00	17.75	1.17	1.33	0.00	109.83	110.03

Havant, Hampshire
Classified Junction Count

Site 9a of 10
A27 Havant Bypass E/Bound On-Ramp
A27 (South)
A27 (North)

Lat/Long
lat 50.847235° lon -1.009809°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9a.6: U-Turn from A27 (North) to A27 (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9a.6: U-Turn from A27 (North) to A27 (North)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Havant, Hampshire
Classified Junction Count

Site 9b of 10
A27 Havant Bypass E/Bound Off-Ramp
Harts Farm Way
A3 (M) W/Bound On-Ramp
A27

Lat/Long
lat 50.845799° lon -1.008874°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9b.1: Left from A27 Havant Bypass E/Bound Off-Ramp to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	1	0	0	0	7	7.00
0715 - 0730	0	0	11	0	2	0	0	0	13	13.00
0730 - 0745	0	0	12	0	2	0	0	0	14	14.00
0745 - 0800	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	**0**	**0**	**39**	**0**	**6**	**0**	**0**	**0**	45	45.00
Hourly Average	**0.00**	**0.00**	**9.75**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**11.25**	**11.25**
0800 - 0815	0	0	6	0	2	0	0	0	8	8.00
0815 - 0830	0	0	7	0	2	1	0	0	10	10.50
0830 - 0845	0	0	12	0	2	0	0	0	14	14.00
0845 - 0900	0	0	8	0	1	1	1	0	11	12.80
Hourly Total	**0**	**0**	**33**	**0**	**7**	**2**	**1**	**0**	43	45.30
Hourly Average	**0.00**	**0.00**	**8.25**	**0.00**	**1.75**	**0.50**	**0.25**	**0.00**	**10.75**	**11.33**
0900 - 0915	0	0	7	0	1	0	0	0	8	8.00
0915 - 0930	0	0	8	0	2	1	1	0	12	13.80
0930 - 0945	0	0	6	0	1	0	0	0	7	7.00
0945 - 1000	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	**0**	**0**	**29**	**0**	**4**	**1**	**1**	**0**	35	36.80
Hourly Average	**0.00**	**0.00**	**7.25**	**0.00**	**1.00**	**0.25**	**0.25**	**0.00**	**8.75**	**9.20**

Session Total	**0**	**0**	**101**	**0**	**17**	**3**	**2**	**0**	123	127.10
Session Average	**0.00**	**0.00**	**8.42**	**0.00**	**1.42**	**0.25**	**0.17**	**0.00**	**10.25**	**10.59**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9b.1: Left from A27 Havant Bypass E/Bound Off-Ramp to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	5	0	2	0	9	11.60
1615 - 1630	0	0	4	0	4	0	0	0	8	8.00
1630 - 1645	0	0	3	0	1	0	0	0	4	4.00
1645 - 1700	0	0	2	0	4	0	1	0	7	8.30
Hourly Total	**0**	**0**	**11**	**0**	**14**	**0**	**3**	**0**	28	31.90
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**3.50**	**0.00**	**0.75**	**0.00**	**7.00**	**7.98**
1700 - 1715	0	0	2	0	2	0	2	0	6	8.60
1715 - 1730	0	0	6	0	4	0	1	0	11	12.30
1730 - 1745	0	0	1	0	1	0	1	0	3	4.30
1745 - 1800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**10**	**0**	**8**	**0**	**4**	**0**	22	27.20
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**2.00**	**0.00**	**1.00**	**0.00**	**5.50**	**6.80**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	5	0	0	0	0	0	5	5.00
1830 - 1845	0	0	2	0	0	0	1	0	3	4.30
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	8	9.30
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**2.00**	**2.33**

Session Total	**0**	**0**	**28**	**0**	**22**	**0**	**8**	**0**	58	68.40
Session Average	**0.00**	**0.00**	**2.33**	**0.00**	**1.83**	**0.00**	**0.67**	**0.00**	**4.83**	**5.70**

Havant, Hampshire
Classified Junction Count

Site 9b of 10
A27 Havant Bypass E/Bound Off-Ramp
Harts Farm Way
A3 (M) W/Bound On-Ramp
A27

Lat/Long
lat 50.845799° lon -1.008874°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9b.2: Right from A27 Havant Bypass E/Bound Off-Ramp to A3 (M) W/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	0	0	6	0	0	0	0	0	6	6.00
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	4.25	4.25
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	8	8.00
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	2.00	2.00
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	1	0	1	0	0	0	2	2.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	9	9.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	2.25	2.25
Session Total	**0**	**0**	**31**	**0**	**3**	**0**	**0**	**0**	34	34.00
Session Average	**0.00**	**0.00**	**2.58**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	2.83	2.83

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9b.2: Right from A27 Havant Bypass E/Bound Off-Ramp to A3 (M) W/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	9	9.00
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	2.25	2.25
1700 - 1715	0	0	1	0	1	0	1	0	3	4.30
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**7**	**0**	**1**	**0**	**1**	**0**	9	10.30
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	2.25	2.58
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	1.00	1.00
Session Total	**0**	**0**	**18**	**0**	**3**	**0**	**1**	**0**	22	23.30
Session Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.25**	**0.00**	**0.08**	**0.00**	1.83	1.94

Havant, Hampshire
Classified Junction Count

Site 9b of 10
A27 Havant Bypass E/Bound Off-Ramp
Harts Farm Way
A3 (M) W/Bound On-Ramp
A27

Lat/Long
lat 50.845799° lon -1.008874°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9b.3: Right from A27 Havant Bypass E/Bound Off-Ramp to A27								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	108	0	32	1	1	1	143	145.80
0715 - 0730	0	1	150	0	46	3	0	0	200	200.90
0730 - 0745	0	2	167	0	47	2	3	0	221	224.70
0745 - 0800	0	1	176	0	49	4	5	0	235	242.90
Hourly Total	0	4	601	0	174	10	9	1	799	814.30
Hourly Average	0.00	1.00	150.25	0.00	43.50	2.50	2.25	0.25	199.75	203.58
0800 - 0815	0	1	179	0	34	0	6	0	220	227.20
0815 - 0830	0	0	150	0	32	6	4	0	192	200.20
0830 - 0845	0	2	151	0	33	1	3	0	190	193.20
0845 - 0900	0	1	157	1	34	2	6	0	201	209.20
Hourly Total	0	4	637	1	133	9	19	0	803	829.80
Hourly Average	0.00	1.00	159.25	0.25	33.25	2.25	4.75	0.00	200.75	207.45
0900 - 0915	0	0	140	2	29	6	5	0	182	191.50
0915 - 0930	0	2	149	1	29	4	4	0	189	195.00
0930 - 0945	0	1	148	0	25	5	7	0	186	197.00
0945 - 1000	0	3	167	1	30	5	9	0	215	227.40
Hourly Total	0	6	604	4	113	20	25	0	772	810.90
Hourly Average	0.00	1.50	151.00	1.00	28.25	5.00	6.25	0.00	193.00	202.73

Session Total	0	14	1842	5	420	39	53	1	2374	2455.00
Session Average	0.00	1.17	153.50	0.42	35.00	3.25	4.42	0.08	197.83	204.58

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9b.3: Right from A27 Havant Bypass E/Bound Off-Ramp to A27								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	173	1	57	5	3	0	240	245.80
1615 - 1630	0	3	237	2	46	2	1	0	291	291.50
1630 - 1645	0	1	204	2	46	3	2	0	258	261.50
1645 - 1700	0	1	202	0	50	1	0	0	254	253.90
Hourly Total	0	6	816	5	199	11	6	0	1043	1052.70
Hourly Average	0.00	1.50	204.00	1.25	49.75	2.75	1.50	0.00	260.75	263.18
1700 - 1715	0	0	246	0	42	1	1	0	290	291.80
1715 - 1730	0	1	217	0	45	1	0	0	264	263.90
1730 - 1745	0	0	206	1	26	2	1	0	236	238.30
1745 - 1800	0	1	195	0	30	0	1	0	227	227.70
Hourly Total	0	2	864	1	143	4	3	0	1017	1021.70
Hourly Average	0.00	0.50	216.00	0.25	35.75	1.00	0.75	0.00	254.25	255.43
1800 - 1815	0	0	182	0	22	2	2	0	208	211.60
1815 - 1830	0	0	171	0	19	0	1	0	191	192.30
1830 - 1845	0	3	128	0	22	0	1	0	154	153.50
1845 - 1900	0	1	143	0	16	1	1	0	162	163.20
Hourly Total	0	4	624	0	79	3	5	0	715	720.60
Hourly Average	0.00	1.00	156.00	0.00	19.75	0.75	1.25	0.00	178.75	180.15

Session Total	0	12	2304	6	421	18	14	0	2775	2795.00
Session Average	0.00	1.00	192.00	0.50	35.08	1.50	1.17	0.00	231.25	232.92

Havant, Hampshire
Classified Junction Count

Site 9b of 10
A27 Havant Bypass E/Bound Off-Ramp
Harts Farm Way
A3 (M) W/Bound On-Ramp
A27

Lat/Long
lat 50.845799° lon -1.008874°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9b.4: Left from Harts Farm Way to A3 (M) W/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	4	2	14	0	2	1	3	0	26	26.00
0715 - 0730	1	0	15	0	9	3	3	0	31	35.60
0730 - 0745	3	0	17	0	11	1	3	0	35	37.00
0745 - 0800	3	0	20	0	12	1	4	0	40	43.30
Hourly Total	11	2	66	0	34	6	13	0	132	141.90
Hourly Average	2.75	0.50	16.50	0.00	8.50	1.50	3.25	0.00	33.00	35.48
0800 - 0815	1	0	25	0	8	2	0	0	36	36.20
0815 - 0830	9	0	20	0	21	0	2	0	52	47.40
0830 - 0845	2	0	16	0	14	3	1	0	36	37.20
0845 - 0900	0	0	27	0	12	4	0	0	43	45.00
Hourly Total	12	0	88	0	55	9	3	0	167	165.80
Hourly Average	3.00	0.00	22.00	0.00	13.75	2.25	0.75	0.00	41.75	41.45
0900 - 0915	0	0	22	0	10	2	0	0	34	35.00
0915 - 0930	0	0	21	0	13	2	4	0	40	46.20
0930 - 0945	2	0	30	0	11	0	1	0	44	43.70
0945 - 1000	1	0	22	0	10	1	0	0	34	33.70
Hourly Total	3	0	95	0	44	5	5	0	152	158.60
Hourly Average	0.75	0.00	23.75	0.00	11.00	1.25	1.25	0.00	38.00	39.65

Session Total	26	2	249	0	133	20	21	0	451	466.30
Session Average	2.17	0.17	20.75	0.00	11.08	1.67	1.75	0.00	37.58	38.86

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9b.4: Left from Harts Farm Way to A3 (M) W/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	2	84	0	16	2	0	0	105	104.00
1615 - 1630	3	1	47	0	5	0	0	0	56	53.00
1630 - 1645	4	2	58	0	11	0	1	0	76	72.90
1645 - 1700	7	2	52	0	9	1	0	0	71	64.70
Hourly Total	15	7	241	0	41	3	1	0	308	294.60
Hourly Average	3.75	1.75	60.25	0.00	10.25	0.75	0.25	0.00	77.00	73.65
1700 - 1715	1	1	41	0	6	0	0	0	49	47.60
1715 - 1730	10	3	53	0	5	1	0	0	72	62.70
1730 - 1745	4	2	75	0	7	0	4	0	92	92.80
1745 - 1800	8	0	32	0	6	1	1	0	48	43.40
Hourly Total	23	6	201	0	24	2	5	0	261	246.50
Hourly Average	5.75	1.50	50.25	0.00	6.00	0.50	1.25	0.00	65.25	61.63
1800 - 1815	1	0	36	1	4	0	0	0	42	41.20
1815 - 1830	2	0	25	0	2	0	0	0	29	27.40
1830 - 1845	1	0	23	0	4	0	1	0	29	29.50
1845 - 1900	2	0	19	0	4	0	1	0	26	25.70
Hourly Total	6	0	103	1	14	0	2	0	126	123.80
Hourly Average	1.50	0.00	25.75	0.25	3.50	0.00	0.50	0.00	31.50	30.95

Session Total	44	13	545	1	79	5	8	0	695	664.90
Session Average	3.67	1.08	45.42	0.08	6.58	0.42	0.67	0.00	57.92	55.41

Havant, Hampshire
Classified Junction Count

Site 9b of 10
A27 Havant Bypass E/Bound Off-Ramp
Harts Farm Way
A3 (M) W/Bound On-Ramp
A27

Lat/Long
lat 50.845799° lon -1.008874°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9b.5: Northbound from Harts Farm Way to A27								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	13	1	8	2	1	0	26	27.50
0715 - 0730	0	0	16	1	11	7	3	0	38	45.40
0730 - 0745	2	2	13	0	14	2	3	0	36	38.10
0745 - 0800	0	1	18	1	16	1	3	0	40	43.80
Hourly Total	3	3	60	3	49	12	10	0	140	154.80
Hourly Average	0.75	0.75	15.00	0.75	12.25	3.00	2.50	0.00	35.00	38.70
0800 - 0815	0	0	25	0	25	2	3	0	55	59.90
0815 - 0830	0	0	24	0	14	1	4	0	43	48.70
0830 - 0845	0	1	21	0	19	0	1	0	42	42.70
0845 - 0900	0	0	24	0	11	1	3	0	39	43.40
Hourly Total	0	1	94	0	69	4	11	0	179	194.70
Hourly Average	0.00	0.25	23.50	0.00	17.25	1.00	2.75	0.00	44.75	48.68
0900 - 0915	0	0	49	0	17	0	1	0	67	68.30
0915 - 0930	1	1	42	0	6	1	5	0	56	61.60
0930 - 0945	0	0	33	0	8	2	1	0	44	46.30
0945 - 1000	0	0	56	0	9	0	1	0	66	67.30
Hourly Total	1	1	180	0	40	3	8	0	233	243.50
Hourly Average	0.25	0.25	45.00	0.00	10.00	0.75	2.00	0.00	58.25	60.88
Session Total	4	5	334	3	158	19	29	0	552	593.00
Session Average	0.33	0.42	27.83	0.25	13.17	1.58	2.42	0.00	46.00	49.42

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9b.5: Northbound from Harts Farm Way to A27								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	76	0	7	1	0	0	86	85.30
1615 - 1630	0	1	57	0	6	0	1	0	65	65.70
1630 - 1645	0	0	64	0	12	0	0	0	76	76.00
1645 - 1700	0	0	47	0	8	0	0	0	55	55.00
Hourly Total	0	3	244	0	33	1	1	0	282	282.00
Hourly Average	0.00	0.75	61.00	0.00	8.25	0.25	0.25	0.00	70.50	70.50
1700 - 1715	0	0	62	0	4	0	0	0	66	66.00
1715 - 1730	0	0	53	0	3	0	0	0	56	56.00
1730 - 1745	0	0	84	0	3	1	2	0	90	93.10
1745 - 1800	1	0	54	1	4	0	0	0	60	59.20
Hourly Total	1	0	253	1	14	1	2	0	272	274.30
Hourly Average	0.25	0.00	63.25	0.25	3.50	0.25	0.50	0.00	68.00	68.58
1800 - 1815	1	1	51	0	5	0	0	0	58	56.60
1815 - 1830	0	1	51	0	5	0	2	0	59	61.00
1830 - 1845	0	1	49	0	7	0	0	0	57	56.40
1845 - 1900	0	1	38	0	4	0	0	0	43	42.40
Hourly Total	1	4	189	0	21	0	2	0	217	216.40
Hourly Average	0.25	1.00	47.25	0.00	5.25	0.00	0.50	0.00	54.25	54.10
Session Total	2	7	686	1	68	2	5	0	771	772.70
Session Average	0.17	0.58	57.17	0.08	5.67	0.17	0.42	0.00	64.25	64.39

Havant, Hampshire
Classified Junction Count

Site 9b of 10
A27 Havant Bypass E/Bound Off-Ramp
Harts Farm Way
A3 (M) W/Bound On-Ramp
A27

Lat/Long
lat 50.845799° lon -1.008874°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9b.6: U-Turn from Harts Farm Way to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9b.6: U-Turn from Harts Farm Way to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Havant, Hampshire
Classified Junction Count

Site 9b of 10
A27 Havant Bypass E/Bound Off-Ramp
Harts Farm Way
A3 (M) W/Bound On-Ramp
A27

Lat/Long
lat 50.845799° lon -1.008874°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9b.7: Southbound from A27 to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	3	64	1	34	2	2	0	106	107.80
0715 - 0730	1	1	101	0	26	0	2	0	131	132.20
0730 - 0745	1	2	81	0	29	2	1	0	116	116.30
0745 - 0800	2	2	108	0	13	1	7	0	133	139.80
Hourly Total	4	8	354	1	102	5	12	0	486	496.10
Hourly Average	1.00	2.00	88.50	0.25	25.50	1.25	3.00	0.00	121.50	124.03
0800 - 0815	0	1	78	0	18	1	0	0	98	97.90
0815 - 0830	1	0	107	0	19	2	4	0	133	138.40
0830 - 0845	0	0	96	0	15	2	2	0	115	118.60
0845 - 0900	0	0	98	0	11	4	0	0	113	115.00
Hourly Total	1	1	379	0	63	9	6	0	459	469.90
Hourly Average	0.25	0.25	94.75	0.00	15.75	2.25	1.50	0.00	114.75	117.48
0900 - 0915	1	0	68	0	12	3	2	0	86	89.30
0915 - 0930	4	0	61	0	15	1	0	0	81	78.30
0930 - 0945	0	0	72	0	20	4	1	0	97	100.30
0945 - 1000	1	0	63	0	26	2	4	0	96	101.40
Hourly Total	6	0	264	0	73	10	7	0	360	369.30
Hourly Average	1.50	0.00	66.00	0.00	18.25	2.50	1.75	0.00	90.00	92.33
Session Total	11	9	997	1	238	24	25	0	1305	1335.30
Session Average	0.92	0.75	83.08	0.08	19.83	2.00	2.08	0.00	108.75	111.28

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9b.7: Southbound from A27 to Harts Farm Way								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	39	0	21	2	3	0	67	70.70
1615 - 1630	0	1	39	0	10	1	3	0	54	57.80
1630 - 1645	0	1	51	0	17	1	1	0	71	72.20
1645 - 1700	1	0	45	0	14	4	2	0	66	69.80
Hourly Total	1	4	174	0	62	8	9	0	258	270.50
Hourly Average	0.25	1.00	43.50	0.00	15.50	2.00	2.25	0.00	64.50	67.63
1700 - 1715	0	0	36	0	15	1	0	0	52	52.50
1715 - 1730	2	0	50	0	8	2	1	0	63	63.70
1730 - 1745	0	0	46	0	10	1	1	0	58	59.80
1745 - 1800	1	0	45	0	6	1	1	0	54	55.00
Hourly Total	3	0	177	0	39	5	3	0	227	231.00
Hourly Average	0.75	0.00	44.25	0.00	9.75	1.25	0.75	0.00	56.75	57.75
1800 - 1815	1	0	28	0	3	0	2	0	34	35.80
1815 - 1830	0	2	29	0	3	0	0	0	34	32.80
1830 - 1845	0	4	32	0	4	0	1	0	41	39.90
1845 - 1900	0	0	36	0	7	0	0	0	43	43.00
Hourly Total	1	6	125	0	17	0	3	0	152	151.50
Hourly Average	0.25	1.50	31.25	0.00	4.25	0.00	0.75	0.00	38.00	37.88
Session Total	5	10	476	0	118	13	15	0	637	653.00
Session Average	0.42	0.83	39.67	0.00	9.83	1.08	1.25	0.00	53.08	54.42

Havant, Hampshire
Classified Junction Count

Site 9b of 10
A27 Havant Bypass E/Bound Off-Ramp
Harts Farm Way
A3 (M) W/Bound On-Ramp
A27

Lat/Long
lat 50.845799° lon -1.008874°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9b.8: Right from A27 to A3 (M) W/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	4	1	33	0	14	1	0	1	54	51.70
0715 - 0730	0	2	33	0	20	1	0	1	57	57.30
0730 - 0745	3	0	35	0	17	0	0	0	55	52.60
0745 - 0800	1	1	57	0	14	2	0	0	75	74.60
Hourly Total	**8**	**4**	**158**	**0**	**65**	**4**	**0**	**2**	**241**	**236.20**
Hourly Average	**2.00**	**1.00**	**39.50**	**0.00**	**16.25**	**1.00**	**0.00**	**0.50**	**60.25**	**59.05**
0800 - 0815	1	0	53	0	16	2	0	0	72	72.20
0815 - 0830	0	0	60	0	13	1	0	0	74	74.50
0830 - 0845	2	0	54	0	5	0	0	0	61	59.40
0845 - 0900	0	2	51	0	4	2	0	0	59	58.80
Hourly Total	**3**	**2**	**218**	**0**	**38**	**5**	**0**	**0**	**266**	**264.90**
Hourly Average	**0.75**	**0.50**	**54.50**	**0.00**	**9.50**	**1.25**	**0.00**	**0.00**	**66.50**	**66.23**
0900 - 0915	0	0	68	0	9	0	0	0	77	77.00
0915 - 0930	1	0	57	0	10	0	0	0	68	67.20
0930 - 0945	1	1	41	1	8	1	0	0	53	52.10
0945 - 1000	1	1	44	1	8	0	0	0	55	53.60
Hourly Total	**3**	**2**	**210**	**2**	**35**	**1**	**0**	**0**	**253**	**249.90**
Hourly Average	**0.75**	**0.50**	**52.50**	**0.50**	**8.75**	**0.25**	**0.00**	**0.00**	**63.25**	**62.48**
Session Total	**14**	**8**	**586**	**2**	**138**	**10**	**0**	**2**	**760**	**751.00**
Session Average	**1.17**	**0.67**	**48.83**	**0.17**	**11.50**	**0.83**	**0.00**	**0.17**	**63.33**	**62.58**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9b.8: Right from A27 to A3 (M) W/Bound On-Ramp								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	61	0	13	0	0	0	74	74.00
1615 - 1630	0	0	55	0	16	0	0	0	71	71.00
1630 - 1645	0	0	50	0	11	0	0	0	61	61.00
1645 - 1700	2	1	47	0	11	0	1	0	62	61.10
Hourly Total	**2**	**1**	**213**	**0**	**51**	**0**	**1**	**0**	**268**	**267.10**
Hourly Average	**0.50**	**0.25**	**53.25**	**0.00**	**12.75**	**0.00**	**0.25**	**0.00**	**67.00**	**66.78**
1700 - 1715	1	0	46	0	6	0	0	0	53	52.20
1715 - 1730	6	0	68	0	8	0	0	0	82	77.20
1730 - 1745	2	0	59	0	5	0	0	0	66	64.40
1745 - 1800	0	0	34	0	7	0	0	0	41	41.00
Hourly Total	**9**	**0**	**207**	**0**	**26**	**0**	**0**	**0**	**242**	**234.80**
Hourly Average	**2.25**	**0.00**	**51.75**	**0.00**	**6.50**	**0.00**	**0.00**	**0.00**	**60.50**	**58.70**
1800 - 1815	2	1	47	0	6	0	0	0	56	53.80
1815 - 1830	1	1	36	0	3	0	0	0	41	39.60
1830 - 1845	0	0	35	0	6	1	0	0	42	42.50
1845 - 1900	3	0	32	0	1	0	0	0	36	33.60
Hourly Total	**6**	**2**	**150**	**0**	**16**	**1**	**0**	**0**	**175**	**169.50**
Hourly Average	**1.50**	**0.50**	**37.50**	**0.00**	**4.00**	**0.25**	**0.00**	**0.00**	**43.75**	**42.38**
Session Total	**17**	**3**	**570**	**0**	**93**	**1**	**1**	**0**	**685**	**671.40**
Session Average	**1.42**	**0.25**	**47.50**	**0.00**	**7.75**	**0.08**	**0.08**	**0.00**	**57.08**	**55.95**

Havant, Hampshire
Classified Junction Count

Site 9b of 10
A27 Havant Bypass E/Bound Off-Ramp
Harts Farm Way
A3 (M) W/Bound On-Ramp
A27

Lat/Long
lat 50.845799° lon -1.008874°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 9b.9: U-Turn from A27 to A27								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	1	2.30
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.00**	**0.25**	**0.58**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	1.00
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**

Session Total	**0**	**0**	**3**	**0**	**1**	**0**	**1**	**0**	5	6.30
Session Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.42**	**0.53**

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 9b.9: U-Turn from A27 to A27								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1700 - 1715	0	0	0	0	1	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**

Session Total	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	7	7.00
Session Average	**0.00**	**0.00**	**0.33**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.58**	**0.58**

Havant, Hampshire
Classified Junction Count

Site 10 of 10
West Street (East)
West Street (West)

Lat/Long
lat 50.854115° lon -0.995834°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 10.1: Northbound from West Street (East) to West Street (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	0	11	0	6	1	0	0	21	19.10
0715 - 0730	2	0	10	0	3	1	0	0	16	14.90
0730 - 0745	1	1	9	0	4	0	0	0	15	13.60
0745 - 0800	0	0	13	0	6	2	0	0	21	22.00
Hourly Total	6	1	43	0	19	4	0	0	73	69.60
Hourly Average	1.50	0.25	10.75	0.00	4.75	1.00	0.00	0.00	18.25	17.40
0800 - 0815	0	0	12	0	6	0	0	0	18	18.00
0815 - 0830	5	0	21	0	8	0	0	0	34	30.00
0830 - 0845	2	0	11	1	6	0	0	0	20	18.40
0845 - 0900	1	0	15	2	11	0	0	0	29	28.20
Hourly Total	8	0	59	3	31	0	0	0	101	94.60
Hourly Average	2.00	0.00	14.75	0.75	7.75	0.00	0.00	0.00	25.25	23.65
0900 - 0915	1	0	16	0	7	0	0	0	24	23.20
0915 - 0930	1	0	22	0	12	0	0	0	35	34.20
0930 - 0945	2	0	11	0	9	1	1	0	24	24.20
0945 - 1000	2	0	26	1	6	0	0	0	35	33.40
Hourly Total	6	0	75	1	34	1	1	0	118	115.00
Hourly Average	1.50	0.00	18.75	0.25	8.50	0.25	0.25	0.00	29.50	28.75
Session Total	20	1	177	4	84	5	1	0	292	279.20
Session Average	1.67	0.08	14.75	0.33	7.00	0.42	0.08	0.00	24.33	23.27

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 10.1: Northbound from West Street (East) to West Street (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	6	1	51	0	12	0	0	0	70	64.60
1615 - 1630	3	0	37	0	9	0	0	0	49	46.60
1630 - 1645	3	3	27	0	5	0	0	0	38	33.80
1645 - 1700	3	0	47	0	3	0	0	0	53	50.60
Hourly Total	15	4	162	0	29	0	0	0	210	195.60
Hourly Average	3.75	1.00	40.50	0.00	7.25	0.00	0.00	0.00	52.50	48.90
1700 - 1715	7	1	56	0	12	0	0	0	76	69.80
1715 - 1730	5	1	51	0	6	0	0	0	63	58.40
1730 - 1745	4	3	51	0	7	0	0	0	65	60.00
1745 - 1800	2	0	34	0	5	0	0	0	41	39.40
Hourly Total	18	5	192	0	30	0	0	0	245	227.60
Hourly Average	4.50	1.25	48.00	0.00	7.50	0.00	0.00	0.00	61.25	56.90
1800 - 1815	3	0	26	0	4	0	0	0	33	30.60
1815 - 1830	2	0	20	0	2	0	0	0	24	22.40
1830 - 1845	2	0	17	0	2	0	0	0	21	19.40
1845 - 1900	1	1	29	0	5	0	0	0	36	34.60
Hourly Total	8	1	92	0	13	0	0	0	114	107.00
Hourly Average	2.00	0.25	23.00	0.00	3.25	0.00	0.00	0.00	28.50	26.75
Session Total	41	10	446	0	72	0	0	0	569	530.20
Session Average	3.42	0.83	37.17	0.00	6.00	0.00	0.00	0.00	47.42	44.18

Havant, Hampshire
Classified Junction Count

Site 10 of 10
West Street (East)
West Street (West)

Lat/Long
lat 50.854115° lon -0.995834°

Date
Wednesday 04 November 2020

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Weekday AM Peak)

	Movement 10.2: Southbound from West Street (West) to West Street (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	1	16	0	5	0	0	0	25	22.00
0715 - 0730	5	0	8	0	3	0	0	0	16	12.00
0730 - 0745	4	0	11	0	1	0	0	0	16	12.80
0745 - 0800	0	2	27	0	6	0	0	0	35	33.80
Hourly Total	12	3	62	0	15	0	0	0	92	80.60
Hourly Average	3.00	0.75	15.50	0.00	3.75	0.00	0.00	0.00	23.00	20.15
0800 - 0815	5	0	15	2	8	1	0	0	31	27.50
0815 - 0830	8	0	15	1	6	1	0	0	31	25.10
0830 - 0845	3	1	16	0	4	0	0	0	24	21.00
0845 - 0900	2	0	38	2	5	2	1	0	50	50.70
Hourly Total	18	1	84	5	23	4	1	0	136	124.30
Hourly Average	4.50	0.25	21.00	1.25	5.75	1.00	0.25	0.00	34.00	31.08
0900 - 0915	1	0	27	0	3	0	0	0	31	30.20
0915 - 0930	4	0	32	1	6	0	0	0	43	39.80
0930 - 0945	1	0	19	0	3	0	0	0	23	22.20
0945 - 1000	0	0	37	0	4	0	0	0	41	41.00
Hourly Total	6	0	115	1	16	0	0	0	138	133.20
Hourly Average	1.50	0.00	28.75	0.25	4.00	0.00	0.00	0.00	34.50	33.30
Session Total	36	4	261	6	54	4	1	0	366	338.10
Session Average	3.00	0.33	21.75	0.50	4.50	0.33	0.08	0.00	30.50	28.18

Date
Wednesday 04 November 2020

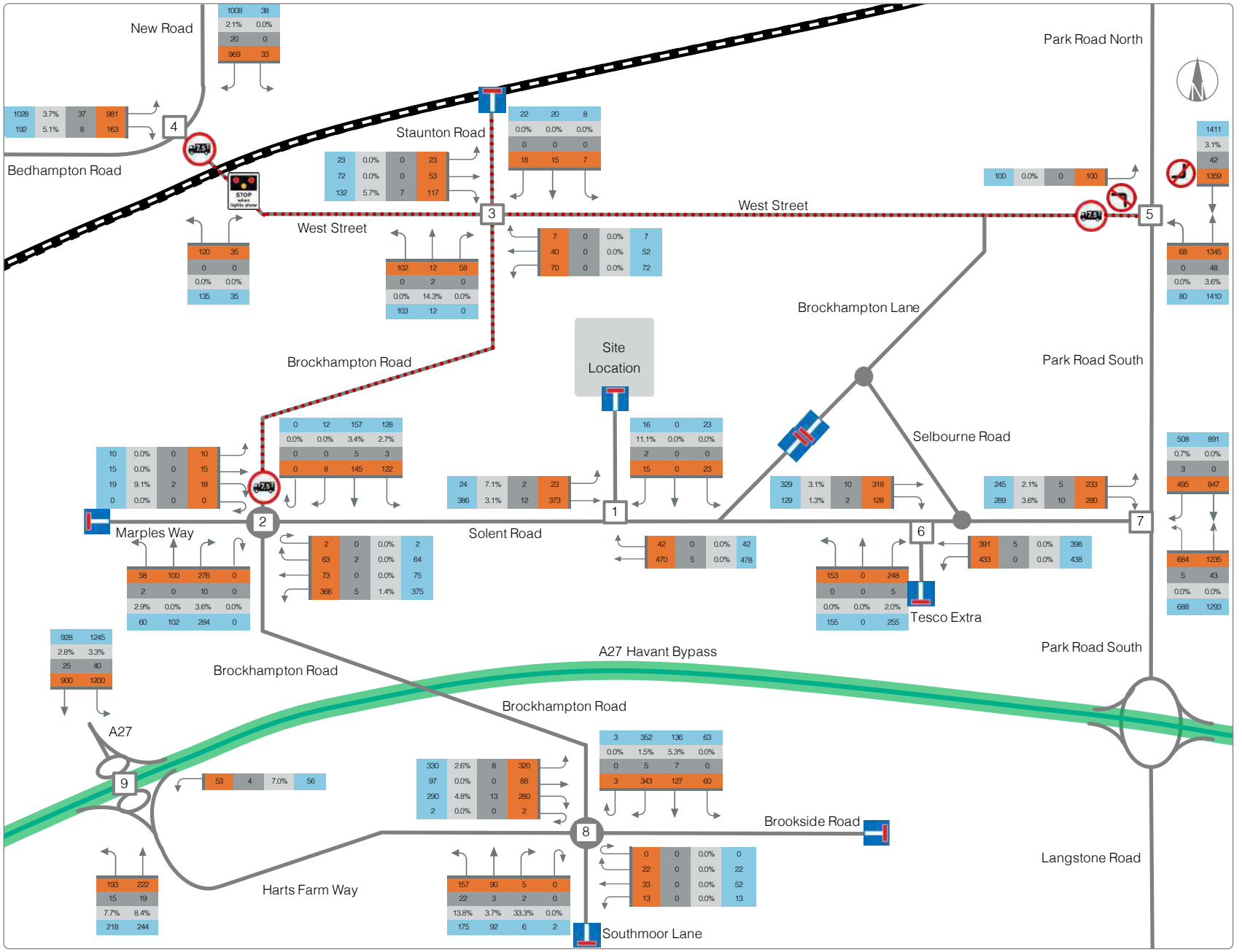
Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 10.2: Southbound from West Street (West) to West Street (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	3	0	38	1	8	0	0	0	50	47.60
1615 - 1630	0	0	13	0	2	0	0	0	15	15.00
1630 - 1645	2	2	21	1	4	0	0	0	30	27.20
1645 - 1700	1	1	18	1	6	0	0	0	27	25.60
Hourly Total	6	3	90	3	20	0	0	0	122	115.40
Hourly Average	1.50	0.75	22.50	0.75	5.00	0.00	0.00	0.00	30.50	28.85
1700 - 1715	3	1	28	0	6	0	0	0	38	35.00
1715 - 1730	3	0	23	0	3	0	0	0	29	26.60
1730 - 1745	1	0	31	0	5	0	0	0	37	36.20
1745 - 1800	1	1	26	0	1	0	0	0	29	27.60
Hourly Total	8	2	108	0	15	0	0	0	133	125.40
Hourly Average	2.00	0.50	27.00	0.00	3.75	0.00	0.00	0.00	33.25	31.35
1800 - 1815	1	1	21	0	3	0	0	0	26	24.60
1815 - 1830	2	0	19	0	2	0	0	0	23	21.40
1830 - 1845	1	0	19	0	2	0	0	0	22	21.20
1845 - 1900	3	0	17	0	3	0	0	0	23	20.60
Hourly Total	7	1	76	0	10	0	0	0	94	87.80
Hourly Average	1.75	0.25	19.00	0.00	2.50	0.00	0.00	0.00	23.50	21.95
Session Total	21	6	274	3	45	0	0	0	349	328.60
Session Average	1.75	0.50	22.83	0.25	3.75	0.00	0.00	0.00	29.08	27.38

APPENDIX H

Network Diagrams and Junction Matrices



NOTES

AM Hour 08:00 - 09:00

LEGEND

0	All Veh
0	HGV
%	% HGV
0	PCU
	No through road
	No right turn
	7.5 tonne weight restriction (except for loading)
	Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

Network Diagram 1

2020 Baseline Flows AM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

0	All Veh
0	HGV
%	% HGV
0	PCU
	No through road
	No right turn
	7.5 tonne weight restriction (except for loading)
	Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
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9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

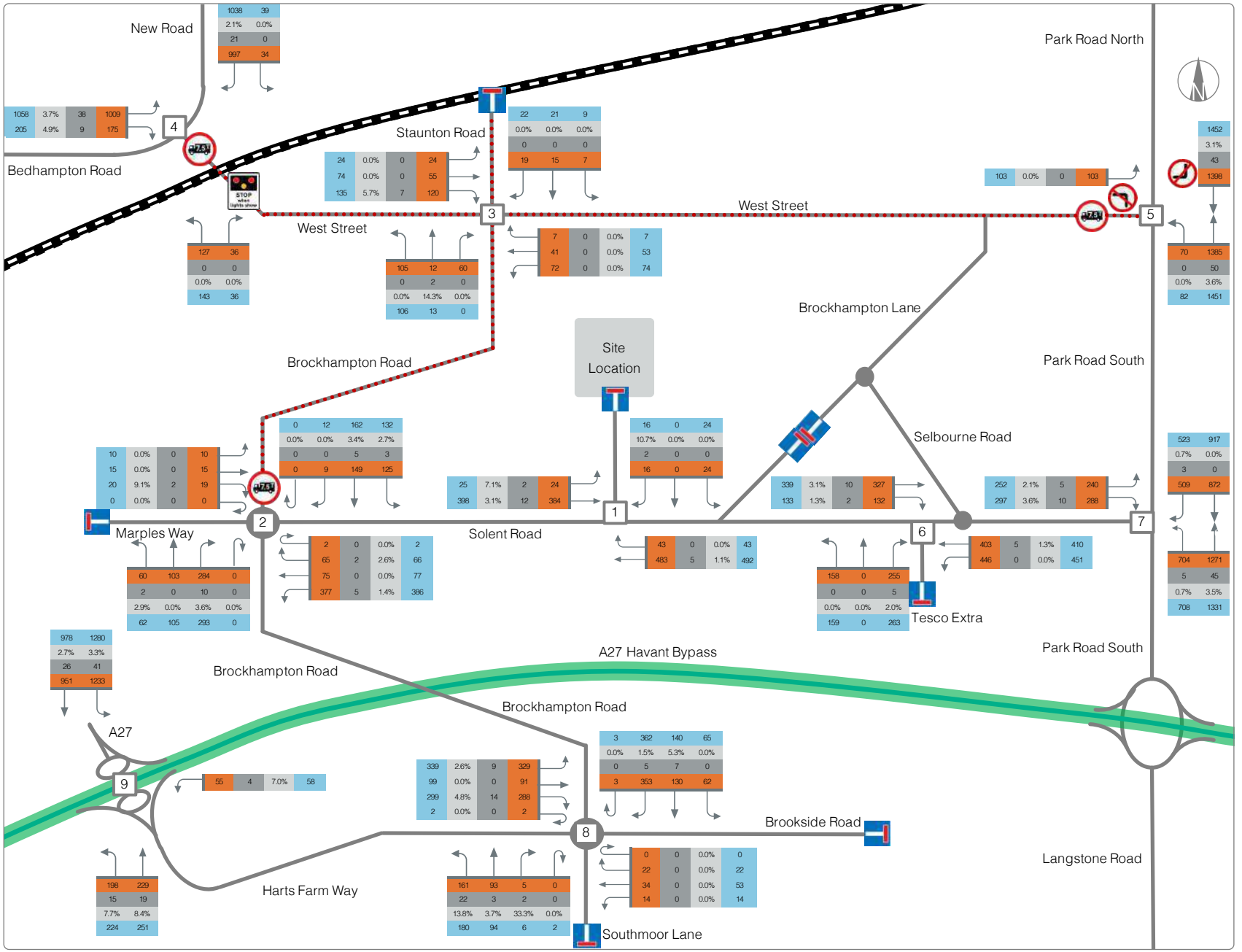
Network Diagram 2

2020 Baseline Flows PM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

Network Diagram 3

2023 Base AM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

0	All Veh
0	HGV
%	% HGV
0	PCU
	No through road
	No right turn
	7.5 tonne weight restriction (except for loading)
	Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

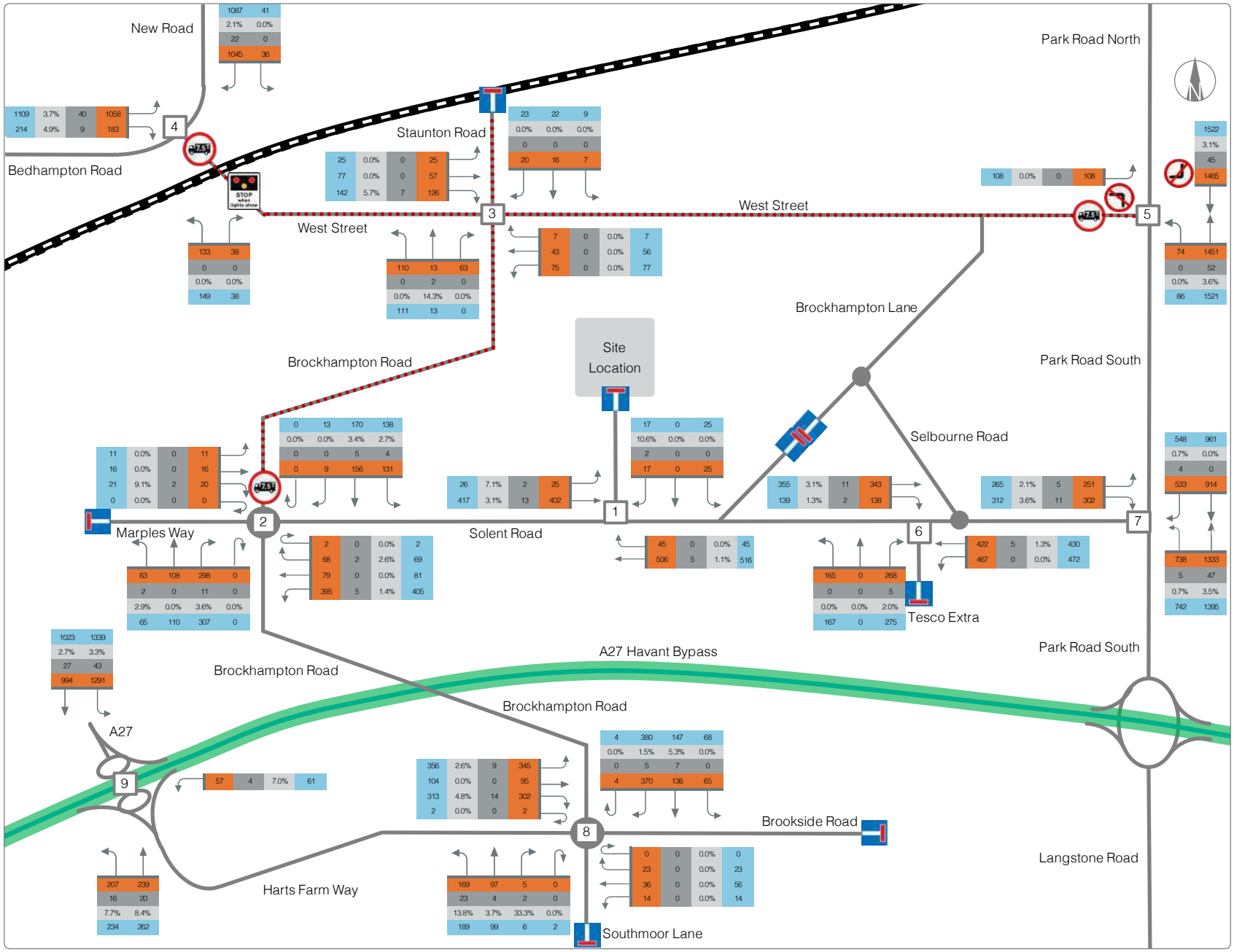
Network Diagram 4

2023 Base PM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

0	All Veh
0	HGV
%	% HGV
0	PCU

No through road

No right turn

7.5 tonne weight restriction (except for loading)

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

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Solent Road, Havant Transport Assessment

Network Diagram 5

2025 Base AM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

0	All Veh
0	HGV
%	% HGV
0	PCU
	No through road
	No right turn
	7.5 tonne weight restriction (except for loading)
	Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

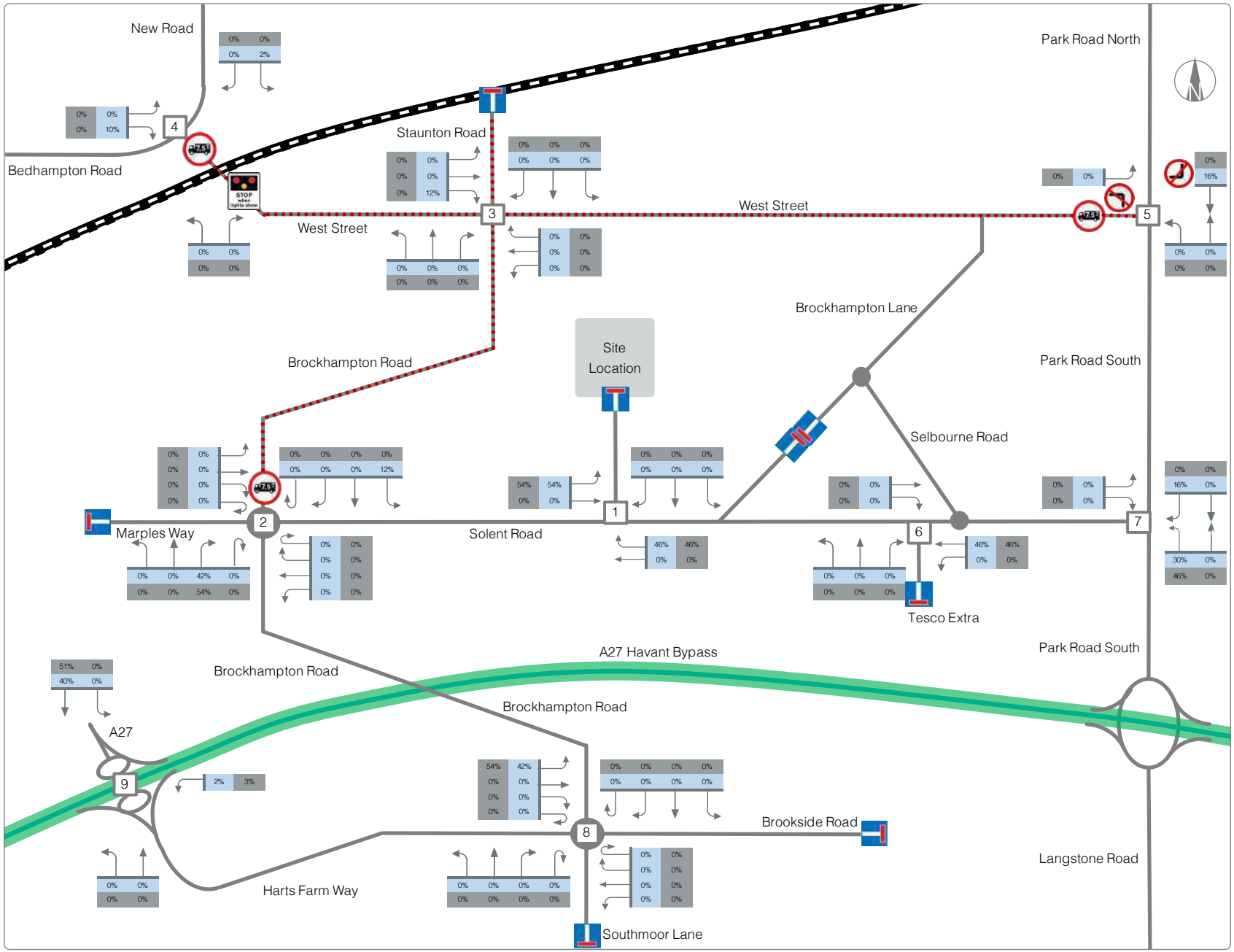
Network Diagram 6

2025 Base PM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

No right turn entry into West Street from Park Road North

7.5 tonne weight restriction requires all HGVs to utilise alternative routes

LEGEND

- 0 / 0 — Light Vehicles / Heavy Goods Vehicles
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

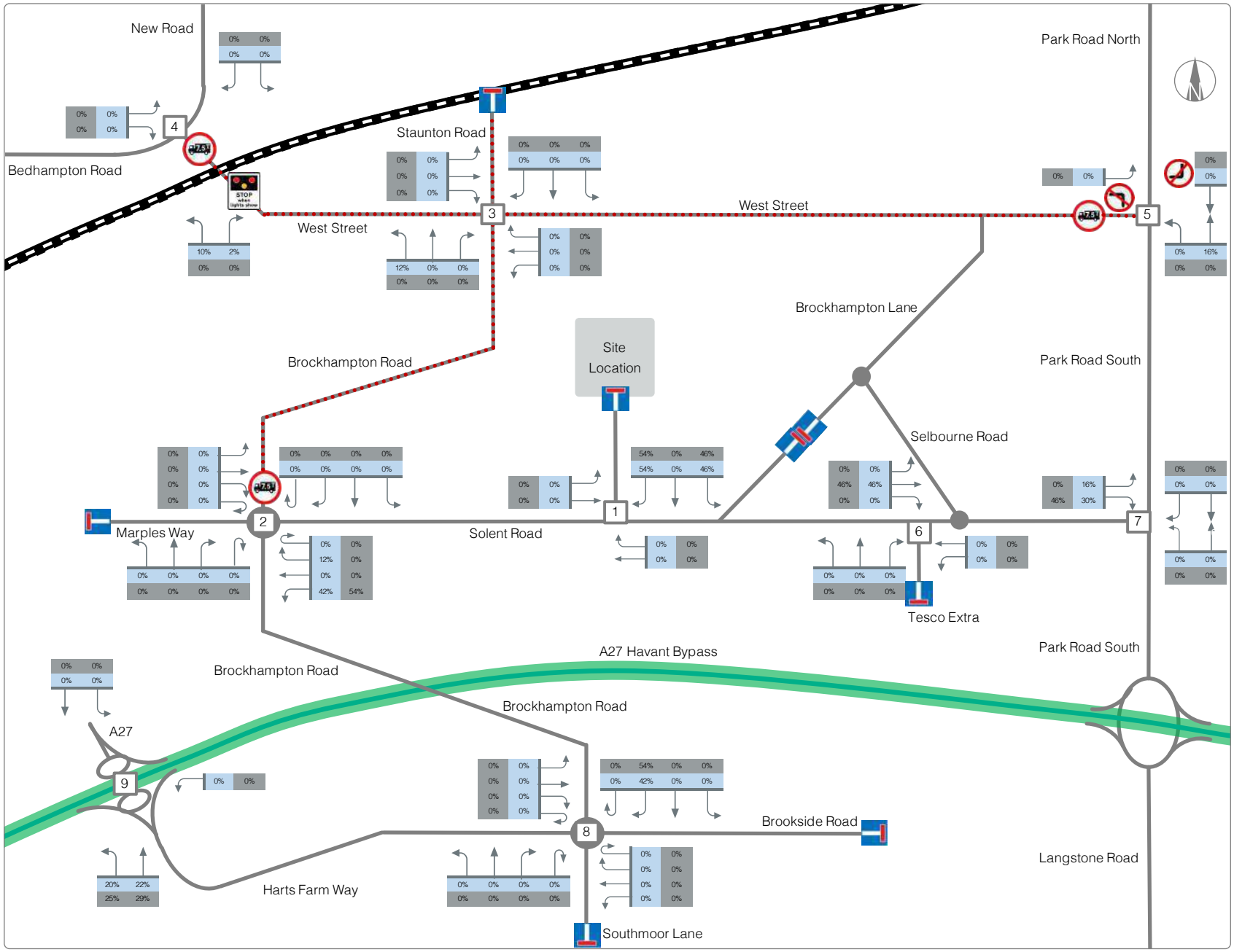
Network Diagram 7

Arrivals Assignment (%)
AM Peak Hour Period
(Proposed Portsmouth Water Offices)

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

No right turn Park Road North from West Street

7.5 tonne weight restriction requires all HGVs to utilise alternative routes

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road

No right turn

7.5 tonne weight restriction (except for loading)

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
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9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

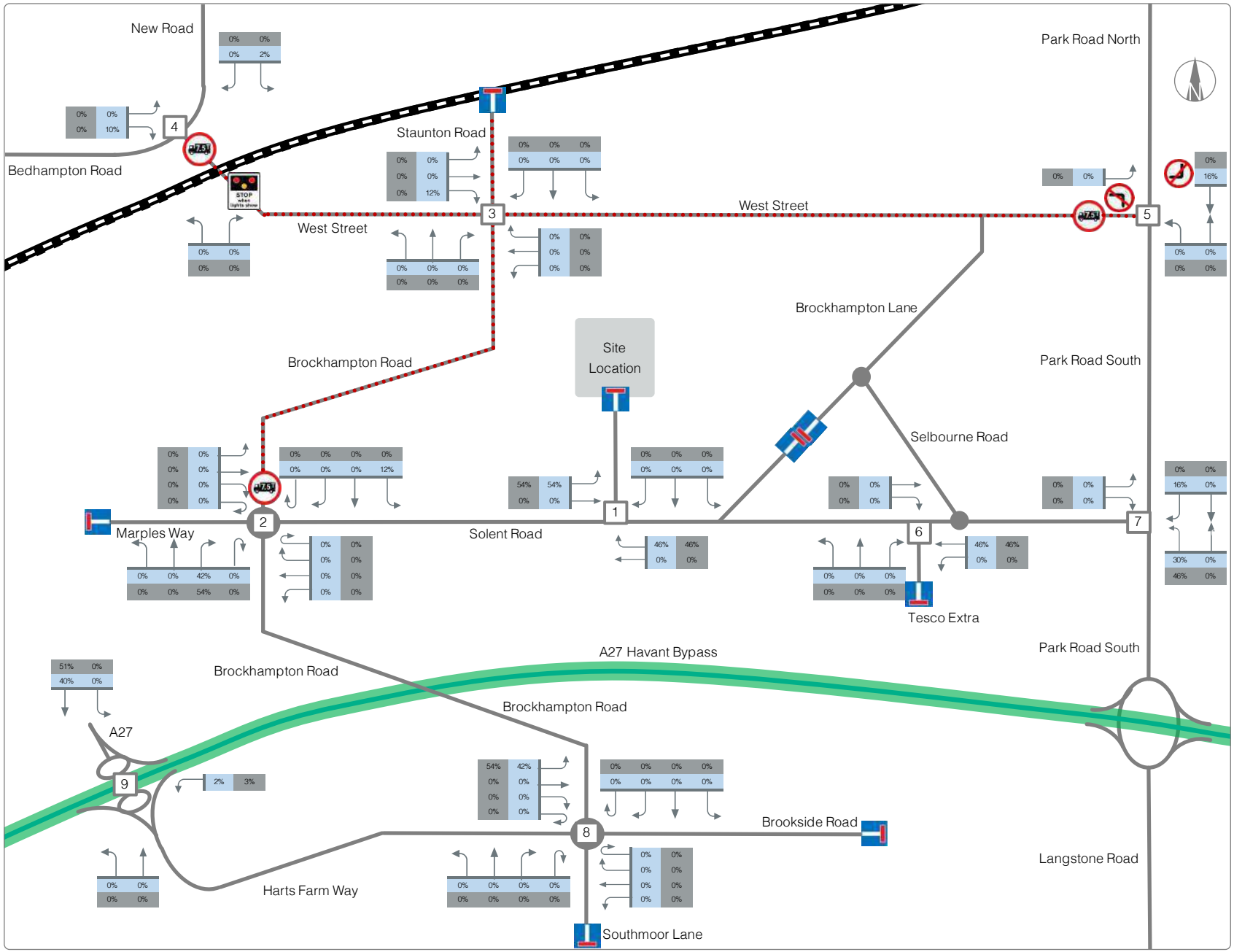
Network Diagram 8

Departures Assignment (%)
AM Peak Hour Period
(Proposed Portsmouth Water Offices)

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

No right turn entry into West Street from Park Road North

7.5 tonne weight restriction requires all HGVs to utilise alternative routes

LEGEND

- Light Vehicles
- Heavy Goods Vehicles
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

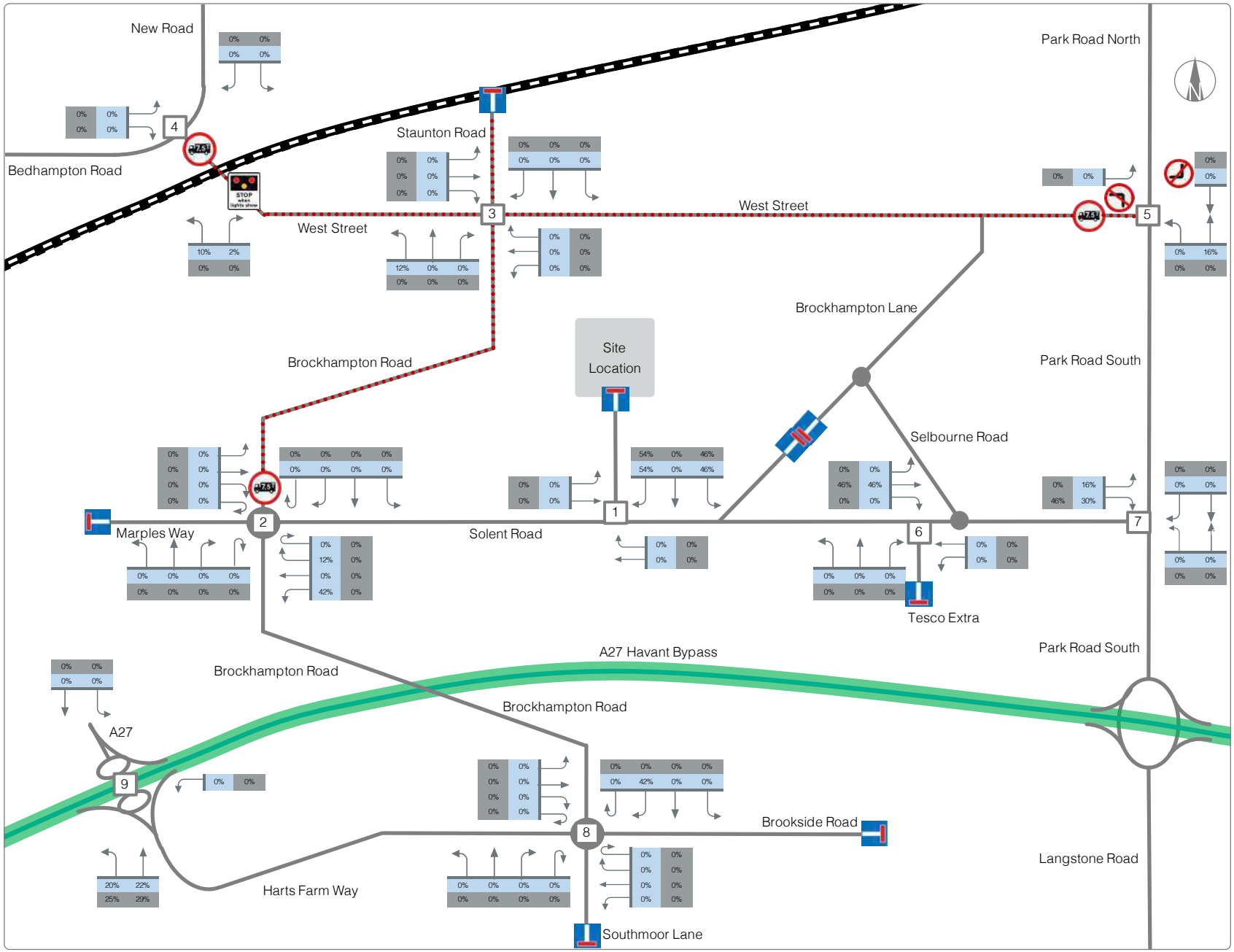
Network Diagram 9

Arrivals Assignment (%)
PM Peak Hour Period
(Proposed Portsmouth Water Offices)

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

No right turn Park Road North from West Street

7.5 tonne weight restriction requires all HGVs to utilise alternative routes

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road

No right turn

7.5 tonne weight restriction (except for loading)

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
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9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

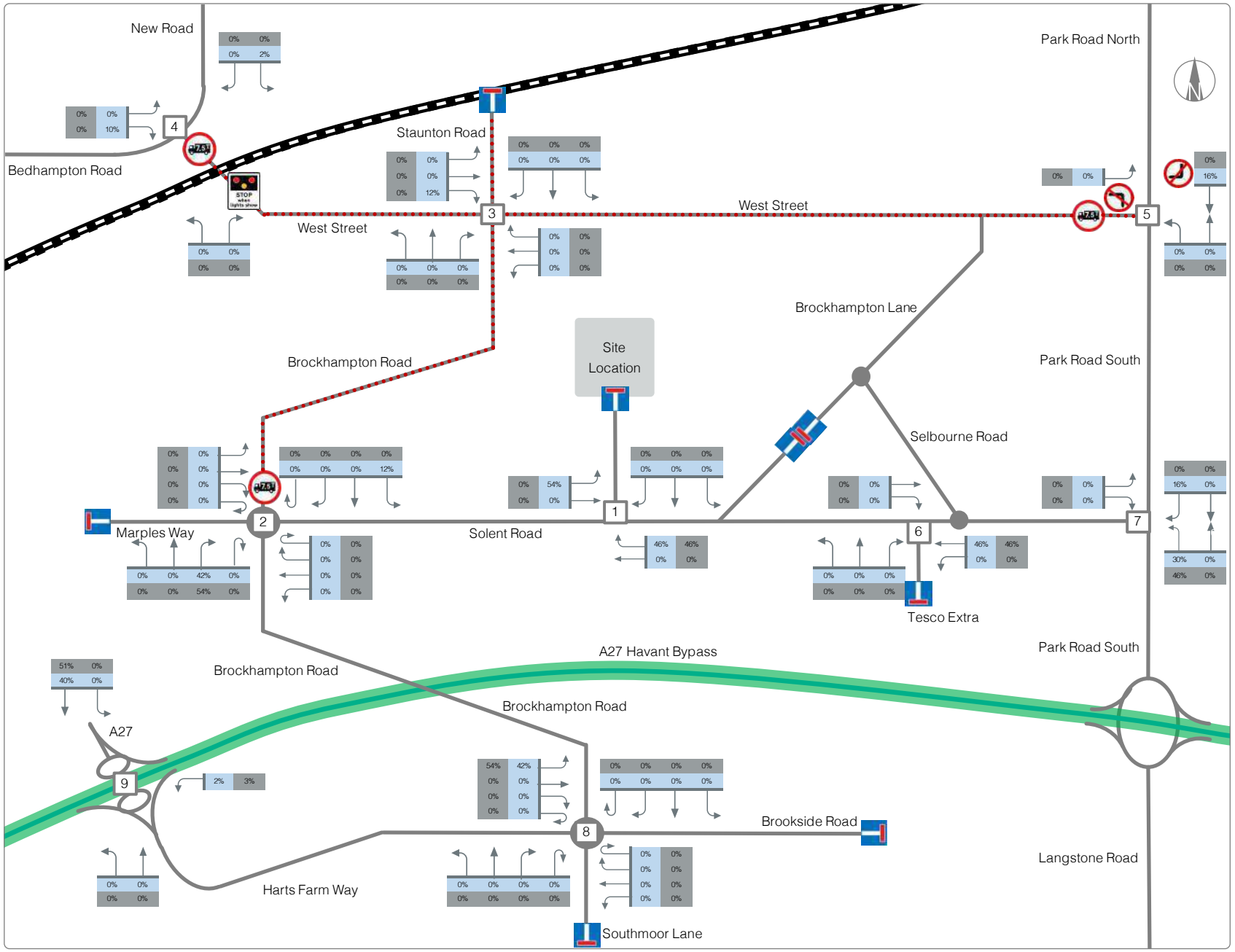
Network Diagram 10

Departures Assignment (%)
PM Peak Hour Period
(Proposed Portsmouth Water Offices)

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

No right turn entry into West Street from Park Road North

7.5 tonne weight restriction requires all HGVs to utilise alternative routes

LEGEND

- Light Vehicles
- Heavy Goods Vehicles
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
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9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

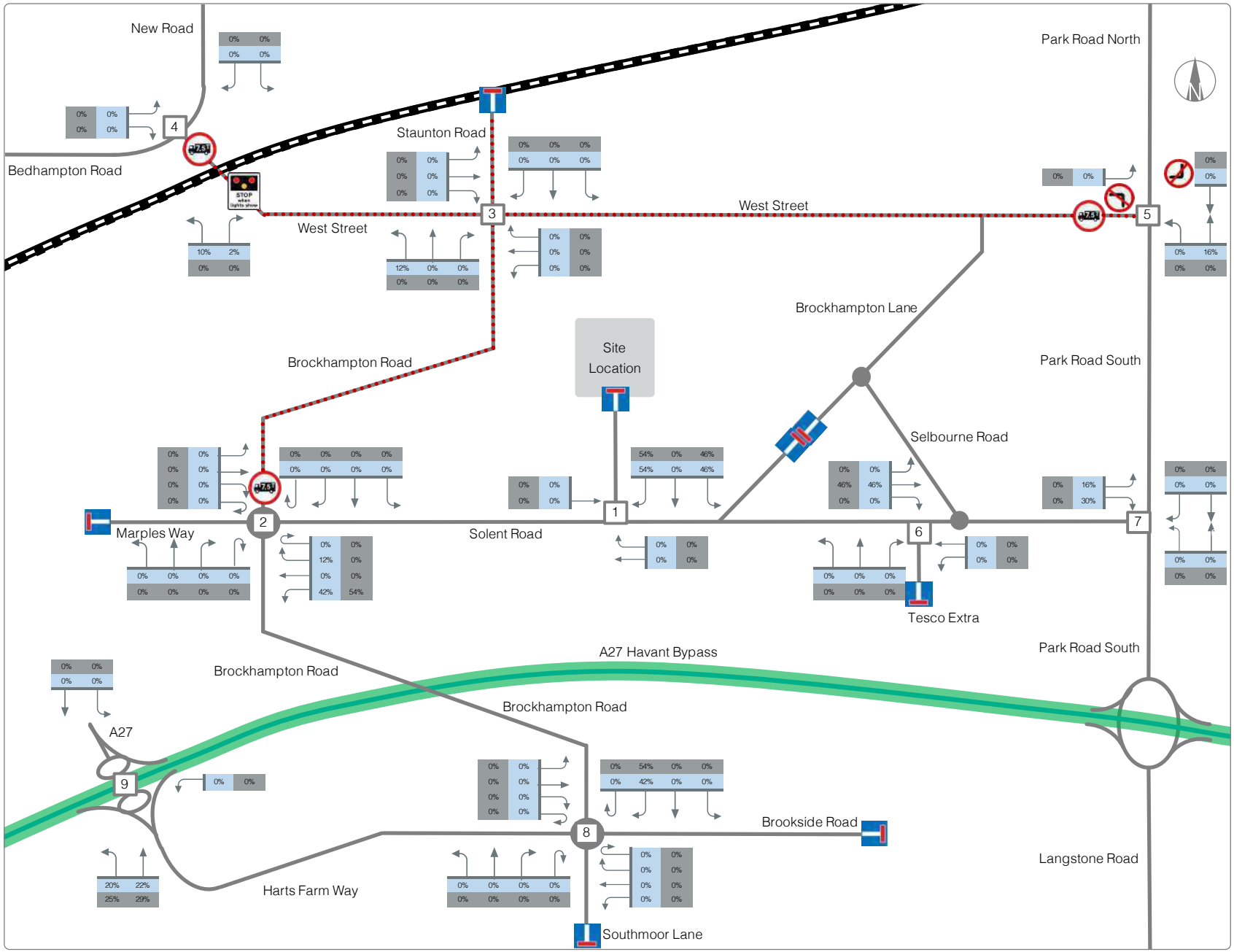
Network Diagram 11

Arrivals Assignment (%)
AM Peak Hour Period
(Proposed Industrial Units)

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

No right turn Park Road North from West Street

7.5 tonne weight restriction requires all HGVs to utilise alternative routes

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road

No right turn

7.5 tonne weight restriction (except for loading)

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
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9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

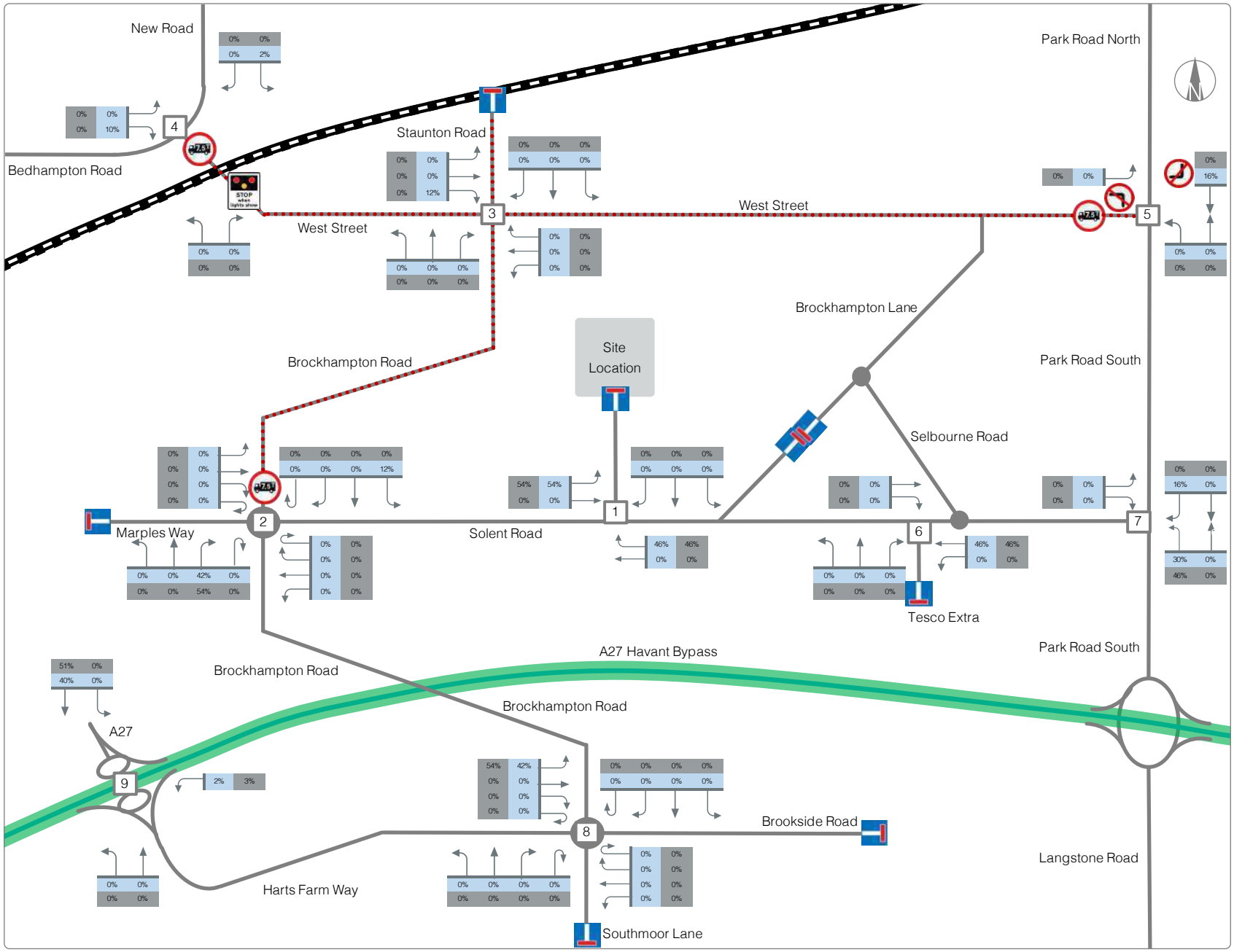
Network Diagram 12

Departures Assignment (%)
AM Peak Hour Period
(Proposed Industrial Units)

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

No right turn entry into West Street from Park Road North

7.5 tonne weight restriction requires all HGVs to utilise alternative routes

LEGEND

- 0 / 0 — Light Vehicles / Heavy Goods Vehicles
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
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7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

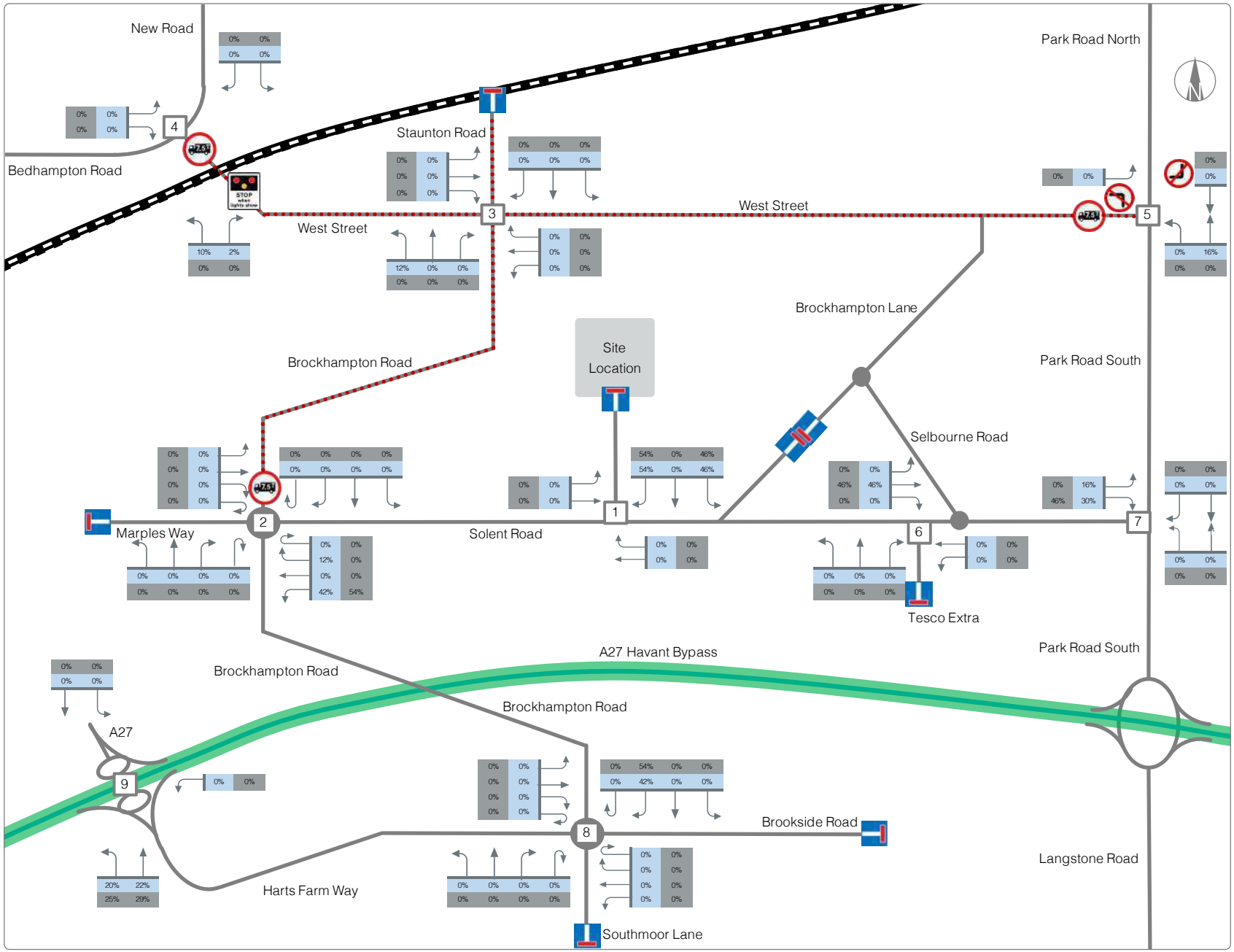
Network Diagram 13

Arrivals Assignment (%)
PM Peak Hour Period
(Proposed Industrial Units)

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

No right turn Park Road North from West Street

7.5 tonne weight restriction requires all HGVs to utilise alternative routes

LEGEND

0 Light Vehicles
0 Heavy Goods Vehicles

No through road

No right turn

7.5 tonne weight restriction (except for loading)

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
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8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

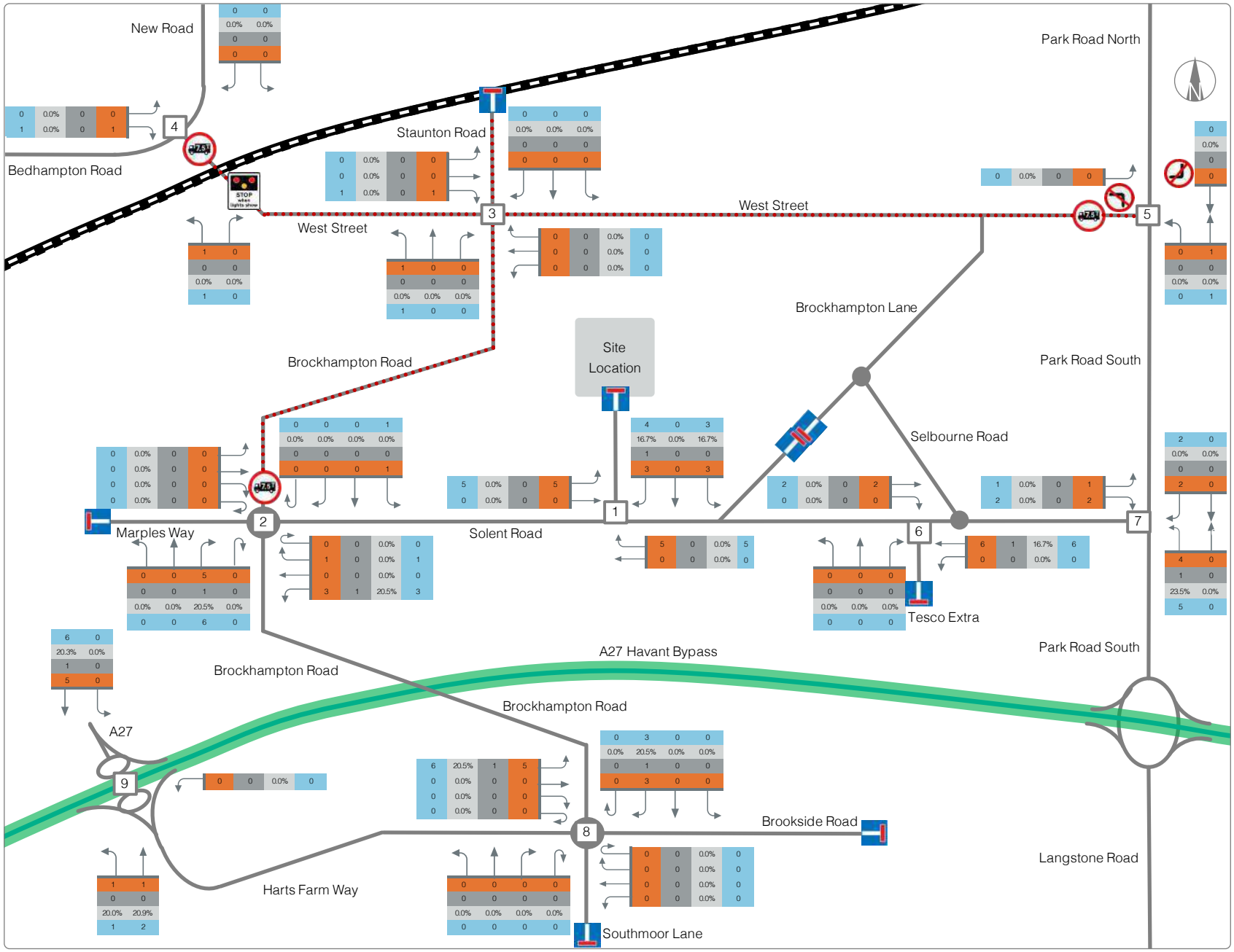
Network Diagram 14

Departures Assignment (%)
PM Peak Hour Period
(Proposed Industrial Units)

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

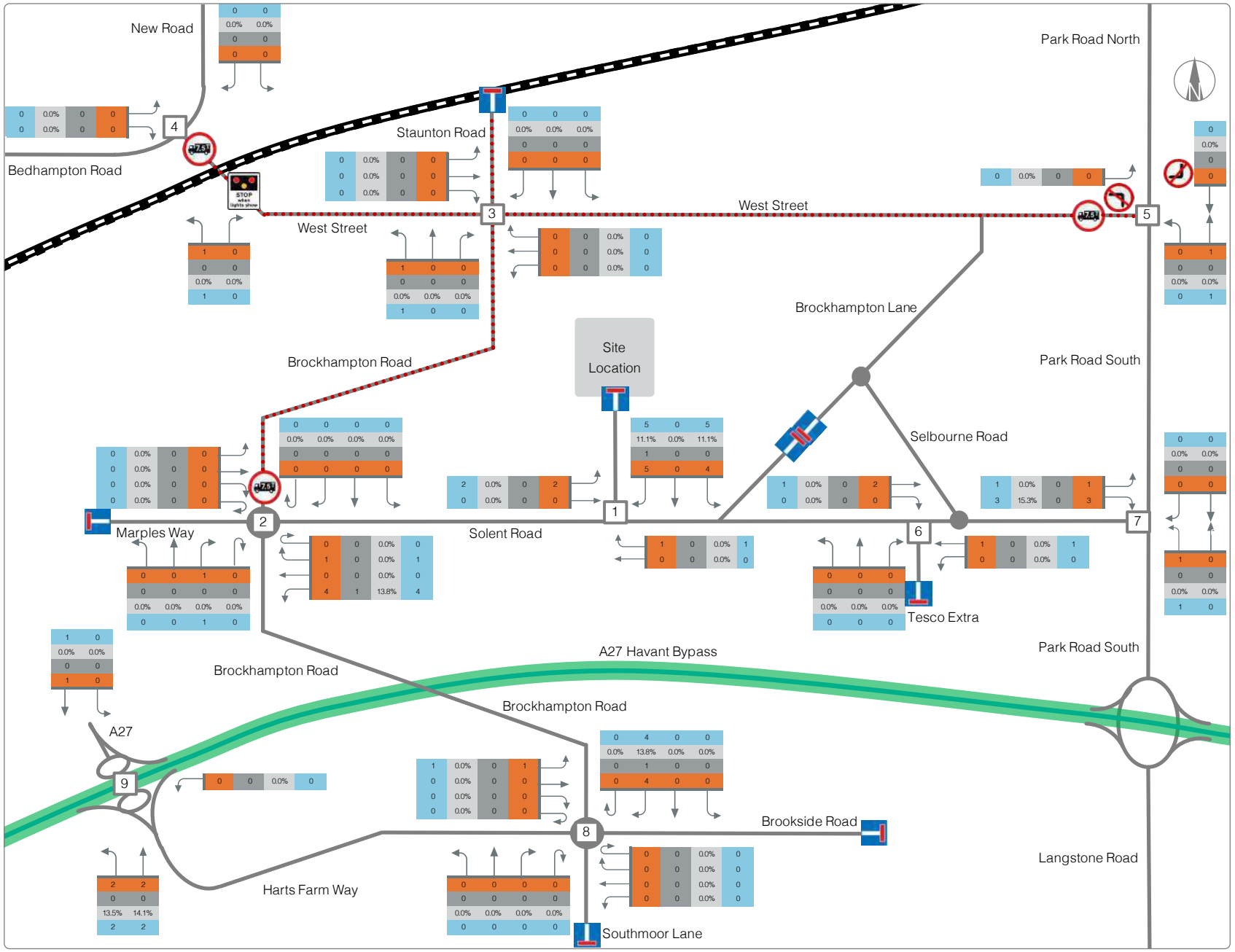
Network Diagram 15

Industrial Element Development Flows AM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

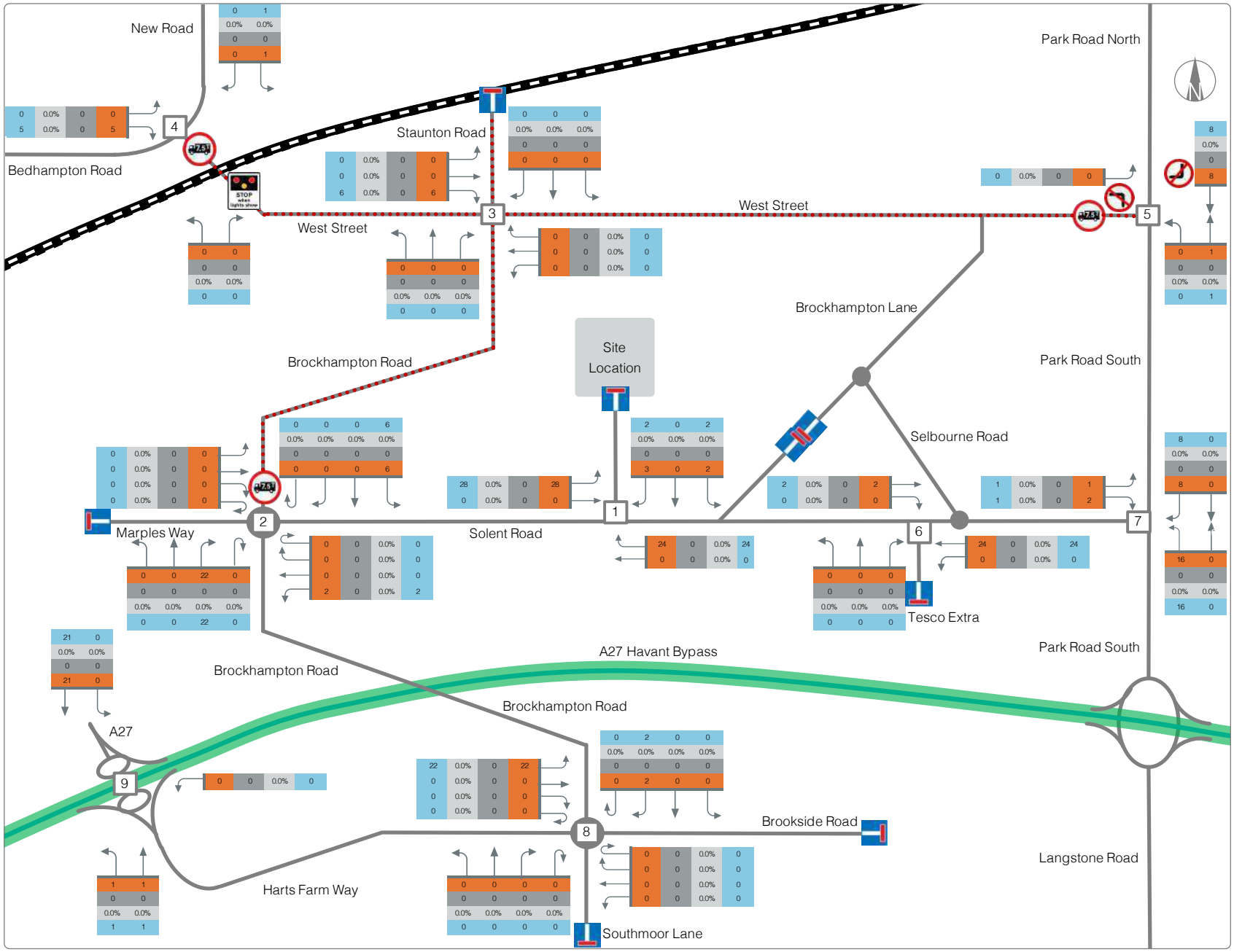
Network Diagram 16

Industrial Element Development Flows PM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

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Solent Road, Havant Transport Assessment

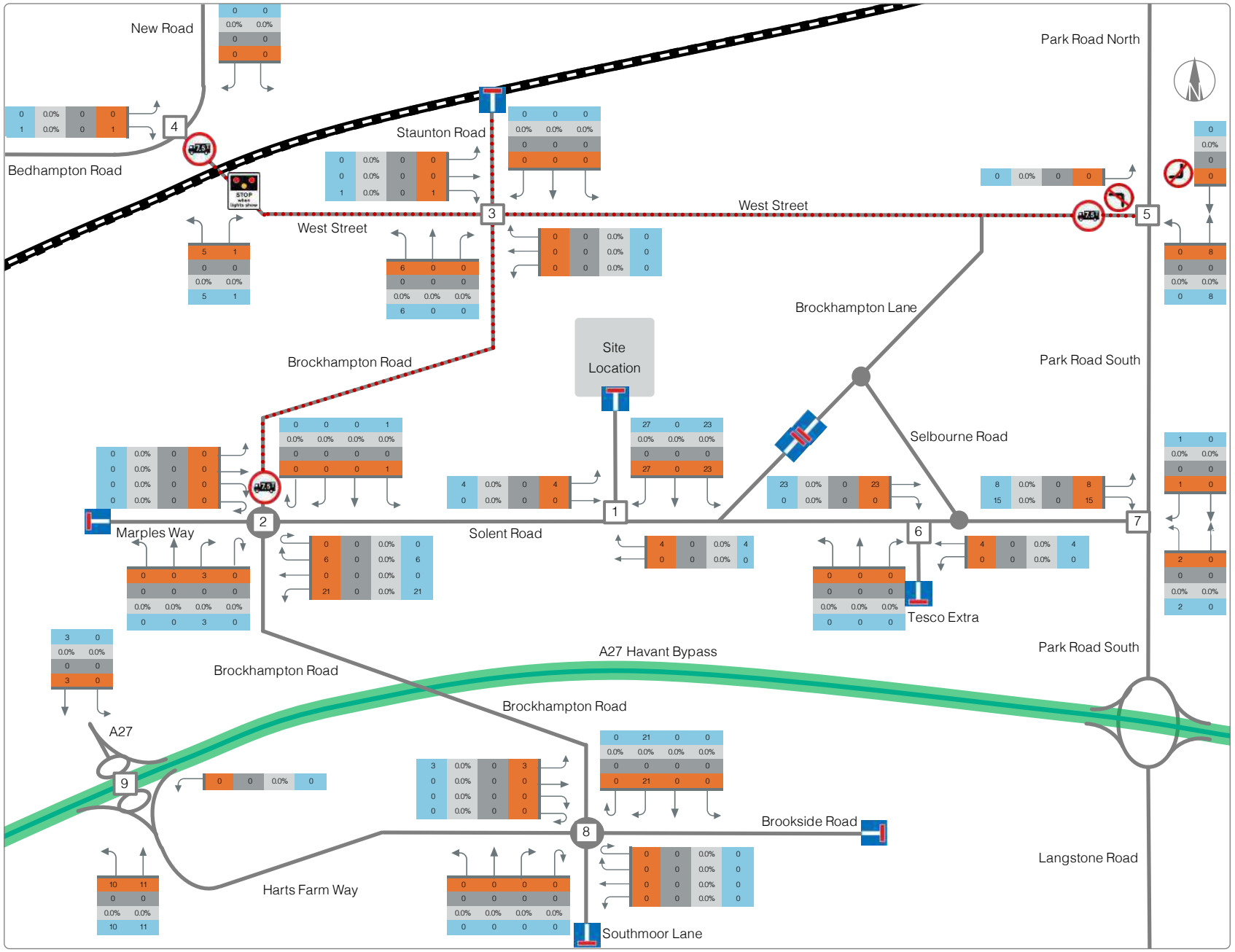
Network Diagram 17

Portsmouth Water Development Flows AM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

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Solent Road, Havant Transport Assessment

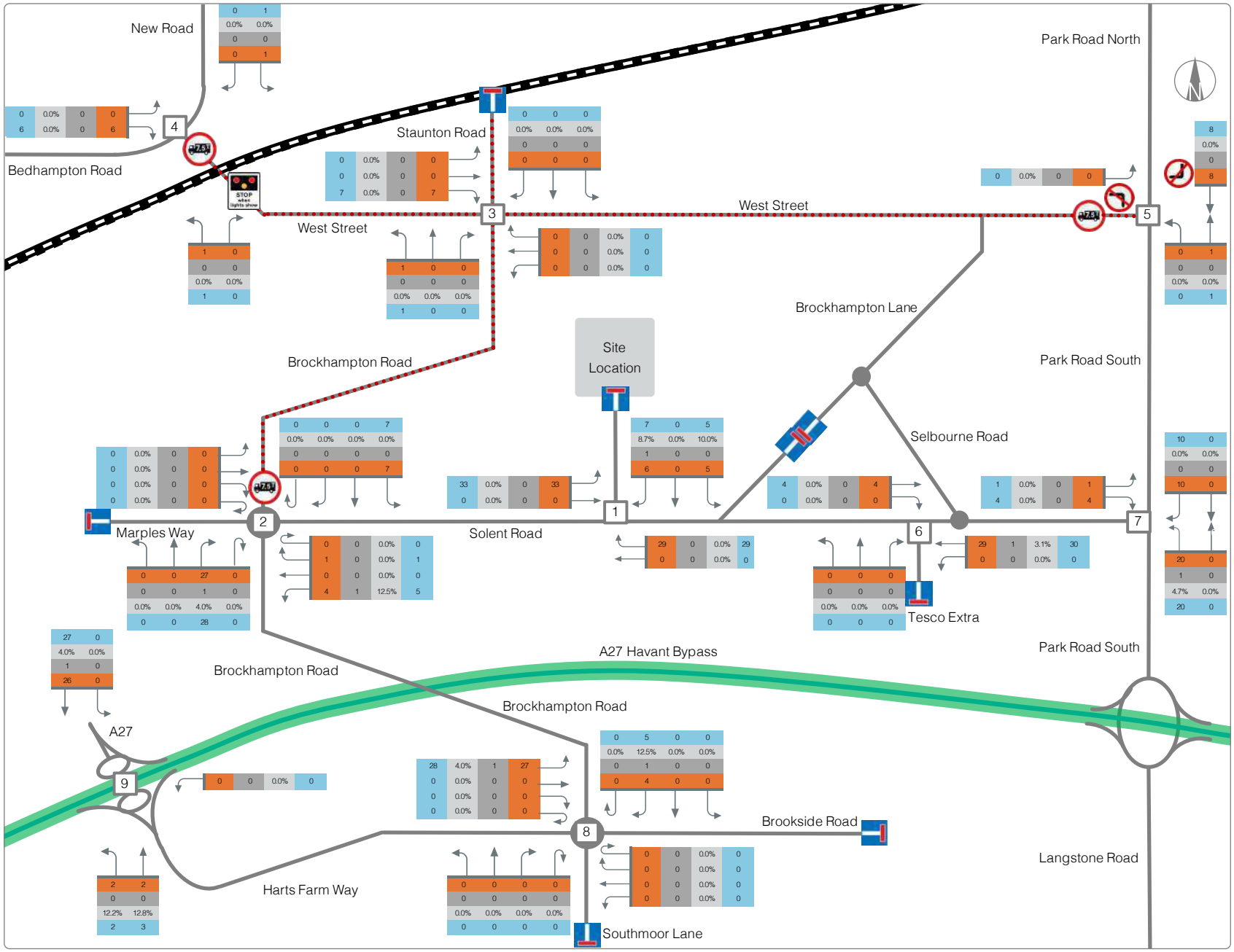
Network Diagram 18

Portsmouth Water Development Flows PM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

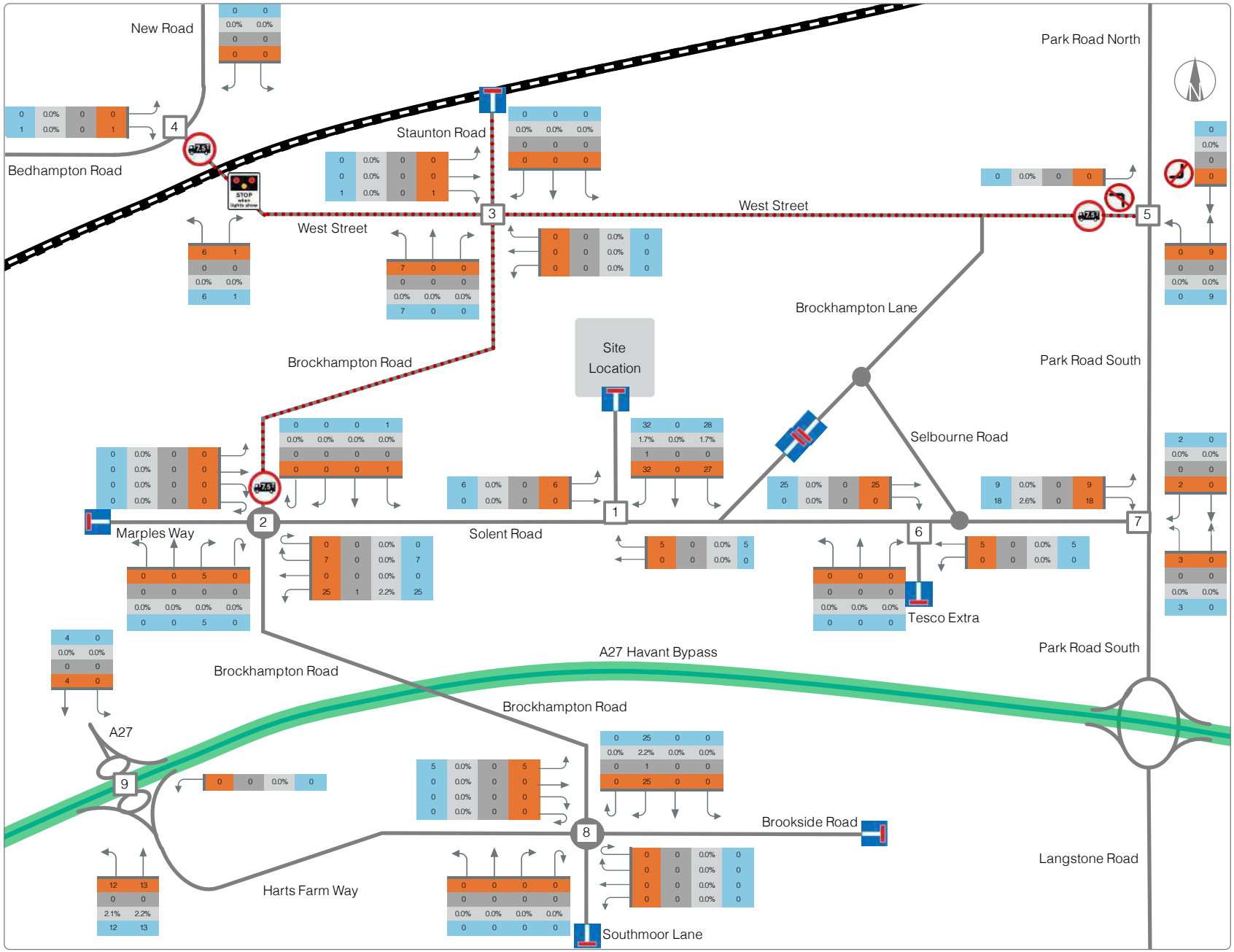
Network Diagram 19

All Development Flows AM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

- All Veh
- HGV
- % HGV
- PCU
- No through road
- No right turn
- 7.5 tonne weight restriction (except for loading)
- Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

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Solent Road, Havant Transport Assessment

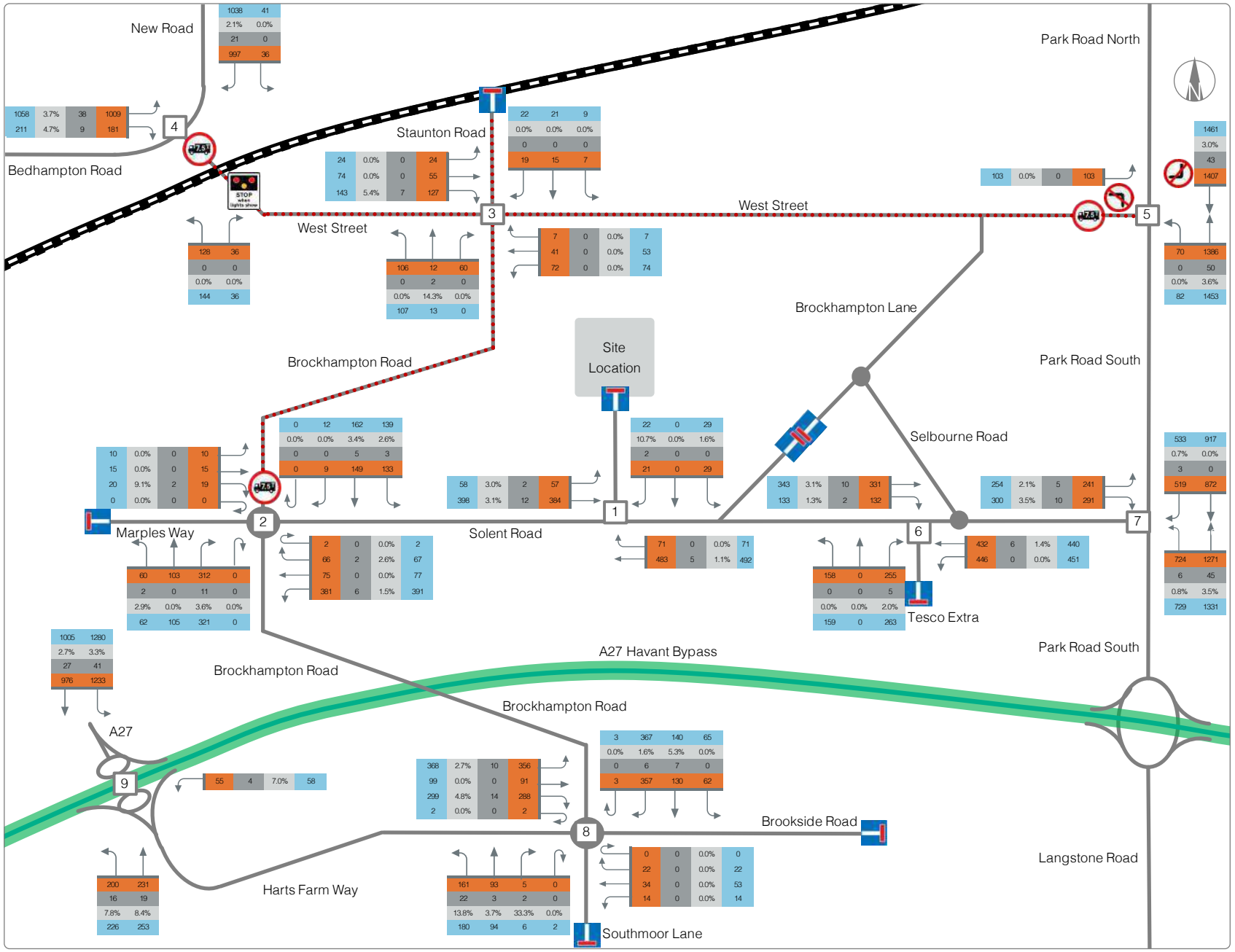
Network Diagram 20

All Development Flows PM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

0	All Veh
0	HGV
%	% HGV
0	PCU

No through road

No right turn

7.5 tonne weight restriction (except for loading)

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

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Solent Road, Havant Transport Assessment

Network Diagram 21

2023 Base + Development AM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

0	All Veh
0	HGV
%	% HGV
0	PCU

No through road

No right turn

7.5 tonne weight restriction (except for loading)

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

Chancerygate

Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

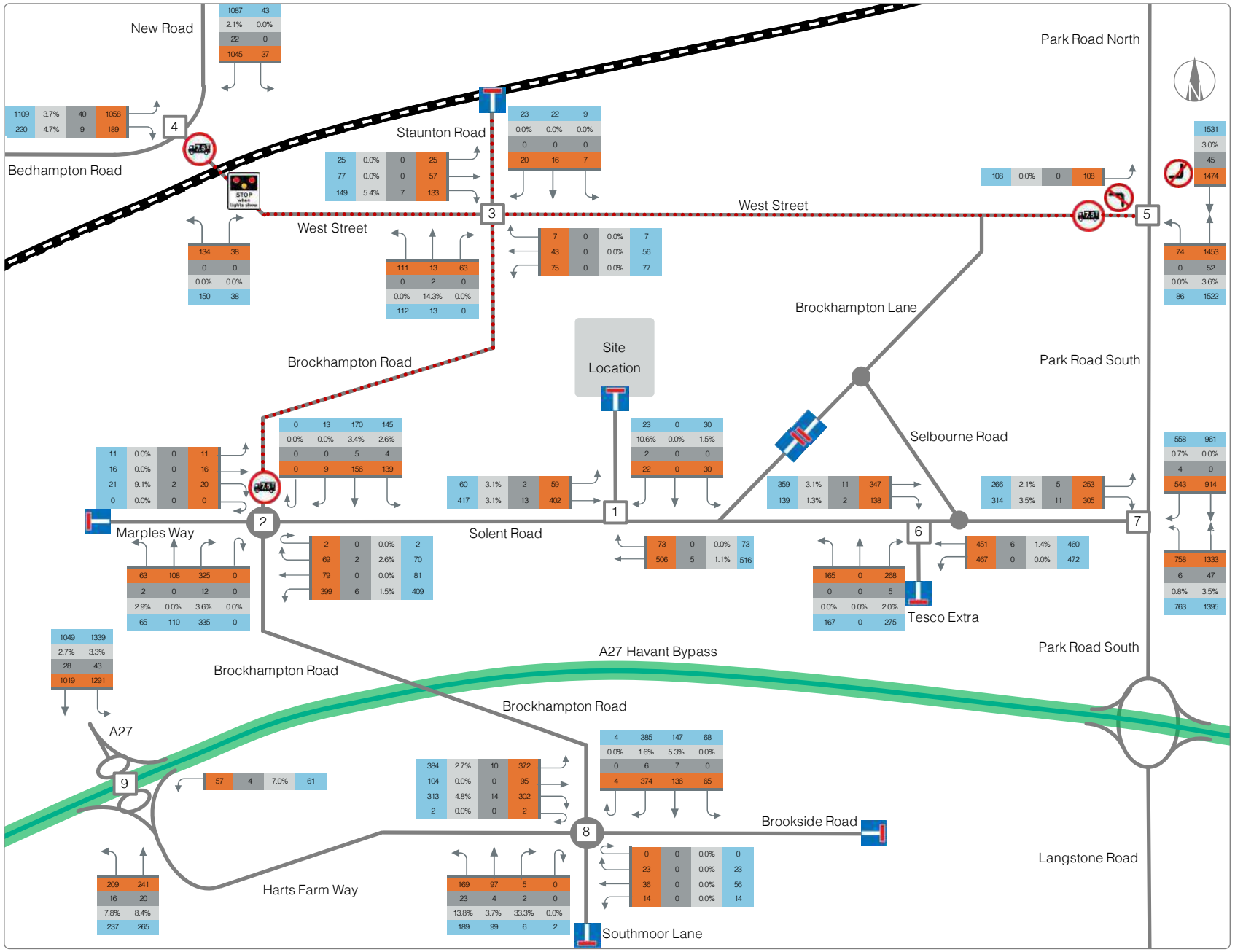
Network Diagram 22

2023 Base + Development AM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

AM Hour 08:00 - 09:00

LEGEND

0	All Veh
0	HGV
%	% HGV
0	PCU

No through road

No right turn

7.5 tonne weight restriction (except for loading)

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

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Chancerygate (Erdington) Ltd

Solent Road, Havant Transport Assessment

Network Diagram 23

2025 Base + Development AM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning



NOTES

PM Hour 17:00 - 18:00

LEGEND

0	All Veh
0	HGV
%	% HGV
0	PCU

No through road

No right turn

7.5 tonne weight restriction (except for loading)

Level crossing at rail line

Junction Assessment Scope:

1. Site Access onto Solent Road
2. Solent Road / Brockhampton Road / Marples Way Roundabout
3. Brockhampton Road / West Street / Staunton Road Left-Right Stagger
4. West Street / New Road / Bedhampton Road Priority Junction
5. West Street / Park Road South Priority Junction
6. Tesco Extra / Solent RSoad Signalised Junction
7. Solent Road / Park Road South Signalised Junction
8. Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout
9. A27 'Teardrops' Arrangement

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Solent Road, Havant Transport Assessment

Network Diagram 24

2025 Base + Development PM Peak

April 2021

PREPARED	CHECKED
CS	CH

mode transport planning

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Baseline MCCs (2020)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	2	57	0	3	43	0	3	62	0	6	62	0	14	224
B - Site Access (N)	0	0	0	3	0	6	3	0	4	3	0	4	9	0	14
C - Solent Road (E)	61	9	0	79	5	0	65	4	0	77	7	0	282	25	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	1		0	2		0	0		0	0	0	0	3
B - Site Access (N)	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (E)	0	0		1	0		1	0		0	0		2	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	0		0	0		0	0		0	0	0	0	0
B - Site Access (N)	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (E)	0	0		0	0		1	0		0	0		1	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		2	53		3	41		3	61		5	62	0	13	217
B - Site Access (N)	0		0	3		6	2		4	3		4	8	0	14
C - Solent Road (E)	60	9		77	5		64	4		77	7		278	25	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	3		0	1		0	1		1	0	0	1	5
B - Site Access (N)	0		0	0		0	1		0	0		0	1	0	0
C - Solent Road (E)	0	0		2	0		0	0		0	0		2	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	1		0	1		0	0		0	0	0	0	2
B - Site Access (N)	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (E)	1	0		0	0		0	0		0	0		1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	0		0	0		0	0		0	0	0	0	0
B - Site Access (N)	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (E)	0	0		0	0		0	0		0	0		0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	17%	0%	0%	7%	3%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	11%	0%	0%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	2	61	0	3	47	0	3	63	0	7	62	0	15	232
B - Site Access (N)	0	0	0	3	0	6	4	0	4	3	0	4	10	0	14
C - Solent Road (E)	62	9	0	81	5	0	67	4	0	77	7	0	287	25	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Baseline 2020 ("Normal")

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	95	0	5	72	0	5	103	0	10	103	0	23	373
B - Site Access (N)	0	0	0	5	0	10	5	0	7	5	0	7	15	0	23
C - Solent Road (E)	102	15	0	132	8	0	108	7	0	128	12	0	470	42	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	3	0	0	0	0	0	0	0	0	5
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	88	0	5	68	0	5	102	0	8	103	0	22	361
B - Site Access (N)	0	0	0	5	0	10	3	0	7	5	0	7	13	0	23
C - Solent Road (E)	100	15	0	128	8	0	107	7	0	128	12	0	463	42	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	5	0	0	2	0	0	2	0	2	0	0	2	8
B - Site Access (N)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
C - Solent Road (E)	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	17%	0%	0%	7%	3%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	11%	0%	0%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	101	0	5	78	0	5	104	0	11	103	0	24	386
B - Site Access (N)	0	0	0	5	0	10	6	0	7	5	0	7	16	0	23
C - Solent Road (E)	104	15	0	135	8	0	112	7	0	128	12	0	478	42	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	98	0	5	74	0	5	106	0	10	106	0	24	384
B - Site Access (N)	0	0	0	5	0	10	5	0	7	5	0	7	15	0	24
C - Solent Road (E)	105	15	0	135	9	0	111	7	0	132	12	0	483	43	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	3	0	0	0	0	0	0	0	0	5
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	91	0	5	70	0	5	105	0	9	106	0	22	372
B - Site Access (N)	0	0	0	5	0	10	3	0	7	5	0	7	14	0	24
C - Solent Road (E)	103	15	0	132	9	0	110	7	0	132	12	0	476	43	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	5	0	0	2	0	0	2	0	2	0	0	2	9
B - Site Access (N)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
C - Solent Road (E)	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	17%	0%	0%	7%	3%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	11%	0%	0%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	104	0	5	80	0	5	107	0	11	106	0	25	398
B - Site Access (N)	0	0	0	5	0	10	6	0	7	5	0	7	16	0	24
C - Solent Road (E)	107	15	0	139	9	0	115	7	0	132	12	0	492	43	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	102	0	5	77	0	5	111	0	11	111	0	25	402
B - Site Access (N)	0	0	0	5	0	11	5	0	7	5	0	7	16	0	25
C - Solent Road (E)	110	16	0	142	9	0	117	7	0	138	13	0	506	45	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	4	0	0	0	0	0	0	0	0	5
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	95	0	5	74	0	5	110	0	9	111	0	23	390
B - Site Access (N)	0	0	0	5	0	11	4	0	7	5	0	7	14	0	25
C - Solent Road (E)	108	16	0	138	9	0	115	7	0	138	13	0	499	45	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	5	0	0	2	0	0	2	0	2	0	0	2	9
B - Site Access (N)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
C - Solent Road (E)	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	17%	0%	0%	7%	3%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	11%	0%	0%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	109	0	5	84	0	5	112	0	12	111	0	26	417
B - Site Access (N)	0	0	0	5	0	11	6	0	7	5	0	7	17	0	25
C - Solent Road (E)	112	16	0	145	9	0	120	7	0	138	13	0	516	45	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Total Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)													0	0	0
B - Site Access (N)													0	0	0
C - Solent Road (E)													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)													0	0	0
B - Site Access (N)													0	0	0
C - Solent Road (E)													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Future Baseline 2023 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	98	0	5	74	0	5	106	0	10	106	0	24	384
B - Site Access (N)	0	0	0	5	0	10	5	0	7	5	0	7	15	0	24
C - Solent Road (E)	105	15	0	135	9	0	111	7	0	132	12	0	483	43	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	3	0	0	0	0	0	0	0	0	5
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	91	0	5	70	0	5	105	0	9	106	0	22	372
B - Site Access (N)	0	0	0	5	0	10	3	0	7	5	0	7	14	0	24
C - Solent Road (E)	103	15	0	132	9	0	110	7	0	132	12	0	476	43	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	5	0	0	2	0	0	2	0	2	0	0	2	9
B - Site Access (N)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
C - Solent Road (E)	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	17%	0%	0%	7%	3%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	11%	0%	0%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	104	0	5	80	0	5	107	0	11	106	0	25	398
B - Site Access (N)	0	0	0	5	0	10	6	0	7	5	0	7	16	0	24
C - Solent Road (E)	107	15	0	139	9	0	115	7	0	132	12	0	492	43	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Future Baseline 2025 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	102	0	5	77	0	5	111	0	11	111	0	25	402
B - Site Access (N)	0	0	0	5	0	11	5	0	7	5	0	7	16	0	25
C - Solent Road (E)	110	16	0	142	9	0	117	7	0	138	13	0	506	45	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	4	0	0	0	0	0	0	0	0	5
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	95	0	5	74	0	5	110	0	9	111	0	23	390
B - Site Access (N)	0	0	0	5	0	11	4	0	7	5	0	7	14	0	25
C - Solent Road (E)	108	16	0	138	9	0	115	7	0	138	13	0	499	45	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	5	0	0	2	0	0	2	0	2	0	0	2	9
B - Site Access (N)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
C - Solent Road (E)	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	17%	0%	0%	7%	3%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	11%	0%	0%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	109	0	5	84	0	5	112	0	12	111	0	26	417
B - Site Access (N)	0	0	0	5	0	11	6	0	7	5	0	7	17	0	25
C - Solent Road (E)	112	16	0	145	9	0	120	7	0	138	13	0	516	45	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%		54%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Proposed PW (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Proposed PW (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	7	0	0	7	0	0	7	0	0	7	0	0	28	0
B - Site Access (N)	1	0	0	1	0	0	1	0	0	1	0	0	2	0	2
C - Solent Road (E)	0	6	0	0	6	0	0	6	0	0	6	0	0	24	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	7	0	0	7	0	0	7	0	0	7	0	0	28	0
B - Site Access (N)	1	0	0	1	0	0	1	0	0	1	0	0	2	0	2
C - Solent Road (E)	0	6	0	0	6	0	0	6	0	0	6	0	0	24	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	7	0	0	7	0	0	7	0	0	7	0	0	28	0
B - Site Access (N)	1	0	0	1	0	0	1	0	0	1	0	0	2	0	2
C - Solent Road (E)	0	6	0	0	6	0	0	6	0	0	6	0	0	24	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%		54%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Proposed Industrial (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
B - Site Access (N)	1	0	1	1	0	1	1	0	1	1	0	1	3	0	3
C - Solent Road (E)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
B - Site Access (N)	1	0	1	1	0	1	1	0	1	1	0	1	3	0	2
C - Solent Road (E)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	17%	0%	17%	17%	0%	17%	17%	0%	17%	17%	0%	17%	17%	0%	17%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
B - Site Access (N)	1	0	1	1	0	1	1	0	1	1	0	1	4	0	3
C - Solent Road (E)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Total Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	8	0	0	8	0	0	8	0	0	8	0	0	33	0
B - Site Access (N)	1	0	1	1	0	1	1	0	1	1	0	1	5	0	5
C - Solent Road (E)	0	7	0	0	7	0	0	7	0	0	7	0	0	29	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	8	0	0	8	0	0	8	0	0	8	0	0	33	0
B - Site Access (N)	1	0	1	1	0	1	1	0	1	1	0	1	5	0	4
C - Solent Road (E)	0	7	0	0	7	0	0	7	0	0	7	0	0	29	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	10%	0%	10%	10%	0%	10%	10%	0%	10%	10%	0%	10%	10%	0%	10%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	8	0	0	8	0	0	8	0	0	8	0	0	33	0
B - Site Access (N)	1	0	1	1	0	1	1	0	1	1	0	1	6	0	5
C - Solent Road (E)	0	7	0	0	7	0	0	7	0	0	7	0	0	29	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	12	98	0	14	74	0	14	106	0	19	106	0	57	384
B - Site Access (N)	1	0	1	6	0	11	6	0	8	6	0	8	21	0	29
C - Solent Road (E)	105	23	0	135	16	0	111	14	0	132	19	0	483	71	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	3	0	0	0	0	0	0	0	0	5
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	12	91	0	14	70	0	14	105	0	17	106	0	56	372
B - Site Access (N)	1	0	1	6	0	11	5	0	8	6	0	8	19	0	28
C - Solent Road (E)	103	23	0	132	16	0	110	14	0	132	19	0	476	71	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	5	0	0	2	0	0	2	0	2	0	0	2	9
B - Site Access (N)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
C - Solent Road (E)	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	9%	0%	0%	3%	3%
B - Site Access (N)	10%	0%	10%	2%	0%	1%	28%	0%	1%	2%	0%	1%	11%	0%	2%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	12	104	0	14	80	0	14	107	0	20	106	0	58	398
B - Site Access (N)	1	0	1	7	0	12	7	0	8	7	0	8	22	0	29
C - Solent Road (E)	107	23	0	139	16	0	115	14	0	132	19	0	492	71	0

Junction 1 - Site Access onto Solent Road — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	12	102	0	14	77	0	14	111	0	19	111	0	59	402
B - Site Access (N)	1	0	1	7	0	12	7	0	8	7	0	8	22	0	30
C - Solent Road (E)	110	23	0	142	16	0	117	14	0	138	20	0	506	73	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	4	0	0	0	0	0	0	0	0	5
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	12	95	0	14	74	0	14	110	0	17	111	0	57	390
B - Site Access (N)	1	0	1	7	0	12	5	0	8	7	0	8	19	0	29
C - Solent Road (E)	108	23	0	138	16	0	115	14	0	138	20	0	499	73	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	5	0	0	2	0	0	2	0	2	0	0	2	9
B - Site Access (N)	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
C - Solent Road (E)	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	7%	0%	0%	5%	0%	0%	2%	0%	9%	0%	0%	3%	3%
B - Site Access (N)	10%	0%	10%	2%	0%	1%	29%	0%	1%	2%	0%	1%	11%	0%	2%
C - Solent Road (E)	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	12	109	0	14	84	0	14	112	0	20	111	0	60	417
B - Site Access (N)	1	0	1	7	0	12	8	0	8	7	0	8	23	0	30
C - Solent Road (E)	112	23	0	145	16	0	120	14	0	138	20	0	516	73	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	2	95	0	2	94	0	2	80	0	1	55	0	7	324
B - Site Access (N)	2	0	7	2	0	5	1	0	6	0	0	4	5	0	22
C - Solent Road (E)	80	4	0	57	6	0	62	1	0	72	1	0	271	12	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	2		0	1		0	0		0	0	0	0	3
B - Site Access (N)	0		0	1		0	0		0	0		0	1	0	0
C - Solent Road (E)	0	0		3	0		7	0		0	0		10	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	2		0	0		0	0		0	0	0	0	2
B - Site Access (N)	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (E)	1	0		2	0		1	0		1	0		5	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		2	93		2	93		2	79		1	55	0	7	320
B - Site Access (N)	2		7	2		5	1		6	0		4	5	0	22
C - Solent Road (E)	77	4		55	6		60	1		70	1		262	12	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	0		0	1		0	1		0	0	0	0	2
B - Site Access (N)	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (E)	2	0		0	0		1	0		0	0		3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	0		0	0		0	0		0	0	0	0	0
B - Site Access (N)	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (E)	0	0		0	0		0	0		1	0		1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)		0	0		0	0		0	0		0	0	0	0	0
B - Site Access (N)	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (E)	0	0		0	0		0	0		0	0		0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	2	99	0	2	95.5	0	2	80.5	0	1	55	0	7	330
B - Site Access (N)	2	0	7	3	0	5	1	0	6	0	0	4	6	0	22
C - Solent Road (E)	82	4	0	62	6	0	70.5	1	0	74.3	1	0	289	12	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	2	118	0	2	117	0	2	99	0	1	68	0	9	402
B - Site Access (N)	2	0	9	2	0	6	1	0	7	0	0	5	6	0	27
C - Solent Road (E)	99	5	0	71	7	0	77	1	0	89	1	0	337	15	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	1	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
C - Solent Road (E)	0	0	0	4	0	0	9	0	0	0	0	0	12	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	1	0	0	2	0	0	1	0	0	1	0	0	6	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	2	116	0	2	116	0	2	98	0	1	68	0	9	397
B - Site Access (N)	2	0	9	2	0	6	1	0	7	0	0	5	6	0	27
C - Solent Road (E)	96	5	0	68	7	0	75	1	0	87	1	0	325	15	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	2	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	2	123	0	2	119	0	2	100	0	1	68	0	9	410
B - Site Access (N)	2	0	9	4	0	6	1	0	7	0	0	5	7	0	27
C - Solent Road (E)	102	5	0	77	7	0	88	1	0	92	1	0	359	15	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	121	0	3	120	0	3	102	0	1	70	0	9	414
B - Site Access (N)	3	0	9	3	0	6	1	0	8	0	0	5	6	0	28
C - Solent Road (E)	102	5	0	73	8	0	79	1	0	92	1	0	346	15	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
C - Solent Road (E)	0	0	0	4	0	0	9	0	0	0	0	0	13	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	1	0	0	3	0	0	1	0	0	1	0	0	6	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	119	0	3	119	0	3	101	0	1	70	0	9	409
B - Site Access (N)	3	0	9	3	0	6	1	0	8	0	0	5	6	0	28
C - Solent Road (E)	98	5	0	70	8	0	77	1	0	89	1	0	335	15	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	126	0	3	122	0	3	103	0	1	70	0	9	421
B - Site Access (N)	3	0	9	4	0	6	1	0	8	0	0	5	8	0	28
C - Solent Road (E)	105	5	0	79	8	0	90	1	0	95	1	0	369	15	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	127	0	3	126	0	3	107	0	1	73	0	9	433
B - Site Access (N)	3	0	9	3	0	7	1	0	8	0	0	5	7	0	29
C - Solent Road (E)	107	5	0	76	8	0	83	1	0	96	1	0	362	16	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
C - Solent Road (E)	0	0	0	4	0	0	9	0	0	0	0	0	13	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	1	0	0	3	0	0	1	0	0	1	0	0	7	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	124	0	3	124	0	3	106	0	1	73	0	9	428
B - Site Access (N)	3	0	9	3	0	7	1	0	8	0	0	5	7	0	29
C - Solent Road (E)	103	5	0	73	8	0	80	1	0	94	1	0	350	16	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	132	0	3	128	0	3	108	0	1	73	0	9	441
B - Site Access (N)	3	0	9	4	0	7	1	0	8	0	0	5	8	0	29
C - Solent Road (E)	110	5	0	83	8	0	94	1	0	99	1	0	386	16	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Total Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)													0	0	0
B - Site Access (N)													0	0	0
C - Solent Road (E)													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)													0	0	0
B - Site Access (N)													0	0	0
C - Solent Road (E)													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	121	0	3	120	0	3	102	0	1	70	0	9	414
B - Site Access (N)	3	0	9	3	0	6	1	0	8	0	0	5	6	0	28
C - Solent Road (E)	102	5	0	73	8	0	79	1	0	92	1	0	346	15	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
C - Solent Road (E)	0	0	0	4	0	0	9	0	0	0	0	0	13	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	1	0	0	3	0	0	1	0	0	1	0	0	6	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	119	0	3	119	0	3	101	0	1	70	0	9	409
B - Site Access (N)	3	0	9	3	0	6	1	0	8	0	0	5	6	0	28
C - Solent Road (E)	98	5	0	70	8	0	77	1	0	89	1	0	335	15	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	126	0	3	122	0	3	103	0	1	70	0	9	421
B - Site Access (N)	3	0	9	4	0	6	1	0	8	0	0	5	8	0	28
C - Solent Road (E)	105	5	0	79	8	0	90	1	0	95	1	0	369	15	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	127	0	3	126	0	3	107	0	1	73	0	9	433
B - Site Access (N)	3	0	9	3	0	7	1	0	8	0	0	5	7	0	29
C - Solent Road (E)	107	5	0	76	8	0	83	1	0	96	1	0	362	16	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
C - Solent Road (E)	0	0	0	4	0	0	9	0	0	0	0	0	13	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	1	0	0	3	0	0	1	0	0	1	0	0	7	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	124	0	3	124	0	3	106	0	1	73	0	9	428
B - Site Access (N)	3	0	9	3	0	7	1	0	8	0	0	5	7	0	29
C - Solent Road (E)	103	5	0	73	8	0	80	1	0	94	1	0	350	16	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	3	132	0	3	128	0	3	108	0	1	73	0	9	441
B - Site Access (N)	3	0	9	4	0	7	1	0	8	0	0	5	8	0	29
C - Solent Road (E)	110	5	0	83	8	0	94	1	0	99	1	0	386	16	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%		54%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%		54%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0
B - Site Access (N)	7	0	6	7	0	6	7	0	6	7	0	6	27	0	23
C - Solent Road (E)	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0
B - Site Access (N)	7	0	6	7	0	6	7	0	6	7	0	6	27	0	23
C - Solent Road (E)	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0
B - Site Access (N)	7	0	6	7	0	6	7	0	6	7	0	6	27	0	23
C - Solent Road (E)	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%		54%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%		54%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%	0%	54%	0%
B - Site Access (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (E)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%	54%	0%	46%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Site Access (N)	1	0	1	1	0	1	1	0	1	1	0	1	5	0	4
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Site Access (N)	1	0	1	1	0	1	1	0	1	1	0	1	4	0	4
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	11%	0%	11%	11%	0%	11%	11%	0%	11%	11%	0%	11%	11%	0%	11%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Site Access (N)	1	0	1	1	0	1	1	0	1	1	0	1	5	0	5
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Total Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	1	0	0	1	0	0	1	0	0	1	0	0	6	0
B - Site Access (N)	8	0	7	8	0	7	8	0	7	8	0	7	32	0	27
C - Solent Road (E)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	1	0	0	1	0	0	1	0	0	1	0	0	6	0
B - Site Access (N)	8	0	7	8	0	7	8	0	7	8	0	7	31	0	27
C - Solent Road (E)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)															
B - Site Access (N)															
C - Solent Road (E)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Site Access (N)	2%	0%	2%	2%	0%	2%	2%	0%	2%	2%	0%	2%	2%	0%	2%
C - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	1	0	0	1	0	0	1	0	0	1	0	0	6	0
B - Site Access (N)	8	0	7	8	0	7	8	0	7	8	0	7	32	0	28
C - Solent Road (E)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	121	0	4	120	0	4	102	0	3	70	0	15	414
B - Site Access (N)	11	0	16	11	0	13	9	0	14	8	0	12	38	0	55
C - Solent Road (E)	102	6	0	73	9	0	79	3	0	92	3	0	346	20	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
C - Solent Road (E)	0	0	0	4	0	0	9	0	0	0	0	0	13	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	1	0	0	3	0	0	1	0	0	1	0	0	6	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	119	0	4	119	0	4	101	0	3	70	0	15	409
B - Site Access (N)	10	0	16	10	0	13	9	0	14	8	0	12	38	0	55
C - Solent Road (E)	98	6	0	70	9	0	77	3	0	89	3	0	335	20	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	1%	0%	1%	1%	0%	1%	1%	0%	1%	2%	0%	1%	1%	0%	1%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	126	0	4	122	0	4	103	0	3	70	0	15	421
B - Site Access (N)	11	0	16	12	0	13	9	0	15	8	0	12	40	0	56
C - Solent Road (E)	105	6	0	79	9	0	90	3	0	95	3	0	369	20	0

Junction 1 - Site Access onto Solent Road — PM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	127	0	4	126	0	4	107	0	3	73	0	15	433
B - Site Access (N)	11	0	16	11	0	13	9	0	15	8	0	12	39	0	57
C - Solent Road (E)	107	7	0	76	9	0	83	3	0	96	3	0	362	21	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	1	0	0	0	0	0	0	0	0	4
B - Site Access (N)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
C - Solent Road (E)	0	0	0	4	0	0	9	0	0	0	0	0	13	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	1	0	0	3	0	0	1	0	0	1	0	0	7	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	124	0	4	124	0	4	106	0	3	73	0	15	428
B - Site Access (N)	11	0	16	11	0	13	9	0	15	8	0	12	38	0	56
C - Solent Road (E)	103	7	0	73	9	0	80	3	0	94	3	0	350	21	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Site Access (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%
B - Site Access (N)	1%	0%	1%	1%	0%	1%	1%	0%	1%	2%	0%	1%	1%	0%	1%
C - Solent Road (E)	3%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (W)	0	4	132	0	4	128	0	4	108	0	3	73	0	15	441
B - Site Access (N)	11	0	16	12	0	14	9	0	15	8	0	12	40	0	57
C - Solent Road (E)	110	7	0	83	9	0	94	3	0	99	3	0	386	21	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Baseline MCCs (2020)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	22	25	1	0	16	24	1	0	18	20	1	0	17	18	2	0	73	87	5
B - Solent Road (E)	6	0	53	6	11	0	58	13	8	1	58	9	13	0	51	16	38	1	220	44
C - Brockhampton Road (S)	21	38	0	7	16	32	0	11	10	45	0	6	13	51	0	11	60	166	0	35
D - Marples Way (W)	1	1	1	0	3	3	3	0	2	2	2	0	0	3	5	0	6	9	11	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	1	2	0	0	1	1	1	0	0	0	1	0	0	1	0	0	2	4	2
B - Solent Road (E)	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	2	1
C - Brockhampton Road (S)	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	21	25	1	0	15	24	1	0	18	16	1	0	17	17	2	0	71	82	5
B - Solent Road (E)	6	0	52	6	10	0	57	13	8	1	56	9	13	0	51	16	37	1	216	44
C - Brockhampton Road (S)	21	35	0	7	16	31	0	11	10	43	0	5	13	51	0	11	60	160	0	34
D - Marples Way (W)	1	1	1	0	3	3	3	0	2	2	2	0	0	3	4	0	6	9	10	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	3	0
B - Solent Road (E)	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	1	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	5	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - Brockhampton Road (S)	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	5%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	27	1	0	18	25	2	0	18	23	2	0	17	20	2	0	77	95	7
B - Solent Road (E)	6	0	54	6	12	0	60	14	8	1	61	9	13	0	51	16	39	1	225	45
C - Brockhampton Road (S)	21	40	0	7	16	34	0	11	11	46	0	7	13	51	0	11	61	171	0	36
D - Marples Way (W)	1	1	1	0	3	3	3	0	2	2	2	0	0	3	6	0	6	9	12	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Baseline 2020 ("Normal")

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	37	42	2	0	27	40	2	0	30	33	2	0	28	30	3	0	122	145	8
B - Solent Road (E)	10	0	88	10	18	0	97	22	13	2	97	15	22	0	85	27	63	2	366	73
C - Brockhampton Road (S)	35	63	0	12	27	53	0	18	17	75	0	10	22	85	0	18	100	276	0	58
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	8	0	10	15	18	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	3	0	0	2	2	2	0	0	0	2	0	0	2	0	0	3	7	3
B - Solent Road (E)	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	3	2
C - Brockhampton Road (S)	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	35	42	2	0	25	40	2	0	30	27	2	0	28	28	3	0	118	137	8
B - Solent Road (E)	10	0	87	10	17	0	95	22	13	2	93	15	22	0	85	27	62	2	360	73
C - Brockhampton Road (S)	35	58	0	12	27	52	0	18	17	72	0	8	22	85	0	18	100	266	0	57
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	7	0	10	15	17	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
B - Solent Road (E)	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0	3	0
C - Brockhampton Road (S)	0	3	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	8	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	5%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	39	45	2	0	30	42	3	0	30	37	3	0	28	33	3	0	128	157	12
B - Solent Road (E)	10	0	90	10	19	0	99	23	13	2	101	15	22	0	85	27	64	2	375	75
C - Brockhampton Road (S)	35	67	0	12	27	56	0	18	18	77	0	12	22	85	0	18	102	284	0	60
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	9	0	10	15	19	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	38	43	2	0	27	41	2	0	31	34	2	0	29	31	3	0	125	149	9
B - Solent Road (E)	10	0	91	10	19	0	99	22	14	2	99	15	22	0	87	27	65	2	377	75
C - Brockhampton Road (S)	36	65	0	12	27	55	0	19	17	77	0	10	22	87	0	19	103	284	0	60
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	9	0	10	15	19	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	3	0	0	2	2	2	0	0	0	2	0	0	2	0	0	3	7	3
B - Solent Road (E)	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	3	2
C - Brockhampton Road (S)	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	36	43	2	0	26	41	2	0	31	27	2	0	29	29	3	0	122	141	9
B - Solent Road (E)	10	0	89	10	17	0	98	22	14	2	96	15	22	0	87	27	63	2	370	75
C - Brockhampton Road (S)	36	60	0	12	27	53	0	19	17	74	0	9	22	87	0	19	103	274	0	58
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	7	0	10	15	17	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
B - Solent Road (E)	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0	3	0
C - Brockhampton Road (S)	0	3	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	9	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	5%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	40	46	2	0	31	43	3	0	31	39	3	0	29	34	3	0	132	162	12
B - Solent Road (E)	10	0	93	10	20	0	102	24	14	2	104	15	22	0	87	27	66	2	386	77
C - Brockhampton Road (S)	36	69	0	12	27	57	0	19	19	79	0	13	22	87	0	19	105	293	0	62
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	9	0	10	15	20	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	40	45	2	0	29	43	2	0	32	36	2	0	31	32	4	0	131	156	9
B - Solent Road (E)	11	0	95	11	20	0	104	23	14	2	104	16	23	0	92	29	68	2	395	79
C - Brockhampton Road (S)	38	68	0	13	29	57	0	20	18	81	0	11	23	92	0	20	108	298	0	63
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	9	0	11	16	20	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	4	0	0	2	2	2	0	0	0	2	0	0	2	0	0	4	7	4
B - Solent Road (E)	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	4	2
C - Brockhampton Road (S)	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	38	45	2	0	27	43	2	0	32	29	2	0	31	31	4	0	128	147	9
B - Solent Road (E)	11	0	93	11	18	0	102	23	14	2	101	16	23	0	92	29	66	2	388	79
C - Brockhampton Road (S)	38	63	0	13	29	56	0	20	18	77	0	9	23	92	0	20	108	287	0	61
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	7	0	11	16	18	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
B - Solent Road (E)	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0	4	0
C - Brockhampton Road (S)	0	4	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	9	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	5%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	42	48	2	0	33	45	4	0	32	40	4	0	31	36	4	0	138	170	13
B - Solent Road (E)	11	0	98	11	21	0	107	25	14	2	109	16	23	0	92	29	69	2	405	81
C - Brockhampton Road (S)	38	72	0	13	29	60	0	20	20	83	0	13	23	92	0	20	110	307	0	65
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	10	0	11	16	21	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Total Committed Development

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																	0	0	0	0
B - Solent Road (E)																	0	0	0	0
C - Brockhampton Road (S)																	0	0	0	0
D - Marples Way (W)																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																	0	0	0	0
B - Solent Road (E)																	0	0	0	0
C - Brockhampton Road (S)																	0	0	0	0
D - Marples Way (W)																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Future Baseline 2023 + Committed Development

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	38	43	2	0	27	41	2	0	31	34	2	0	29	31	3	0	125	149	9
B - Solent Road (E)	10	0	91	10	19	0	99	22	14	2	99	15	22	0	87	27	65	2	377	75
C - Brockhampton Road (S)	36	65	0	12	27	55	0	19	17	77	0	10	22	87	0	19	103	284	0	60
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	9	0	10	15	19	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	3	0	0	2	2	2	0	0	0	2	0	0	2	0	0	3	7	3
B - Solent Road (E)	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	3	2
C - Brockhampton Road (S)	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	36	43	2	0	26	41	2	0	31	27	2	0	29	29	3	0	122	141	9
B - Solent Road (E)	10	0	89	10	17	0	98	22	14	2	96	15	22	0	87	27	63	2	370	75
C - Brockhampton Road (S)	36	60	0	12	27	53	0	19	17	74	0	9	22	87	0	19	103	274	0	58
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	7	0	10	15	17	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
B - Solent Road (E)	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0	3	0
C - Brockhampton Road (S)	0	3	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	9	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	5%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	40	46	2	0	31	43	3	0	31	39	3	0	29	34	3	0	132	162	12
B - Solent Road (E)	10	0	93	10	20	0	102	24	14	2	104	15	22	0	87	27	66	2	386	77
C - Brockhampton Road (S)	36	69	0	12	27	57	0	19	19	79	0	13	22	87	0	19	105	293	0	62
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	9	0	10	15	20	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Future Baseline 2025 + Committed Development

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	40	45	2	0	29	43	2	0	32	36	2	0	31	32	4	0	131	156	9
B - Solent Road (E)	11	0	95	11	20	0	104	23	14	2	104	16	23	0	92	29	68	2	395	79
C - Brockhampton Road (S)	38	68	0	13	29	57	0	20	18	81	0	11	23	92	0	20	108	298	0	63
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	9	0	11	16	20	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	4	0	0	2	2	2	0	0	0	2	0	0	2	0	0	4	7	4
B - Solent Road (E)	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	4	2
C - Brockhampton Road (S)	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	38	45	2	0	27	43	2	0	32	29	2	0	31	31	4	0	128	147	9
B - Solent Road (E)	11	0	93	11	18	0	102	23	14	2	101	16	23	0	92	29	66	2	388	79
C - Brockhampton Road (S)	38	63	0	13	29	56	0	20	18	77	0	9	23	92	0	20	108	287	0	61
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	7	0	11	16	18	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
B - Solent Road (E)	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0	4	0
C - Brockhampton Road (S)	0	4	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	9	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	5%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	42	48	2	0	33	45	4	0	32	40	4	0	31	36	4	0	138	170	13
B - Solent Road (E)	11	0	98	11	21	0	107	25	14	2	109	16	23	0	92	29	69	2	405	81
C - Brockhampton Road (S)	38	72	0	13	29	60	0	20	20	83	0	13	23	92	0	20	110	307	0	65
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	10	0	11	16	21	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%		12%	0%	
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Brockhampton Road (S)	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%		42%	0%	
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Brockhampton Road (S)	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%		54%	0%	
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Proposed PW (% Assignment) - Departures

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Solent Road (E)	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Solent Road (E)	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Proposed PW (Trips)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	22	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	22	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	22	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%		12%	0%	
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Brockhampton Road (S)	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%		42%	0%	
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Brockhampton Road (S)	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%		54%	0%	
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Solent Road (E)	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Solent Road (E)	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Proposed Industrial (Trips)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	3	0
C - Brockhampton Road (S)	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	2	0
C - Brockhampton Road (S)	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%
C - Brockhampton Road (S)	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	3	0
C - Brockhampton Road (S)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Total Development Proposals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	7	0	0
B - Solent Road (E)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	4	0
C - Brockhampton Road (S)	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	27	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	7	0	0
B - Solent Road (E)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	4	0
C - Brockhampton Road (S)	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	26	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%
C - Brockhampton Road (S)	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	7	0	0
B - Solent Road (E)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	5	0
C - Brockhampton Road (S)	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	28	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	40	43	2	0	29	41	2	0	33	34	2	0	31	31	3	0	133	149	9
B - Solent Road (E)	11	0	92	10	19	0	100	22	14	2	100	15	23	0	88	27	66	2	381	75
C - Brockhampton Road (S)	36	72	0	12	27	62	0	19	17	84	0	10	22	94	0	19	103	312	0	60
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	9	0	10	15	19	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	3	0	0	2	2	2	0	0	0	2	0	0	2	0	0	3	7	3
B - Solent Road (E)	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	3	2
C - Brockhampton Road (S)	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	38	43	2	0	28	41	2	0	33	27	2	0	31	29	3	0	129	141	9
B - Solent Road (E)	11	0	90	10	17	0	99	22	14	2	97	15	23	0	88	27	64	2	374	75
C - Brockhampton Road (S)	36	66	0	12	27	60	0	19	17	80	0	9	22	94	0	19	103	300	0	58
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	7	0	10	15	17	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
B - Solent Road (E)	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0	4	0
C - Brockhampton Road (S)	0	4	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	9	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	4%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	42	46	2	0	33	43	3	0	33	39	3	0	31	34	3	0	139	162	12
B - Solent Road (E)	11	0	94	10	20	0	103	24	14	2	105	15	23	0	89	27	67	2	391	77
C - Brockhampton Road (S)	36	76	0	12	27	64	0	19	19	86	0	13	22	94	0	19	105	321	0	62
D - Marples Way (W)	2	2	2	0	5	5	5	0	3	3	3	0	0	5	9	0	10	15	20	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	41	45	2	0	31	43	2	0	34	36	2	0	32	32	4	0	139	156	9
B - Solent Road (E)	11	0	96	11	20	0	105	23	15	2	105	16	24	0	93	29	69	2	399	79
C - Brockhampton Road (S)	38	75	0	13	29	64	0	20	18	88	0	11	23	98	0	20	108	325	0	63
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	9	0	11	16	20	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	4	0	0	2	2	2	0	0	0	2	0	0	2	0	0	4	7	4
B - Solent Road (E)	0	0	0	0	0	0	2	2	0	0	2	0	0	0	0	0	0	0	4	2
C - Brockhampton Road (S)	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	40	45	2	0	29	43	2	0	34	29	2	0	32	31	4	0	135	147	9
B - Solent Road (E)	11	0	94	11	18	0	103	23	15	2	102	16	24	0	93	29	68	2	392	79
C - Brockhampton Road (S)	38	69	0	13	29	62	0	20	18	84	0	9	23	98	0	20	108	313	0	61
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	7	0	11	16	18	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	2	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	5	0
B - Solent Road (E)	0	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	2	0	4	0
C - Brockhampton Road (S)	0	4	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	10	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	2
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	4%	0%	0%	0%	6%	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	3%	3%	0%
B - Solent Road (E)	0%	0%	2%	0%	9%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	3%	0%	1%	0%
C - Brockhampton Road (S)	0%	8%	0%	0%	0%	3%	0%	0%	0%	4%	0%	17%	0%	0%	0%	0%	0%	4%	0%	3%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	9%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	44	48	2	0	35	45	4	0	34	40	4	0	32	36	4	0	145	170	13
B - Solent Road (E)	11	0	99	11	21	0	108	25	15	2	110	16	24	0	93	29	70	2	409	81
C - Brockhampton Road (S)	38	79	0	13	29	67	0	20	20	90	0	13	23	99	0	20	110	335	0	65
D - Marples Way (W)	2	2	2	0	5	5	5	0	4	4	4	0	0	5	10	0	11	16	21	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	19	9	2	0	15	13	0	0	24	15	1	0	15	13	0	0	73	50	3
B - Solent Road (E)	27	2	57	2	17	1	49	1	24	1	38	2	20	0	60	0	88	4	204	5
C - Brockhampton Road (S)	44	69	0	2	38	70	0	1	27	44	0	0	24	41	0	2	133	224	0	5
D - Marples Way (W)	6	13	13	0	0	6	5	1	2	8	8	0	2	2	3	0	10	29	29	1
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	6	0	0	0	0	0	0	0	7	1
C - Brockhampton Road (S)	2	2	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3	3	0	2
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	19	9	2	0	15	12	0	0	24	15	1	0	15	13	0	0	73	49	3
B - Solent Road (E)	26	2	56	1	17	1	47	1	23	1	37	2	20	0	59	0	86	4	199	4
C - Brockhampton Road (S)	44	67	0	2	38	70	0	0	27	44	0	0	24	41	0	2	133	222	0	4
D - Marples Way (W)	6	13	13	0	0	5	5	1	2	7	8	0	2	2	3	0	10	27	29	1
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	1%	20%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	19	9	2	0	15	14	0	0	24	16	1	0	15	13	0	0	73	52	3
B - Solent Road (E)	28	2	58	4	17	1	52	1	25	1	45	2	20	0	61	0	90	4	215	7
C - Brockhampton Road (S)	46	73	0	3	38	71	0	2	27	44	0	0	25	41	0	3	136	229	0	8
D - Marples Way (W)	7	13	13	0	1	7	5	1	2	9	8	0	3	2	3	0	13	30	29	1

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	11	2	0	19	16	0	0	30	19	1	0	19	16	0	0	91	62	4
B - Solent Road (E)	34	2	71	2	21	1	61	1	30	1	47	2	25	0	75	0	109	5	253	6
C - Brockhampton Road (S)	55	86	0	2	47	87	0	1	34	55	0	0	30	51	0	2	165	278	0	6
D - Marples Way (W)	7	16	16	0	0	7	6	1	2	10	10	0	2	2	4	0	12	36	36	1
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	7	0	0	0	0	0	0	0	9	1
C - Brockhampton Road (S)	2	2	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	4	0	2
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	2	0
C - Brockhampton Road (S)	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	11	2	0	19	15	0	0	30	19	1	0	19	16	0	0	91	61	4
B - Solent Road (E)	32	2	70	1	21	1	58	1	29	1	46	2	25	0	73	0	107	5	247	5
C - Brockhampton Road (S)	55	83	0	2	47	87	0	0	34	55	0	0	30	51	0	2	165	276	0	5
D - Marples Way (W)	7	16	16	0	0	6	6	1	2	9	10	0	2	2	4	0	12	34	36	1
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	1%	20%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	11	2	0	19	17	0	0	30	20	1	0	19	16	0	0	91	65	4
B - Solent Road (E)	35	2	71	4	21	1	65	1	31	1	55	2	25	0	76	0	112	5	267	8
C - Brockhampton Road (S)	57	91	0	4	47	88	0	2	34	55	0	0	31	51	0	4	169	284	0	9
D - Marples Way (W)	9	16	16	0	1	8	6	1	2	11	10	0	4	2	4	0	16	37	36	1

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	11	3	0	19	17	0	0	31	19	1	0	19	17	0	0	93	64	4
B - Solent Road (E)	34	3	73	3	22	1	63	1	31	1	49	3	26	0	77	0	112	5	260	6
C - Brockhampton Road (S)	56	88	0	3	49	89	0	1	34	56	0	0	31	52	0	3	170	286	0	6
D - Marples Way (W)	8	17	17	0	0	8	6	1	3	10	10	0	3	3	4	0	13	37	37	1
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	1
C - Brockhampton Road (S)	3	3	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	4	0	3
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	3	0	3	0
C - Brockhampton Road (S)	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	11	3	0	19	15	0	0	31	19	1	0	19	17	0	0	93	63	4
B - Solent Road (E)	33	3	71	1	22	1	60	1	29	1	47	3	26	0	75	0	110	5	254	5
C - Brockhampton Road (S)	56	86	0	3	49	89	0	0	34	56	0	0	31	52	0	3	170	283	0	5
D - Marples Way (W)	8	17	17	0	0	6	6	1	3	9	10	0	3	3	4	0	13	34	37	1
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	1%	20%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	11	3	0	19	18	0	0	31	20	1	0	19	17	0	0	93	66	4
B - Solent Road (E)	36	3	73	4	22	1	66	1	32	1	57	3	26	0	78	0	115	5	275	8
C - Brockhampton Road (S)	59	93	0	4	49	91	0	2	34	56	0	0	32	52	0	4	174	292	0	10
D - Marples Way (W)	9	17	17	0	1	8	6	1	3	11	10	0	4	3	4	0	17	38	37	1

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	25	12	3	0	20	17	0	0	32	20	1	0	20	17	0	0	98	67	4
B - Solent Road (E)	36	3	76	3	23	1	65	1	32	1	51	3	27	0	80	0	118	5	273	7
C - Brockhampton Road (S)	59	92	0	3	51	94	0	1	36	59	0	0	32	55	0	3	178	299	0	7
D - Marples Way (W)	8	17	17	0	0	8	7	1	3	11	11	0	3	3	4	0	13	39	39	1
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	1
C - Brockhampton Road (S)	3	3	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	4	0	3
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	3	0	3	0
C - Brockhampton Road (S)	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	25	12	3	0	20	16	0	0	32	20	1	0	20	17	0	0	98	65	4
B - Solent Road (E)	35	3	75	1	23	1	63	1	31	1	49	3	27	0	79	0	115	5	266	5
C - Brockhampton Road (S)	59	90	0	3	51	94	0	0	36	59	0	0	32	55	0	3	178	297	0	5
D - Marples Way (W)	8	17	17	0	0	7	7	1	3	9	11	0	3	3	4	0	13	36	39	1
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	1%	20%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	25	12	3	0	20	19	0	0	32	21	1	0	20	17	0	0	98	69	4
B - Solent Road (E)	37	3	77	5	23	1	69	1	33	1	59	3	27	0	82	0	120	5	288	9
C - Brockhampton Road (S)	61	98	0	4	51	95	0	2	36	59	0	0	33	55	0	4	182	306	0	10
D - Marples Way (W)	9	17	17	0	1	9	7	1	3	11	11	0	4	3	4	0	17	40	39	1

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Total Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																	0	0	0	0
B - Solent Road (E)																	0	0	0	0
C - Brockhampton Road (S)																	0	0	0	0
D - Marples Way (W)																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																	0	0	0	0
B - Solent Road (E)																	0	0	0	0
C - Brockhampton Road (S)																	0	0	0	0
D - Marples Way (W)																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	11	3	0	19	17	0	0	31	19	1	0	19	17	0	0	93	64	4
B - Solent Road (E)	34	3	73	3	22	1	63	1	31	1	49	3	26	0	77	0	112	5	260	6
C - Brockhampton Road (S)	56	88	0	3	49	89	0	1	34	56	0	0	31	52	0	3	170	286	0	6
D - Marples Way (W)	8	17	17	0	0	8	6	1	3	10	10	0	3	3	4	0	13	37	37	1
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	1
C - Brockhampton Road (S)	3	3	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	4	0	3
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	3	0	3	0
C - Brockhampton Road (S)	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	11	3	0	19	15	0	0	31	19	1	0	19	17	0	0	93	63	4
B - Solent Road (E)	33	3	71	1	22	1	60	1	29	1	47	3	26	0	75	0	110	5	254	5
C - Brockhampton Road (S)	56	86	0	3	49	89	0	0	34	56	0	0	31	52	0	3	170	283	0	5
D - Marples Way (W)	8	17	17	0	0	6	6	1	3	9	10	0	3	3	4	0	13	34	37	1
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	1%	20%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	24	11	3	0	19	18	0	0	31	20	1	0	19	17	0	0	93	66	4
B - Solent Road (E)	36	3	73	4	22	1	66	1	32	1	57	3	26	0	78	0	115	5	275	8
C - Brockhampton Road (S)	59	93	0	4	49	91	0	2	34	56	0	0	32	52	0	4	174	292	0	10
D - Marples Way (W)	9	17	17	0	1	8	6	1	3	11	10	0	4	3	4	0	17	38	37	1

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	25	12	3	0	20	17	0	0	32	20	1	0	20	17	0	0	98	67	4
B - Solent Road (E)	36	3	76	3	23	1	65	1	32	1	51	3	27	0	80	0	118	5	273	7
C - Brockhampton Road (S)	59	92	0	3	51	94	0	1	36	59	0	0	32	55	0	3	178	299	0	7
D - Marples Way (W)	8	17	17	0	0	8	7	1	3	11	11	0	3	3	4	0	13	39	39	1
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	1
C - Brockhampton Road (S)	3	3	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	4	0	3
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	3	0	3	0
C - Brockhampton Road (S)	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	25	12	3	0	20	16	0	0	32	20	1	0	20	17	0	0	98	65	4
B - Solent Road (E)	35	3	75	1	23	1	63	1	31	1	49	3	27	0	79	0	115	5	266	5
C - Brockhampton Road (S)	59	90	0	3	51	94	0	0	36	59	0	0	32	55	0	3	178	297	0	5
D - Marples Way (W)	8	17	17	0	0	7	7	1	3	9	11	0	3	3	4	0	13	36	39	1
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	1%	20%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	25	12	3	0	20	19	0	0	32	21	1	0	20	17	0	0	98	69	4
B - Solent Road (E)	37	3	77	5	23	1	69	1	33	1	59	3	27	0	82	0	120	5	288	9
C - Brockhampton Road (S)	61	98	0	4	51	95	0	2	36	59	0	0	33	55	0	4	182	306	0	10
D - Marples Way (W)	9	17	17	0	1	9	7	1	3	11	11	0	4	3	4	0	17	40	39	1

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%		12%	0%	
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Brockhampton Road (S)	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%		42%	0%	
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Brockhampton Road (S)	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%		54%	0%	
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Solent Road (E)	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	2	0	5	0	2	0	5	0	2	0	5	0	2	0	5	0	6	0	21	0
C - Brockhampton Road (S)	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	2	0	5	0	2	0	5	0	2	0	5	0	2	0	5	0	6	0	21	0
C - Brockhampton Road (S)	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	2	0	5	0	2	0	5	0	2	0	5	0	2	0	5	0	6	0	21	0
C - Brockhampton Road (S)	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%		12%	0%	
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Brockhampton Road (S)	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%		42%	0%	
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Brockhampton Road (S)	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%		54%	0%	
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Brockhampton Road (S)	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Solent Road (E)	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%	12%	0%	42%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Solent Road (E)	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	4	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	3	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	4	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Total Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	2	0	6	0	2	0	6	0	2	0	6	0	2	0	6	0	7	0	25	0
C - Brockhampton Road (S)	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	2	0	6	0	2	0	6	0	2	0	6	0	2	0	6	0	7	0	24	0
C - Brockhampton Road (S)	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)																				
B - Solent Road (E)																				
C - Brockhampton Road (S)																				
D - Marples Way (W)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Marples Way (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - Solent Road (E)	2	0	6	0	2	0	6	0	2	0	6	0	2	0	6	0	7	0	25	0
C - Brockhampton Road (S)	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	25	11	3	0	19	17	0	0	31	19	1	0	19	17	0	0	95	64	4
B - Solent Road (E)	36	3	79	3	23	1	69	1	32	1	55	3	27	0	83	0	119	5	285	6
C - Brockhampton Road (S)	56	89	0	3	49	91	0	1	34	57	0	0	31	54	0	3	170	291	0	6
D - Marples Way (W)	8	17	17	0	0	8	6	1	3	10	10	0	3	3	4	0	13	37	37	1
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	1
C - Brockhampton Road (S)	3	3	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	4	0	3
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	3	0	3	0
C - Brockhampton Road (S)	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	25	11	3	0	19	15	0	0	31	19	1	0	19	17	0	0	95	63	4
B - Solent Road (E)	35	3	78	1	23	1	66	1	31	1	53	3	27	0	81	0	117	5	278	5
C - Brockhampton Road (S)	56	87	0	3	49	91	0	0	34	57	0	0	31	54	0	3	170	288	0	5
D - Marples Way (W)	8	17	17	0	0	6	6	1	3	9	10	0	3	3	4	0	13	34	37	1
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	2%	20%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	25	11	3	0	19	18	0	0	31	20	1	0	19	17	0	0	95	66	4
B - Solent Road (E)	37	3	80	4	23	1	73	1	34	1	63	3	27	0	85	0	122	5	300	8
C - Brockhampton Road (S)	59	94	0	4	49	92	0	2	34	57	0	0	32	54	0	4	174	297	0	10
D - Marples Way (W)	9	17	17	0	1	8	6	1	3	11	10	0	4	3	4	0	17	38	37	1

Junction 2 - Solent Road / Brockhampton Road / Marples Way Roundabout — PM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	26	12	3	0	20	17	0	0	32	20	1	0	20	17	0	0	99	67	4
B - Solent Road (E)	38	3	82	3	24	1	72	1	34	1	57	3	28	0	86	0	125	5	297	7
C - Brockhampton Road (S)	59	93	0	3	51	95	0	1	36	60	0	0	32	56	0	3	178	304	0	7
D - Marples Way (W)	8	17	17	0	0	8	7	1	3	11	11	0	3	3	4	0	13	39	39	1
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	0	0	0	1	0	0	1	0	0	0	8	0	0	0	0	0	0	0	9	1
C - Brockhampton Road (S)	3	3	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	4	0	3
D - Marples Way (W)	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (E)	1	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	3	0	3	0
C - Brockhampton Road (S)	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	26	12	3	0	20	16	0	0	32	20	1	0	20	17	0	0	99	65	4
B - Solent Road (E)	36	3	81	1	24	1	69	1	32	1	56	3	28	0	85	0	122	5	290	5
C - Brockhampton Road (S)	59	91	0	3	51	95	0	0	36	60	0	0	32	56	0	3	178	301	0	5
D - Marples Way (W)	8	17	17	0	0	7	7	1	3	9	11	0	3	3	4	0	13	36	39	1
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1
C - Brockhampton Road (S)	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
D - Marples Way (W)	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Brockhampton Road (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Marples Way (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (E)	0%	0%	2%	50%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	2%	0%	0%	0%	2%	20%
C - Brockhampton Road (S)	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%
D - Marples Way (W)	0%	0%	0%	0%	0%	17%	0%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brockhampton Road (N)	0	26	12	3	0	20	19	0	0	32	21	1	0	20	17	0	0	99	69	4
B - Solent Road (E)	39	3	83	5	24	1	76	1	35	1	66	3	28	0	88	0	127	5	313	9
C - Brockhampton Road (S)	61	99	0	4	51	96	0	2	36	60	0	0	33	56	0	4	182	311	0	10
D - Marples Way (W)	9	17	17	0	1	9	7	1	3	11	11	0	4	3	4	0	17	40	39	1

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Baseline MCCs (2020)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	9	4	1	0	13	7	1	0	8	9	1	0	12	4	1	0	42	24	4
B - Brockhampton Road	9	0	11	2	11	0	20	2	12	0	13	1	3	0	17	2	35	0	61	7
C - West Street (W)	5	18	0	5	6	11	0	3	6	18	0	1	15	23	0	5	32	70	0	14
D - Staunton Road (N)	1	5	3	0	1	0	4	0	2	3	2	0	0	1	2	0	4	9	11	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		1	2	0		0	4	0		0	0	0		0	1	0	0	1	7	0
B - Brockhampton Road	0		0	0	1		0	0	0		1	0	0		0	0	1	0	1	0
C - West Street (W)	5	0		0	5	4		0	0	1		0	1	0		0	11	5	0	0
D - Staunton Road (N)	0	2	0		1	0	1		0	1	1		0	0	0		1	3	2	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
B - Brockhampton Road	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
C - West Street (W)	0	0		0	0	0		0	0	1		0	0	1		0	0	2	0	0
D - Staunton Road (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		9	4	1		13	7	1		8	9	1		12	4	1	0	42	24	4
B - Brockhampton Road	9		11	2	11		20	2	12		13	1	3		17	1	35	0	61	6
C - West Street (W)	5	17		5	6	10		3	6	17		1	15	20		5	32	64	0	14
D - Staunton Road (N)	1	5	3		1	0	4		2	3	2		0	1	2		4	9	11	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
B - Brockhampton Road	0		0	0	0		0	0	0		0	0	0		0	1	0	0	0	1
C - West Street (W)	0	1		0	0	1		0	0	0		0	0	2		0	0	4	0	0
D - Staunton Road (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
B - Brockhampton Road	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
C - West Street (W)	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0
D - Staunton Road (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
B - Brockhampton Road	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
C - West Street (W)	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0
D - Staunton Road (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	14%
C - West Street (W)	0%	6%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	6%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	10	6	1	0	13	11	1	0	8	9	1	0	12	5	1	0	43	31	4
B - Brockhampton Road	9	0	11	2	12	0	20	2	12	0	14	1	3	0	17	3	36	0	62	8
C - West Street (W)	10	19	0	5	11	16	0	3	6	20	0	1	16	25	0	5	43	79	0	14
D - Staunton Road (N)	1	7	3	0	2	0	5	0	2	4	3	0	0	1	2	0	5	12	13	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Baseline 2020 ("Normal")

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	7	2	0	22	12	2	0	13	15	2	0	20	7	2	0	70	40	7
B - Brockhampton Road	15	0	18	3	18	0	33	3	20	0	22	2	5	0	28	3	58	0	102	12
C - West Street (W)	8	30	0	8	10	18	0	5	10	30	0	2	25	38	0	8	53	117	0	23
D - Staunton Road (N)	2	8	5	0	2	0	7	0	3	5	3	0	0	2	3	0	7	15	18	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	2	3	0	0	0	7	0	0	0	0	0	0	0	2	0	0	2	12	0
B - Brockhampton Road	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0
C - West Street (W)	8	0	0	0	8	7	0	0	0	2	0	0	2	0	0	0	18	8	0	0
D - Staunton Road (N)	0	3	0	0	2	0	2	0	0	2	2	0	0	0	0	0	2	5	3	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	7	2	0	22	12	2	0	13	15	2	0	20	7	2	0	70	40	7
B - Brockhampton Road	15	0	18	3	18	0	33	3	20	0	22	2	5	0	28	2	58	0	102	10
C - West Street (W)	8	28	0	8	10	17	0	5	10	28	0	2	25	33	0	8	53	107	0	23
D - Staunton Road (N)	2	8	5	0	2	0	7	0	3	5	3	0	0	2	3	0	7	15	18	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
C - West Street (W)	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	14%
C - West Street (W)	0%	6%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	6%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	17	10	2	0	22	18	2	0	13	15	2	0	20	8	2	0	72	52	7
B - Brockhampton Road	15	0	18	3	20	0	33	3	20	0	23	2	5	0	28	4	60	0	103	12
C - West Street (W)	17	31	0	8	18	26	0	5	10	33	0	2	27	42	0	8	72	132	0	23
D - Staunton Road (N)	2	12	5	0	3	0	8	0	3	7	5	0	0	2	3	0	8	20	22	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	7	2	0	22	12	2	0	14	15	2	0	21	7	2	0	72	41	7
B - Brockhampton Road	15	0	19	3	19	0	34	3	21	0	22	2	5	0	29	3	60	0	105	12
C - West Street (W)	9	31	0	9	10	19	0	5	10	31	0	2	26	39	0	9	55	120	0	24
D - Staunton Road (N)	2	9	5	0	2	0	7	0	3	5	3	0	0	2	3	0	7	15	19	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	2	3	0	0	0	7	0	0	0	0	0	0	0	2	0	0	2	12	0
B - Brockhampton Road	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0
C - West Street (W)	9	0	0	0	9	7	0	0	0	2	0	0	2	0	0	0	19	9	0	0
D - Staunton Road (N)	0	3	0	0	2	0	2	0	0	2	2	0	0	0	0	0	2	5	3	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	7	2	0	22	12	2	0	14	15	2	0	21	7	2	0	72	41	7
B - Brockhampton Road	15	0	19	3	19	0	34	3	21	0	22	2	5	0	29	2	60	0	105	10
C - West Street (W)	9	29	0	9	10	17	0	5	10	29	0	2	26	34	0	9	55	110	0	24
D - Staunton Road (N)	2	9	5	0	2	0	7	0	3	5	3	0	0	2	3	0	7	15	19	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
C - West Street (W)	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	14%
C - West Street (W)	0%	6%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	6%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	17	10	2	0	22	19	2	0	14	15	2	0	21	9	2	0	74	53	7
B - Brockhampton Road	15	0	19	3	21	0	34	3	21	0	24	2	5	0	29	4	62	0	106	13
C - West Street (W)	17	32	0	9	19	27	0	5	10	34	0	2	27	43	0	9	74	135	0	24
D - Staunton Road (N)	2	12	5	0	3	0	9	0	3	7	5	0	0	2	3	0	9	21	22	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	16	7	2	0	23	13	2	0	14	16	2	0	22	7	2	0	75	43	7
B - Brockhampton Road	16	0	20	4	20	0	36	4	22	0	23	2	5	0	31	4	63	0	110	13
C - West Street (W)	9	32	0	9	11	20	0	5	11	32	0	2	27	41	0	9	57	126	0	25
D - Staunton Road (N)	2	9	5	0	2	0	7	0	4	5	4	0	0	2	4	0	7	16	20	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	2	4	0	0	0	7	0	0	0	0	0	0	0	2	0	0	2	13	0
B - Brockhampton Road	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0
C - West Street (W)	9	0	0	0	9	7	0	0	0	2	0	0	2	0	0	0	20	9	0	0
D - Staunton Road (N)	0	4	0	0	2	0	2	0	0	2	2	0	0	0	0	0	2	5	4	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	16	7	2	0	23	13	2	0	14	16	2	0	22	7	2	0	75	43	7
B - Brockhampton Road	16	0	20	4	20	0	36	4	22	0	23	2	5	0	31	2	63	0	110	11
C - West Street (W)	9	31	0	9	11	18	0	5	11	31	0	2	27	36	0	9	57	115	0	25
D - Staunton Road (N)	2	9	5	0	2	0	7	0	4	5	4	0	0	2	4	0	7	16	20	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
C - West Street (W)	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	14%
C - West Street (W)	0%	6%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	6%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	18	11	2	0	23	20	2	0	14	16	2	0	22	9	2	0	77	56	7
B - Brockhampton Road	16	0	20	4	22	0	36	4	22	0	25	2	5	0	31	4	65	0	111	13
C - West Street (W)	18	33	0	9	20	28	0	5	11	36	0	2	29	45	0	9	77	142	0	25
D - Staunton Road (N)	2	13	5	0	4	0	9	0	4	7	5	0	0	2	4	0	9	22	23	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Total Committed Development

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																	0	0	0	0
B - Brockhampton Road																	0	0	0	0
C - West Street (W)																	0	0	0	0
D - Staunton Road (N)																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																	0	0	0	0
B - Brockhampton Road																	0	0	0	0
C - West Street (W)																	0	0	0	0
D - Staunton Road (N)																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Future Baseline 2023 + Committed Development

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	7	2	0	22	12	2	0	14	15	2	0	21	7	2	0	72	41	7
B - Brockhampton Road	15	0	19	3	19	0	34	3	21	0	22	2	5	0	29	3	60	0	105	12
C - West Street (W)	9	31	0	9	10	19	0	5	10	31	0	2	26	39	0	9	55	120	0	24
D - Staunton Road (N)	2	9	5	0	2	0	7	0	3	5	3	0	0	2	3	0	7	15	19	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	2	3	0	0	0	7	0	0	0	0	0	0	0	2	0	0	2	12	0
B - Brockhampton Road	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0
C - West Street (W)	9	0	0	0	9	7	0	0	0	2	0	0	2	0	0	0	19	9	0	0
D - Staunton Road (N)	0	3	0	0	2	0	2	0	0	2	2	0	0	0	0	0	2	5	3	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	7	2	0	22	12	2	0	14	15	2	0	21	7	2	0	72	41	7
B - Brockhampton Road	15	0	19	3	19	0	34	3	21	0	22	2	5	0	29	2	60	0	105	10
C - West Street (W)	9	29	0	9	10	17	0	5	10	29	0	2	26	34	0	9	55	110	0	24
D - Staunton Road (N)	2	9	5	0	2	0	7	0	3	5	3	0	0	2	3	0	7	15	19	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
C - West Street (W)	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	14%
C - West Street (W)	0%	6%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	6%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	17	10	2	0	22	19	2	0	14	15	2	0	21	9	2	0	74	53	7
B - Brockhampton Road	15	0	19	3	21	0	34	3	21	0	24	2	5	0	29	4	62	0	106	13
C - West Street (W)	17	32	0	9	19	27	0	5	10	34	0	2	27	43	0	9	74	135	0	24
D - Staunton Road (N)	2	12	5	0	3	0	9	0	3	7	5	0	0	2	3	0	9	21	22	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Future Baseline 2025 + Committed Development

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	16	7	2	0	23	13	2	0	14	16	2	0	22	7	2	0	75	43	7
B - Brockhampton Road	16	0	20	4	20	0	36	4	22	0	23	2	5	0	31	4	63	0	110	13
C - West Street (W)	9	32	0	9	11	20	0	5	11	32	0	2	27	41	0	9	57	126	0	25
D - Staunton Road (N)	2	9	5	0	2	0	7	0	4	5	4	0	0	2	4	0	7	16	20	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	2	4	0	0	0	7	0	0	0	0	0	0	0	2	0	0	2	13	0
B - Brockhampton Road	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0
C - West Street (W)	9	0	0	0	9	7	0	0	0	2	0	0	2	0	0	0	20	9	0	0
D - Staunton Road (N)	0	4	0	0	2	0	2	0	0	2	2	0	0	0	0	0	2	5	4	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	16	7	2	0	23	13	2	0	14	16	2	0	22	7	2	0	75	43	7
B - Brockhampton Road	16	0	20	4	20	0	36	4	22	0	23	2	5	0	31	2	63	0	110	11
C - West Street (W)	9	31	0	9	11	18	0	5	11	31	0	2	27	36	0	9	57	115	0	25
D - Staunton Road (N)	2	9	5	0	2	0	7	0	4	5	4	0	0	2	4	0	7	16	20	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
C - West Street (W)	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	14%
C - West Street (W)	0%	6%	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	9%	0%	0%	0%	6%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	18	11	2	0	23	20	2	0	14	16	2	0	22	9	2	0	77	56	7
B - Brockhampton Road	16	0	20	4	22	0	36	4	22	0	25	2	5	0	31	4	65	0	111	13
C - West Street (W)	18	33	0	9	20	28	0	5	11	36	0	2	29	45	0	9	77	142	0	25
D - Staunton Road (N)	2	13	5	0	4	0	9	0	4	7	5	0	0	2	4	0	9	22	23	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - West Street (W)	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%		12%	0%	
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Proposed PW (% Assignment) - Departures

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%			12%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Proposed PW (Trips)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - West Street (W)	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%		12%	0%	
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%			12%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Proposed Industrial (Trips)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Total Development Proposals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - West Street (W)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - West Street (W)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - West Street (W)	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	7	2	0	22	12	2	0	14	15	2	0	21	7	2	0	72	41	7
B - Brockhampton Road	15	0	19	3	19	0	35	3	21	0	23	2	5	0	29	3	60	0	106	12
C - West Street (W)	9	33	0	9	10	21	0	5	10	33	0	2	26	41	0	9	55	127	0	24
D - Staunton Road (N)	2	9	5	0	2	0	7	0	3	5	3	0	0	2	3	0	7	15	19	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	2	3	0	0	0	7	0	0	0	0	0	0	0	2	0	0	2	12	0
B - Brockhampton Road	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0
C - West Street (W)	9	0	0	0	9	7	0	0	0	2	0	0	2	0	0	0	19	9	0	0
D - Staunton Road (N)	0	3	0	0	2	0	2	0	0	2	2	0	0	0	0	0	2	5	3	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	7	2	0	22	12	2	0	14	15	2	0	21	7	2	0	72	41	7
B - Brockhampton Road	15	0	19	3	19	0	35	3	21	0	23	2	5	0	29	2	60	0	106	10
C - West Street (W)	9	31	0	9	10	19	0	5	10	31	0	2	26	36	0	9	55	117	0	24
D - Staunton Road (N)	2	9	5	0	2	0	7	0	3	5	3	0	0	2	3	0	7	15	19	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
C - West Street (W)	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	14%
C - West Street (W)	0%	5%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	5%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	17	10	2	0	22	19	2	0	14	15	2	0	21	9	2	0	74	53	7
B - Brockhampton Road	15	0	19	3	21	0	35	3	21	0	24	2	5	0	29	4	62	0	107	13
C - West Street (W)	17	34	0	9	19	28	0	5	10	36	0	2	27	45	0	9	74	143	0	24
D - Staunton Road (N)	2	12	5	0	3	0	9	0	3	7	5	0	0	2	3	0	9	21	22	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	16	7	2	0	23	13	2	0	14	16	2	0	22	7	2	0	75	43	7
B - Brockhampton Road	16	0	20	4	20	0	36	4	22	0	24	2	5	0	31	4	63	0	111	13
C - West Street (W)	9	34	0	9	11	22	0	5	11	34	0	2	27	43	0	9	57	133	0	25
D - Staunton Road (N)	2	9	5	0	2	0	7	0	4	5	4	0	0	2	4	0	7	16	20	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	2	4	0	0	0	7	0	0	0	0	0	0	0	2	0	0	2	13	0
B - Brockhampton Road	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	2	0
C - West Street (W)	9	0	0	0	9	7	0	0	0	2	0	0	2	0	0	0	20	9	0	0
D - Staunton Road (N)	0	4	0	0	2	0	2	0	0	2	2	0	0	0	0	0	2	5	4	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	16	7	2	0	23	13	2	0	14	16	2	0	22	7	2	0	75	43	7
B - Brockhampton Road	16	0	20	4	20	0	36	4	22	0	24	2	5	0	31	2	63	0	111	11
C - West Street (W)	9	32	0	9	11	20	0	5	11	32	0	2	27	38	0	9	57	122	0	25
D - Staunton Road (N)	2	9	5	0	2	0	7	0	4	5	4	0	0	2	4	0	7	16	20	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
C - West Street (W)	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	7	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	14%
C - West Street (W)	0%	5%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	5%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	18	11	2	0	23	20	2	0	14	16	2	0	22	9	2	0	77	56	7
B - Brockhampton Road	16	0	20	4	22	0	36	4	22	0	25	2	5	0	31	4	65	0	112	13
C - West Street (W)	18	35	0	9	20	30	0	5	11	38	0	2	29	47	0	9	77	149	0	25
D - Staunton Road (N)	2	13	5	0	4	0	9	0	4	7	5	0	0	2	4	0	9	22	23	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	11	10	3	0	10	14	1	0	13	16	2	0	11	11	1	0	45	51	7
B - Brockhampton Road	20	0	50	5	11	0	38	2	8	0	35	4	17	0	21	1	56	0	144	12
C - West Street (W)	13	18	0	6	10	13	0	3	15	14	0	5	14	9	0	5	52	54	0	19
D - Staunton Road (N)	2	3	3	0	0	2	6	0	1	5	4	0	1	5	4	0	4	15	17	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		0	4	0		1	4	0		0	2	0		0	1	0	0	1	11	0
B - Brockhampton Road	1		3	1	0		1	0	0		0	0	0		1	2	1	0	5	3
C - West Street (W)	3	1		0	1	0		1	0	1		0	1	0		0	5	2	0	1
D - Staunton Road (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		0	0	0		0	1	0		0	2	0		0	0	0	0	0	3	0
B - Brockhampton Road	0		1	0	0		0	0	0		1	0	0		0	0	0	0	2	0
C - West Street (W)	0	0		0	0	0		0	0	0		0	1	0		0	1	0	0	0
D - Staunton Road (N)	0	1	0		0	0	0		0	0	0		0	0	0		0	1	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		11	10	3		10	13	1		13	14	2		11	11	1	0	45	48	7
B - Brockhampton Road	20		49	5	11		38	2	8		34	4	17		21	1	56	0	142	12
C - West Street (W)	13	18		6	10	13		3	15	14		5	13	9		5	51	54	0	19
D - Staunton Road (N)	2	2	3		0	2	6		1	5	4		1	5	4		4	14	17	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
B - Brockhampton Road	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
C - West Street (W)	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0
D - Staunton Road (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
B - Brockhampton Road	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
C - West Street (W)	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0
D - Staunton Road (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
B - Brockhampton Road	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0
C - West Street (W)	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0	0
D - Staunton Road (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	11	14	3	0	11	19	1	0	13	20	2	0	11	12	1	0	46	65	7
B - Brockhampton Road	21	0	54	6	11	0	39	2	8	0	36	4	17	0	22	3	57	0	151	15
C - West Street (W)	16	19	0	6	11	13	0	4	15	15	0	5	16	9	0	5	58	56	0	20
D - Staunton Road (N)	2	4	3	0	0	2	6	0	1	5	4	0	1	5	4	0	4	16	17	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	12	4	0	12	17	1	0	16	20	2	0	14	14	1	0	56	63	9
B - Brockhampton Road	25	0	62	6	14	0	47	2	10	0	43	5	21	0	26	1	70	0	179	15
C - West Street (W)	16	22	0	7	12	16	0	4	19	17	0	6	17	11	0	6	65	67	0	24
D - Staunton Road (N)	2	4	4	0	0	2	7	0	1	6	5	0	1	6	5	0	5	19	21	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	5	0	0	1	5	0	0	0	2	0	0	0	1	0	0	1	14	0
B - Brockhampton Road	1	0	4	1	0	0	1	0	0	0	0	0	0	0	1	2	1	0	6	4
C - West Street (W)	4	1	0	0	1	0	0	1	0	1	0	0	1	0	0	0	6	2	0	1
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4	0
B - Brockhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
D - Staunton Road (N)	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	12	4	0	12	16	1	0	16	17	2	0	14	14	1	0	56	60	9
B - Brockhampton Road	25	0	61	6	14	0	47	2	10	0	42	5	21	0	26	1	70	0	176	15
C - West Street (W)	16	22	0	7	12	16	0	4	19	17	0	6	16	11	0	6	63	67	0	24
D - Staunton Road (N)	2	2	4	0	0	2	7	0	1	6	5	0	1	6	5	0	5	17	21	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	17	4	0	14	24	1	0	16	25	2	0	14	15	1	0	57	81	9
B - Brockhampton Road	26	0	67	7	14	0	48	2	10	0	45	5	21	0	27	4	71	0	188	19
C - West Street (W)	20	24	0	7	14	16	0	5	19	19	0	6	20	11	0	6	72	70	0	25
D - Staunton Road (N)	2	5	4	0	0	2	7	0	1	6	5	0	1	6	5	0	5	20	21	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	13	4	0	13	18	1	0	17	20	3	0	14	14	1	0	57	65	9
B - Brockhampton Road	26	0	64	6	14	0	49	3	10	0	45	5	22	0	27	1	71	0	184	15
C - West Street (W)	17	23	0	8	13	17	0	4	19	18	0	6	18	11	0	6	66	69	0	24
D - Staunton Road (N)	3	4	4	0	0	3	8	0	1	6	5	0	1	6	5	0	5	19	22	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	5	0	0	1	5	0	0	0	3	0	0	0	1	0	0	1	14	0
B - Brockhampton Road	1	0	4	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	6	4
C - West Street (W)	4	1	0	0	1	0	0	1	0	1	0	0	1	0	0	0	6	3	0	1
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	0
B - Brockhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
D - Staunton Road (N)	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	13	4	0	13	17	1	0	17	18	3	0	14	14	1	0	57	61	9
B - Brockhampton Road	26	0	63	6	14	0	49	3	10	0	43	5	22	0	27	1	71	0	181	15
C - West Street (W)	17	23	0	8	13	17	0	4	19	18	0	6	17	11	0	6	65	69	0	24
D - Staunton Road (N)	3	3	4	0	0	3	8	0	1	6	5	0	1	6	5	0	5	18	22	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	18	4	0	14	24	1	0	17	26	3	0	14	15	1	0	59	83	9
B - Brockhampton Road	27	0	69	8	14	0	50	3	10	0	46	5	22	0	28	4	73	0	193	19
C - West Street (W)	20	24	0	8	14	17	0	5	19	19	0	6	20	11	0	6	74	71	0	26
D - Staunton Road (N)	3	5	4	0	0	3	8	0	1	6	5	0	1	6	5	0	5	20	22	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	13	4	0	13	19	1	0	17	21	3	0	15	15	1	0	60	68	9
B - Brockhampton Road	27	0	67	7	15	0	51	3	11	0	47	5	23	0	28	1	75	0	192	16
C - West Street (W)	17	24	0	8	13	17	0	4	20	19	0	7	19	12	0	7	69	72	0	25
D - Staunton Road (N)	3	4	4	0	0	3	8	0	1	7	5	0	1	7	5	0	5	20	23	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	5	0	0	1	5	0	0	0	3	0	0	0	1	0	0	1	15	0
B - Brockhampton Road	1	0	4	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	7	4
C - West Street (W)	4	1	0	0	1	0	0	1	0	1	0	0	1	0	0	0	7	3	0	1
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	0
B - Brockhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
D - Staunton Road (N)	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	13	4	0	13	17	1	0	17	19	3	0	15	15	1	0	60	64	9
B - Brockhampton Road	27	0	65	7	15	0	51	3	11	0	45	5	23	0	28	1	75	0	190	16
C - West Street (W)	17	24	0	8	13	17	0	4	20	19	0	7	17	12	0	7	68	72	0	25
D - Staunton Road (N)	3	3	4	0	0	3	8	0	1	7	5	0	1	7	5	0	5	19	23	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	19	4	0	15	25	1	0	17	27	3	0	15	16	1	0	61	87	9
B - Brockhampton Road	28	0	72	8	15	0	52	3	11	0	48	5	23	0	29	4	76	0	202	20
C - West Street (W)	21	25	0	8	15	17	0	5	20	20	0	7	21	12	0	7	77	75	0	27
D - Staunton Road (N)	3	5	4	0	0	3	8	0	1	7	5	0	1	7	5	0	5	21	23	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Total Committed Development

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																	0	0	0	0
B - Brockhampton Road																	0	0	0	0
C - West Street (W)																	0	0	0	0
D - Staunton Road (N)																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																	0	0	0	0
B - Brockhampton Road																	0	0	0	0
C - West Street (W)																	0	0	0	0
D - Staunton Road (N)																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Future Baseline 2023 + Committed Development

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	13	4	0	13	18	1	0	17	20	3	0	14	14	1	0	57	65	9
B - Brockhampton Road	26	0	64	6	14	0	49	3	10	0	45	5	22	0	27	1	71	0	184	15
C - West Street (W)	17	23	0	8	13	17	0	4	19	18	0	6	18	11	0	6	66	69	0	24
D - Staunton Road (N)	3	4	4	0	0	3	8	0	1	6	5	0	1	6	5	0	5	19	22	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	5	0	0	1	5	0	0	0	3	0	0	0	1	0	0	1	14	0
B - Brockhampton Road	1	0	4	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	6	4
C - West Street (W)	4	1	0	0	1	0	0	1	0	1	0	0	1	0	0	0	6	3	0	1
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	0
B - Brockhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
D - Staunton Road (N)	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	13	4	0	13	17	1	0	17	18	3	0	14	14	1	0	57	61	9
B - Brockhampton Road	26	0	63	6	14	0	49	3	10	0	43	5	22	0	27	1	71	0	181	15
C - West Street (W)	17	23	0	8	13	17	0	4	19	18	0	6	17	11	0	6	65	69	0	24
D - Staunton Road (N)	3	3	4	0	0	3	8	0	1	6	5	0	1	6	5	0	5	18	22	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	18	4	0	14	24	1	0	17	26	3	0	14	15	1	0	59	83	9
B - Brockhampton Road	27	0	69	8	14	0	50	3	10	0	46	5	22	0	28	4	73	0	193	19
C - West Street (W)	20	24	0	8	14	17	0	5	19	19	0	6	20	11	0	6	74	71	0	26
D - Staunton Road (N)	3	5	4	0	0	3	8	0	1	6	5	0	1	6	5	0	5	20	22	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	13	4	0	13	19	1	0	17	21	3	0	15	15	1	0	60	68	9
B - Brockhampton Road	27	0	67	7	15	0	51	3	11	0	47	5	23	0	28	1	75	0	192	16
C - West Street (W)	17	24	0	8	13	17	0	4	20	19	0	7	19	12	0	7	69	72	0	25
D - Staunton Road (N)	3	4	4	0	0	3	8	0	1	7	5	0	1	7	5	0	5	20	23	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	5	0	0	1	5	0	0	0	3	0	0	0	1	0	0	1	15	0
B - Brockhampton Road	1	0	4	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	7	4
C - West Street (W)	4	1	0	0	1	0	0	1	0	1	0	0	1	0	0	0	7	3	0	1
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	0
B - Brockhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
D - Staunton Road (N)	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	13	4	0	13	17	1	0	17	19	3	0	15	15	1	0	60	64	9
B - Brockhampton Road	27	0	65	7	15	0	51	3	11	0	45	5	23	0	28	1	75	0	190	16
C - West Street (W)	17	24	0	8	13	17	0	4	20	19	0	7	17	12	0	7	68	72	0	25
D - Staunton Road (N)	3	3	4	0	0	3	8	0	1	7	5	0	1	7	5	0	5	19	23	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	19	4	0	15	25	1	0	17	27	3	0	15	16	1	0	61	87	9
B - Brockhampton Road	28	0	72	8	15	0	52	3	11	0	48	5	23	0	29	4	76	0	202	20
C - West Street (W)	21	25	0	8	15	17	0	5	20	20	0	7	21	12	0	7	77	75	0	27
D - Staunton Road (N)	3	5	4	0	0	3	8	0	1	7	5	0	1	7	5	0	5	21	23	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - West Street (W)	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%		12%	0%	
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%			12%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - West Street (W)	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%		12%	0%	
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%	
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%	0%	0%	12%	0%			12%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Total Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	7	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	7	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)																				
B - Brockhampton Road																				
C - West Street (W)																				
D - Staunton Road (N)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	7	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	13	4	0	13	18	1	0	17	20	3	0	14	14	1	0	57	65	9
B - Brockhampton Road	26	0	66	6	14	0	50	3	10	0	46	5	22	0	29	1	71	0	191	15
C - West Street (W)	17	23	0	8	13	17	0	4	19	18	0	6	18	12	0	6	66	70	0	24
D - Staunton Road (N)	3	4	4	0	0	3	8	0	1	6	5	0	1	6	5	0	5	19	22	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	5	0	0	1	5	0	0	0	3	0	0	0	1	0	0	1	14	0
B - Brockhampton Road	1	0	4	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	6	4
C - West Street (W)	4	1	0	0	1	0	0	1	0	1	0	0	1	0	0	0	6	3	0	1
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	0
B - Brockhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
D - Staunton Road (N)	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	13	4	0	13	17	1	0	17	18	3	0	14	14	1	0	57	61	9
B - Brockhampton Road	26	0	64	6	14	0	50	3	10	0	45	5	22	0	29	1	71	0	188	15
C - West Street (W)	17	23	0	8	13	17	0	4	19	18	0	6	17	12	0	6	65	70	0	24
D - Staunton Road (N)	3	3	4	0	0	3	8	0	1	6	5	0	1	6	5	0	5	18	22	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	14	18	4	0	14	24	1	0	17	26	3	0	14	15	1	0	59	83	9
B - Brockhampton Road	27	0	71	8	14	0	52	3	10	0	48	5	22	0	30	4	73	0	200	19
C - West Street (W)	20	25	0	8	14	17	0	5	19	19	0	6	20	12	0	6	74	73	0	26
D - Staunton Road (N)	3	5	4	0	0	3	8	0	1	6	5	0	1	6	5	0	5	20	22	0

Junction 3 - Brockhampton Road / West Street / Staunton Road Left-Right Stagger — PM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	13	4	0	13	19	1	0	17	21	3	0	15	15	1	0	60	68	9
B - Brockhampton Road	27	0	69	7	15	0	53	3	11	0	49	5	23	0	30	1	75	0	199	16
C - West Street (W)	17	24	0	8	13	18	0	4	20	19	0	7	19	12	0	7	69	73	0	25
D - Staunton Road (N)	3	4	4	0	0	3	8	0	1	7	5	0	1	7	5	0	5	20	23	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	5	0	0	1	5	0	0	0	3	0	0	0	1	0	0	1	15	0
B - Brockhampton Road	1	0	4	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	7	4
C - West Street (W)	4	1	0	0	1	0	0	1	0	1	0	0	1	0	0	0	7	3	0	1
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	0
B - Brockhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
D - Staunton Road (N)	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	13	4	0	13	17	1	0	17	19	3	0	15	15	1	0	60	64	9
B - Brockhampton Road	27	0	67	7	15	0	53	3	11	0	47	5	23	0	30	1	75	0	197	16
C - West Street (W)	17	24	0	8	13	18	0	4	20	19	0	7	17	12	0	7	68	73	0	25
D - Staunton Road (N)	3	3	4	0	0	3	8	0	1	7	5	0	1	7	5	0	5	19	23	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brockhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Staunton Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brockhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Staunton Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - West Street (E)	0	15	19	4	0	15	25	1	0	17	27	3	0	15	16	1	0	61	87	9
B - Brockhampton Road	28	0	74	8	15	0	54	3	11	0	50	5	23	0	31	4	76	0	209	20
C - West Street (W)	21	26	0	8	15	18	0	5	20	20	0	7	21	12	0	7	77	76	0	27
D - Staunton Road (N)	3	5	4	0	0	3	8	0	1	7	5	0	1	7	5	0	5	21	23	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Baseline MCCs (2020)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	2	129	0	5	149	0	4	136	0	9	168	0	20	582
B - West Street (E)	2	0	16	7	0	22	4	0	14	8	0	20	21	0	72
C - Bedhampton Road	129	24	0	164	18	0	144	17	0	152	39	0	589	98	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	5		1	1		1	2		0	0	0	2	8
B - West Street (E)	0		1	0		5	0		2	0		1	0	0	9
C - Bedhampton Road	1	5		0	6		2	2		4	1		7	14	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	2		0	0		1	3		0	0	0	1	5
B - West Street (E)	0		0	0		0	0		0	0		0	0	0	0
C - Bedhampton Road	1	0		4	0		0	0		0	0		5	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		2	123		5	146		3	131		9	165	0	19	565
B - West Street (E)	2		16	7		22	4		14	8		20	21	0	72
C - Bedhampton Road	124	23		155	17		140	17		143	36		562	93	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	1		0	1		0	0		0	1	0	0	3
B - West Street (E)	0		0	0		0	0		0	0		0	0	0	0
C - Bedhampton Road	3	1		2	1		3	0		3	2		11	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	0		0	0		0	0		0	0	0	0	0
B - West Street (E)	0		0	0		0	0		0	0		0	0	0	0
C - Bedhampton Road	0	0		0	0		0	0		0	1		0	1	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	3		0	2		0	2		0	2	0	0	9
B - West Street (E)	0		0	0		0	0		0	0		0	0	0	0
C - Bedhampton Road	1	0		3	0		1	0		6	0		11	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	3%	0%	0%	2%	0%	0%	1%	0%	0%	2%	0%	0%	2%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	3%	4%	0%	3%	6%	0%	3%	0%	0%	6%	8%	0%	4%	5%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	2	140	0	6	153	0	6	143	0	9	171	0	23	606
B - West Street (E)	2	0	17	7	0	27	4	0	16	8	0	21	21	0	81
C - Bedhampton Road	134	30	0	172	25	0	149	19	0	164	42	0	618	115	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Baseline 2020 ("Normal")

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	3	215	0	8	248	0	7	226	0	15	280	0	33	969
B - West Street (E)	3	0	27	12	0	37	7	0	23	13	0	33	35	0	120
C - Bedhampton Road	215	40	0	273	30	0	240	28	0	253	65	0	981	163	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	8	0	2	2	0	2	3	0	0	0	0	3	13
B - West Street (E)	0	0	2	0	0	8	0	0	3	0	0	2	0	0	15
C - Bedhampton Road	2	8	0	0	10	0	3	3	0	7	2	0	12	23	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	3	0	0	0	0	2	5	0	0	0	0	2	8
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	7	0	0	0	0	0	0	0	0	8	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	3	205	0	8	243	0	5	218	0	15	275	0	32	941
B - West Street (E)	3	0	27	12	0	37	7	0	23	13	0	33	35	0	120
C - Bedhampton Road	206	38	0	258	28	0	233	28	0	238	60	0	936	155	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	5	2	0	3	2	0	5	0	0	5	3	0	18	7	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	5	0	0	3	0	0	3	0	0	3	0	0	15
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	5	0	0	2	0	0	10	0	0	18	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	3%	0%	0%	2%	0%	0%	1%	0%	0%	2%	0%	0%	2%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	3%	4%	0%	3%	6%	0%	3%	0%	0%	6%	8%	0%	4%	5%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	3	232	0	10	254	0	10	238	0	15	284	0	38	1008
B - West Street (E)	3	0	28	12	0	45	7	0	27	13	0	35	35	0	135
C - Bedhampton Road	222	49	0	286	41	0	247	32	0	272	70	0	1028	192	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	3	221	0	9	255	0	7	233	0	15	288	0	34	997
B - West Street (E)	3	0	27	12	0	38	7	0	24	14	0	34	36	0	123
C - Bedhampton Road	221	41	0	281	31	0	247	29	0	260	67	0	1009	168	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	9	0	2	2	0	2	3	0	0	0	0	3	14
B - West Street (E)	0	0	2	0	0	9	0	0	3	0	0	2	0	0	15
C - Bedhampton Road	2	9	0	0	10	0	3	3	0	7	2	0	12	24	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	3	0	0	0	0	2	5	0	0	0	0	2	9
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	7	0	0	0	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	3	211	0	9	250	0	5	224	0	15	283	0	33	968
B - West Street (E)	3	0	27	12	0	38	7	0	24	14	0	34	36	0	123
C - Bedhampton Road	212	39	0	266	29	0	240	29	0	245	62	0	963	159	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	5	2	0	3	2	0	5	0	0	5	3	0	19	7	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	5	0	0	3	0	0	3	0	0	3	0	0	15
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	5	0	0	2	0	0	10	0	0	19	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	3%	0%	0%	2%	0%	0%	1%	0%	0%	2%	0%	0%	2%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	3%	4%	0%	3%	6%	0%	3%	0%	0%	6%	8%	0%	4%	5%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	3	239	0	10	261	0	10	245	0	15	292	0	39	1038
B - West Street (E)	3	0	29	12	0	46	7	0	27	14	0	36	36	0	139
C - Bedhampton Road	229	51	0	295	42	0	254	33	0	280	72	0	1058	198	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	232	0	9	268	0	7	244	0	16	302	0	36	1045
B - West Street (E)	4	0	29	13	0	40	7	0	25	14	0	36	38	0	129
C - Bedhampton Road	232	43	0	295	32	0	259	31	0	273	70	0	1058	176	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	9	0	2	2	0	2	4	0	0	0	0	4	14
B - West Street (E)	0	0	2	0	0	9	0	0	4	0	0	2	0	0	16
C - Bedhampton Road	2	9	0	0	11	0	4	4	0	7	2	0	13	25	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	0	0	2	5	0	0	0	0	2	9
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	7	0	0	0	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	221	0	9	262	0	5	235	0	16	296	0	34	1015
B - West Street (E)	4	0	29	13	0	40	7	0	25	14	0	36	38	0	129
C - Bedhampton Road	223	41	0	278	31	0	251	31	0	257	65	0	1009	167	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	5	2	0	4	2	0	5	0	0	5	4	0	20	7	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	5	0	0	4	0	0	4	0	0	4	0	0	16
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	5	0	0	2	0	0	11	0	0	20	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	3%	0%	0%	2%	0%	0%	1%	0%	0%	2%	0%	0%	2%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	3%	4%	0%	3%	6%	0%	3%	0%	0%	6%	8%	0%	4%	5%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	251	0	11	274	0	11	257	0	16	306	0	41	1087
B - West Street (E)	4	0	31	13	0	48	7	0	29	14	0	38	38	0	145
C - Bedhampton Road	240	53	0	309	44	0	267	34	0	294	76	0	1109	207	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Total Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	4
C - Bedhampton Road	0	2	0	0	2	0	0	2	0	0	2	0	0	7	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	4
C - Bedhampton Road	0	1.75	0	0	1.75	0	0	1.75	0	0	1.75	0	0	7	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road													0	0	0
B - West Street (E)													0	0	0
C - Bedhampton Road													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road													0	0	0
B - West Street (E)													0	0	0
C - Bedhampton Road													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	4
C - Bedhampton Road	0	2	0	0	2	0	0	2	0	0	2	0	0	7	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Future Baseline 2023 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	3	221	0	9	255	0	7	233	0	15	288	0	34	997
B - West Street (E)	3	0	28	12	0	39	7	0	25	14	0	35	36	0	127
C - Bedhampton Road	221	43	0	281	33	0	247	31	0	260	69	0	1009	175	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	9	0	2	2	0	2	3	0	0	0	0	3	14
B - West Street (E)	0	0	2	0	0	9	0	0	3	0	0	2	0	0	15
C - Bedhampton Road	2	9	0	0	10	0	3	3	0	7	2	0	12	24	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	3	0	0	0	0	2	5	0	0	0	0	2	9
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	7	0	0	0	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	3	211	0	9	250	0	5	224	0	15	283	0	33	968
B - West Street (E)	3	0	28	12	0	39	7	0	25	14	0	35	36	0	127
C - Bedhampton Road	212	41	0	266	31	0	240	31	0	245	63	0	963	166	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	5	2	0	3	2	0	5	0	0	5	3	0	19	7	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	5	0	0	3	0	0	3	0	0	3	0	0	15
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	5	0	0	2	0	0	10	0	0	19	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	3%	0%	0%	2%	0%	0%	1%	0%	0%	2%	0%	0%	2%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	3%	4%	0%	3%	5%	0%	3%	0%	0%	6%	7%	0%	4%	5%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	3	239	0	10	261	0	10	245	0	15	292	0	39	1038
B - West Street (E)	3	0	30	12	0	47	7	0	28	14	0	37	36	0	143
C - Bedhampton Road	229	52	0	295	44	0	254	34	0	280	74	0	1058	205	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Future Baseline 2025 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	232	0	9	268	0	7	244	0	16	302	0	36	1045
B - West Street (E)	4	0	30	13	0	41	7	0	26	14	0	37	38	0	133
C - Bedhampton Road	232	45	0	295	34	0	259	32	0	273	72	0	1058	183	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	9	0	2	2	0	2	4	0	0	0	0	4	14
B - West Street (E)	0	0	2	0	0	9	0	0	4	0	0	2	0	0	16
C - Bedhampton Road	2	9	0	0	11	0	4	4	0	7	2	0	13	25	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	0	0	2	5	0	0	0	0	2	9
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	7	0	0	0	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	221	0	9	262	0	5	235	0	16	296	0	34	1015
B - West Street (E)	4	0	30	13	0	41	7	0	26	14	0	37	38	0	133
C - Bedhampton Road	223	43	0	278	32	0	251	32	0	257	66	0	1009	174	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	5	2	0	4	2	0	5	0	0	5	4	0	20	7	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	5	0	0	4	0	0	4	0	0	4	0	0	16
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	5	0	0	2	0	0	11	0	0	20	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	3%	0%	0%	2%	0%	0%	1%	0%	0%	2%	0%	0%	2%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	3%	4%	0%	3%	5%	0%	3%	0%	0%	6%	8%	0%	4%	5%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	251	0	11	274	0	11	257	0	16	306	0	41	1087
B - West Street (E)	4	0	32	13	0	49	7	0	30	14	0	39	38	0	149
C - Bedhampton Road	240	55	0	309	46	0	267	36	0	294	78	0	1109	214	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	2%	0%	0%	2%	0%	0%	2%	0%	0%	2%	0%		2%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Bedhampton Road	0%	10%	0%	0%	10%	0%	0%	10%	0%	0%	10%	0%		10%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Proposed PW (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (E)	2%	0%	10%	2%	0%	10%	2%	0%	10%	2%	0%	10%	2%	0%	10%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Proposed PW (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	2%	0%	0%	2%	0%	0%	2%	0%	0%	2%	0%		2%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Bedhampton Road	0%	10%	0%	0%	10%	0%	0%	10%	0%	0%	10%	0%		10%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (E)	2%	0%	10%	2%	0%	10%	2%	0%	10%	2%	0%	10%	2%	0%	10%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Proposed Industrial (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Total Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - Bedhampton Road	0	2	0	0	2	0	0	2	0	0	2	0	0	6	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - Bedhampton Road	0	2	0	0	2	0	0	2	0	0	2	0	0	6	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - Bedhampton Road	0	2	0	0	2	0	0	2	0	0	2	0	0	6	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	221	0	9	255	0	7	233	0	16	288	0	36	997
B - West Street (E)	3	0	29	12	0	39	7	0	25	14	0	35	36	0	128
C - Bedhampton Road	221	44	0	281	34	0	247	32	0	260	70	0	1009	181	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	9	0	2	2	0	2	3	0	0	0	0	3	14
B - West Street (E)	0	0	2	0	0	9	0	0	3	0	0	2	0	0	15
C - Bedhampton Road	2	9	0	0	10	0	3	3	0	7	2	0	12	24	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	3	0	0	0	0	2	5	0	0	0	0	2	9
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	7	0	0	0	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	211	0	9	250	0	5	224	0	16	283	0	34	968
B - West Street (E)	3	0	29	12	0	39	7	0	25	14	0	35	36	0	128
C - Bedhampton Road	212	43	0	266	32	0	240	32	0	245	65	0	963	173	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	5	2	0	3	2	0	5	0	0	5	3	0	19	7	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	5	0	0	3	0	0	3	0	0	3	0	0	15
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	5	0	0	2	0	0	10	0	0	19	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	3%	0%	0%	2%	0%	0%	1%	0%	0%	2%	0%	0%	2%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	3%	4%	0%	3%	5%	0%	3%	0%	0%	6%	7%	0%	4%	5%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	239	0	11	261	0	11	245	0	16	292	0	41	1038
B - West Street (E)	3	0	30	12	0	47	7	0	29	14	0	37	36	0	144
C - Bedhampton Road	229	54	0	295	45	0	254	36	0	280	76	0	1058	211	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	232	0	9	268	0	7	244	0	16	302	0	37	1045
B - West Street (E)	4	0	30	13	0	41	7	0	26	14	0	37	38	0	134
C - Bedhampton Road	232	46	0	295	36	0	259	34	0	273	73	0	1058	189	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	9	0	2	2	0	2	4	0	0	0	0	4	14
B - West Street (E)	0	0	2	0	0	9	0	0	4	0	0	2	0	0	16
C - Bedhampton Road	2	9	0	0	11	0	4	4	0	7	2	0	13	25	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	0	0	2	5	0	0	0	0	2	9
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	7	0	0	0	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	221	0	9	262	0	6	235	0	16	296	0	35	1015
B - West Street (E)	4	0	30	13	0	41	7	0	26	14	0	37	38	0	134
C - Bedhampton Road	223	45	0	278	34	0	251	34	0	257	68	0	1009	180	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	5	2	0	4	2	0	5	0	0	5	4	0	20	7	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	5	0	0	4	0	0	4	0	0	4	0	0	16
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	2	0	0	5	0	0	2	0	0	11	0	0	20	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	3%	0%	0%	2%	0%	0%	1%	0%	0%	2%	0%	0%	2%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	3%	4%	0%	3%	5%	0%	3%	0%	0%	6%	7%	0%	4%	5%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	4	251	0	11	274	0	11	257	0	16	306	0	43	1087
B - West Street (E)	4	0	32	13	0	50	7	0	30	14	0	39	38	0	150
C - Bedhampton Road	240	56	0	309	47	0	267	37	0	294	79	0	1109	220	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	6	176	0	4	149	0	5	163	0	4	150	0	19	638
B - West Street (E)	6	0	63	5	0	53	3	0	58	3	0	39	17	0	213
C - Bedhampton Road	161	29	0	194	22	0	159	31	0	132	23	0	646	105	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	3		0	5		0	#REF!		0	0	0	0	0
B - West Street (E)	0		8	0		5	0		4	1		1	1	0	18
C - Bedhampton Road	1	3		4	3		2	1		3	1		10	8	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	3		0	2		0	3		0	3	0	0	11
B - West Street (E)	0		1	0		1	0		3	0		3	0	0	8
C - Bedhampton Road	4	1		2	0		2	0		2	0		10	1	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		6	171		4	146		5	159		4	146	0	19	622
B - West Street (E)	6		62	5		52	3		55	3		36	17	0	205
C - Bedhampton Road	156	28		190	22		154	31		128	23		628	104	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	1		0	0		0	0		0	0	0	0	1
B - West Street (E)	0		0	0		0	0		0	0		0	0	0	0
C - Bedhampton Road	0	0		1	0		0	0		1	0		2	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	0		0	0		0	0		0	0	0	0	0
B - West Street (E)	0		0	0		0	0		0	0		0	0	0	0
C - Bedhampton Road	0	0		0	0		0	0		0	0		0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road		0	1		0	1		0	1		0	1	0	0	4
B - West Street (E)	0		0	0		0	0		0	0		0	0	0	0
C - Bedhampton Road	1	0		1	0		3	0		1	0		6	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	1%	0%	0%	1%	0%	0%	2%	0%	0%	2%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	6	184	0	4	157	0	5	167	0	4	154	0	19	662
B - West Street (E)	6	0	72	5	0	59	3	0	65	4	0	43	18	0	239
C - Bedhampton Road	167	33	0	202	25	0	166	32	0	139	24	0	673	114	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	7	219	0	5	185	0	6	202	0	5	186	0	24	792
B - West Street (E)	7	0	78	6	0	66	4	0	72	4	0	48	21	0	265
C - Bedhampton Road	200	36	0	241	27	0	197	39	0	164	29	0	802	130	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	6	0	0	0	0	0	0	0	0	10
B - West Street (E)	0	0	10	0	0	6	0	0	5	1	0	1	1	0	22
C - Bedhampton Road	1	4	0	5	4	0	2	1	0	4	1	0	12	10	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	2	0	0	4	0	0	4	0	0	14
B - West Street (E)	0	0	1	0	0	1	0	0	4	0	0	4	0	0	10
C - Bedhampton Road	5	1	0	2	0	0	2	0	0	2	0	0	12	1	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	7	212	0	5	181	0	6	197	0	5	181	0	24	773
B - West Street (E)	7	0	77	6	0	65	4	0	68	4	0	45	21	0	255
C - Bedhampton Road	194	35	0	236	27	0	191	39	0	159	29	0	780	129	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	1	0	0	1	0	0	4	0	0	1	0	0	7	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	1%	0%	0%	1%	0%	0%	2%	0%	0%	2%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	7	228	0	5	195	0	6	207	0	5	191	0	24	822
B - West Street (E)	7	0	89	6	0	73	4	0	81	5	0	53	22	0	297
C - Bedhampton Road	207	41	0	250	31	0	206	40	0	172	30	0	836	142	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	225	0	5	190	0	6	208	0	5	192	0	24	815
B - West Street (E)	8	0	80	6	0	68	4	0	74	4	0	50	22	0	272
C - Bedhampton Road	206	37	0	248	28	0	203	40	0	169	29	0	825	134	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	6	0	0	0	0	0	0	0	0	10
B - West Street (E)	0	0	10	0	0	6	0	0	5	1	0	1	1	0	23
C - Bedhampton Road	1	4	0	5	4	0	3	1	0	4	1	0	13	10	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	3	0	0	4	0	0	4	0	0	14
B - West Street (E)	0	0	1	0	0	1	0	0	4	0	0	4	0	0	10
C - Bedhampton Road	5	1	0	3	0	0	3	0	0	3	0	0	13	1	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	218	0	5	186	0	6	203	0	5	186	0	24	794
B - West Street (E)	8	0	79	6	0	66	4	0	70	4	0	46	22	0	262
C - Bedhampton Road	199	36	0	243	28	0	197	40	0	163	29	0	802	133	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	1	0	0	0	0	0	1	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	1	0	0	1	0	0	4	0	0	1	0	0	8	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	1%	0%	0%	1%	0%	0%	2%	0%	0%	2%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	234	0	5	200	0	6	213	0	5	197	0	24	845
B - West Street (E)	8	0	92	6	0	75	4	0	83	5	0	55	23	0	305
C - Bedhampton Road	213	42	0	257	32	0	212	41	0	177	31	0	859	146	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	235	0	5	199	0	7	218	0	5	200	0	25	852
B - West Street (E)	8	0	84	7	0	71	4	0	77	4	0	52	23	0	285
C - Bedhampton Road	215	39	0	259	29	0	212	41	0	176	31	0	863	140	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	7	0	0	0	0	0	0	0	0	11
B - West Street (E)	0	0	11	0	0	7	0	0	5	1	0	1	1	0	24
C - Bedhampton Road	1	4	0	5	4	0	3	1	0	4	1	0	13	11	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	3	0	0	4	0	0	4	0	0	15
B - West Street (E)	0	0	1	0	0	1	0	0	4	0	0	4	0	0	11
C - Bedhampton Road	5	1	0	3	0	0	3	0	0	3	0	0	13	1	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	228	0	5	195	0	7	212	0	5	195	0	25	831
B - West Street (E)	8	0	83	7	0	69	4	0	73	4	0	48	23	0	274
C - Bedhampton Road	208	37	0	254	29	0	206	41	0	171	31	0	839	139	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	1	0	0	0	0	0	1	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	1	0	0	1	0	0	4	0	0	1	0	0	8	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	1%	0%	0%	1%	0%	0%	2%	0%	0%	2%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	245	0	5	210	0	7	223	0	5	206	0	25	884
B - West Street (E)	8	0	96	7	0	79	4	0	87	5	0	57	24	0	319
C - Bedhampton Road	223	44	0	269	33	0	222	43	0	185	32	0	899	152	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Total Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
C - Bedhampton Road	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
C - Bedhampton Road	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road													0	0	0
B - West Street (E)													0	0	0
C - Bedhampton Road													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road													0	0	0
B - West Street (E)													0	0	0
C - Bedhampton Road													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
C - Bedhampton Road	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	225	0	5	190	0	6	208	0	5	192	0	24	815
B - West Street (E)	8	0	82	6	0	69	4	0	75	4	0	51	22	0	277
C - Bedhampton Road	206	38	0	248	29	0	203	41	0	169	31	0	825	139	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	6	0	0	0	0	0	0	0	0	10
B - West Street (E)	0	0	10	0	0	6	0	0	5	1	0	1	1	0	23
C - Bedhampton Road	1	4	0	5	4	0	3	1	0	4	1	0	13	10	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	3	0	0	4	0	0	4	0	0	14
B - West Street (E)	0	0	1	0	0	1	0	0	4	0	0	4	0	0	10
C - Bedhampton Road	5	1	0	3	0	0	3	0	0	3	0	0	13	1	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	218	0	5	186	0	6	203	0	5	186	0	24	794
B - West Street (E)	8	0	80	6	0	68	4	0	71	4	0	47	22	0	267
C - Bedhampton Road	199	37	0	243	29	0	197	41	0	163	31	0	802	138	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	1	0	0	0	0	0	1	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	1	0	0	1	0	0	4	0	0	1	0	0	8	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	1%	0%	0%	1%	0%	0%	2%	0%	0%	2%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	234	0	5	200	0	6	213	0	5	197	0	24	845
B - West Street (E)	8	0	93	6	0	77	4	0	84	5	0	56	23	0	310
C - Bedhampton Road	213	43	0	257	33	0	212	42	0	177	32	0	859	151	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	235	0	5	199	0	7	218	0	5	200	0	25	852
B - West Street (E)	8	0	85	7	0	72	4	0	79	4	0	53	23	0	290
C - Bedhampton Road	215	40	0	259	31	0	212	43	0	176	32	0	863	145	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	7	0	0	0	0	0	0	0	0	11
B - West Street (E)	0	0	11	0	0	7	0	0	5	1	0	1	1	0	24
C - Bedhampton Road	1	4	0	5	4	0	3	1	0	4	1	0	13	11	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	3	0	0	4	0	0	4	0	0	15
B - West Street (E)	0	0	1	0	0	1	0	0	4	0	0	4	0	0	11
C - Bedhampton Road	5	1	0	3	0	0	3	0	0	3	0	0	13	1	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	228	0	5	195	0	7	212	0	5	195	0	25	831
B - West Street (E)	8	0	84	7	0	71	4	0	75	4	0	49	23	0	279
C - Bedhampton Road	208	39	0	254	31	0	206	43	0	171	32	0	839	144	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	1	0	0	0	0	0	1	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	1	0	0	1	0	0	4	0	0	1	0	0	8	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	1%	0%	0%	1%	0%	0%	2%	0%	0%	2%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	245	0	5	210	0	7	223	0	5	206	0	25	884
B - West Street (E)	8	0	97	7	0	80	4	0	88	5	0	59	24	0	324
C - Bedhampton Road	223	45	0	269	35	0	222	44	0	185	33	0	899	157	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	2%	0%	0%	2%	0%	0%	2%	0%	0%	2%	0%		2%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Bedhampton Road	0%	10%	0%	0%	10%	0%	0%	10%	0%	0%	10%	0%		10%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (E)	2%	0%	10%	2%	0%	10%	2%	0%	10%	2%	0%	10%	2%	0%	10%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	1	0	5
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	1	0	5
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	1	0	5
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	2%	0%	0%	2%	0%	0%	2%	0%	0%	2%	0%		2%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Bedhampton Road	0%	10%	0%	0%	10%	0%	0%	10%	0%	0%	10%	0%		10%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (E)	2%	0%	10%	2%	0%	10%	2%	0%	10%	2%	0%	10%	2%	0%	10%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Total Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	1	0	6
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	1	0	6
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road															
B - West Street (E)															
C - Bedhampton Road															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	1	0	0	1	0	0	1	0	0	1	1	0	6
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	225	0	5	190	0	6	208	0	5	192	0	24	815
B - West Street (E)	8	0	83	7	0	70	4	0	77	4	0	52	23	0	283
C - Bedhampton Road	206	39	0	248	30	0	203	41	0	169	31	0	825	140	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	6	0	0	0	0	0	0	0	0	10
B - West Street (E)	0	0	10	0	0	6	0	0	5	1	0	1	1	0	23
C - Bedhampton Road	1	4	0	5	4	0	3	1	0	4	1	0	13	10	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	3	0	0	4	0	0	4	0	0	14
B - West Street (E)	0	0	1	0	0	1	0	0	4	0	0	4	0	0	10
C - Bedhampton Road	5	1	0	3	0	0	3	0	0	3	0	0	13	1	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	218	0	5	186	0	6	203	0	5	186	0	24	794
B - West Street (E)	8	0	82	7	0	69	4	0	73	4	0	49	23	0	273
C - Bedhampton Road	199	37	0	243	30	0	197	41	0	163	31	0	802	139	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	1	0	0	0	0	0	1	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	1	0	0	1	0	0	4	0	0	1	0	0	8	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	1%	0%	0%	1%	0%	0%	2%	0%	0%	2%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	234	0	5	200	0	6	213	0	5	197	0	24	845
B - West Street (E)	8	0	95	7	0	78	4	0	86	5	0	58	24	0	316
C - Bedhampton Road	213	44	0	257	33	0	212	42	0	177	32	0	859	152	0

Junction 4 - West Street / New Road / Bedhampton Road Priority Junction — PM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	235	0	5	199	0	7	218	0	5	200	0	26	852
B - West Street (E)	8	0	87	7	0	74	4	0	80	4	0	55	24	0	295
C - Bedhampton Road	215	40	0	259	31	0	212	43	0	176	32	0	863	146	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	7	0	0	0	0	0	0	0	0	11
B - West Street (E)	0	0	11	0	0	7	0	0	5	1	0	1	1	0	24
C - Bedhampton Road	1	4	0	5	4	0	3	1	0	4	1	0	13	11	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	4	0	0	3	0	0	4	0	0	4	0	0	15
B - West Street (E)	0	0	1	0	0	1	0	0	4	0	0	4	0	0	11
C - Bedhampton Road	5	1	0	3	0	0	3	0	0	3	0	0	13	1	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	228	0	5	195	0	7	212	0	5	195	0	26	831
B - West Street (E)	8	0	86	7	0	72	4	0	76	4	0	51	24	0	285
C - Bedhampton Road	208	39	0	254	31	0	206	43	0	171	32	0	839	145	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	1	0	0	0	0	0	1	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - West Street (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Bedhampton Road	1	0	0	1	0	0	4	0	0	1	0	0	8	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%
B - West Street (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Bedhampton Road	1%	0%	0%	1%	0%	0%	2%	0%	0%	2%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - New Road	0	8	245	0	5	210	0	7	223	0	5	206	0	26	884
B - West Street (E)	8	0	99	7	0	82	4	0	90	6	0	60	25	0	330
C - Bedhampton Road	223	46	0	269	35	0	222	44	0	185	34	0	899	158	0

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Baseline MCCs (2020)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	8	189	0	12	196	0	13	202	0	8	221	0	41	808
B - West Street (W)	0	0	13	0	0	8	0	0	22	0	0	17	0	0	60
C - Park Road (N)	175	0	0	194	0	0	212	1	0	235	0	0	816	1	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		3	0		2	1		0	2		2	1	0	7	4
B - West Street (W)	1		0	1		0	0		0	1		0	3	0	0
C - Park Road (N)	2	2		0	0		3	0		1	0		6	2	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	2		0	2		0	3		0	2	0	0	9
B - West Street (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road (N)	0	0		2	0		3	0		0	0		5	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		8	177		12	191		13	193		8	209	0	41	770
B - West Street (W)	0		13	0		8	0		22	0		17	0	0	60
C - Park Road (N)	170	0		189	0		201	1		226	0		786	1	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	5		0	0		0	2		0	3	0	0	10
B - West Street (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road (N)	1	0		1	0		3	0		5	0		10	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	2		0	0		0	1		0	3	0	0	6
B - West Street (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road (N)	1	0		0	0		1	0		0	0		2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	3		0	3		0	3		0	4	0	0	13
B - West Street (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road (N)	3	0		2	0		4	0		4	0		13	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	5%	0%	0%	2%	0%	0%	3%	0%	0%	5%	0%	0%	4%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	3%	0%	0%	2%	0%	0%	4%	0%	0%	4%	0%	0%	3%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	11	199	0	14	202	0	13	212	0	10	233	0	48	847
B - West Street (W)	1	0	13	1	0	8	0	0	22	1	0	17	3	0	60
C - Park Road (N)	182	2	0	199	0	0	225	1	0	243	0	0	848	3	0

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Baseline 2020 ("Normal")

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	13	315	0	20	326	0	22	336	0	13	368	0	68	1345
B - West Street (W)	0	0	22	0	0	13	0	0	37	0	0	28	0	0	100
C - Park Road (N)	291	0	0	323	0	0	353	2	0	391	0	0	1359	2	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	3	2	0	0	3	0	3	2	0	12	7
B - West Street (W)	2	0	0	2	0	0	0	0	0	2	0	0	5	0	0
C - Park Road (N)	3	3	0	0	0	0	5	0	0	2	0	0	10	3	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	3	0	0	3	0	0	5	0	0	3	0	0	15
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	3	0	0	5	0	0	0	0	0	8	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	13	295	0	20	318	0	22	321	0	13	348	0	68	1282
B - West Street (W)	0	0	22	0	0	13	0	0	37	0	0	28	0	0	100
C - Park Road (N)	283	0	0	315	0	0	335	2	0	376	0	0	1309	2	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	8	0	0	0	0	0	3	0	0	5	0	0	17
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	5	0	0	8	0	0	17	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	3	0	0	0	0	0	2	0	0	5	0	0	10
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	5%	0%	0%	2%	0%	0%	3%	0%	0%	5%	0%	0%	4%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	3%	0%	0%	2%	0%	0%	4%	0%	0%	4%	0%	0%	3%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	18	332	0	23	336	0	22	353	0	17	389	0	80	1410
B - West Street (W)	2	0	22	2	0	13	0	0	37	2	0	28	5	0	100
C - Park Road (N)	303	3	0	331	0	0	374	2	0	404	0	0	1411	5	0

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	324	0	21	336	0	22	346	0	14	379	0	70	1385
B - West Street (W)	0	0	22	0	0	14	0	0	38	0	0	29	0	0	103
C - Park Road (N)	300	0	0	332	0	0	363	2	0	403	0	0	1398	2	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	3	2	0	0	3	0	3	2	0	12	7
B - West Street (W)	2	0	0	2	0	0	0	0	0	2	0	0	5	0	0
C - Park Road (N)	3	3	0	0	0	0	5	0	0	2	0	0	10	3	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	3	0	0	3	0	0	5	0	0	3	0	0	15
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	3	0	0	5	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	303	0	21	327	0	22	331	0	14	358	0	70	1319
B - West Street (W)	0	0	22	0	0	14	0	0	38	0	0	29	0	0	103
C - Park Road (N)	291	0	0	324	0	0	344	2	0	387	0	0	1347	2	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	9	0	0	0	0	0	3	0	0	5	0	0	17
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	5	0	0	9	0	0	17	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	3	0	0	0	0	0	2	0	0	5	0	0	10
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	5%	0%	0%	2%	0%	0%	3%	0%	0%	5%	0%	0%	4%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	3%	0%	0%	2%	0%	0%	4%	0%	0%	4%	0%	0%	3%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	19	341	0	24	346	0	22	364	0	17	400	0	82	1451
B - West Street (W)	2	0	22	2	0	14	0	0	38	2	0	29	5	0	103
C - Park Road (N)	312	3	0	340	0	0	385	2	0	416	0	0	1452	5	0

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	339	0	22	352	0	23	363	0	14	397	0	74	1451
B - West Street (W)	0	0	23	0	0	14	0	0	40	0	0	31	0	0	108
C - Park Road (N)	314	0	0	348	0	0	381	2	0	422	0	0	1465	2	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	4	2	0	0	4	0	4	2	0	13	7
B - West Street (W)	2	0	0	2	0	0	0	0	0	2	0	0	5	0	0
C - Park Road (N)	4	4	0	0	0	0	5	0	0	2	0	0	11	4	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	4	0	0	4	0	0	5	0	0	4	0	0	16
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	4	0	0	5	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	318	0	22	343	0	23	347	0	14	375	0	74	1383
B - West Street (W)	0	0	23	0	0	14	0	0	40	0	0	31	0	0	108
C - Park Road (N)	305	0	0	339	0	0	361	2	0	406	0	0	1412	2	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	9	0	0	0	0	0	4	0	0	5	0	0	18
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	5	0	0	9	0	0	18	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	4	0	0	0	0	0	2	0	0	5	0	0	11
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	23
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	5	0	0	4	0	0	7	0	0	7	0	0	23	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	5%	0%	0%	2%	0%	0%	3%	0%	0%	5%	0%	0%	4%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	3%	0%	0%	2%	0%	0%	4%	0%	0%	4%	0%	0%	3%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	20	358	0	25	363	0	23	381	0	18	419	0	86	1521
B - West Street (W)	2	0	23	2	0	14	0	0	40	2	0	31	5	0	108
C - Park Road (N)	326	4	0	356	0	0	404	2	0	436	0	0	1522	5	0

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Total Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)													0	0	0
B - West Street (W)													0	0	0
C - Park Road (N)													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)													0	0	0
B - West Street (W)													0	0	0
C - Park Road (N)													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Future Baseline 2023 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	324	0	21	336	0	22	346	0	14	379	0	70	1385
B - West Street (W)	0	0	22	0	0	14	0	0	38	0	0	29	0	0	103
C - Park Road (N)	300	0	0	332	0	0	363	2	0	403	0	0	1398	2	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	3	2	0	0	3	0	3	2	0	12	7
B - West Street (W)	2	0	0	2	0	0	0	0	0	2	0	0	5	0	0
C - Park Road (N)	3	3	0	0	0	0	5	0	0	2	0	0	10	3	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	3	0	0	3	0	0	5	0	0	3	0	0	15
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	3	0	0	5	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	303	0	21	327	0	22	331	0	14	358	0	70	1319
B - West Street (W)	0	0	22	0	0	14	0	0	38	0	0	29	0	0	103
C - Park Road (N)	291	0	0	324	0	0	344	2	0	387	0	0	1347	2	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	9	0	0	0	0	0	3	0	0	5	0	0	17
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	5	0	0	9	0	0	17	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	3	0	0	0	0	0	2	0	0	5	0	0	10
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	5%	0%	0%	2%	0%	0%	3%	0%	0%	5%	0%	0%	4%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	3%	0%	0%	2%	0%	0%	4%	0%	0%	4%	0%	0%	3%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	19	341	0	24	346	0	22	364	0	17	400	0	82	1451
B - West Street (W)	2	0	22	2	0	14	0	0	38	2	0	29	5	0	103
C - Park Road (N)	312	3	0	340	0	0	385	2	0	416	0	0	1452	5	0

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Future Baseline 2025 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	339	0	22	352	0	23	363	0	14	397	0	74	1451
B - West Street (W)	0	0	23	0	0	14	0	0	40	0	0	31	0	0	108
C - Park Road (N)	314	0	0	348	0	0	381	2	0	422	0	0	1465	2	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	4	2	0	0	4	0	4	2	0	13	7
B - West Street (W)	2	0	0	2	0	0	0	0	0	2	0	0	5	0	0
C - Park Road (N)	4	4	0	0	0	0	5	0	0	2	0	0	11	4	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	4	0	0	4	0	0	5	0	0	4	0	0	16
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	4	0	0	5	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	318	0	22	343	0	23	347	0	14	375	0	74	1383
B - West Street (W)	0	0	23	0	0	14	0	0	40	0	0	31	0	0	108
C - Park Road (N)	305	0	0	339	0	0	361	2	0	406	0	0	1412	2	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	9	0	0	0	0	0	4	0	0	5	0	0	18
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	5	0	0	9	0	0	18	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	4	0	0	0	0	0	2	0	0	5	0	0	11
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	23
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	5	0	0	4	0	0	7	0	0	7	0	0	23	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	5%	0%	0%	2%	0%	0%	3%	0%	0%	5%	0%	0%	4%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	3%	0%	0%	2%	0%	0%	4%	0%	0%	4%	0%	0%	3%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	20	358	0	25	363	0	23	381	0	18	419	0	86	1521
B - West Street (W)	2	0	23	2	0	14	0	0	40	2	0	31	5	0	108
C - Park Road (N)	326	4	0	356	0	0	404	2	0	436	0	0	1522	5	0

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road (N)	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Proposed PW (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%			16%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Proposed PW (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	2	0	0	2	0	0	8	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	2	0	0	2	0	0	8	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	2	0	0	2	0	0	8	0	0

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road (N)	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%			16%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%			16%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Proposed Industrial (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Total Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	2	0	0	2	0	0	8	0	2
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	2	0	0	2	0	0	8	0	2
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	2	0	0	2	0	0	8	0	2

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	324	0	21	336	0	22	347	0	14	379	0	70	1386
B - West Street (W)	0	0	22	0	0	14	0	0	38	0	0	29	0	0	103
C - Park Road (N)	302	0	0	335	0	0	365	2	0	405	0	0	1407	2	2
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	3	2	0	0	3	0	3	2	0	12	7
B - West Street (W)	2	0	0	2	0	0	0	0	0	2	0	0	5	0	0
C - Park Road (N)	3	3	0	0	0	0	5	0	0	2	0	0	10	3	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	3	0	0	3	0	0	5	0	0	3	0	0	15
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	3	0	0	5	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	304	0	21	328	0	22	331	0	14	359	0	70	1321
B - West Street (W)	0	0	22	0	0	14	0	0	38	0	0	29	0	0	103
C - Park Road (N)	293	0	0	326	0	0	347	2	0	389	0	0	1355	2	2
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	9	0	0	0	0	0	3	0	0	5	0	0	17
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	5	0	0	9	0	0	17	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	3	0	0	0	0	0	2	0	0	5	0	0	10
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	5%	0%	0%	2%	0%	0%	3%	0%	0%	5%	0%	0%	4%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	3%	0%	0%	2%	0%	0%	4%	0%	0%	4%	0%	0%	3%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	19	342	0	24	347	0	22	364	0	17	400	0	82	1453
B - West Street (W)	2	0	22	2	0	14	0	0	38	2	0	29	5	0	103
C - Park Road (N)	314	3	0	342	0	0	387	2	0	418	0	0	1461	5	2

Junction 5 - West Street / Park Road South Priority Junction — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	340	0	22	352	0	23	363	0	14	397	0	74	1453
B - West Street (W)	0	0	23	0	0	14	0	0	40	0	0	31	0	0	108
C - Park Road (N)	316	0	0	350	0	0	383	2	0	424	0	0	1474	2	2
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	4	2	0	0	4	0	4	2	0	13	7
B - West Street (W)	2	0	0	2	0	0	0	0	0	2	0	0	5	0	0
C - Park Road (N)	4	4	0	0	0	0	5	0	0	2	0	0	11	4	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	4	0	0	4	0	0	5	0	0	4	0	0	16
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	4	0	0	5	0	0	0	0	0	9	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	14	318	0	22	343	0	23	347	0	14	376	0	74	1384
B - West Street (W)	0	0	23	0	0	14	0	0	40	0	0	31	0	0	108
C - Park Road (N)	307	0	0	342	0	0	363	2	0	408	0	0	1420	2	2
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	9	0	0	0	0	0	4	0	0	5	0	0	18
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	5	0	0	9	0	0	18	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	4	0	0	0	0	0	2	0	0	5	0	0	11
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	0	0	0	2	0	0	0	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	23
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	5	0	0	4	0	0	7	0	0	7	0	0	23	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	5%	0%	0%	2%	0%	0%	3%	0%	0%	5%	0%	0%	4%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	3%	0%	0%	2%	0%	0%	4%	0%	0%	4%	0%	0%	3%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	20	358	0	25	363	0	23	382	0	18	420	0	86	1522
B - West Street (W)	2	0	23	2	0	14	0	0	40	2	0	31	5	0	108
C - Park Road (N)	329	4	0	359	0	0	406	2	0	438	0	0	1531	5	2

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	8	205	0	7	209	0	7	191	0	16	187	0	38	792
B - West Street (W)	0	0	32	0	0	34	1	0	22	0	0	29	1	0	117
C - Park Road (N)	220	0	0	208	0	0	194	1	0	182	1	0	804	2	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		2	1		3	0		2	1		1	0	0	8	2
B - West Street (W)	0		0	1		2	0		1	0		1	1	0	4
C - Park Road (N)	4	0		1	0		1	0		1	0		7	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	1		0	3		2	3		2	3	0	4	10
B - West Street (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road (N)	2	0		2	0		2	1		2	1		8	2	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		8	203		7	206		5	187		14	181	0	34	777
B - West Street (W)	0		32	0		34	1		22	0		29	1	0	117
C - Park Road (N)	214	0		204	0		190	0		178	0		786	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	1		0	0		0	0		0	0	0	0	1
B - West Street (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road (N)	2	0		0	0		1	0		0	0		3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	0		0	0		0	0		0	0	0	0	0
B - West Street (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road (N)	0	0		0	0		0	0		0	0		0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	0		0	0		0	1		0	3	0	0	4
B - West Street (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road (N)	2	0		2	0		1	0		2	0		7	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	1%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	2%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	10	208	0	10	212	0	11	196	0	19	193	0	50	809
B - West Street (W)	0	0	32	1	0	36	1	0	23	0	0	30	2	0	121
C - Park Road (N)	229	0	0	213	0	0	199	2	0	187	2	0	828	4	0

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	10	255	0	9	260	0	9	237	0	20	232	0	47	984
B - West Street (W)	0	0	40	0	0	42	1	0	27	0	0	36	1	0	145
C - Park Road (N)	273	0	0	258	0	0	241	1	0	226	1	0	999	2	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	1	0	4	0	0	2	1	0	1	0	0	10	2
B - West Street (W)	0	0	0	1	0	2	0	0	1	0	0	1	1	0	5
C - Park Road (N)	5	0	0	1	0	0	1	0	0	1	0	0	9	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	4	0	2	4	0	2	4	0	5	12
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	2	1	0	2	1	0	10	2	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	10	252	0	9	256	0	6	232	0	17	225	0	42	965
B - West Street (W)	0	0	40	0	0	42	1	0	27	0	0	36	1	0	145
C - Park Road (N)	266	0	0	253	0	0	236	0	0	221	0	0	976	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	2	0	0	2	0	0	1	0	0	2	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	1%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	2%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	12	258	0	12	263	0	14	243	0	24	240	0	62	1004
B - West Street (W)	0	0	40	1	0	45	1	0	29	0	0	37	2	0	150
C - Park Road (N)	284	0	0	265	0	0	247	2	0	232	2	0	1028	5	0

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	10	262	0	9	267	0	9	244	0	20	239	0	49	1011
B - West Street (W)	0	0	41	0	0	43	1	0	28	0	0	37	1	0	149
C - Park Road (N)	281	0	0	266	0	0	248	1	0	232	1	0	1027	3	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	3	1	0	4	0	0	3	1	0	1	0	0	10	3
B - West Street (W)	0	0	0	1	0	3	0	0	1	0	0	1	1	0	5
C - Park Road (N)	5	0	0	1	0	0	1	0	0	1	0	0	9	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	4	0	3	4	0	3	4	0	5	13
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	3	1	0	3	1	0	10	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	10	259	0	9	263	0	6	239	0	18	231	0	43	992
B - West Street (W)	0	0	41	0	0	43	1	0	28	0	0	37	1	0	149
C - Park Road (N)	273	0	0	260	0	0	243	0	0	227	0	0	1004	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	1%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	2%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	13	265	0	13	271	0	14	250	0	24	246	0	64	1032
B - West Street (W)	0	0	41	1	0	46	1	0	29	0	0	38	3	0	154
C - Park Road (N)	292	0	0	272	0	0	253	3	0	239	3	0	1057	5	0

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	11	274	0	9	279	0	9	255	0	21	250	0	51	1058
B - West Street (W)	0	0	43	0	0	45	1	0	29	0	0	39	1	0	156
C - Park Road (N)	294	0	0	278	0	0	259	1	0	243	1	0	1074	3	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	3	1	0	4	0	0	3	1	0	1	0	0	11	3
B - West Street (W)	0	0	0	1	0	3	0	0	1	0	0	1	1	0	5
C - Park Road (N)	5	0	0	1	0	0	1	0	0	1	0	0	9	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	4	0	3	4	0	3	4	0	5	13
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	3	1	0	3	1	0	11	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	11	271	0	9	275	0	7	250	0	19	242	0	45	1038
B - West Street (W)	0	0	43	0	0	45	1	0	29	0	0	39	1	0	156
C - Park Road (N)	286	0	0	273	0	0	254	0	0	238	0	0	1050	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	1%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	2%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	13	277	0	13	283	0	15	262	0	25	258	0	67	1080
B - West Street (W)	0	0	43	1	0	48	1	0	31	0	0	40	3	0	162
C - Park Road (N)	306	0	0	285	0	0	265	3	0	250	3	0	1106	5	0

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Total Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)													0	0	0
B - West Street (W)													0	0	0
C - Park Road (N)													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)													0	0	0
B - West Street (W)													0	0	0
C - Park Road (N)													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	10	262	0	9	267	0	9	244	0	20	239	0	49	1011
B - West Street (W)	0	0	41	0	0	43	1	0	28	0	0	37	1	0	149
C - Park Road (N)	281	0	0	266	0	0	248	1	0	232	1	0	1027	3	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	3	1	0	4	0	0	3	1	0	1	0	0	10	3
B - West Street (W)	0	0	0	1	0	3	0	0	1	0	0	1	1	0	5
C - Park Road (N)	5	0	0	1	0	0	1	0	0	1	0	0	9	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	4	0	3	4	0	3	4	0	5	13
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	3	1	0	3	1	0	10	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	10	259	0	9	263	0	6	239	0	18	231	0	43	992
B - West Street (W)	0	0	41	0	0	43	1	0	28	0	0	37	1	0	149
C - Park Road (N)	273	0	0	260	0	0	243	0	0	227	0	0	1004	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	1%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	2%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	13	265	0	13	271	0	14	250	0	24	246	0	64	1032
B - West Street (W)	0	0	41	1	0	46	1	0	29	0	0	38	3	0	154
C - Park Road (N)	292	0	0	272	0	0	253	3	0	239	3	0	1057	5	0

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	11	274	0	9	279	0	9	255	0	21	250	0	51	1058
B - West Street (W)	0	0	43	0	0	45	1	0	29	0	0	39	1	0	156
C - Park Road (N)	294	0	0	278	0	0	259	1	0	243	1	0	1074	3	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	3	1	0	4	0	0	3	1	0	1	0	0	11	3
B - West Street (W)	0	0	0	1	0	3	0	0	1	0	0	1	1	0	5
C - Park Road (N)	5	0	0	1	0	0	1	0	0	1	0	0	9	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	4	0	3	4	0	3	4	0	5	13
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	3	1	0	3	1	0	11	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	11	271	0	9	275	0	7	250	0	19	242	0	45	1038
B - West Street (W)	0	0	43	0	0	45	1	0	29	0	0	39	1	0	156
C - Park Road (N)	286	0	0	273	0	0	254	0	0	238	0	0	1050	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	1%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	2%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	13	277	0	13	283	0	15	262	0	25	258	0	67	1080
B - West Street (W)	0	0	43	1	0	48	1	0	31	0	0	40	3	0	162
C - Park Road (N)	306	0	0	285	0	0	265	3	0	250	3	0	1106	5	0

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road (N)	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%			16%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%			16%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	2	0	0	2	0	0	8
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	2	0	0	2	0	0	8
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	2	0	0	2	0	0	8
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road (N)	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%			16%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%			16%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Total Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	2	0	0	2	0	0	9
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	2	0	0	2	0	0	9
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - West Street (W)															
C - Park Road (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	2	0	0	2	0	0	9
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	10	264	0	9	269	0	9	246	0	20	241	0	49	1020
B - West Street (W)	0	0	41	0	0	43	1	0	28	0	0	37	1	0	149
C - Park Road (N)	281	0	0	266	0	0	248	1	0	232	1	0	1027	3	2
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	3	1	0	4	0	0	3	1	0	1	0	0	10	3
B - West Street (W)	0	0	0	1	0	3	0	0	1	0	0	1	1	0	5
C - Park Road (N)	5	0	0	1	0	0	1	0	0	1	0	0	9	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	4	0	3	4	0	3	4	0	5	13
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	3	1	0	3	1	0	10	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	10	262	0	9	265	0	6	241	0	18	233	0	43	1001
B - West Street (W)	0	0	41	0	0	43	1	0	28	0	0	37	1	0	149
C - Park Road (N)	273	0	0	260	0	0	243	0	0	227	0	0	1004	0	2
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	1%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	2%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	13	267	0	13	273	0	14	253	0	24	249	0	64	1042
B - West Street (W)	0	0	41	1	0	46	1	0	29	0	0	38	3	0	154
C - Park Road (N)	292	0	0	272	0	0	253	3	0	239	3	0	1057	5	2

Junction 5 - West Street / Park Road South Priority Junction — PM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	11	276	0	9	282	0	9	258	0	21	252	0	51	1067
B - West Street (W)	0	0	43	0	0	45	1	0	29	0	0	39	1	0	156
C - Park Road (N)	294	0	0	278	0	0	259	1	0	243	1	0	1074	3	2
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	3	1	0	4	0	0	3	1	0	1	0	0	11	3
B - West Street (W)	0	0	0	1	0	3	0	0	1	0	0	1	1	0	5
C - Park Road (N)	5	0	0	1	0	0	1	0	0	1	0	0	9	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	4	0	3	4	0	3	4	0	5	13
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	3	1	0	3	1	0	11	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	11	274	0	9	278	0	7	252	0	19	244	0	45	1047
B - West Street (W)	0	0	43	0	0	45	1	0	29	0	0	39	1	0	156
C - Park Road (N)	286	0	0	273	0	0	254	0	0	238	0	0	1050	0	2
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	0	0	0	1	0	0	0	0	0	4	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
B - West Street (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	1%
B - West Street (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road (N)	2%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	13	280	0	13	286	0	15	264	0	25	260	0	67	1089
B - West Street (W)	0	0	43	1	0	48	1	0	31	0	0	40	3	0	162
C - Park Road (N)	306	0	0	285	0	0	265	3	0	250	3	0	1106	5	2

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Baseline MCCs (2020)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	66	58	0	50	69	0	73	50	0	71	58	0	260	235
B - Tesco Access	41	0	20	33	0	22	41	0	24	34	0	26	149	0	92
C - Solent Road (W)	41	19	0	44	12	0	47	25	0	59	21	0	191	77	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		0	0		1	0		0	0		0	1	0	1	1
B - Tesco Access	0		0	1		0	0		1	0		0	1	0	1
C - Solent Road (W)	0	0		2	0		0	0		0	0		2	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		0	0		1	0		1	1		0	0	0	2	1
B - Tesco Access	1		0	0		0	0		0	0		0	1	0	0
C - Solent Road (W)	0	0		0	0		0	0		0	0		0	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		66	57		49	67		72	49		71	58	0	258	231
B - Tesco Access	37		20	33		22	41		24	34		26	145	0	92
C - Solent Road (W)	38	18		43	12		45	25		59	21		185	76	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		0	0		0	2		0	0		0	0	0	0	2
B - Tesco Access	2		0	0		0	0		0	0		0	2	0	0
C - Solent Road (W)	2	1		0	0		2	0		0	0		4	1	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		0	1		0	0		0	0		0	0	0	0	1
B - Tesco Access	1		0	0		0	0		0	0		0	1	0	0
C - Solent Road (W)	1	0		1	0		0	0		0	0		2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		0	0		0	0		0	0		0	0	0	0	0
B - Tesco Access	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (W)	0	0		0	0		0	0		0	0		0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%
B - Tesco Access	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
C - Solent Road (W)	7%	5%	0%	2%	0%	0%	4%	0%	0%	0%	0%	0%	3%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	66	59.3	0	52	70	0	74	51	0	71	59	0	263	239
B - Tesco Access	44.3	0	20	34	0	22	41	0	25	34	0	26	153	0	93
C - Solent Road (W)	43.3	19.5	0	47.3	12	0	48	25	0	59	21	0	198	78	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Baseline 2020 ("Normal")

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	109.9	96.57	0	83.25	114.9	0	121.5	83.25	0	118.2	96.57	0	433	391
B - Tesco Access	68.27	0	33.3	54.95	0	36.63	68.27	0	39.96	56.61	0	43.29	248	0	153
C - Solent Road (W)	68.27	31.64	0	73.26	19.98	0	78.26	41.63	0	98.24	34.97	0	318	128	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	1.665	0	0	0	0	0	0	1.665	0	2	2
B - Tesco Access	0	0	0	1.665	0	0	0	0	1.665	0	0	0	2	0	2
C - Solent Road (W)	0	0	0	3.33	0	0	0	0	0	0	0	0	3	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	1.665	0	0	1.665	1.665	0	0	0	0	3	2
B - Tesco Access	1.665	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	109.9	94.91	0	81.59	111.6	0	119.9	81.59	0	118.2	96.57	0	430	385
B - Tesco Access	61.61	0	33.3	54.95	0	36.63	68.27	0	39.96	56.61	0	43.29	241	0	153
C - Solent Road (W)	63.27	29.97	0	71.6	19.98	0	74.93	41.63	0	98.24	34.97	0	308	127	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	3.33	0	0	0	0	0	0	0	0	3
B - Tesco Access	3.33	0	0	0	0	0	0	0	0	0	0	0	3	0	0
C - Solent Road (W)	3.33	1.665	0	0	0	0	3.33	0	0	0	0	0	7	2	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	1.665	0	0	0	0	0	0	0	0	0	0	0	2
B - Tesco Access	1.665	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	1.665	0	0	1.665	0	0	0	0	0	0	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%
B - Tesco Access	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
C - Solent Road (W)	7%	5%	0%	2%	0%	0%	4%	0%	0%	0%	0%	0%	3%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	109.9	98.73	0	86.58	116.6	0	123.2	84.92	0	118.2	98.24	0	438	398
B - Tesco Access	73.76	0	33.3	56.61	0	36.63	68.27	0	41.63	56.61	0	43.29	255	0	155
C - Solent Road (W)	72.09	32.47	0	78.75	19.98	0	79.92	41.63	0	98.24	34.97	0	329	129	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	113	99	0	86	118	0	125	86	0	122	99	0	446	403
B - Tesco Access	70	0	34	57	0	38	70	0	41	58	0	45	255	0	158
C - Solent Road (W)	70	33	0	75	21	0	81	43	0	101	36	0	327	132	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	0	0	0	0	2	0	2	2
B - Tesco Access	0	0	0	2	0	0	0	0	2	0	0	0	2	0	2
C - Solent Road (W)	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	2	2	0	0	0	0	3	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	113	98	0	84	115	0	123	84	0	122	99	0	442	396
B - Tesco Access	63	0	34	57	0	38	70	0	41	58	0	45	248	0	158
C - Solent Road (W)	65	31	0	74	21	0	77	43	0	101	36	0	317	130	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
B - Tesco Access	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
C - Solent Road (W)	3	2	0	0	0	0	3	0	0	0	0	0	7	2	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%
B - Tesco Access	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
C - Solent Road (W)	7%	5%	0%	2%	0%	0%	4%	0%	0%	0%	0%	0%	3%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	113	102	0	89	120	0	127	87	0	122	101	0	451	410
B - Tesco Access	76	0	34	58	0	38	70	0	43	58	0	45	263	0	159
C - Solent Road (W)	74	33	0	81	21	0	82	43	0	101	36	0	339	133	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	119	104	0	90	124	0	131	90	0	128	104	0	467	422
B - Tesco Access	74	0	36	59	0	40	74	0	43	61	0	47	268	0	165
C - Solent Road (W)	74	34	0	79	22	0	84	45	0	106	38	0	343	138	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	0	0	0	0	2	0	2	2
B - Tesco Access	0	0	0	2	0	0	0	0	2	0	0	0	2	0	2
C - Solent Road (W)	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	2	2	0	0	0	0	4	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	119	102	0	88	120	0	129	88	0	128	104	0	463	415
B - Tesco Access	66	0	36	59	0	40	74	0	43	61	0	47	260	0	165
C - Solent Road (W)	68	32	0	77	22	0	81	45	0	106	38	0	332	136	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
B - Tesco Access	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
C - Solent Road (W)	4	2	0	0	0	0	4	0	0	0	0	0	7	2	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%
B - Tesco Access	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
C - Solent Road (W)	7%	5%	0%	2%	0%	0%	4%	0%	0%	0%	0%	0%	3%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	119	106	0	93	126	0	133	92	0	128	106	0	472	430
B - Tesco Access	80	0	36	61	0	40	74	0	45	61	0	47	275	0	167
C - Solent Road (W)	78	35	0	85	22	0	86	45	0	106	38	0	355	139	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Total Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)													0	0	0
B - Tesco Access													0	0	0
C - Solent Road (W)													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)													0	0	0
B - Tesco Access													0	0	0
C - Solent Road (W)													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Future Baseline 2023 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	113	99	0	86	118	0	125	86	0	122	99	0	446	403
B - Tesco Access	70	0	34	57	0	38	70	0	41	58	0	45	255	0	158
C - Solent Road (W)	70	33	0	75	21	0	81	43	0	101	36	0	327	132	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	0	0	0	0	2	0	2	2
B - Tesco Access	0	0	0	2	0	0	0	0	2	0	0	0	2	0	2
C - Solent Road (W)	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	2	2	0	0	0	0	3	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	113	98	0	84	115	0	123	84	0	122	99	0	442	396
B - Tesco Access	63	0	34	57	0	38	70	0	41	58	0	45	248	0	158
C - Solent Road (W)	65	31	0	74	21	0	77	43	0	101	36	0	317	130	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
B - Tesco Access	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
C - Solent Road (W)	3	2	0	0	0	0	3	0	0	0	0	0	7	2	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%
B - Tesco Access	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
C - Solent Road (W)	7%	5%	0%	2%	0%	0%	4%	0%	0%	0%	0%	0%	3%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	113	102	0	89	120	0	127	87	0	122	101	0	451	410
B - Tesco Access	76	0	34	58	0	38	70	0	43	58	0	45	263	0	159
C - Solent Road (W)	74	33	0	81	21	0	82	43	0	101	36	0	339	133	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Future Baseline 2025 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	119	104	0	90	124	0	131	90	0	128	104	0	467	422
B - Tesco Access	74	0	36	59	0	40	74	0	43	61	0	47	268	0	165
C - Solent Road (W)	74	34	0	79	22	0	84	45	0	106	38	0	343	138	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	0	0	0	0	2	0	2	2
B - Tesco Access	0	0	0	2	0	0	0	0	2	0	0	0	2	0	2
C - Solent Road (W)	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	2	2	0	0	0	0	4	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	119	102	0	88	120	0	129	88	0	128	104	0	463	415
B - Tesco Access	66	0	36	59	0	40	74	0	43	61	0	47	260	0	165
C - Solent Road (W)	68	32	0	77	22	0	81	45	0	106	38	0	332	136	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
B - Tesco Access	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
C - Solent Road (W)	4	2	0	0	0	0	4	0	0	0	0	0	7	2	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%
B - Tesco Access	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
C - Solent Road (W)	7%	5%	0%	2%	0%	0%	4%	0%	0%	0%	0%	0%	3%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	119	106	0	93	126	0	133	92	0	128	106	0	472	430
B - Tesco Access	80	0	36	61	0	40	74	0	45	61	0	47	275	0	167
C - Solent Road (W)	78	35	0	85	22	0	86	45	0	106	38	0	355	139	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%			46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%			46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Proposed PW (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Proposed PW (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	6	0	0	6	0	0	6	0	0	6	0	0	24
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	6	0	0	6	0	0	6	0	0	6	0	0	24
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	6	0	0	6	0	0	6	0	0	6	0	0	24
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%			46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%			46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Proposed Industrial (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	6
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	100%	0%	17%	100%	0%	17%	100%	0%	17%	100%	0%	17%	100%	0%	17%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	2	0	0	2	0	0	2	0	0	2	1	0	6
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Total Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	7	0	0	7	0	0	7	0	0	7	0	0	29
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	4	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	7	0	0	7	0	0	7	0	0	7	0	0	29
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	4	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	100%	0%	3%	100%	0%	3%	100%	0%	3%	100%	0%	3%	100%	0%	3%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	8	0	0	8	0	0	8	0	0	8	1	0	30
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	4	0	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	113	107	0	86	126	0	125	93	0	122	107	0	446	432
B - Tesco Access	70	0	34	57	0	38	70	0	41	58	0	45	255	0	158
C - Solent Road (W)	71	33	0	76	21	0	82	43	0	102	36	0	331	132	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	0	0	0	0	2	0	2	2
B - Tesco Access	0	0	0	2	0	0	0	0	2	0	0	0	2	0	2
C - Solent Road (W)	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	2	2	0	0	0	0	3	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	113	105	0	84	122	0	123	91	0	122	107	0	442	424
B - Tesco Access	63	0	34	57	0	38	70	0	41	58	0	45	248	0	158
C - Solent Road (W)	66	31	0	75	21	0	78	43	0	102	36	0	321	130	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
B - Tesco Access	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
C - Solent Road (W)	3	2	0	0	0	0	3	0	0	0	0	0	7	2	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	100%	0%	2%	100%	0%	3%	100%	0%	0%	100%	0%	0%	100%	0%	1%
B - Tesco Access	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
C - Solent Road (W)	7%	5%	0%	2%	0%	0%	4%	0%	0%	0%	0%	0%	3%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	113	109	0	89	128	0	127	95	0	122	109	1	451	440
B - Tesco Access	76	0	34	58	0	38	70	0	43	58	0	45	263	0	159
C - Solent Road (W)	75	33	0	82	21	0	83	43	0	102	36	0	343	133	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	119	112	0	90	131	0	131	97	0	128	112	0	467	451
B - Tesco Access	74	0	36	59	0	40	74	0	43	61	0	47	268	0	165
C - Solent Road (W)	75	34	0	80	22	0	85	45	0	107	38	0	347	138	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	0	0	0	0	2	0	2	2
B - Tesco Access	0	0	0	2	0	0	0	0	2	0	0	0	2	0	2
C - Solent Road (W)	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	2	0	0	2	2	0	0	0	0	4	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	119	109	0	88	127	0	129	95	0	128	111	0	463	443
B - Tesco Access	66	0	36	59	0	40	74	0	43	61	0	47	260	0	165
C - Solent Road (W)	69	32	0	78	22	0	82	45	0	107	38	0	336	136	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
B - Tesco Access	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0
C - Solent Road (W)	4	2	0	0	0	0	4	0	0	0	0	0	7	2	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
B - Tesco Access	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Solent Road (W)	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	100%	0%	2%	100%	0%	3%	100%	0%	0%	100%	0%	0%	100%	0%	1%
B - Tesco Access	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%
C - Solent Road (W)	7%	5%	0%	2%	0%	0%	4%	0%	0%	0%	0%	0%	3%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	119	114	0	93	133	0	133	99	0	128	114	1	472	460
B - Tesco Access	80	0	36	61	0	40	74	0	45	61	0	47	275	0	167
C - Solent Road (W)	79	35	0	86	22	0	87	45	0	107	38	0	359	139	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	60	47	0	50	38	0	57	34	0	61	39	0	228	158
B - Tesco Access	59	0	26	50	0	24	60	0	17	61	0	23	230	0	90
C - Solent Road (W)	93	22	0	86	24	0	74	18	0	56	17	0	309	81	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		0	0		0	2		0	4		0	0	0	0	6
B - Tesco Access	0		0	0		0	0		2	0		0	0	0	2
C - Solent Road (W)	1	1		2	0		0	0		0	0		3	1	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		3	1		0	0		0	1		0	1	0	3	3
B - Tesco Access	1		0	1		2	1		0	1		0	4	0	2
C - Solent Road (W)	2	0		0	0		0	0		0	0		2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		57	44		50	38		57	32		61	37	0	225	151
B - Tesco Access	58		26	49		22	59		17	60		23	226	0	88
C - Solent Road (W)	91	22		85	24		73	18		56	17		305	81	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		0	2		0	0		0	1		0	0	0	0	3
B - Tesco Access	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (W)	0	0		1	0		1	0		0	0		2	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		0	0		0	0		0	0		0	1	0	0	1
B - Tesco Access	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (W)	0	0		0	0		0	0		0	0		0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)		0	0		0	0		0	0		0	0	0	0	0
B - Tesco Access	0		0	0		0	0		0	0		0	0	0	0
C - Solent Road (W)	0	0		0	0		0	0		0	0		0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	4%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	0%	3%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	63	49	0	50	40	0	57	40	0	61	41	0	231	170
B - Tesco Access	60	0	26	51	0	26	61	0	19	62	0	23	234	0	94
C - Solent Road (W)	96	23	0	89	24	0	75	18	0	56	17	0	315	82	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	75	58	0	62	47	0	71	42	0	76	48	0	283	196
B - Tesco Access	73	0	32	62	0	30	75	0	21	76	0	29	286	0	112
C - Solent Road (W)	116	27	0	107	30	0	92	22	0	70	21	0	384	101	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	2	0	0	5	0	0	0	0	0	7
B - Tesco Access	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
C - Solent Road (W)	1	1	0	2	0	0	0	0	0	0	0	0	4	1	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	4	1	0	0	0	0	0	1	0	0	1	0	4	4
B - Tesco Access	1	0	0	1	0	2	1	0	0	1	0	0	5	0	2
C - Solent Road (W)	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	71	55	0	62	47	0	71	40	0	76	46	0	279	188
B - Tesco Access	72	0	32	61	0	27	73	0	21	75	0	29	281	0	109
C - Solent Road (W)	113	27	0	106	30	0	91	22	0	70	21	0	379	101	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	2	0	0	0	0	0	1	0	0	0	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	4%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	0%	3%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	78	61	0	62	50	0	71	49	0	76	51	0	287	211
B - Tesco Access	75	0	32	63	0	32	76	0	24	77	0	29	291	0	117
C - Solent Road (W)	119	29	0	110	30	0	93	22	0	70	21	0	391	102	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	77	60	0	64	49	0	73	43	0	78	50	0	291	202
B - Tesco Access	75	0	33	64	0	31	77	0	22	78	0	29	294	0	115
C - Solent Road (W)	119	28	0	110	31	0	94	23	0	71	22	0	395	103	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	3	0	0	5	0	0	0	0	0	8
B - Tesco Access	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
C - Solent Road (W)	1	1	0	3	0	0	0	0	0	0	0	0	4	1	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	4	1	0	0	0	0	0	1	0	0	1	0	4	4
B - Tesco Access	1	0	0	1	0	3	1	0	0	1	0	0	5	0	3
C - Solent Road (W)	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	73	56	0	64	49	0	73	41	0	78	47	0	287	193
B - Tesco Access	74	0	33	63	0	28	75	0	22	77	0	29	289	0	112
C - Solent Road (W)	116	28	0	109	31	0	93	23	0	71	22	0	389	103	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	4%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	0%	3%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	80	63	0	64	51	0	73	50	0	78	53	0	295	217
B - Tesco Access	77	0	33	65	0	33	78	0	24	79	0	29	299	0	120
C - Solent Road (W)	123	29	0	113	31	0	95	23	0	71	22	0	402	105	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	80	63	0	67	51	0	76	45	0	81	52	0	305	211
B - Tesco Access	79	0	35	67	0	32	80	0	23	81	0	31	307	0	120
C - Solent Road (W)	124	29	0	115	32	0	99	24	0	75	23	0	413	108	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	3	0	0	5	0	0	0	0	0	8
B - Tesco Access	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
C - Solent Road (W)	1	1	0	3	0	0	0	0	0	0	0	0	4	1	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	4	1	0	0	0	0	0	1	0	0	1	0	4	4
B - Tesco Access	1	0	0	1	0	3	1	0	0	1	0	0	5	0	3
C - Solent Road (W)	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	76	59	0	67	51	0	76	43	0	81	49	0	301	202
B - Tesco Access	77	0	35	65	0	29	79	0	23	80	0	31	302	0	118
C - Solent Road (W)	122	29	0	114	32	0	98	24	0	75	23	0	407	108	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	4%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	0%	3%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	84	65	0	67	53	0	76	53	0	81	55	0	309	227
B - Tesco Access	80	0	35	68	0	35	81	0	25	83	0	31	313	0	126
C - Solent Road (W)	128	31	0	118	32	0	100	24	0	75	23	0	421	110	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Total Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)													0	0	0
B - Tesco Access													0	0	0
C - Solent Road (W)													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)													0	0	0
B - Tesco Access													0	0	0
C - Solent Road (W)													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	77	60	0	64	49	0	73	43	0	78	50	0	291	202
B - Tesco Access	75	0	33	64	0	31	77	0	22	78	0	29	294	0	115
C - Solent Road (W)	119	28	0	110	31	0	94	23	0	71	22	0	395	103	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	3	0	0	5	0	0	0	0	0	8
B - Tesco Access	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
C - Solent Road (W)	1	1	0	3	0	0	0	0	0	0	0	0	4	1	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	4	1	0	0	0	0	0	1	0	0	1	0	4	4
B - Tesco Access	1	0	0	1	0	3	1	0	0	1	0	0	5	0	3
C - Solent Road (W)	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	73	56	0	64	49	0	73	41	0	78	47	0	287	193
B - Tesco Access	74	0	33	63	0	28	75	0	22	77	0	29	289	0	112
C - Solent Road (W)	116	28	0	109	31	0	93	23	0	71	22	0	389	103	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	4%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	0%	3%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	80	63	0	64	51	0	73	50	0	78	53	0	295	217
B - Tesco Access	77	0	33	65	0	33	78	0	24	79	0	29	299	0	120
C - Solent Road (W)	123	29	0	113	31	0	95	23	0	71	22	0	402	105	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	80	63	0	67	51	0	76	45	0	81	52	0	305	211
B - Tesco Access	79	0	35	67	0	32	80	0	23	81	0	31	307	0	120
C - Solent Road (W)	124	29	0	115	32	0	99	24	0	75	23	0	413	108	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	3	0	0	5	0	0	0	0	0	8
B - Tesco Access	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
C - Solent Road (W)	1	1	0	3	0	0	0	0	0	0	0	0	4	1	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	4	1	0	0	0	0	0	1	0	0	1	0	4	4
B - Tesco Access	1	0	0	1	0	3	1	0	0	1	0	0	5	0	3
C - Solent Road (W)	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	76	59	0	67	51	0	76	43	0	81	49	0	301	202
B - Tesco Access	77	0	35	65	0	29	79	0	23	80	0	31	302	0	118
C - Solent Road (W)	122	29	0	114	32	0	98	24	0	75	23	0	407	108	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	4%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	0%	3%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	84	65	0	67	53	0	76	53	0	81	55	0	309	227
B - Tesco Access	80	0	35	68	0	35	81	0	25	83	0	31	313	0	126
C - Solent Road (W)	128	31	0	118	32	0	100	24	0	75	23	0	421	110	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%			46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%			46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	6	0	0	6	0	0	6	0	0	6	0	0	23	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	6	0	0	6	0	0	6	0	0	6	0	0	23	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	6	0	0	6	0	0	6	0	0	6	0	0	23	0	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%			46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%			46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Total Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	6	0	0	6	0	0	6	0	0	6	0	0	24	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	6	0	0	6	0	0	6	0	0	6	0	0	24	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)															
B - Tesco Access															
C - Solent Road (W)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	1	0	0	1	0	0	1	0	0	1	0	0	5
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	6	0	0	6	0	0	6	0	0	6	0	0	24	0	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	77	61	0	64	50	0	73	45	0	78	51	0	291	207
B - Tesco Access	75	0	33	64	0	31	77	0	22	78	0	29	294	0	115
C - Solent Road (W)	125	28	0	116	31	0	101	23	0	78	22	0	419	103	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	3	0	0	5	0	0	0	0	0	8
B - Tesco Access	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
C - Solent Road (W)	1	1	0	3	0	0	0	0	0	0	0	0	4	1	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	4	1	0	0	0	0	0	1	0	0	1	0	4	4
B - Tesco Access	1	0	0	1	0	3	1	0	0	1	0	0	5	0	3
C - Solent Road (W)	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	73	57	0	64	50	0	73	42	0	78	49	0	287	198
B - Tesco Access	74	0	33	63	0	28	75	0	22	77	0	29	289	0	112
C - Solent Road (W)	122	28	0	115	31	0	99	23	0	78	22	0	414	103	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	4%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	0%	2%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	80	64	0	64	52	0	73	52	0	78	54	0	295	222
B - Tesco Access	77	0	33	65	0	33	78	0	24	79	0	29	299	0	120
C - Solent Road (W)	129	29	0	119	31	0	101	23	0	78	22	0	427	105	0

Junction 6 - Tesco Extra / Solent Road Signalised Junction — PM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	80	64	0	67	52	0	76	47	0	81	53	0	305	216
B - Tesco Access	79	0	35	67	0	32	80	0	23	81	0	31	307	0	120
C - Solent Road (W)	130	29	0	121	32	0	105	24	0	81	23	0	437	108	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	3	0	0	5	0	0	0	0	0	8
B - Tesco Access	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
C - Solent Road (W)	1	1	0	3	0	0	0	0	0	0	0	0	4	1	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	4	1	0	0	0	0	0	1	0	0	1	0	4	4
B - Tesco Access	1	0	0	1	0	3	1	0	0	1	0	0	5	0	3
C - Solent Road (W)	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	76	60	0	67	52	0	76	44	0	81	51	0	301	207
B - Tesco Access	77	0	35	65	0	29	79	0	23	80	0	31	302	0	118
C - Solent Road (W)	128	29	0	120	32	0	104	24	0	81	23	0	432	108	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	3	0	0	0	0	0	1	0	0	0	0	0	4
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Tesco Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0%	0%	4%	0%	0%	0%	0%	0%	3%	0%	0%	3%	0%	0%	2%
B - Tesco Access	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Solent Road (W)	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Solent Road (E)	0	84	67	0	67	55	0	76	54	0	81	56	0	309	232
B - Tesco Access	80	0	35	68	0	35	81	0	25	83	0	31	313	0	126
C - Solent Road (W)	134	31	0	124	32	0	106	24	0	81	23	0	445	110	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Baseline MCCs (2020)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	92	175	0	93	188	0	105	186	0	121	193	0	411	742
B - Solent Road (W)	45	0	32	39	0	25	39	0	41	45	0	42	168	0	140
C - Park Road South (N)	126	57	0	118	73	0	119	75	0	146	92	0	509	297	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	1		0	1		0	0		0	1	0	0	3
B - Solent Road (W)	0		0	0		2	0		2	1		0	1	0	4
C - Park Road South (N)	2	0		0	2		0	2		1	0		3	4	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	1		0	3		0	2		0	2	0	0	8
B - Solent Road (W)	0		1	0		0	0		0	0		0	0	0	1
C - Park Road South (N)	0	0		1	2		2	1		0	0		3	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		90	167		92	182		105	178		121	181	0	408	708
B - Solent Road (W)	43		28	37		25	38		41	44		42	162	0	136
C - Park Road South (N)	120	56		115	70		110	74		137	92		482	292	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		1	3		1	0		0	2		0	3	0	2	8
B - Solent Road (W)	1		2	1		0	1		0	1		0	4	0	2
C - Park Road South (N)	2	1		0	1		3	0		4	0		9	2	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		1	1		0	0		0	1		0	3	0	1	5
B - Solent Road (W)	1		1	1		0	0		0	0		0	2	0	1
C - Park Road South (N)	1	0		0	0		0	0		1	0		2	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	3		0	3		0	3		0	4	0	0	13
B - Solent Road (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road South (N)	3	0		2	0		4	0		4	0		13	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	94	183	0	94	195	0	105	193	0	121	205	0	413	777
B - Solent Road (W)	47	0	35	41	0	27	40	0	43	47	0	42	174	0	147
C - Park Road South (N)	133	58	0	121	78	0	127	78	0	154	92	0	535	305	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Baseline 2020 ("Normal")

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	153	291	0	155	313	0	175	310	0	201	321	0	684	1235
B - Solent Road (W)	75	0	53	65	0	42	65	0	68	75	0	70	280	0	233
C - Park Road South (N)	210	95	0	196	122	0	198	125	0	243	153	0	847	495	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	3	0	0	3	2	0	0	2	0	7
C - Park Road South (N)	3	0	0	0	3	0	0	3	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	3	0	0	3	0	0	13
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	3	0	3	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	150	278	0	153	303	0	175	296	0	201	301	0	679	1179
B - Solent Road (W)	72	0	47	62	0	42	63	0	68	73	0	70	270	0	226
C - Park Road South (N)	200	93	0	191	117	0	183	123	0	228	153	0	803	486	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	3	0	0	5	0	3	13
B - Solent Road (W)	2	0	3	2	0	0	2	0	0	2	0	0	7	0	3
C - Park Road South (N)	3	2	0	0	2	0	5	0	0	7	0	0	15	3	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	8
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	3	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	156	304	0	156	325	0	175	322	0	201	342	0	688	1293
B - Solent Road (W)	78	0	59	68	0	45	66	0	72	77	0	70	289	0	245
C - Park Road South (N)	222	96	0	201	129	0	211	130	0	257	153	0	891	508	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	158	300	0	159	322	0	180	319	0	207	331	0	704	1271
B - Solent Road (W)	77	0	55	67	0	43	67	0	70	77	0	72	288	0	240
C - Park Road South (N)	216	98	0	202	125	0	204	129	0	250	158	0	872	509	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	3	0	0	3	2	0	0	2	0	7
C - Park Road South (N)	3	0	0	0	3	0	0	3	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	3	0	0	3	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	3	0	3	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	154	286	0	158	312	0	180	305	0	207	310	0	699	1213
B - Solent Road (W)	74	0	48	63	0	43	65	0	70	75	0	72	278	0	233
C - Park Road South (N)	206	96	0	197	120	0	188	127	0	235	158	0	826	500	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	3	0	0	5	0	3	14
B - Solent Road (W)	2	0	3	2	0	0	2	0	0	2	0	0	7	0	3
C - Park Road South (N)	3	2	0	0	2	0	5	0	0	7	0	0	15	3	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	3	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	161	313	0	160	334	0	180	331	0	207	352	0	708	1331
B - Solent Road (W)	80	0	60	70	0	46	68	0	74	80	0	72	297	0	252
C - Park Road South (N)	228	99	0	207	133	0	217	134	0	264	158	0	917	523	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	165	314	0	167	338	0	189	334	0	217	347	0	738	1333
B - Solent Road (W)	81	0	57	70	0	45	70	0	74	81	0	75	302	0	251
C - Park Road South (N)	226	102	0	212	131	0	214	135	0	262	165	0	914	533	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	4	0	0	4	2	0	0	2	0	7
C - Park Road South (N)	4	0	0	0	4	0	0	4	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	4	0	0	4	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	4	0	4	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	162	300	0	165	327	0	189	320	0	217	325	0	733	1271
B - Solent Road (W)	77	0	50	66	0	45	68	0	74	79	0	75	291	0	244
C - Park Road South (N)	216	101	0	207	126	0	198	133	0	246	165	0	866	524	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	4	0	0	5	0	4	14
B - Solent Road (W)	2	0	4	2	0	0	2	0	0	2	0	0	7	0	4
C - Park Road South (N)	4	2	0	0	2	0	5	0	0	7	0	0	16	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	4	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	23
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	4	0	0	7	0	0	7	0	0	23	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	168	328	0	168	350	0	189	347	0	217	369	0	742	1395
B - Solent Road (W)	84	0	63	73	0	48	71	0	77	84	0	75	312	0	265
C - Park Road South (N)	239	103	0	217	139	0	227	140	0	277	165	0	961	548	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Total Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)													0	0	0
B - Solent Road (W)													0	0	0
C - Park Road South (N)													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)													0	0	0
B - Solent Road (W)													0	0	0
C - Park Road South (N)													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Future Baseline 2023 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	158	300	0	159	322	0	180	319	0	207	331	0	704	1271
B - Solent Road (W)	77	0	55	67	0	43	67	0	70	77	0	72	288	0	240
C - Park Road South (N)	216	98	0	202	125	0	204	129	0	250	158	0	872	509	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	3	0	0	3	2	0	0	2	0	7
C - Park Road South (N)	3	0	0	0	3	0	0	3	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	3	0	0	3	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	3	0	3	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	154	286	0	158	312	0	180	305	0	207	310	0	699	1213
B - Solent Road (W)	74	0	48	63	0	43	65	0	70	75	0	72	278	0	233
C - Park Road South (N)	206	96	0	197	120	0	188	127	0	235	158	0	826	500	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	3	0	0	5	0	3	14
B - Solent Road (W)	2	0	3	2	0	0	2	0	0	2	0	0	7	0	3
C - Park Road South (N)	3	2	0	0	2	0	5	0	0	7	0	0	15	3	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	3	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	161	313	0	160	334	0	180	331	0	207	352	0	708	1331
B - Solent Road (W)	80	0	60	70	0	46	68	0	74	80	0	72	297	0	252
C - Park Road South (N)	228	99	0	207	133	0	217	134	0	264	158	0	917	523	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Future Baseline 2025 + Committed Development

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	165	314	0	167	338	0	189	334	0	217	347	0	738	1333
B - Solent Road (W)	81	0	57	70	0	45	70	0	74	81	0	75	302	0	251
C - Park Road South (N)	226	102	0	212	131	0	214	135	0	262	165	0	914	533	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	4	0	0	4	2	0	0	2	0	7
C - Park Road South (N)	4	0	0	0	4	0	0	4	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	4	0	0	4	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	4	0	4	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	162	300	0	165	327	0	189	320	0	217	325	0	733	1271
B - Solent Road (W)	77	0	50	66	0	45	68	0	74	79	0	75	291	0	244
C - Park Road South (N)	216	101	0	207	126	0	198	133	0	246	165	0	866	524	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	4	0	0	5	0	4	14
B - Solent Road (W)	2	0	4	2	0	0	2	0	0	2	0	0	7	0	4
C - Park Road South (N)	4	2	0	0	2	0	5	0	0	7	0	0	16	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	4	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	23
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	4	0	0	7	0	0	7	0	0	23	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	168	328	0	168	350	0	189	347	0	217	369	0	742	1395
B - Solent Road (W)	84	0	63	73	0	48	71	0	77	84	0	75	312	0	265
C - Park Road South (N)	239	103	0	217	139	0	227	140	0	277	165	0	961	548	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	30%	0%	0%	30%	0%	0%	30%	0%	0%	30%	0%		30%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road South (N)	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%		16%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Proposed PW (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Solent Road (W)	30%	0%	16%	30%	0%	16%	30%	0%	16%	30%	0%	16%	30%	0%	16%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Proposed PW (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	4	0	0	4	0	0	4	0	0	4	0	0	16	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
C - Park Road South (N)	0	2	0	0	2	0	0	2	0	0	2	0	0	8	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	4	0	0	4	0	0	4	0	0	4	0	0	16	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
C - Park Road South (N)	0	2	0	0	2	0	0	2	0	0	2	0	0	8	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	4	0	0	4	0	0	4	0	0	4	0	0	16	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
C - Park Road South (N)	0	2	0	0	2	0	0	2	0	0	2	0	0	8	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	30%	0%	0%	30%	0%	0%	30%	0%	0%	30%	0%		30%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road South (N)	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%		16%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Solent Road (W)	30%	0%	16%	30%	0%	16%	30%	0%	16%	30%	0%	16%	30%	0%	16%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Proposed Industrial (Trips)

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	0	0	1	0	0	1	0	0	1	0	0	3	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	23%	0%	0%	23%	0%	0%	23%	0%	0%	23%	0%	0%	23%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	0	0	1	0	0	1	0	0	1	0	0	5	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Total Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	5	0	0	5	0	0	5	0	0	20	0
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	3	0	1
C - Park Road South (N)	0	2	0	0	2	0	0	2	0	0	2	0	0	10	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	5	0	0	5	0	0	5	0	0	19	0
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	3	0	1
C - Park Road South (N)	0	2	0	0	2	0	0	2	0	0	2	0	0	10	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	5%	0%	0%	5%	0%	0%	5%	0%	0%	5%	0%	0%	5%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	5	0	0	5	0	0	5	0	0	5	0	0	20	0
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	3	0	1
C - Park Road South (N)	0	2	0	0	2	0	0	2	0	0	2	0	0	10	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	163	300	0	164	322	0	185	319	0	212	331	0	724	1271
B - Solent Road (W)	78	0	55	68	0	43	68	0	71	78	0	72	291	0	241
C - Park Road South (N)	216	100	0	202	128	0	204	131	0	250	160	0	872	519	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	3	0	0	3	2	0	0	2	0	7
C - Park Road South (N)	3	0	0	0	3	0	0	3	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	3	0	0	3	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	3	0	3	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	159	286	0	162	312	0	185	305	0	212	310	0	718	1213
B - Solent Road (W)	74	0	48	64	0	43	66	0	71	76	0	72	280	0	234
C - Park Road South (N)	206	98	0	197	122	0	188	129	0	235	160	0	826	510	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	3	0	0	5	0	4	14
B - Solent Road (W)	2	0	3	2	0	0	2	0	0	2	0	0	7	0	3
C - Park Road South (N)	3	2	0	0	2	0	5	0	0	7	0	0	15	3	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	3	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	3	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	22
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	3	0	0	7	0	0	7	0	0	22	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	166	313	0	165	334	0	185	331	0	212	352	0	729	1331
B - Solent Road (W)	81	0	61	71	0	47	68	0	74	80	0	72	300	0	254
C - Park Road South (N)	228	101	0	207	135	0	217	136	0	264	160	0	917	533	0

Junction 7 - Solent Road / Park Road South Signalised Junction — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	08:00-08:15			08:15-08:30			08:30-08:45			08:45-09:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	170	314	0	172	338	0	193	334	0	222	347	0	758	1333
B - Solent Road (W)	81	0	58	71	0	45	71	0	74	81	0	76	304	0	253
C - Park Road South (N)	226	105	0	212	134	0	214	137	0	262	168	0	914	543	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	2	0	0	0	0	0	2	0	0	5
B - Solent Road (W)	0	0	0	0	0	4	0	0	4	2	0	0	2	0	7
C - Park Road South (N)	4	0	0	0	4	0	0	4	0	2	0	0	5	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	2	0	0	5	0	0	4	0	0	4	0	0	14
B - Solent Road (W)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
C - Park Road South (N)	0	0	0	2	4	0	4	2	0	0	0	0	5	5	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	166	300	0	170	327	0	193	320	0	222	325	0	751	1271
B - Solent Road (W)	78	0	51	67	0	45	69	0	74	80	0	76	294	0	246
C - Park Road South (N)	216	103	0	207	128	0	198	135	0	246	168	0	866	534	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	5	0	2	0	0	0	4	0	0	5	0	4	14
B - Solent Road (W)	2	0	4	2	0	0	2	0	0	2	0	0	7	0	4
C - Park Road South (N)	4	2	0	0	2	0	5	0	0	7	0	0	16	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	2	2	0	0	0	0	0	2	0	0	5	0	2	9
B - Solent Road (W)	2	0	2	2	0	0	0	0	0	0	0	0	4	0	2
C - Park Road South (N)	2	0	0	0	0	0	0	0	0	2	0	0	4	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	5	0	0	5	0	0	5	0	0	7	0	0	23
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	5	0	0	4	0	0	7	0	0	7	0	0	23	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	2%	4%	0%	1%	2%	0%	0%	3%	0%	0%	5%	0%	1%	4%
B - Solent Road (W)	4%	0%	9%	5%	0%	0%	3%	0%	0%	2%	0%	0%	4%	0%	2%
C - Park Road South (N)	5%	2%	0%	2%	1%	0%	6%	0%	0%	6%	0%	0%	5%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	174	328	0	173	350	0	194	347	0	222	369	0	763	1395
B - Solent Road (W)	85	0	64	74	0	49	72	0	78	84	0	76	314	0	266
C - Park Road South (N)	239	106	0	217	142	0	227	143	0	277	168	0	961	558	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	80	151	0	92	147	0	96	154	0	78	152	0	346	604
B - Solent Road (W)	142	0	73	114	0	50	104	0	48	99	0	68	459	0	239
C - Park Road South (N)	156	56	0	154	59	0	152	52	0	140	45	0	602	212	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	0		0	1		2	1		1	0	0	3	2
B - Solent Road (W)	1		2	0		1	1		2	0		0	2	0	5
C - Park Road South (N)	1	1		0	1		0	1		0	2		1	5	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		1	1		0	0		0	4		0	4	0	1	9
B - Solent Road (W)	0		2	1		1	0		1	0		1	1	0	5
C - Park Road South (N)	1	1		1	1		2	0		2	0		6	2	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		79	148		92	146		96	149		76	145	0	343	588
B - Solent Road (W)	140		71	112		49	103		47	99		67	454	0	234
C - Park Road South (N)	153	53		151	58		149	51		136	45		589	207	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	1		0	0		0	0		1	0	0	1	1
B - Solent Road (W)	1		0	1		0	1		0	0		0	3	0	0
C - Park Road South (N)	0	2		0	0		0	1		0	0		0	3	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	0		0	0		0	0		1	0	0	1	0
B - Solent Road (W)	1		0	0		0	0		0	0		0	1	0	0
C - Park Road South (N)	0	0		0	0		0	0		0	0		0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)		0	1		0	1		0	1		0	3	0	0	6
B - Solent Road (W)	0		0	0		0	0		0	0		0	0	0	0
C - Park Road South (N)	2	0		2	0		1	0		2	0		7	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	81	154	0	92	149	0	98	160	0	81	159	0	352	622
B - Solent Road (W)	145	0	77	116	0	52	106	0	51	99	0	69	465	0	249
C - Park Road South (N)	160	59	0	157	61	0	155	54	0	144	47	0	616	221	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	99	188	0	114	183	0	119	191	0	97	189	0	430	750
B - Solent Road (W)	176	0	91	142	0	62	129	0	60	123	0	84	570	0	297
C - Park Road South (N)	194	70	0	191	73	0	189	65	0	174	56	0	748	263	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	2	1	0	1	0	0	4	2
B - Solent Road (W)	1	0	2	0	0	1	1	0	2	0	0	0	2	0	6
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	2	0	1	6	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	11
B - Solent Road (W)	0	0	2	1	0	1	0	0	1	0	0	1	1	0	6
C - Park Road South (N)	1	1	0	1	1	0	2	0	0	2	0	0	7	2	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	98	184	0	114	181	0	119	185	0	94	180	0	426	730
B - Solent Road (W)	174	0	88	139	0	61	128	0	58	123	0	83	564	0	291
C - Park Road South (N)	190	66	0	188	72	0	185	63	0	169	56	0	732	257	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	2	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	7
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	2	0	0	2	0	0	1	0	0	2	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	101	191	0	114	185	0	122	199	0	100	197	0	437	772
B - Solent Road (W)	180	0	96	143	0	65	131	0	63	123	0	86	577	0	309
C - Park Road South (N)	199	73	0	195	76	0	193	66	0	179	58	0	765	274	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	102	193	0	117	188	0	123	197	0	100	194	0	442	771
B - Solent Road (W)	181	0	93	146	0	64	133	0	61	126	0	87	586	0	305
C - Park Road South (N)	199	71	0	197	75	0	194	66	0	179	57	0	769	271	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	6
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	6	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	11
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	6
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	101	189	0	117	186	0	123	190	0	97	185	0	438	751
B - Solent Road (W)	179	0	91	143	0	63	132	0	60	126	0	86	580	0	299
C - Park Road South (N)	195	68	0	193	74	0	190	65	0	174	57	0	752	264	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	103	196	0	117	190	0	125	204	0	103	203	0	449	794
B - Solent Road (W)	185	0	98	147	0	66	135	0	65	126	0	88	593	0	318
C - Park Road South (N)	204	75	0	200	78	0	198	68	0	184	60	0	786	282	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	107	202	0	123	196	0	128	206	0	104	203	0	462	807
B - Solent Road (W)	190	0	98	152	0	67	139	0	64	132	0	91	613	0	319
C - Park Road South (N)	208	75	0	206	79	0	203	69	0	187	60	0	804	283	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	7
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	12
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	7
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	106	198	0	123	195	0	128	199	0	102	194	0	458	786
B - Solent Road (W)	187	0	95	150	0	65	138	0	63	132	0	90	607	0	313
C - Park Road South (N)	204	71	0	202	77	0	199	68	0	182	60	0	787	277	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	108	205	0	123	199	0	131	214	0	108	212	0	470	830
B - Solent Road (W)	193	0	103	154	0	69	141	0	68	132	0	92	621	0	333
C - Park Road South (N)	214	79	0	210	81	0	207	71	0	192	63	0	823	295	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Total Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)													0	0	0
B - Solent Road (W)													0	0	0
C - Park Road South (N)													0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)													0	0	0
B - Solent Road (W)													0	0	0
C - Park Road South (N)													0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	102	193	0	117	188	0	123	197	0	100	194	0	442	771
B - Solent Road (W)	181	0	93	146	0	64	133	0	61	126	0	87	586	0	305
C - Park Road South (N)	199	71	0	197	75	0	194	66	0	179	57	0	769	271	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	6
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	6	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	11
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	6
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	101	189	0	117	186	0	123	190	0	97	185	0	438	751
B - Solent Road (W)	179	0	91	143	0	63	132	0	60	126	0	86	580	0	299
C - Park Road South (N)	195	68	0	193	74	0	190	65	0	174	57	0	752	264	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	103	196	0	117	190	0	125	204	0	103	203	0	449	794
B - Solent Road (W)	185	0	98	147	0	66	135	0	65	126	0	88	593	0	318
C - Park Road South (N)	204	75	0	200	78	0	198	68	0	184	60	0	786	282	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	107	202	0	123	196	0	128	206	0	104	203	0	462	807
B - Solent Road (W)	190	0	98	152	0	67	139	0	64	132	0	91	613	0	319
C - Park Road South (N)	208	75	0	206	79	0	203	69	0	187	60	0	804	283	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	7
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	12
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	7
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	106	198	0	123	195	0	128	199	0	102	194	0	458	786
B - Solent Road (W)	187	0	95	150	0	65	138	0	63	132	0	90	607	0	313
C - Park Road South (N)	204	71	0	202	77	0	199	68	0	182	60	0	787	277	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	108	205	0	123	199	0	131	214	0	108	212	0	470	830
B - Solent Road (W)	193	0	103	154	0	69	141	0	68	132	0	92	621	0	333
C - Park Road South (N)	214	79	0	210	81	0	207	71	0	192	63	0	823	295	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	30%	0%	0%	30%	0%	0%	30%	0%	0%	30%	0%		30%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road South (N)	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%		16%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Solent Road (W)	30%	0%	16%	30%	0%	16%	30%	0%	16%	30%	0%	16%	30%	0%	16%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0
B - Solent Road (W)	4	0	2	4	0	2	4	0	2	4	0	2	15	0	8
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0
B - Solent Road (W)	4	0	2	4	0	2	4	0	2	4	0	2	15	0	8
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0
B - Solent Road (W)	4	0	2	4	0	2	4	0	2	4	0	2	15	0	8
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	30%	0%	0%	30%	0%	0%	30%	0%	0%	30%	0%		30%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road South (N)	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%		16%	0%
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%		46%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%
B - Solent Road (W)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Solent Road (W)	30%	0%	16%	30%	0%	16%	30%	0%	16%	30%	0%	16%	30%	0%	16%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
B - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%	46%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	3	0	1
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	2	0	1
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%	16%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	1	0	0	3	0	1
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Total Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	0	0	1	0	0	1	0	0	1	0	0	3	0
B - Solent Road (W)	4	0	2	4	0	2	4	0	2	4	0	2	18	0	9
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	0	0	1	0	0	1	0	0	1	0	0	3	0
B - Solent Road (W)	4	0	2	4	0	2	4	0	2	4	0	2	17	0	9
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)															
B - Solent Road (W)															
C - Park Road South (N)															
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Solent Road (W)	3%	0%	0%	3%	0%	0%	3%	0%	0%	3%	0%	0%	3%	0%	0%
C - Park Road South (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	0	0	1	0	0	1	0	0	1	0	0	3	0
B - Solent Road (W)	5	0	2	5	0	2	5	0	2	5	0	2	18	0	9
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	103	193	0	118	188	0	123	197	0	100	194	0	445	771
B - Solent Road (W)	186	0	96	150	0	66	137	0	64	131	0	89	604	0	314
C - Park Road South (N)	199	72	0	197	76	0	194	67	0	179	58	0	769	272	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	6
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	6	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	11
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	6
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	102	189	0	118	186	0	123	190	0	98	185	0	441	751
B - Solent Road (W)	183	0	93	147	0	65	136	0	62	131	0	88	597	0	308
C - Park Road South (N)	195	68	0	193	74	0	190	66	0	174	58	0	752	266	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	104	196	0	118	190	0	126	204	0	104	203	0	452	794
B - Solent Road (W)	189	0	101	152	0	69	139	0	67	131	0	90	612	0	327
C - Park Road South (N)	204	76	0	200	78	0	198	69	0	184	60	0	786	283	0

Junction 7 - Solent Road / Park Road South Signalised Junction — PM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15			17:15-17:30			17:30-17:45			17:45-18:00			Total		
All vehicles (excluding bicycles)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	108	202	0	124	196	0	129	206	0	105	203	0	466	807
B - Solent Road (W)	194	0	100	157	0	69	143	0	66	137	0	93	631	0	329
C - Park Road South (N)	208	75	0	206	79	0	203	70	0	187	61	0	804	285	0
Bicycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	1	0	3	1	0	1	0	0	4	3
B - Solent Road (W)	1	0	3	0	0	1	1	0	3	0	0	0	3	0	7
C - Park Road South (N)	1	1	0	0	1	0	0	1	0	0	3	0	1	7	0
Motorcycles	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	1	1	0	0	0	0	0	5	0	0	5	0	1	12
B - Solent Road (W)	0	0	3	1	0	1	0	0	1	0	0	1	1	0	7
C - Park Road South (N)	1	1	0	1	1	0	3	0	0	3	0	0	8	3	0
Cars / vans / taxis / LGVs	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	106	198	0	124	195	0	129	199	0	102	194	0	462	786
B - Solent Road (W)	191	0	97	154	0	68	142	0	65	137	0	92	624	0	322
C - Park Road South (N)	204	71	0	202	78	0	199	69	0	182	61	0	787	278	0
OGV1	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1
B - Solent Road (W)	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0
C - Park Road South (N)	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0
OGV2	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
B - Solent Road (W)	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
C - Park Road South (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	0	1	0	0	1	0	0	1	0	0	4	0	0	8
B - Solent Road (W)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Park Road South (N)	3	0	0	3	0	0	1	0	0	3	0	0	9	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%	3%	2%	0%	1%	1%
B - Solent Road (W)	1%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%
C - Park Road South (N)	1%	4%	0%	1%	0%	0%	1%	2%	0%	1%	0%	0%	1%	1%	0%
Passenger car units (PCUs)	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
A - Park Road South (S)	0	109	205	0	124	199	0	132	214	0	109	212	0	473	830
B - Solent Road (W)	198	0	105	159	0	72	146	0	70	137	0	95	639	0	342
C - Park Road South (N)	214	79	0	210	82	0	207	72	0	192	63	0	823	296	0

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Baseline MCCs (2020)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	11	21	48	0	8	18	53	0	10	24	52	1	7	13	53	2	36	76	206
B - Brookside Road	2	0	1	7	5	0	2	6	5	0	4	4	1	0	1	3	13	0	8	20
C - Southmoor Lane	16	1	0	37	8	1	1	21	12	0	0	18	18	1	0	18	54	3	1	94
D - Harts Farm Way	49	12	38	0	44	20	50	0	44	12	52	0	55	9	28	1	192	53	168	1
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	2	0	1	1	0	0	0	1	0	0	0	1	0	0	1	3	2
B - Brookside Road	0	0	0	0	0	0	0	10	0	0	0	1	0	0	0	0	0	0	0	11
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	1	0	0	1	1	0	0	0	1	0	0	1	1	0	0	2	4	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	2
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	11	20	48	0	8	17	53	0	9	23	48	1	7	12	52	2	35	72	201
B - Brookside Road	2	0	1	7	5	0	2	6	5	0	4	4	1	0	1	3	13	0	8	20
C - Southmoor Lane	15	1	0	31	8	1	1	18	11	0	0	17	18	0	0	15	52	2	1	81
D - Harts Farm Way	47	12	38	0	43	20	48	0	42	12	50	0	55	8	24	1	187	52	160	1
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	1	0	0	0	1	3	0	0	1	0	0	0	3	3
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	1	0	0	4	0	0	0	0	1	0	0	0	0	1	0	3	2	1	0	7
D - Harts Farm Way	1	0	0	0	1	0	1	0	1	0	1	0	0	0	3	0	3	0	5	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	6
D - Harts Farm Way	1	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0	2	0	3	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	1%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	5%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	11	22	50	0	9	20	53	0	11	26	55	1	7	15	54	2	38	82	212
B - Brookside Road	2	0	1	7	5	0	2	16	5	0	4	5	1	0	1	3	13	0	8	31
C - Southmoor Lane	17	1	0	42	8	1	1	25	13	0	0	19	18	2	0	20	55	4	1	105
D - Harts Farm Way	51	13	38	0	46	21	52	0	46	13	54	0	56	11	31	1	198	58	174	1

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Baseline 2020 ("Normal")

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	18	35	80	0	13	30	88	0	17	40	87	2	12	22	88	3	60	127	343
B - Brookside Road	3	0	2	12	8	0	3	10	8	0	7	7	2	0	2	5	22	0	13	33
C - Southmoor Lane	27	2	0	62	13	2	2	35	20	0	0	30	30	2	0	30	90	5	2	157
D - Harts Farm Way	82	20	63	0	73	33	83	0	73	20	87	0	92	15	47	2	320	88	280	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	3	0	2	2	0	0	0	2	0	0	0	2	0	0	2	5	3
B - Brookside Road	0	0	0	0	0	0	0	17	0	0	0	2	0	0	0	0	0	0	0	18
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	2	0	0	2	2	0	0	0	2	0	0	2	2	0	0	3	7	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	3
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	18	33	80	0	13	28	88	0	15	38	80	2	12	20	87	3	58	120	335
B - Brookside Road	3	0	2	12	8	0	3	10	8	0	7	7	2	0	2	5	22	0	13	33
C - Southmoor Lane	25	2	0	52	13	2	2	30	18	0	0	28	30	0	0	25	87	3	2	135
D - Harts Farm Way	78	20	63	0	72	33	80	0	70	20	83	0	92	13	40	2	311	87	266	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	0	0	0	5	5
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	2	0	0	7	0	0	0	0	2	0	0	0	0	2	0	5	3	2	0	12
D - Harts Farm Way	2	0	0	0	2	0	2	0	2	0	2	0	0	0	5	0	5	0	8	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	3	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	10
D - Harts Farm Way	2	0	0	0	0	0	2	0	2	0	2	0	0	0	2	0	3	0	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	1%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	5%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	18	37	83	0	15	32	88	0	18	42	91	2	12	24	90	3	63	136	352
B - Brookside Road	3	0	2	12	8	0	3	27	8	0	7	8	2	0	2	5	22	0	13	52
C - Southmoor Lane	27	2	0	69	13	2	2	41	21	0	0	32	30	2	0	32	92	6	2	175
D - Harts Farm Way	85	22	63	0	76	35	86	0	76	22	90	0	93	18	51	2	330	97	290	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	19	36	82	0	14	31	91	0	17	41	89	2	12	22	91	3	62	130	353
B - Brookside Road	3	0	2	12	9	0	3	10	9	0	7	7	2	0	2	5	22	0	14	34
C - Southmoor Lane	27	2	0	63	14	2	2	36	21	0	0	31	31	2	0	31	93	5	2	161
D - Harts Farm Way	84	21	65	0	75	34	86	0	75	21	89	0	94	15	48	2	329	91	288	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	3	0	2	2	0	0	0	2	0	0	0	2	0	0	2	5	3
B - Brookside Road	0	0	0	0	0	0	0	17	0	0	0	2	0	0	0	0	0	0	0	19
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	2	0	0	2	2	0	0	0	2	0	0	2	2	0	0	3	7	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	3
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	19	34	82	0	14	29	91	0	15	39	82	2	12	21	89	3	60	123	344
B - Brookside Road	3	0	2	12	9	0	3	10	9	0	7	7	2	0	2	5	22	0	14	34
C - Southmoor Lane	26	2	0	53	14	2	2	31	19	0	0	29	31	0	0	26	89	3	2	139
D - Harts Farm Way	81	21	65	0	74	34	82	0	72	21	86	0	94	14	41	2	320	89	274	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	0	0	0	5	5
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	2	0	0	7	0	0	0	0	2	0	0	0	0	2	0	5	3	2	0	12
D - Harts Farm Way	2	0	0	0	2	0	2	0	2	0	2	0	0	0	5	0	5	0	9	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	3	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	10
D - Harts Farm Way	2	0	0	0	0	0	2	0	2	0	2	0	0	0	2	0	3	0	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	1%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	5%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	19	38	86	0	15	33	91	0	19	44	93	2	12	25	93	3	65	140	362
B - Brookside Road	3	0	2	12	9	0	3	27	9	0	7	9	2	0	2	5	22	0	14	53
C - Southmoor Lane	28	2	0	71	14	2	2	43	21	0	0	33	31	3	0	33	94	6	2	180
D - Harts Farm Way	87	22	65	0	78	36	89	0	78	22	92	0	96	19	53	2	339	99	299	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	38	86	0	14	32	95	0	18	43	93	2	13	23	95	4	65	136	370
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	23	0	14	36
C - Southmoor Lane	29	2	0	66	14	2	2	38	22	0	0	32	32	2	0	32	97	5	2	169
D - Harts Farm Way	88	22	68	0	79	36	90	0	79	22	93	0	99	16	50	2	345	95	302	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	4	0	2	2	0	0	0	2	0	0	0	2	0	0	2	5	4
B - Brookside Road	0	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	0	20
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	2	0	0	2	2	0	0	0	2	0	0	2	2	0	0	4	7	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	4
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	36	86	0	14	31	95	0	16	41	86	2	13	22	93	4	63	129	361
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	23	0	14	36
C - Southmoor Lane	27	2	0	56	14	2	2	32	20	0	0	31	32	0	0	27	93	4	2	145
D - Harts Farm Way	84	22	68	0	77	36	86	0	75	22	90	0	99	14	43	2	336	93	287	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	0	0	0	5	5
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	2	0	0	7	0	0	0	0	2	0	0	0	0	2	0	5	4	2	0	13
D - Harts Farm Way	2	0	0	0	2	0	2	0	2	0	2	0	0	0	5	0	5	0	9	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	4	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	11
D - Harts Farm Way	2	0	0	0	0	0	2	0	2	0	2	0	0	0	2	0	4	0	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	1%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	5%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	40	90	0	16	35	95	0	20	46	98	2	13	26	97	4	68	147	380
B - Brookside Road	4	0	2	13	9	0	4	29	9	0	7	9	2	0	2	5	23	0	14	56
C - Southmoor Lane	30	2	0	75	14	2	2	45	22	0	0	35	32	3	0	35	99	6	2	189
D - Harts Farm Way	91	23	68	0	82	38	93	0	82	23	97	0	101	20	55	2	356	104	313	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Total Committed Development

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																	0	0	0	0
B - Brookside Road																	0	0	0	0
C - Southmoor Lane																	0	0	0	0
D - Harts Farm Way																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																	0	0	0	0
B - Brookside Road																	0	0	0	0
C - Southmoor Lane																	0	0	0	0
D - Harts Farm Way																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Future Baseline 2023 + Committed Development

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	19	36	82	0	14	31	91	0	17	41	89	2	12	22	91	3	62	130	353
B - Brookside Road	3	0	2	12	9	0	3	10	9	0	7	7	2	0	2	5	22	0	14	34
C - Southmoor Lane	27	2	0	63	14	2	2	36	21	0	0	31	31	2	0	31	93	5	2	161
D - Harts Farm Way	84	21	65	0	75	34	86	0	75	21	89	0	94	15	48	2	329	91	288	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	3	0	2	2	0	0	0	2	0	0	0	2	0	0	2	5	3
B - Brookside Road	0	0	0	0	0	0	0	17	0	0	0	2	0	0	0	0	0	0	0	19
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	2	0	0	2	2	0	0	0	2	0	0	2	2	0	0	3	7	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	3
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	19	34	82	0	14	29	91	0	15	39	82	2	12	21	89	3	60	123	344
B - Brookside Road	3	0	2	12	9	0	3	10	9	0	7	7	2	0	2	5	22	0	14	34
C - Southmoor Lane	26	2	0	53	14	2	2	31	19	0	0	29	31	0	0	26	89	3	2	139
D - Harts Farm Way	81	21	65	0	74	34	82	0	72	21	86	0	94	14	41	2	320	89	274	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	0	0	0	5	5
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	2	0	0	7	0	0	0	0	2	0	0	0	0	2	0	5	3	2	0	12
D - Harts Farm Way	2	0	0	0	2	0	2	0	2	0	2	0	0	0	5	0	5	0	9	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	3	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	10
D - Harts Farm Way	2	0	0	0	0	0	2	0	2	0	2	0	0	0	2	0	3	0	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	1%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	5%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	19	38	86	0	15	33	91	0	19	44	93	2	12	25	93	3	65	140	362
B - Brookside Road	3	0	2	12	9	0	3	27	9	0	7	9	2	0	2	5	22	0	14	53
C - Southmoor Lane	28	2	0	71	14	2	2	43	21	0	0	33	31	3	0	33	94	6	2	180
D - Harts Farm Way	87	22	65	0	78	36	89	0	78	22	92	0	96	19	53	2	339	99	299	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Future Baseline 2025 + Committed Development

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	38	86	0	14	32	95	0	18	43	93	2	13	23	95	4	65	136	370
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	23	0	14	36
C - Southmoor Lane	29	2	0	66	14	2	2	38	22	0	0	32	32	2	0	32	97	5	2	169
D - Harts Farm Way	88	22	68	0	79	36	90	0	79	22	93	0	99	16	50	2	345	95	302	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	4	0	2	2	0	0	0	2	0	0	0	2	0	0	2	5	4
B - Brookside Road	0	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	0	20
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	2	0	0	2	2	0	0	0	2	0	0	2	2	0	0	4	7	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	4
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	36	86	0	14	31	95	0	16	41	86	2	13	22	93	4	63	129	361
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	23	0	14	36
C - Southmoor Lane	27	2	0	56	14	2	2	32	20	0	0	31	32	0	0	27	93	4	2	145
D - Harts Farm Way	84	22	68	0	77	36	86	0	75	22	90	0	99	14	43	2	336	93	287	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	0	0	0	5	5
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	2	0	0	7	0	0	0	0	2	0	0	0	0	2	0	5	4	2	0	13
D - Harts Farm Way	2	0	0	0	2	0	2	0	2	0	2	0	0	0	5	0	5	0	9	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	4	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	11
D - Harts Farm Way	2	0	0	0	0	0	2	0	2	0	2	0	0	0	2	0	4	0	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	1%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	5%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	40	90	0	16	35	95	0	20	46	98	2	13	26	97	4	68	147	380
B - Brookside Road	4	0	2	13	9	0	4	29	9	0	7	9	2	0	2	5	23	0	14	56
C - Southmoor Lane	30	2	0	75	14	2	2	45	22	0	0	35	32	3	0	35	99	6	2	189
D - Harts Farm Way	91	23	68	0	82	38	93	0	82	23	97	0	101	20	55	2	356	104	313	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%		
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%		
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Proposed PW (% Assignment) - Departures

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%				42%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%				54%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Proposed PW (Trips)

All vehicles (excluding bicycles)	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	22	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	22	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	22	0	0	0

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%		
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%		
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%				42%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%				54%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Proposed Industrial (Trips)

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	6	0	0	0

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Total Development Proposals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	27	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	26	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	28	0	0	0

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	19	36	83	0	14	31	92	0	17	41	90	2	12	22	92	3	62	130	357
B - Brookside Road	3	0	2	12	9	0	3	10	9	0	7	7	2	0	2	5	22	0	14	34
C - Southmoor Lane	27	2	0	63	14	2	2	36	21	0	0	31	31	2	0	31	93	5	2	161
D - Harts Farm Way	91	21	65	0	82	34	86	0	82	21	89	0	101	15	48	2	356	91	288	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	3	0	2	2	0	0	0	2	0	0	0	2	0	0	2	5	3
B - Brookside Road	0	0	0	0	0	0	0	17	0	0	0	2	0	0	0	0	0	0	0	19
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	2	0	0	2	2	0	0	0	2	0	0	2	2	0	0	3	7	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	3
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	19	34	83	0	14	29	92	0	15	39	83	2	12	21	90	3	60	123	348
B - Brookside Road	3	0	2	12	9	0	3	10	9	0	7	7	2	0	2	5	22	0	14	34
C - Southmoor Lane	26	2	0	53	14	2	2	31	19	0	0	29	31	0	0	26	89	3	2	139
D - Harts Farm Way	87	21	65	0	80	34	82	0	78	21	86	0	101	14	41	2	346	89	274	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	0	0	0	5	5
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	2	0	0	7	0	0	0	0	2	0	0	0	0	2	0	5	3	2	0	12
D - Harts Farm Way	2	0	0	0	2	0	2	0	2	0	2	0	0	0	5	0	6	0	9	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	3	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	10
D - Harts Farm Way	2	0	0	0	0	0	2	0	2	0	2	0	0	0	2	0	4	0	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	2%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	4%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	19	38	87	0	15	33	92	0	19	44	95	2	12	25	94	3	65	140	367
B - Brookside Road	3	0	2	12	9	0	3	27	9	0	7	9	2	0	2	5	22	0	14	53
C - Southmoor Lane	28	2	0	71	14	2	2	43	21	0	0	33	31	3	0	33	94	6	2	180
D - Harts Farm Way	94	22	65	0	85	36	89	0	86	22	92	0	103	19	53	2	368	99	299	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	08:00-08:15				08:15-08:30				08:30-08:45				08:45-09:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	38	87	0	14	32	96	0	18	43	94	2	13	23	96	4	65	136	374
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	23	0	14	36
C - Southmoor Lane	29	2	0	66	14	2	2	38	22	0	0	32	32	2	0	32	97	5	2	169
D - Harts Farm Way	95	22	68	0	86	36	90	0	86	22	93	0	106	16	50	2	372	95	302	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	4	0	2	2	0	0	0	2	0	0	0	2	0	0	2	5	4
B - Brookside Road	0	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	0	20
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	2	0	0	2	2	0	0	0	2	0	0	2	2	0	0	4	7	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	2	0	4
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	36	87	0	14	31	96	0	16	41	87	2	13	22	94	4	63	129	365
B - Brookside Road	4	0	2	13	9	0	4	11	9	0	7	7	2	0	2	5	23	0	14	36
C - Southmoor Lane	27	2	0	56	14	2	2	32	20	0	0	31	32	0	0	27	93	4	2	145
D - Harts Farm Way	91	22	68	0	84	36	86	0	82	22	90	0	105	14	43	2	362	93	287	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	2	0	0	0	2	5	0	0	2	0	0	0	5	6
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	2	0	0	7	0	0	0	0	2	0	0	0	0	2	0	5	4	2	0	13
D - Harts Farm Way	2	0	0	0	2	0	2	0	2	0	2	0	0	0	5	0	6	0	9	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	4	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	11
D - Harts Farm Way	2	0	0	0	0	0	2	0	2	0	2	0	0	0	2	0	4	0	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	5%	0%	0%	0%	6%	0%	0%	0%	4%	6%	0%	0%	8%	0%	0%	0%	5%	2%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	6%	0%	0%	16%	0%	0%	0%	14%	8%	0%	0%	6%	0%	100%	0%	17%	4%	33%	0%	14%
D - Harts Farm Way	4%	0%	0%	0%	2%	0%	4%	0%	5%	0%	4%	0%	0%	0%	14%	0%	3%	0%	5%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	2	20	40	91	0	16	35	96	0	20	46	99	2	13	26	98	4	68	147	385
B - Brookside Road	4	0	2	13	9	0	4	29	9	0	7	9	2	0	2	5	23	0	14	56
C - Southmoor Lane	30	2	0	75	14	2	2	45	22	0	0	35	32	3	0	35	99	6	2	189
D - Harts Farm Way	98	23	68	0	89	38	93	0	89	23	97	0	108	20	55	2	384	104	313	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	4	3	76	0	2	7	57	0	2	7	50	1	3	3	72	2	11	20	255
B - Brookside Road	10	0	0	24	7	0	0	17	3	0	1	16	6	0	1	10	26	0	2	67
C - Southmoor Lane	26	6	0	55	15	4	0	31	19	0	0	41	15	1	1	15	75	11	1	142
D - Harts Farm Way	75	8	17	0	87	11	11	0	49	5	11	0	46	6	8	2	257	30	47	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0	1	0	0	0	8
B - Brookside Road	2	0	0	2	0	0	0	5	0	0	0	5	0	0	0	3	2	0	0	15
C - Southmoor Lane	0	0	0	0	1	0	0	3	0	0	0	1	0	1	0	3	1	1	0	7
D - Harts Farm Way	3	3	0	0	0	6	0	0	0	1	0	0	2	2	0	0	5	12	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	2
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
C - Southmoor Lane	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	2
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	4	2	76	0	1	7	55	0	2	6	50	1	3	2	72	2	10	17	253
B - Brookside Road	10	0	0	24	7	0	0	15	3	0	0	15	6	0	1	10	26	0	1	64
C - Southmoor Lane	24	6	0	54	15	4	0	28	19	0	0	35	15	1	0	14	73	11	0	131
D - Harts Farm Way	75	8	14	0	86	10	10	0	49	5	9	0	46	5	8	2	256	28	41	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
C - Southmoor Lane	0	0	0	0	0	0	0	2	0	0	0	4	0	0	1	0	0	0	1	6
D - Harts Farm Way	0	0	2	0	0	1	1	0	0	0	2	0	0	1	0	0	0	2	5	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	4	3.5	76	0	3	7	60	0	2	7.5	56	1	3	4.3	73	2	12	22	265
B - Brookside Road	12	0	0	26	7	0	0	24.3	3	0	2.3	22	6	0	1	13	28	0	3	85
C - Southmoor Lane	28	6	0	55.5	16	4	0	37.6	19	0	0	48.7	15	2	2.3	18.5	78	12	2	160
D - Harts Farm Way	78	11	20.1	0	87.5	18.3	12.3	0	49	6	13.6	0	48	9.3	8	2	263	45	54	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	94	0	2	9	71	0	2	9	62	1	4	4	89	2	14	25	317
B - Brookside Road	12	0	0	30	9	0	0	21	4	0	1	20	7	0	1	12	32	0	2	83
C - Southmoor Lane	32	7	0	68	19	5	0	39	24	0	0	51	19	1	1	19	93	14	1	176
D - Harts Farm Way	93	10	21	0	108	14	14	0	61	6	14	0	57	7	10	2	319	37	58	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	1	0	0	0	10
B - Brookside Road	2	0	0	2	0	0	0	6	0	0	0	6	0	0	0	4	2	0	0	19
C - Southmoor Lane	0	0	0	0	1	0	0	4	0	0	0	1	0	1	0	4	1	1	0	9
D - Harts Farm Way	4	4	0	0	0	7	0	0	0	1	0	0	2	2	0	0	6	15	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	2
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
C - Southmoor Lane	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	2
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	2	94	0	1	9	68	0	2	7	62	1	4	2	89	2	12	21	314
B - Brookside Road	12	0	0	30	9	0	0	19	4	0	0	19	7	0	1	12	32	0	1	79
C - Southmoor Lane	30	7	0	67	19	5	0	35	24	0	0	43	19	1	0	17	91	14	0	163
D - Harts Farm Way	93	10	17	0	107	12	12	0	61	6	11	0	57	6	10	2	318	35	51	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
C - Southmoor Lane	0	0	0	0	0	0	0	2	0	0	0	5	0	0	1	0	0	0	1	7
D - Harts Farm Way	0	0	2	0	0	1	1	0	0	0	2	0	0	1	0	0	0	2	6	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	94	0	4	9	75	0	2	9	70	1	4	5	91	2	15	28	329
B - Brookside Road	15	0	0	32	9	0	0	30	4	0	3	27	7	0	1	16	35	0	4	106
C - Southmoor Lane	35	7	0	69	20	5	0	47	24	0	0	60	19	2	3	23	97	15	3	199
D - Harts Farm Way	97	14	25	0	109	23	15	0	61	7	17	0	60	12	10	2	326	55	67	2

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	97	0	3	9	73	0	3	9	64	1	4	4	92	3	14	26	326
B - Brookside Road	13	0	0	31	9	0	0	22	4	0	1	20	8	0	1	13	33	0	3	86
C - Southmoor Lane	33	8	0	70	19	5	0	40	24	0	0	52	19	1	1	19	96	14	1	181
D - Harts Farm Way	96	10	22	0	111	14	14	0	63	6	14	0	59	8	10	3	328	38	60	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	10
B - Brookside Road	3	0	0	3	0	0	0	6	0	0	0	6	0	0	0	4	3	0	0	19
C - Southmoor Lane	0	0	0	0	1	0	0	4	0	0	0	1	0	1	0	4	1	1	0	9
D - Harts Farm Way	4	4	0	0	0	8	0	0	0	1	0	0	3	3	0	0	6	15	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	3
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
C - Southmoor Lane	3	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	3
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	3	97	0	1	9	70	0	3	8	64	1	4	3	92	3	13	22	323
B - Brookside Road	13	0	0	31	9	0	0	19	4	0	0	19	8	0	1	13	33	0	1	82
C - Southmoor Lane	31	8	0	69	19	5	0	36	24	0	0	45	19	1	0	18	93	14	0	167
D - Harts Farm Way	96	10	18	0	110	13	13	0	63	6	11	0	59	6	10	3	327	36	52	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
C - Southmoor Lane	0	0	0	0	0	0	0	3	0	0	0	5	0	0	1	0	0	0	1	8
D - Harts Farm Way	0	0	3	0	0	1	1	0	0	0	3	0	0	1	0	0	0	3	6	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	97	0	4	9	77	0	3	10	71	1	4	5	93	3	15	28	338
B - Brookside Road	15	0	0	33	9	0	0	31	4	0	3	28	8	0	1	17	36	0	4	109
C - Southmoor Lane	36	8	0	71	20	5	0	48	24	0	0	62	19	3	3	24	100	15	3	205
D - Harts Farm Way	100	14	26	0	112	23	16	0	63	8	17	0	61	12	10	3	335	57	69	3

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	102	0	3	9	76	0	3	9	67	1	4	4	96	3	15	27	341
B - Brookside Road	13	0	0	32	9	0	0	23	4	0	1	21	8	0	1	13	35	0	3	90
C - Southmoor Lane	35	8	0	73	20	5	0	41	25	0	0	55	20	1	1	20	100	15	1	190
D - Harts Farm Way	100	11	23	0	116	15	15	0	65	7	15	0	61	8	11	3	343	40	63	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	11
B - Brookside Road	3	0	0	3	0	0	0	7	0	0	0	7	0	0	0	4	3	0	0	20
C - Southmoor Lane	0	0	0	0	1	0	0	4	0	0	0	1	0	1	0	4	1	1	0	9
D - Harts Farm Way	4	4	0	0	0	8	0	0	0	1	0	0	3	3	0	0	7	16	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	3
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
C - Southmoor Lane	3	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	3
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	3	102	0	1	9	73	0	3	8	67	1	4	3	96	3	13	23	338
B - Brookside Road	13	0	0	32	9	0	0	20	4	0	0	20	8	0	1	13	35	0	1	86
C - Southmoor Lane	32	8	0	72	20	5	0	37	25	0	0	47	20	1	0	19	98	15	0	175
D - Harts Farm Way	100	11	19	0	115	13	13	0	65	7	12	0	61	7	11	3	342	37	55	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
C - Southmoor Lane	0	0	0	0	0	0	0	3	0	0	0	5	0	0	1	0	0	0	1	8
D - Harts Farm Way	0	0	3	0	0	1	1	0	0	0	3	0	0	1	0	0	0	3	7	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	5	102	0	4	9	80	0	3	10	75	1	4	6	98	3	16	30	354
B - Brookside Road	16	0	0	35	9	0	0	32	4	0	3	29	8	0	1	17	37	0	4	114
C - Southmoor Lane	37	8	0	74	21	5	0	50	25	0	0	65	20	3	3	25	104	16	3	214
D - Harts Farm Way	104	15	27	0	117	24	16	0	65	8	18	0	64	12	11	3	351	60	72	3

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Total Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																	0	0	0	0
B - Brookside Road																	0	0	0	0
C - Southmoor Lane																	0	0	0	0
D - Harts Farm Way																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																	0	0	0	0
B - Brookside Road																	0	0	0	0
C - Southmoor Lane																	0	0	0	0
D - Harts Farm Way																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	97	0	3	9	73	0	3	9	64	1	4	4	92	3	14	26	326
B - Brookside Road	13	0	0	31	9	0	0	22	4	0	1	20	8	0	1	13	33	0	3	86
C - Southmoor Lane	33	8	0	70	19	5	0	40	24	0	0	52	19	1	1	19	96	14	1	181
D - Harts Farm Way	96	10	22	0	111	14	14	0	63	6	14	0	59	8	10	3	328	38	60	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	10
B - Brookside Road	3	0	0	3	0	0	0	6	0	0	0	6	0	0	0	4	3	0	0	19
C - Southmoor Lane	0	0	0	0	1	0	0	4	0	0	0	1	0	1	0	4	1	1	0	9
D - Harts Farm Way	4	4	0	0	0	8	0	0	0	1	0	0	3	3	0	0	6	15	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	3
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
C - Southmoor Lane	3	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	3
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	3	97	0	1	9	70	0	3	8	64	1	4	3	92	3	13	22	323
B - Brookside Road	13	0	0	31	9	0	0	19	4	0	0	19	8	0	1	13	33	0	1	82
C - Southmoor Lane	31	8	0	69	19	5	0	36	24	0	0	45	19	1	0	18	93	14	0	167
D - Harts Farm Way	96	10	18	0	110	13	13	0	63	6	11	0	59	6	10	3	327	36	52	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
C - Southmoor Lane	0	0	0	0	0	0	0	3	0	0	0	5	0	0	1	0	0	0	1	8
D - Harts Farm Way	0	0	3	0	0	1	1	0	0	0	3	0	0	1	0	0	0	3	6	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	97	0	4	9	77	0	3	10	71	1	4	5	93	3	15	28	338
B - Brookside Road	15	0	0	33	9	0	0	31	4	0	3	28	8	0	1	17	36	0	4	109
C - Southmoor Lane	36	8	0	71	20	5	0	48	24	0	0	62	19	3	3	24	100	15	3	205
D - Harts Farm Way	100	14	26	0	112	23	16	0	63	8	17	0	61	12	10	3	335	57	69	3

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Future Baseline 2025 + Committed Development

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	102	0	3	9	76	0	3	9	67	1	4	4	96	3	15	27	341
B - Brookside Road	13	0	0	32	9	0	0	23	4	0	1	21	8	0	1	13	35	0	3	90
C - Southmoor Lane	35	8	0	73	20	5	0	41	25	0	0	55	20	1	1	20	100	15	1	190
D - Harts Farm Way	100	11	23	0	116	15	15	0	65	7	15	0	61	8	11	3	343	40	63	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	11
B - Brookside Road	3	0	0	3	0	0	0	7	0	0	0	7	0	0	0	4	3	0	0	20
C - Southmoor Lane	0	0	0	0	1	0	0	4	0	0	0	1	0	1	0	4	1	1	0	9
D - Harts Farm Way	4	4	0	0	0	8	0	0	0	1	0	0	3	3	0	0	7	16	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	3
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
C - Southmoor Lane	3	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	3
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	3	102	0	1	9	73	0	3	8	67	1	4	3	96	3	13	23	338
B - Brookside Road	13	0	0	32	9	0	0	20	4	0	0	20	8	0	1	13	35	0	1	86
C - Southmoor Lane	32	8	0	72	20	5	0	37	25	0	0	47	20	1	0	19	98	15	0	175
D - Harts Farm Way	100	11	19	0	115	13	13	0	65	7	12	0	61	7	11	3	342	37	55	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
C - Southmoor Lane	0	0	0	0	0	0	0	3	0	0	0	5	0	0	1	0	0	0	1	8
D - Harts Farm Way	0	0	3	0	0	1	1	0	0	0	3	0	0	1	0	0	0	3	7	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	5	102	0	4	9	80	0	3	10	75	1	4	6	98	3	16	30	354
B - Brookside Road	16	0	0	35	9	0	0	32	4	0	3	29	8	0	1	17	37	0	4	114
C - Southmoor Lane	37	8	0	74	21	5	0	50	25	0	0	65	20	3	3	25	104	16	3	214
D - Harts Farm Way	104	15	27	0	117	24	16	0	65	8	18	0	64	12	11	3	351	60	72	3

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%		
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%		
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%				42%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%		
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%		
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%	0%	0%	0%	42%				42%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%				54%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%	0%	0%	0%	54%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Total Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	25
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	24
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road																				
B - Brookside Road																				
C - Southmoor Lane																				
D - Harts Farm Way																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - Southmoor Lane	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	25
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	103	0	3	9	79	0	3	9	70	1	4	4	98	3	14	26	350
B - Brookside Road	13	0	0	31	9	0	0	22	4	0	1	20	8	0	1	13	33	0	3	86
C - Southmoor Lane	33	8	0	70	19	5	0	40	24	0	0	52	19	1	1	19	96	14	1	181
D - Harts Farm Way	97	10	22	0	112	14	14	0	64	6	14	0	60	8	10	3	333	38	60	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	10
B - Brookside Road	3	0	0	3	0	0	0	6	0	0	0	6	0	0	0	4	3	0	0	19
C - Southmoor Lane	0	0	0	0	1	0	0	4	0	0	0	1	0	1	0	4	1	1	0	9
D - Harts Farm Way	4	4	0	0	0	8	0	0	0	1	0	0	3	3	0	0	6	15	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	3
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
C - Southmoor Lane	3	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	3
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	3	103	0	1	9	76	0	3	8	70	1	4	3	98	3	13	22	347
B - Brookside Road	13	0	0	31	9	0	0	19	4	0	0	19	8	0	1	13	33	0	1	82
C - Southmoor Lane	31	8	0	69	19	5	0	36	24	0	0	45	19	1	0	18	93	14	0	167
D - Harts Farm Way	97	10	18	0	111	13	13	0	64	6	11	0	60	6	10	3	331	36	52	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
C - Southmoor Lane	0	0	0	0	0	0	0	3	0	0	0	5	0	0	1	0	0	0	1	8
D - Harts Farm Way	0	0	3	0	0	1	1	0	0	0	3	0	0	1	0	0	0	3	6	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	103	0	4	9	83	0	3	10	78	1	4	5	100	3	15	28	364
B - Brookside Road	15	0	0	33	9	0	0	31	4	0	3	28	8	0	1	17	36	0	4	109
C - Southmoor Lane	36	8	0	71	20	5	0	48	24	0	0	62	19	3	3	24	100	15	3	205
D - Harts Farm Way	101	14	26	0	113	23	16	0	64	8	17	0	62	12	10	3	340	57	69	3

Junction 8 - Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way Roundabout — PM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	4	108	0	3	9	82	0	3	9	73	1	4	4	102	3	15	27	366
B - Brookside Road	13	0	0	32	9	0	0	23	4	0	1	21	8	0	1	13	35	0	3	90
C - Southmoor Lane	35	8	0	73	20	5	0	41	25	0	0	55	20	1	1	20	100	15	1	190
D - Harts Farm Way	101	11	23	0	117	15	15	0	67	7	15	0	63	8	11	3	348	40	63	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	11
B - Brookside Road	3	0	0	3	0	0	0	7	0	0	0	7	0	0	0	4	3	0	0	20
C - Southmoor Lane	0	0	0	0	1	0	0	4	0	0	0	1	0	1	0	4	1	1	0	9
D - Harts Farm Way	4	4	0	0	0	8	0	0	0	1	0	0	3	3	0	0	7	16	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	1	0	3
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
C - Southmoor Lane	3	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	0	3
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	3	108	0	1	9	80	0	3	8	73	1	4	3	102	3	13	23	362
B - Brookside Road	13	0	0	32	9	0	0	20	4	0	0	20	8	0	1	13	35	0	1	86
C - Southmoor Lane	32	8	0	72	20	5	0	37	25	0	0	47	20	1	0	19	98	15	0	175
D - Harts Farm Way	101	11	19	0	116	13	13	0	67	7	12	0	63	7	11	3	347	37	55	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4
D - Harts Farm Way	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - Brookside Road	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1
C - Southmoor Lane	0	0	0	0	0	0	0	3	0	0	0	5	0	0	1	0	0	0	1	8
D - Harts Farm Way	0	0	3	0	0	1	1	0	0	0	3	0	0	1	0	0	0	3	7	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - Brookside Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - Southmoor Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	33%	0%	0%	0%	15%	0%
B - Brookside Road	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	50%	1%
C - Southmoor Lane	0%	0%	0%	2%	0%	0%	0%	6%	0%	0%	0%	12%	0%	0%	100%	7%	0%	0%	100%	6%
D - Harts Farm Way	0%	0%	18%	0%	1%	9%	9%	0%	0%	0%	18%	0%	0%	17%	0%	0%	0%	7%	13%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Brookhampton Road	1	5	5	108	0	4	9	87	0	3	10	81	1	4	6	104	3	16	30	379
B - Brookside Road	16	0	0	35	9	0	0	32	4	0	3	29	8	0	1	17	37	0	4	114
C - Southmoor Lane	37	8	0	74	21	5	0	50	25	0	0	65	20	3	3	25	104	16	3	214
D - Harts Farm Way	105	15	27	0	118	24	16	0	67	8	18	0	65	12	11	3	355	60	72	3

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Baseline MCCs (2020)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	35	55	0	0	43	43	0	0	34	42	0	0	43	39	0	0	155	179	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	98	71	0	0	132	74	1	0	115	59	1	0	113	59	1	0	458	263	3	0
D - Off-Slip	8	2	220	0	10	0	192	0	14	3	190	0	11	3	201	0	43	8	803	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0		0	9	0		0	2	0		0	0	0		0	12	0	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	0	1	0		1	0	0		0	2	0		0	0	0		1	3	0	0
D - Off-Slip	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0		0	0	0		0	0	1		0	0	0		0	0	1	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	1	0	0		0	0	0		0	0	0		0	2	0		1	2	0	0
D - Off-Slip	0	0	1		0	0	0		0	0	2		0	0	1		0	0	4	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	33	50		0	41	38		0	30	40		0	39	35		0	143	163	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	96	69	0		126	73	1		111	59	1		109	55	1		442	256	3	0
D - Off-Slip	8	2	213		9	0	182		14	3	184		9	3	192		40	8	771	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	2	2		0	0	1		0	3	0		0	4	1		0	9	4	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	1	2	0		2	1	0		2	0	0		4	2	0		9	5	0	0
D - Off-Slip	0	0	0		1	0	6		0	0	1		1	0	2		2	0	9	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	3		0	2	4		0	1	1		0	0	3		0	3	11	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	0	0	0		4	0	0		2	0	0		0	0	0		6	0	0	0
D - Off-Slip	0	0	6		0	0	4		0	0	3		1	0	6		1	0	19	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
D - Off-Slip	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	6%	9%	0%	0%	5%	12%	0%	0%	12%	2%	0%	0%	9%	10%	0%	0%	8%	8%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	1%	3%	0%	0%	5%	1%	0%	0%	3%	0%	0%	0%	4%	3%	0%	0%	3%	2%	0%	0%
D - Off-Slip	0%	0%	3%	0%	10%	0%	5%	0%	0%	0%	2%	0%	18%	0%	4%	0%	7%	0%	3%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	37	60	0	0	55	49	0	0	39	44	0	0	45	43	0	0	175	196	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	100	73	0	0	139	75	1	0	119	61	1	0	115	62	1	0	472	271	3	0
D - Off-Slip	8	2	229	0	11	0	200	0	14	3	196	0	13	3	211	0	45	8	836	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	43	68	0	0	53	53	0	0	42	52	0	0	53	48	0	0	193	222	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	122	88	0	0	164	92	1	0	143	73	1	0	140	73	1	0	569	327	4	0
D - Off-Slip	10	2	273	0	12	0	238	0	17	4	236	0	14	4	250	0	53	10	997	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	15	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	1	4	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0
D - Off-Slip	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	5	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	41	62	0	0	51	47	0	0	37	50	0	0	48	43	0	0	178	202	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	119	86	0	0	156	91	1	0	138	73	1	0	135	68	1	0	549	318	4	0
D - Off-Slip	10	2	265	0	11	0	226	0	17	4	229	0	11	4	238	0	50	10	958	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	2	2	0	0	0	1	0	0	4	0	0	0	5	1	0	0	11	5	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	2	0	0	2	1	0	0	2	0	0	0	5	2	0	0	11	6	0	0
D - Off-Slip	0	0	0	0	1	0	7	0	0	0	1	0	1	0	2	0	2	0	11	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	4	0	0	2	5	0	0	1	1	0	0	0	4	0	0	4	14	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0
D - Off-Slip	0	0	7	0	0	0	5	0	0	0	4	0	1	0	7	0	1	0	24	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	6%	9%	0%	0%	5%	12%	0%	0%	12%	2%	0%	0%	9%	10%	0%	0%	8%	8%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	1%	3%	0%	0%	5%	1%	0%	0%	3%	0%	0%	0%	4%	3%	0%	0%	3%	2%	0%	0%
D - Off-Slip	0%	0%	3%	0%	10%	0%	5%	0%	0%	0%	2%	0%	18%	0%	4%	0%	7%	0%	3%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	46	74	0	0	68	60	0	0	48	55	0	0	56	54	0	0	218	244	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	124	91	0	0	173	93	1	0	147	76	1	0	143	77	1	0	587	336	4	0
D - Off-Slip	10	2	284	0	13	0	249	0	17	4	244	0	16	4	262	0	56	10	1039	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	45	70	0	0	55	55	0	0	43	54	0	0	55	50	0	0	198	229	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	125	91	0	0	169	94	1	0	147	75	1	0	144	75	1	0	585	336	4	0
D - Off-Slip	10	3	281	0	13	0	245	0	18	4	243	0	14	4	257	0	55	10	1025	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	11	0	0	0	3	0	0	0	0	0	0	0	15	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	4	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	3	0	0
D - Off-Slip	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	5	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	42	64	0	0	52	49	0	0	38	51	0	0	50	45	0	0	183	208	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	123	88	0	0	161	93	1	0	142	75	1	0	139	70	1	0	564	327	4	0
D - Off-Slip	10	3	272	0	11	0	232	0	18	4	235	0	11	4	245	0	51	10	984	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	0	1	0	0	4	0	0	0	5	1	0	0	11	5	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	3	0	0	3	1	0	0	3	0	0	0	5	3	0	0	11	6	0	0
D - Off-Slip	0	0	0	0	1	0	8	0	0	0	1	0	1	0	3	0	3	0	11	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	4	0	0	3	5	0	0	1	1	0	0	0	4	0	0	4	14	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0
D - Off-Slip	0	0	8	0	0	0	5	0	0	0	4	0	1	0	8	0	1	0	24	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	6%	9%	0%	0%	5%	12%	0%	0%	12%	2%	0%	0%	9%	10%	0%	0%	8%	8%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	1%	3%	0%	0%	5%	1%	0%	0%	3%	0%	0%	0%	4%	3%	0%	0%	3%	2%	0%	0%
D - Off-Slip	0%	0%	3%	0%	10%	0%	5%	0%	0%	0%	2%	0%	18%	0%	4%	0%	7%	0%	3%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	47	76	0	0	70	62	0	0	50	57	0	0	57	55	0	0	224	251	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	127	93	0	0	178	95	1	0	151	78	1	0	147	79	1	0	603	345	4	0
D - Off-Slip	10	3	292	0	13	0	256	0	18	4	251	0	16	4	269	0	58	10	1068	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	47	73	0	0	57	57	0	0	45	56	0	0	57	52	0	0	207	239	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	131	95	0	0	176	99	1	0	154	79	1	0	151	79	1	0	612	351	4	0
D - Off-Slip	11	3	294	0	13	0	257	0	19	4	254	0	15	4	269	0	57	11	1073	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	12	0	0	0	3	0	0	0	0	0	0	0	16	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	4	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	3	0	0
D - Off-Slip	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	5	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	44	67	0	0	55	51	0	0	40	53	0	0	52	47	0	0	191	218	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	128	92	0	0	168	98	1	0	148	79	1	0	146	73	1	0	591	342	4	0
D - Off-Slip	11	3	285	0	12	0	243	0	19	4	246	0	12	4	257	0	53	11	1030	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	0	1	0	0	4	0	0	0	5	1	0	0	12	5	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	3	0	0	3	1	0	0	3	0	0	0	5	3	0	0	12	7	0	0
D - Off-Slip	0	0	0	0	1	0	8	0	0	0	1	0	1	0	3	0	3	0	12	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	4	0	0	3	5	0	0	1	1	0	0	0	4	0	0	4	15	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0
D - Off-Slip	0	0	8	0	0	0	5	0	0	0	4	0	1	0	8	0	1	0	25	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	6%	9%	0%	0%	5%	12%	0%	0%	12%	2%	0%	0%	9%	10%	0%	0%	8%	8%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	1%	3%	0%	0%	5%	1%	0%	0%	3%	0%	0%	0%	4%	3%	0%	0%	3%	2%	0%	0%
D - Off-Slip	0%	0%	3%	0%	10%	0%	5%	0%	0%	0%	2%	0%	18%	0%	4%	0%	7%	0%	3%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	49	80	0	0	73	65	0	0	52	59	0	0	60	58	0	0	234	262	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	133	98	0	0	186	100	1	0	158	81	1	0	154	83	1	0	631	361	4	0
D - Off-Slip	11	3	306	0	14	0	267	0	19	4	262	0	17	4	282	0	61	11	1117	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Total Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	11	0	0	0	11	0	0	0	11	0	0	0	11	0	0	0	44
D - Off-Slip	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	9	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	11	0	0	0	11	0	0	0	11	0	0	0	11	0	0	0	44
D - Off-Slip	0	0	2.25	0	0	0	2.25	0	0	0	2.25	0	0	0	2.25	0	0	0	9	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																	0	0	0	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)																	0	0	0	0
D - Off-Slip																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																	0	0	0	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)																	0	0	0	0
D - Off-Slip																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	11	0	0	0	11	0	0	0	11	0	0	0	11	0	0	0	44
D - Off-Slip	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	9	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	45	70	0	0	55	55	0	0	43	54	0	0	55	50	0	0	198	229	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	125	91	0	11	169	94	1	11	147	75	1	11	144	75	1	11	585	336	4	44
D - Off-Slip	10	3	283	0	13	0	247	0	18	4	245	0	14	4	259	0	55	10	1034	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	11	0	0	0	3	0	0	0	0	0	0	0	15	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	4	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	3	0	0
D - Off-Slip	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	5	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	42	64	0	0	52	49	0	0	38	51	0	0	50	45	0	0	183	208	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	123	88	0	11	161	93	1	11	142	75	1	11	139	70	1	11	564	327	4	44
D - Off-Slip	10	3	274	0	11	0	235	0	18	4	237	0	11	4	247	0	51	10	993	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	0	1	0	0	4	0	0	0	5	1	0	0	11	5	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	3	0	0	3	1	0	0	3	0	0	0	5	3	0	0	11	6	0	0
D - Off-Slip	0	0	0	0	1	0	8	0	0	0	1	0	1	0	3	0	3	0	11	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	4	0	0	3	5	0	0	1	1	0	0	0	4	0	0	4	14	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0
D - Off-Slip	0	0	8	0	0	0	5	0	0	0	4	0	1	0	8	0	1	0	24	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	6%	9%	0%	0%	5%	12%	0%	0%	12%	2%	0%	0%	9%	10%	0%	0%	8%	8%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	1%	3%	0%	0%	5%	1%	0%	0%	3%	0%	0%	0%	4%	3%	0%	0%	3%	2%	0%	0%
D - Off-Slip	0%	0%	3%	0%	10%	0%	5%	0%	0%	0%	2%	0%	18%	0%	4%	0%	7%	0%	3%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	47	76	0	0	70	62	0	0	50	57	0	0	57	55	0	0	224	251	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	127	93	0	11	178	95	1	11	151	78	1	11	147	79	1	11	603	345	4	44
D - Off-Slip	10	3	294	0	13	0	258	0	18	4	253	0	16	4	271	0	58	10	1077	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Future Baseline 2025 + Committed Development

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	47	73	0	0	57	57	0	0	45	56	0	0	57	52	0	0	207	239	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	131	95	0	11	176	99	1	11	154	79	1	11	151	79	1	11	612	351	4	44
D - Off-Slip	11	3	296	0	13	0	259	0	19	4	256	0	15	4	271	0	57	11	1082	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	12	0	0	0	3	0	0	0	0	0	0	0	16	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	4	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	3	0	0
D - Off-Slip	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	5	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	44	67	0	0	55	51	0	0	40	53	0	0	52	47	0	0	191	218	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	128	92	0	11	168	98	1	11	148	79	1	11	146	73	1	11	591	342	4	44
D - Off-Slip	11	3	287	0	12	0	245	0	19	4	248	0	12	4	259	0	53	11	1039	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	0	1	0	0	4	0	0	0	5	1	0	0	12	5	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	3	0	0	3	1	0	0	3	0	0	0	5	3	0	0	12	7	0	0
D - Off-Slip	0	0	0	0	1	0	8	0	0	0	1	0	1	0	3	0	3	0	12	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	4	0	0	3	5	0	0	1	1	0	0	0	4	0	0	4	15	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0
D - Off-Slip	0	0	8	0	0	0	5	0	0	0	4	0	1	0	8	0	1	0	25	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	6%	9%	0%	0%	5%	12%	0%	0%	12%	2%	0%	0%	9%	10%	0%	0%	8%	8%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	1%	3%	0%	0%	5%	1%	0%	0%	3%	0%	0%	0%	4%	3%	0%	0%	3%	2%	0%	0%
D - Off-Slip	0%	0%	3%	0%	10%	0%	5%	0%	0%	0%	2%	0%	18%	0%	4%	0%	7%	0%	3%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	49	80	0	0	73	65	0	0	52	59	0	0	60	58	0	0	234	262	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	133	98	0	11	186	100	1	11	158	81	1	11	154	83	1	11	631	361	4	44
D - Off-Slip	11	3	308	0	14	0	270	0	19	4	265	0	17	4	284	0	61	11	1126	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%			
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%			
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	20%	22%	0%	0%	20%	22%	0%	0%	20%	22%	0%	0%	20%	22%	0%		20%	22%	
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Proposed PW (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%		
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%		
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	20%	22%	0%	0%	20%	22%	0%	0%	20%	22%	0%	0%	20%	22%	0%		20%	22%	
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%		25%	29%	
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	20%	21%	0%	0%	20%	21%	0%	0%	20%	21%	0%	0%	20%	21%	0%	0%	20%	21%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Total Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	2	2	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	26	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	25	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	12%	13%	0%	0%	12%	13%	0%	0%	12%	13%	0%	0%	12%	13%	0%	0%	12%	13%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	2	3	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	27	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	45	71	0	0	55	55	0	0	44	54	0	0	55	50	0	0	200	231	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	132	91	0	11	175	94	1	11	153	75	1	11	151	75	1	11	611	336	4	44
D - Off-Slip	10	3	283	0	13	0	247	0	18	4	245	0	14	4	259	0	55	10	1034	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	11	0	0	0	3	0	0	0	0	0	0	0	15	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	4	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	3	0	0
D - Off-Slip	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	5	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	43	64	0	0	53	49	0	0	39	52	0	0	50	45	0	0	184	210	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	129	88	0	11	167	93	1	11	148	75	1	11	145	70	1	11	589	327	4	44
D - Off-Slip	10	3	274	0	11	0	235	0	18	4	237	0	11	4	247	0	51	10	993	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	0	1	0	0	4	0	0	0	5	1	0	0	12	5	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	3	0	0	3	1	0	0	3	0	0	0	5	3	0	0	12	6	0	0
D - Off-Slip	0	0	0	0	1	0	8	0	0	0	1	0	1	0	3	0	3	0	11	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	4	0	0	3	5	0	0	1	1	0	0	0	4	0	0	4	14	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0
D - Off-Slip	0	0	8	0	0	0	5	0	0	0	4	0	1	0	8	0	1	0	24	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	6%	9%	0%	0%	5%	12%	0%	0%	12%	2%	0%	0%	9%	10%	0%	0%	8%	8%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	1%	3%	0%	0%	5%	1%	0%	0%	3%	0%	0%	0%	4%	3%	0%	0%	3%	2%	0%	0%
D - Off-Slip	0%	0%	3%	0%	10%	0%	5%	0%	0%	0%	2%	0%	18%	0%	4%	0%	7%	0%	3%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	48	77	0	0	70	63	0	0	50	57	0	0	58	56	0	0	226	253	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	134	93	0	11	184	95	1	11	158	78	1	11	154	79	1	11	630	345	4	44
D - Off-Slip	10	3	294	0	13	0	258	0	18	4	253	0	16	4	271	0	58	10	1077	0

Junction 9a - A27 Teardrop (South) — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	47	74	0	0	58	58	0	0	46	57	0	0	58	53	0	0	209	241	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	137	95	0	11	183	99	1	11	160	79	1	11	157	79	1	11	638	351	4	44
D - Off-Slip	11	3	296	0	13	0	259	0	19	4	256	0	15	4	271	0	57	11	1082	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	12	0	0	0	3	0	0	0	0	0	0	0	16	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	1	4	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	3	0	0
D - Off-Slip	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	5	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	45	67	0	0	55	51	0	0	41	54	0	0	53	47	0	0	193	220	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	134	92	0	11	175	98	1	11	154	79	1	11	152	73	1	11	615	342	4	44
D - Off-Slip	11	3	287	0	12	0	245	0	19	4	248	0	12	4	259	0	53	11	1039	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	0	1	0	0	4	0	0	0	5	1	0	0	12	5	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	3	0	0	3	1	0	0	3	0	0	0	5	3	0	0	13	7	0	0
D - Off-Slip	0	0	0	0	1	0	8	0	0	0	1	0	1	0	3	0	3	0	12	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	4	0	0	3	5	0	0	1	1	0	0	0	4	0	0	4	15	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0	9	0	0	0
D - Off-Slip	0	0	8	0	0	0	5	0	0	0	4	0	1	0	8	0	1	0	25	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	6%	9%	0%	0%	5%	12%	0%	0%	12%	2%	0%	0%	9%	10%	0%	0%	8%	8%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	1%	3%	0%	0%	5%	1%	0%	0%	3%	0%	0%	0%	4%	3%	0%	0%	3%	2%	0%	0%
D - Off-Slip	0%	0%	3%	0%	10%	0%	5%	0%	0%	0%	2%	0%	18%	0%	4%	0%	7%	0%	3%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	50	81	0	0	74	66	0	0	52	60	0	0	61	59	0	0	237	265	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	140	98	0	11	193	100	1	11	165	81	1	11	160	83	1	11	658	361	4	44
D - Off-Slip	11	3	308	0	14	0	270	0	19	4	265	0	17	4	284	0	61	11	1126	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	48	66	0	0	62	56	0	0	88	90	0	0	40	59	0	0	238	271	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	52	52	1	0	61	76	0	0	58	64	0	0	53	41	1	0	224	233	2	0
D - Off-Slip	6	3	290	0	11	2	264	0	3	4	236	0	2	0	227	0	22	9	1017	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0		0	0	0		0	0	0		0	0	1		0	0	1	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	0	1	0		2	6	0		0	2	0		1	0	0		3	9	0	0
D - Off-Slip	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0		0	3	0		0	2	0		0	0	0		0	6	0	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
D - Off-Slip	0	0	0		0	0	1		0	0	0		0	0	1		0	0	2	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	47	66		0	58	56		0	82	87		0	38	59		0	225	268	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	51	52	1		58	76	0		56	64	0		51	41	1		216	233	2	0
D - Off-Slip	4	2	288		10	2	262		2	4	233		2	0	225		18	8	1008	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0		0	1	0		0	0	1		0	1	0		0	2	1	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	1	0	0		2	0	0		1	0	0		1	0	0		5	0	0	0
D - Off-Slip	0	0	1		0	0	1		0	0	2		0	0	0		0	0	4	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0		0	0	0		0	4	2		0	1	0		0	5	2	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	0	0	0		1	0	0		1	0	0		1	0	0		3	0	0	0
D - Off-Slip	2	1	1		1	0	0		1	0	1		0	0	1		4	1	3	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
D - Off-Slip	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	2%	0%	0%	0%	5%	3%	0%	0%	5%	0%	0%	0%	3%	1%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	2%	0%	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
D - Off-Slip	33%	33%	1%	0%	9%	0%	0%	0%	33%	0%	1%	0%	0%	0%	0%	0%	18%	11%	1%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	49	66	0	0	66	56	0	0	95	93	0	0	42	60	0	0	252	275	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	53	53	1	0	65	82	0	0	60	66	0	0	56	41	1	0	233	242	2	0
D - Off-Slip	9	4	292	0	12	2	266	0	4	4	238	0	2	0	229	0	27	10	1025	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	60	82	0	0	77	70	0	0	109	112	0	0	50	73	0	0	296	337	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	65	65	1	0	76	94	0	0	72	79	0	0	66	51	1	0	278	289	2	0
D - Off-Slip	7	4	360	0	14	2	328	0	4	5	293	0	2	0	282	0	27	11	1263	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	2	7	0	0	0	2	0	0	1	0	0	0	4	11	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	7	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	58	82	0	0	72	70	0	0	102	108	0	0	47	73	0	0	279	333	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	63	65	1	0	72	94	0	0	70	79	0	0	63	51	1	0	268	289	2	0
D - Off-Slip	5	2	358	0	12	2	325	0	2	5	289	0	2	0	279	0	22	10	1252	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	2	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0
D - Off-Slip	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	5	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	5	2	0	0	1	0	0	0	6	2	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	2	1	1	0	1	0	0	0	1	0	1	0	0	0	1	0	5	1	4	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	2%	0%	0%	0%	5%	3%	0%	0%	5%	0%	0%	0%	3%	1%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	2%	0%	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
D - Off-Slip	33%	33%	1%	0%	9%	0%	0%	0%	33%	0%	1%	0%	0%	0%	0%	0%	18%	11%	1%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	61	82	0	0	81	70	0	0	118	116	0	0	52	75	0	0	312	342	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	65	66	1	0	81	102	0	0	74	82	0	0	69	51	1	0	290	301	2	0
D - Off-Slip	11	5	362	0	15	2	330	0	5	5	296	0	2	0	285	0	34	13	1273	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	61	84	0	0	79	71	0	0	112	115	0	0	51	75	0	0	304	346	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	66	66	1	0	78	97	0	0	74	82	0	0	68	52	1	0	286	297	3	0
D - Off-Slip	8	4	370	0	14	3	337	0	4	5	301	0	3	0	290	0	28	11	1298	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	3	8	0	0	0	3	0	0	1	0	0	0	4	11	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	8	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	60	84	0	0	74	71	0	0	105	111	0	0	49	75	0	0	287	342	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	65	66	1	0	74	97	0	0	71	82	0	0	65	52	1	0	276	297	3	0
D - Off-Slip	5	3	368	0	13	3	335	0	3	5	297	0	3	0	287	0	23	10	1287	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0
D - Off-Slip	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	0	6	3	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	3	1	1	0	1	0	0	0	1	0	1	0	0	0	1	0	5	1	4	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	2%	0%	0%	0%	5%	3%	0%	0%	5%	0%	0%	0%	3%	1%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	2%	0%	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
D - Off-Slip	33%	33%	1%	0%	9%	0%	0%	0%	33%	0%	1%	0%	0%	0%	0%	0%	18%	11%	1%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	63	84	0	0	84	71	0	0	122	119	0	0	53	77	0	0	321	351	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	67	68	1	0	83	105	0	0	76	84	0	0	71	52	1	0	298	309	3	0
D - Off-Slip	11	5	373	0	16	3	339	0	5	5	304	0	3	0	293	0	35	13	1309	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	64	88	0	0	83	75	0	0	118	120	0	0	53	79	0	0	318	362	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	69	69	1	0	81	102	0	0	77	86	0	0	71	55	1	0	299	311	3	0
D - Off-Slip	8	4	387	0	15	3	353	0	4	5	315	0	3	0	303	0	29	12	1359	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	3	8	0	0	0	3	0	0	1	0	0	0	4	12	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	8	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	63	88	0	0	77	75	0	0	110	116	0	0	51	79	0	0	301	358	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	68	69	1	0	77	102	0	0	75	86	0	0	68	55	1	0	289	311	3	0
D - Off-Slip	5	3	385	0	13	3	350	0	3	5	311	0	3	0	301	0	24	11	1347	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	7	0	0	0
D - Off-Slip	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	0	7	3	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	3	1	1	0	1	0	0	0	1	0	1	0	0	0	1	0	5	1	4	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	2%	0%	0%	0%	5%	3%	0%	0%	5%	0%	0%	0%	3%	1%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	2%	0%	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
D - Off-Slip	33%	33%	1%	0%	9%	0%	0%	0%	33%	0%	1%	0%	0%	0%	0%	0%	18%	11%	1%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	65	88	0	0	88	75	0	0	127	124	0	0	56	80	0	0	336	368	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	70	71	1	0	87	110	0	0	80	88	0	0	75	55	1	0	312	323	3	0
D - Off-Slip	11	6	390	0	16	3	355	0	6	5	318	0	3	0	306	0	36	14	1369	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Total Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	23
D - Off-Slip	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	5.75	0	0	0	5.75	0	0	0	5.75	0	0	0	5.75	0	0	0	23
D - Off-Slip	0	0	5.25	0	0	0	5.25	0	0	0	5.25	0	0	0	5.25	0	0	0	21	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																	0	0	0	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)																	0	0	0	0
D - Off-Slip																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																	0	0	0	0
B - A27 (W) On-Slip																	0	0	0	0
C - A27 (N)																	0	0	0	0
D - Off-Slip																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	23
D - Off-Slip	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	61	84	0	0	79	71	0	0	112	115	0	0	51	75	0	0	304	346	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	66	66	1	6	78	97	0	6	74	82	0	6	68	52	1	6	286	297	3	23
D - Off-Slip	8	4	376	0	14	3	342	0	4	5	307	0	3	0	295	0	28	11	1319	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	3	8	0	0	0	3	0	0	1	0	0	0	4	11	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	8	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	60	84	0	0	74	71	0	0	105	111	0	0	49	75	0	0	287	342	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	65	66	1	6	74	97	0	6	71	82	0	6	65	52	1	6	276	297	3	23
D - Off-Slip	5	3	373	0	13	3	340	0	3	5	303	0	3	0	293	0	23	10	1308	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0
D - Off-Slip	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	0	6	3	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	3	1	1	0	1	0	0	0	1	0	1	0	0	0	1	0	5	1	4	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	2%	0%	0%	0%	5%	3%	0%	0%	5%	0%	0%	0%	3%	1%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	2%	0%	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
D - Off-Slip	33%	33%	1%	0%	9%	0%	0%	0%	33%	0%	1%	0%	0%	0%	0%	0%	18%	11%	1%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	63	84	0	0	84	71	0	0	122	119	0	0	53	77	0	0	321	351	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	67	68	1	6	83	105	0	6	76	84	0	6	71	52	1	6	298	309	3	23
D - Off-Slip	11	5	378	0	16	3	344	0	5	5	310	0	3	0	298	0	35	13	1330	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	64	88	0	0	83	75	0	0	118	120	0	0	53	79	0	0	318	362	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	69	69	1	6	81	102	0	6	77	86	0	6	71	55	1	6	299	311	3	23
D - Off-Slip	8	4	393	0	15	3	358	0	4	5	321	0	3	0	309	0	29	12	1380	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	3	8	0	0	0	3	0	0	1	0	0	0	4	12	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	8	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	63	88	0	0	77	75	0	0	110	116	0	0	51	79	0	0	301	358	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	68	69	1	6	77	102	0	6	75	86	0	6	68	55	1	6	289	311	3	23
D - Off-Slip	5	3	390	0	13	3	355	0	3	5	317	0	3	0	306	0	24	11	1368	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	7	0	0	0
D - Off-Slip	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	0	7	3	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	3	1	1	0	1	0	0	0	1	0	1	0	0	0	1	0	5	1	4	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	2%	0%	0%	0%	5%	3%	0%	0%	5%	0%	0%	0%	3%	1%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	2%	0%	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
D - Off-Slip	33%	33%	1%	0%	9%	0%	0%	0%	33%	0%	1%	0%	0%	0%	0%	0%	18%	11%	1%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	65	88	0	0	88	75	0	0	127	124	0	0	56	80	0	0	336	368	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	70	71	1	6	87	110	0	6	80	88	0	6	75	55	1	6	312	323	3	23
D - Off-Slip	11	6	395	0	16	3	360	0	6	5	324	0	3	0	312	0	36	14	1390	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%			
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%			
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	20%	22%	0%	0%	20%	22%	0%	0%	20%	22%	0%	0%	20%	22%	0%		20%	22%	
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	3	3	0	0	3	3	0	0	3	3	0	0	10	11	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	3	3	0	0	3	3	0	0	3	3	0	0	10	11	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	3	3	0	0	3	3	0	0	3	3	0	0	10	11	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%		
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%		
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	20%	22%	0%	0%	20%	22%	0%	0%	20%	22%	0%	0%	20%	22%	0%		20%	22%	
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%		25%	29%	
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%	0%	25%	29%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	2	2	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	14%	14%	0%	0%	14%	14%	0%	0%	14%	14%	0%	0%	14%	14%	0%	0%	14%	14%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	2	2	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Total Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	3	3	0	0	3	3	0	0	3	3	0	0	12	13	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	3	3	0	0	3	3	0	0	3	3	0	0	12	13	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way																				
B - A27 (W) On-Slip																				
C - A27 (N)																				
D - Off-Slip																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	2%	2%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	2%	2%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - Off-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	3	3	0	0	3	3	0	0	3	3	0	0	3	3	0	0	12	13	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	64	88	0	0	82	75	0	0	115	118	0	0	54	79	0	0	316	359	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	67	66	1	6	79	97	0	6	75	82	0	6	69	52	1	6	290	297	3	23
D - Off-Slip	8	4	376	0	14	3	342	0	4	5	307	0	3	0	295	0	28	11	1319	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	3	8	0	0	0	3	0	0	1	0	0	0	4	11	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	8	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	63	87	0	0	77	75	0	0	108	114	0	0	51	79	0	0	299	355	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	66	66	1	6	75	97	0	6	73	82	0	6	66	52	1	6	280	297	3	23
D - Off-Slip	5	3	373	0	13	3	340	0	3	5	303	0	3	0	293	0	23	10	1308	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	6	0	0	0
D - Off-Slip	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	0	7	3	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	3	1	1	0	1	0	0	0	1	0	1	0	0	0	1	0	5	1	4	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	2%	0%	0%	0%	4%	3%	0%	0%	5%	0%	0%	0%	3%	1%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	2%	0%	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
D - Off-Slip	33%	33%	1%	0%	9%	0%	0%	0%	33%	0%	1%	0%	0%	0%	0%	0%	18%	11%	1%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	66	88	0	0	87	75	0	0	125	122	0	0	56	80	0	0	333	365	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	68	68	1	6	84	105	0	6	77	84	0	6	72	52	1	6	302	309	3	23
D - Off-Slip	11	5	378	0	16	3	344	0	5	5	310	0	3	0	298	0	35	13	1330	0

Junction 9a - A27 Teardrop (South) — PM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	67	91	0	0	86	78	0	0	121	124	0	0	56	82	0	0	330	375	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	71	69	1	6	83	102	0	6	79	86	0	6	72	55	1	6	304	311	3	23
D - Off-Slip	8	4	393	0	15	3	358	0	4	5	321	0	3	0	309	0	29	12	1380	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	1	0	0	3	8	0	0	0	3	0	0	1	0	0	0	4	12	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	1	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	8	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	66	91	0	0	80	78	0	0	112	119	0	0	54	82	0	0	312	371	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	69	69	1	6	79	102	0	6	76	86	0	6	69	55	1	6	293	311	3	23
D - Off-Slip	5	3	390	0	13	3	355	0	3	5	317	0	3	0	306	0	24	11	1368	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3	1	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	7	0	0	0
D - Off-Slip	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	5	3	0	0	1	0	0	0	7	3	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0
D - Off-Slip	3	1	1	0	1	0	0	0	1	0	1	0	0	0	1	0	5	1	4	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - Off-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0%	0%	0%	0%	0%	2%	0%	0%	0%	4%	3%	0%	0%	5%	0%	0%	0%	3%	1%	0%
B - A27 (W) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (N)	2%	0%	0%	0%	5%	0%	0%	0%	3%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%
D - Off-Slip	33%	33%	1%	0%	9%	0%	0%	0%	33%	0%	1%	0%	0%	0%	0%	0%	18%	11%	1%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - Harts Farm Way	0	68	92	0	0	91	78	0	0	130	128	0	0	59	83	0	0	348	381	0
B - A27 (W) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (N)	71	71	1	6	88	110	0	6	81	88	0	6	76	55	1	6	316	323	3	23
D - Off-Slip	11	6	395	0	16	3	360	0	6	5	324	0	3	0	312	0	36	14	1390	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Baseline MCCs (2020)

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	209	169	0	0	240	207	0	0	272	176	0	0	245	173	0	0	966	725
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	264	6	0	0	239	3	0	0	229	2	0	0	234	9	0	0	966	20	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	0	1		0	0	1		0	0	2		0	0	0	0	0	0	4
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	0	1		0	2	0		0	1	0		0	1	2	0	0	4	3
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		1	0	0		0	0	0		3	0	0		1	0	0	0	5	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	202	165		0	231	200		0	260	172		0	237	165	0	0	930	702
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		253	5	0		224	3	0		221	2	0		222	8	0	0	920	18	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	2	3		0	3	3		0	3	2		0	3	6	0	0	11	14
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		1	1	0		7	0	0		1	0	0		3	0	0	0	12	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	5	0		0	4	4		0	7	2		0	3	0	0	0	19	6
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		9	0	0		8	0	0		4	0	0		8	1	0	0	29	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	0	0		0	0	0		0	1	0		0	1	0	0	0	2	0
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	3%	2%	0%	0%	3%	3%	0%	0%	4%	2%	0%	0%	3%	3%	0%	0%	3%	3%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	4%	17%	0%	0%	6%	0%	0%	0%	2%	0%	0%	0%	5%	11%	0%	0%	4%	10%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	217	173	0	0	249	215	0	0	285	182	0	0	252	178	0	0	1002	747
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	277	7	0	0	253	3	0	0	238	2	0	0	247	10	0	0	1015	22	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Baseline 2020 ("Normal")

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	260	210	0	0	298	257	0	0	338	219	0	0	304	215	0	0	1200	900
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	328	7	0	0	297	4	0	0	284	2	0	0	291	11	0	0	1200	25	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	5
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	2	0	0	0	1	0	0	0	1	2	0	0	5	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	6	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	251	205	0	0	287	248	0	0	323	214	0	0	294	205	0	0	1155	872
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	314	6	0	0	278	4	0	0	274	2	0	0	276	10	0	0	1143	22	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	2	4	0	0	4	4	0	0	4	2	0	0	4	7	0	0	14	17
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	1	0	0	9	0	0	0	1	0	0	0	4	0	0	0	15	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	6	0	0	0	5	5	0	0	9	2	0	0	4	0	0	0	24	7
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	11	0	0	0	10	0	0	0	5	0	0	0	10	1	0	0	36	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	3%	2%	0%	0%	3%	3%	0%	0%	4%	2%	0%	0%	3%	3%	0%	0%	3%	3%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	4%	17%	0%	0%	6%	0%	0%	0%	2%	0%	0%	0%	5%	11%	0%	0%	4%	10%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	269	214	0	0	309	267	0	0	353	226	0	0	313	221	0	0	1245	928
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	344	8	0	0	314	4	0	0	295	2	0	0	307	13	0	0	1260	27	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	267	216	0	0	306	264	0	0	347	225	0	0	313	221	0	0	1233	926
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	337	8	0	0	305	4	0	0	292	3	0	0	299	11	0	0	1233	26	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	3	0	0	0	1	0	0	0	1	3	0	0	5	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	6	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	258	211	0	0	295	255	0	0	332	220	0	0	303	211	0	0	1187	896
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	323	6	0	0	286	4	0	0	282	3	0	0	283	10	0	0	1175	23	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	3	4	0	0	4	4	0	0	4	3	0	0	4	8	0	0	14	18
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	1	0	0	9	0	0	0	1	0	0	0	4	0	0	0	15	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	6	0	0	0	5	5	0	0	9	3	0	0	4	0	0	0	24	8
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	11	0	0	0	10	0	0	0	5	0	0	0	10	1	0	0	37	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	3%	2%	0%	0%	3%	3%	0%	0%	4%	2%	0%	0%	3%	3%	0%	0%	3%	3%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	4%	17%	0%	0%	6%	0%	0%	0%	2%	0%	0%	0%	5%	11%	0%	0%	4%	10%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	276	220	0	0	318	274	0	0	363	232	0	0	322	227	0	0	1280	953
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	354	8	0	0	323	4	0	0	303	3	0	0	315	13	0	0	1296	28	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	279	226	0	0	321	277	0	0	363	235	0	0	327	231	0	0	1291	969
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	353	8	0	0	319	4	0	0	306	3	0	0	313	12	0	0	1291	27	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	3	0	0	0	1	0	0	0	1	3	0	0	5	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	7	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	270	220	0	0	309	267	0	0	347	230	0	0	317	220	0	0	1243	938
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	338	7	0	0	299	4	0	0	295	3	0	0	297	11	0	0	1229	24	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	3	4	0	0	4	4	0	0	4	3	0	0	4	8	0	0	15	19
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	1	0	0	9	0	0	0	1	0	0	0	4	0	0	0	16	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	7	0	0	0	5	5	0	0	9	3	0	0	4	0	0	0	25	8
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	12	0	0	0	11	0	0	0	5	0	0	0	11	1	0	0	39	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	3%	2%	0%	0%	3%	3%	0%	0%	4%	2%	0%	0%	3%	3%	0%	0%	3%	3%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	4%	17%	0%	0%	6%	0%	0%	0%	2%	0%	0%	0%	5%	11%	0%	0%	4%	10%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	289	230	0	0	332	287	0	0	380	243	0	0	337	238	0	0	1339	998
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	370	9	0	0	338	4	0	0	318	3	0	0	330	14	0	0	1356	29	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Total Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	11	0	6	0	11	0	6	0	11	0	6	0	11	0	6	0	44	0	25
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	11	0	6.25	0	11	0	6.25	0	11	0	6.25	0	11	0	6.25	0	44	0	25
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)																	0	0	0	0
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)																	0	0	0	0
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	11	0	6	0	11	0	6	0	11	0	6	0	11	0	6	0	44	0	25
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	11	267	222	0	11	306	271	0	11	347	231	0	11	313	227	0	44	1233	951
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	337	8	0	0	305	4	0	0	292	3	0	0	299	11	0	0	1233	26	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	3	0	0	0	1	0	0	0	1	3	0	0	5	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	6	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	11	258	217	0	11	295	262	0	11	332	226	0	11	303	217	0	44	1187	921
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	323	6	0	0	286	4	0	0	282	3	0	0	283	10	0	0	1175	23	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	3	4	0	0	4	4	0	0	4	3	0	0	4	8	0	0	14	18
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	1	0	0	9	0	0	0	1	0	0	0	4	0	0	0	15	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	6	0	0	0	5	5	0	0	9	3	0	0	4	0	0	0	24	8
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	11	0	0	0	10	0	0	0	5	0	0	0	10	1	0	0	37	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	3%	2%	0%	0%	3%	3%	0%	0%	4%	2%	0%	0%	3%	3%	0%	0%	3%	3%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	4%	17%	0%	0%	6%	0%	0%	0%	2%	0%	0%	0%	5%	11%	0%	0%	4%	10%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	11	276	226	0	11	318	280	0	11	363	238	0	11	322	234	0	44	1280	978
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	354	8	0	0	323	4	0	0	303	3	0	0	315	13	0	0	1296	28	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	11	279	232	0	11	321	283	0	11	363	241	0	11	327	237	0	44	1291	994
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	353	8	0	0	319	4	0	0	306	3	0	0	313	12	0	0	1291	27	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	3	0	0	0	1	0	0	0	1	3	0	0	5	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	7	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	11	270	227	0	11	309	273	0	11	347	236	0	11	317	227	0	44	1243	963
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	338	7	0	0	299	4	0	0	295	3	0	0	297	11	0	0	1229	24	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	3	4	0	0	4	4	0	0	4	3	0	0	4	8	0	0	15	19
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	1	0	0	9	0	0	0	1	0	0	0	4	0	0	0	16	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	7	0	0	0	5	5	0	0	9	3	0	0	4	0	0	0	25	8
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	12	0	0	0	11	0	0	0	5	0	0	0	11	1	0	0	39	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	3%	2%	0%	0%	3%	3%	0%	0%	4%	2%	0%	0%	3%	3%	0%	0%	3%	3%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	4%	17%	0%	0%	6%	0%	0%	0%	2%	0%	0%	0%	5%	11%	0%	0%	4%	10%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	11	289	237	0	11	332	293	0	11	380	249	0	11	337	244	0	44	1339	1023
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	370	9	0	0	338	4	0	0	318	3	0	0	330	14	0	0	1356	29	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (N)	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%				40%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (N)	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%				51%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	22%	0%	0%	0%	22%	0%	0%	0%	22%	0%	0%	0%	22%	0%	0%		22%		
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%		29%	0%	
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Proposed PW (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - A27 (N)	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - A27 (N)	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - A27 (N)	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	5	0	0	0	21
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (N)	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%				40%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (N)	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%				51%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	22%	0%	0%	0%	22%	0%	0%	0%	22%	0%	0%	0%	22%	0%	0%		22%	0%	
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%		29%	0%	
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	21%	0%	0%	0%	21%	0%	0%	0%	21%	0%	0%	0%	21%	0%	0%	0%	21%	0%	0%
B - A27 (N)	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%	0%	0%	0%	20%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	6
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Total Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0
B - A27 (N)	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	26
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - A27 (N)	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	25
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%
B - A27 (N)	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	4%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0
B - A27 (N)	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	27
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0
B - A27 (N)	0	11	267	228	0	11	306	277	0	11	347	237	0	11	313	234	0	44	1233	976
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	337	8	0	0	305	4	0	0	292	3	0	0	299	11	0	0	1233	26	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	3	0	0	0	1	0	0	0	1	3	0	0	5	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	6	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - A27 (N)	0	11	258	223	0	11	295	268	0	11	332	232	0	11	303	223	0	44	1187	946
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	323	6	0	0	286	4	0	0	282	3	0	0	283	10	0	0	1175	23	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	3	4	0	0	4	4	0	0	4	3	0	0	4	8	0	0	14	18
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	1	0	0	9	0	0	0	1	0	0	0	4	0	0	0	15	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	6	0	0	0	5	5	0	0	9	3	0	0	4	0	0	0	24	8
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	11	0	0	0	10	0	0	0	5	0	0	0	10	1	0	0	37	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%
B - A27 (N)	0%	0%	3%	2%	0%	0%	3%	3%	0%	0%	4%	2%	0%	0%	3%	3%	0%	0%	3%	3%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	4%	17%	0%	0%	6%	0%	0%	0%	2%	0%	0%	0%	5%	11%	0%	0%	4%	10%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0
B - A27 (N)	0	11	276	233	0	11	318	287	0	11	363	245	0	11	322	240	0	44	1280	1005
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	354	8	0	0	323	4	0	0	303	3	0	0	315	13	0	0	1296	28	0

Junction 9b - A27 Teardrop (North) — AM Peak Hour

Future Baseline 2025 + Committed Development + Development Proposals

All vehicles (excluding bicycles)	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0
B - A27 (N)	0	11	279	238	0	11	321	289	0	11	363	248	0	11	327	244	0	44	1291	1019
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	353	8	0	0	319	4	0	0	306	3	0	0	313	12	0	0	1291	27	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	3	0	0	0	1	0	0	0	1	3	0	0	5	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	7	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - A27 (N)	0	11	270	233	0	11	309	280	0	11	347	242	0	11	317	233	0	44	1243	988
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	338	7	0	0	299	4	0	0	295	3	0	0	297	11	0	0	1229	24	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	3	4	0	0	4	4	0	0	4	3	0	0	4	8	0	0	15	19
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	1	0	0	9	0	0	0	1	0	0	0	4	0	0	0	16	1	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	7	0	0	0	5	5	0	0	9	3	0	0	4	0	0	0	25	9
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	12	0	0	0	11	0	0	0	5	0	0	0	11	1	0	0	39	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%	0%	13%	0%	0%
B - A27 (N)	0%	0%	3%	2%	0%	0%	3%	3%	0%	0%	4%	2%	0%	0%	3%	3%	0%	0%	3%	3%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	4%	17%	0%	0%	6%	0%	0%	0%	2%	0%	0%	0%	5%	11%	0%	0%	4%	10%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0	0
B - A27 (N)	0	11	289	243	0	11	332	300	0	11	380	256	0	11	337	251	0	44	1339	1049
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	370	9	0	0	338	4	0	0	318	3	0	0	330	14	0	0	1356	29	0

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Baseline MCCs (2020)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	276	99	0	0	265	137	0	0	261	121	0	0	264	94	0	0	1066	451
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	352	2	0	0	320	3	0	0	314	5	1	0	288	4	1	0	1274	14	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	0	1		0	0	8		0	2	2		0	0	1	0	0	2	12
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		0	0	0		0	0	0		0	0	0		1	0	0	0	1	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	3	0		0	0	0		0	2	0		0	4	0	0	0	9	0
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		0	0	0		1	0	0		0	0	0		1	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	271	98		0	261	134		0	255	119		0	257	92	0	0	1044	443
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		350	2	0		318	3	0		309	4	1		286	4	1	0	1263	13	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	1	1		0	1	2		0	2	1		0	2	1	0	0	6	5
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		1	0	0		1	0	0		3	0	0		0	0	0	0	5	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	1	0		0	2	1		0	2	1		0	1	1	0	0	6	3
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		1	0	0		0	0	0		2	1	0		1	0	0	0	4	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)		0	0	0		0	1	0		0	0	0		0	0	0	0	0	1	0
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)		0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	2%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%	1%	7%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	281	101	0	0	269	147	0	0	269	125	0	0	270	97	0	0	1089	469
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	354	2	0	0	322	3	0	0	318	6	1	0	291	4	1	0	1285	15	2

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Baseline 2020 ("Normal")

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	343	123	0	0	329	170	0	0	324	150	0	0	328	117	0	0	1324	560
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	437	2	0	0	397	4	0	0	390	6	1	0	358	5	1	0	1582	17	2
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	10	0	0	2	2	0	0	0	1	0	0	2	15
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	4	0	0	0	0	0	0	0	2	0	0	0	5	0	0	0	11	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	337	122	0	0	324	166	0	0	317	148	0	0	319	114	0	0	1297	550
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	435	2	0	0	395	4	0	0	384	5	1	0	355	5	1	0	1569	16	2
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	1	0	0	1	2	0	0	2	1	0	0	2	1	0	0	7	6
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	6	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	0	0	0	2	1	0	0	2	1	0	0	1	1	0	0	7	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	5	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	2%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%	1%	7%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	349	125	0	0	334	183	0	0	334	155	0	0	336	120	0	0	1352	583
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	439	2	0	0	399	4	0	0	395	8	1	0	362	5	1	0	1596	19	2

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Future Baseline 2023 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	352	126	0	0	338	175	0	0	333	154	0	0	337	120	0	0	1361	576
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	449	3	0	0	409	4	0	0	401	6	1	0	368	5	1	0	1627	18	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	10	0	0	3	3	0	0	0	1	0	0	3	15
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	4	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	11	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	346	125	0	0	333	171	0	0	326	152	0	0	328	117	0	0	1333	566
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	447	3	0	0	406	4	0	0	395	5	1	0	365	5	1	0	1613	17	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	1	0	0	1	3	0	0	3	1	0	0	3	1	0	0	8	6
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	6	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	0	0	0	3	1	0	0	3	1	0	0	1	1	0	0	8	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	5	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	2%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%	1%	7%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	359	128	0	0	344	188	0	0	343	159	0	0	345	124	0	0	1390	599
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	452	3	0	0	410	4	0	0	406	8	1	0	372	5	1	0	1640	20	3

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Future Baseline 2025 (excluding committed development)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	369	132	0	0	354	183	0	0	349	162	0	0	353	126	0	0	1424	603
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	470	3	0	0	428	4	0	0	420	7	1	0	385	5	1	0	1702	19	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	11	0	0	3	3	0	0	0	1	0	0	3	16
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	4	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	12	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	362	131	0	0	349	179	0	0	341	159	0	0	343	123	0	0	1395	592
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	468	3	0	0	425	4	0	0	413	5	1	0	382	5	1	0	1687	17	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	1	0	0	1	3	0	0	3	1	0	0	3	1	0	0	8	7
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	7	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	0	0	0	3	1	0	0	3	1	0	0	1	1	0	0	8	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	5	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	2%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%	1%	7%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	375	134	0	0	360	197	0	0	359	167	0	0	361	129	0	0	1455	627
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	473	3	0	0	430	4	0	0	425	8	1	0	389	5	1	0	1716	20	3

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Total Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	3	0	6	0	3	0	6	0	3	0	6	0	3	0	6	0	13	0	23
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	3.25	0	5.75	0	3.25	0	5.75	0	3.25	0	5.75	0	3.25	0	5.75	0	13	0	23
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)																	0	0	0	0
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)																	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																	0	0	0	0
B - A27 (N)																	0	0	0	0
C - A27 (E) On-Slip																	0	0	0	0
D - A27 (S)																	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	3	0	6	0	3	0	6	0	3	0	6	0	3	0	6	0	13	0	23
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Future Baseline 2023 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	3	352	132	0	3	338	181	0	3	333	160	0	3	337	126	0	13	1361	599
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	449	3	0	0	409	4	0	0	401	6	1	0	368	5	1	0	1627	18	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	10	0	0	3	3	0	0	0	1	0	0	3	15
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	4	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	11	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	3	346	131	0	3	333	177	0	3	326	158	0	3	328	123	0	13	1333	589
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	447	3	0	0	406	4	0	0	395	5	1	0	365	5	1	0	1613	17	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	1	0	0	1	3	0	0	3	1	0	0	3	1	0	0	8	6
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	6	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	0	0	0	3	1	0	0	3	1	0	0	1	1	0	0	8	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	5	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	2%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%	1%	7%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	3	359	134	0	3	344	194	0	3	343	165	0	3	345	129	0	13	1390	622
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	452	3	0	0	410	4	0	0	406	8	1	0	372	5	1	0	1640	20	3

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Future Baseline 2025 + Committed Development

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	3	369	138	0	3	354	189	0	3	349	167	0	3	353	131	0	13	1424	626
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	470	3	0	0	428	4	0	0	420	7	1	0	385	5	1	0	1702	19	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	11	0	0	3	3	0	0	0	1	0	0	3	16
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	4	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	12	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	3	362	137	0	3	349	185	0	3	341	165	0	3	343	129	0	13	1395	615
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	468	3	0	0	425	4	0	0	413	5	1	0	382	5	1	0	1687	17	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	1	0	0	1	3	0	0	3	1	0	0	3	1	0	0	8	7
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	7	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	0	0	0	3	1	0	0	3	1	0	0	1	1	0	0	8	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	5	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	2%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%	1%	7%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	3	375	140	0	3	360	203	0	3	359	172	0	3	361	135	0	13	1455	650
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	473	3	0	0	430	4	0	0	425	8	1	0	389	5	1	0	1716	20	3

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Proposed PW (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (N)	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%				40%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (N)	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%				51%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Proposed PW (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	22%	0%	0%	0%	22%	0%	0%	0%	22%	0%	0%	0%	22%	0%	0%		22%		
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%		29%	0%	
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Proposed PW (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	11	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	11	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	11	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Proposed Industrial (% Assignment) - Arrivals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (N)	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%	0%	0%	0%	40%				40%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
B - A27 (N)	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%				51%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
B - A27 (N)	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%	0%	0%	0%	51%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Proposed Industrial (% Assignment) - Departures

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	22%	0%	0%	0%	22%	0%	0%	0%	22%	0%	0%	0%	22%	0%	0%		22%	0%	
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%		29%	0%	
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%	0%	29%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Proposed Industrial (Trips)

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Total Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	13	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	13	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead																				
B - A27 (N)																				
C - A27 (E) On-Slip																				
D - A27 (S)																				
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%
B - A27 (N)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	13	0	0
B - A27 (N)	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction 9b - A27 Teardrop (North) — PM Peak Hour

Future Baseline 2023 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	13	0	0
B - A27 (N)	0	3	352	133	0	3	338	182	0	3	333	161	0	3	337	127	0	13	1361	603
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	449	3	0	0	409	4	0	0	401	6	1	0	368	5	1	0	1627	18	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	10	0	0	3	3	0	0	0	1	0	0	3	15
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	4	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	11	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	13	0	0
B - A27 (N)	0	3	346	132	0	3	333	178	0	3	326	159	0	3	328	124	0	13	1333	593
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	447	3	0	0	406	4	0	0	395	5	1	0	365	5	1	0	1613	17	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	1	0	0	1	3	0	0	3	1	0	0	3	1	0	0	8	6
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	6	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	0	0	0	3	1	0	0	3	1	0	0	1	1	0	0	8	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	5	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%
B - A27 (N)	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	2%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%	1%	7%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	13	0	0
B - A27 (N)	0	3	359	135	0	3	344	195	0	3	343	166	0	3	345	130	0	13	1390	627
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	452	3	0	0	410	4	0	0	406	8	1	0	372	5	1	0	1640	20	3

Junction 9b - A27 Teardrop (North) — PM Peak Hour

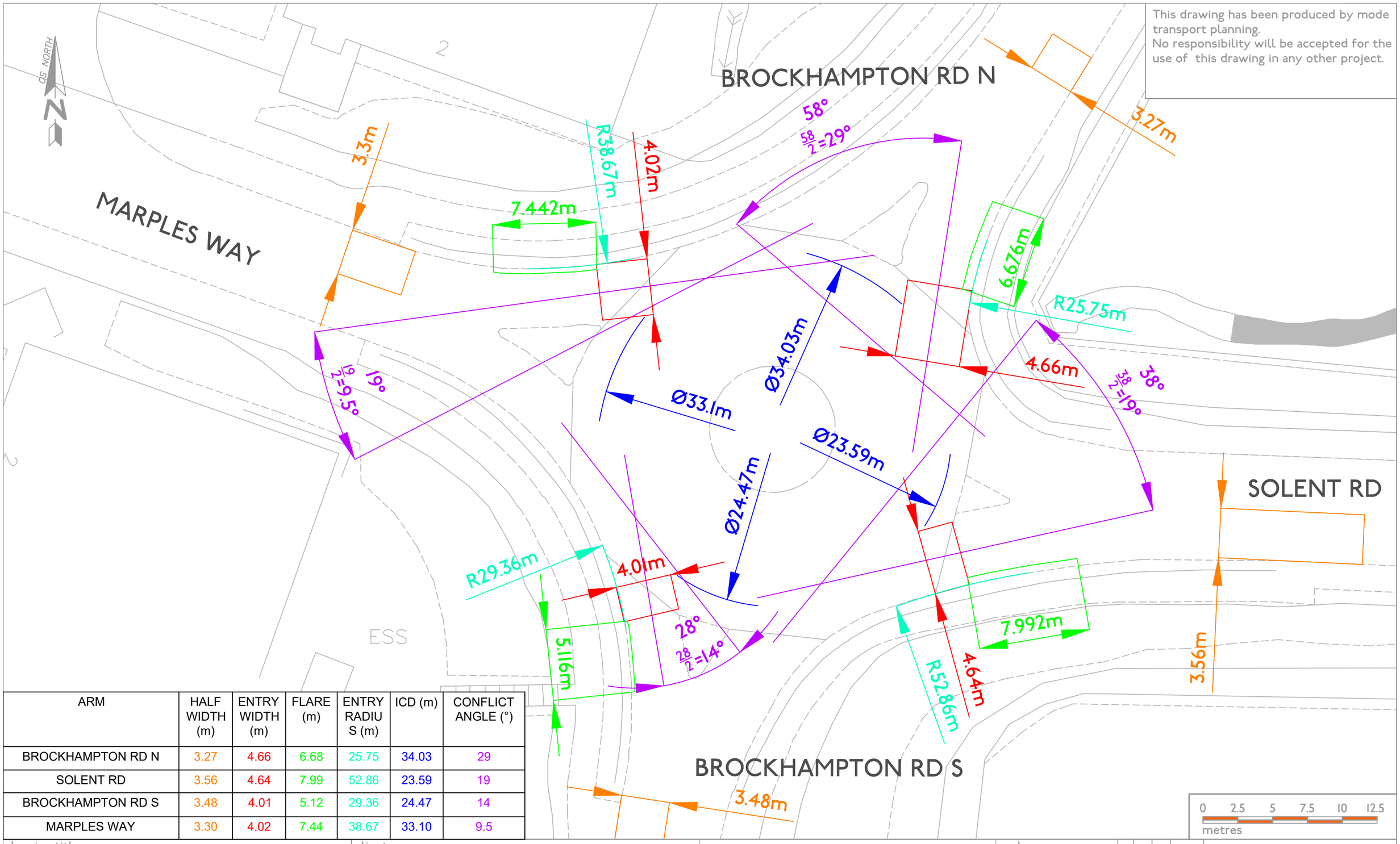
Future Baseline 2025 + Committed Development + Development Proposals

	17:00-17:15				17:15-17:30				17:30-17:45				17:45-18:00				Total			
All vehicles (excluding bicycles)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	13	0	0
B - A27 (N)	0	3	369	139	0	3	354	190	0	3	349	169	0	3	353	132	0	13	1424	630
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	470	3	0	0	428	4	0	0	420	7	1	0	385	5	1	0	1702	19	3
Bicycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	1	0	0	0	11	0	0	3	3	0	0	0	1	0	0	3	16
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Motorcycles	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	4	0	0	0	0	0	0	0	3	0	0	0	5	0	0	0	12	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0
Cars / vans / taxis / LGVs	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	13	0	0
B - A27 (N)	0	3	362	138	0	3	349	186	0	3	341	166	0	3	343	130	0	13	1395	619
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	468	3	0	0	425	4	0	0	413	5	1	0	382	5	1	0	1687	17	3
OGV1	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	1	0	0	1	3	0	0	3	1	0	0	3	1	0	0	8	7
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	7	0	0
OGV2	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	1	0	0	0	3	1	0	0	3	1	0	0	1	1	0	0	8	4
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	1	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	5	1	0
Bus	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B - A27 (N)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy percentage (OGV1, OGV2, Bus)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	2%	0%	0%
B - A27 (N)	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	2%
C - A27 (E) On-Slip	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
D - A27 (S)	0%	1%	0%	0%	0%	0%	0%	0%	0%	2%	20%	0%	0%	0%	0%	0%	0%	1%	7%	0%
Passenger car units (PCUs)	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
A - A27 Ahead	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	13	0	0
B - A27 (N)	0	3	375	141	0	3	360	204	0	3	359	174	0	3	361	136	0	13	1455	655
C - A27 (E) On-Slip	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D - A27 (S)	0	473	3	0	0	430	4	0	0	425	8	1	0	389	5	1	0	1716	20	3

APPENDIX I

Junctions 9 Modelling Geometries

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ARM	HALF WIDTH (m)	ENTRY WIDTH (m)	FLARE (m)	ENTRY RADIUS (m)	ICD (m)	CONFLICT ANGLE (°)
BROCKHAMPTON RD N	3.27	4.66	6.68	25.75	34.03	29
SOLENT RD	3.56	4.64	7.99	52.86	23.59	19
BROCKHAMPTON RD S	3.48	4.01	5.12	29.36	24.47	14
MARPLES WAY	3.30	4.02	7.44	38.67	33.10	9.5

drawing title

JUNCTION MEASUREMENTS
SOLENT RD / BROCKHAMPTON RD / MARPLES WAY ROUNDABOUT

client

CHANCERYGATE

job title

SOLENT ROAD, HAVANT

mode transport planning
9 Greyfriars Road
Reading
RG1 1NU

t 0118 206 2945
e info@modetransport.co.uk
w www.modetransport.co.uk

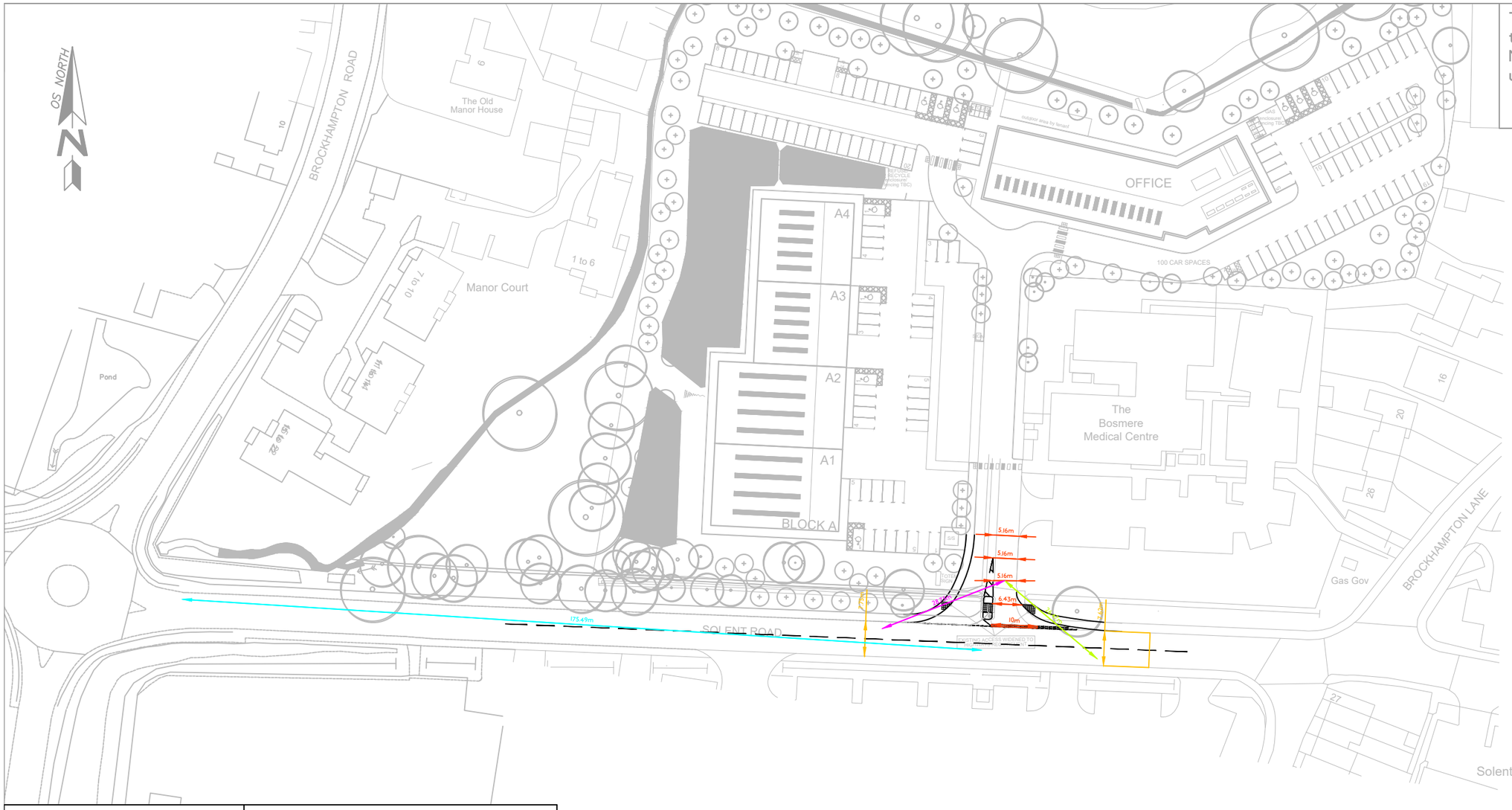
mode
transport planning

scale 1:250 @ A3
drawn RJM
checked CH
created Mar 20

rev	rev by	chk by	date	remarks
-	RJM	CH	19/03/21	FIRST ISSUE

drawing no. J32-5257-007

File: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\5. Graphics\2. CAD\2. Sheets\210319 325257 007.dwg



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MEASUREMENT	DISTANCE (m)
WIDTH OF CARRIAGEWAY	7.75 + 7.62 = 15.37 15.37/2 = 7.685m
WIDTH OF ACCESS	AT GIVE WAY: 10m; AT 5m: 6.43; AT 10m: 5.16; AT 15m: 5.16; AT 20m: 5.16
VISIBILITY TO RIGHT OF ACCESS	28.75
VISIBILITY TO LEFT OF ACCESS	26.47
VISIBILITY ALONG CARRIAGEWAY	175.49

0 10 20 30 40 50
metres

drawing title
JUNCTION MEASUREMENTS
SITE ACCESS

client
CHANCERYGATE

job title
SOLENT ROAD, HAVANT

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mode
transport planning

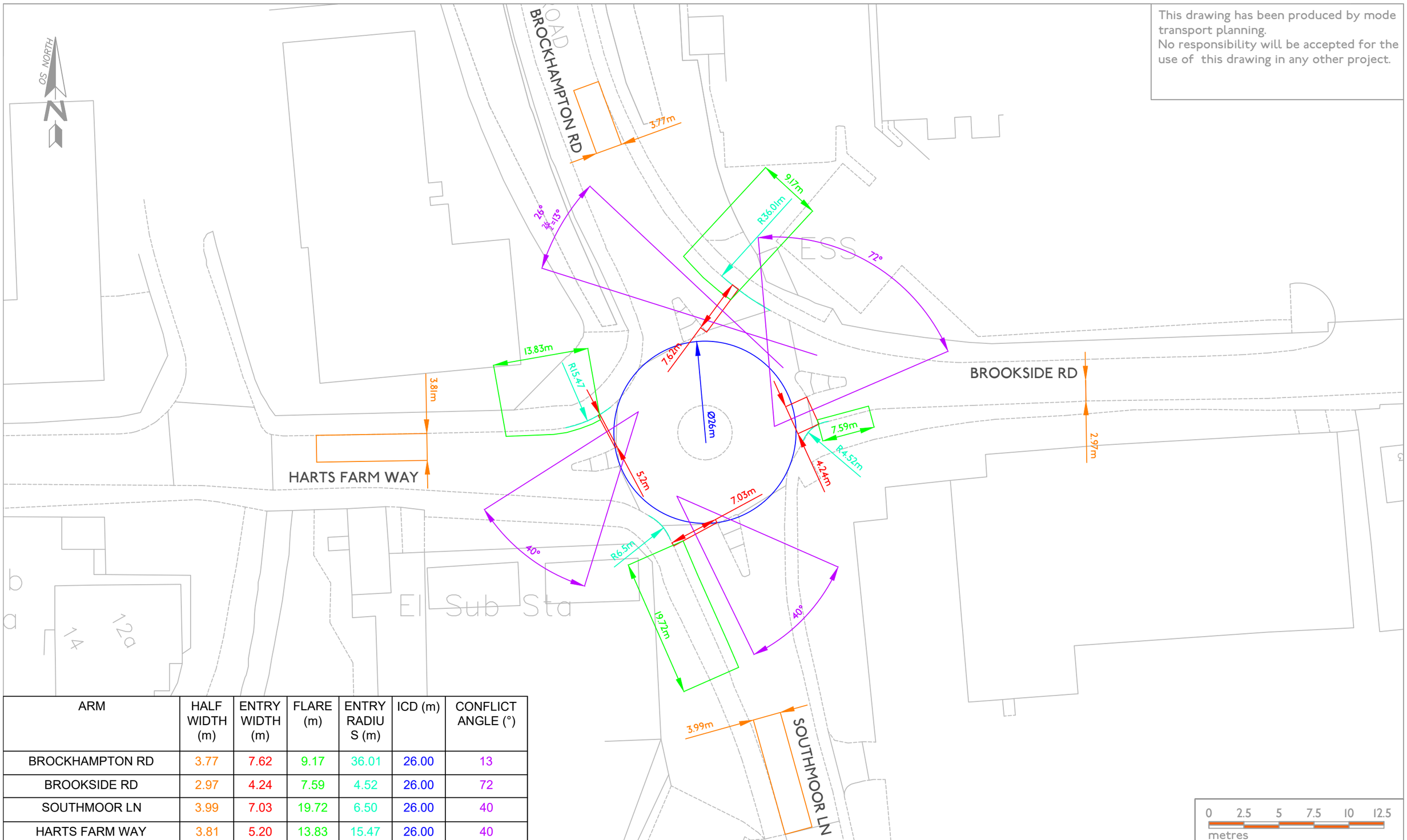
scale 1:1,000 @ A3
drawn RJM
checked CH
created Mar 20

rev	rev by	chk by	date	remarks
-	RJM	CH	19/03/21	FIRST ISSUE

drawing no. J32-5257-008

File: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\5. Graphics\2. CAD\2. Sheets\210319 325257 008.dwg

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ARM	HALF WIDTH (m)	ENTRY WIDTH (m)	FLARE (m)	ENTRY RADIUS (m)	ICD (m)	CONFLICT ANGLE (°)
BROCKHAMPTON RD	3.77	7.62	9.17	36.01	26.00	13
BROOKSIDE RD	2.97	4.24	7.59	4.52	26.00	72
SOUTHMOOR LN	3.99	7.03	19.72	6.50	26.00	40
HARTS FARM WAY	3.81	5.20	13.83	15.47	26.00	40

drawing title

JUNCTION MEASUREMENTS
BROOKSIDE RD / SOUTHMOOR LN /
HARTS FARM WAY / BROCKHAMPTON RD
ROUNDABOUT

client

CHANCERYGATE

job title

SOLENT ROAD, HAVANT

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mode
transport planning

scale 1:250 @ A3
drawn RJM
checked CH
created Mar 20

rev	rev by	chk by	date	remarks
-	RJM	CH	26/03/21	FIRST ISSUE

drawing no. J32-5257-009

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APPENDIX J

Junctions 9 Modelling Reports

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: 210317 325257 Site Access.j9
Path: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\4. Data\Junctions 9
Report generation date: 28/03/2021 20:34:50

«2025 Base + Development, PM
»Junction Network
»Arms
»Traffic Demand
»Origin-Destination Data
»Vehicle Mix
»Results

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020 Base											
Stream B-C	D1	0.1	6.85	0.07	A	93 % [Stream B-A]	D2	0.1	6.74	0.06	A	121 % [Stream B-A]
Stream B-A		0.1	14.02	0.07	B			0.0	12.52	0.05	B	
Stream C-AB		0.3	4.89	0.14	A			0.1	5.01	0.06	A	
	2023 Base											
Stream B-C	D3	0.1	6.88	0.07	A	99 % [Stream B-A]	D4	0.1	6.78	0.06	A	112 % [Stream B-A]
Stream B-A		0.1	12.20	0.07	B			0.0	12.51	0.05	B	
Stream C-AB		0.3	4.89	0.14	A			0.1	5.04	0.07	A	
	2025 Base											
Stream B-C	D5	0.1	6.95	0.07	A	80 % [Stream B-A]	D6	0.1	6.80	0.06	A	104 % [Stream B-A]
Stream B-A		0.1	14.69	0.07	B			0.1	12.82	0.05	B	
Stream C-AB		0.3	4.89	0.15	A			0.1	5.01	0.07	A	
	2023 Base +Development											
Stream B-C	D7	0.1	7.25	0.08	A	74 % [Stream B-A]	D8	0.1	7.71	0.12	A	85 % [Stream B-A]
Stream B-A		0.1	14.63	0.09	B			0.2	13.09	0.14	B	
Stream C-AB		0.5	5.38	0.21	A			0.1	5.10	0.08	A	
	2025 Base +Development											
Stream B-C	D9	0.1	7.31	0.08	A	67 % [Stream B-A]						
Stream B-A		0.1	15.29	0.10	C							
Stream C-AB		0.5	5.35	0.22	A							
	2025 Base + Development											
Stream B-C							D10	0.1	7.81	0.12	A	77 % [Stream B-A]
Stream B-A								0.2	13.51	0.14	B	
Stream C-AB								0.2	5.07	0.08	A	

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.

File summary

File Description

Title	Solent Road, Havant
Location	Site Access
Site number	1
Date	17/03/2021
Version	
Status	Final
Identifier	
Client	
Jobnumber	
Enumerator	MODEDESKTOP\Reading Technician
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2025 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

2025 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.24	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	77	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	Solent Road W		Major
B	Site Access		Minor
C	Solent Road E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.69			175.5	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.43	5.16	5.16	5.16	✓	3.00	26	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	122.385	0.083	0.209	0.131	0.298
B-C	170.098	0.097	0.244	-	-
C-B	168.898	0.243	0.243	-	-

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

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

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

Traffic Demand

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	4.00	132.00
	B	11.00	0.00	16.00
	C	110.00	7.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	4.00	128.00
	B	12.00	0.00	14.00
	C	83.00	9.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	4.00	108.00
	B	9.00	0.00	15.00
	C	94.00	3.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A	B	C
From	A	0.00	3.00	73.00
	B	8.00	0.00	12.00
	C	99.00	3.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	1	0	1
	C	3	0	0

17:15 - 17:30

Heavy Vehicle Percentages

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

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	1	0	1
	C	2	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To		
		A	B	C
From	A	0	0	0
	B	2	0	1
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.12	7.81	0.1	A	14.25	57.00
B-A	0.14	13.51	0.2	B	10.00	40.00
C-AB	0.08	5.07	0.2	A	10.34	41.37
C-A					91.66	366.63
A-B					3.75	15.00
A-C					110.25	441.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	132.62	0.121	15.86	0.0	0.1	7.779	A
B-A	11.00	11.00	77.95	0.141	10.84	0.0	0.2	13.512	B
C-AB	14.50	14.50	212.69	0.068	14.38	0.0	0.1	4.608	A
C-A	102.50	102.50			102.50				
A-B	4.00	4.00			4.00				
A-C	132.00	132.00			132.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	130.38	0.107	14.01	0.1	0.1	7.812	A
B-A	12.00	12.00	83.73	0.143	12.00	0.2	0.2	12.671	B
C-AB	15.73	15.73	194.68	0.081	15.70	0.1	0.2	5.070	A
C-A	76.27	76.27			76.27				
A-B	4.00	4.00			4.00				
A-C	128.00	128.00			128.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15.00	15.00	141.20	0.106	15.00	0.1	0.1	7.202	A
B-A	9.00	9.00	85.07	0.106	9.05	0.2	0.1	11.963	B
C-AB	5.59	5.59	206.17	0.027	5.70	0.2	0.0	4.503	A
C-A	91.41	91.41			91.41				
A-B	4.00	4.00			4.00				
A-C	108.00	108.00			108.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	149.03	0.081	12.03	0.1	0.1	6.638	A
B-A	8.00	8.00	92.73	0.086	8.02	0.1	0.1	10.778	B
C-AB	5.55	5.55	216.37	0.026	5.55	0.0	0.0	4.300	A
C-A	96.45	96.45			96.45				
A-B	3.00	3.00			3.00				
A-C	73.00	73.00			73.00				

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020 Base											
1 - Brockhampton Rd N	D1	0.5	4.90	0.31	A	93 % [3 - Brockhampton Rd S]	D2	0.2	4.46	0.19	A	73 % [3 - Brockhampton Rd S]
2 - Solent Rd		0.8	5.20	0.44	A			0.5	4.14	0.34	A	
3 - Brockhampton Rd S		0.8	5.83	0.44	A			1.1	6.75	0.53	A	
4 - Marples Way		0.1	4.16	0.06	A			0.2	5.33	0.20	A	
	2023 Base											
1 - Brockhampton Rd N	D3	0.5	5.01	0.32	A	90 % [2 - Solent Rd]	D4	0.2	4.40	0.19	A	68 % [3 - Brockhampton Rd S]
2 - Solent Rd		0.9	5.36	0.46	A			0.6	4.29	0.35	A	
3 - Brockhampton Rd S		0.8	5.76	0.45	A			1.2	6.73	0.54	A	
4 - Marples Way		0.1	4.44	0.06	A			0.3	5.51	0.21	A	
	2025 Base											
1 - Brockhampton Rd N	D5	0.5	5.18	0.34	A	79 % [3 - Brockhampton Rd S]	D6	0.3	4.51	0.20	A	61 % [3 - Brockhampton Rd S]
2 - Solent Rd		1.0	5.65	0.48	A			0.6	4.43	0.37	A	
3 - Brockhampton Rd S		0.9	6.12	0.48	A			1.3	7.15	0.57	A	
4 - Marples Way		0.1	4.56	0.06	A			0.3	5.67	0.21	A	
	2023 Base +Development											
1 - Brockhampton Rd N	D7	0.5	5.16	0.33	A	81 % [3 - Brockhampton Rd S]	D8	0.2	4.44	0.19	A	67 % [3 - Brockhampton Rd S]
2 - Solent Rd		0.9	5.39	0.46	A			0.6	4.45	0.38	A	
3 - Brockhampton Rd S		0.9	6.05	0.48	A			1.2	6.81	0.55	A	
4 - Marples Way		0.1	4.53	0.06	A			0.3	5.55	0.21	A	
	2025 Base + Development											
1 - Brockhampton Rd N	D9	0.5	5.34	0.35	A	71 % [3 - Brockhampton Rd S]	D10	0.3	4.54	0.20	A	59 % [3 - Brockhampton Rd S]
2 - Solent Rd		1.0	5.69	0.49	A			0.7	4.60	0.39	A	
3 - Brockhampton Rd S		1.0	6.46	0.51	A			1.3	7.28	0.58	A	
4 - Marples Way		0.1	4.66	0.06	A			0.3	5.73	0.22	A	

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.

File summary

File Description

Title	Solent Road, Havant
Location	Brockhampton Road Roundabout
Site number	2
Date	17/03/2021
Version	
Status	Final
Identifier	
Client	
Jobnumber	
Enumerator	MODEDESKTOP\Reading Technician
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2025 Base	AM	DIRECT	08:00	09:00	60	15	✓
D6	2025 Base	PM	DIRECT	17:00	18:00	60	15	✓
D7	2023 Base +Development	AM	DIRECT	08:00	09:00	60	15	✓
D8	2023 Base +Development	PM	DIRECT	17:00	18:00	60	15	✓
D9	2025 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓
D10	2025 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2020 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.31	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	93	3 - Brockhampton Rd S

Arms

Arms

Arm	Name	Description
1	Brockhampton Rd N	
2	Solent Rd	
3	Brockhampton Rd S	
4	Marples Way	

Roundabout Geometry

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 - Brockhampton Rd N	3.27	4.66	6.7	25.7	34.0	29.0	
2 - Solent Rd	3.56	4.64	8.0	52.9	23.6	19.0	
3 - Brockhampton Rd S	3.48	4.01	5.1	29.4	24.5	14.0	
4 - Marples Way	3.30	4.02	7.4	38.7	33.1	9.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Brockhampton Rd N	0.568	315.321
2 - Solent Rd	0.622	349.190
3 - Brockhampton Rd S	0.594	314.651
4 - Marples Way	0.597	319.251

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	39.00	45.00	2.00
	2 - Solent Rd	10.00	0.00	90.00	10.00
	3 - Brockhampton Rd S	35.00	67.00	0.00	12.00
	4 - Marples Way	2.00	2.00	2.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	30.00	42.00	3.00
	2 - Solent Rd	19.00	0.00	99.00	23.00
	3 - Brockhampton Rd S	27.00	56.00	0.00	18.00
	4 - Marples Way	5.00	5.00	5.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	30.00	37.00	3.00
	2 - Solent Rd	13.00	2.00	101.00	15.00
	3 - Brockhampton Rd S	18.00	77.00	0.00	12.00
	4 - Marples Way	3.00	3.00	3.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	28.00	33.00	3.00
	2 - Solent Rd	22.00	0.00	85.00	27.00
	3 - Brockhampton Rd S	22.00	85.00	0.00	18.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	6	0	0
	2 - Solent Rd	9	0	2	0
	3 - Brockhampton Rd S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	3	3	0
	2 - Solent Rd	3	0	1	0
	3 - Brockhampton Rd S	0	4	0	3
	4 - Marples Way	0	0	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.31	4.90	0.5	A	73.75	295.00
2 - Solent Rd	0.44	5.20	0.8	A	129.00	516.00
3 - Brockhampton Rd S	0.44	5.83	0.8	A	111.75	447.00
4 - Marples Way	0.06	4.16	0.1	A	11.00	44.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	86.00	86.00	70.61	275.19	0.313	85.54	46.75	0.0	0.5	4.838	A
2 - Solent Rd	110.00	110.00	48.74	318.89	0.345	109.47	107.41	0.0	0.5	4.357	A
3 - Brockhampton Rd S	114.00	114.00	21.89	301.66	0.378	113.37	136.32	0.0	0.6	4.982	A
4 - Marples Way	6.00	6.00	111.39	252.70	0.024	5.98	23.87	0.0	0.0	3.647	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	75.00	75.00	66.04	277.79	0.270	75.08	50.97	0.5	0.4	4.545	A
2 - Solent Rd	141.00	141.00	50.01	318.10	0.443	140.72	91.11	0.5	0.8	5.196	A
3 - Brockhampton Rd S	101.00	101.00	44.85	288.03	0.351	101.08	145.88	0.6	0.6	4.895	A
4 - Marples Way	15.00	15.00	102.05	258.28	0.058	14.96	43.88	0.0	0.1	3.698	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	70.00	70.00	84.89	267.08	0.262	70.00	34.10	0.4	0.4	4.904	A
2 - Solent Rd	131.00	131.00	43.02	322.45	0.406	131.11	111.87	0.8	0.7	4.778	A
3 - Brockhampton Rd S	107.00	107.00	33.08	295.02	0.363	106.96	141.05	0.6	0.6	5.005	A
4 - Marples Way	9.00	9.00	109.96	253.56	0.035	9.02	30.08	0.1	0.0	3.682	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	64.00	64.00	98.85	259.14	0.247	64.04	43.92	0.4	0.3	4.748	A
2 - Solent Rd	134.00	134.00	45.00	321.21	0.417	133.98	117.90	0.7	0.7	4.860	A
3 - Brockhampton Rd S	125.00	125.00	51.90	283.85	0.440	124.79	127.08	0.6	0.8	5.827	A
4 - Marples Way	14.00	14.00	128.80	242.30	0.058	13.97	47.89	0.0	0.1	4.161	A

2020 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	73	3 - Brockhampton Rd S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	24.00	11.00	2.00
	2 - Solent Rd	35.00	2.00	71.00	4.00
	3 - Brockhampton Rd S	57.00	91.00	0.00	4.00
	4 - Marples Way	9.00	16.00	16.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	19.00	17.00	0.00
	2 - Solent Rd	21.00	1.00	65.00	1.00
	3 - Brockhampton Rd S	47.00	88.00	0.00	2.00
	4 - Marples Way	1.00	8.00	6.00	1.00

Demand (PCU/TS)

17:30 - 17:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	30.00	20.00	1.00
	2 - Solent Rd	31.00	1.00	55.00	2.00
	3 - Brockhampton Rd S	34.00	55.00	0.00	0.00
	4 - Marples Way	2.00	11.00	10.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	19.00	16.00	0.00
	2 - Solent Rd	25.00	0.00	76.00	0.00
	3 - Brockhampton Rd S	31.00	51.00	0.00	4.00
	4 - Marples Way	4.00	2.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	6	0	0
	2 - Solent Rd	9	0	2	0
	3 - Brockhampton Rd S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.19	4.46	0.2	A	39.75	159.00
2 - Solent Rd	0.34	4.14	0.5	A	97.50	390.00
3 - Brockhampton Rd S	0.53	6.75	1.1	A	116.00	464.00
4 - Marples Way	0.20	5.33	0.2	A	22.50	90.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	37.00	37.00	124.12	244.78	0.151	36.82	100.36	0.0	0.2	4.462	A
2 - Solent Rd	112.00	112.00	28.84	331.26	0.338	111.49	132.10	0.0	0.5	4.138	A
3 - Brockhampton Rd S	152.00	152.00	42.80	289.25	0.526	150.86	97.53	0.0	1.1	6.751	A
4 - Marples Way	41.00	41.00	183.72	209.49	0.196	40.76	9.94	0.0	0.2	5.326	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	36.00	36.00	104.25	256.07	0.141	36.01	69.25	0.2	0.2	4.215	A
2 - Solent Rd	88.00	88.00	24.04	334.24	0.263	88.14	116.22	0.5	0.4	3.787	A
3 - Brockhampton Rd S	137.00	137.00	24.10	300.35	0.456	137.28	88.09	1.1	0.9	5.636	A
4 - Marples Way	16.00	16.00	157.34	225.25	0.071	16.16	4.04	0.2	0.1	4.307	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	51.00	51.00	77.26	271.41	0.188	50.93	67.08	0.2	0.2	4.301	A
2 - Solent Rd	89.00	89.00	30.97	329.94	0.270	89.00	97.21	0.4	0.4	3.781	A
3 - Brockhampton Rd S	89.00	89.00	34.96	293.90	0.303	89.42	85.01	0.9	0.4	4.518	A
4 - Marples Way	23.00	23.00	121.36	246.75	0.093	22.97	3.01	0.1	0.1	4.022	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	35.00	35.00	57.11	282.87	0.124	35.10	60.04	0.2	0.1	3.634	A
2 - Solent Rd	101.00	101.00	20.06	336.72	0.300	100.95	72.15	0.4	0.4	3.817	A
3 - Brockhampton Rd S	86.00	86.00	25.04	299.79	0.287	86.04	95.97	0.4	0.4	4.211	A
4 - Marples Way	10.00	10.00	107.09	255.27	0.039	10.06	3.99	0.1	0.0	3.932	A

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	90	2 - Solent Rd

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	40.00	46.00	2.00
	2 - Solent Rd	10.00	0.00	93.00	10.00
	3 - Brockhampton Rd S	36.00	69.00	0.00	12.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	31.00	43.00	3.00
	2 - Solent Rd	20.00	0.00	102.00	24.00
	3 - Brockhampton Rd S	27.00	57.00	0.00	19.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	31.00	39.00	3.00
	2 - Solent Rd	14.00	2.00	104.00	15.00
	3 - Brockhampton Rd S	19.00	79.00	0.00	13.00
	4 - Marples Way	3.00	3.00	3.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	29.00	34.00	3.00
	2 - Solent Rd	22.00	0.00	87.00	27.00
	3 - Brockhampton Rd S	22.00	87.00	0.00	19.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	6	0	0
	2 - Solent Rd	9	0	2	0
	3 - Brockhampton Rd S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.32	5.01	0.5	A	76.00	304.00
2 - Solent Rd	0.46	5.36	0.9	A	132.50	530.00
3 - Brockhampton Rd S	0.45	5.76	0.8	A	114.75	459.00
4 - Marples Way	0.06	4.44	0.1	A	11.00	44.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	88.00	88.00	72.60	274.06	0.321	87.52	47.74	0.0	0.5	4.918	A
2 - Solent Rd	113.00	113.00	49.73	318.27	0.355	112.44	110.39	0.0	0.6	4.433	A
3 - Brockhampton Rd S	117.00	117.00	21.89	301.66	0.388	116.34	140.28	0.0	0.7	5.062	A
4 - Marples Way	6.00	6.00	114.36	250.93	0.024	5.98	23.87	0.0	0.0	3.673	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	77.00	77.00	67.04	277.22	0.278	77.08	51.97	0.5	0.4	4.603	A
2 - Solent Rd	146.00	146.00	51.01	317.48	0.460	145.69	93.12	0.6	0.9	5.363	A
3 - Brockhampton Rd S	103.00	103.00	46.83	286.85	0.359	103.08	149.87	0.7	0.6	4.981	A
4 - Marples Way	15.00	15.00	104.05	257.09	0.058	14.96	45.86	0.0	0.1	3.716	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	73.00	73.00	86.88	265.95	0.274	72.99	36.09	0.4	0.4	5.012	A
2 - Solent Rd	135.00	135.00	45.01	321.21	0.420	135.12	114.85	0.9	0.7	4.915	A
3 - Brockhampton Rd S	111.00	111.00	34.09	294.42	0.377	110.95	146.04	0.6	0.6	5.131	A
4 - Marples Way	9.00	9.00	113.94	251.18	0.036	9.02	31.09	0.1	0.0	3.718	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	66.00	66.00	100.86	258.00	0.256	66.06	43.94	0.4	0.3	4.691	A
2 - Solent Rd	136.00	136.00	46.01	320.59	0.424	136.01	120.92	0.7	0.7	4.875	A
3 - Brockhampton Rd S	128.00	128.00	51.91	283.84	0.451	127.82	130.11	0.6	0.8	5.761	A
4 - Marples Way	14.00	14.00	130.83	241.09	0.058	13.97	48.89	0.0	0.1	4.436	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	68	3 - Brockhampton Rd S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	24.00	11.00	3.00
	2 - Solent Rd	36.00	3.00	73.00	4.00
	3 - Brockhampton Rd S	59.00	93.00	0.00	4.00
	4 - Marples Way	9.00	17.00	17.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	19.00	18.00	0.00
	2 - Solent Rd	22.00	1.00	66.00	1.00
	3 - Brockhampton Rd S	49.00	91.00	0.00	2.00
	4 - Marples Way	1.00	8.00	6.00	1.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	31.00	20.00	1.00
	2 - Solent Rd	32.00	1.00	57.00	3.00
	3 - Brockhampton Rd S	34.00	56.00	0.00	0.00
	4 - Marples Way	3.00	11.00	10.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	19.00	17.00	0.00
	2 - Solent Rd	26.00	0.00	78.00	0.00
	3 - Brockhampton Rd S	32.00	52.00	0.00	4.00
	4 - Marples Way	4.00	3.00	4.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Rd S	0	0	0	100
	4 - Marples Way	0	17	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	13	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.19	4.40	0.2	A	40.75	163.00
2 - Solent Rd	0.35	4.29	0.6	A	100.75	403.00
3 - Brockhampton Rd S	0.54	6.73	1.2	A	119.00	476.00
4 - Marples Way	0.21	5.51	0.3	A	23.50	94.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	38.00	38.00	129.08	241.96	0.157	37.81	103.33	0.0	0.2	4.405	A
2 - Solent Rd	116.00	116.00	30.83	330.02	0.351	115.45	136.07	0.0	0.6	4.285	A
3 - Brockhampton Rd S	156.00	156.00	45.78	287.48	0.543	154.83	100.50	0.0	1.2	6.729	A
4 - Marples Way	43.00	43.00	189.68	205.93	0.209	42.74	10.94	0.0	0.3	5.505	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	37.00	37.00	107.25	254.37	0.145	37.01	72.25	0.2	0.2	4.140	A
2 - Solent Rd	90.00	90.00	25.05	333.62	0.270	90.18	119.21	0.6	0.4	3.699	A
3 - Brockhampton Rd S	142.00	142.00	25.11	299.74	0.474	142.25	90.12	1.2	0.9	5.766	A
4 - Marples Way	16.00	16.00	163.32	221.68	0.072	16.18	4.04	0.3	0.1	4.722	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	52.00	52.00	78.29	270.83	0.192	51.93	69.09	0.2	0.2	4.110	A
2 - Solent Rd	93.00	93.00	30.98	329.93	0.282	92.97	99.25	0.4	0.4	3.867	A
3 - Brockhampton Rd S	90.00	90.00	36.95	292.72	0.307	90.47	87.01	0.9	0.4	4.459	A
4 - Marples Way	24.00	24.00	123.41	245.52	0.098	23.97	4.00	0.1	0.1	4.288	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	36.00	36.00	59.11	281.73	0.128	36.09	62.04	0.2	0.1	3.664	A
2 - Solent Rd	104.00	104.00	21.06	336.10	0.309	103.95	74.14	0.4	0.5	3.933	A
3 - Brockhampton Rd S	88.00	88.00	26.05	299.19	0.294	88.03	98.96	0.4	0.4	4.264	A
4 - Marples Way	11.00	11.00	110.07	253.49	0.043	11.07	4.00	0.1	0.0	3.716	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	79	3 - Brockhampton Rd S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2025 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	42.00	48.00	2.00
	2 - Solent Rd	11.00	0.00	98.00	11.00
	3 - Brockhampton Rd S	38.00	72.00	0.00	13.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	33.00	45.00	4.00
	2 - Solent Rd	21.00	0.00	107.00	25.00
	3 - Brockhampton Rd S	29.00	60.00	0.00	20.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	32.00	40.00	4.00
	2 - Solent Rd	14.00	2.00	109.00	16.00
	3 - Brockhampton Rd S	20.00	83.00	0.00	13.00
	4 - Marples Way	4.00	4.00	4.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	31.00	36.00	4.00
	2 - Solent Rd	23.00	0.00	92.00	29.00
	3 - Brockhampton Rd S	23.00	92.00	0.00	20.00
	4 - Marples Way	0.00	5.00	10.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	5	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	6	0	0
	2 - Solent Rd	9	0	2	0
	3 - Brockhampton Rd S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	4	0	17
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.34	5.18	0.5	A	80.25	321.00
2 - Solent Rd	0.48	5.65	1.0	A	139.50	558.00
3 - Brockhampton Rd S	0.48	6.12	0.9	A	120.75	483.00
4 - Marples Way	0.06	4.56	0.1	A	12.00	48.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	92.00	92.00	75.56	272.38	0.338	91.48	50.71	0.0	0.5	5.072	A
2 - Solent Rd	120.00	120.00	51.71	317.04	0.379	119.39	115.34	0.0	0.6	4.614	A
3 - Brockhampton Rd S	123.00	123.00	23.88	300.48	0.409	122.28	147.22	0.0	0.7	5.258	A
4 - Marples Way	6.00	6.00	120.30	247.38	0.024	5.98	25.86	0.0	0.0	3.727	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	82.00	82.00	70.05	275.51	0.298	82.08	54.97	0.5	0.4	4.762	A
2 - Solent Rd	153.00	153.00	54.01	315.61	0.485	152.66	98.12	0.6	1.0	5.653	A
3 - Brockhampton Rd S	109.00	109.00	49.82	285.08	0.382	109.08	156.85	0.7	0.6	5.201	A
4 - Marples Way	15.00	15.00	110.05	253.50	0.059	14.96	48.85	0.0	0.1	3.772	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	76.00	76.00	92.86	262.55	0.289	76.00	38.11	0.4	0.4	5.179	A
2 - Solent Rd	141.00	141.00	48.01	319.34	0.442	141.14	120.85	1.0	0.8	5.132	A
3 - Brockhampton Rd S	116.00	116.00	36.10	293.22	0.396	115.96	153.05	0.6	0.7	5.309	A
4 - Marples Way	12.00	12.00	118.95	248.18	0.048	12.01	33.10	0.1	0.1	3.809	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	71.00	71.00	106.84	254.61	0.279	71.05	45.93	0.4	0.4	4.907	A
2 - Solent Rd	144.00	144.00	50.00	318.10	0.453	143.99	127.88	0.8	0.8	5.169	A
3 - Brockhampton Rd S	135.00	135.00	55.89	281.48	0.480	134.77	138.10	0.7	0.9	6.125	A
4 - Marples Way	15.00	15.00	137.79	236.93	0.063	14.98	52.87	0.1	0.1	4.559	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.69	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	3 - Brockhampton Rd S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2025 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	25.00	12.00	3.00
	2 - Solent Rd	37.00	3.00	77.00	5.00
	3 - Brockhampton Rd S	61.00	98.00	0.00	4.00
	4 - Marples Way	9.00	17.00	17.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	20.00	19.00	0.00
	2 - Solent Rd	23.00	1.00	69.00	1.00
	3 - Brockhampton Rd S	51.00	95.00	0.00	2.00
	4 - Marples Way	1.00	9.00	7.00	1.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	32.00	21.00	1.00
	2 - Solent Rd	33.00	1.00	59.00	3.00
	3 - Brockhampton Rd S	36.00	59.00	0.00	0.00
	4 - Marples Way	3.00	11.00	11.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	20.00	17.00	0.00
	2 - Solent Rd	27.00	0.00	82.00	0.00
	3 - Brockhampton Rd S	33.00	55.00	0.00	4.00
	4 - Marples Way	4.00	3.00	4.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Rd S	0	0	0	100
	4 - Marples Way	0	17	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	13	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.20	4.51	0.3	A	42.50	170.00
2 - Solent Rd	0.37	4.43	0.6	A	105.25	421.00
3 - Brockhampton Rd S	0.57	7.15	1.3	A	124.50	498.00
4 - Marples Way	0.21	5.67	0.3	A	24.25	97.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	40.00	40.00	133.99	239.17	0.167	39.80	106.28	0.0	0.2	4.509	A
2 - Solent Rd	122.00	122.00	31.82	329.41	0.370	121.40	141.97	0.0	0.6	4.430	A
3 - Brockhampton Rd S	163.00	163.00	47.76	286.30	0.569	161.70	105.46	0.0	1.3	7.152	A
4 - Marples Way	43.00	43.00	197.54	201.24	0.214	42.73	11.93	0.0	0.3	5.669	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	39.00	39.00	113.27	250.95	0.155	39.01	75.28	0.2	0.2	4.246	A
2 - Solent Rd	94.00	94.00	27.05	332.37	0.283	94.20	125.24	0.6	0.4	3.784	A
3 - Brockhampton Rd S	148.00	148.00	26.13	299.15	0.495	148.30	95.13	1.3	1.0	6.021	A
4 - Marples Way	18.00	18.00	170.38	217.46	0.083	18.17	4.05	0.3	0.1	4.867	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	54.00	54.00	82.33	268.53	0.201	53.93	72.10	0.2	0.3	4.193	A
2 - Solent Rd	96.00	96.00	32.98	328.69	0.292	95.98	103.28	0.4	0.4	3.937	A
3 - Brockhampton Rd S	95.00	95.00	37.95	292.13	0.325	95.51	91.01	1.0	0.5	4.590	A
4 - Marples Way	25.00	25.00	129.45	241.91	0.103	24.98	4.01	0.1	0.1	4.370	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	37.00	37.00	62.11	280.02	0.132	37.10	64.04	0.3	0.2	3.708	A
2 - Solent Rd	109.00	109.00	21.07	336.09	0.324	108.93	78.14	0.4	0.5	4.020	A
3 - Brockhampton Rd S	92.00	92.00	27.05	298.60	0.308	92.04	102.96	0.5	0.4	4.359	A
4 - Marples Way	11.00	11.00	115.08	250.50	0.044	11.07	4.00	0.1	0.0	3.763	A

2023 Base +Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.55	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	81	3 - Brockhampton Rd S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2023 Base +Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	42.00	46.00	2.00
	2 - Solent Rd	11.00	0.00	94.00	10.00
	3 - Brockhampton Rd S	36.00	76.00	0.00	12.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	33.00	43.00	3.00
	2 - Solent Rd	20.00	0.00	103.00	24.00
	3 - Brockhampton Rd S	27.00	64.00	0.00	19.00
	4 - Marples Way	5.00	5.00	5.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	33.00	39.00	3.00
	2 - Solent Rd	14.00	2.00	105.00	15.00
	3 - Brockhampton Rd S	19.00	86.00	0.00	13.00
	4 - Marples Way	3.00	3.00	3.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	31.00	34.00	3.00
	2 - Solent Rd	23.00	0.00	89.00	27.00
	3 - Brockhampton Rd S	22.00	94.00	0.00	19.00
	4 - Marples Way	0.00	5.00	9.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	4	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	8	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	6	0	0
	2 - Solent Rd	9	0	2	0
	3 - Brockhampton Rd S	0	3	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	4	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.33	5.16	0.5	A	78.00	312.00
2 - Solent Rd	0.46	5.39	0.9	A	134.25	537.00
3 - Brockhampton Rd S	0.48	6.05	0.9	A	121.75	487.00
4 - Marples Way	0.06	4.53	0.1	A	11.00	44.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	90.00	90.00	79.54	270.12	0.333	89.50	48.73	0.0	0.5	5.059	A
2 - Solent Rd	115.00	115.00	49.72	318.28	0.361	114.43	119.31	0.0	0.6	4.474	A
3 - Brockhampton Rd S	124.00	124.00	22.88	301.07	0.412	123.27	141.27	0.0	0.7	5.282	A
4 - Marples Way	6.00	6.00	122.29	246.19	0.024	5.98	23.87	0.0	0.0	3.746	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	79.00	79.00	74.05	273.24	0.289	79.09	51.98	0.5	0.4	4.751	A
2 - Solent Rd	147.00	147.00	51.01	317.48	0.463	146.70	102.12	0.6	0.9	5.394	A
3 - Brockhampton Rd S	110.00	110.00	46.84	286.85	0.383	110.09	150.87	0.7	0.6	5.184	A
4 - Marples Way	15.00	15.00	111.06	252.90	0.059	14.96	45.86	0.0	0.1	3.782	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	75.00	75.00	93.88	261.97	0.286	74.99	36.10	0.4	0.4	5.162	A
2 - Solent Rd	136.00	136.00	45.01	321.21	0.423	136.12	123.86	0.9	0.8	4.940	A
3 - Brockhampton Rd S	118.00	118.00	34.09	294.42	0.401	117.96	147.04	0.6	0.7	5.245	A
4 - Marples Way	9.00	9.00	120.95	246.99	0.036	9.02	31.09	0.1	0.0	3.784	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	68.00	68.00	107.84	254.04	0.268	68.06	44.93	0.4	0.4	4.844	A
2 - Solent Rd	139.00	139.00	46.01	320.59	0.434	138.99	129.89	0.8	0.8	4.956	A
3 - Brockhampton Rd S	135.00	135.00	52.90	283.25	0.477	134.78	132.10	0.7	0.9	6.052	A
4 - Marples Way	14.00	14.00	138.80	236.33	0.059	13.97	48.89	0.0	0.1	4.531	A

2023 Base +Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.50	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	67	3 - Brockhampton Rd S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2023 Base +Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	25.00	11.00	3.00
	2 - Solent Rd	37.00	3.00	80.00	4.00
	3 - Brockhampton Rd S	59.00	94.00	0.00	4.00
	4 - Marples Way	9.00	17.00	17.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	19.00	18.00	0.00
	2 - Solent Rd	23.00	1.00	73.00	1.00
	3 - Brockhampton Rd S	49.00	92.00	0.00	2.00
	4 - Marples Way	1.00	8.00	6.00	1.00

Demand (PCU/TS)

17:30 - 17:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	31.00	20.00	1.00
	2 - Solent Rd	34.00	1.00	63.00	3.00
	3 - Brockhampton Rd S	34.00	57.00	0.00	0.00
	4 - Marples Way	3.00	11.00	10.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	19.00	17.00	0.00
	2 - Solent Rd	27.00	0.00	85.00	0.00
	3 - Brockhampton Rd S	32.00	54.00	0.00	4.00
	4 - Marples Way	4.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Rd S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.19	4.44	0.2	A	41.00	164.00
2 - Solent Rd	0.38	4.45	0.6	A	108.75	435.00
3 - Brockhampton Rd S	0.55	6.81	1.2	A	120.25	481.00
4 - Marples Way	0.21	5.55	0.3	A	23.50	94.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	39.00	39.00	130.06	241.40	0.162	38.81	104.32	0.0	0.2	4.439	A
2 - Solent Rd	124.00	124.00	30.83	330.03	0.376	123.39	138.05	0.0	0.6	4.448	A
3 - Brockhampton Rd S	157.00	157.00	46.77	286.89	0.547	155.81	107.45	0.0	1.2	6.806	A
4 - Marples Way	43.00	43.00	191.64	204.76	0.210	42.74	10.94	0.0	0.3	5.545	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	37.00	37.00	108.25	253.80	0.146	37.02	73.26	0.2	0.2	4.151	A
2 - Solent Rd	98.00	98.00	25.05	333.62	0.294	98.19	120.22	0.6	0.4	3.828	A
3 - Brockhampton Rd S	143.00	143.00	26.12	299.15	0.478	143.26	97.13	1.2	0.9	5.823	A
4 - Marples Way	16.00	16.00	165.33	220.48	0.073	16.18	4.04	0.3	0.1	4.748	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	52.00	52.00	79.29	270.26	0.192	51.93	71.09	0.2	0.2	4.121	A
2 - Solent Rd	101.00	101.00	30.98	329.93	0.306	100.97	100.25	0.4	0.4	4.003	A
3 - Brockhampton Rd S	91.00	91.00	38.94	291.54	0.312	91.48	93.01	0.9	0.5	4.510	A
4 - Marples Way	24.00	24.00	126.41	243.73	0.098	23.97	4.00	0.1	0.1	4.323	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	36.00	36.00	61.10	280.60	0.128	36.09	63.04	0.2	0.1	3.681	A
2 - Solent Rd	112.00	112.00	21.06	336.10	0.333	111.94	76.13	0.4	0.5	4.074	A
3 - Brockhampton Rd S	90.00	90.00	27.05	298.60	0.301	90.02	105.95	0.5	0.4	4.316	A
4 - Marples Way	11.00	11.00	113.08	251.70	0.044	11.07	4.00	0.1	0.0	3.741	A

2025 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	71	3 - Brockhampton Rd S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2025 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	44.00	48.00	2.00
	2 - Solent Rd	11.00	0.00	99.00	11.00
	3 - Brockhampton Rd S	38.00	79.00	0.00	13.00
	4 - Marples Way	2.00	2.00	2.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	35.00	45.00	4.00
	2 - Solent Rd	21.00	0.00	108.00	25.00
	3 - Brockhampton Rd S	29.00	67.00	0.00	20.00
	4 - Marples Way	5.00	5.00	5.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	34.00	40.00	4.00
	2 - Solent Rd	15.00	2.00	110.00	16.00
	3 - Brockhampton Rd S	20.00	90.00	0.00	13.00
	4 - Marples Way	4.00	4.00	4.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	32.00	36.00	4.00
	2 - Solent Rd	24.00	0.00	93.00	29.00
	3 - Brockhampton Rd S	23.00	99.00	0.00	20.00
	4 - Marples Way	0.00	5.00	10.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	4	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	8	0	0
	4 - Marples Way	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	6	0	0
	2 - Solent Rd	9	0	2	0
	3 - Brockhampton Rd S	0	3	0	0
	4 - Marples Way	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	15	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	4	0	17
	4 - Marples Way	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	20	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.35	5.34	0.5	A	82.00	328.00
2 - Solent Rd	0.49	5.69	1.0	A	141.00	564.00
3 - Brockhampton Rd S	0.51	6.46	1.0	A	127.75	511.00
4 - Marples Way	0.06	4.66	0.1	A	12.00	48.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	94.00	94.00	82.50	268.43	0.350	93.46	50.70	0.0	0.5	5.222	A
2 - Solent Rd	121.00	121.00	51.70	317.05	0.382	120.38	124.26	0.0	0.6	4.622	A
3 - Brockhampton Rd S	130.00	130.00	23.88	300.48	0.433	129.21	148.20	0.0	0.8	5.477	A
4 - Marples Way	6.00	6.00	127.23	243.24	0.025	5.97	25.85	0.0	0.0	3.792	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	84.00	84.00	77.05	271.53	0.309	84.08	54.97	0.5	0.5	4.920	A
2 - Solent Rd	154.00	154.00	54.01	315.62	0.488	153.66	107.12	0.6	1.0	5.688	A
3 - Brockhampton Rd S	116.00	116.00	49.81	285.08	0.407	116.09	157.85	0.8	0.7	5.421	A
4 - Marples Way	15.00	15.00	117.05	249.32	0.060	14.96	48.85	0.0	0.1	3.840	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	78.00	78.00	99.85	258.57	0.302	78.00	39.10	0.5	0.5	5.342	A
2 - Solent Rd	143.00	143.00	48.01	319.34	0.448	143.13	129.84	1.0	0.8	5.191	A
3 - Brockhampton Rd S	123.00	123.00	37.09	292.63	0.420	122.95	154.05	0.7	0.8	5.545	A
4 - Marples Way	12.00	12.00	126.94	243.41	0.049	12.01	33.10	0.1	0.1	3.889	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	72.00	72.00	113.82	250.64	0.287	72.06	46.93	0.5	0.4	5.044	A
2 - Solent Rd	146.00	146.00	50.00	318.10	0.459	145.99	135.87	0.8	0.8	5.229	A
3 - Brockhampton Rd S	142.00	142.00	56.89	280.89	0.506	141.74	139.11	0.8	1.0	6.457	A
4 - Marples Way	15.00	15.00	145.77	232.17	0.065	14.97	52.86	0.1	0.1	4.659	A

2025 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.78	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	59	3 - Brockhampton Rd S

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2025 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd N		DIRECT	✓	100.000
2 - Solent Rd		DIRECT	✓	100.000
3 - Brockhampton Rd S		DIRECT	✓	100.000
4 - Marples Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	26.00	12.00	3.00
	2 - Solent Rd	39.00	3.00	83.00	5.00
	3 - Brockhampton Rd S	61.00	99.00	0.00	4.00
	4 - Marples Way	9.00	17.00	17.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	20.00	19.00	0.00
	2 - Solent Rd	24.00	1.00	76.00	1.00
	3 - Brockhampton Rd S	51.00	96.00	0.00	2.00
	4 - Marples Way	1.00	9.00	7.00	1.00

Demand (PCU/TS)

17:30 - 17:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	32.00	21.00	1.00
	2 - Solent Rd	35.00	1.00	66.00	3.00
	3 - Brockhampton Rd S	36.00	60.00	0.00	0.00
	4 - Marples Way	3.00	11.00	11.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0.00	20.00	17.00	0.00
	2 - Solent Rd	28.00	0.00	88.00	0.00
	3 - Brockhampton Rd S	33.00	56.00	0.00	4.00
	4 - Marples Way	4.00	3.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	2	50
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	0	0
	3 - Brockhampton Rd S	0	0	0	100
	4 - Marples Way	0	17	0	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	3	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	13	0	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1 - Brockhampton Rd N	2 - Solent Rd	3 - Brockhampton Rd S	4 - Marples Way
From	1 - Brockhampton Rd N	0	0	0	0
	2 - Solent Rd	0	0	2	0
	3 - Brockhampton Rd S	0	0	0	0
	4 - Marples Way	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd N	0.20	4.54	0.3	A	42.75	171.00
2 - Solent Rd	0.39	4.60	0.7	A	113.25	453.00
3 - Brockhampton Rd S	0.58	7.28	1.3	A	125.50	502.00
4 - Marples Way	0.22	5.73	0.3	A	24.25	97.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	41.00	41.00	134.97	238.62	0.172	40.79	108.25	0.0	0.2	4.544	A
2 - Solent Rd	130.00	130.00	31.82	329.41	0.395	129.34	143.94	0.0	0.7	4.601	A
3 - Brockhampton Rd S	164.00	164.00	49.75	285.13	0.575	162.67	111.41	0.0	1.3	7.275	A
4 - Marples Way	43.00	43.00	200.49	199.47	0.216	42.73	11.93	0.0	0.3	5.733	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	39.00	39.00	114.28	250.37	0.156	39.02	76.29	0.2	0.2	4.258	A
2 - Solent Rd	102.00	102.00	27.05	332.37	0.307	102.22	126.25	0.7	0.4	3.915	A
3 - Brockhampton Rd S	149.00	149.00	27.14	298.55	0.499	149.31	102.13	1.3	1.0	6.084	A
4 - Marples Way	18.00	18.00	172.40	216.25	0.083	18.17	4.05	0.3	0.1	4.897	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	54.00	54.00	83.33	267.96	0.202	53.93	74.10	0.2	0.3	4.204	A
2 - Solent Rd	105.00	105.00	32.98	328.69	0.319	104.97	104.29	0.4	0.5	4.097	A
3 - Brockhampton Rd S	96.00	96.00	39.94	290.95	0.330	96.52	98.01	1.0	0.5	4.640	A
4 - Marples Way	25.00	25.00	132.45	240.12	0.104	24.98	4.01	0.1	0.1	4.406	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd N	37.00	37.00	63.12	279.45	0.132	37.10	65.05	0.3	0.2	3.717	A
2 - Solent Rd	116.00	116.00	21.07	336.09	0.345	115.94	79.15	0.5	0.5	4.149	A
3 - Brockhampton Rd S	93.00	93.00	28.05	298.00	0.312	93.04	108.96	0.5	0.5	4.393	A
4 - Marples Way	11.00	11.00	117.09	249.30	0.044	11.08	4.00	0.1	0.0	3.779	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: 210317 325257 Brookside Rd roundabout.j9
Path: D:\Dropbox (mode)\Project\Reading\2. Projects\J325257 Solent Road, Havant\4. Data\Junctions 9
Report generation date: 28/03/2021 20:33:07

»2020 Base, AM
»2020 Base, PM
»2023 Base, AM
»2023 Base, PM
»2025 Base, AM
»2025 Base, PM
»2023 Base +Development, AM
»2023 Base +Development, PM
»2025 Base + Development, AM
»2025 Base + Development, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2020 Base											
1 - Brockhampton Rd	D1	0.7	4.41	0.41	A	52 % [2 - Brookside Road]	D2	0.3	2.95	0.25	A	92 % [2 - Brookside Road]
2 - Brookside Road		0.5	10.98	0.32	B			0.4	8.58	0.31	A	
3 - Southmoor Lane		0.5	4.26	0.29	A			0.6	4.54	0.36	A	
4 - Harts Farm Way		1.4	6.57	0.59	A			0.8	5.09	0.45	A	
	2023 Base											
1 - Brockhampton Rd	D3	0.8	4.54	0.43	A	47 % [2 - Brookside Road]	D4	0.4	3.00	0.26	A	87 % [2 - Brookside Road]
2 - Brookside Road		0.5	11.48	0.33	B			0.5	8.79	0.32	A	
3 - Southmoor Lane		0.5	4.35	0.30	A			0.6	4.69	0.37	A	
4 - Harts Farm Way		1.6	6.97	0.61	A			0.9	5.23	0.46	A	
	2025 Base											
1 - Brockhampton Rd	D5	0.9	4.83	0.46	A	39 % [2 - Brookside Road]	D6	0.4	3.07	0.28	A	76 % [2 - Brookside Road]
2 - Brookside Road		0.6	12.54	0.37	B			0.5	9.28	0.35	A	
3 - Southmoor Lane		0.5	4.53	0.32	A			0.6	4.91	0.39	A	
4 - Harts Farm Way		1.8	7.53	0.64	A			0.9	5.45	0.48	A	
	2023 Base +Development											
1 - Brockhampton Rd	D7	0.8	4.59	0.44	A	47 % [2 - Brookside Road]	D8	0.4	3.05	0.28	A	82 % [2 - Brookside Road]
2 - Brookside Road		0.5	11.54	0.34	B			0.5	8.99	0.33	A	
3 - Southmoor Lane		0.5	4.36	0.30	A			0.6	4.78	0.38	A	
4 - Harts Farm Way		1.7	7.35	0.63	A			0.9	5.26	0.46	A	
	2025 Base + Development											
1 - Brockhampton Rd	D9	0.9	4.85	0.46	A	39 % [2 - Brookside Road]	D10	0.4	3.14	0.29	A	72 % [2 - Brookside Road]
2 - Brookside Road		0.6	12.61	0.37	B			0.5	9.50	0.35	A	
3 - Southmoor Lane		0.5	4.54	0.32	A			0.7	5.00	0.40	A	
4 - Harts Farm Way		1.9	7.98	0.66	A			0.9	5.48	0.48	A	

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.

File summary

File Description

Title	Solent Road, Havant
Location	Brookside Road Roundabout
Site number	8
Date	17/03/2021
Version	
Status	Final
Identifier	
Client	
Jobnumber	
Enumerator	MODEDESKTOP\Reading Technician
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2025 Base	AM	DIRECT	08:00	09:00	60	15	✓
D6	2025 Base	PM	DIRECT	17:00	18:00	60	15	✓
D7	2023 Base +Development	AM	DIRECT	08:00	09:00	60	15	✓
D8	2023 Base +Development	PM	DIRECT	17:00	18:00	60	15	✓
D9	2025 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓
D10	2025 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2020 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.68	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	52	2 - Brookside Road

Arms

Arms

Arm	Name	Description
1	Brockhampton Rd	
2	Brookside Road	
3	Southmoor Lane	
4	Harts Farm Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Brockhampton Rd	3.77	7.62	9.2	36.0	26.0	13.0	
2 - Brookside Road	2.97	4.24	7.6	4.5	26.0	72.0	
3 - Southmoor Lane	3.99	7.03	19.7	6.5	26.0	40.0	
4 - Harts Farm Way	3.81	5.20	13.8	15.5	26.0	40.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Brockhampton Rd	0.701	443.124
2 - Brookside Road	0.377	197.542
3 - Southmoor Lane	0.594	394.254
4 - Harts Farm Way	0.584	350.224

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2020 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	18.00	37.00	83.00
	2 - Brookside Road	3.00	0.00	2.00	12.00
	3 - Southmoor Lane	27.00	2.00	0.00	69.00
	4 - Harts Farm Way	85.00	22.00	63.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	15.00	32.00	88.00
	2 - Brookside Road	8.00	0.00	3.00	27.00
	3 - Southmoor Lane	13.00	2.00	2.00	41.00
	4 - Harts Farm Way	76.00	35.00	86.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	18.00	42.00	91.00
	2 - Brookside Road	8.00	0.00	7.00	8.00
	3 - Southmoor Lane	21.00	0.00	0.00	32.00
	4 - Harts Farm Way	76.00	22.00	90.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	12.00	24.00	90.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	30.00	2.00	0.00	32.00
	4 - Harts Farm Way	93.00	18.00	51.00	2.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	0	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.41	4.41	0.7	A	138.50	554.00
2 - Brookside Road	0.32	10.98	0.5	B	21.75	87.00
3 - Southmoor Lane	0.29	4.26	0.5	A	68.25	273.00
4 - Harts Farm Way	0.59	6.57	1.4	A	179.75	719.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	140.00	140.00	86.46	382.49	0.366	139.42	116.30	0.0	0.6	3.740	A
2 - Brookside Road	17.00	17.00	184.10	128.22	0.133	16.85	41.78	0.0	0.2	8.070	A
3 - Southmoor Lane	98.00	98.00	99.51	335.19	0.292	97.54	101.43	0.0	0.5	4.261	A
4 - Harts Farm Way	170.00	170.00	33.83	330.45	0.514	168.93	163.22	0.0	1.1	5.644	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	135.00	135.00	124.65	355.70	0.380	134.96	97.00	0.6	0.6	4.133	A
2 - Brookside Road	38.00	38.00	207.73	119.33	0.318	37.69	51.89	0.2	0.5	10.983	B
3 - Southmoor Lane	58.00	58.00	122.66	321.45	0.180	58.22	122.76	0.5	0.2	3.749	A
4 - Harts Farm Way	197.00	197.00	25.00	335.61	0.587	196.64	155.88	1.1	1.4	6.569	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	151.00	151.00	112.08	364.52	0.414	150.88	104.98	0.6	0.7	4.408	A
2 - Brookside Road	23.00	23.00	222.88	113.62	0.202	23.20	40.08	0.5	0.3	9.976	A
3 - Southmoor Lane	53.00	53.00	107.20	330.63	0.160	53.04	138.88	0.2	0.2	3.464	A
4 - Harts Farm Way	188.00	188.00	29.00	333.28	0.564	188.06	131.24	1.4	1.4	6.443	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	128.00	128.00	73.35	391.68	0.327	128.24	126.98	0.7	0.5	3.467	A
2 - Brookside Road	9.00	9.00	169.51	133.72	0.067	9.18	32.08	0.3	0.1	7.239	A
3 - Southmoor Lane	64.00	64.00	101.20	334.19	0.192	63.95	77.50	0.2	0.3	3.652	A
4 - Harts Farm Way	164.00	164.00	36.02	329.17	0.498	164.32	129.13	1.4	1.0	5.691	A

2020 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.72	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	92	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2020 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	5.00	4.00	94.00
	2 - Brookside Road	15.00	0.00	0.00	32.00
	3 - Southmoor Lane	35.00	7.00	0.00	69.00
	4 - Harts Farm Way	97.00	14.00	25.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	4.00	9.00	75.00
	2 - Brookside Road	9.00	0.00	0.00	30.00
	3 - Southmoor Lane	20.00	5.00	0.00	47.00
	4 - Harts Farm Way	109.00	23.00	15.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	2.00	9.00	70.00
	2 - Brookside Road	4.00	0.00	3.00	27.00
	3 - Southmoor Lane	24.00	0.00	0.00	60.00
	4 - Harts Farm Way	61.00	7.00	17.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	5.00	91.00
	2 - Brookside Road	7.00	0.00	1.00	16.00
	3 - Southmoor Lane	19.00	2.00	3.00	23.00
	4 - Harts Farm Way	60.00	12.00	10.00	2.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.25	2.95	0.3	A	93.50	374.00
2 - Brookside Road	0.31	8.58	0.4	A	36.00	144.00
3 - Southmoor Lane	0.36	4.54	0.6	A	78.50	314.00
4 - Harts Farm Way	0.45	5.09	0.8	A	113.00	452.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	104.00	104.00	45.74	411.04	0.253	103.66	147.13	0.0	0.3	2.954	A
2 - Brookside Road	47.00	47.00	123.53	151.03	0.311	46.55	25.87	0.0	0.4	8.580	A
3 - Southmoor Lane	111.00	111.00	141.24	310.42	0.358	110.44	28.85	0.0	0.6	4.543	A
4 - Harts Farm Way	136.00	136.00	57.64	316.53	0.430	135.23	194.04	0.0	0.8	5.086	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	88.00	88.00	43.02	412.95	0.213	88.07	138.10	0.3	0.3	2.770	A
2 - Brookside Road	39.00	39.00	99.12	160.22	0.243	39.11	31.97	0.4	0.3	7.772	A
3 - Southmoor Lane	72.00	72.00	114.19	326.48	0.221	72.26	24.04	0.6	0.3	3.678	A
4 - Harts Farm Way	147.00	147.00	34.18	330.25	0.445	146.95	152.27	0.8	0.8	5.053	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	81.00	81.00	24.13	426.20	0.190	81.03	89.38	0.3	0.2	2.643	A
2 - Brookside Road	34.00	34.00	96.04	161.38	0.211	34.06	9.13	0.3	0.3	7.398	A
3 - Southmoor Lane	84.00	84.00	101.11	334.25	0.251	83.93	28.99	0.3	0.4	3.891	A
4 - Harts Farm Way	85.00	85.00	28.04	333.83	0.255	85.46	157.00	0.8	0.4	3.745	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	101.00	101.00	28.98	422.80	0.239	100.92	87.01	0.2	0.3	2.831	A
2 - Brookside Road	24.00	24.00	111.94	155.39	0.154	24.10	17.97	0.3	0.2	6.861	A
3 - Southmoor Lane	47.00	47.00	116.99	324.82	0.145	47.18	19.05	0.4	0.2	3.463	A
4 - Harts Farm Way	84.00	84.00	31.99	331.53	0.253	84.01	132.18	0.4	0.3	3.712	A

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	19.00	38.00	86.00
	2 - Brookside Road	3.00	0.00	2.00	12.00
	3 - Southmoor Lane	28.00	2.00	0.00	71.00
	4 - Harts Farm Way	87.00	22.00	65.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	15.00	33.00	91.00
	2 - Brookside Road	9.00	0.00	3.00	27.00
	3 - Southmoor Lane	14.00	2.00	2.00	43.00
	4 - Harts Farm Way	78.00	36.00	89.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	19.00	44.00	93.00
	2 - Brookside Road	9.00	0.00	7.00	9.00
	3 - Southmoor Lane	21.00	0.00	0.00	33.00
	4 - Harts Farm Way	78.00	22.00	92.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	12.00	25.00	93.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	31.00	3.00	0.00	33.00
	4 - Harts Farm Way	96.00	19.00	53.00	2.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.43	4.54	0.8	A	143.00	572.00
2 - Brookside Road	0.33	11.48	0.5	B	22.50	90.00
3 - Southmoor Lane	0.30	4.35	0.5	A	70.75	283.00
4 - Harts Farm Way	0.61	6.97	1.6	A	184.75	739.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	145.00	145.00	88.43	381.10	0.380	144.38	119.27	0.0	0.6	3.840	A
2 - Brookside Road	17.00	17.00	190.04	125.99	0.135	16.85	42.77	0.0	0.2	8.235	A
3 - Southmoor Lane	101.00	101.00	102.49	333.43	0.303	100.51	104.40	0.0	0.5	4.346	A
4 - Harts Farm Way	174.00	174.00	34.82	329.87	0.527	172.88	168.18	0.0	1.1	5.806	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	139.00	139.00	128.60	352.93	0.394	138.96	100.96	0.6	0.7	4.263	A
2 - Brookside Road	39.00	39.00	214.68	116.71	0.334	38.66	52.88	0.2	0.5	11.483	B
3 - Southmoor Lane	61.00	61.00	126.63	319.10	0.191	61.23	126.72	0.5	0.3	3.826	A
4 - Harts Farm Way	203.00	203.00	26.99	334.45	0.607	202.57	160.86	1.1	1.6	6.972	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	156.00	156.00	114.12	363.09	0.430	155.87	108.00	0.7	0.8	4.544	A
2 - Brookside Road	25.00	25.00	228.90	111.36	0.225	25.20	41.09	0.5	0.3	10.469	B
3 - Southmoor Lane	54.00	54.00	111.21	328.25	0.165	54.05	142.89	0.3	0.2	3.504	A
4 - Harts Farm Way	192.00	192.00	30.00	332.69	0.577	192.11	135.25	1.6	1.4	6.662	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	132.00	132.00	77.35	388.88	0.339	132.26	130.98	0.8	0.5	3.563	A
2 - Brookside Road	9.00	9.00	175.53	131.45	0.068	9.22	34.07	0.3	0.1	7.378	A
3 - Southmoor Lane	67.00	67.00	104.23	332.39	0.202	66.93	80.52	0.2	0.3	3.741	A
4 - Harts Farm Way	170.00	170.00	38.02	328.00	0.518	170.31	133.14	1.4	1.1	5.948	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.85	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	87	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	5.00	4.00	97.00
	2 - Brookside Road	15.00	0.00	0.00	33.00
	3 - Southmoor Lane	36.00	8.00	0.00	71.00
	4 - Harts Farm Way	100.00	14.00	26.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	4.00	9.00	77.00
	2 - Brookside Road	9.00	0.00	0.00	31.00
	3 - Southmoor Lane	20.00	5.00	0.00	48.00
	4 - Harts Farm Way	112.00	23.00	16.00	0.00

Demand (PCU/TS)

17:30 - 17:45

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	10.00	71.00
	2 - Brookside Road	4.00	0.00	3.00	28.00
	3 - Southmoor Lane	24.00	0.00	0.00	62.00
	4 - Harts Farm Way	63.00	8.00	17.00	0.00

Demand (PCU/TS)

17:45 - 18:00

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	5.00	93.00
	2 - Brookside Road	8.00	0.00	1.00	17.00
	3 - Southmoor Lane	19.00	3.00	3.00	24.00
	4 - Harts Farm Way	61.00	12.00	10.00	3.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	0	0	18	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.26	3.00	0.4	A	96.00	384.00
2 - Brookside Road	0.32	8.79	0.5	A	37.25	149.00
3 - Southmoor Lane	0.37	4.69	0.6	A	80.75	323.00
4 - Harts Farm Way	0.46	5.23	0.9	A	116.25	465.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	107.00	107.00	47.73	409.65	0.261	106.64	151.08	0.0	0.4	2.996	A
2 - Brookside Road	48.00	48.00	127.51	149.53	0.321	47.53	26.86	0.0	0.5	8.786	A
3 - Southmoor Lane	115.00	115.00	145.21	308.07	0.373	114.40	29.84	0.0	0.6	4.690	A
4 - Harts Farm Way	140.00	140.00	59.62	315.38	0.444	139.19	199.99	0.0	0.8	5.233	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	90.00	90.00	44.03	412.24	0.218	90.07	141.12	0.4	0.3	2.794	A
2 - Brookside Road	40.00	40.00	102.13	159.09	0.251	40.11	31.98	0.5	0.4	7.915	A
3 - Southmoor Lane	73.00	73.00	117.20	324.70	0.225	73.30	25.05	0.6	0.3	3.724	A
4 - Harts Farm Way	151.00	151.00	34.19	330.24	0.457	150.95	156.30	0.8	0.9	5.166	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	84.00	84.00	25.14	425.49	0.197	84.03	91.40	0.3	0.3	2.676	A
2 - Brookside Road	35.00	35.00	98.05	160.63	0.218	35.06	11.12	0.4	0.3	7.489	A
3 - Southmoor Lane	86.00	86.00	103.11	333.05	0.258	85.92	29.99	0.3	0.4	3.993	A
4 - Harts Farm Way	88.00	88.00	28.04	333.83	0.264	88.49	160.99	0.9	0.4	3.785	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	103.00	103.00	30.98	421.40	0.244	102.92	89.01	0.3	0.3	2.860	A
2 - Brookside Road	26.00	26.00	114.93	154.27	0.169	26.09	18.97	0.3	0.2	7.027	A
3 - Southmoor Lane	49.00	49.00	121.97	321.86	0.152	49.19	19.05	0.4	0.2	3.522	A
4 - Harts Farm Way	86.00	86.00	33.98	330.37	0.260	86.01	137.19	0.4	0.4	3.761	A

2025 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	39	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2025 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	20.00	40.00	90.00
	2 - Brookside Road	4.00	0.00	2.00	13.00
	3 - Southmoor Lane	30.00	2.00	0.00	75.00
	4 - Harts Farm Way	91.00	23.00	68.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	16.00	35.00	95.00
	2 - Brookside Road	9.00	0.00	4.00	29.00
	3 - Southmoor Lane	14.00	2.00	2.00	45.00
	4 - Harts Farm Way	82.00	38.00	93.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	20.00	46.00	98.00
	2 - Brookside Road	9.00	0.00	7.00	9.00
	3 - Southmoor Lane	22.00	0.00	0.00	35.00
	4 - Harts Farm Way	82.00	23.00	97.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	13.00	26.00	97.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	32.00	3.00	0.00	35.00
	4 - Harts Farm Way	101.00	20.00	55.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.46	4.83	0.9	A	150.00	600.00
2 - Brookside Road	0.37	12.54	0.6	B	23.75	95.00
3 - Southmoor Lane	0.32	4.53	0.5	A	74.25	297.00
4 - Harts Farm Way	0.64	7.53	1.8	A	193.75	775.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	152.00	152.00	92.36	378.34	0.402	151.32	126.18	0.0	0.7	4.002	A
2 - Brookside Road	19.00	19.00	198.95	122.63	0.155	18.82	44.74	0.0	0.2	8.655	A
3 - Southmoor Lane	107.00	107.00	108.43	329.90	0.324	106.46	109.34	0.0	0.5	4.528	A
4 - Harts Farm Way	182.00	182.00	37.79	328.14	0.555	180.75	177.10	0.0	1.3	6.175	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	146.00	146.00	134.54	348.77	0.419	145.95	104.96	0.7	0.7	4.497	A
2 - Brookside Road	42.00	42.00	224.63	112.96	0.372	41.60	55.85	0.2	0.6	12.543	B
3 - Southmoor Lane	63.00	63.00	132.58	315.57	0.200	63.26	133.66	0.5	0.3	3.914	A
4 - Harts Farm Way	213.00	213.00	27.00	334.44	0.637	212.49	168.83	1.3	1.8	7.531	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	164.00	164.00	120.12	358.88	0.457	163.85	113.00	0.7	0.9	4.826	A
2 - Brookside Road	25.00	25.00	240.87	106.85	0.234	25.27	43.11	0.6	0.3	11.067	B
3 - Southmoor Lane	57.00	57.00	116.25	325.26	0.175	57.05	149.89	0.3	0.2	3.585	A
4 - Harts Farm Way	202.00	202.00	31.00	332.10	0.608	202.12	142.29	1.8	1.6	7.204	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	138.00	138.00	80.42	386.72	0.357	138.31	136.99	0.9	0.6	3.678	A
2 - Brookside Road	9.00	9.00	182.64	128.77	0.070	9.23	36.09	0.3	0.1	7.542	A
3 - Southmoor Lane	70.00	70.00	108.27	330.00	0.212	69.93	83.61	0.2	0.3	3.819	A
4 - Harts Farm Way	178.00	178.00	39.03	327.41	0.544	178.38	139.17	1.6	1.3	6.296	A

2025 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.05	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	76	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2025 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	5.00	5.00	102.00
	2 - Brookside Road	16.00	0.00	0.00	35.00
	3 - Southmoor Lane	37.00	8.00	0.00	74.00
	4 - Harts Farm Way	104.00	15.00	27.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	4.00	9.00	80.00
	2 - Brookside Road	9.00	0.00	0.00	32.00
	3 - Southmoor Lane	21.00	5.00	0.00	50.00
	4 - Harts Farm Way	117.00	24.00	16.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	10.00	75.00
	2 - Brookside Road	4.00	0.00	3.00	29.00
	3 - Southmoor Lane	25.00	0.00	0.00	65.00
	4 - Harts Farm Way	65.00	8.00	18.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	6.00	98.00
	2 - Brookside Road	8.00	0.00	1.00	17.00
	3 - Southmoor Lane	20.00	3.00	3.00	25.00
	4 - Harts Farm Way	64.00	12.00	11.00	3.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.28	3.07	0.4	A	100.75	403.00
2 - Brookside Road	0.35	9.28	0.5	A	38.50	154.00
3 - Southmoor Lane	0.39	4.91	0.6	A	84.00	336.00
4 - Harts Farm Way	0.48	5.45	0.9	A	121.00	484.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	113.00	113.00	49.70	408.27	0.277	112.61	157.00	0.0	0.4	3.074	A
2 - Brookside Road	51.00	51.00	134.47	146.91	0.347	50.48	27.85	0.0	0.5	9.284	A
3 - Southmoor Lane	119.00	119.00	153.13	303.37	0.392	118.35	31.82	0.0	0.6	4.908	A
4 - Harts Farm Way	146.00	146.00	61.59	314.23	0.465	145.12	209.89	0.0	0.9	5.448	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	93.00	93.00	45.04	411.54	0.226	93.09	147.14	0.4	0.3	2.826	A
2 - Brookside Road	41.00	41.00	105.16	157.95	0.260	41.15	32.98	0.5	0.4	8.070	A
3 - Southmoor Lane	76.00	76.00	121.25	322.29	0.236	76.33	25.06	0.6	0.3	3.806	A
4 - Harts Farm Way	157.00	157.00	35.22	329.64	0.476	156.96	162.36	0.9	0.9	5.362	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	88.00	88.00	26.15	424.79	0.207	88.03	94.44	0.3	0.3	2.709	A
2 - Brookside Road	36.00	36.00	103.04	158.74	0.227	36.06	11.13	0.4	0.3	7.656	A
3 - Southmoor Lane	90.00	90.00	108.11	330.09	0.273	89.92	30.99	0.3	0.4	4.060	A
4 - Harts Farm Way	91.00	91.00	29.05	333.25	0.273	91.54	168.99	0.9	0.4	3.846	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	109.00	109.00	31.98	420.70	0.259	108.91	93.00	0.3	0.4	2.926	A
2 - Brookside Road	26.00	26.00	121.92	151.64	0.171	26.10	18.97	0.3	0.2	7.179	A
3 - Southmoor Lane	51.00	51.00	126.98	318.89	0.160	51.20	21.05	0.4	0.2	3.583	A
4 - Harts Farm Way	90.00	90.00	34.98	329.78	0.273	90.01	143.20	0.4	0.4	3.829	A

2023 Base +Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.15	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	47	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2023 Base +Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	19.00	38.00	87.00
	2 - Brookside Road	3.00	0.00	2.00	12.00
	3 - Southmoor Lane	28.00	2.00	0.00	71.00
	4 - Harts Farm Way	94.00	22.00	65.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	15.00	33.00	92.00
	2 - Brookside Road	9.00	0.00	3.00	27.00
	3 - Southmoor Lane	14.00	2.00	2.00	43.00
	4 - Harts Farm Way	85.00	36.00	89.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	19.00	44.00	95.00
	2 - Brookside Road	9.00	0.00	7.00	9.00
	3 - Southmoor Lane	21.00	0.00	0.00	33.00
	4 - Harts Farm Way	86.00	22.00	92.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	12.00	25.00	94.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	31.00	3.00	0.00	33.00
	4 - Harts Farm Way	103.00	19.00	53.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	4	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.44	4.59	0.8	A	144.25	577.00
2 - Brookside Road	0.34	11.54	0.5	B	22.50	90.00
3 - Southmoor Lane	0.30	4.36	0.5	A	70.75	283.00
4 - Harts Farm Way	0.63	7.35	1.7	A	192.00	768.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	146.00	146.00	88.40	381.12	0.383	145.38	126.19	0.0	0.6	3.855	A
2 - Brookside Road	17.00	17.00	191.02	125.62	0.135	16.85	42.76	0.0	0.2	8.262	A
3 - Southmoor Lane	101.00	101.00	103.48	332.84	0.303	100.51	104.38	0.0	0.5	4.357	A
4 - Harts Farm Way	181.00	181.00	34.82	329.87	0.549	179.78	169.18	0.0	1.2	6.071	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	140.00	140.00	128.57	352.95	0.397	139.96	107.95	0.6	0.7	4.283	A
2 - Brookside Road	39.00	39.00	215.66	116.34	0.335	38.66	52.87	0.2	0.5	11.536	B
3 - Southmoor Lane	61.00	61.00	127.63	318.51	0.192	61.23	126.70	0.5	0.3	3.832	A
4 - Harts Farm Way	210.00	210.00	26.99	334.45	0.628	209.53	161.86	1.2	1.7	7.354	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	158.00	158.00	114.12	363.09	0.435	157.86	115.99	0.7	0.8	4.587	A
2 - Brookside Road	25.00	25.00	230.88	110.61	0.226	25.20	41.10	0.5	0.3	10.563	B
3 - Southmoor Lane	54.00	54.00	113.20	327.07	0.165	54.05	142.89	0.3	0.2	3.519	A
4 - Harts Farm Way	200.00	200.00	30.00	332.69	0.601	200.11	137.24	1.7	1.6	7.038	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	133.00	133.00	77.38	388.86	0.342	133.27	138.00	0.8	0.5	3.574	A
2 - Brookside Road	9.00	9.00	176.57	131.06	0.069	9.22	34.08	0.3	0.1	7.399	A
3 - Southmoor Lane	67.00	67.00	105.24	331.79	0.202	66.93	80.55	0.2	0.3	3.750	A
4 - Harts Farm Way	177.00	177.00	38.02	328.00	0.540	177.35	134.15	1.6	1.2	6.221	A

2023 Base +Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.89	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	82	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2023 Base +Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	5.00	4.00	103.00
	2 - Brookside Road	15.00	0.00	0.00	33.00
	3 - Southmoor Lane	36.00	8.00	0.00	71.00
	4 - Harts Farm Way	101.00	14.00	26.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	4.00	9.00	83.00
	2 - Brookside Road	9.00	0.00	0.00	31.00
	3 - Southmoor Lane	20.00	5.00	0.00	48.00
	4 - Harts Farm Way	113.00	23.00	16.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	10.00	78.00
	2 - Brookside Road	4.00	0.00	3.00	28.00
	3 - Southmoor Lane	24.00	0.00	0.00	62.00
	4 - Harts Farm Way	64.00	8.00	17.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	5.00	100.00
	2 - Brookside Road	8.00	0.00	1.00	17.00
	3 - Southmoor Lane	19.00	3.00	3.00	24.00
	4 - Harts Farm Way	62.00	12.00	10.00	3.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.28	3.05	0.4	A	102.50	410.00
2 - Brookside Road	0.33	8.99	0.5	A	37.25	149.00
3 - Southmoor Lane	0.38	4.78	0.6	A	80.75	323.00
4 - Harts Farm Way	0.46	5.26	0.9	A	117.25	469.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	113.00	113.00	47.72	409.65	0.276	112.62	152.07	0.0	0.4	3.052	A
2 - Brookside Road	48.00	48.00	133.48	147.28	0.326	47.52	26.86	0.0	0.5	8.994	A
3 - Southmoor Lane	115.00	115.00	151.17	304.53	0.378	114.39	29.83	0.0	0.6	4.776	A
4 - Harts Farm Way	141.00	141.00	59.61	315.38	0.447	140.18	205.95	0.0	0.8	5.262	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	96.00	96.00	44.03	412.24	0.233	96.08	142.12	0.4	0.3	2.847	A
2 - Brookside Road	40.00	40.00	108.13	156.83	0.255	40.11	31.98	0.5	0.4	8.069	A
3 - Southmoor Lane	73.00	73.00	123.20	321.13	0.227	73.30	25.05	0.6	0.3	3.777	A
4 - Harts Farm Way	152.00	152.00	34.20	330.24	0.460	151.95	162.31	0.8	0.9	5.194	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	91.00	91.00	25.14	425.49	0.214	91.03	92.40	0.3	0.3	2.729	A
2 - Brookside Road	35.00	35.00	105.04	157.99	0.222	35.06	11.12	0.4	0.3	7.650	A
3 - Southmoor Lane	86.00	86.00	110.11	328.90	0.261	85.93	29.99	0.3	0.4	4.012	A
4 - Harts Farm Way	89.00	89.00	28.05	333.83	0.267	89.49	167.99	0.9	0.4	3.803	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	110.00	110.00	30.98	421.40	0.261	109.92	90.01	0.3	0.4	2.922	A
2 - Brookside Road	26.00	26.00	121.93	151.63	0.171	26.09	18.97	0.3	0.2	7.178	A
3 - Southmoor Lane	49.00	49.00	128.97	317.71	0.154	49.19	19.05	0.4	0.2	3.576	A
4 - Harts Farm Way	87.00	87.00	33.97	330.37	0.263	87.01	144.18	0.4	0.4	3.772	A

2025 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	39	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2025 Base + Development	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	20.00	40.00	91.00
	2 - Brookside Road	4.00	0.00	2.00	13.00
	3 - Southmoor Lane	30.00	2.00	0.00	75.00
	4 - Harts Farm Way	98.00	23.00	68.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	16.00	35.00	96.00
	2 - Brookside Road	9.00	0.00	4.00	29.00
	3 - Southmoor Lane	14.00	2.00	2.00	45.00
	4 - Harts Farm Way	89.00	38.00	93.00	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	20.00	46.00	99.00
	2 - Brookside Road	9.00	0.00	7.00	9.00
	3 - Southmoor Lane	22.00	0.00	0.00	35.00
	4 - Harts Farm Way	89.00	23.00	97.00	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	2.00	13.00	26.00	98.00
	2 - Brookside Road	2.00	0.00	2.00	5.00
	3 - Southmoor Lane	32.00	3.00	0.00	35.00
	4 - Harts Farm Way	108.00	20.00	55.00	2.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	5	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	6	0	0	16
	4 - Harts Farm Way	4	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	6	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	14
	4 - Harts Farm Way	2	0	4	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	4	6
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	8	0	0	6
	4 - Harts Farm Way	5	0	4	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	8	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	100	0	17
	4 - Harts Farm Way	0	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.46	4.85	0.9	A	151.00	604.00
2 - Brookside Road	0.37	12.61	0.6	B	23.75	95.00
3 - Southmoor Lane	0.32	4.54	0.5	A	74.25	297.00
4 - Harts Farm Way	0.66	7.98	1.9	A	200.75	803.00

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	153.00	153.00	92.33	378.37	0.404	152.32	133.10	0.0	0.7	4.019	A
2 - Brookside Road	19.00	19.00	199.92	122.27	0.155	18.82	44.73	0.0	0.2	8.685	A
3 - Southmoor Lane	107.00	107.00	109.42	329.31	0.325	106.46	109.31	0.0	0.5	4.540	A
4 - Harts Farm Way	189.00	189.00	37.79	328.14	0.576	187.64	178.09	0.0	1.4	6.475	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	147.00	147.00	134.50	348.79	0.421	146.95	111.94	0.7	0.7	4.518	A
2 - Brookside Road	42.00	42.00	225.61	112.59	0.373	41.60	55.84	0.2	0.6	12.608	B
3 - Southmoor Lane	63.00	63.00	133.57	314.98	0.200	63.26	133.64	0.5	0.3	3.923	A
4 - Harts Farm Way	220.00	220.00	27.00	334.44	0.658	219.44	169.83	1.4	1.9	7.979	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	165.00	165.00	120.13	358.87	0.460	164.85	120.00	0.7	0.9	4.852	A
2 - Brookside Road	25.00	25.00	241.86	106.47	0.235	25.27	43.12	0.6	0.3	11.120	B
3 - Southmoor Lane	57.00	57.00	117.25	324.66	0.176	57.05	149.88	0.3	0.2	3.593	A
4 - Harts Farm Way	209.00	209.00	31.00	332.10	0.629	209.13	143.30	1.9	1.8	7.618	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	139.00	139.00	80.45	386.70	0.359	139.31	144.01	0.9	0.6	3.696	A
2 - Brookside Road	9.00	9.00	183.67	128.39	0.070	9.24	36.09	0.3	0.1	7.569	A
3 - Southmoor Lane	70.00	70.00	109.27	329.40	0.213	69.93	83.64	0.2	0.3	3.828	A
4 - Harts Farm Way	185.00	185.00	39.03	327.41	0.565	185.43	140.17	1.8	1.4	6.602	A

2025 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	72	2 - Brookside Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2025 Base + Development	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Brockhampton Rd		DIRECT	✓	100.000
2 - Brookside Road		DIRECT	✓	100.000
3 - Southmoor Lane		DIRECT	✓	100.000
4 - Harts Farm Way		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	5.00	5.00	108.00
	2 - Brookside Road	16.00	0.00	0.00	35.00
	3 - Southmoor Lane	37.00	8.00	0.00	74.00
	4 - Harts Farm Way	105.00	15.00	27.00	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	4.00	9.00	87.00
	2 - Brookside Road	9.00	0.00	0.00	32.00
	3 - Southmoor Lane	21.00	5.00	0.00	50.00
	4 - Harts Farm Way	118.00	24.00	16.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0.00	3.00	10.00	81.00
	2 - Brookside Road	4.00	0.00	3.00	29.00
	3 - Southmoor Lane	25.00	0.00	0.00	65.00
	4 - Harts Farm Way	67.00	8.00	18.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	1.00	4.00	6.00	104.00
	2 - Brookside Road	8.00	0.00	1.00	17.00
	3 - Southmoor Lane	20.00	3.00	3.00	25.00
	4 - Harts Farm Way	65.00	12.00	11.00	3.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	0	2
	4 - Harts Farm Way	0	0	18	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	0	0
	2 - Brookside Road	0	0	0	6
	3 - Southmoor Lane	0	0	0	6
	4 - Harts Farm Way	1	9	9	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	14	0
	2 - Brookside Road	0	0	100	0
	3 - Southmoor Lane	0	0	0	12
	4 - Harts Farm Way	0	0	18	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - Brockhampton Rd	2 - Brookside Road	3 - Southmoor Lane	4 - Harts Farm Way
From	1 - Brockhampton Rd	0	0	33	0
	2 - Brookside Road	0	0	0	0
	3 - Southmoor Lane	0	0	100	7
	4 - Harts Farm Way	0	17	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Brockhampton Rd	0.29	3.14	0.4	A	107.00	428.00
2 - Brookside Road	0.35	9.50	0.5	A	38.50	154.00
3 - Southmoor Lane	0.40	5.00	0.7	A	84.00	336.00
4 - Harts Farm Way	0.48	5.48	0.9	A	122.25	489.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	119.00	119.00	49.70	408.27	0.291	118.59	157.98	0.0	0.4	3.135	A
2 - Brookside Road	51.00	51.00	140.44	144.66	0.353	50.46	27.85	0.0	0.5	9.501	A
3 - Southmoor Lane	119.00	119.00	159.09	299.84	0.397	118.34	31.82	0.0	0.7	5.002	A
4 - Harts Farm Way	147.00	147.00	61.58	314.23	0.468	146.11	215.85	0.0	0.9	5.480	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	100.00	100.00	45.04	411.53	0.243	100.09	148.14	0.4	0.3	2.890	A
2 - Brookside Road	41.00	41.00	112.16	155.31	0.264	41.16	32.98	0.5	0.4	8.255	A
3 - Southmoor Lane	76.00	76.00	128.25	318.13	0.239	76.33	25.06	0.7	0.3	3.870	A
4 - Harts Farm Way	158.00	158.00	35.23	329.64	0.479	157.96	169.36	0.9	0.9	5.393	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	94.00	94.00	26.15	424.79	0.221	94.03	96.44	0.3	0.3	2.758	A
2 - Brookside Road	36.00	36.00	109.05	156.48	0.230	36.06	11.13	0.4	0.3	7.802	A
3 - Southmoor Lane	90.00	90.00	114.12	326.52	0.276	89.92	30.99	0.3	0.4	4.121	A
4 - Harts Farm Way	93.00	93.00	29.05	333.25	0.279	93.54	174.99	0.9	0.4	3.877	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Brockhampton Rd	115.00	115.00	31.98	420.70	0.273	114.91	94.01	0.3	0.4	2.982	A
2 - Brookside Road	26.00	26.00	127.92	149.38	0.174	26.10	18.97	0.3	0.2	7.308	A
3 - Southmoor Lane	51.00	51.00	132.97	315.33	0.162	51.20	21.05	0.4	0.2	3.634	A
4 - Harts Farm Way	91.00	91.00	34.97	329.78	0.276	91.01	149.20	0.4	0.4	3.842	A

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