

EASTLEIGH LOCAL PLAN INTERIM DO SOMETHING

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TECHNICAL NOTE

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1. INTRODUCTION

1.1 Introduction

- 1.1.1 Eastleigh Borough Council (EBC) commissioned SYSTRA to undertake strategic modelling using the South Hampshire Sub-Regional Traffic Model (SRTM) to test the traffic impacts of various development options as part of its Local Plan process.

1.2 Background

- 1.2.1 The SRTM was previously used to undertake a Baseline (committed development) and a number of Do Minimum (Local Plan additional development allocations) scenarios for 2036. EBC has noted in July 2017 an emerging Local Plan strategy with a 5,200 dwelling SGO site north of Bishopstoke / North East of Fair Oak, alongside provision of a new northern link road between the M3 J12 and Fair Oak, via Allbrook.
- 1.2.2 For this emerging Local Plan Option, the SRTM identified a number of significant / severe traffic congestion impacts which occurred in the “with development” scenario that did not occur (or to a lesser extent) in the baseline scenario. As part of the original commission, a Transport Assessment will be produced which will identify a range of transport interventions to address the capacity issues, which will then feed into a further SRTM Do Something run which will incorporate these interventions.
- 1.2.3 In the meantime, EBC had commissioned SYSTRA to run an "interim" Do Something SRTM run to support the full Council in making a final decision on the north Bishopstoke / north east Fair Oak SGO strategy in December 2017. However, more time is required to undertake feasibility / costing work of the proposed interventions to enable the final modelling work.

1.3 Interim Do Something

- 1.3.1 The aim of the Interim Do Something (DS) modelling work is to provide indicative results focussed on traffic / highway capacity impacts only to support the decision making by the Council in December 2017, demonstrating that the SGO option can be accommodated acceptably on the highway network.
- 1.3.2 The ‘Interim Do Something’ run includes alterations to some junctions on the developer’s original link road proposals to improve performance and capacity at certain key locations e.g. Allbrook aimed at maximising the potential for this road to act as an alternative route for traffic from the Bishopstoke and Fair Oak area, and adds in a number of preliminary enhancements to the local road network in the area around SGO B/C and the link road- some of which are committed already by other developments.
- 1.3.3 It also includes further strategic enhancements proposed by other agencies and judged as likely to be delivered (e.g. M3 Smart Motorway, M27 Southampton Junctions scheme, Botley by-pass) and also an initial proposal for a new scheme to enhance M3 Junction 12 which will be required to accommodate traffic flows from the Northern Link Road.

2. MODEL SCENARIOS

2.1 Reference Case Committed Schemes and Development

- 2.1.1 The SRTM model represents conditions up to the year 2041. Known developments and committed (funded) highway schemes are included within the model's reference case scenarios (2019, 2026, 2031, 2036 and 2041) to provide the most accurate representation of future year conditions.
- 2.1.2 A list of the known developments and committed highway schemes at the time of commissioning are included in the Reference Case and is provided in Appendix A.
- 2.1.3 The following sections provide a breakdown of the key modelling processes, inputs and outputs. Committed development, and infrastructure information through to 2036 was provided / confirmed by EBC in June 2017.

2.2 2036 Baseline

Highway and Public Transport (PT) network

- 2.2.1 The Baseline scenario uses standard SRTM reference case networks for all modelled years.

Eastleigh Baseline – Non Eastleigh Borough Land Use Assumptions

- 2.2.2 The SRTM reference case inputs populate the Baseline scenario for all model areas except Eastleigh Borough, where the reference case inputs have been revised as detailed in Section 2.2.5 below.
- 2.2.3 The reference case land use (excluding Eastleigh) includes committed sites and "permissible" sites. Permissible sites are those locations identified as suitable for future development but that have not yet been subject to planning approval. The locations and maximum land use quantum of the permissible sites are based on the inputs collated in April 2016 in accordance with the adopted Local Plans or overall PUSH Spatial Position Statement target at that time. The take up of permissible developments is determined by the LEIM module of SRTM and is based on the local conditions (the relative "attractiveness" of the development e.g. accessibility).
- 2.2.4 LEIM controls the level of overall development growth within the model in accordance with TEMPRO (v7.2) employment and population trajectories for the sub-region which conforms with WebTAG to ensure consistency with Department for Transport standards and data. This is equivalent to allowing for background traffic growth within the modelling process.

Eastleigh Borough Completions and Committed Development Land Use Assumptions

- 2.2.5 The starting point in the Baseline for all land use data specific to Eastleigh Borough is to remove all the standard reference case inputs after 2015. In place of these, the actual site completions post-2015 have been added plus hard committed future developments. The total completions and committed development (hard commitments) totals for Eastleigh Borough are provided in Appendix B including a breakdown by SRTM model zone..

2.3 2036 Do Minimum – Scenario A2.a

2.3.1 A number of Local Plan development allocations were tested in the original commission, based on the Council's emerging strategy being a SGO site north of Bishopstoke / north east of Fair Oak and an alternative SGO north of West End, as evidenced within the SRTM modelling.

2.3.2 The emerging scenario contained all the committed development in Eastleigh (as per the Baseline), alongside allocated smaller sites development and “Strategic Growth Option” (SGO), resulting in a net gain of 17,170 dwellings.

Highway and PT network

2.3.3 In addition to the Baseline scenario, the following highway schemes have been included as part of the Do Minimum A2.a option:

- North Bishopstoke Bypass
- Allbrook Hill Relief Road

Non Eastleigh Borough Land Use Assumptions

2.3.4 In the Do Minimum, the land use outside of the Eastleigh Borough is the same as in the Baseline. By assessing the Local Plan in this way, this ensures there are no changes to the number of households, jobs or population outside of Eastleigh, isolating the impact of the Local Plan development.

Eastleigh Borough Local Plan Land Use Assumptions

2.3.5 The Eastleigh Borough local plan developments are included within the Do Minimum scenario as ‘exogenous’ development meaning that they will be built in their specified location, regardless of local conditions and the attractiveness of their location. The Eastleigh Local Plan development totals are shown below in the table below, with a breakdown by zone provided in Appendix C.

Baseline and DMA2.a: Eastleigh Land Use Assumptions 2015 – 2036

SCENARIO	RESIDENTIAL	EMPLOYMENT (SQM)			
	(DWELLINGS)	RETAIL	OFFICE	INDUSDTRIAL	WAREHOUSING
Baseline	8,647	13,810	3,156	24,774	9,540
DMA2.a	17,170	24,617	12,678	70,521	43,903

SRTM Ref DCU and DCY

2.4 2036 Interim Do Something

2.4.1 The starting point for the Interim Do Something is the Do Minimum A2.a, using the same land use assumptions and highway schemes.

2.4.2 The following strategic network interventions have been included in the Interim Do Something scenario:

- M3 Smart Motorways – Winchester (Junction 9) to M27 (Junction 14 / link to M27 J4)
- M27 Southampton Junctions scheme (M27 J8, Windhover Roundabout and A3024 Bitterne Road corridor improvements into Southampton)
- Botley Bypass and related improvements on Woodhouse Lane

2.4.3 New interventions on the local Eastleigh network have been identified by EBC at the following locations:

- M3 Junction 12 - indicative enhancements to eastern roundabout
- Allbrook Village
- Highbridge Road junction with proposed North Bishopstoke Bypass Road
- Fair Oak junctions (x3) - enhancements committed by existing planning permissions for developments only
- Denhams Corner roundabout - enhancements committed by existing planning permissions for developments only

2.4.4 For some of these locations, design proposals / drawings already exist, but for some, these changes are at a conceptual / pre-feasibility level only. The identified changes have been coded into the SRTM network, and are detailed in the following Chapters.

2.4.5 For locations where geometric designs do not exist, basic geometric designs, sufficient to provide parameters for coding the schemes into the SATURN highway network have been prepared, and are detailed in the following Chapters. These designs are the horizontal layout only, with no further consideration given to any other elements of feasibility (land ownership, levels, buried services).

3. RESULTS – LOCAL NETWORK INTERVENTIONS

3.1 Introduction

3.1.1 The following section presents the results at the junctions identified by EBC that require intervention.

3.1.2 For each of the identified locations where new interventions are required, each location is discussed on a stand-alone page which details the mitigation measures applied (commenting on what has been changed alongside a drawing of the changes), the summary spreadsheet showing Ratio of flow to capacity (RFC), flow and delay for Baseline, DMA2.a and Interim DS, alongside commentary on the changes applied in the Interim Do Something compared to Do Minimum A2.a.

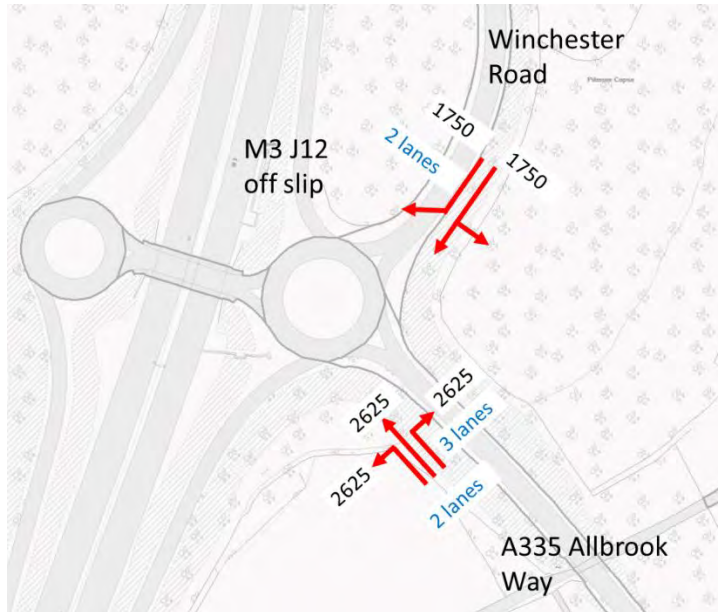
3.1.3 All of the proposed SATURN coding changes conform to the standardised approach the SRTM uses.

3.2 M3 Junction 12

Mitigation:

1. A335 Allbrook Way between Pitmore Road overbridge and M3 J12 eastern roundabout: widened A335 Allbrook Way northbound to 2 lanes
2. a. A335 Allbrook Way entry to M3 J12: widened the approach to 3 lane entry, giving one entry per turning movement
3. Winchester Rd southbound: widened to provide 200m long 2 lane southbound approach. The assignment of lanes was determined by analysing the DM demand, with the 1st lane allocated to Allbrook Way and M3 J12 southbound, and the 2nd lane allocated to M3 J12 northbound

Approach Arm	AM									PM								
	RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)			RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)		
	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS
M3 J12 SB off slip	79	81	77	470	490	417	12	12	13	106	109	106	32	33	485	369	424	155
Winchester Road SB	107	107	104	774	726	1456	155	151	85	103	103	95	793	752	1279	68	84	12
A335 Allbrook Way WB	102	105	91	889	919	1695	63	120	10	101	103	59	1000	1050	1259	38	66	6
A335 EB	53	61	77	413	489	549	6	6	9	92	102	103	583	656	689	18	64	79



M3 Junction 12- Allbrook Way/Winchester Rd Junction improvements, with saturation flows (PCU/hr).

The widening of the A335 Allbrook Way WB approach has reduced the forecasted Ratio of Flow to Capacity (RFC), from over capacity to under capacity in the AM and PM peak hours respectively. This is despite an increase in flow during the AM peak of circa. 80% from approximately 900 PCUs in the Baseline and DM 2a options to 1,695 PCUs in the Interim DS scenario.

The widening of Winchester Road southbound with a two lane approach has slightly decreased the RFC for the AM peak hour to 104% down from 107% in the Baseline and DM 2a options. In the PM peak hour, RFC is reduced from overcapacity at 103% in the Baseline and DM 2a to at capacity with 95% in the Interim DS. This arm experiences a high increase in flow from around 750 PCUs to 1,450 PCUs in the AM and 750 PCUs to 1,280 PCUs in the PM. The capacity improvements from this scheme have been met by the increase in flow, which results in this approach still being over or at capacity. The high increase in traffic flows is also related to the inclusion of the Smart Motorways Programme on the M3 during the Interim DS.

The M3 southbound off slip has a forecast significant increase in PM traffic flows in the interim DS. This arm is forecast over capacity in all three scenarios. The average queue of 20 PCUs (~120m) in the PM peak modelled in the Interim DS scenario is unlikely to extend back to main carriageway given a length of the entry taper of 160m, a nose length of 90m and another 195m of the actual off slip.

3.3 Allbrook Village – Junction with Allbrook Hill Relief Road / Highbridge Road / Pitmore Road

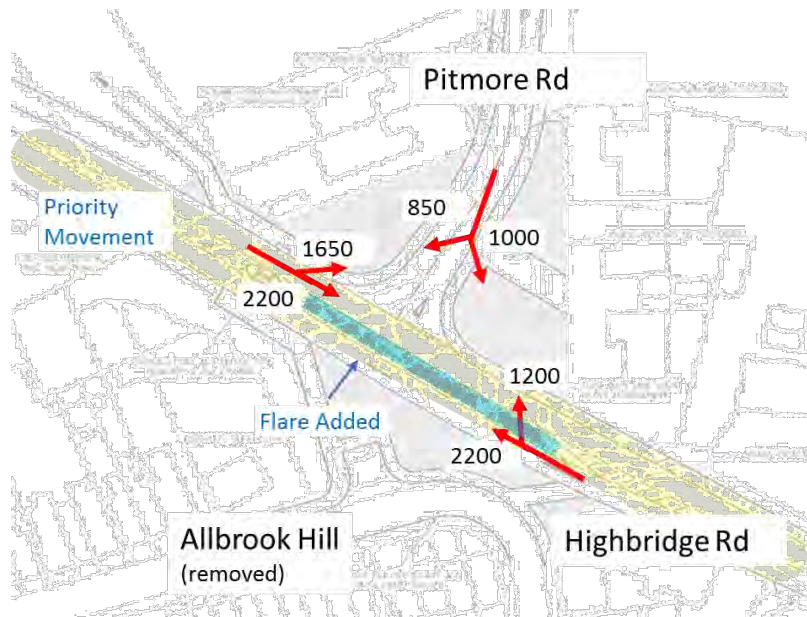
Mitigation:

Changed from a roundabout to a priority junction.

In previous study work, HCC and the developers consultants identified a priority junction with Highbridge Road linking directly to Allbrook Hill Relief Road, with Pitmore Road being the minor arm of the junction. Allbrook Hill no longer connects to this junction (Osborne Mews is not modelled in the SRTM).

A flare has also been added to the right turn movement from Highbridge Road to Pitmore Road.

Approach Arm	AM									PM								
	RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)			RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)		
	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS
Pitmore Road SB	83	83	21	583	643	174	9	7	4	52	35	11	357	233	62	6	5	6
B3336 Highbridge Road WB	77	108	50	593	823	1212	6	170	2	59	71	22	509	608	643	3	4	1
New Link from A335 Allbrook Way	0	39	20	0	301	430	0	5	1	0	62	43	0	534	926	0	4	1
Allbrook Hill	59	0	0	459	0	0	5	0	0	57	0	0	495	0	0	4	0	0



Previously in the AM peak hour, the Pitmore Road arm was forecast to be at capacity in both the Baseline and DM 2a options. Highbridge Road WB was forecasted to be over capacity at 108% and with delays of 170 s in DM 2a.

The junction improvements are forecasted to resolve these issues, with all approach arms having a RFC of <80% and delays <10 s.

However, due to the complete closure of Allbrook Hill (in the DMA2.a this was open westbound), this westbound traffic has shifted to Allbrook Hill Relief Road which is causing significant delays at the roundabout at the western end of Allbrook Hill Relief Road / A335. This is discussed in further detail in Section 4.2.

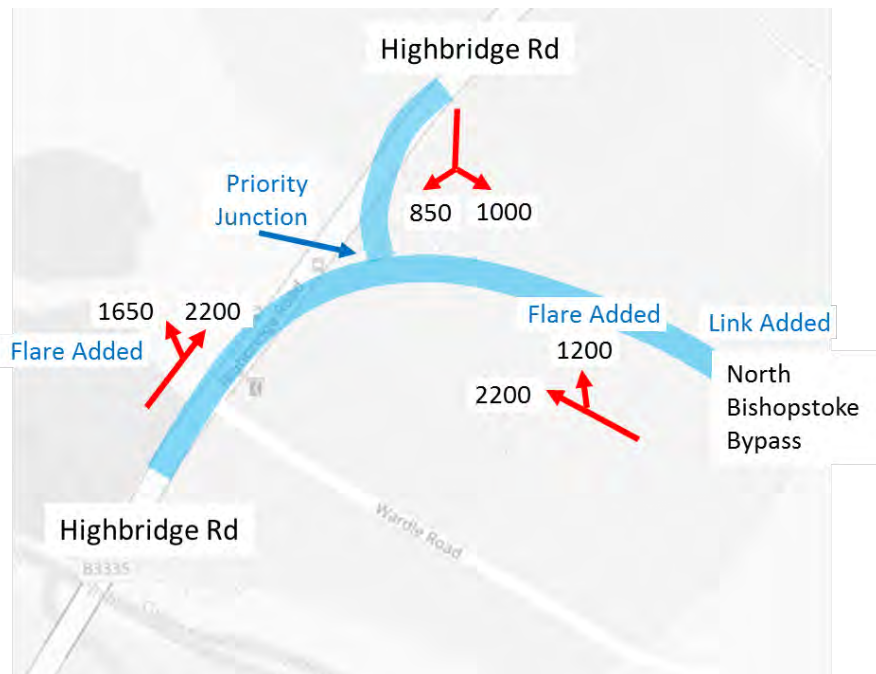
3.4 Highbridge Road Junction with Proposed North Bishopstoke Bypass Road

Mitigation:

Changed from a signalised junction to a priority junction, with a 30mph speed limit.

The through movement is Highbridge Road / connection eastwards to North Bishopstoke Bypass, with Highbridge Road northwards towards Colden Common the minor arm. A left turn flare has been added on Highbridge Road northbound to Highbridge Road. A right turn flare has been added on North Bishopstoke Bypass to Highbridge Road Northbound. The farm access is not modelled within the SRTM and it is assumed that this access will be taken off Highbridge Road north of the new junction.

Approach Arm	AM									PM								
	RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)			RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)		
	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS
B3345 Highbridge Rd SB	27	70	53	593	78	179	0	87	14	23	84	39	509	113	162	0	109	9
North Bishopstoke Bypass	0	78	36	0	745	1033	0	24	1	0	58	16	0	494	481	0	22	1
B3345 Highbridge Rd NB	34	80	18	751	625	603	0	41	1	37	106	32	814	727	955	0	200	1



The previous signalised option (DM 2a) was forecasted to be at capacity in the Highbridge Road northbound approach (80%) in the AM peak hour and overcapacity in the PM peak hour (106%), Highbridge Road southbound was forecasted to be at capacity in the PM peak hour (84%).

The introduction of a priority junction with flares has increased the capacity and significantly reduced delays in both AM and PM peaks.

North Bishopstoke Bypass was not included in the 2036 Baseline.

Highbridge Road Junction with proposed North Bishopstoke Bypass road including saturation flows (PCU/hr).

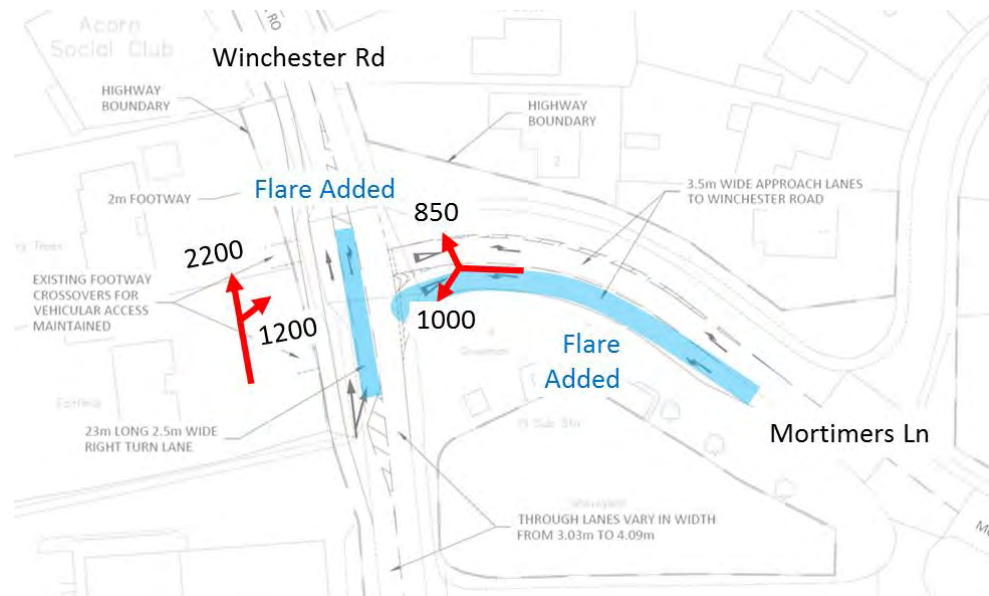
3.5 Mortimers Lane / Winchester Road

Mitigation:

Flare added for left turn movement exiting Winchester Road

Flare added for right turn movement entering Winchester Road from Mortimers Lane

Approach Arm	AM									PM								
	RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)			RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)		
	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS
B3354 Winchester Road SB	28	40	41	554	772	805	1	2	2	42	54	58	843	1045	1127	2	2	2
B3037 Mortimers Lane	63	98	77	501	627	800	5	31	11	44	69	43	308	413	512	5	9	6
B3354 Winchester Road NB	16	24	18	287	452	539	2	2	1	18	26	15	259	400	409	2	2	2



The widening of the B3037 Mortimers Lane arm is forecast to reduce delays even though traffic flows are higher. The previous layout was forecasted to be approaching capacity (98%) in the AM peak.

The additional flare on the northbound approach (B3354 Winchester Road) has not significantly changed the forecast. However, this arm was not subject to capacity issues or delays in the previous model runs.

Mortimers Road / Winchester Road Junction improvements, with saturation flows (PCU/hr).

3.6 Sandy Lane / Fair Oak Road / Allington Lane

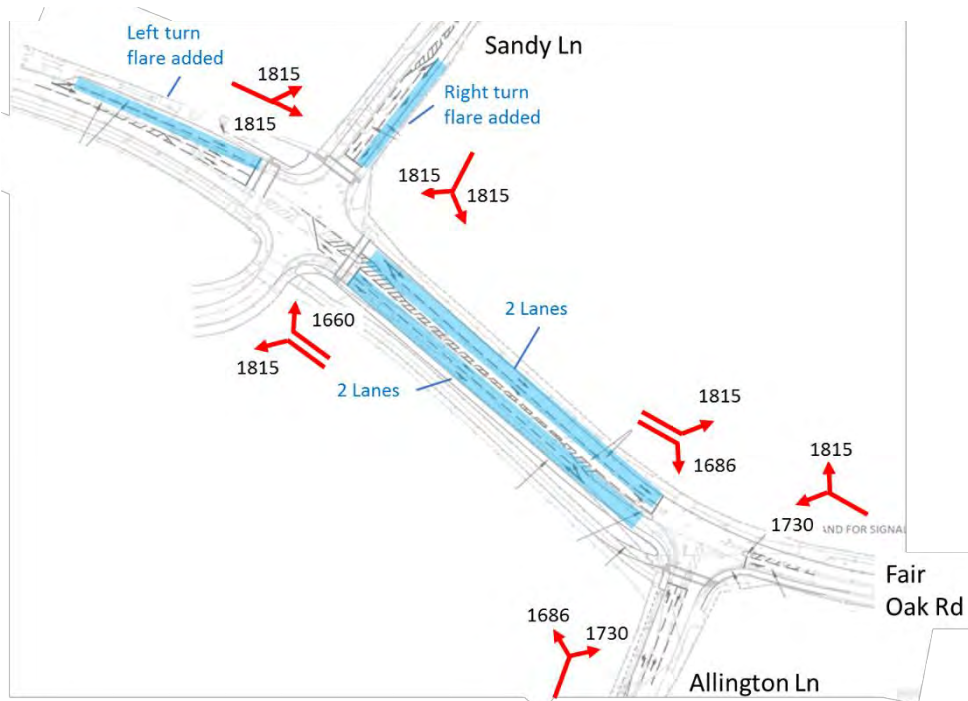
Mitigation:

2 lane approach between the 2 junctions on Fair Oak Road.

Fair Oak Road / Allington Lane – right turn to Allington Lane has its own lane

Fair Oak Road / Sandy Lane – right turn to Fair Oak Road has its own lane, and flares added to right turn out of Sandy Lane and left turn from Fair Oak Road to Sandy Lane

Junction	Approach Arm	AM									PM								
		RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)			RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)		
		BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS
B3037 Fair Oak Rd / Sandy Ln	B3037 Fair Oak Road EB	48	49	36	426	437	464	17	17	11	68	68	53	608	601	770	21	21	13
	Sandy Lane SB	68	96	56	227	322	396	46	100	34	48	73	39	137	214	194	42	54	33
	B3037 Fair Oak Road WB	68	59	53	1150	1063	1064	12	11	12	45	42	44	742	745	841	9	10	10
B3037 Fair Oak Rd / Allington Ln	B3037 Fair Oak Road EB	96	100	45	365	382	523	100	132	78	102	109	46	361	343	594	173	288	70
	B3037 Fair Oak Road WB	88	89	85	693	692	660	41	42	37	61	63	63	472	482	573	25	25	25
	Allington Lane NB	92	95	92	648	663	646	54	66	55	79	93	84	550	574	554	39	63	54



Winchester Road/ Botley Road changes with saturation flows (PCU/hr).

The widening of the Sandy Lane approach has significantly reduced delays in both AM and PM peaks. With a RFC of 56%, the arm is no longer forecast to approach capacity. The additional flare on the eastbound arm has slightly reduced delays. However, this arm was not subject to capacity problems in any of the previous model runs.

The widening of Fair Oak Road between the two junctions has improved traffic flow and reduced delays on the eastbound approach to the signalised Allington Lane / Fair Oak Road junction. The RFC has decreased significantly from 100% to 45% in the AM and from 109% to 46% in the PM peak. Traffic flows are forecast to be slightly higher.

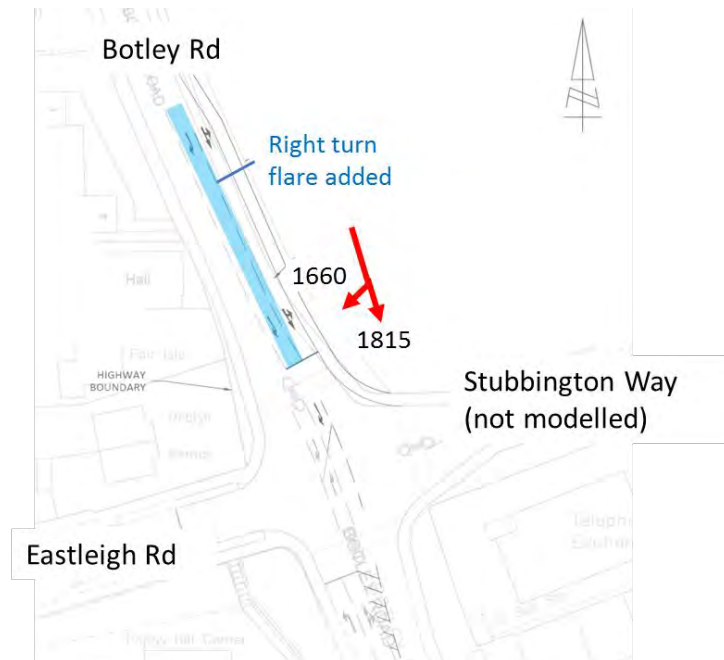
However, both Allington Lane and B3037 Fair Oak Road WB approaches are still forecast to approach capacity in 2036 in the AM peak with only minor improvements compared to the DM A.2a scenario. Moreover, during the PM peak the Allington Lane NB arm is forecast to approach capacity (84%), although this is a decrease over what was forecasted in DMA2a.

3.7 Winchester Road / Botley Road

Mitigation:

Flared approach from Botley Road north

Approach Arm	AM									PM								
	RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)			RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)		
	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS
B3354 Botley Road SB	92	102	99	744	678	942	44	138	75	95	102	97	728	676	969	57	136	64
B3354 Botley Road NB	42	54	61	436	632	689	23	26	28	38	52	53	333	505	518	24	28	28
B3037 Eastleigh Road	20	28	80	33	46	129	57	58	92	23	63	87	55	147	202	50	62	88



Winchester Road/ Botley Road changes with saturation flows (PCU/hr).

The flared approach from Botley Road north has reduced delays significantly even though traffic flows are forecast to be higher (plus 39% in the AM; plus 43% in the PM peak). However, the RFC is forecast to be only slightly lower. This arm is forecast to approach capacity in both the AM and PM peaks with 99% and 97% respectively.

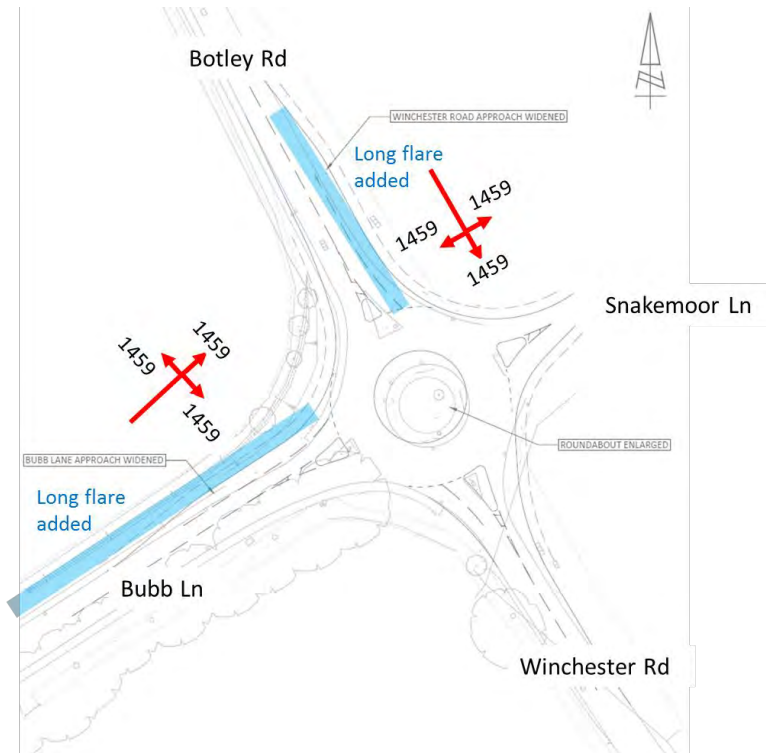
Furthermore, increased eastbound traffic flows from Eastleigh Road have significantly worsened the RFC which is now forecast to approach capacity in both AM and PM peaks. However, the traffic volume on this arm of the junction is only a small component of overall flow through the junction - in the AM peak Interim DS run, 92% of traffic is along the north/south axis (i.e. via the other two arms); in the PM peak 88% of traffic is on the other two arms of the junction.

3.8 Denhams Corner Roundabout

Mitigation:

Long flares were included on Bubb and Botley Road approaches.

Approach Arm	AM									PM								
	RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)			RFC (%)			Actual Flow (PCUs)			Delay per PCU (s)		
	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS	BL	DM 2a	Int DS
B3354 Botley Road SB	99	101	84	683	688	986	26	39	8	98	96	83	624	640	904	26	19	9
Snakemoor Lane WB	80	100	94	261	293	199	29	73	67	101	102	97	271	319	155	93	110	94
B3354 Winchester Road NB	95	101	102	982	1027	1042	10	47	56	81	98	100	780	913	999	7	17	30
B3342 Bubb Lane EB	69	84	64	600	731	645	8	10	8	93	100	90	806	802	887	14	33	13



The new long flares on the south and eastbound approaches have reduced delays relative to the Do Minimum A.2a run but are still forecast to approach capacity in 2036. Net traffic flows across the junctions do increase between the three scenarios in both AM and PM peaks. The northbound arm from Winchester Road is forecast over capacity (102%) during the AM and at capacity in the PM peak.

Denhams Corner Roundabout changes with saturation flows (PCU/hr).

4. RESULTS – KEY CONGESTION HOTSPOTS

4.1 Introduction

- 4.1.1 This section discusses the effect the interventions have had on other key congestion hotspots within the network. The junctions listed below have been identified as having a severe impact in the Interim Do Something scenario when compared to DMA2.a, using the summary spreadsheet.
- 4.1.2 Junctions listed in this spreadsheet are capacity hotspots which have been identified by applying a threshold of 80% V/C (or RfC) on any approach to any junction within Eastleigh Borough in either the 2036 Do Minimum A.2a or 2036 Interim DS scenario.
- 4.1.3 From this list of junctions with V/C >80%, those junctions have been identified where there is a 'significant' or 'severe' change in V/C between the Do Minimum A.2a and the Interim DS scenario - this identifies where the Local Plan Development traffic has the most pronounced impact. The 'significant' or 'severe' categories are set as follows:
- 'Significant' has a V/C of greater than 85% and an increase in V/C (between Baseline and Do Min) of 5 or more
 - 'Severe' has a V/C of greater than 95% and an increase in V/C of 10 or more
- 4.1.4 The full spreadsheet, detailing AM and PM Ratio of Flow to Capacity (RFC), actual flows, delay and average queue length alongside the difference severity of the Interim DS compared to both DMA2.a and the Baseline is shown in Appendix D.
- 4.1.5 Appendix E shows the flow difference plots. The absolute difference in PCUs is identified adjacent to the appropriate link. Blue lines identify a reduction compared to scenarios containing changes to the highway network and pink/red lines an increase. In addition, the scale of the change is represented graphically with coloured lines of varying bandwidth. Only flow differences above 10 PCUs are displayed in the plots. The following scenarios are compared within Appendix E:
- Baseline 2015 (DBX) vs. Interim DS 2036 (DIU);
 - Baseline 2036 (DCU) vs. Interim DS 2036 (DIU); and
 - DMA2.a 2036 (DCY) vs. Interim DS 2036 (DIU).
- 4.1.6 The Volume to Capacity (V/C) ratio plots for the Interim DS are shown in Appendix F. For the V/C plots the performance of the link is identified through the colour of the link as follows:
- >80% Pink
 - >100% Red
- 4.1.7 If the V/C is near, or in excess of 90%, then the junction will be subject to queuing and delays; a value of 90% is taken as the practical value for design purposes. A value of >100% means that the junction is over capacity and significant queuing and delays could occur.
- 4.1.8 When viewing these results, it is worth bearing in mind that a number of large strategic schemes have been included in the Interim DS that were not included in the DMA2.a option (such as Smart Motorways on the M3, M27 Southampton Junctions scheme and Botley Bypass), and as such will have contributed towards network issues over the interventions tested. An example of this is the increased flow shown on the M3 due to the additional highway capacity, and its impact on motorway junctions and surrounding

corridors. The Interim DS does not include an isolated view on the local interventions. It is important to note that some of the issues identified in 4.2 to 4.9 may be primarily caused by these strategic interventions rather than Local Plan development.

4.2 A335 Allbrook Way / Relief Road Roundabout

- 4.2.1 As highlighted in Section 3.3, due to the closure of Allbrook Hill, westbound traffic is forecast to shift to Allbrook Hill Relief Road. Therefore, the westbound arm to the roundabout at the western end of Allbrook Hill Relief Road is forecast to experience a significant increase in both traffic and delays.
- 4.2.2 The westbound arm from Allbrook Hill Relief Road is forecast to operate over capacity (103%) in the AM peak which is a severe increase compared to scenario A.2a. The northbound arm to this roundabout is forecast to approach capacity (97%) which is also a severe increase whereas the southbound arm is forecast to approach capacity with 80%.
- 4.2.3 In the PM peak, the southbound arm (A335 Allbrook Way) is forecast to operate over capacity (102%) which is a severe increase.

4.3 Windhover Roundabout

- 4.3.1 A number of approach and circulating arms at Windhover roundabout are forecast to a significant or severe RFC increase. All relevant locations can be found in the summary spreadsheet. The Interim DS does include schemes at both Windhover roundabout and M27 J8 as part of the Highways England Southampton Junctions scheme, changing the traffic patterns and demand on this roundabout.

4.4 A27 Swaythling Road / High Street / Chalk Hill Junction

- 4.4.1 The southbound arm from A27 Swaythling Road SB is forecast to approach capacity in both AM and PM peaks with a severe increase in RFC compared to scenario A.2a in the PM peak. However, this junction arm is forecast to approach capacity in all scenarios, the 2036 baseline, Do Minimum A.2a and Interim Do Something. The average queue lengths in the Interim Do Something (5 PCU AM peak, 3 PCU PM peak) are unchanged from both the baseline and scenario A.2a and the delay per PCU is only notably increased in the PM peak. As this is a signalised junction already approaching capacity in DMA2.a, any small change in demand will affect the amount of traffic able to clear the junction in the current green time, and impacts on the capacity of the junction.

4.5 Winchester Road / Otterbourne Hill Roundabout

- 4.5.1 The Winchester Road northbound arm is forecast over capacity in the PM peak with a severe increase in RFC. Both Otterbourne Hill southbound and Winchester Road northbound arms are forecast to approach capacity in the AM peak with significant increases in terms of RFC. This is due to the junctions proximity to M3 J12, from both the smart motorways impacts and the improvements to J12 identified as part of the interventions contained within the Interim DS.

4.6 M3 J12 / A335 Western Roundabout

- 4.6.1 Increased traffic flows due to the Smart Motorway Programme have worsened delays on the westbound arm to this roundabout on the M3 overbridge. In both AM and PM peaks, this arm is forecast to approach capacity with a severe increase in the AM and a significant increase in the PM peak. The PCU delay has increased from 8 to 25 seconds in the AM and from 8 to 20 seconds in the PM peak.

4.7 A3024 Bursledon Rd/B3033 Botley Road Junction

- 4.7.1 All three approaching arms are forecast over capacity in both AM and PM peaks. The B3033 Botley Rd northbound arm is forecast to a significant, the A3024 Bursledon Road eastbound arm to a severe increase in terms of RFC during the PM peak. This is due to the increased flow due to the scheme at Windhover Roundabout and M27 J8 and the other components of Highways England's M27 Southampton Junctions Scheme.

4.8 Botley A334/A3051 Roundabout

- 4.8.1 All approaching arms are forecast to approach or over capacity during the AM peak with a severe increase on both A334 arms. During the PM peak, only the arm from Botley Bypass is forecast to a RFC <80% whereas both A334 arms show a severe or significant increase. Whilst the flow has decreased on the A334 due to the inclusion of the Botley Bypass, the junction itself has been reconfigured (to include the Botley Bypass) from a priority junction to a roundabout with the predominant movement from the Bypass to A3051.

4.9 B3342 Tollbar Way/Maunsell Way Roundabout

- 4.9.1 The Maunsell Way arm to this roundabout is forecast to approach capacity (96%) in 2036 during the AM peak, which is a severe increase, due to increased traffic in Interim DS. However, the actual net effect in terms of delays per PCU is relatively small with an increase from 6 seconds per PCU to 11 seconds on the Maunsell Way arm. Moreover, there is no significant increase in average queue lengths with only 2 PCUs in the AM peak.

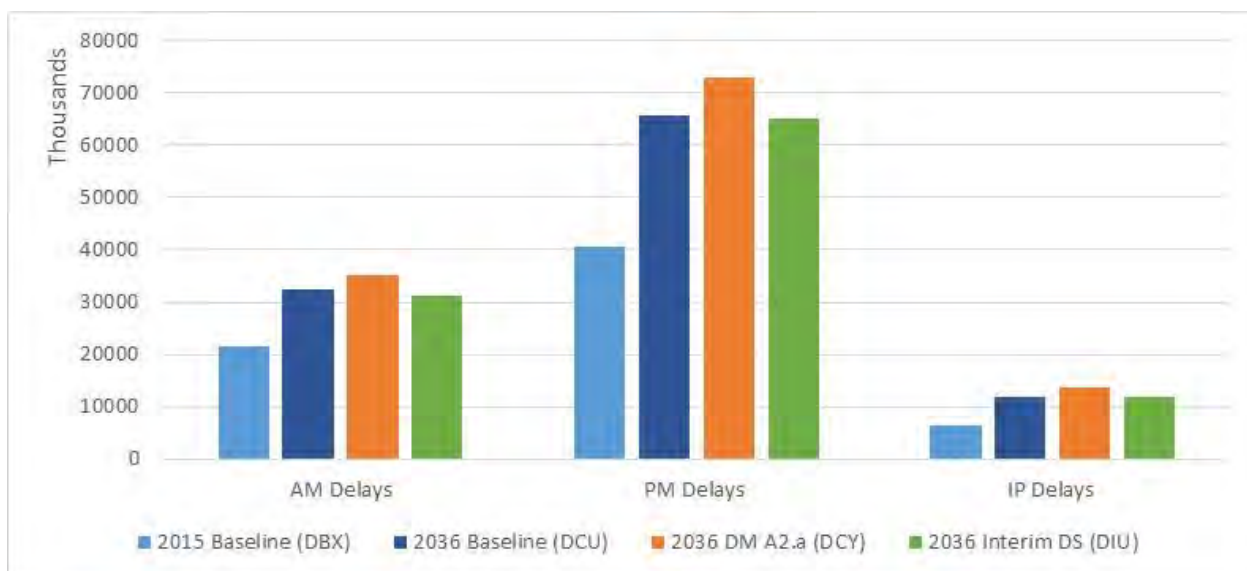
5. NETWORK WIDE IMPACTS

- 5.1.1 Table 1 below shows the delay per time period in PCU hours within Eastleigh Borough for 2015 / 2036 Baseline, DMA2.a and Interim DS. The same data are visualised in the chart on the next page.

Table - Eastleigh Delay in PCU Hours

SCENARIO	YEAR	AM PERIOD	IP	PM PERIOD
Baseline (DBX)	2015	21,529,194	40,679,791	6,304,607
Baseline (DCU)	2036	32,525,750	65,701,220	11,799,515
DMA2.a (DCY)	2036	35,080,121	72,915,635	13,640,704
Interim DS (DIU)	2036	31,216,373	65,011,959	12,008,333

Chart - Eastleigh Delay in PCU Hours



- 5.1.2 With the inclusion of the strategic network interventions, and the localised interventions, the network delay in Eastleigh reduces by 4% in the AM and by 1% in the IP period compared to 2036 Baseline scenario. However, PM delays are forecast to increase by 2%.

6. SUMMARY

- 6.1.1 The Council is undertaking transport modelling. A Local Plan delivering the scale of development required is likely to add to traffic congestion somewhere in the Borough whichever SGO is chosen. Unlike options D or E, option B/C proposes to create a completely new road route. It is also important to note that traffic will increase between today and 2036 as a result of developments already permitted within the Borough, development outside the Borough, and general traffic growth. This is reflected in the 2036 baseline model and indicates what will happen before the new development proposed by the Local Plan is added.
- 6.1.2 The Interim DS results show that the total Borough wide delays at 2036, with the major new Local Plan development, the link road and other preliminary highway enhancements, is about the same as the baseline at 2036 without the new development or highway enhancements. Total network delays in the AM peak are 4% lower and in the PM peak are 1% higher than in the 2036 baseline. This suggests that the major new Local Plan development with the link road and preliminary highway enhancements will not add to the extra delays which will have arisen by 2036 from current developments and background growth. For example, this is the position predicted along Bishopstoke Road, with the model predicting no material change in queue lengths or delays in the interim Local Plan scenario compared to the 2036 baseline. It should be noted that the full transport modelling is still to be completed, and this will enable the relative benefits of each option to be fully assessed.
- 6.1.3 The local interventions tested as part of the Interim Do Something have alleviated the problems experienced at these locations within the Do Minimum A2.a scenario. However, in some cases, the impact has moved onto other locations, such as the Allbrook Hill Relief Road junction with Allbrook Way.

6.1.4 The following locations have been identified as suffering from a severe impact when compared to DMA2.a:

- A335 Allbrook Way / Relief Road Roundabout
- Windhover roundabout
- A27 Swaythling Road / High Street / Chalk Hill Junction
- Winchester Road / Otterbourne Hill Roundabout
- M3 J12 / A335 Western Roundabout
- A3024 Bursledon Rd/B3033 Botley Road Junction
- Botley A334/A3051 Roundabout
- B3342 Tollbar Way/Maunsell Way Roundabout

6.1.5 However, not all junctions suffering from a severe impact to RFC result in significant changes that would be tangible to end users as in some instances delays only increase by a few seconds, or an existing queue gets one or two vehicles longer.

6.1.6 At Denhams roundabout, although long flares were included on both Bubb and Botley Road approaches, this roundabout is still forecast to approach capacity in 2036. Looking at the actual flows in the 2036 forecast, it is noticeable that the minor B3342 Bubb Lane EB arm has proportionally high traffic flows compared to the major B3354 arms (Botley Road SB and Winchester Road NB). PM flows at these three arms are even forecast to be at an almost equal level. This balanced ratio of the approaching arms might explain the capacity issues at this roundabout. Further analysis should therefore be undertaken in order to determine whether a roundabout is a suitable junction type for this location.

6.1.7 It is also worth noting again that a number of large strategic schemes have been included in the Interim DS that were not included in the DM A2.a option, and as such will have contributed towards network issues over the interventions tested. The Interim DS does not include an isolated view on the local interventions. Moreover, this includes locations such as A3024 Bursledon Rd/B3033 Botley Rd junction and Windhover Roundabout where strategic schemes could be a greater contribution to the impacts than the Local Plan development.

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Michael Hornung	Assistant Consultant	15/11/2017	
	Checked by	Claire Stephens	Associate	17/11/2017	
	Approved by	Claire Stephens	Associate	17/11/2017	
2	Author	Michael Hornung	Assistant Consultant	24/11/2017	
	Checked by	Chris Whitehead	Associate Director	28/11/2017	
	Approved by	Chris Whitehead	Associate Director	28/11/2017	

Appendix A – SRTM Reference Case

DISTRICT	SCHEME	DESCRIPTION	2019	2026	2031	2036	2041
EAST HAMPSHIRE	Green Lane, Clanfield	Traffic Calming	✓	✓	✓	✓	✓
EASTLEIGH	A335 Leigh Rd / Passfield Av.	Junction capacity changes	✓	✓	✓	✓	✓
	Sunday's Hill Bypass	New road alignment	✓	✓	✓	✓	✓
	St John's Link Road	6.5m carriageway width and 30mph speed limit	✓	✓	✓	✓	✓
	Chestnut Av. / Stoneham Ln. Rbt.	Roundabout improvements	✓	✓	✓	✓	✓
	Chestnut Av. / Passfield Av. Rbt.	Roundabout improvements	✓	✓	✓	✓	✓
	Burnett's Lane Link Road & Rbt.	New road alignment Burnetts Ln - Bubbs Ln	✓	✓	✓	✓	✓
	Botley Road / Burnett's Lane	Signals	✓	✓	✓	✓	✓
	Allington Lane / B3037 Fair Oak Road	Signals	✓	✓	✓	✓	✓
	Southampton Rd / Chestnut Av.	Addition of a right turn lane	✓	✓	✓	✓	✓
FAREHAM	St Margarets Rbt.	Improvement scheme	✓	✓	✓	✓	✓
	Peel Common Rbt.	Improvement scheme	✓	✓	✓	✓	✓
	Gudge Heath Lane	Additional lanes at signals Gudge Heath Lane / The Avenue	✓	✓	✓	✓	✓
	A27 Southampton Road	Widening of carriageway (A27 dualling)	✓	✓	✓	✓	✓
	Newgate Lane South		✓	✓	✓	✓	✓
	Station Rbt. (The Avenue approach)	Widening of The Avenue and around Station Hill Rbt.	✓	✓	✓	✓	✓
	Stubbington Bypass	Bypass		✓	✓	✓	✓
	Peel Common Rbt.	Peel common Rbt.Stubbington Bypass scheme		✓	✓	✓	✓
	Stubbington Bypass mitigation	Mitigation measures in Gosport as part of Stubbington Bypass		✓	✓	✓	✓
HAVANT	Hulbert Rd / Purbook Way Junction	Major redesign and partial signalisation of 'ASDA' rbt.	✓	✓	✓	✓	✓
	Dunsbury Hill Farm Business Park	Currently being constructed	✓	✓	✓	✓	✓

DISTRICT	SCHEME	DESCRIPTION	2019	2026	2031	2036	2041
	A3(M) J3	Signalisation of N/B off slip onto roundabout	✓	✓	✓	✓	✓
	Purbrook Way / College Road	Signalisation of priority junction	✓	✓	✓	✓	✓
	Interbridges	New signal access	✓	✓	✓	✓	✓
	Purbrook Way / Stakes Hill Road	Replacement of roundabout with traffic signals.		✓	✓	✓	✓
	Purbrook Way from Stakes Hill Road	Dual carriageway to replace single carriageway.		✓	✓	✓	✓
	Hulbert Rd/ Frenstaple Rd/ Tempest Av	Enlarge and modify existing roundabout.		✓	✓	✓	✓
ISLE OF WIGHT	Mill Street, Newport	New road between Old Westminster Lane and Foxes Road	✓	✓	✓	✓	✓
	St. Georges Way, Newport	New roundabout, signalisation, widening of St George's rbt.	✓	✓	✓	✓	✓
	Forest Road / Parkhurst Rd, Newport	Revision of junction layout and installation of traffic signals	✓	✓	✓	✓	✓
	Coppins Bridge - St Georges Approach	Widening of carriageway	✓	✓	✓	✓	✓
PORTSMOUTH	Havant Road/Eastern Road	BRT improvements and addition of pedestrian crossings at junction	✓	✓	✓	✓	✓
	The Hard, Queen Street, Wickham Street	Improvements to traffic management	✓	✓	✓	✓	✓
	Fratton Way	New roundabout and access to retail store	✓	✓	✓	✓	✓
SOUTHAMPTON	Commercial Rd/ Morris Rd	Public realm scheme, change to traffic signals	✓	✓	✓	✓	✓
	A33 Western Approach / Millbrook Rd	Reduction in speed limit from 50mph to 40mph	✓	✓	✓	✓	✓
	Woolston - Victoria Rd / Woodley Rd	Changes to Victoria Rd to one way southbound	✓	✓	✓	✓	✓
TEST VALLEY	M27 J3	W/B off-slip, M271 S/B, and circulating flared to 3 lanes, M271 N/B flare lengthened	✓	✓	✓	✓	✓
	M271 Junction 1 / Brownhill Way	Signalisation, and additional lane on Brownhill Way to Adanac Rbt	✓	✓	✓	✓	✓
VARIOUS	Smart Motorways M27	Conversion of hard should to running lane (J4-12)	✓	✓	✓	✓	✓

Appendix B – Land Use Assumptions for Eastleigh Borough by SRTM Zone

SRTM ZONES	2036 BASELINE							2036 DO MINIMUM						
	RESIDENTIAL (DWELLINGS)	EMPLOYMENT (SQM)						RESIDENTIAL (DWELLINGS)	EMPLOYMENT (SQM)					
		RETAIL	OFFICE	INDUSTRY	WARE- HOUSING	HOTEL & OTHER ACCOMO- DATION	LEISURE		RETAIL	OFFICE	INDUSTRY	WARE- HOUSING	HOTEL & OTHER ACCOMO- DATION	LEISURE
189	27	0	0	10,522	0	0	0	33	0	0	10,522	0	0	0
190	4	0	0	0	0	0	0	11	0	0	0	0	0	0
191	8	0	0	0	0	0	46	101	0	0	0	0	0	46
192	12	0	0	0	0	0	0	19	0	0	0	0	0	0
193	213	0	0	-485	-485	0	0	219	0	0	-485	-485	0	0
194	348	0	0	0	0	0	0	369	0	0	0	0	0	0
195	1	0	0	0	0	0	0	8	0	0	0	0	0	0
196	90	0	0	0	0	0	0	159	0	0	0	0	0	0
197	8	0	0	0	0	0	0	14	0	0	0	0	0	0
198	344	0	0	0	0	0	0	462	0	0	0	0	0	0
199	0	0	0	0	0	0	0	7	0	0	0	0	0	0

SRTM	2036 BASELINE							2036 DO MINIMUM						
200	103	0	0	0	0	0	0	109	0	0	0	0	0	0
201	13	0	0	0	0	0	0	19	0	0	3,800	3,800	0	0
202	2	0	0	0	0	0	0	9	0	0	0	0	0	0
203	13	0	350	0	0	0	0	667	0	1,350	5,000	0	0	0
204	0	0	0	0	0	0	0	7	0	0	0	0	0	0
205	0	0	0	0	0	0	0	7	0	0	0	0	0	0
206	2	0	0	0	0	0	0	9	0	0	0	0	0	0
207	130	1,437	0	0	0	0	0	136	1,437	0	3,200	0	0	0
208	12	0	0	0	0	0	0	28	0	0	0	0	0	0
209	0	0	0	135	134	0	0	7	0	0	135	134	0	0
210	0	1,317	0	0	0	0	0	7	1,317	0	0	0	0	0
211	1	0	0	0	0	0	0	7	0	0	0	0	0	177
212	0	0	0	0	0	0	0	6	0	0	0	0	0	0
213	0	0	0	0	0	0	0	6	0	0	0	0	0	0
214	128	0	0	0	0	0	0	291	0	0	0	0	0	0
215	694	0	0	0	0	0	0	700	0	0	0	0	0	0
216	1	0	0	0	0	0	0	8	0	0	0	0	0	0

SRTM	2036 BASELINE							2036 DO MINIMUM						
217	1	0	0	0	0	0	0	13	0	0	6,400	0	0	0
218	16	929	0	0	0	7,000	0	102	929	0	0	-4,270	7,000	0
219	8	373	0	0	0	0	0	14	373	0	0	0	0	0
220	12	0	0	0	0	0	0	18	0	0	0	0	0	0
221	6	0	0	0	0	0	0	12	0	0	0	0	0	0
222	123	0	0	0	0	0	0	129	0	0	0	0	0	0
223	104	0	0	0	911	0	0	110	0	0	21,850	22,761	0	0
224	161	0	0	0	0	0	0	491	0	0	0	0	0	0
225	127	0	-251	2,262	-112	0	0	2,245	0	6,749	9,262	6,888	0	0
226	337	0	257	0	0	0	0	343	0	257	0	0	0	0
227	0	0	0	0	0	0	0	7	0	0	0	0	0	0
228	2	0	0	0	0	0	0	9	0	0	0	0	0	0
229	0	0	0	0	0	0	0	7	0	0	0	0	0	0
230	365	0	0	0	0	0	0	401	0	0	0	0	0	0
231	19	0	0	0	0	0	0	25	0	0	0	0	0	0
232	70	0	0	0	0	0	0	82	0	0	0	0	0	0
233	2	0	0	0	0	0	0	14	0	0	0	-885	0	0

SRTM	2036 BASELINE							2036 DO MINIMUM						
234	24	0	0	0	0	0	0	36	0	0	0	0	0	0
235	1	0	0	0	0	0	0	13	0	0	0	0	0	0
236	113	0	0	0	0	0	0	124	0	0	0	0	0	0
237	1	1,489	0	0	0	0	0	13	1,489	0	0	0	0	0
238	219	0	0	0	0	0	0	294	0	-3,433	-14,700	0	0	0
239	82	1,845	0	0	0	0	0	93	3,451	-205	0	0	0	0
240	96	0	0	0	0	0	1,216	107	0	0	0	0	0	1,216
241	118	0	0	0	0	0	0	129	0	0	0	0	0	0
242	11	0	0	0	0	0	0	22	0	0	0	0	0	0
243	0	0	0	0	0	0	0	12	0	0	0	0	0	0
244	155	0	0	0	0	0	805	166	0	0	960	0	0	805
245	17	0	0	0	0	0	0	28	0	0	0	0	0	0
246	1	0	0	0	0	0	0	12	0	0	0	0	0	0
247	0	3,811	0	0	0	0	0	11	3,811	0	3,800	3,800	0	0
248	31	0	0	0	0	0	0	42	0	0	0	0	0	0
249	0	0	0	0	48	0	0	11	0	0	0	48	0	0
250	3	0	0	7,484	7,739	0	0	14	0	0	7,484	7,739	0	0

SRTM	2036 BASELINE							2036 DO MINIMUM						
251	1	0	0	0	0	0	0	12	0	0	4,920	0	0	0
252	140	0	0	0	0	0	0	181	0	0	-14,732	-14,732	0	0
253	0	0	0	0	0	0	0	11	0	0	0	0	0	0
254	0	0	0	0	0	0	0	11	0	0	0	0	0	0
255	5	0	0	0	0	0	265	101	401	0	0	0	0	265
256	0	0	0	0	0	0	0	11	0	0	0	0	0	0
257	16	0	300	0	0	0	0	27	0	300	0	0	0	0
258	7	0	0	0	0	0	0	18	0	0	0	0	0	0
883	1,401	0	0	0	0	0	0	1,407	0	0	0	0	0	0
884	1,100	1,700	2,000	700	0	0	1,750	1,111	1,700	2,000	700	0	0	1,750
885	1,399	695	500	3,000	855	1,760	366	1,405	695	500	3,000	855	1,760	366
886	1	0	0	0	0	0	0	807	0	2,160	0	0	0	0
887	0	0	0	1,156	0	0	0	0	0	0	15,956	14,800	0	0
888	0	0	0	0	450	1,080	0	0	0	0	0	450	1,080	0
911	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	121	0	0	0	0	0	0
921	0	214	0	0	0	0	0	2,006	1,214	3,000	3,450	3,000	0	0

SRTM	2036 BASELINE							2036 DO MINIMUM						
922	2	0	0	0	0	0	0	1,008	7,800	0	0	0	0	400
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	1	0	0	0	0	0	0	8	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0	0	150	0	0	0	0	0	0
927	0	0	0	0	0	0	0	0	0	0	0	0	0	0
928	195	0	0	0	0	0	0	201	0	0	0	0	0	0
929	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix D – Summary Sheet (Interim DS vs DMA2.a)

Junction approach arm statistics for identified locations (Summary Sheet)

ID	Junction	Approach Arm	Junction Type	2036 Do Minimum A 2a (DCY)				PM				2036 Interim DS (DIU)							PM						
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay per pcu (s)	AM Average Queue Length (pcu)	PM RFC (%)	AM Actual Flow (pcus)	AM Delay per pcu (s)	PM Average Queue Length (pcu)	AM RFC (%)	AM Actual Flow (pcus)	AM RFC Difference (pcus) DIU-DCY	AM RFC Difference Severity	AM Delay per pcu (s)	AM Total Delay (min)	AM Average Queue Length (pcu)	PM RFC (%)	PM Actual Flow (pcus)	PM RFC Difference (pcus) DIU-DCY	PM RFC Difference Severity	AM Delay per pcu (s)	PM Total Delay (min)	PM Average Queue Length (pcu)
				DCY_AM	DCY_AM	DCY_AM	DCY_AM	DCY_PM	DCY_PM	DCY_PM	DCY_PM	DIU_AM	DIU_AM	DIU_AM	DIU_AM	DIU_AM	DIU_AM	DIU_PM	DIU_PM	DIU_PM	DIU_PM	DIU_PM	DIU_PM	DIU_PM	
1	1 Hamble Lane / Hound Lane	Hamble Lane SB	Roundabout	115	958	299	72	42	446	4	0	113	949	-2		256	4049	63	41	439	-1		4	29	0
1	1	Hamble Lane NB		73	1052	4	0	102	1434	45	17	73	1052	0		4	70	0	102	1435	0		45	1076	17
1	1	Hound Road		107	818	162	36	77	486	13	1	108	819	1		173	2361	38	76	474	-1		13	103	1
2	2 Hamble Lane / Satchell Lane	Hamble Lane SB	Priority	74	1532	3	0	28	585	1	0	73	1525	-1		3	76	0	28	579	0		1	10	0
2	2	Satchell Lane		66	154	29	1	123	217	480	23	66	154	0		29	74	1	123	218	0		486	1766	24
2	2	Hamble Lane NB		41	898	1	0	107	1345	176	44	41	898	0		1	15	0	107	1345	0		176	3945	44
3	3 Hamble Lane / Zone 911 Access	Hamble Lane SB	Priority	22	1287	0	0	8	484	0	0	22	1281	0		0	0	0	8	480	0		0	0	0
3	3	Hamble Lane NB		41	898	1	0	113	1522	286	89	41	898	0		1	15	0	113	1521	0		284	7199	88
3	3	Zone 911 Egress		0	0	4	0	0	0	4	0	0	0	0		4	0	0	0	0	0		4	0	0
4	4 Bursledon Road Approach to Windhover	Bursledon Road EB	Signalised roundabout	68	1065	151	25	68	937	131	18	68	1065	0		39	692	6	68	1065	0		33	586	6
4	4	Circulating arm		52	904	160	24	52	961	152	24	86	1485	34	Sig	29	718	5	73	1264	21		18	379	4
4	4	Circulating arm (left hand lane)		75	647	20	2	90	832	31	3	60	520	-15		16	139	2	102	878	12	Sev	103	1507	10
5	5 Bridge Road / Church Lane	Bridge Road SB	Priority	91	1869	9	0	78	1537	5	0	95	1903	4		15	476	0	81	1609	3		5	134	0
5	5	Bridge Road NB		72	1569	3	0	78	1702	4	0	77	1673	5		4	112	0	73	1588	-5		3	79	0
5	5	Church Lane		103	59	285	4	90	85	122	3	82	40	-21		167	111	2	54	71	-36		43	51	1
6	6 M27 J8 WB off slip to roundabout	M27 off slip WB	Approach	84	1063	40	11	103	1419	91	34	70	830	-14		195	2698	28	65	1027	-38		58	993	4
6	6	Circulating arm		7	657	0	0	5	537	0	0	19	378	12		18	113	2	18	261	13		13	57	1
6	6	Circulating arm (left hand lane)		7	659	0	0	5	504	0	0	78	773	71		18	232	2	43	320	38		13	69	1
7	7 Dodwell Lane / Dodwell Lane	Dodwell Lane WB	Priority	96	1288	25	0	51	1062	2	0	83	1675	-13		5	140	0	35	708	-16		1	12	0
7	7	Dodwell Lane NB		109	515	213	27	108	538	207	28	94	585	-15		26	254	7	104	468	-4		126	983	15
7	7	Dodwell Lane EB		103	841	103	18	66	1414	4	1	53	827	-50		11	152	2	55	1122	-11		4	75	0
8	8 M27 J8 EB off slip to roundabout	M27 off slip EB	Approach	82	1262	40	13	106	1399	142	51	51	1565	-31		37	965	6	76	1487	-30		117	2900	20
8	8	Circulating arm		8	829	0	0	6	641	0	0	69	847	61		27	381	4	51	805	45		12	161	2
8	8	Circulating arm (left hand lane)		2	227	0	0	7	663	0	0	3	16	1		15	4	0	19	142	12		10	24	0
9	9 Hamble Lane approach to Windhover roundabout	Hamble Lane Approach	Signalised roundabout	68	1211	214	63	66	1280	77	24	70	1683	2		125	3506	37	70	1671	4		54	1504	7
9	9	Circulating arm		81	827	43	4	82	892	54	4	77	880	-4		34	499	4	78	892	-4		40	595	5
9	9	Circulating arm (left hand lane)		90	570	43	3	95	601	57	3	80	463	-10		34	262	2	89	513	-6		44	376	3
10	10 A3025 Hamble Lane / Portsmouth Road	A3025 Hamble Lane SB	Priority	104	1535	121	34	114	1015	295	67	110	1454	6	Sig	223	5404	66	115	989	1		317	5225	69
10	10	Hamble Lane NB		54	1175	2	0	53	1157	2	0	66	1448	12		2	48	0	55	1214	2		2	40	0
10	10	A3025 Portsmouth Road EB		90	467	41	4	88	474	39	4	88	343	-2		46	263	4	88	449	0		41	307	4
11	11 Maypole Roundabout	A334 Grange Road SB	Roundabout	102	829	60	13	101	832	41	8	102	839	0		71	993	16	100	879	-1		36	527	8
11	11	Woodhouse Lane SB		100	196	105	5	95	363	43	4	101	228	1		111	422	7	94	266	-1		53	235	4
11	11	A334 Grange Road WB		101	988	42	11	101	929	49	12	100	952	-1		24	381	5	102	918	1		57	872	14
11	11	Kings Copse Avenue NB		102	396	94	10	99	358	59	5	101	433	-1		64	462	7	81	268	-18		29	130	2
11	11	B3033Lower Northam Road EB		103	398	117	12	100	379	65	6	101	372	-2		91	564	9	85	467	-15		21	163	2
12	12 Bubb Lane / New link to Burnetts Lane	Bubb Lane SB	Roundabout	67	752	3	0	62	699	3	0	54	603	-13		3	30	0	54	596	-8		3	30	0
12	12	Bubb Lane NB		72	833	3	0	87	1007	3	0	64	744	-8		3	37	0	93	1082	6	Sig	3	54	0
12	12	New link road from Burnetts Lane EB		14	108	5	0	14	102	5	0	13	113	-1		4	8	0	20	133	6		6	13	0
13	13 Denhams Corner Roundabout	B3354 Botley Road SB	Roundabout	101	688	39	7	96	640	19	3	84	986	-17		8	131	1	83	904	-13		9	136	1
13	13	Snakemoor Lane WB		100	293	73	6	102	319	110	9	94	199	-6		67	222	4	97	155	-5		94	243	4
13	13	B3354 Winchester Road NB		101	1027	47	13	98	913	17	3	102	1042	1		56	973	15	100	999	2		30	500	7
13	13	B3342 Bubb Lane EB		84	731	10	1	100	802	33	6	64	645	-20		8	86	1	90	887	-10		13	192	2
14	14 Grange Road / Locke Road Roundabout	A334 Grange Road SB	Roundabout	87	740	5	0	102	868	43</															

29	West End Rad WB		101	456	76	9	101	584	57	9	101	478	0	65	518	8	100	614	-1	50	512	8		
29	A27 Moorhill Road NB		46	656		0		890	2	0	42	648	-4	3	32	0	51	931	1	2	31	0		
30	M27 J7 EB diverge	Diverge	83	7299	7	0	95	8353	14	0	83	7332	0	7	855	0	97	8531	2	17	2417	0		
31	A27 Swaythling Road / High Street / Chalk Hill	Signals	95	529	73	5	86	611	37	3	95	529	0	72	635	5	99	604	13	Sev	88	886	3	
31	B3035 High Street WB		64	693	43	5	52	331	64	3	58	665	-6	38	421	5	51	330	-1		66	363	3	
31	A27 Church Hill NB		23	148	27	1	21	197	17	1	23	147	0	27	66	1	25	229	4		17	65	1	
31	Chalk Hill NB		58	439	29	3	53	255	39	2	44	336	-14	26	146	2	49	240	-4		39	156	2	
32	B3035 High Street / West End Road	Roundabout	27	188	4	0	34	233	5	0	29	206	2	4	14	0	37	255	3		5	21	0	
32	B3035 High Street WB		73	625	3	0	91	763	4	0	77	663	4	3	33	0	95	794	4		5	66	0	
32	West End Road NB		52	420	4	0	59	462	5	0	48	384	-4	4	26	0	59	461	0		5	38	0	
33	B3035 High Street / Moorgreen Road	Roundabout	98	801	9	1	101	828	24	5	97	794	-1	9	119	1	101	830	0		27	374	6	
33	Moorgreen Road SB		83	518	11	1	54	363	6	0	76	474	-7	9	71	1	52	346	-2		6	35	0	
33	B3035 Botley Road WB		83	594	8	1	91	718	7	1	88	644	5	Sig	8	86	1	92	730	1		7	85	1
34	Moorgreen Road / Chapel Road	Priority	61	821	4	0	23	329	2	0	60	792	-1	4	53	0	21	297	-2		2	10	0	
34	Moorgreen Road NB		20	373	1	0	24	465	1	0	20	366	0	1	6	0	23	458	-1		1	8	0	
34	Chapel Road EB		63	463	5	0	68	530	5	0	56	410	-7	5	34	0	69	543	1		5	45	0	
35	Allington Lane Roundabout	Roundabout	99	617	30	4	84	474	15	1	96	591	-3	22	217	3	91	495	7	Sig	22	182	2	
35	A27 Swaythling Road WB		100	576	43	6	73	459	9	1	100	584	0	43	419	7	83	493	10		12	99	1	
35	Townhill Way NB		81	609	11	1	65	587	6	0	75	583	-6	9	87	1	63	553	-2		7	65	0	
35	A27 Swaythling Road EB		82	781	7	1	101	936	43	10	76	753	-6	6	75	0	100	958	-1		26	415	6	
36	Horton Heath Cross Roads	Signals	41	362	18	1	59	517	23	3	73	713	32	26	309	4	82	779	23		32	415	5	
36	Knowle Lane WB		92	105	163	2	91	108	157	2	85	97	-7	134	217	1	77	91	-14		108	164	1	
36	B3354 Botley Road NB		58	604	20	3	60	572	22	3	69	673	11	24	269	3	76	615	16		31	318	4	
36	Burnetts Lane EB		56	180	54	2	73	259	60	3	53	172	-3	53	152	2	69	243	-4		58	235	3	
37	B3354 Botley Road / B3037 Eastleigh Road Signals	Signals	102	678	138	13	102	676	136	12	99	942	-3	75	1178	7	97	969	-5		64	1034	7	
37	B3354 Botley Road NB		54	632	26	4	52	505	28	3	61	689	7	28	322	5	53	518	1		28	242	4	
37	B3037 Eastleigh Road		28	46	58	1	63	147	62	2	80	129	52	92	198	2	87	202	24	Sig	88	296	2	
38	B3354 Winchester Road / B3037 Mortimers Lane	Priority	40	772	2	0	54	1045	2	0	41	805	1	2	27	0	58	1127	4		2	38	0	
38	B3037 Mortimers Lane		98	627	31	4	69	413	9	1	77	800	-21	11	147	2	43	512	-26		6	51	0	
38	B3354 Winchester Road NB		24	452	2	0	26	400	2	0	18	539	-6	1	9	0	15	409	-11		2	14	0	
39	B3037 Fair oak Road / Sandy Lane	Signals	49	437	17	2	68	601	21	3	36	464	-13	11	85	1	53	770	-15		13	167	2	
39	Sandy Lane SB		96	322	100	3	73	214	54	2	56	396	-40	34	224	3	39	194	-34		33	107	2	
39	B3037 Fair oak Road WB		59	1063	11	2	42	745	10	2	53	1064	-6	12	213	2	44	841	2		10	140	2	
40	B3037 Bishopstoke Rd / Riverside	Priority	20	363	1	0	65	1214	3	0	19	352	-1	1	6	0	60	1164	-5		2	39	0	
40	Riverside SB		102	481	77	10	37	365	12	1	67	458	-35	42	321	4	26	285	-11		10	48	1	
40	B3037 Bishopstoke Road WB		41	899	1	0	21	461	1	0	41	899	0	1	15	0	21	459	0		1	8	0	
41	Allbrook Way / M3 J12 SB roundabout	Roundabout	81	490	12	1	109	33	424	4	77	417	-4	13	90	1	106	485	-3		155	1253	20	
41	Winchester Road SB		107	726	151	29	103	752	84	17	104	1456	-3	85	2063	33	95	1279	-8		12	256	3	
41	A335 Allbrook Way WB		105	919	120	30	103	1050	66	18	91	1695	-14	10	283	2	59	1259	-44		6	126	0	
41	A335 EB		61	489	6	0	102	656	64	11	77	549	16	9	82	1	103	689	1		79	907	14	
42	Winchester Road / Otterbourne Hill roundabout	Roundabout	70	1125	4	0	52	833	4	0	82	1316	12	5	110	0	70	1136	18		5	95	0	
42	Otterbourne Hill SB		59	553	6	0	40	361	5	0	88	560	29	18	168	2	48	306	8		8	41	0	
42	Winchester Road NB		64	652	5	0	80	872	5	0	87	938	23	Sig	5	78	0	102	1143	22	Sev	41	781	12
43	M3 J12 SB on slip merge	Merge	81	5360	4	0	94	6181	9	0	63	5523	-18	2	184	0	73	6397	-21		3	320	0	
43	M3 J12 SB on slip		38	830	1	0	16	343	1	0	61	1336	23	2	45	0	30	670	14		1	11	0	
44	M3 J12 SB off slip diverge	Diverge	89	5850	3	0	94	6214	5	0	67	5939	-22	1	99	0	78	6882	-16		1	115	0	
45	M3 J12 SB off slip diverge	Diverge	89	5850	13	0	94	6214	17	0	67	5939	-22	4	396	0	78	6882	-16		8	918	0	
46	B3335 Allbrook Hill / Pitmore Road Jct	Priority	83	643	7	1	35	233	5	0	21	174	-62	4	12	0	11	62	-24		6	6	0	
46	B3336 Highbridge Road WB		108	823	170	37	71	608	4	0	50	1212	-58	2	40	0	22	643	-49		1	11	0	
46	New Link from A335 Allbrook Way		39	301	5	0	62	534	4	0	20	430	-19	1	7	0	43	926	-19		1	15	0	
46	Allbrook Hill																							
47	A335 Twyford Rd / A335 Romsey Rd	Roundabout	105	871	116	28	101	720	60	12	105	837	0	121	1688	28	100	717	-1		39	466	7	
47	Bishopstoke Road WB		82	661	11	1	72	705	6	0	89	703	7	Sig	14	164	2	71	678	-1		6	68	0
47	A335 Station Hill NB		53	434	7	0	98	768	26	5	61	492	8	7	57	0	98	779	0		27	351	5	
47	A335 Romsey Road EB		48	643	5	0	60	608	7	1	57	712	9	6	71	0	62	607	2		7	71	1	
48	A335 Romsey Road / Leigh Road	Signals	56	609	9	1	63	675	10	1	61	660	5	10	110	1	62	668	-1		10	111	1	
48	A335 Romsey Road WB		90	666	34	3	59	565	18	2	65	582	-25	21	204	2	54	510	-5		18	153	2	
48	Leigh Road		0	0	23	0	0	0	23	0	0	0	0	23	0	0	0	0	0		23	0	0	
49	Passfield Avenue / Derby Road	Roundabout	66	527	5	0	80	622	6	0	66	524	0	5	44	0	78	610	-2		6	61	0	
49	Derby Road WB		36	245	5	0	34	210	6	0	36	244	0	5	20	0	36	229	2		5	19	0	
49	Passfield Road NB		88	741	4	0	91	759	5	0	95	799	7	Sig	5	67	0	92	769	1		5	64	0
50	Bournemouth Road / Templars Way / Asda roundabout	Roundabout	52	302	10	0	98	517	42	5	53	304	1	11	56	1	97	510	-1		40	340	5	
50	Chestnut Avenue NB		100	1377	17	5	83	1017	8	1	100	1375	0	21	481	6	83	1025	0		8	137	1	
50	Bournemouth Road NB		105	692	130	24	82	593	13	1	104	688	-1	121	1387	22	83	599	1		14	140	1	
50	Templars Way EB		104	860	117	27	92	1094	12	2	104	860	0	111	1591	26	93	1094	1		13	237	2	
51	Chestnut Avenue / Falkland Road Roundabout	Roundabout	92	1037	6	0	101	1117	40	11	90	1034	-2	5	86	0	102	1122	1		44	823	13	
51	Falkland Road WB		62	422	10	1	59	384	10	1	59	405	-3	9	61	1	51	335	-8		9	50	0	
51	Chestnut Avenue NB		77	1255	5	0	61	988	4	0	75	1224	-2	5	102	0	61	1009	0		4	67	0	
52	B3043 Bournemouth Road / School Lane / Chalvington	Signals	107	727	214	28	92	667	46	5	105	743	-2	190	2353	25	94	635	2		57	603	5	
52	Chalvington Road WB		93	253	103	3	93	253	106	3	92	250	-1	96	400	3	92	250	-1		100	417	3	
52	B3043 Bournemouth Road NB		64	368	40	3	102	509	155	11	63	356	-1	39	231	3	102	518	0		150	1295	10	
52	School Lane EB		90	246	88	3	103	282	214	8	90	245	0	87	355	3	103	281	0		209	979	8	
53	B3043 Bournemouth Road / Winchester Road roundabout	Roundabout	70	747	4	0	5																	

61	B3037 Bishopstoke Rd WB		103	1373	76	28	55	826	5	0	102	1357	-1	51	1153	18	50	744	-5	5	62	0
61	Chicken Hall Ln		33	274	7	0	58	668	6	0	36	299	3	7	35	0	64	778	6	6	78	0
62	A335 Leigh Rd/Passfield Ave Rbt	Signals	59	1439	108	25	57	1335	100	20	57	1375	-2	114	2613	26	52	1204	-5	100	2007	18
62	Woodside Ave		101	719	165	15	99	725	133	10	92	655	-9	121	1321	10	90	664	-9	97	1073	9
62	A335 Leigh Rd WB		80	618	60	9	73	561	57	8	77	595	-3	59	585	8	72	556	-1	57	528	8
62	Passfield Ave		44	411	61	5	49	487	57	6	47	434	3	60	434	6	51	506	2	55	464	6
63	A335 Southampton Rd/Chestnut Ave	A335 Southampton Rd SB	49	1132	3	0	42	989	2	0	48	1103	-1	3	55	0	37	895	-5	2	30	0
63	A335 Southampton Rd NB	Chestnut Ave	31	635	1	0	21	423	1	0	35	716	4	1	12	0	21	428	0	1	7	0
63	Chestnut Ave		52	592	6	1	38	474	5	0	55	595	3	7	69	1	37	480	-1	5	40	0
64	Chestnut Av/Passfield Av Rbt	Chestnut Ave EB	65	928	4	0	58	828	4	0	67	961	2	4	64	0	58	831	0	4	55	0
64	Passfaield Ave		49	570	5	0	47	568	4	0	49	568	0	5	47	0	48	577	1	4	38	0
64	Chestnut Ave WB		40	455	4	0	28	320	4	0	40	448	0	4	30	0	31	353	3	4	24	0
65	Chestnut Av/Stoneham Ln Rbt	Chestnut Ave EB	15	1039	4	0	14	936	4	0	15	994	0	4	66	0	13	917	-1	4	61	0
65	Chestnut Ave WB		15	1007	4	0	13	860	4	0	15	998	0	4	67	0	13	881	0	4	59	0
65	Stoneham Ln		19	1391	4	0	17	1296	4	0	19	1419	0	4	95	0	17	1285	0	4	86	0
66	A335 Southampton Rd/Derby Rd	A335 Southampton Rd SB	16	129	10	0	9	84	8	0	14	106	-2	14	25	0	9	82	0	8	11	0
66	A335 Southampton Rd NB	Derby Rd	49	1054	2	0	45	936	2	0	47	1002	-2	2	33	0	49	914	4	2	30	0
66	Derby Rd		48	1003	2	0	35	757	1	0	52	1092	4	2	36	0	35	751	0	1	13	0
67	Winchester St/A334 High St Botley	A334 High St Botley EB	41	899	1	0	37	813	1	0	40	861	-1	1	14	0	35	760	-2	1	13	0
67	Winchester St		84	509	14	2	39	242	6	0	32	192	-52	6	19	0	2	0	-37	9	0	0
67	A334 High St Botley WB		64	1042	4	0	79	1162	6	0	36	782	-28	1	13	0	39	847	-40	1	14	0
68	B3043 Bournemouth Rd/A335 Leigh Rd	B3043 Bournemouth Rd SB	37	200	42	2	85	126	108	2	38	211	1	43	151	2	84	126	-1	106	223	2
68	A335 Leigh Rd		96	655	83	8	61	474	43	5	97	635	1	93	984	8	56	438	-5	42	307	5
68	B3043 Bournemouth Rd NB		47	549	26	4	83	720	44	7	45	521	-2	26	226	4	83	723	0	45	542	7
69	A27 Providence Hill/Portsmouth Rd	A27 Providence Hill EB	26	684	1	0	26	686	2	0	29	764	3	2	25	0	26	685	0	2	23	0
69	A27 Providence Hill WB		70	1302	3	0	63	1223	3	0	62	1135	-8	3	57	0	63	1199	0	3	60	0
69	Portsmouth Rd		112	506	274	35	106	442	158	19	109	504	-3	214	1798	28	103	444	-3	105	777	13
70	Netley Hound Way/Ingleside	Ingleside	83	867	6	1	40	529	4	0	81	856	-2	6	86	1	38	511	-2	4	34	0
70	Hound Way		22	239	3	0	39	490	3	0	21	232	-1	3	12	0	37	468	-2	3	23	0
70	St Mary's Rd		22	378	1	0	15	277	1	0	22	386	0	1	6	0	15	277	0	1	5	0
71	Windhover Rbt	Northern Part between A3024 and A3025	14	1381	0	0	14	1381	0	0	96	1078	82	39	701	3	102	839	88	113	1580	11
72	A3025 Portsmouth Road / Pound Rd	A3025 Portsmouth Road EB	63	875	4	0	51	830	3	0	85	1019	22	9	153	1	53	838	2	3	42	0
72	A3025 Portsmouth Road WB		32	703	1	0	29	627	1	0	27	589	-5	1	10	0	28	601	-1	1	10	0
72	Pound Rd		15	104	5	0	33	238	5	0	13	97	-2	4	6	0	30	226	-3	5	19	0
73	A27 Bridge Rd/Dodwell Ln	Dodwell Ln	98	694	52	9	78	526	19	2	101	545	3	61	554	9	82	571	4	23	219	3
73	A27 Bridge Rd WB		58	1646	5	1	61	1764	5	1	60	1686	2	6	169	2	56	1612	-5	3	81	1
73	A27 Bridge Rd EB		49	1058	2	0	45	968	1	0	50	1076	1	2	36	0	45	971	0	2	32	0
74	A3024 Burlsedon Rd/B3033 Botley Rd	A3024 Burlsedon Rd WB	105	942	173	28	111	943	286	53	108	963	3	214	3435	38	110	934	-1	268	4172	48
74	B3033 Botley Rd NB		104	177	249	7	93	203	159	2	104	176	0	243	713	7	101	219	8	164	599	5
74	A3024 Burlsedon Rd EB		101	944	93	9	89	829	35	5	103	932	2	131	2035	18	101	914	12	91	1386	8
75	Windhover Rbt	Eastern Part between A27 and A3024	5	512	0	0	4	421	0	0	97	452	92	85	640	3	75	495	71	22	182	2
76	Windhover Rbt	Eastern Part between A27 and A3025	105	1531	112	44	89	1461	10	3	68	1933	-37	20	644	5	82	1608	-7	48	1286	7
77	Botley A334/A3051 Rbt	Botley Bypass									103	298		129	641	10	63	488		10	81	1
77	A334 WB		70	1361	3	0	64	1274	3	0	104	1102	34	100	1837	30	100	1170	36	30	585	9
77	A3051 NB		125	468	512	53	116	571	342	46	82	931	-43	8	124	1	102	996	-14	66	1096	17
77	A334 EB		51	1408	6	2	37	1054	4	1	101	1053	50	53	930	14	87	760	50	14	177	2
78	B3342 Tollbar Way/Maunsell Way Rbt	Maunsell Way	79	603	6	0	46	303	6	0	96	733	17	11	134	2	49	338	3	6	34	0
78	B3342 Tollbar Way NB		50	395	5	0	77	656	4	0	50	362	0	5	30	0	72	618	-5	4	41	0
78	B3342 Tollbar Way SB		38	321	4	0	82	672	5	0	39	328	1	4	22	0	67	553	-15	5	46	0
79	A334 Grange Street/Shamblehurst Ln	Shamblehurst Ln SB	110	74	251	5	78	102	108	2	110	74	0	247	305	5	76	104	-2	103	179	2
79	A334 Grange Rd WB		102	1131	107	17	40	1016	8	2	101	1131	-1	98	1847	14	39	998	-1	8	133	2
79	A334 Grange Rd EB from Rbt		37	862	16	3	47	1182	14	3	37	873	0	16	233	3	45	1126	-2	14	263	3
80	M27 - J7 Rbt	Southern Part between SB on slip a and Roundabout	101	873	98	9	85	622	37	4	96	833	-5	55	764	4	85	628	0	38	398	4
81	M27 - J7 Rbt	Southern Part between SB on slip a and Roundabout	101	870	98	9	92	673	44	4	97	832	-4	57	790	5	91	665	-1	42	466	4
82	M27 - J7 Rbt	SE Approach Arm from B3036	96	540	115	5	58	149	69	2	98	549	2	127	1162	5	64	163	6	73	198	2
83	M27 - J7 Rbt	Western Approach Arm from A334	97	1363	79	11	63	845	35	6	91	1269	-6	53	1121	10	65	872	2	34	494	6
84	Kanes Hill Rbt	NB arm from A27 Kanes Hill	65	926	11	2	69	898	20	4	63	900	-2	18	270	3	84	1087	15	23	417	5
85	A334 Thornhill Park Rd/Hinkler Rd	A334 Thornhill Park Rd WB	85	754	23	2	88	883	22	2	94	828	9	34	469	3	93	940	5	29	454	3
85	Hinkler Rd		103	425	165	9	97	281	110	2	102	420	-1	141	987	6	96	277	-1	99	457	2
85	A334 Thornhill Park Rd EB		102	904	116	14	101	1010	81	9	102	895	0	103	1536	11	100	974	-1	72	1169	4
86	A27 Moorhill Rd / Telegraph Rd	Telegraph Rd	102	485	94	12	100	410	67	7	101	471	-1	77	604	10	99	392	-1	61	399	6
86	A27 Moorhill Rd NB		46	747	3	0	57	991	3	0	41	706	-5	2	24	0	57	1027	0	3	51	0
86	A27 Moorhill Rd SB		59	1182	2	0	53	1053	2	0	59	1171	0	2	39	0	52	1030	-1	2	34	0
87	A27 Moorhill Rd /Church Hill / W End Rd	A27 Moorhill Rd NB	102	680	71	13	102	722	65	12	102	699	0	65	757	12	102	716	0	59	704	11
87	W End Road		20	397	1	0	12	225	1	0	17	338	-3	1	6	0	11	210	-1	1	4	0
87	A27 Church Hill SB		52	899	2	0	69	1187	3	0	55	940	3	2	31	0	71	1232	2	4	82	0
88	Allington Ln / Fir Tree Ln	Allington Ln SB	32	621	1	0	23	461	1	0	29	594	-3	1	10	0	31	598	8	1	10	0
88	Fir Tree Ln		78	526	8	1	59	365	7	0	85	554	7	10	92	1	65	391	6	8	52	1
88	Allington Ln NB		30	519	2	0	48	645	3	0	25	402	-5	2	13	0	46	577	-2	4	38	0
89	A335 / Blenheim Rd	A335 SB	101	976	38	10	101	1044	31	8	100	994	-1	20	331	5	100	1100	-1	20	367	5
89	A335 NB		98	1097	7	1	81	855	6	0	100	1108	2	13	240	3	69	735	-12	5	61	0
89	Blenheim Rd		29	105	13	0	14	96	6	0	26	81	-3	15	20	0	8	65	-6	5	5	0
90	M27 - J5 Rbt	Western Part between WB on slip a and Roundabout	100	1163	66	4	96	1039	40	4	101	1171	1	79	1542	8	96	1043	0	41	713	4
91																						

Appendix D – Summary Sheet (Interim DS vs Baseline)

ID	Junction	Approach Arm	Junction Type	2036 Baseline (DCU)								2036 Interim DS (DIU)								2036 Baseline (DCU)								2036 Interim DS (DIU)							
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay per pcu (s)	AM Average Queue Length (pcu)	PM RFC (%)	AM Actual Flow (pcus)	AM Delay per pcu (s)	PM Average Queue Length (pcu)	AM RFC (%)	AM Actual Flow (pcus)	AM RFC Difference (pcus) DIU-DCY	AM RFC Difference Severity	AM Delay per pcu (s)	AM Total Delay (min)	AM Average Queue Length (pcu)	PM RFC (%)	PM Actual Flow (pcus)	PM RFC Difference (pcus) DIU-DCY	PM RFC Difference Severity	AM Delay per pcu (s)	AM Total Delay (min)	PM Average Queue Length (pcu)										
				DCU AM	DCU AM	DCU AM	DCU AM	DCU PM	DCU PM	DCU PM	DCU PM	DIU AM	DIU AM	DIU AM	DIU AM	DIU AM	DIU AM	DIU AM	DIU PM	DIU PM	DIU PM	DIU PM	DIU PM	DIU PM	DIU PM										
1	Hamble Lane / Hound Lane	Hamble Lane SB	Roundabout	113	956	270	66	40	426	4	0	113	949	0		256	4049	63	41	439	1		4	29	0										
1	Hamble Lane NB	Hamble Lane NB		71	1029	4	0	102	1435	45	17	73	1052	2		4	70	0	102	1435	0		45	1076	17										
1	Hound Road	Hound Road		107	834	163	36	78	491	14	1	108	819	1		173	2361	38	76	474	-2		13	103	1										
2	Hamble Lane / Satchell Lane	Hamble Lane SB	Priority	73	1525	3	0	27	563	1	0	73	1525	0		3	76	0	28	579	1		1	10	0										
2	Satchell Lane	Satchell Lane		64	152	28	1	122	219	472	23	66	154	2		29	74	1	123	218	1		486	1766	24										
2	Hamble Lane NB	Hamble Lane NB		40	876	1	0	107	1344	176	44	41	898	1		1	15	0	107	1345	0		176	3945	44										
3	Hamble Lane / Zone 911 Access	Hamble Lane SB	Priority	22	1281	0	0	8	464	0	0	22	1281	0		0	0	0	8	480	0		0	0	0										
3	Hamble Lane NB	Hamble Lane NB		40	876	1	0	113	1514	276	85	41	898	1		1	15	0	113	1521	0		284	7199	88										
3	Zone 911 Egress	Zone 911 Egress		0	0	4	0	0	0	4	0	0	0	0		4	0	0	0	0	0		4	0	0										
4	Bursledon Road Approach to Windhover	Bursledon Road EB	Signalised roundabout	68	1065	148	24	67	924	111	14	68	1065	0		39	692	6	68	1065	1		33	586	6										
4	Circulating arm	Circulating arm		52	904	160	24	52	958	142	21	86	1485	34	Sig	29	718	5	73	1264	21		18	379	4										
4	Circulating arm (left hand lane)	Circulating arm (left hand lane)		81	701	23	2	95	881	45	3	60	520	-21		16	139	2	102	878	7	Sig	103	1507	10										
5	Bridge Road / Church Lane	Bridge Road SB	Priority	90	1853	9	0	80	1581	5	0	95	1903	5	Sig	15	476	0	81	1609	1		5	134	0										
5	Bridge Road NB	Bridge Road NB		73	1584	3	0	79	1728	4	0	77	1673	4		4	112	0	73	1588	-6		3	79	0										
5	Church Lane	Church Lane		98	57	221	3	70	64	82	1	82	40	-16		167	111	2	54	71	-16		43	51	1										
6	M27 J8 WB off slip to roundabout	M27 off slip WB	Approach	85	1076	40	11	102	1398	72	26	70	830	-15		195	2698	28	65	1027	-37		58	993	4										
6	Circulating arm	Circulating arm		7	659	0	0	6	557	0	0	19	378	12		18	113	2	18	261	12		13	57	1										
6	Circulating arm (left hand lane)	Circulating arm (left hand lane)		6	644	0	0	5	538	0	0	78	773	72		18	232	2	43	320	38		13	69	1										
7	Dodwell Lane / Dodwell Lane	Dodwell Lane WB	Priority	88	1228	11	0	47	983	2	0	83	1675	-5		5	140	0	35	708	-12		1	12	0										
7	Dodwell Lane NB	Dodwell Lane NB		108	532	190	26	104	671	125	22	94	585	-14		26	254	7	104	468	0		126	983	15										
7	Dodwell Lane EB	Dodwell Lane EB		103	848	104	18	67	1394	4	1	53	827	-50		11	152	2	55	1122	-12		4	75	0										
8	M27 J8 EB off slip to roundabout	M27 off slip EB	Approach	82	1260	39	12	104	1398	114	41	51	1565	-31		37	965	6	76	1487	-28		117	2900	20										
8	Circulating arm	Circulating arm		8	836	0	0	6	634	0	0	69	847	61		27	381	4	51	805	45		12	161	2										
8	Circulating arm (left hand lane)	Circulating arm (left hand lane)		2	233	0	0	6	634	0	0	3	16	1		15	4	0	19	142	13		10	24	0										
9	Hamble Lane approach to Windhover roundabout	Hamble Lane Approach	Signalised roundabout	67	1243	172	53	62	1376	27	6	70	1683	3		125	3506	37	70	1671	8		54	1504	7										
9	Circulating arm	Circulating arm		79	822	44	4	64	805	57	4	77	880	-2		34	499	4	78	892	14		40	595	5										
9	Circulating arm (left hand lane)	Circulating arm (left hand lane)		91	574	44	3	96	611	65	3	80	463	-11		34	262	2	89	513	-7		44	376	3										
10	A3025 Hamble Lane / Portsmouth Road	A3025 Hamble Lane SB	Priority	106	1498	150	44	115	952	320	67	110	1454	4		223	5404	66	115	989	0		317	5225	69										
10	Hamble Lane NB	Hamble Lane NB		55	1212	2	0	56	1237	2	0	66	1448	11		2	48	0	55	1214	-1		2	40	0										
10	A3025 Portsmouth Road EB	A3025 Portsmouth Road EB		90	449	41	4	88	442	45	5	88	343	-2		46	263	4	88	449	0		41	307	4										
11	Maypole Roundabout	A334 Grange Road SB	Roundabout	100	839	39	8	97	828	21	4	102	839	2		71	993	16	100	879	3		36	527	8										
11	Woodhouse Lane SB	Woodhouse Lane SB		86	150	64	2	82	264	31	2	101	228	15	Sev	111	422	7	94	266	12	Sig	53	235	4										
11	A334 Grange Road WB	A334 Grange Road WB		100	1019	26	6	101	970	41	10	100	952	0		24	381	5	102	918	1		57	872	14										
11	Kings Copse Avenue NB	Kings Copse Avenue NB		102	387	105	11	95	351	44	4	101	433	-1		64	462	7	81	268	-14		29	130	2										
11	B3033Lower Northam Road EB	B3033Lower Northam Road EB		103	334	135	12	100	388	72	7	101	372	-2		91	564	9	85	467	-15		21	163	2										
12	Bubb Lane / New link to Burnetts Lane	Bubb Lane SB	Roundabout	62	698	3	0	55	610	3	0	54	603	-8		3	30	0	54	596	-1		3	30	0										
12	Bubb Lane NB	Bubb Lane NB		62	717	3	0	86	1006	3	0	64	744	2		3	37	0	93	1082	7	Sig	3	54	0										
12	New link road from Burnetts Lane EB	New link road from Burnetts Lane EB		12	107	4	0	16	118	5	0	13	113	1		4	8	0	20	133	4		6	13	0										
13	Denhams Corner Roundabout	B3354 Botley Road SB	Roundabout	99	683	26	4	98	624	26	4	84	986	-15		8	131	1	83	904	-15		9	136	1										
13	Snakemoor Lane WB	Snakemoor Lane WB		80	261	29	2	101	271	93	7	94	199	14	Sig	67	222	4	97	155	-4		94												

31	A27 Swaythling Road / High Street / Chalk Hill	A27 Swaythling Road SB	Signals	94	526	72	5	91	595	47	3	95	529	1	72	635	5	99	604	8	Sig	88	886	3	
31		B3035 High Street WB		58	630	42	5	48	317	62	3	58	665	0	38	421	5	51	330	3		66	363	3	
31		A27 Church Hill NB		27	174	27	1	21	196	17	1	23	147	-4	27	66	1	25	229	4		17	65	1	
31		Chalk Hill NB		57	437	29	3	46	223	38	2	44	336	-13	26	146	2	49	240	3		39	156	2	
32	B3035 High Street / West End Road	B3035 High Street EB	Roundabout	28	195	4	0	39	276	5	0	29	206	1	4	14	0	37	255	-2		5	21	0	
32		B3035 High Street WB		71	612	3	0	96	803	6	1	77	663	6	3	33	0	95	794	-1		5	66	0	
32		West End Road NB		49	400	4	0	59	460	5	0	48	384	-1	4	26	0	59	461	0		5	38	0	
33	B3035 High Street / Moorgreen Road	B3035 High Street EB	Roundabout	96	797	7	1	101	832	26	6	97	794	1	9	119	1	101	830	0		27	374	6	
33		Moorgreen Road SB		83	510	11	1	40	269	6	0	76	474	-7	9	71	1	52	346	12		6	35	0	
33		B3035 Botley Road WB		80	570	7	1	94	767	7	1	88	644	8	Sig	8	86	1	92	730	-2		7	85	1
34	Moorgreen Road / Chapel Road	Moorgreen Road SB	Priority	52	733	3	0	19	273	3	0	60	792	8	4	53	0	21	297	2		2	10	0	
34		Moorgreen Road NB		17	324	1	0	23	445	1	0	20	366	3	1	6	0	23	458	0		1	8	0	
34		Chapel Road EB		58	440	5	0	52	416	4	0	56	410	-2	5	34	0	69	543	17		5	45	0	
35	Allington Lane Roundabout	Allington Lane SB	Roundabout	81	505	11	1	71	374	12	1	96	591	15	Sev	22	217	3	91	495	20	Sig	22	182	2
35		A27 Swaythling Road WB		98	614	25	4	73	467	8	1	100	584	2	43	419	7	83	493	10		12	99	1	
35		Townhill Way NB		70	519	9	1	48	436	6	0	75	583	5	9	87	1	63	553	15		7	65	0	
35		A27 Swaythling Road EB		71	715	6	0	97	985	12	2	76	753	5	6	75	0	100	958	3		26	415	6	
36	Horton Heath Cross Roads	B3354 Botley Road SB	Signals	37	370	17	2	45	449	20	2	73	713	36	26	309	4	82	779	37		32	415	5	
36		Knowle Lane WB		74	85	107	1	76	90	105	1	85	97	11	Sig	134	217	1	77	91	1	108	164	1	
36		B3354 Botley Road NB		41	427	17	2	35	342	17	1	69	673	28	24	269	3	76	615	41		31	318	4	
36		Burnetts Lane EB		39	124	49	1	43	151	48	2	53	172	14	53	152	2	69	243	26		58	235	3	
37	B3354 Botley Road / B3037 Eastleigh Road Signals	B3354 Botley Road SB	Signals	92	744	44	5	95	728	57	5	99	942	7	Sig	75	1178	7	97	969	2		64	1034	7
37		B3354 Botley Road NB		42	436	23	3	38	333	24	2	61	689	19	28	322	5	53	518	15		28	242	4	
37		B3037 Eastleigh Road		20	33	57	0	23	55	50	1	80	129	60	92	198	2	87	202	64	Sig	88	296	2	
38	B3354 Winchester Road / B3037 Mortimers Lane	B3354 Winchester Road SB	Priority	28	554	1	0	42	843	2	0	41	805	13	2	27	0	58	1127	16		2	38	0	
38		B3037 Mortimers Lane		63	501	5	0	44	308	5	0	77	800	14	11	147	2	43	512	-1		6	51	0	
38		B3354 Winchester Road NB		16	287	2	0	18	259	2	0	18	539	2	1	9	0	15	409	-3		2	14	0	
39	B3037 Fair Oak Road / Sandy Lane	B3037 Fair Oak Road EB	Signals	48	426	17	2	68	608	21	3	36	464	-12	11	85	1	53	770	-15		13	167	2	
39		Sandy Lane SB		68	227	46	2	48	137	42	1	56	396	-12	34	224	3	39	194	-9		33	107	2	
39		B3037 Fair Oak Road WB		68	1150	12	3	45	742	9	1	53	1064	-15	12	213	2	44	841	-1		10	140	2	
40	B3037 Bishopstoke Rd / Riverside	B3037 Bishopstoke Road EB	Priority	17	313	1	0	52	993	2	0	19	352	2	1	6	0	60	1164	8		2	39	0	
40		Riverside SB		48	393	21	2	23	270	8	0	67	458	19	42	321	4	26	285	3		10	48	1	
40		B3037 Bishopstoke Road WB		44	971	1	0	20	430	1	0	41	899	-3	1	15	0	21	459	1		1	8	0	
41	Allbrook Way / M3 J12 SB roundabout	M3 J12 SB off slip	Roundabout	79	470	12	1	106	32	369	3	77	417	-2	13	90	1	106	485	0		155	1253	20	
41		Winchester Road SB		107	774	155	32	103	793	68	14	104	1456	-3	85	2063	33	95	1279	-8		12	256	3	
41		A335 Allbrook Way WB		102	889	63	15	101	1000	38	9	91	1695	-11	10	283	2	59	1259	-42		6	126	0	
41		A335 EB		53	413	6	0	92	583	18	2	77	549	24	9	82	1	103	689	11	Sev	79	907	14	
42	Winchester Road / Otterbourne Hill roundabout	Winchester Road SB	Roundabout	69	1107	5	0	61	976	5	0	82	1316	13	5	110	0	70	1136	9		5	95	0	
42		Otterbourne Hill SB		56	513	6	0	40	352	5	0	88	560	32	Sig	18	168	2	48	306	8		8	41	0
42		Winchester Road NB		72	749	5	0	87	955	5	0	87	938	15	Sig	5	78	0	102	1143	15	Sev	41	781	12
43	M3 J12 SB on slip merge	M3 SB	Merge	81	5323	4	0	93	6166	8	0	63	5523	-18	2	184	0	73	6397	-20		3	320	0	
43		M3 J12 SB on slip		30	668	1	0	13	291	1	0	61	1336	31	2	45	0	30	670	17		1	11	0	
44	M3 J12 SB off slip diverge	M3 SB	Diverge	88	5793	3	0	94	6197	5	0	67	5939	-21	1	99	0	78	6882	-16		1	115	0	
45	M3 J12 SB off slip diverge	M3 SB	Diverge	88	5793	12	0	94	6197	16	0	67	5939	-21	4	396	0	78	6882	-16		8	918	0	
46	B3335 Allbrook Hill / Pitmore Road Jct	Pitmore Road SB	Priority	83	583	9	1	52	357	6	0	21	174	-62	4	12	0	11	62	-41		6	6	0	
46		B3336 Highbridge Road WB		77	593	6	0	59	509	3	0	50	1212	-27	2	40	0	22	643	-37		1	11	0	
46		New Link from A335 Allbrook Way										20	430		1	7	0	43	926			1	15	0	
46		Allbrook Hill		59	459	5	0	57	495	4	0														
47	A335 Twyford Rd / A335 Romsey Rd	A335 Twyford Road SB	Roundabout	105	878	113	27	100	741	41	8	105	837	0		121	1688	28	100	717	0		39	466	7
47		Bishopstoke Road WB		90	699	15	2	79	709	8	1	89	703	-1	14	164	2	71	678	-8		6	68	0	
47		A335 Station Hill NB		65	502	8	1	96	724	22	4	61	492	-4	7	57	0	98	779	2		27	351	5	
47		A335 Romsey Road EB		54	678	5	0	64	666	7	1	57	712	3	6	71	0	62	607	-2		7	71	1	
48	A335 Romsey Road / Leigh Road	A335 Romsey Road EB	Signals	63	677	10	1	56	607	9	1	61	660	-2	10	110	1	62	668	6		10	111	1	
48		A335 Romsey Road WB		86	590	33	3	60	551	20	2	65	582	-21	21	204	2	54	510	-6		18	153	2	
48		Leigh Road		0	0	23	0	0	0	23	0	0	0	0	23	0	0	0	0	0		23	0	0	
49	Passfield Avenue / Derby Road	Passfield Road SB	Roundabout	57	454	4	0	77	608	6	0	66	524	9	5	44	0	78	610	1		6	61	0	
49		Derby Road WB		38	271	5	0	34	215	5	0	36	244	-2	5	20	0	36	229	2		5	19	0	
49		Passfield Road NB		97	809	7	1	89	749	4	0	95	799	-2	5	67	0	92	769	3		5	64	0	
50	Bournemouth Road / Templars Way / Asda roundabout	Bournemouth Road SB	Roundabout	49	293	10	0	97	515	38	5	53	304	4	11	56	1	97	510	0		40	340	5	
50		Chestnut Avenue NB		100	1395	19	5	81	1002	8	1	100	1375	0		21	481	6	83	1025	2		8	137	1
50		Bournemouth Road NB		105	663	125	22	80	575	13	1	104	688	-1		121	1387	22	83	599	3		14	140	1
50		Templars Way EB		104	842	111	25	92	1091	12	2	104	860	0	111	1591	26	93	1094	1		13	237	2	
51	Chestnut Avenue / Falkland Road Roundabout	Chestnut Avenue SB	Roundabout	88	1014	5	0	101	1111	24	6	90	1034	2	5	86	0	102	1122	1		44	823	13	
51		Falkland Road WB		64	445	10	1	55	360	10	1	59	405	-5	9	61	1	51	335	-4		9	50	0	
51		Chestnut Avenue NB		76	1235	5	0	60	979	4	0	75	1224	-1	5	102	0	61	1009	1		4	67	0	
52	B3043 Bournemouth Road / School Lane / Chalvington	B3043 Bournemouth Road SB	Signals	106	711	205	26	93	660	46	5	105	743	-1		190	2353	25	94	635	1		57	603	5
52		Chalvington Road WB		92	251	100	3	93	254	107	3	92	250	0		96	400	3	92	250	-1		100	417	3
52		B3043 Bournemouth Road NB		65	375	40	3	101	506	138	8	63	356	-2	39	231	3	102	518	1		150	1295	10	
52		School Lane EB		90	246	88	3	102	279	196	7	90	245	0	87	355	3	103	281	1		209	979	8	
53	B3043 Bournemouth Road / Winchester Road roundabout	B3043 Hursley Road SB	Roundabout	69	740	4	0	55	575	4	0	70	746	1	4	50									

63	A335 Southampton Rd/Chestnut Ave	A335 Southampton Rd SB	Priority	45	1062	3	0	39	944	2	0	48	1103	3	3	55	0	37	895	-2	2	30	0		
63		A335 Southampton Rd NB		36	738	1	0	20	406	1	0	35	716	-1	1	12	0	21	428	1	1	7	0		
63		Chestnut Ave		53	565	7	1	34	435	5	0	55	595	2	7	69	1	37	480	3	5	40	0		
64	Chestnut Av/Passfield Av Rbt	Chestnut Ave EB	Roundabout	66	950	4	0	56	801	4	0	67	961	1	4	64	0	58	831	2	4	55	0		
64		Passfaield Ave		43	505	5	0	45	559	4	0	49	568	6	5	47	0	48	577	3	4	38	0		
64		Chestnut Ave WB		37	428	4	0	28	313	4	0	40	448	3	4	30	0	31	353	3	4	24	0		
65	Chestnut Av/Stoneham Ln Rbt	Chestnut Ave EB	Roundabout	15	998	4	0	14	943	4	0	15	994	0	4	66	0	13	917	-1	4	61	0		
65		Chestnut Ave WB		14	944	4	0	13	846	4	0	15	998	1	4	67	0	13	881	0	4	59	0		
65		Stoneham Ln		19	1438	4	0	16	1256	4	0	19	1419	0	4	95	0	17	1285	1	4	86	0		
66	A335 Southampton Rd/Derby Rd	A335 Southampton Rd SB	Priority	10	77	13	0	9	83	8	0	14	106	4	14	25	0	9	82	0	8	11	0		
66		A335 Southampton Rd NB		47	986	2	0	47	932	2	0	47	1002	0	2	33	0	49	914	2	2	30	0		
66		Derby Rd		52	1099	2	0	33	705	1	0	52	1092	0	2	36	0	35	751	2	1	13	0		
67	Winchester St/A334 High St Botley	A334 High St Botley EB	Priority	44	950	1	0	38	820	1	0	40	861	-4	1	14	0	35	760	-3	1	13	0		
67		Winchester St		69	398	10	1	31	186	6	0	32	192	-37	6	19	0	2	0	-29	9	0	0		
67		A334 High St Botley WB		60	1026	3	0	70	1132	4	0	36	782	-24	1	13	0	39	847	-31	1	14	0		
68	B3043 Bournemouth Rd/A335 Leigh Rd	B3043 Bournemouth Rd SB	Signals	38	207	43	2	85	126	107	2	38	211	0	43	151	2	84	126	-1	106	223	2		
68		A335 Leigh Rd		98	594	97	7	59	464	42	5	97	635	-1	93	984	8	56	438	-3	42	307	5		
68		B3043 Bournemouth Rd NB		47	545	26	4	82	711	43	7	45	521	-2	26	226	4	83	723	1	45	542	7		
69	A27 Providence Hill/Portsmouth Rd	A27 Providence Hill EB	Priority	26	693	1	0	26	687	2	0	29	764	3	2	25	0	26	685	0	2	23	0		
69		A27 Providence Hill WB		70	1291	3	0	58	1106	2	0	62	1135	-8	3	57	0	63	1199	5	3	60	0		
69		Portsmouth Rd		112	499	261	33	105	457	136	17	109	504	-3	214	1798	28	103	444	-2	105	777	13		
70	Netley Hound Way/Ingleside	Ingleside	Priority	81	853	6	1	41	534	4	0	81	856	0	6	86	1	38	511	-3	4	34	0		
70		Hound Way		22	238	3	0	38	475	3	0	21	232	-1	3	12	0	37	468	-1	3	23	0		
70		St Mary's Rd		21	378	1	0	15	277	1	0	22	386	1	1	6	0	15	277	0	1	5	0		
71	Windhover Rbt	Northern Part between A3024 and A27 / Roundabout		14	1381	0	0	14	1381	0	0	96	1078	82	Sev	39	701	3	102	839	88	Sev	113	1580	11
72	A3025 Portsmouth Road / Pound Rd	A3025 Portsmouth Road EB	Priority	64	883	4	0	53	835	3	0	85	1019	21	Sig	9	153	1	53	838	0	3	42	0	
72		A3025 Portsmouth Road WB		30	658	1	0	27	585	1	0	27	589	-3	1	10	0	28	601	1	1	10	0		
72		Pound Rd		12	87	5	0	31	233	5	0	13	97	1	4	6	0	30	226	-1	5	19	0		
73	A27 Bridge Rd/Dodwell Ln	Dodwell Ln	Signals	96	679	48	8	78	519	20	3	101	545	5	Sig	61	554	9	82	571	4	23	219	3	
73		A27 Bridge Rd WB		59	1661	5	2	58	1674	5	2	60	1686	1	6	169	2	56	1612	-2	3	81	1		
73		A27 Bridge Rd EB		49	1067	2	0	46	993	2	0	50	1076	1	2	36	0	45	971	-1	2	32	0		
74	A3024 Burlsedon Rd/B3033 Botley Rd	A3024 Burlsedon Rd WB	Signals	105	941	170	27	113	954	310	58	108	963	3	214	3435	38	110	934	-3	268	4172	48		
74		B3033 Botley Rd NB		103	175	227	6	93	227	106	3	104	176	1	243	713	7	101	219	8	Sig	164	599	5	
74		A3024 Burlsedon Rd EB		101	945	89	8	87	808	33	5	103	932	2	131	2035	18	101	914	14	Sev	91	1386	8	
75	Windhover Rbt	Eastern Part between A27 and A3024 Ar Roundabout		5	531	0	0	4	447	0	0	97	452	92	Sev	85	640	3	75	495	71	22	182	2	
76	Windhover Rbt	Eastern Part between A27 and A3024 Ar Roundabout		105	1531	114	45	89	1437	9	2	68	1933	-37	20	644	5	82	1608	-7	48	1286	7		
77	Botley A334/A3051 Rbt	Botley Bypass	Roundabout	67	1301	3	0	63	1238	2	0	103	298		129	641	10	63	488		10	81	1		
77		A334 WB		123	487	481	53	114	555	314	42	82	931	-41	8	124	1	102	996	-12	Sev	66	1096	17	
77		A3051 NB		48	1348	5	1	36	1007	4	1	101	1053	53	Sev	53	930	14	87	760	51	Sig	14	177	2
77		A334 EB		70	540	5	0	46	310	6	0	96	733	26	Sev	11	134	2	49	338	3	6	34	0	
78	B3342 Tollbar Way/Maunsell Way Rbt	B3342 Tollbar Way NB	Roundabout	40	321	4	0	73	630	4	0	50	362	10	5	30	0	72	618	-1	4	41	0		
78		B3342 Tollbar Way SB		37	318	4	0	70	576	5	0	39	328	2	4	22	0	67	553	-3	5	46	0		
79	A334 Grange Street/Shamblehurst Ln	Shamblehurst Ln SB	Signals	109	73	239	4	75	103	102	2	110	74	1	247	305	5	76	104	1	103	179	2		
79		A334 Grange Rd WB		101	1124	92	12	39	1002	8	2	101	1131	0	98	1847	14	39	998	0	8	133	2		
79		A334 Grange Rd EB from Rbt		39	915	16	3	45	1122	14	3	37	873	-2	16	233	3	45	1126	0	14	263	3		
80	M27 - J7 Rbt	Southern Part between SB on slip and NI Roundabout		100	867	86	6	83	613	36	4	96	833	-4	55	764	4	85	628	2	38	398	4		
81	M27 - J7 Rbt	Southern Part between SB on slip and NI Roundabout		101	869	95	8	90	660	41	4	97	832	-4	57	790	5	91	665	1	42	466	4		
82	M27 - J7 Rbt	SE Approach Arm from B3036	Roundabout	95	530	105	5	61	156	71	2	98	549	3	127	1162	5	64	163	3	73	198	2		
83	M27 - J7 Rbt	Western Approach Arm from A334	Roundabout	98	1365	79	11	63	838	35	6	91	1269	-7	53	1121	10	65	872	2	34	494	6		
84	Kanes Hill Rbt	NB arm from A27 Kanes Hill	Roundabout	68	972	13	3	71	928	22	4	63	900	-5	18	270	3	84	1087	13	23	417	5		
85	A334 Thornhill Park Rd/Hinkler Rd	A334 Thornhill Park Rd WB	Signals	84	745	22	2	91	913	24	2	94	828	10	Sig	34	469	3	93	940	2	29	454	3	
85		Hinkler Rd		101	418	132	5	97	280	106	2	102	420	1	141	987	6	96	277	-1	99	457	2		
85		A334 Thornhill Park Rd EB		101	890	89	7	101	1006	79	9	102	895	1	103	1536	11	100	974	-1	72	1169	4		
86	A27 Moorhill Rd / Telegraph Rd	Telegraph Rd	Priority	102	472	85	11	97	387	52	5	101	471	-1	77	604	10	99	392	2	61	399	6		
86		A27 Moorhill Rd NB		46	766	3	0	53	961	3	0	41	706	-5	2	24	0	57	1027	4	3	51	0		
86		A27 Moorhill Rd SB		59	1167	2	0	53	1056	2	0	59	1171	0	2	39	0	52	1030	-1	2	34	0		
87	A27 Moorhill Rd /Church Hill / W End Rd	A27 Moorhill Rd NB	Priority	102	680	72	13	102	725	67	13	102	699	0	65	757	12	102	716	0	59	704	11		
87		W End Road		19	375	1	0	12	218	1	0	17	338	-2	1	6	0	11	210	-1	1	4	0		
87		A27 Church Hill SB		55	944	2	0	68	1176	3	0	55	940	0	2	31	0	71	1232	3	4	82	0		
88	Allington Ln / Fir Tree Ln	Allington Ln SB	Priority	26	486	1	0	28	535	1	0	29	594	3	1	10	0	31	598	3	1	10	0		
88		Fir Tree Ln		76	554	7	1	67	447	7	0	85	554	9	Sig	10	92	1	65	391	-2	8	52	1	
88		Allington Ln NB		23	411	2	0	31	409	3	0	25	402	2	2	13	0	46	577	15	4	38	0		
89	A335 / Blenheim Rd	A335 SB	Roundabout	101	1003	30	8	101	1099	24	7	100	994	-1	20	331	5	100	1100	-1	20	367	5		
89		A335 NB		100	1098	14	3	66	708	5	0	100	1108	0	13	240	3	69	735	3	5	61	0		
89		Blenheim Rd		34	118	14	0	8	67	5	0	26	81	-8	15	20	0	8	65	0	5	5	0		
90	M27 - J5 Rbt	Western Part between WB on slip and E Roundabout		100	1165	69	5	95	1033	38	3	101	1171	1	79	1542	8	96	1043	1	41	713	4		
91	M27 - J5 Rbt	SW Approach arm from A335 Stoneham Roundabout		104	1360	101	35	98	1104	67	19	104	1369	0	104	2373	36	99	1113	1	69	1280	20		
92	Chestnut Ave / Nightingale Ave	Chestnut Ave EB	Signals	101	1254	77	9	102	1274	106	19	99	1231	-2	57	1169	5	100	1252	-2	74	1544	8		
92		Nightingale Ave		76	71	105	1	50	42	78	1	75	69	-1	103	118	1	50	43	0	78	56	1		
92		Chestnut Ave WB		77	1164	13	2	62	936	9	1	76	1154	-1	13	250	2	64	966	2	9	145	1		
93	A335 Leigh Rd/M3-J13	A335 Leigh Rd EB	Signals	63	403	50																			

Appendix E – Flow Difference Plots Interim DS 2036 vs Baseline 2015

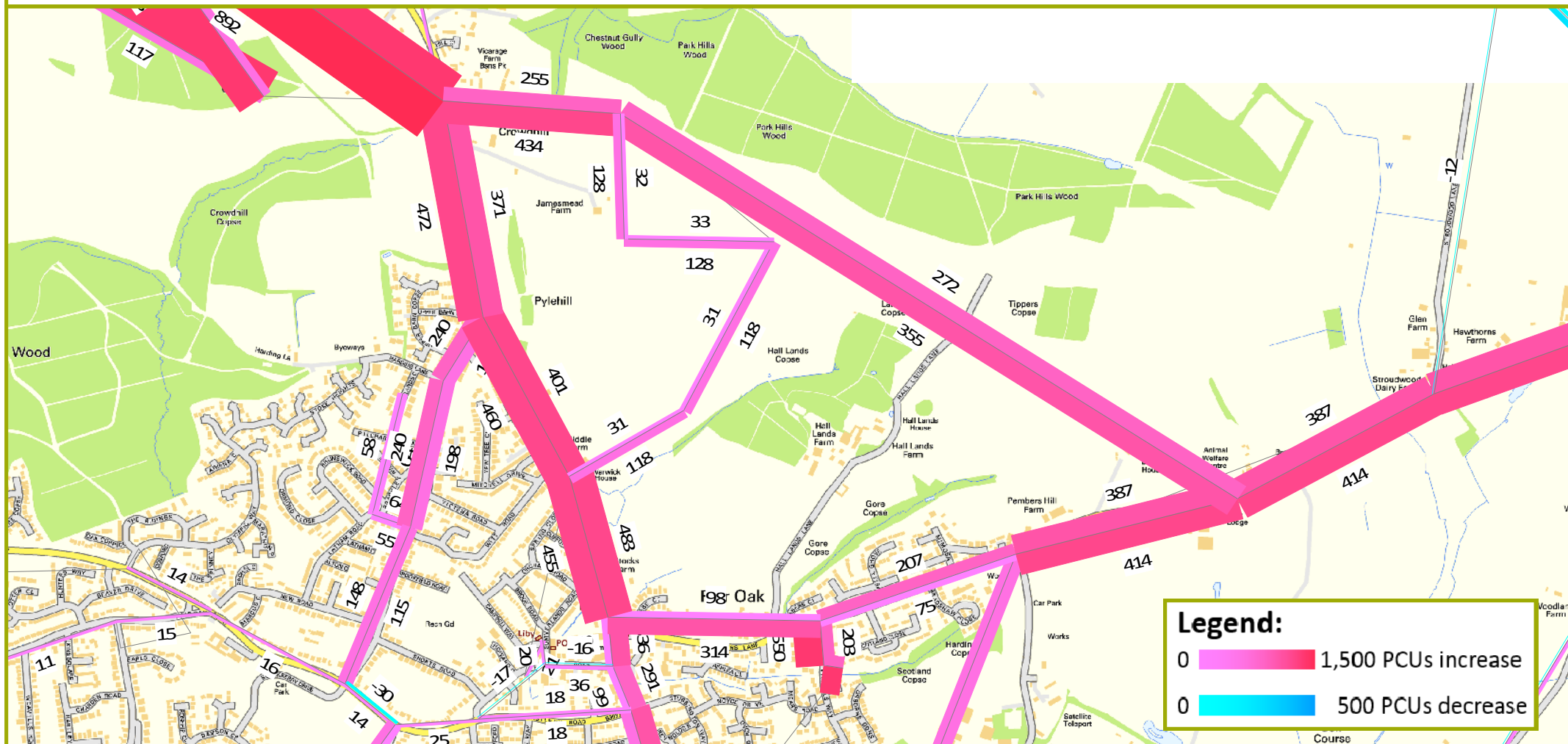
AM



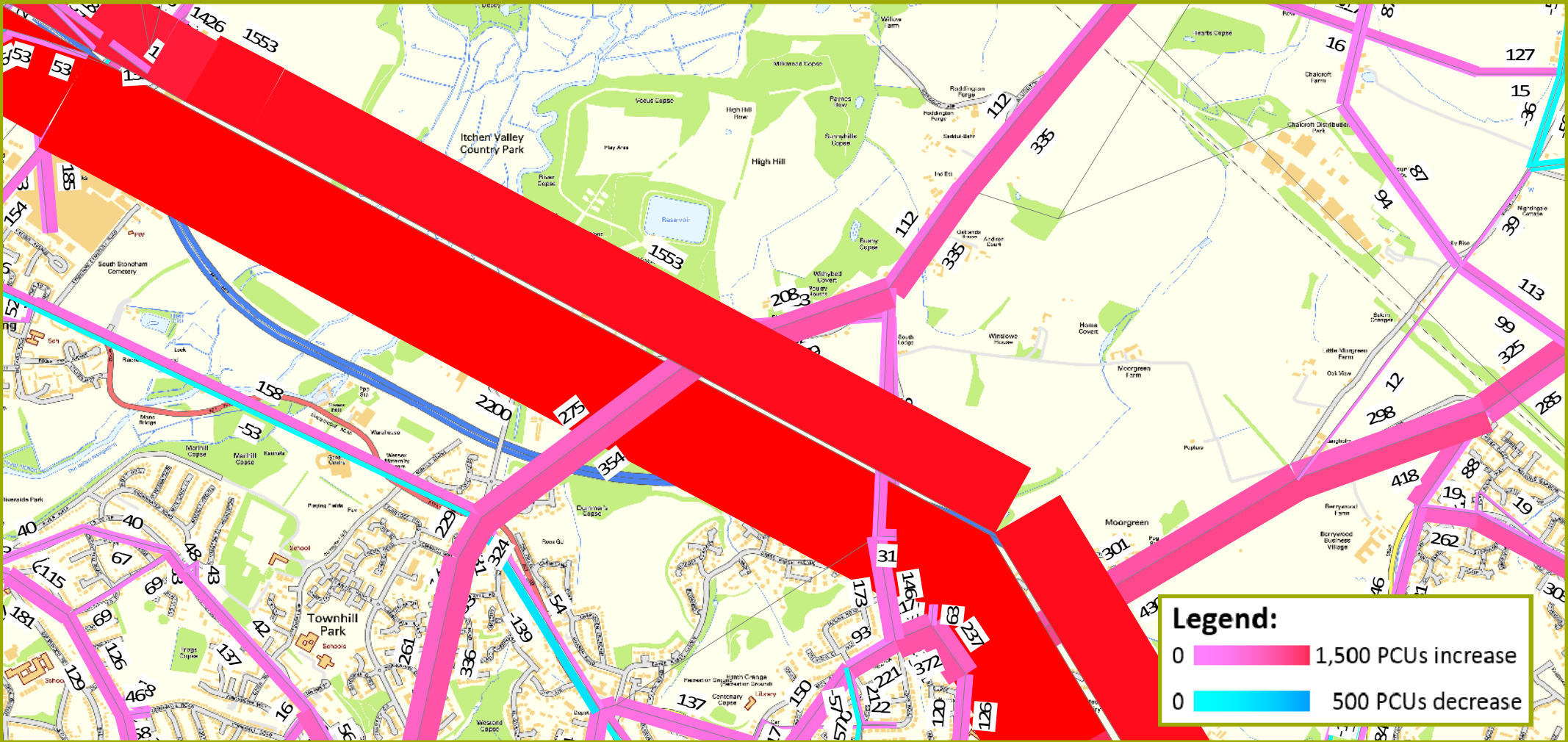
Legend:

- 0 to 1,500 PCUs increase (Red/Pink)
- 0 to 500 PCUs decrease (Blue/Cyan)

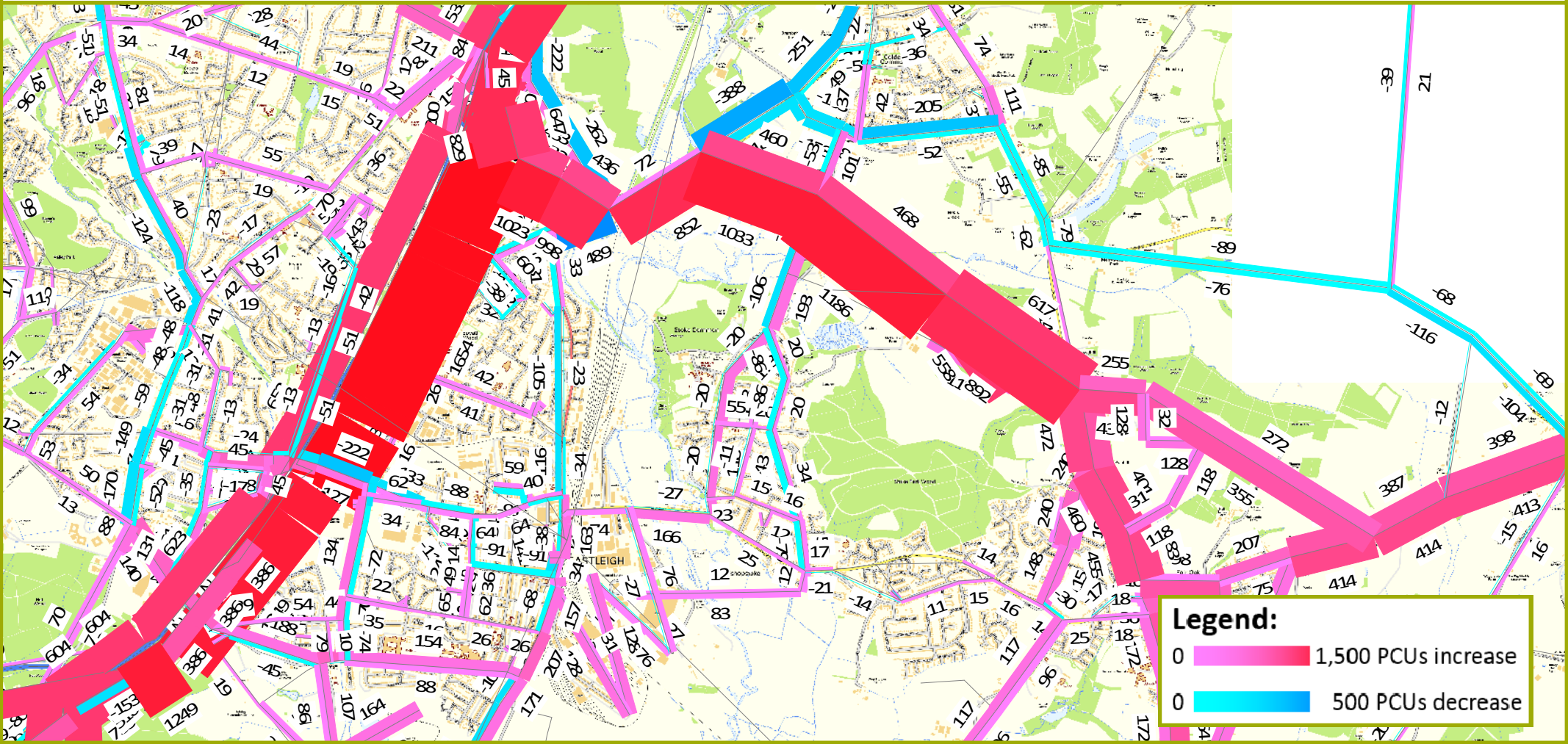
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Fair Oak / New Link Road (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - North of West End (>10pcu/hr)



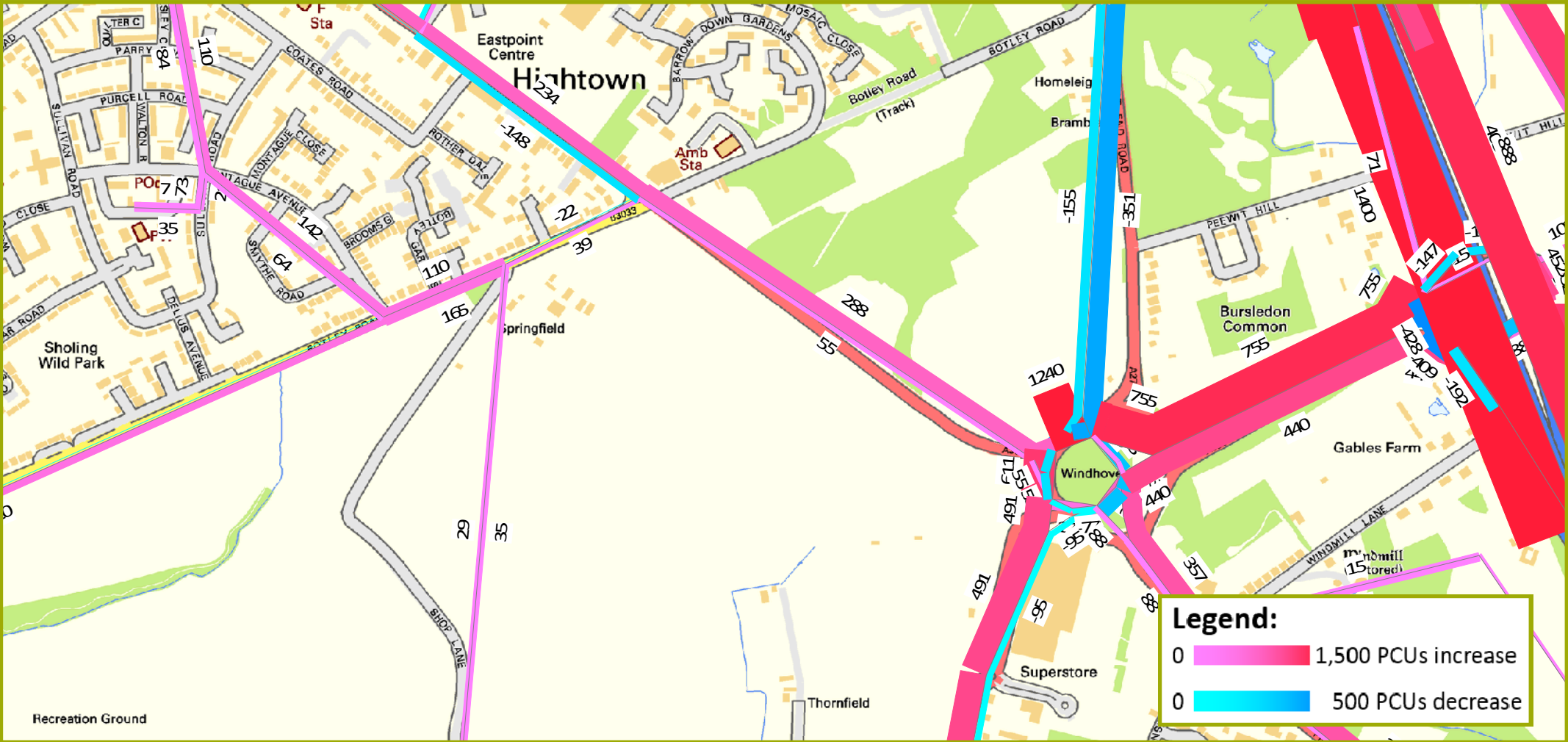
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Eastleigh (>10pcu/hr)



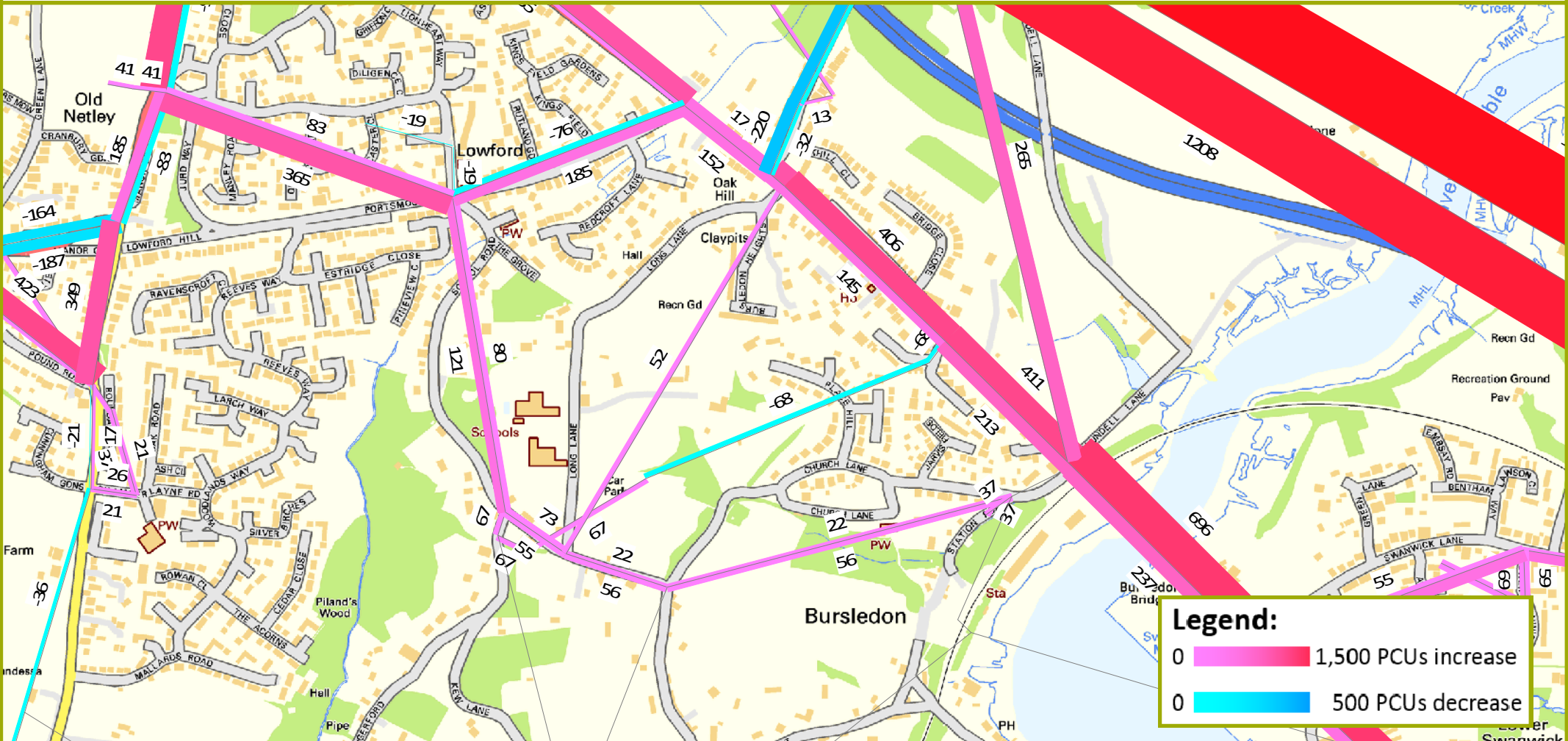
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Hamble Lane / Hound Lane (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Windhover Rbt (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Bursledon Bridge Road / Church Lane (>10pcu/hr)



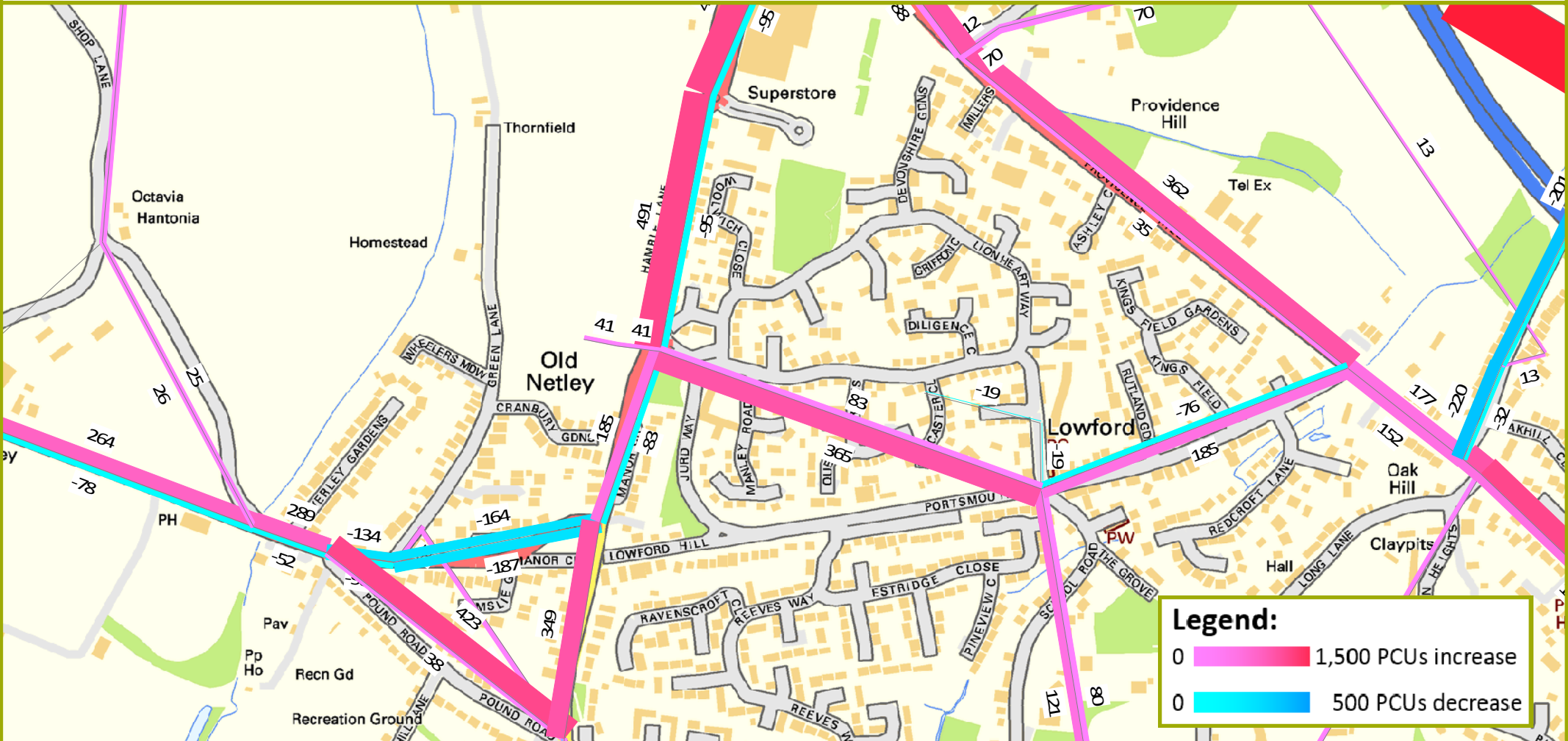
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - M27 - J8 (>10pcu/hr)



Legend:

0	1,500 PCUs increase
0	500 PCUs decrease

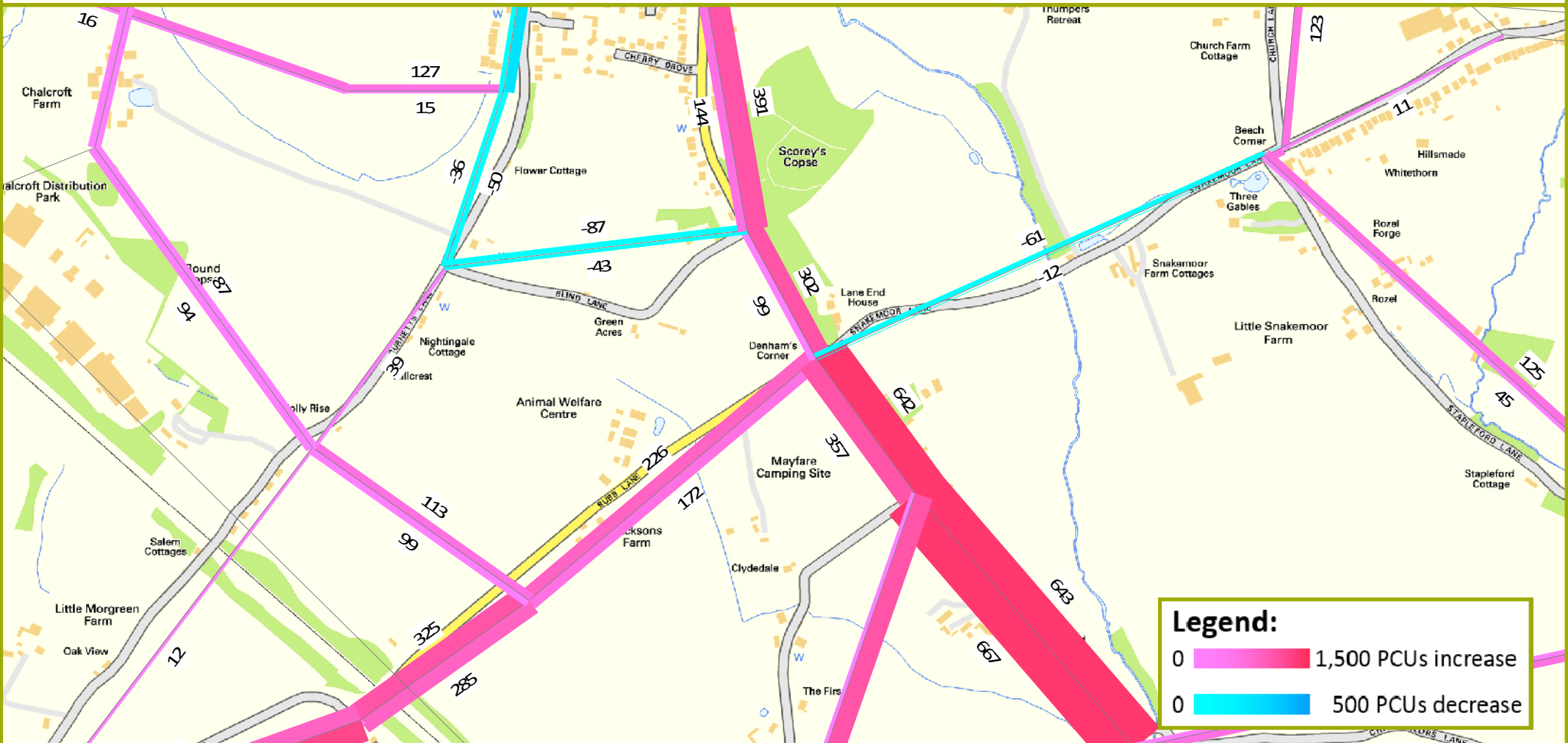
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - A3025 Hamble Lane / Portsmouth Road (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Maypole Roundabout (>10pcu/hr)



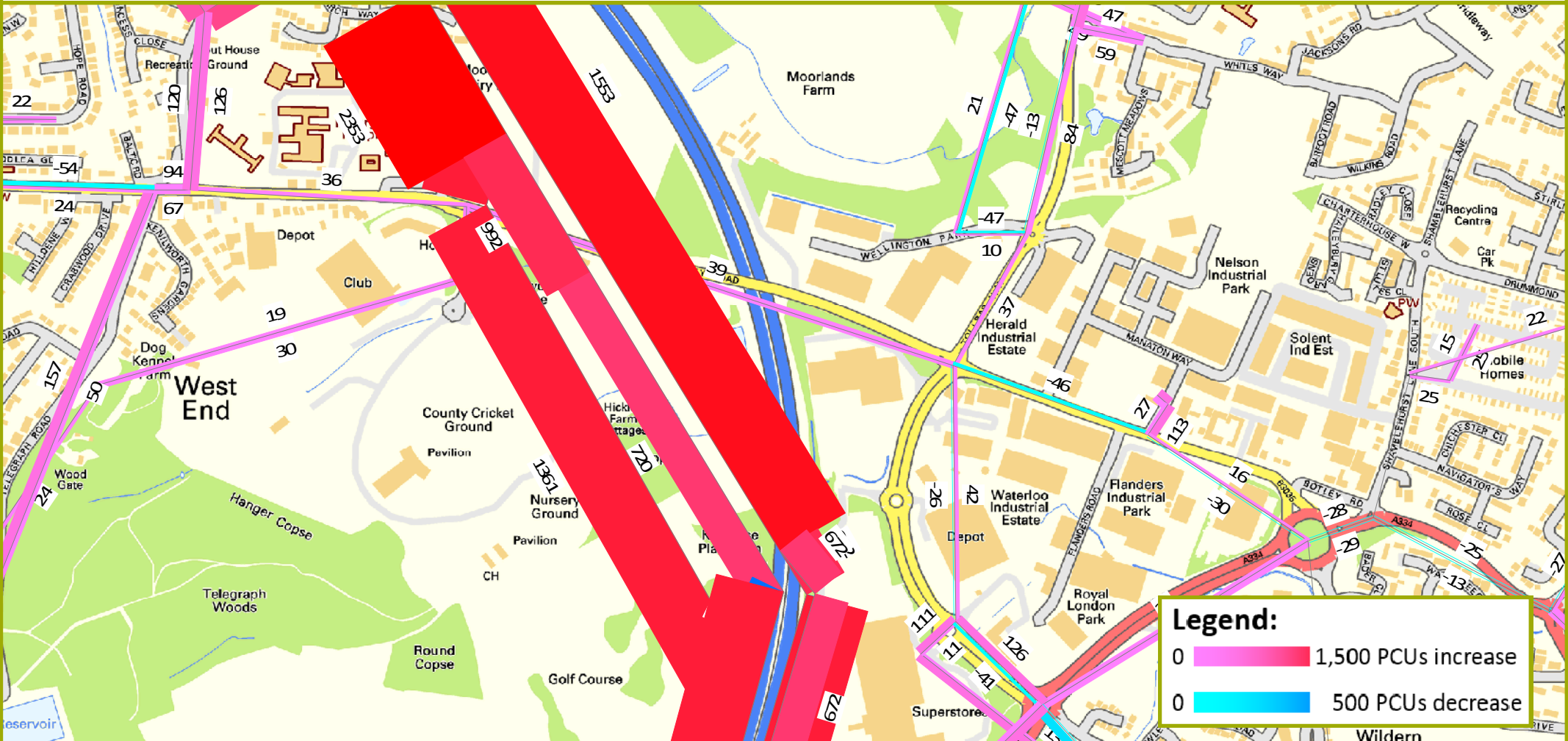
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - B3354 Winchester Rd / Botley Rd / B3342 Bubb Ln (>10pcu/hr)



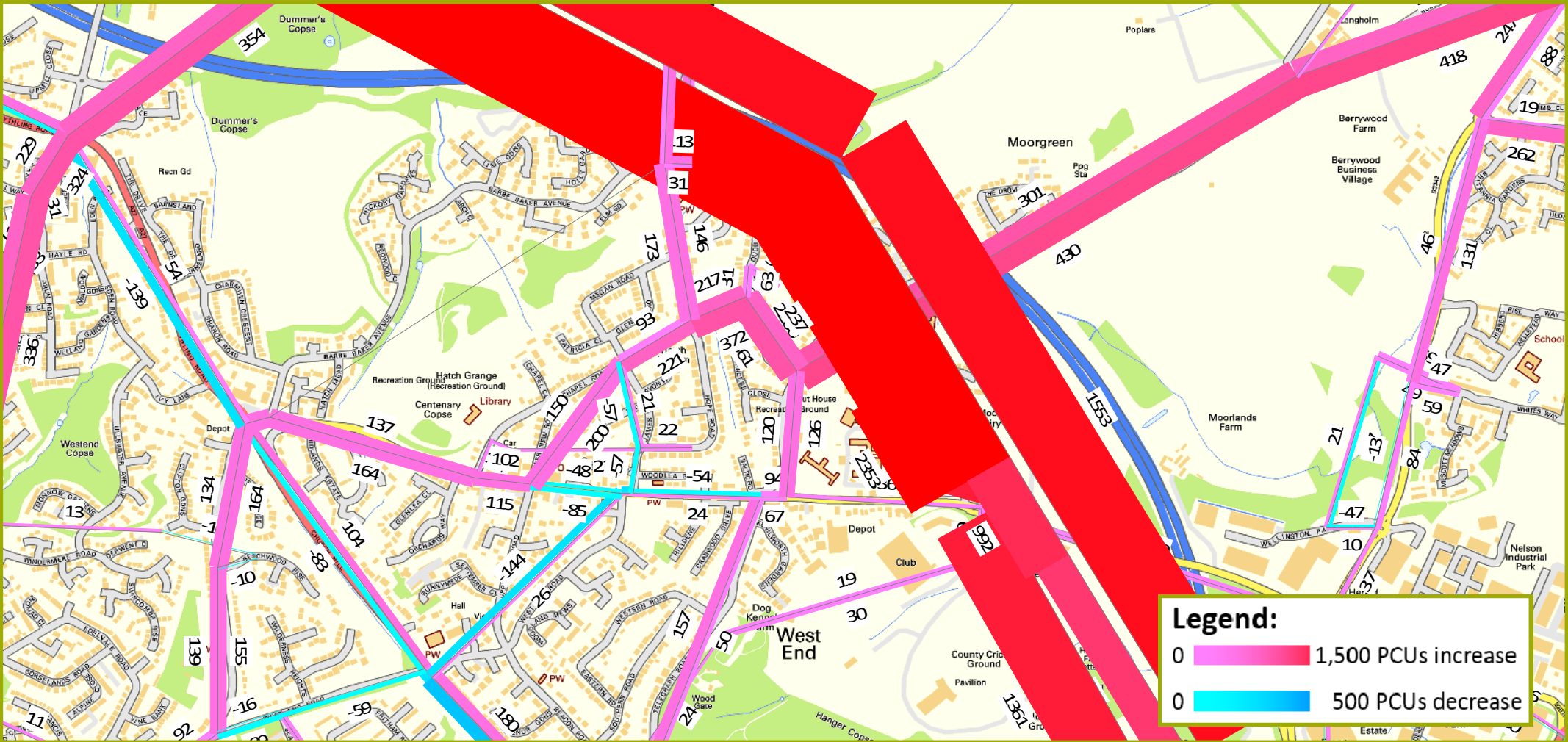
Legend:

- Red: 1,500 PCUs increase
- Blue: 500 PCUs decrease

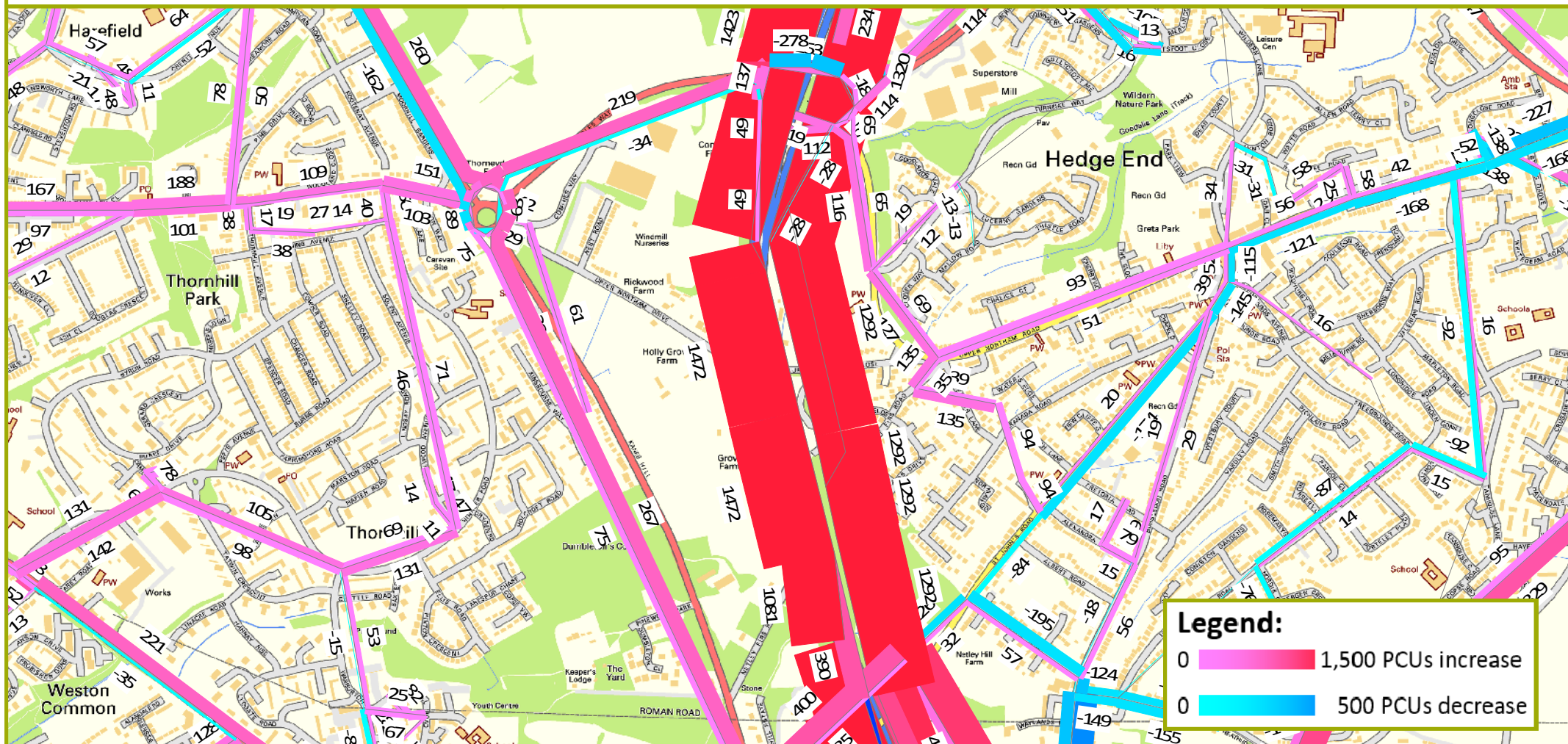
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - B3035 Botley Rd (>10pcu/hr)



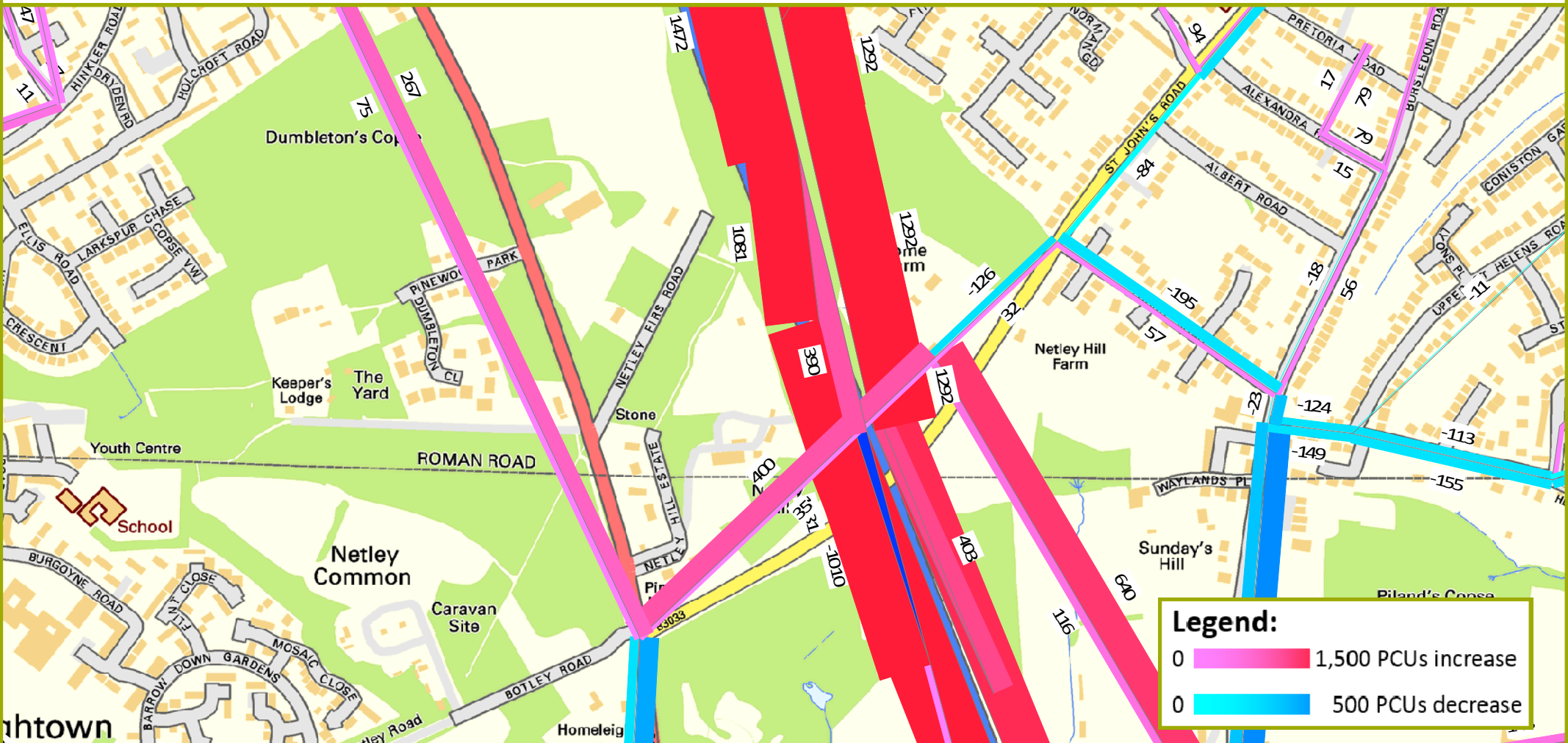
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - West End (>10pcu/hr)



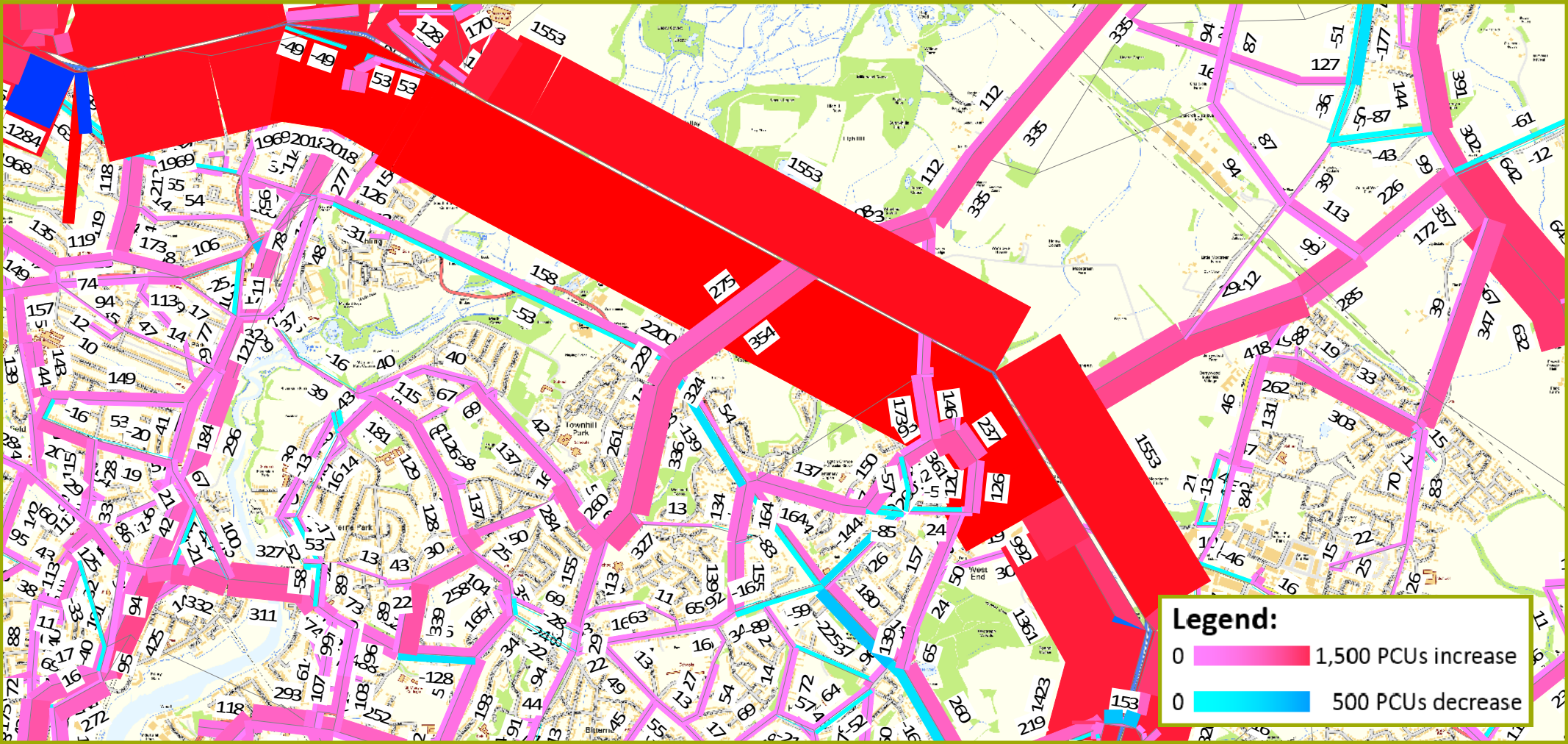
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - South of M27 - J7 (>10pcu/hr)



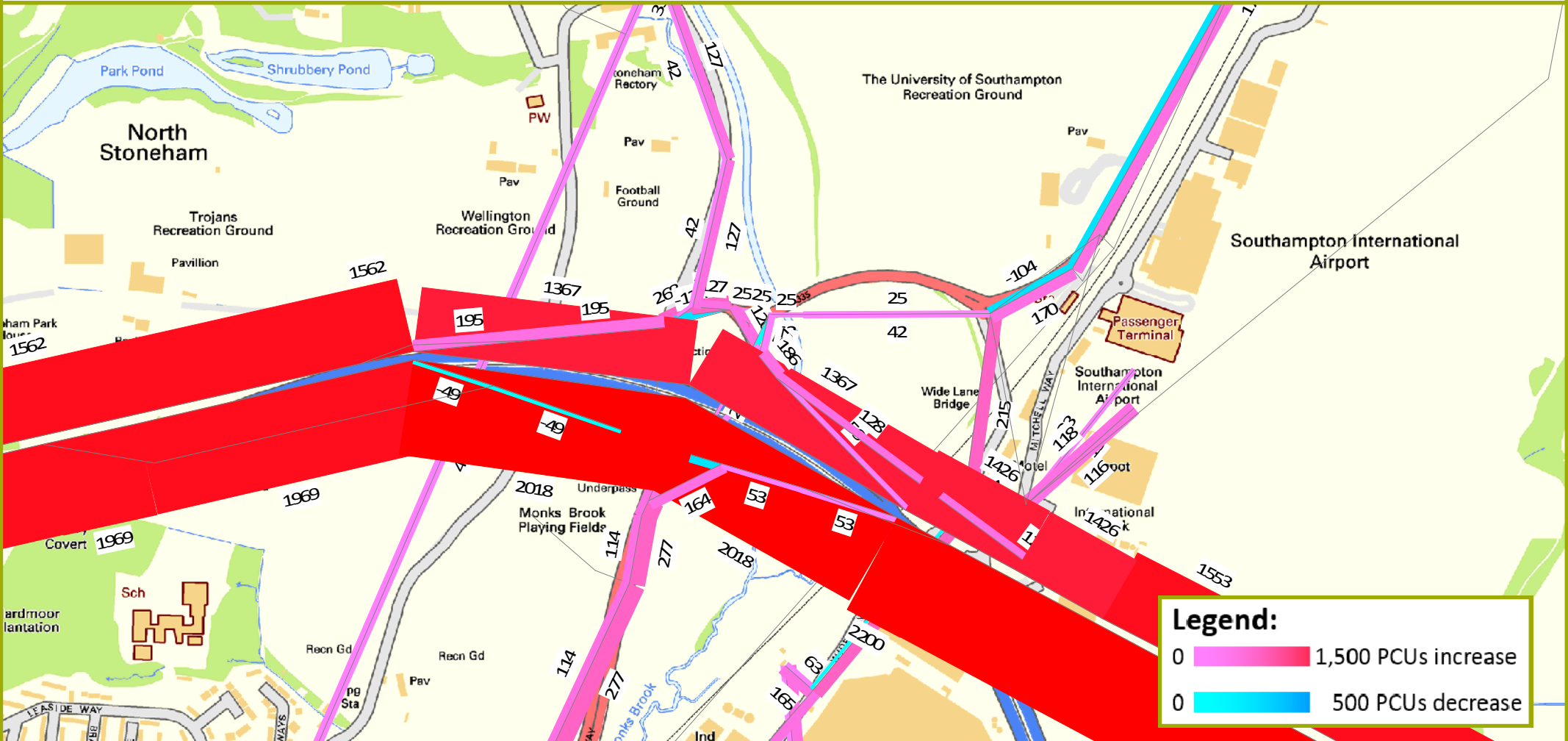
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - West End Rd / St John's Rd (>10pcu/hr)



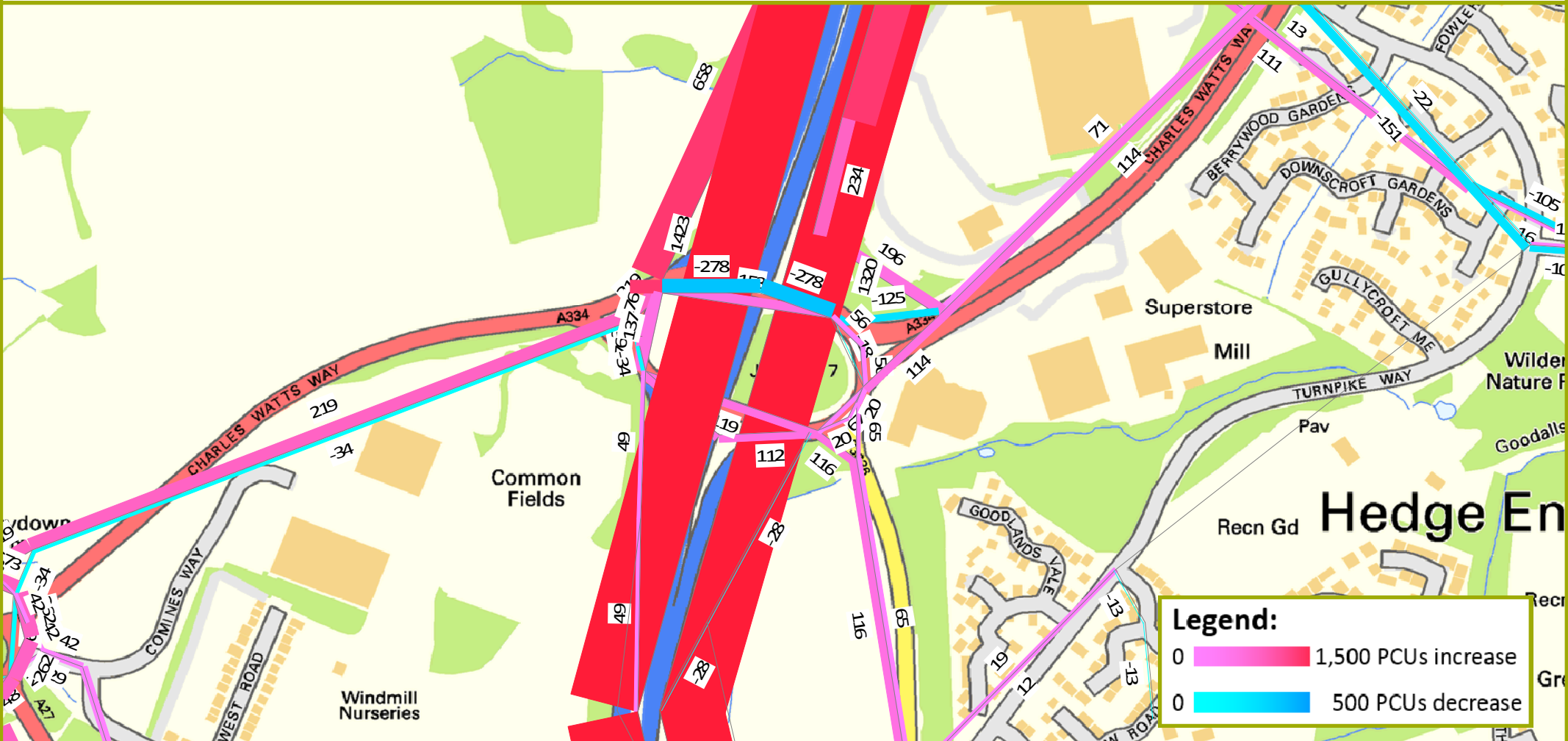
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - M27 - J5-J7 (>10pcu/hr)



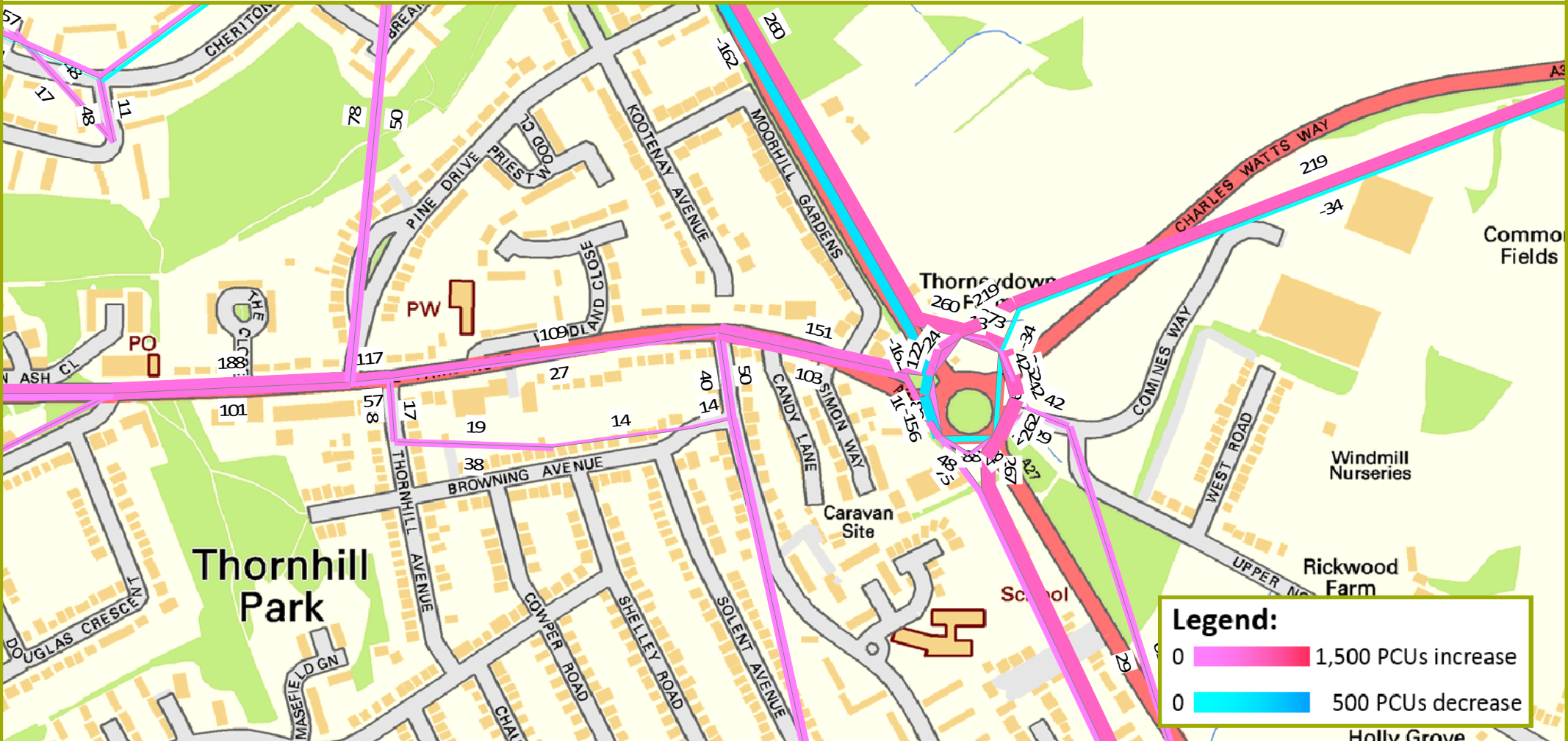
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - M27 - J5 (>10pcu/hr)



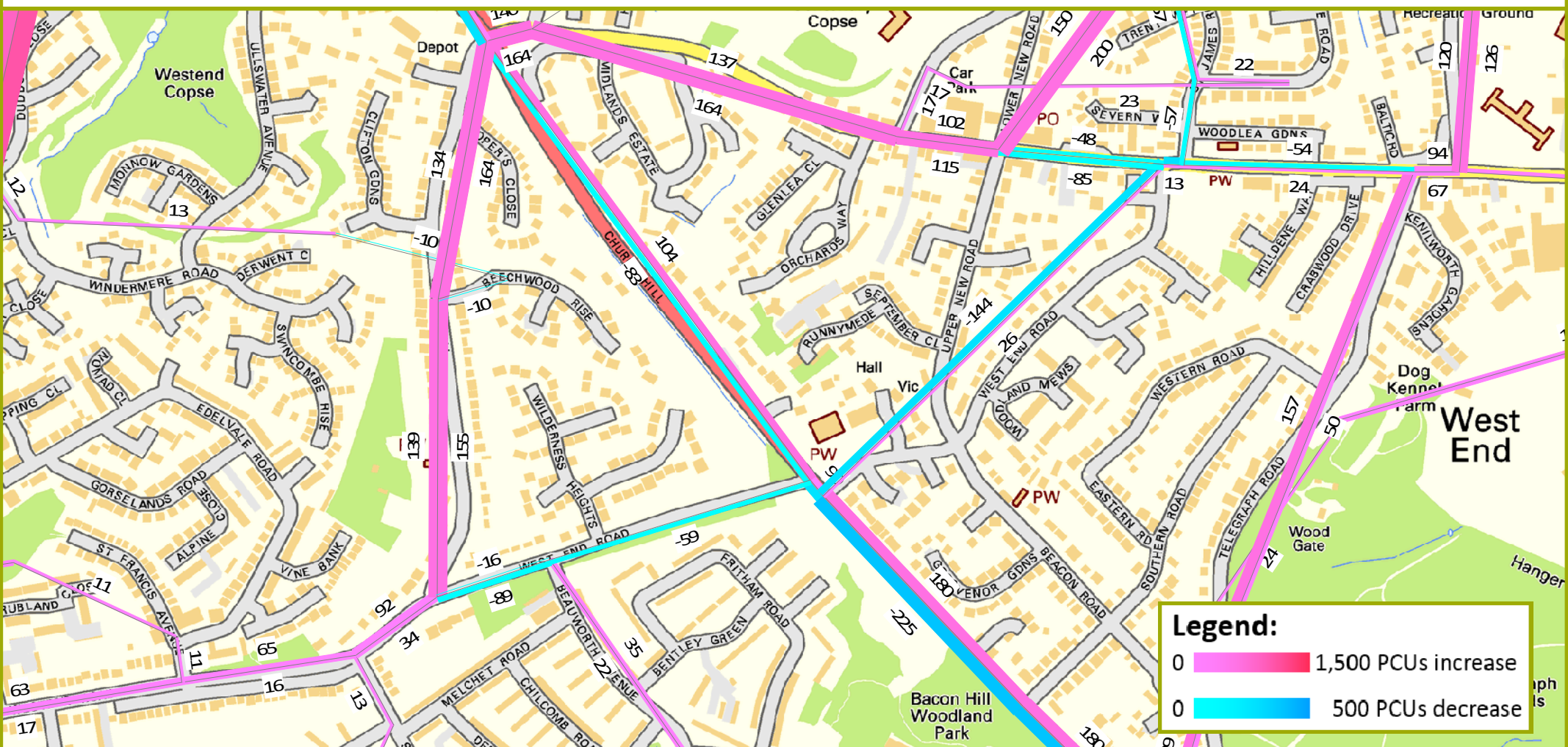
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - M27 - J7 (>10pcu/hr)



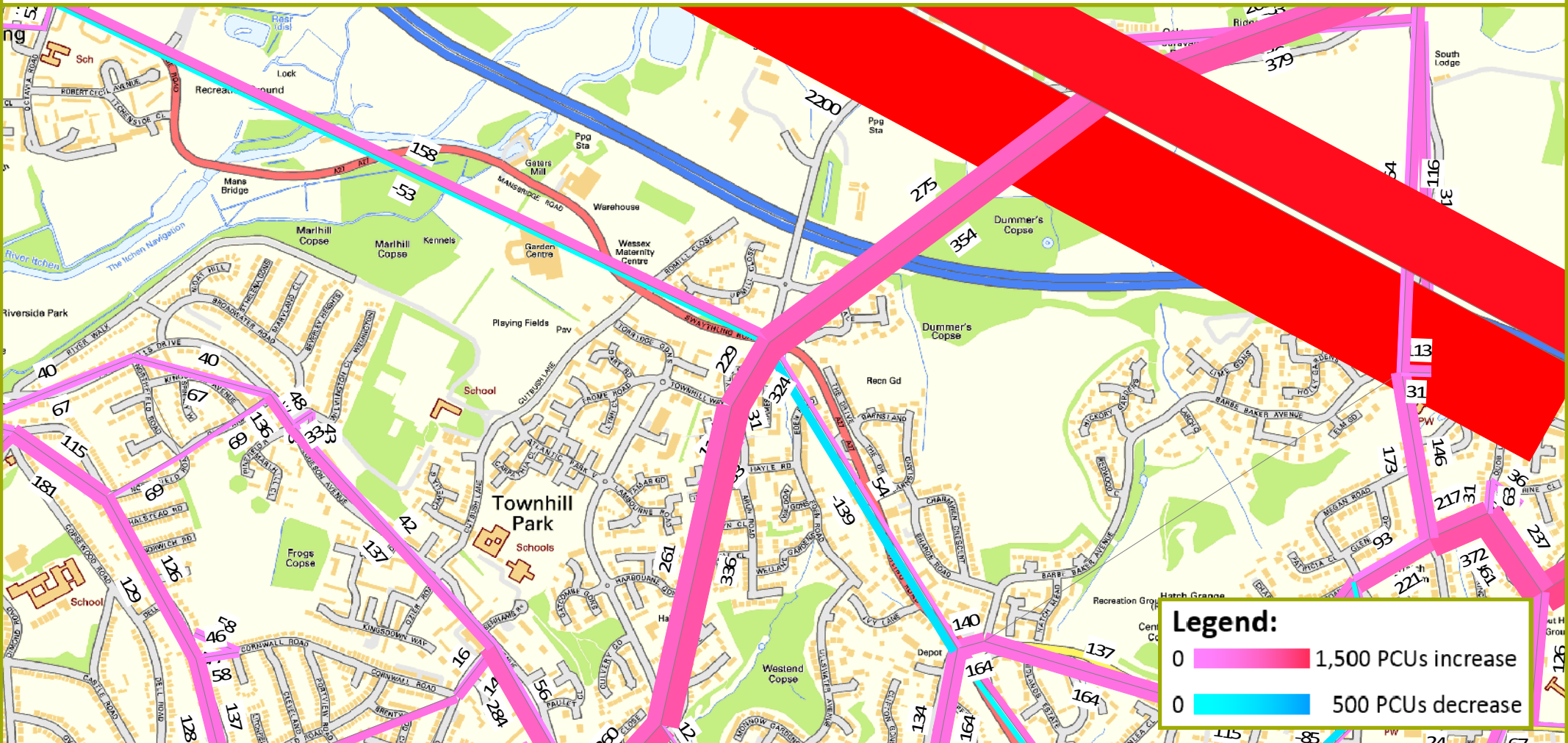
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - A27 / A334 Kanes Hill Rbt (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - West End - A27 Church Hill (>10pcu/hr)



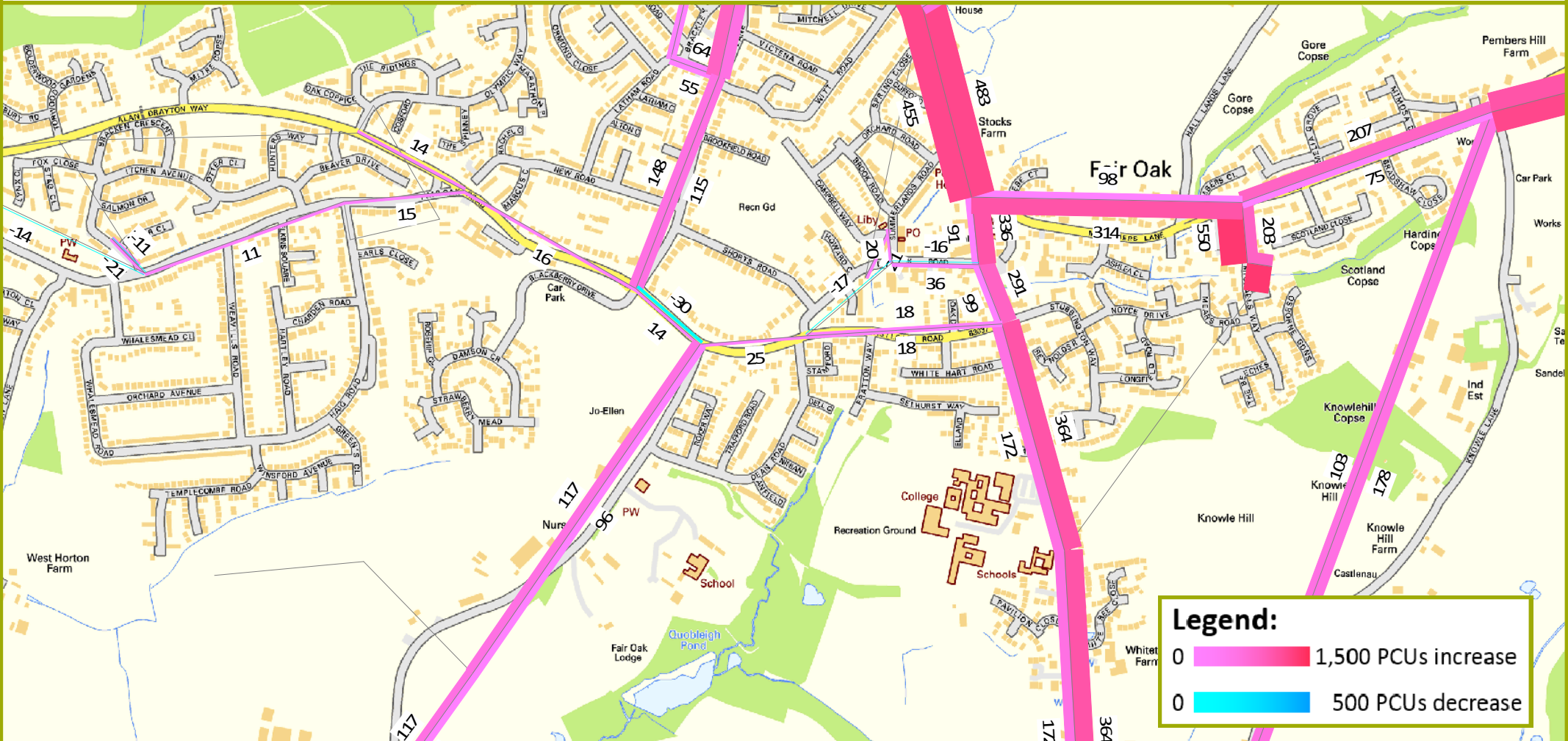
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - A27 Swaythling Rd - Allington Ln (>10pcu/hr)



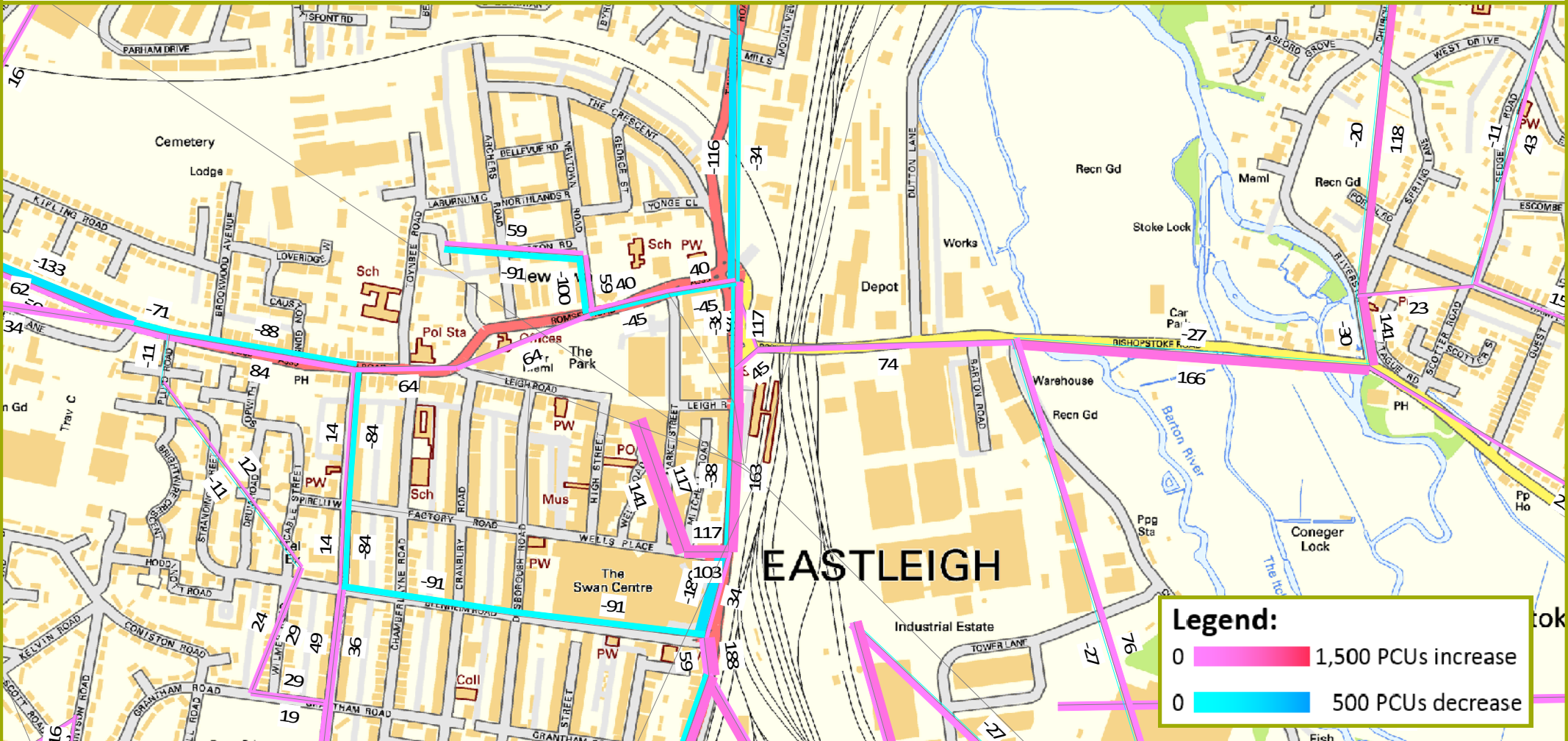
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Horton Heath - Botley Rd (>10pcu/hr)



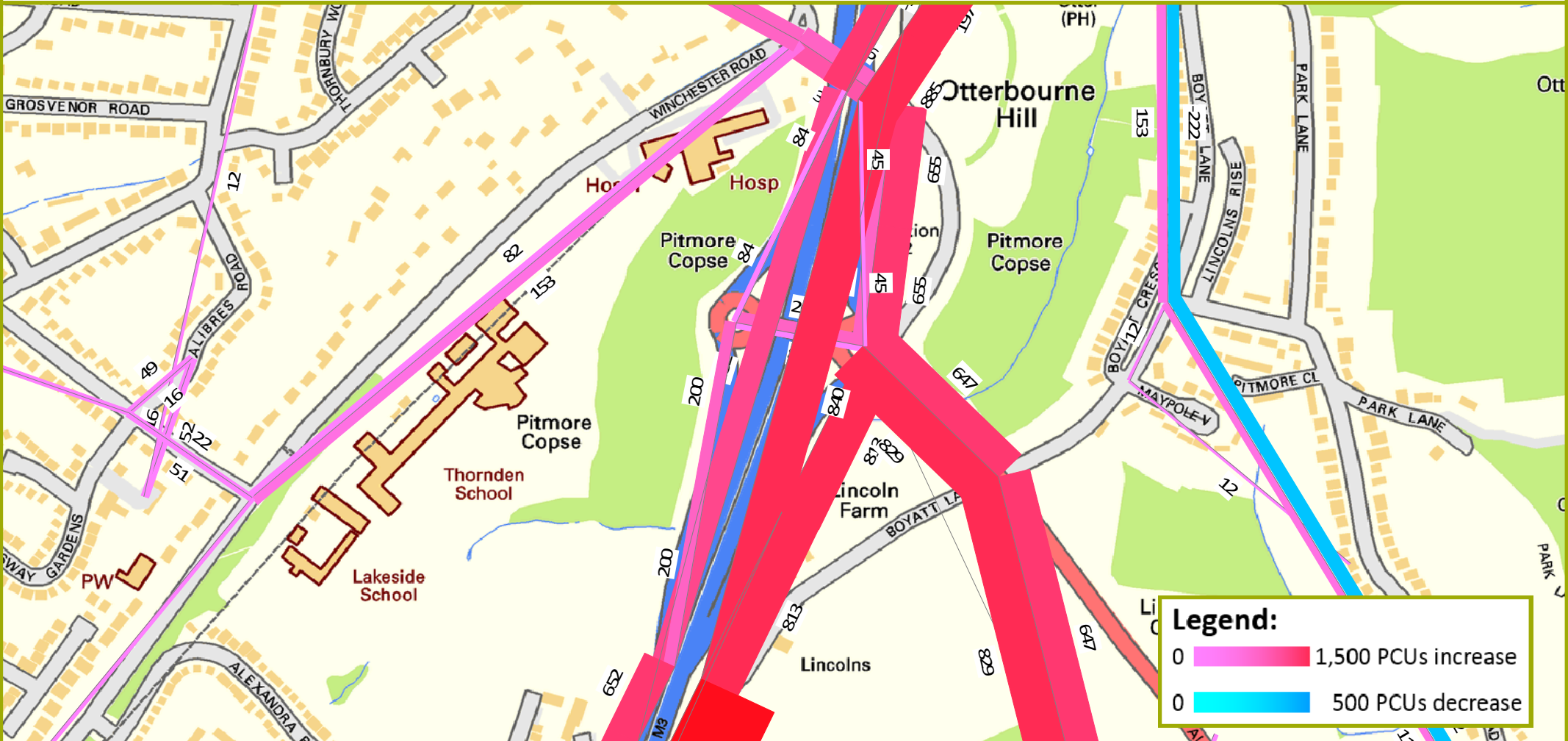
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Fair Oak (>10pcu/hr)



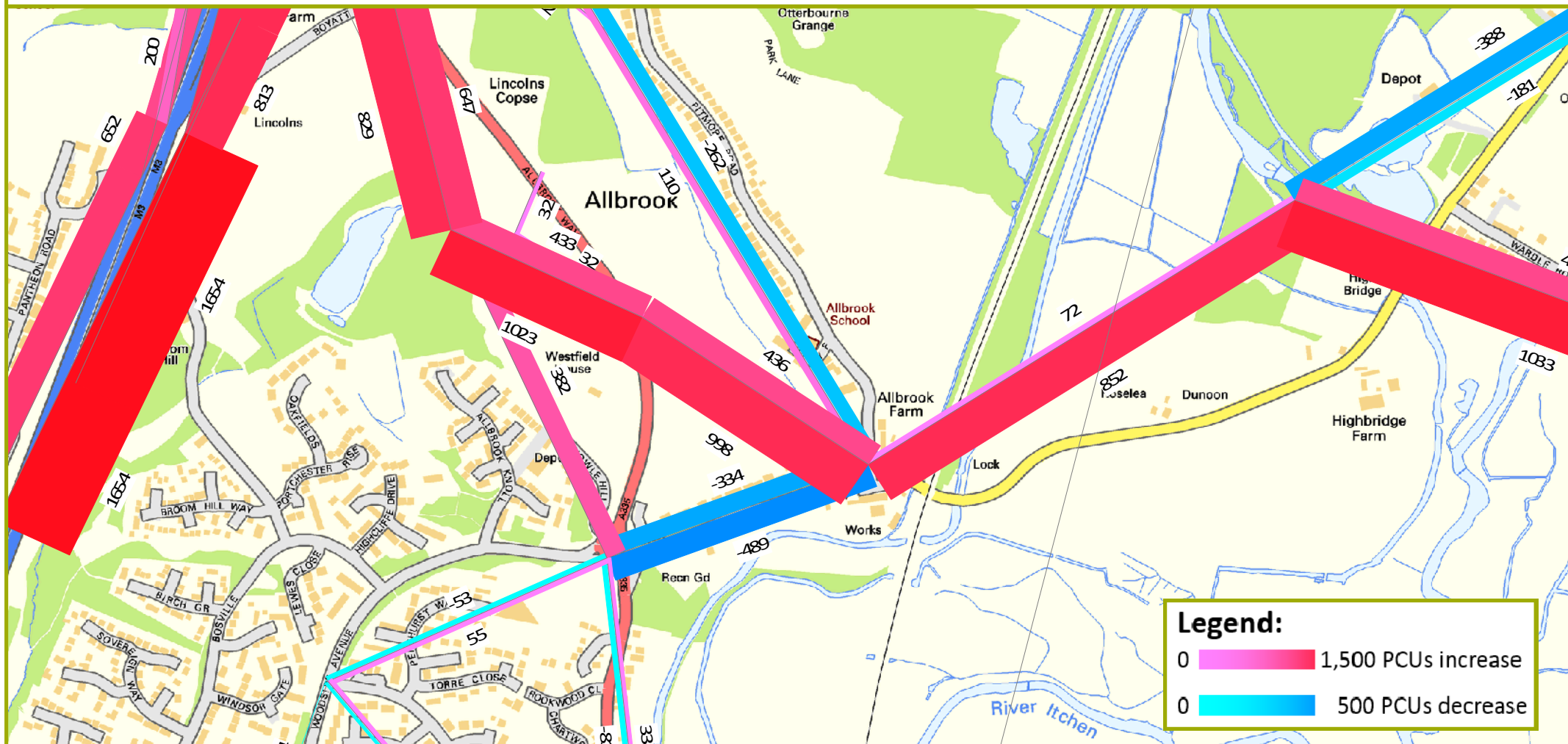
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Eastleigh Station (>10pcu/hr)



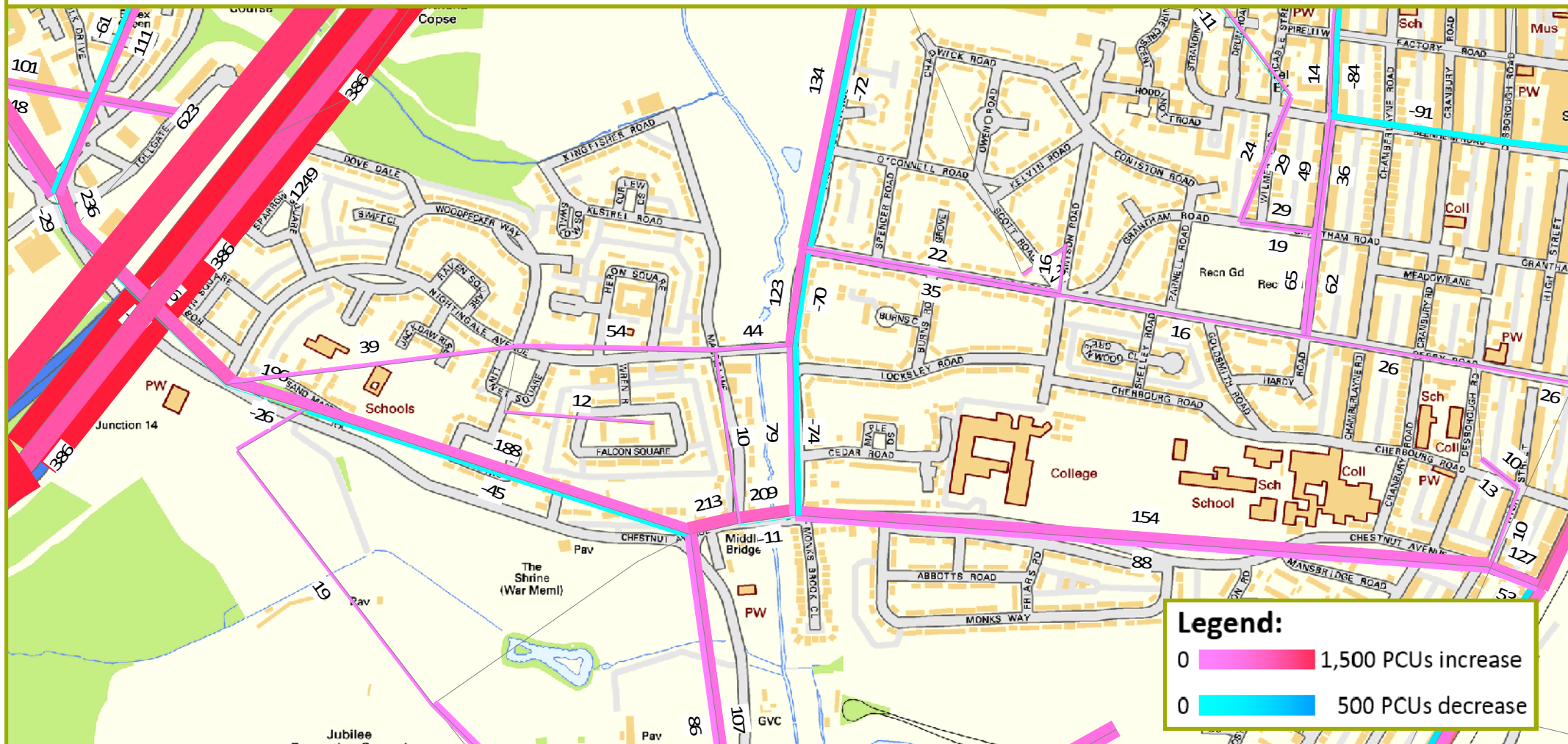
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - M3 - J12 (>10pcu/hr)



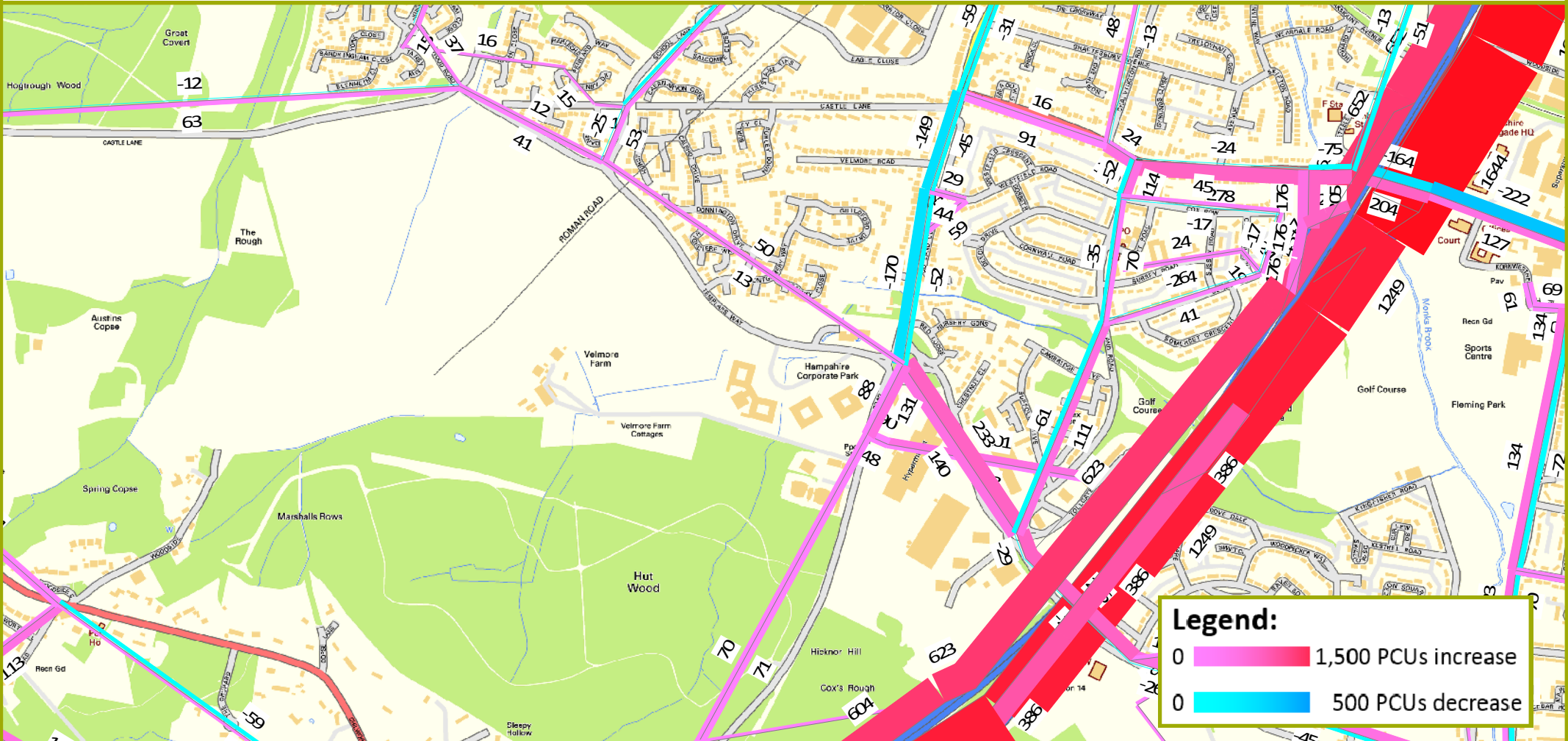
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Allbrook Hill (>10pcu/hr)



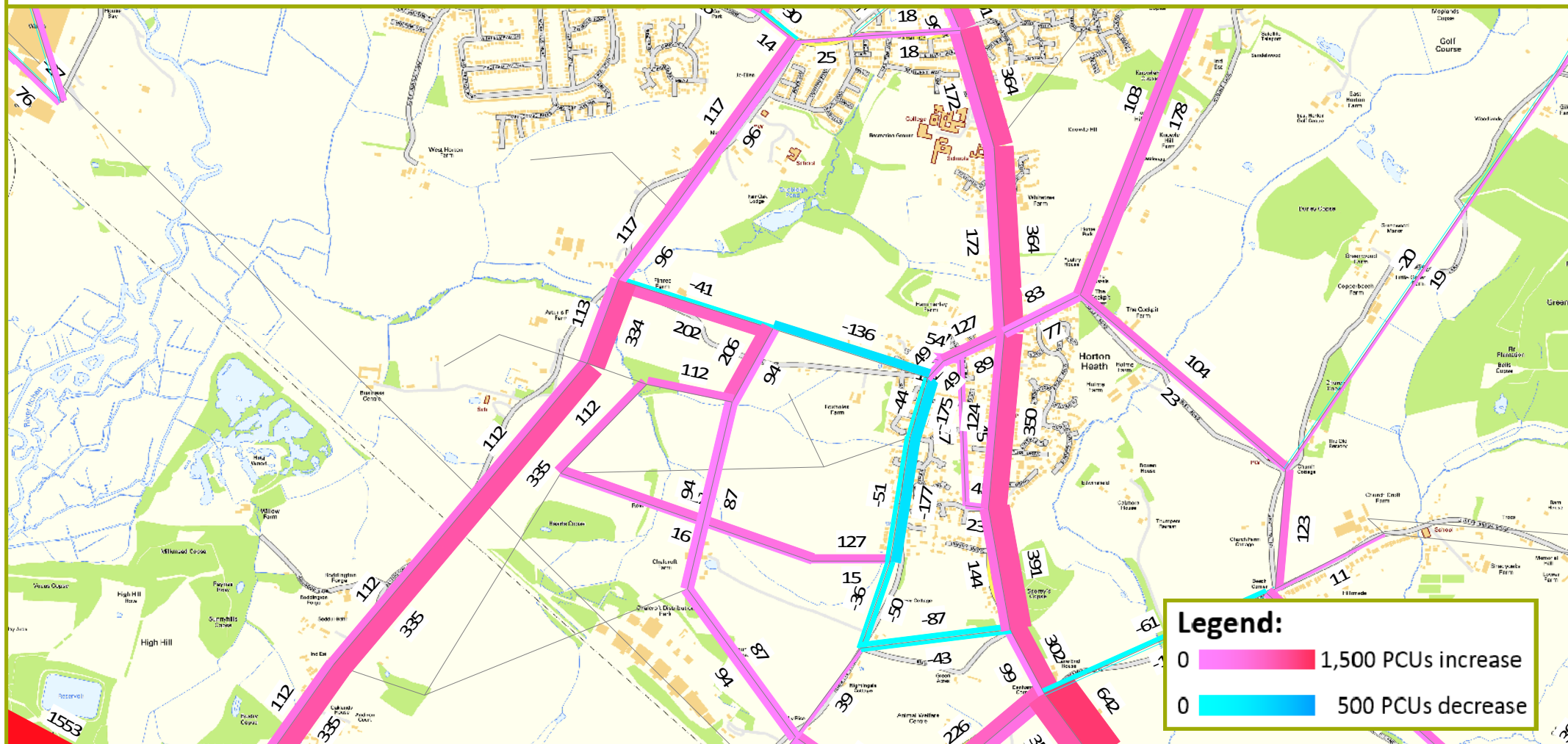
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Eastleigh - Passfield Ave (>10pcu/hr)



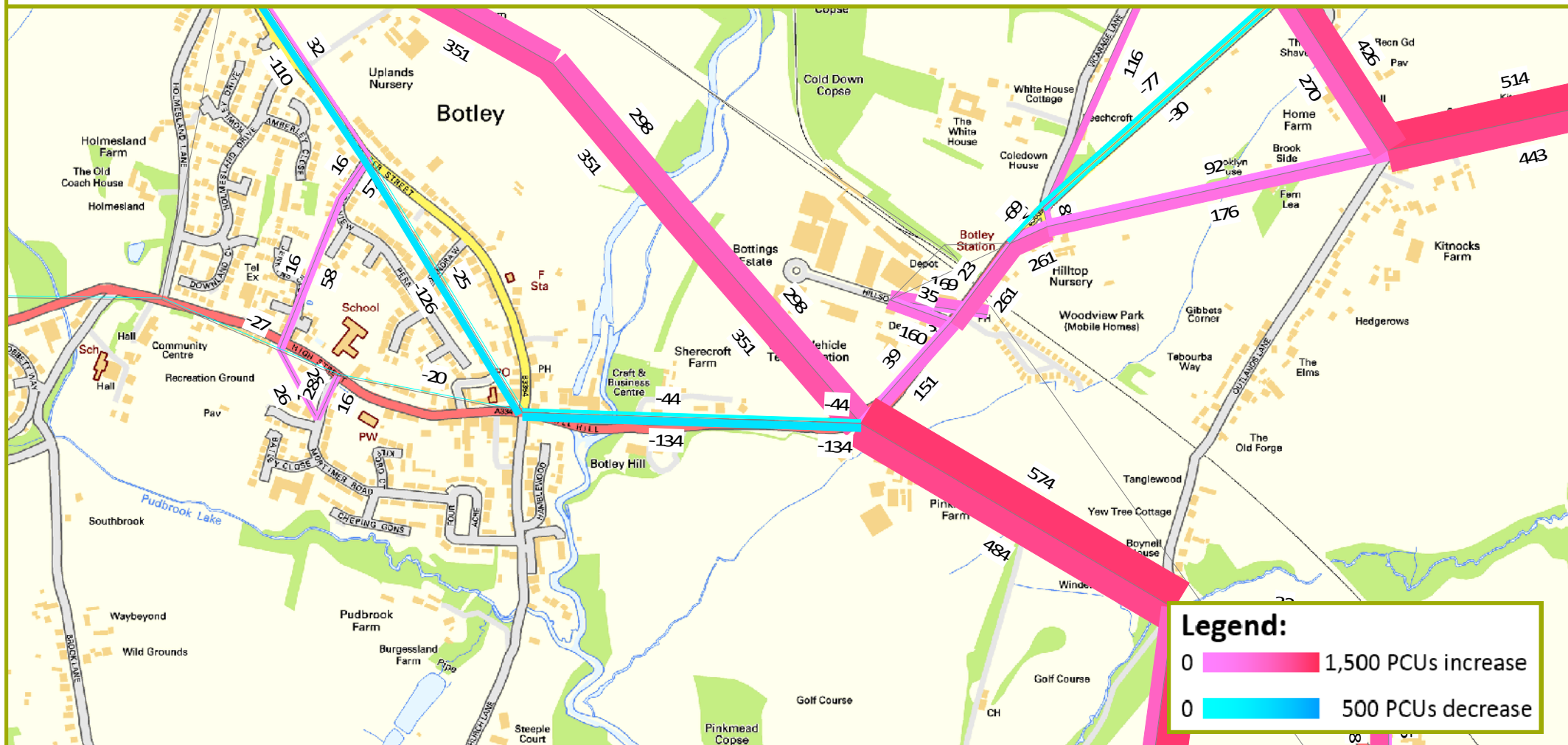
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Chestnut Ave / Bournemouth Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Allington Lane / Firtree Lane (>10pcu/hr)



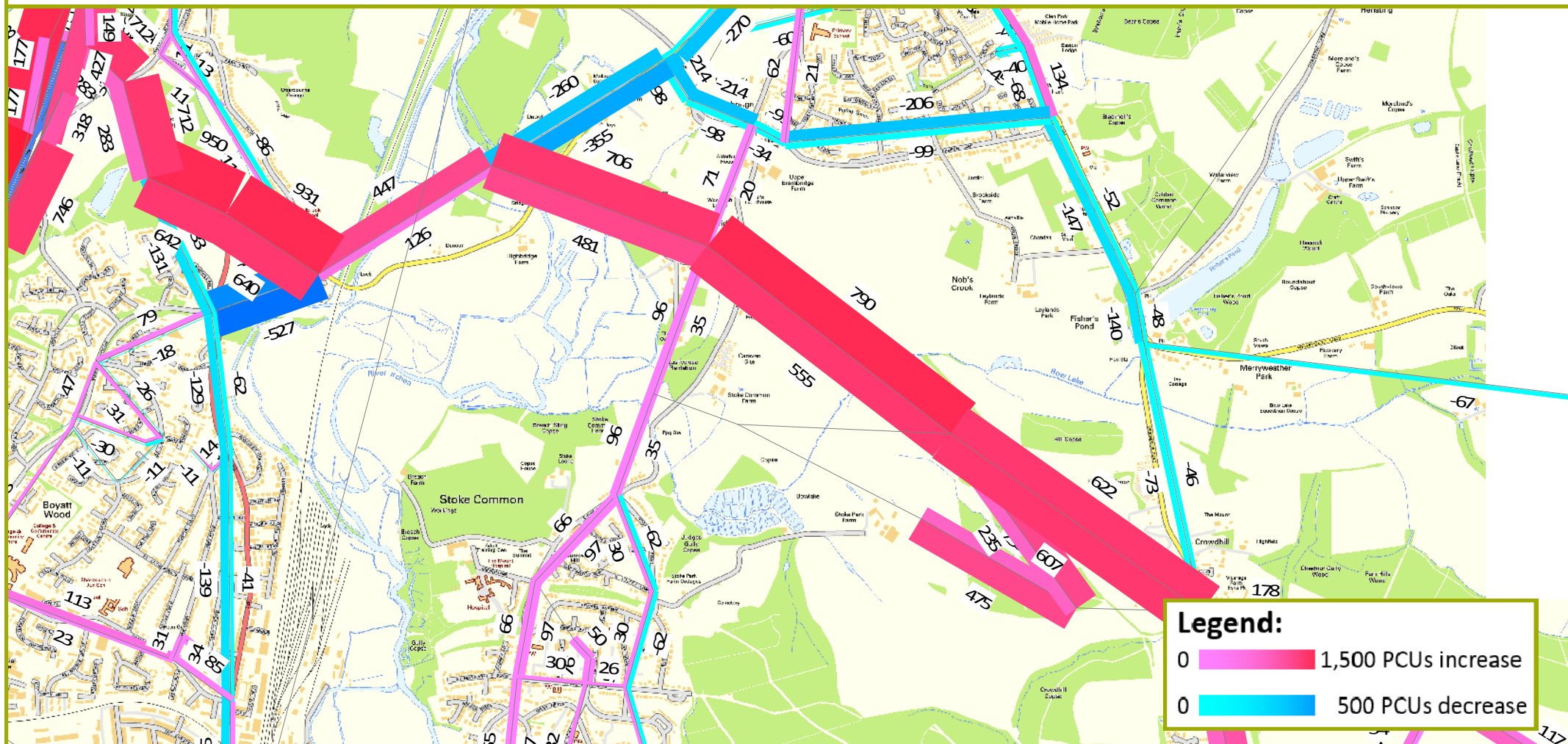
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline AM - Botley A334 / A3051 (>10pcu/hr)



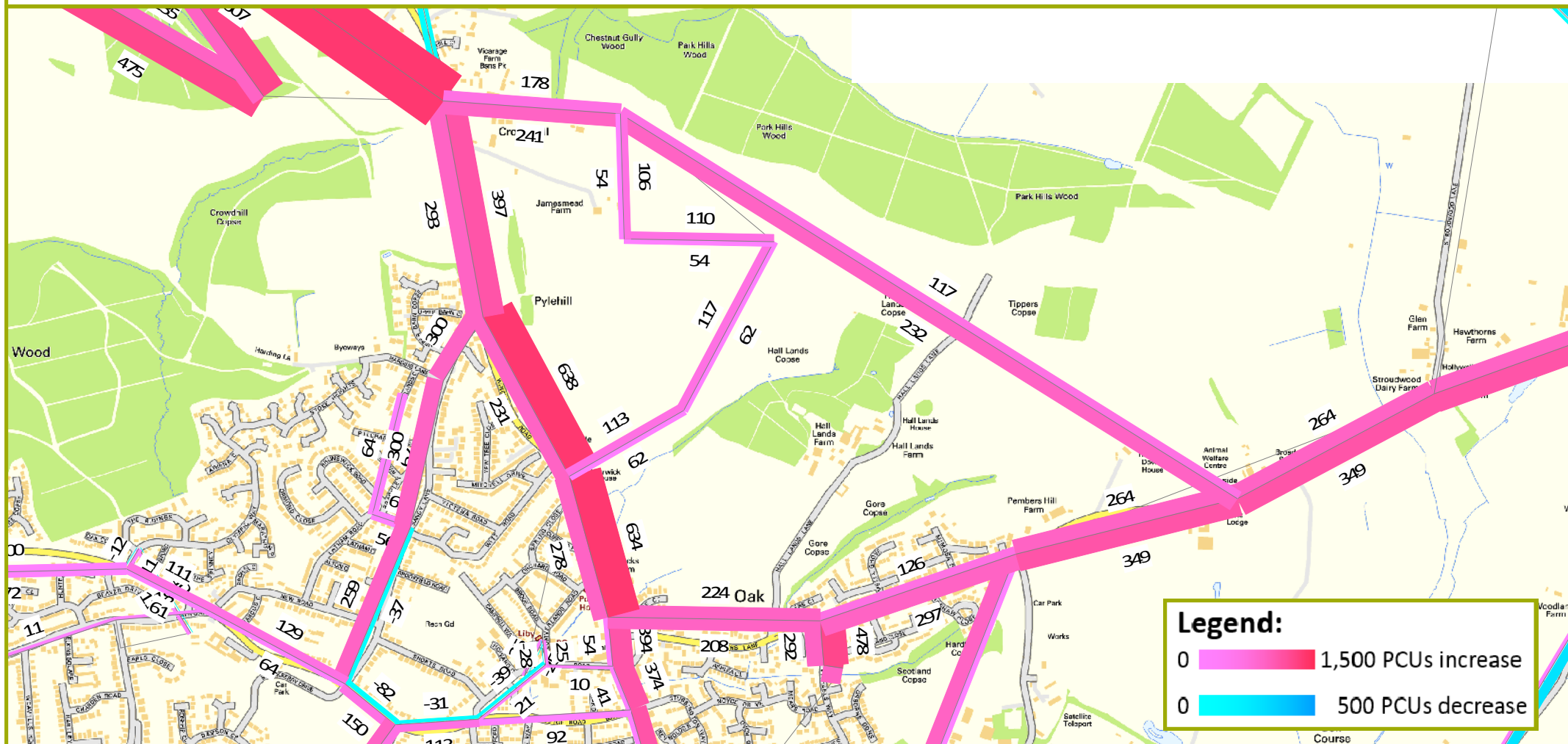
PM



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - North Bishopstoke Bypass (>10pcu/hr)



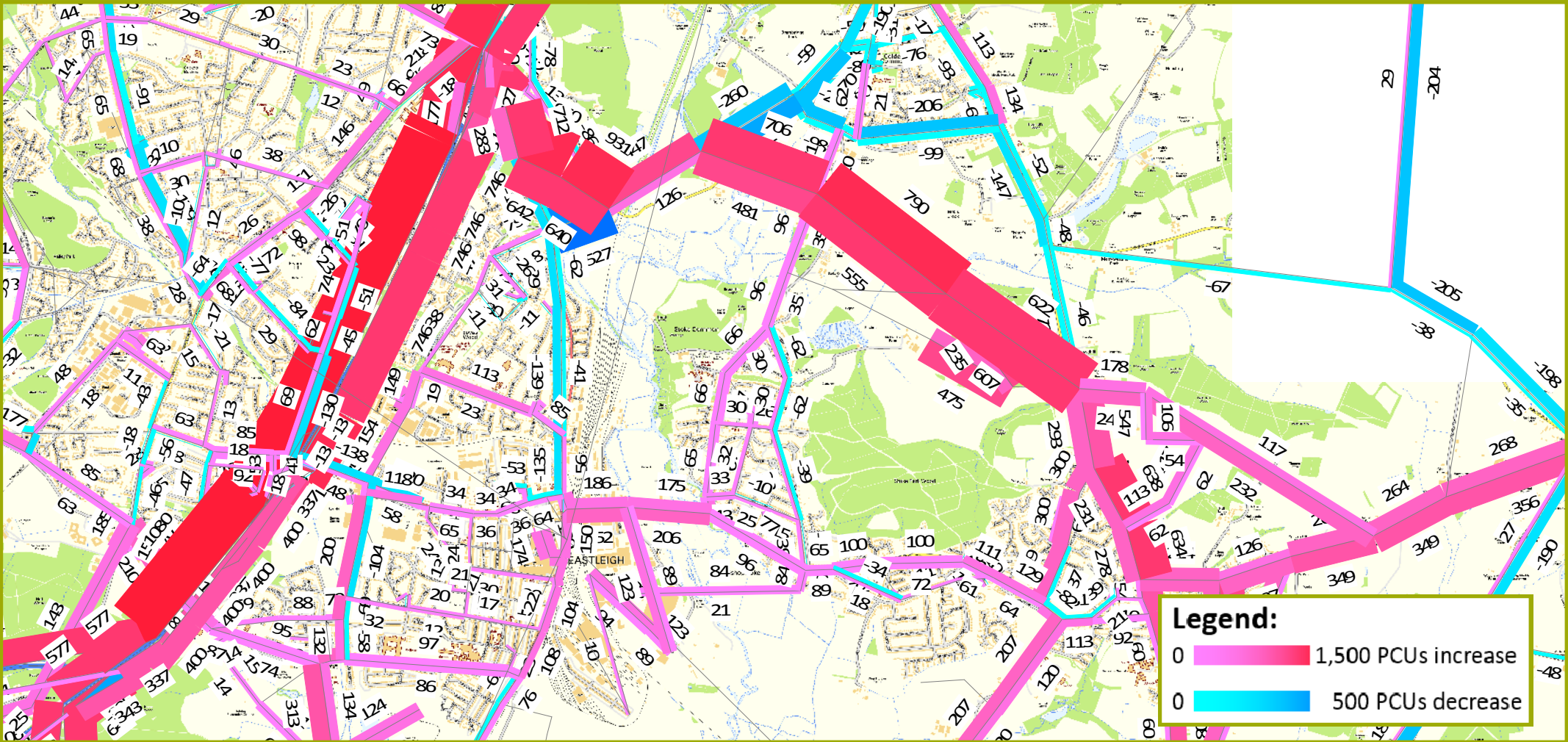
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Fair Oak / New Link Road (>10pcu/hr)



Legend:

- 0 1,500 PCUs increase
- 0 500 PCUs decrease

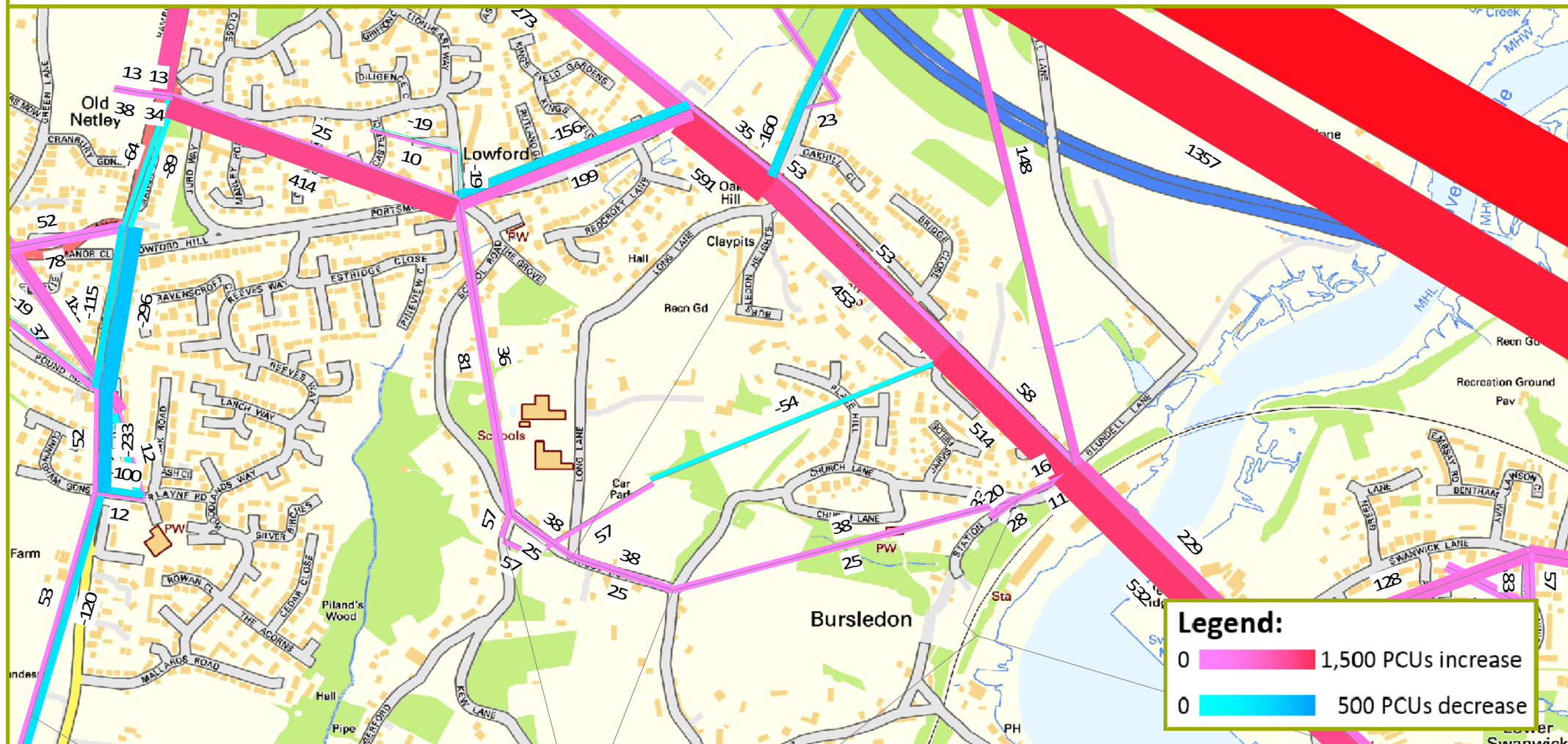
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Eastleigh (>10pcu/hr)



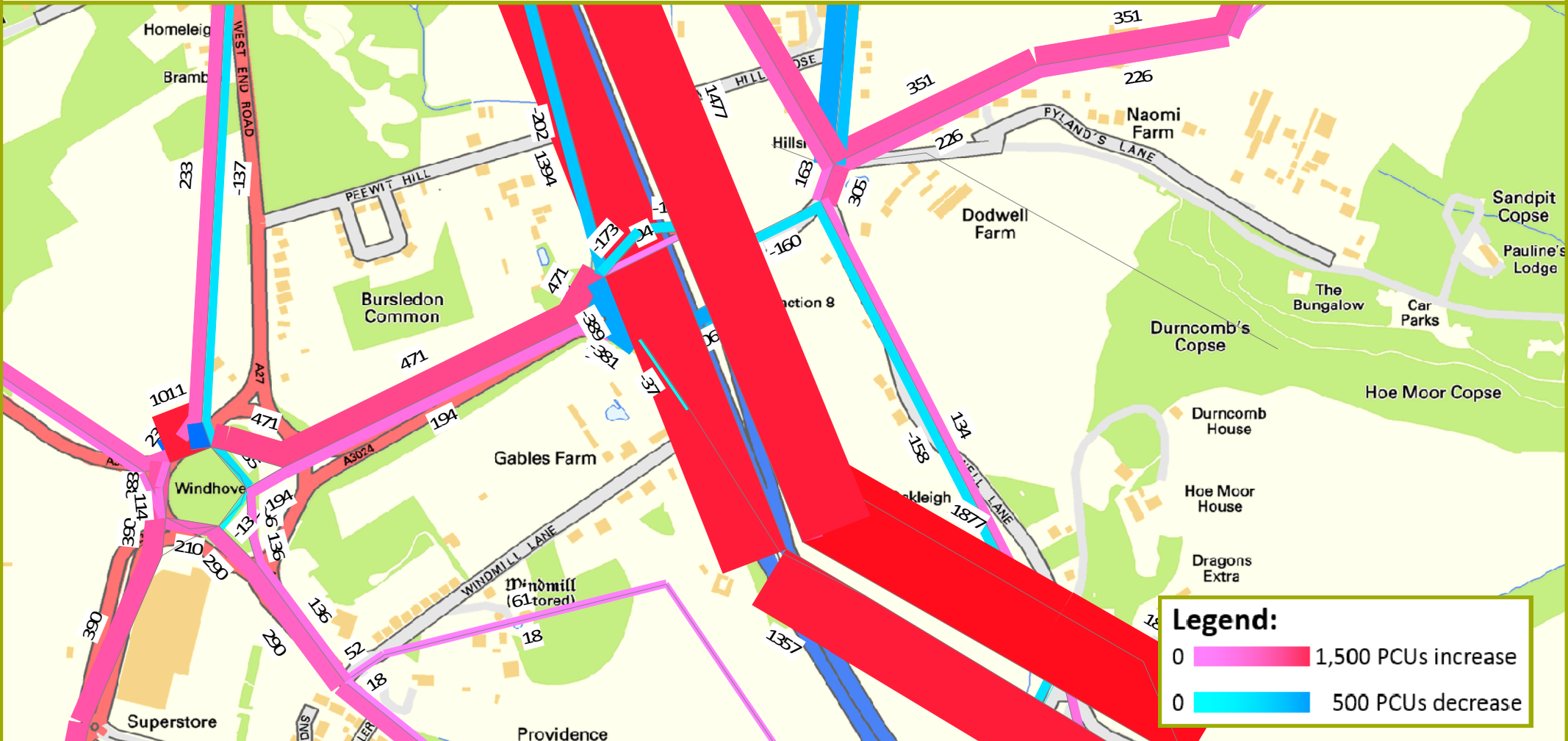
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Hamble Lane / Hound Lane (>10pcu/hr)



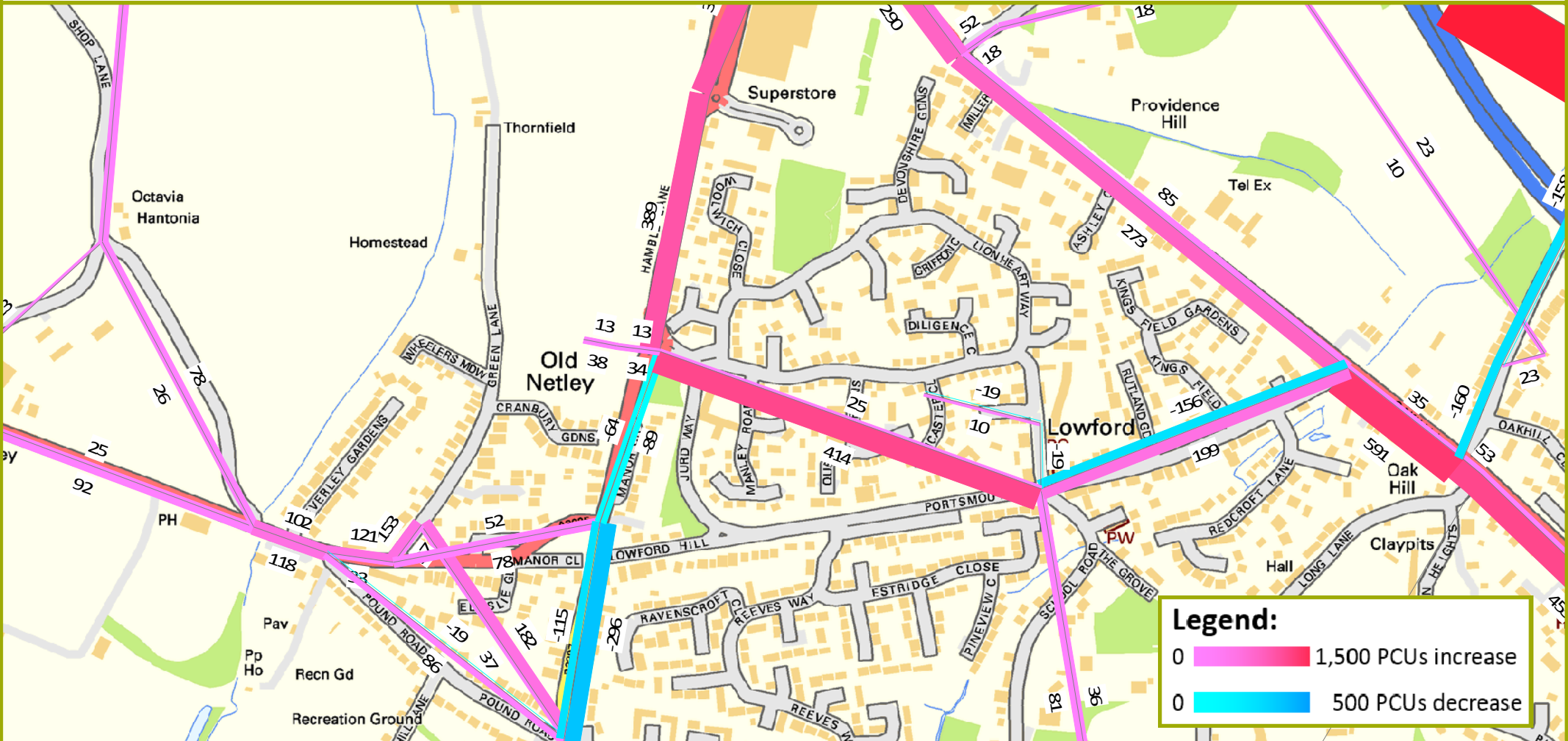
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Bursledon Bridge Road / Church Lane (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - M27 - J8 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - A3025 Hamble Lane / Portsmouth Road (>10pcu/hr)



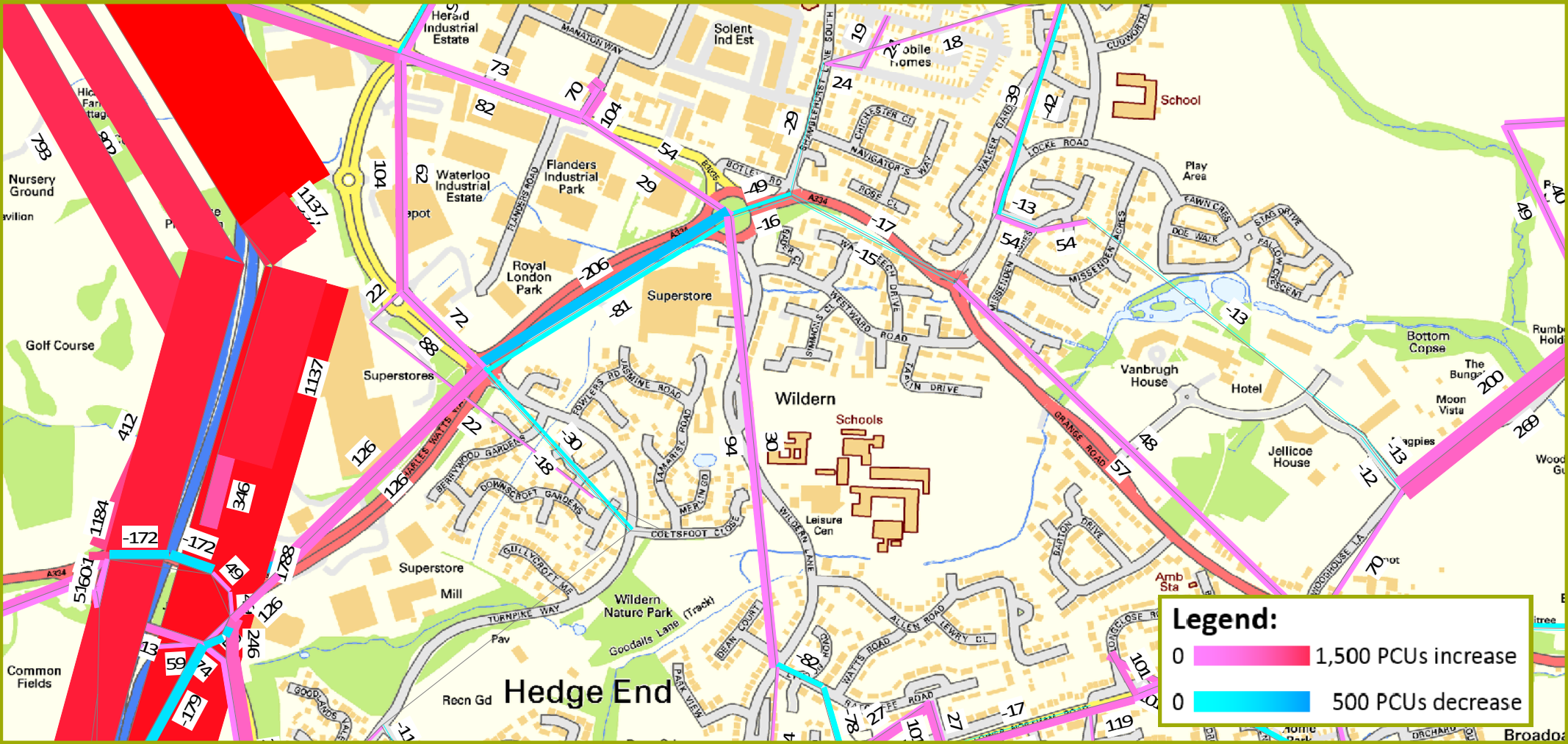
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Maypole Roundabout (>10pcu/hr)



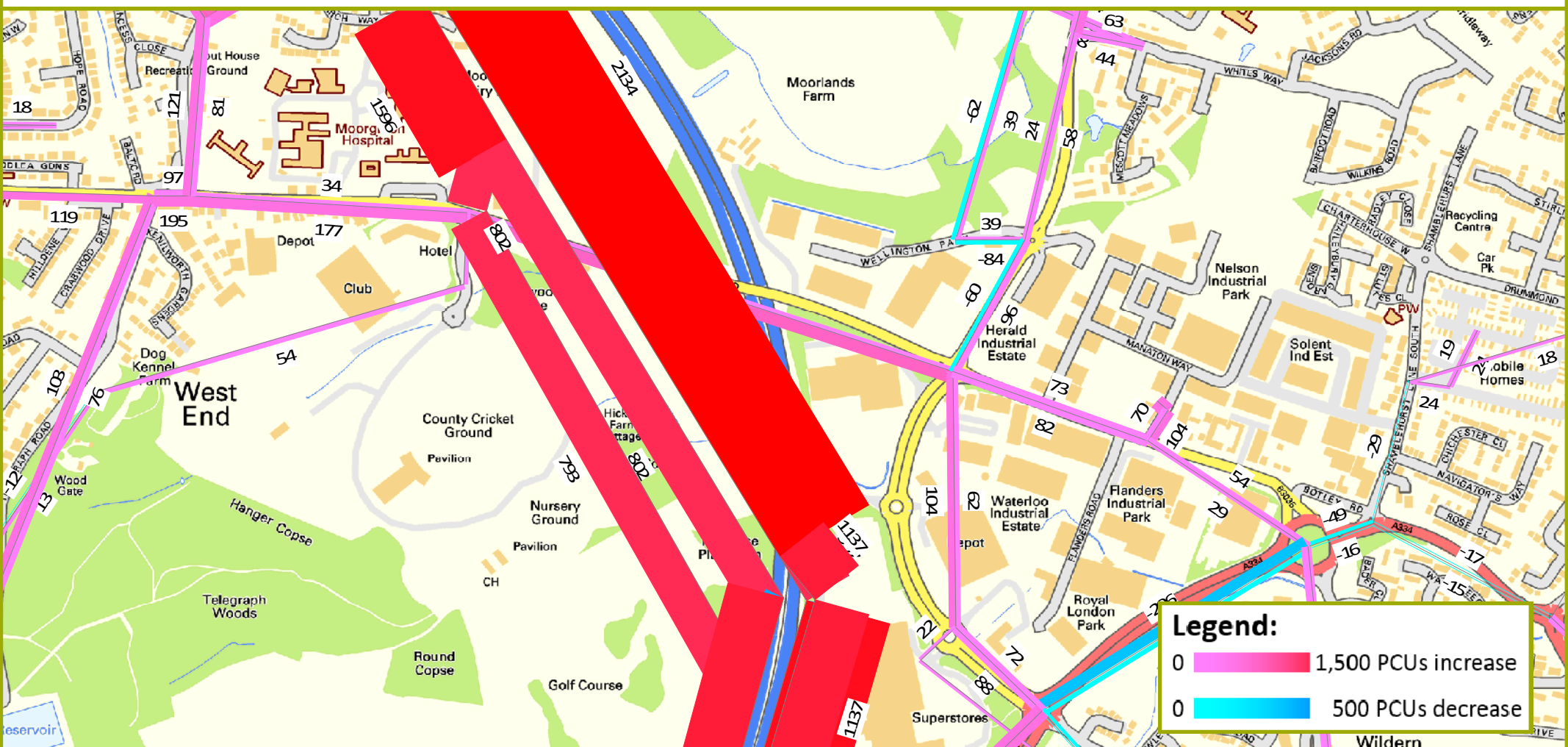
Legend:

- 0 to 1,500 PCUs increase (Pink to Red)
- 0 to 500 PCUs decrease (Blue)

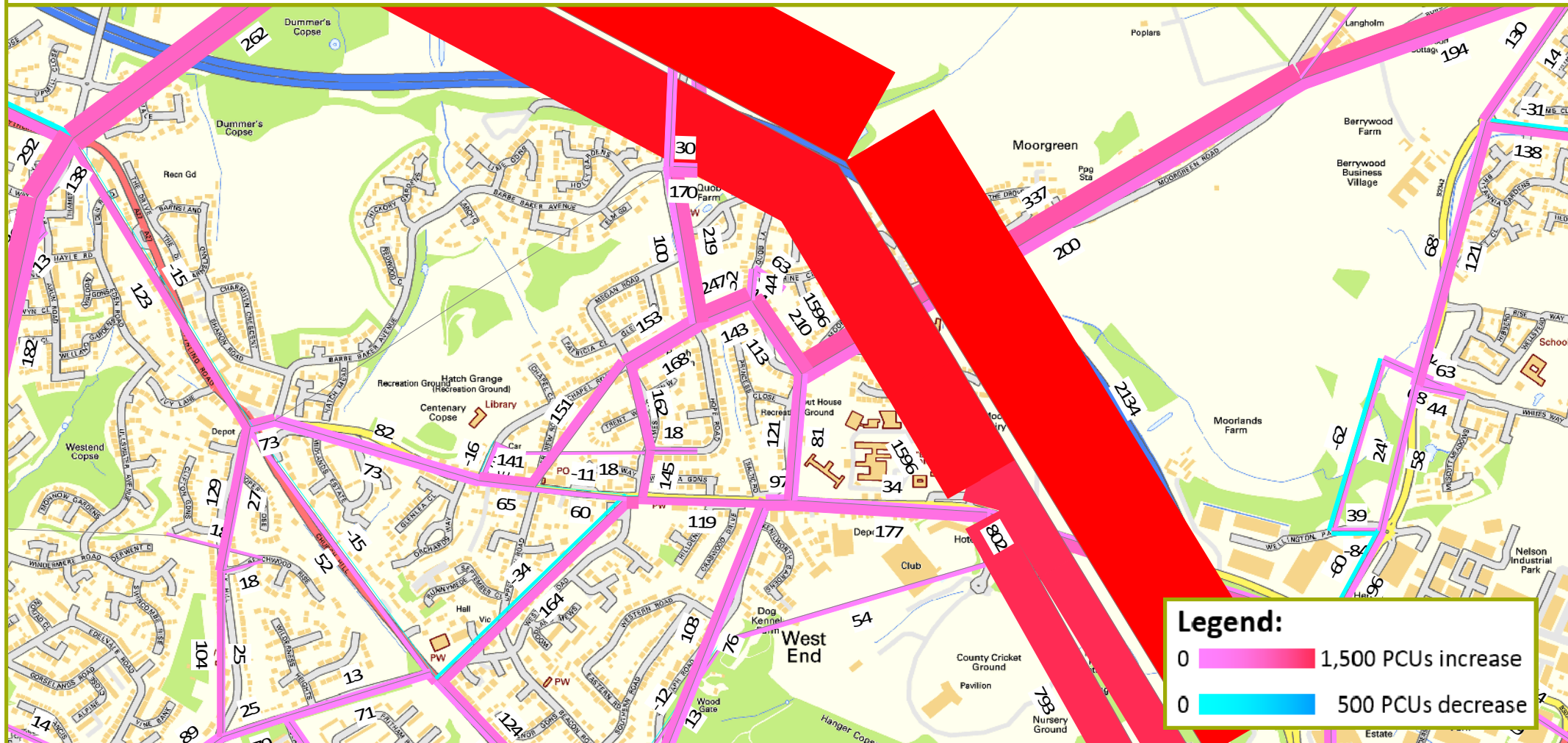
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - A334 Hedge End (>10pcu/hr)



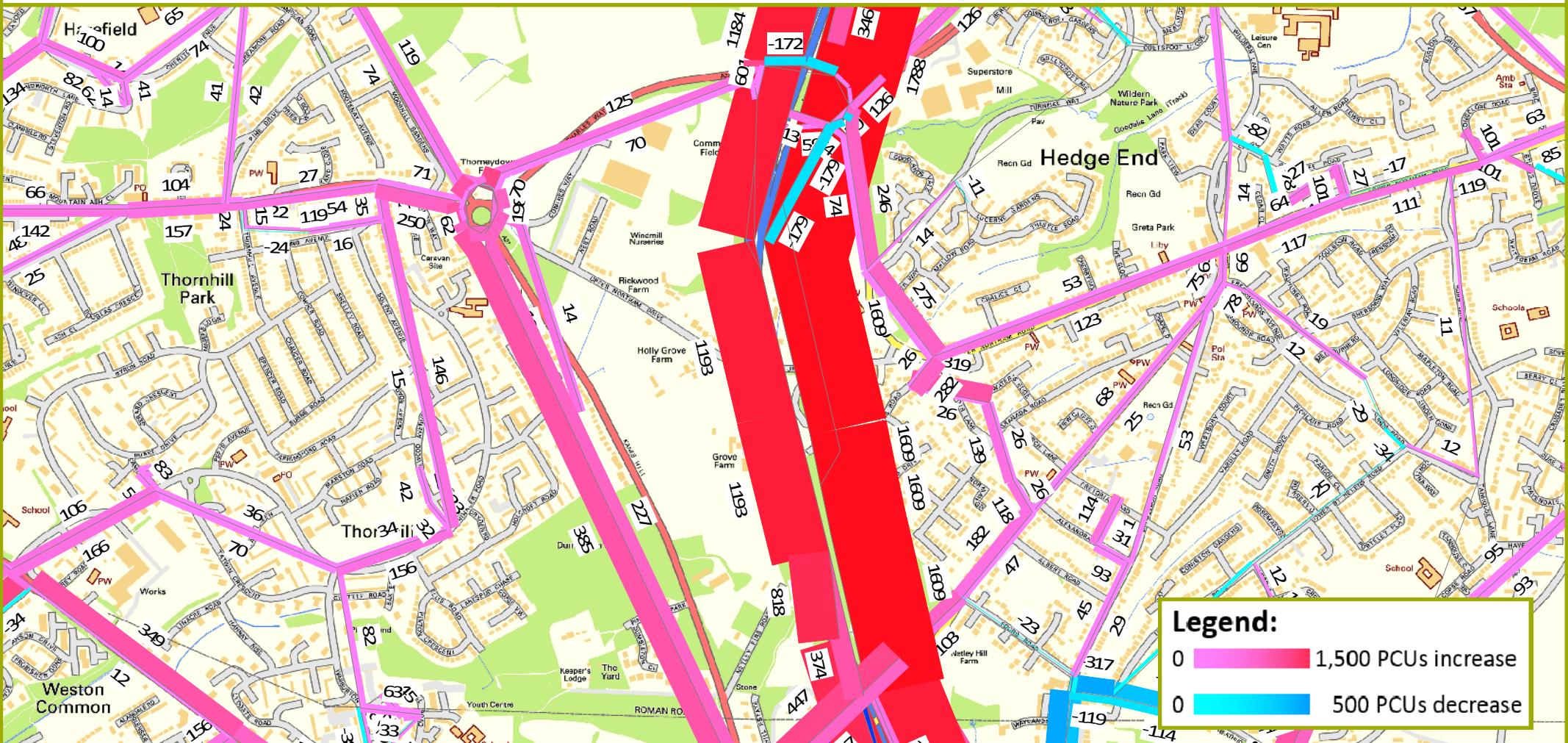
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - B3035 Botley Rd (>10pcu/hr)



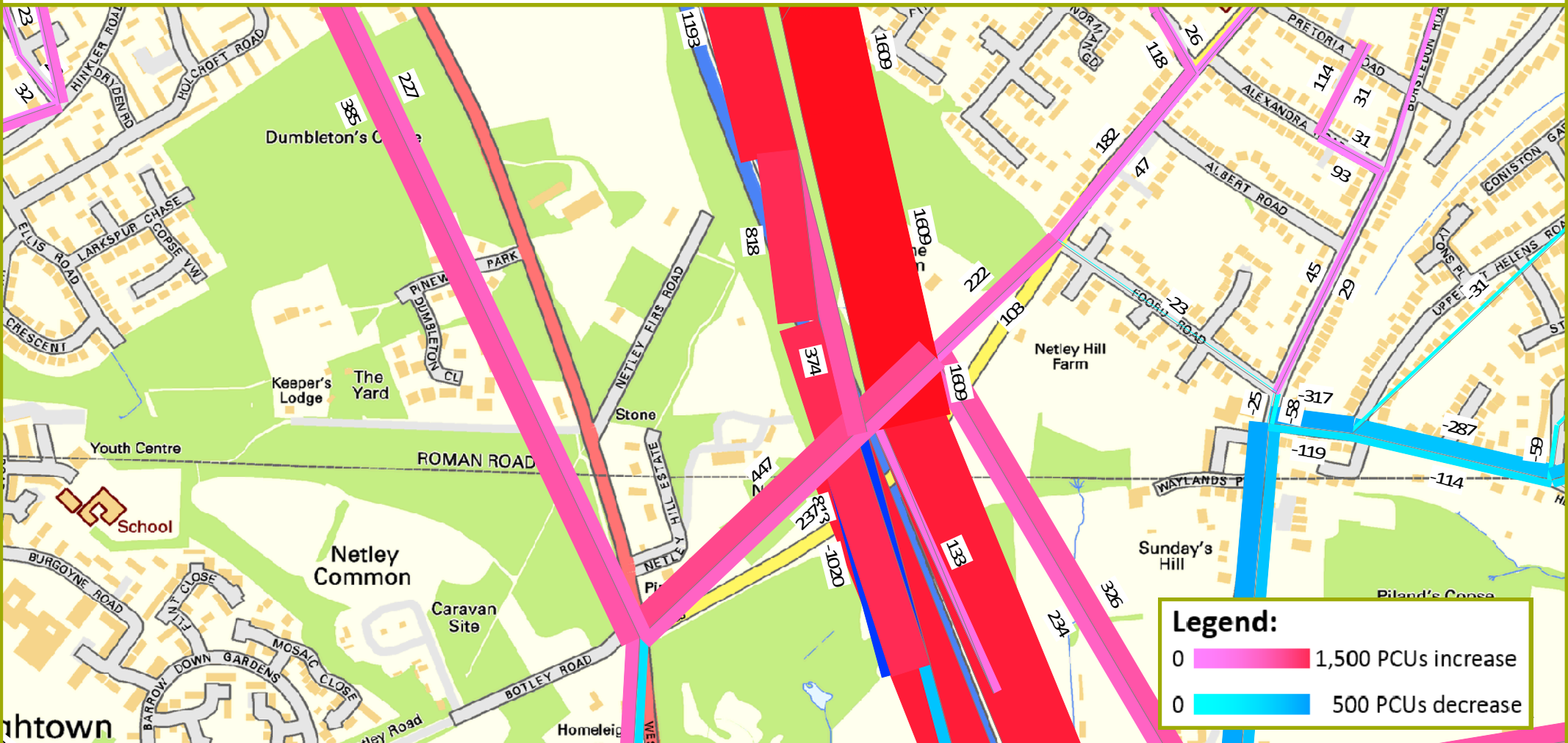
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - West End (>10pcu/hr)



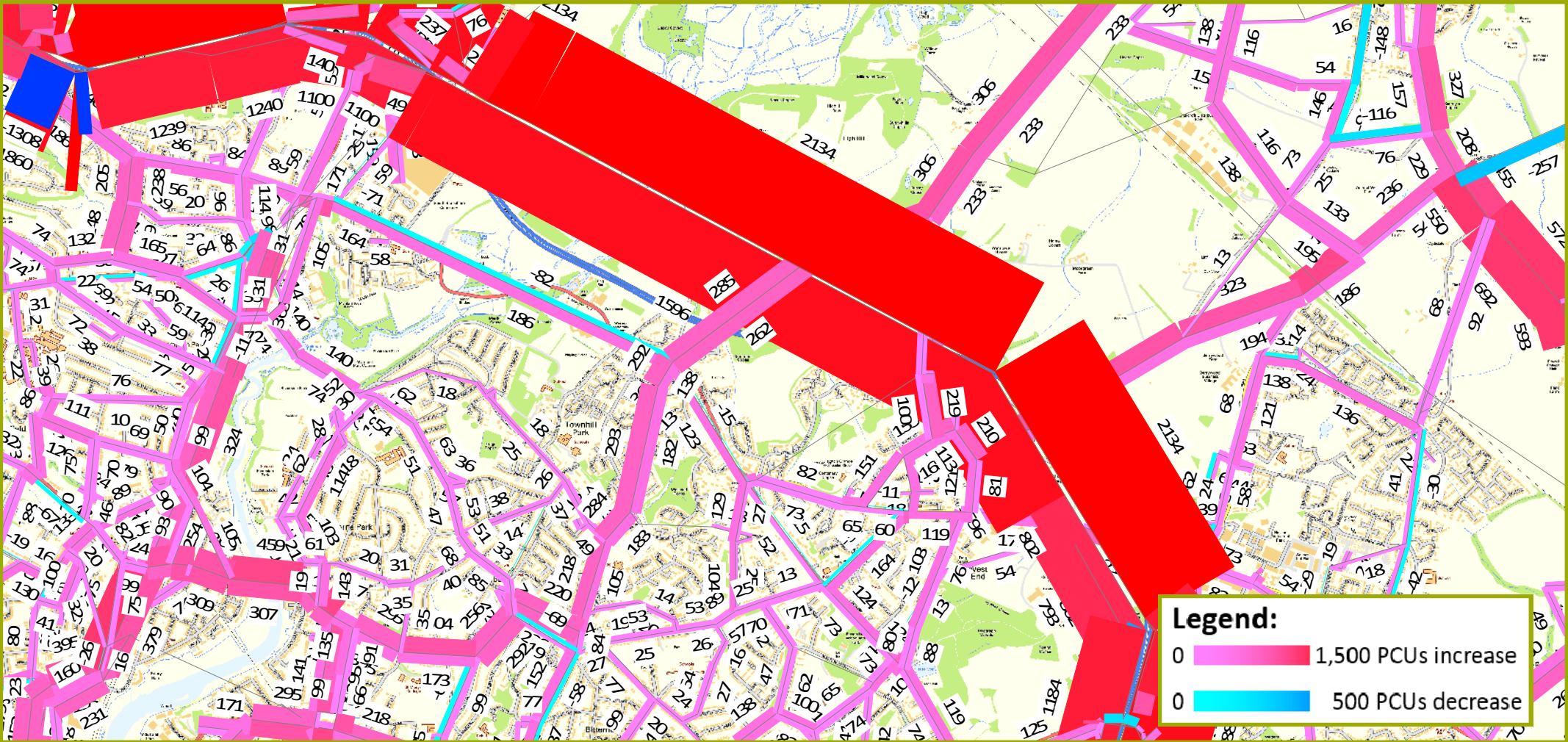
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - South of M27 - J7 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - West End Rd / St John's Rd (>10pcu/hr)



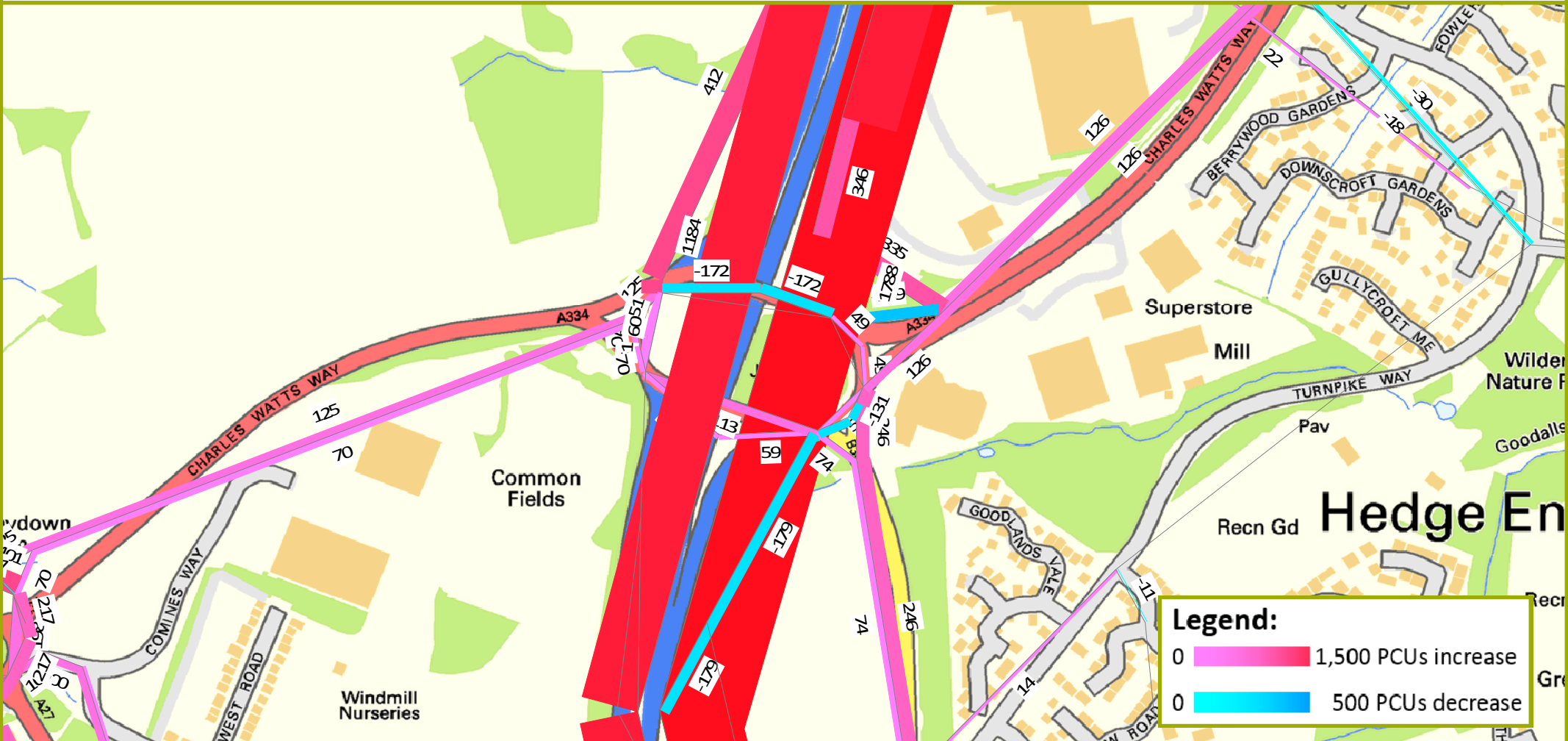
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - M27 - J5-J7 (>10pcu/hr)



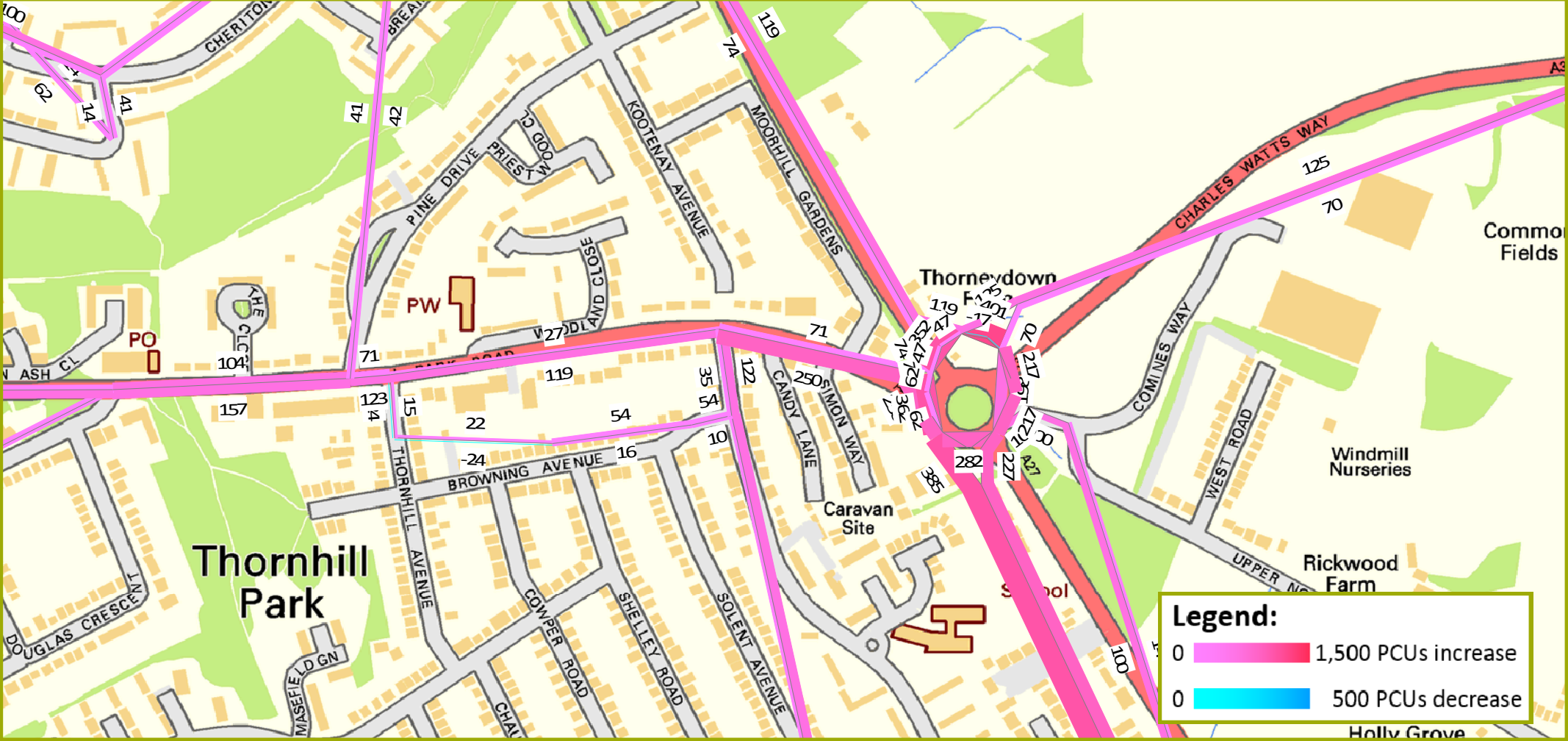
Legend:

- 0 1,500 PCUs increase
- 0 500 PCUs decrease

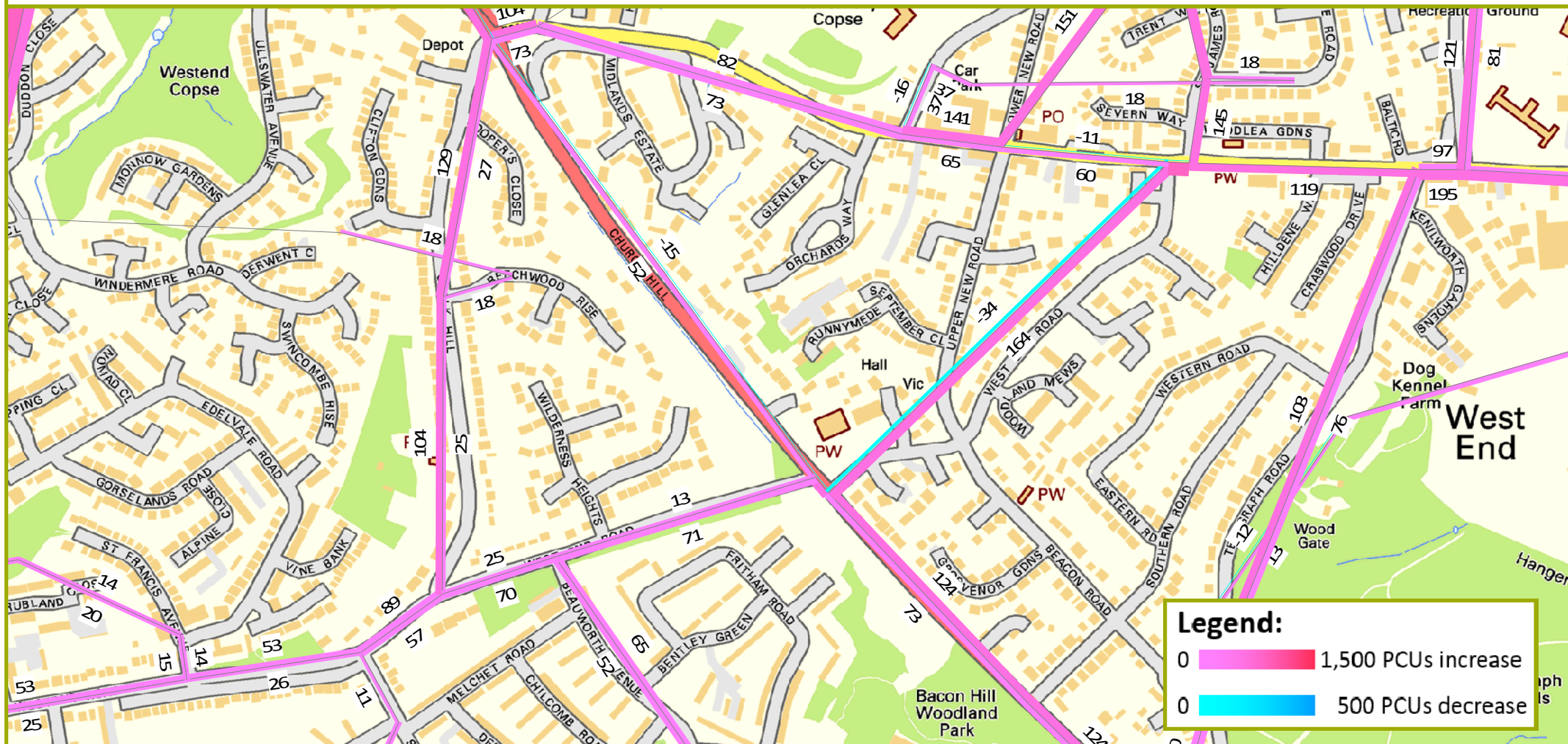
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - M27 - J7 (>10pcu/hr)



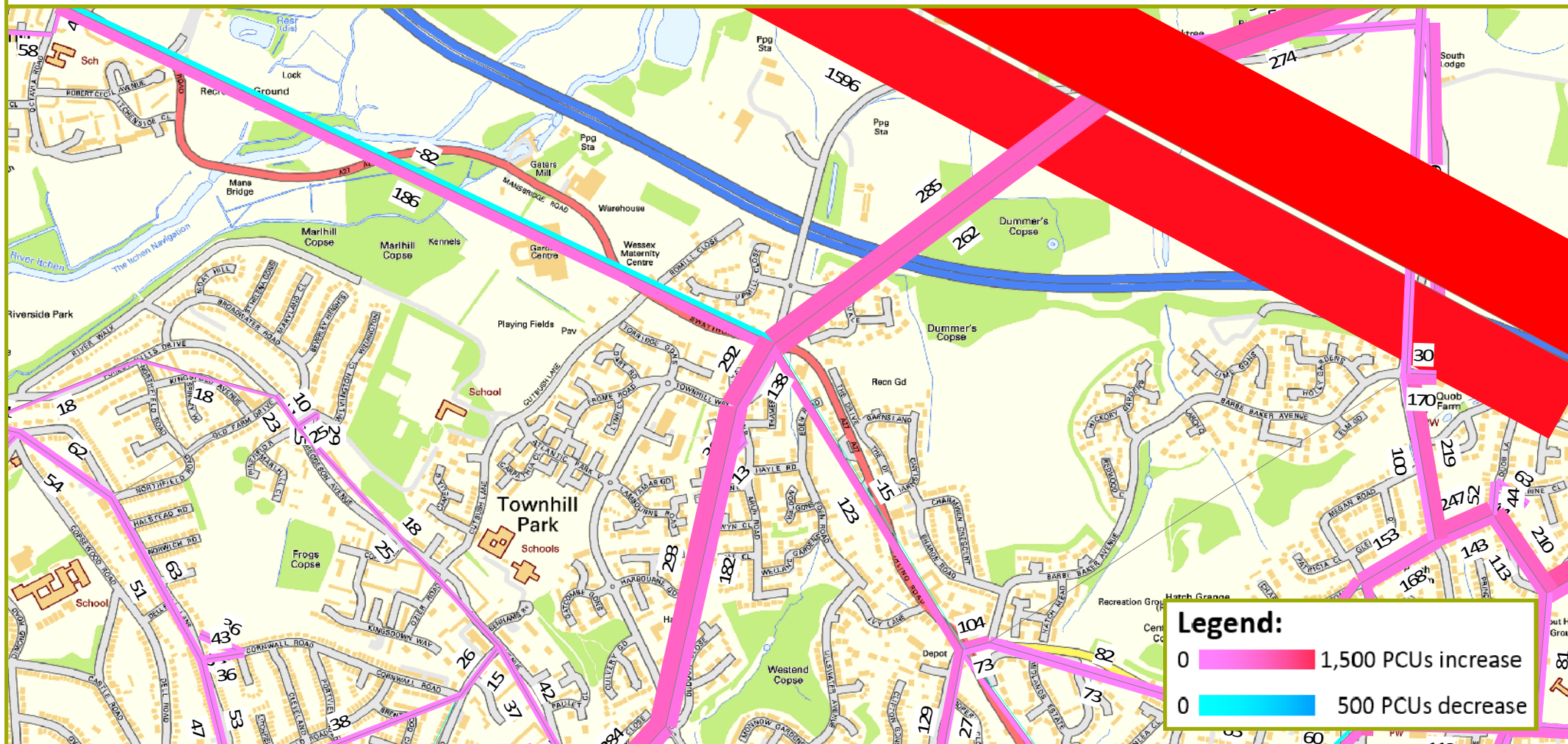
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - A27 / A334 Kanes Hill Rbt (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - West End - A27 Church Hill (>10pcu/hr)



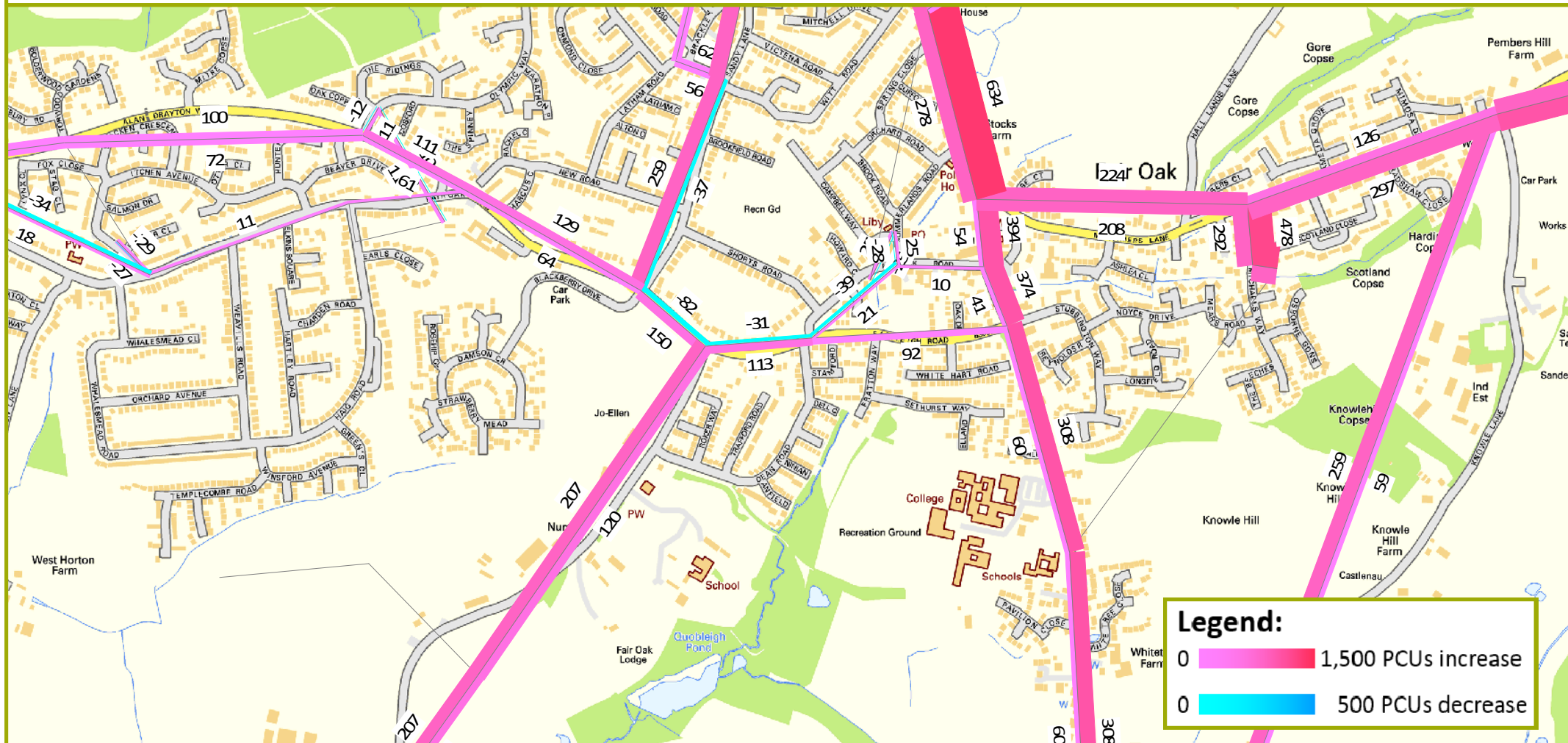
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - A27 Swaythling Rd - Allington Ln (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Horton Heath - Botley Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Fair Oak (>10pcu/hr)



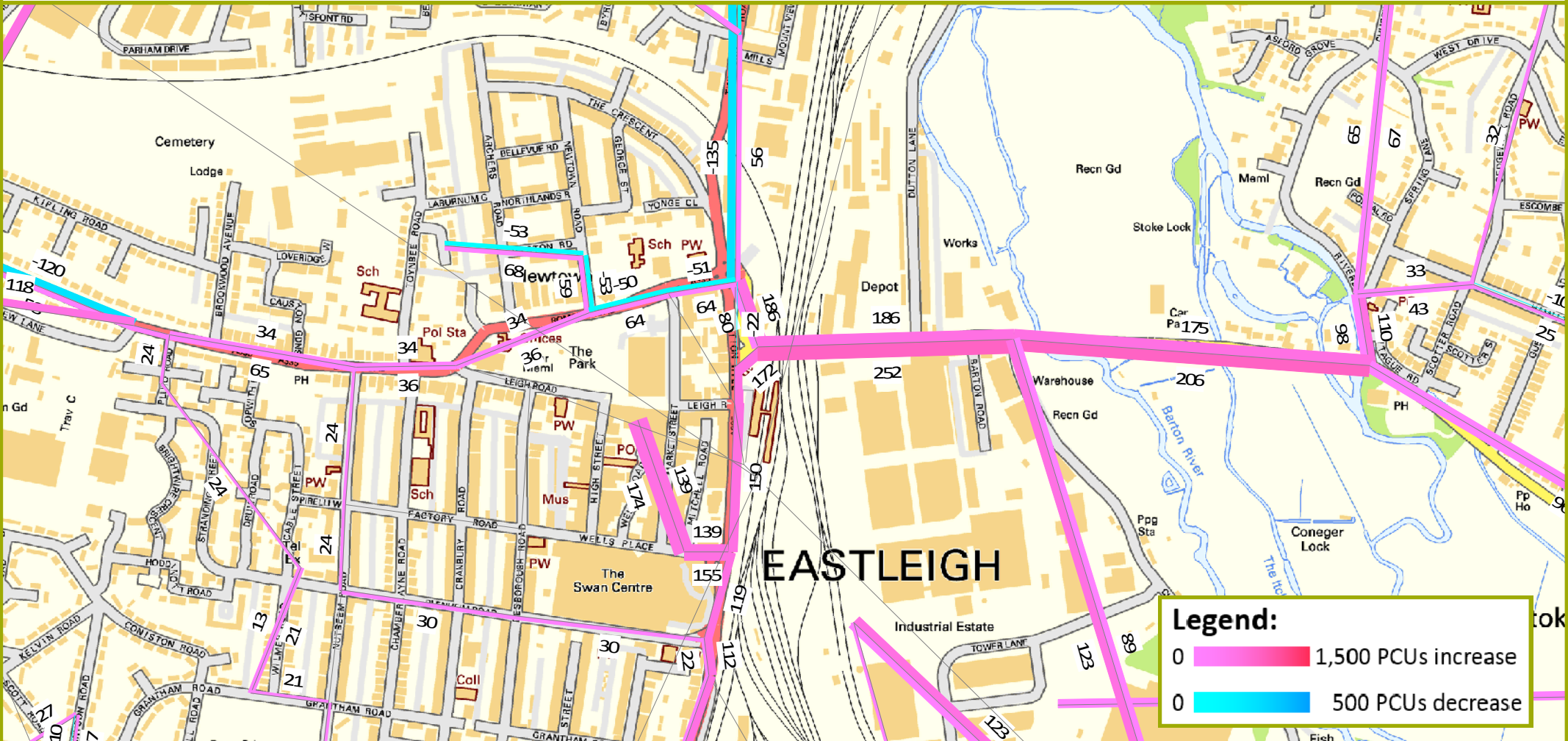
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Eastleigh Station (>10pcu/hr)

Legend:

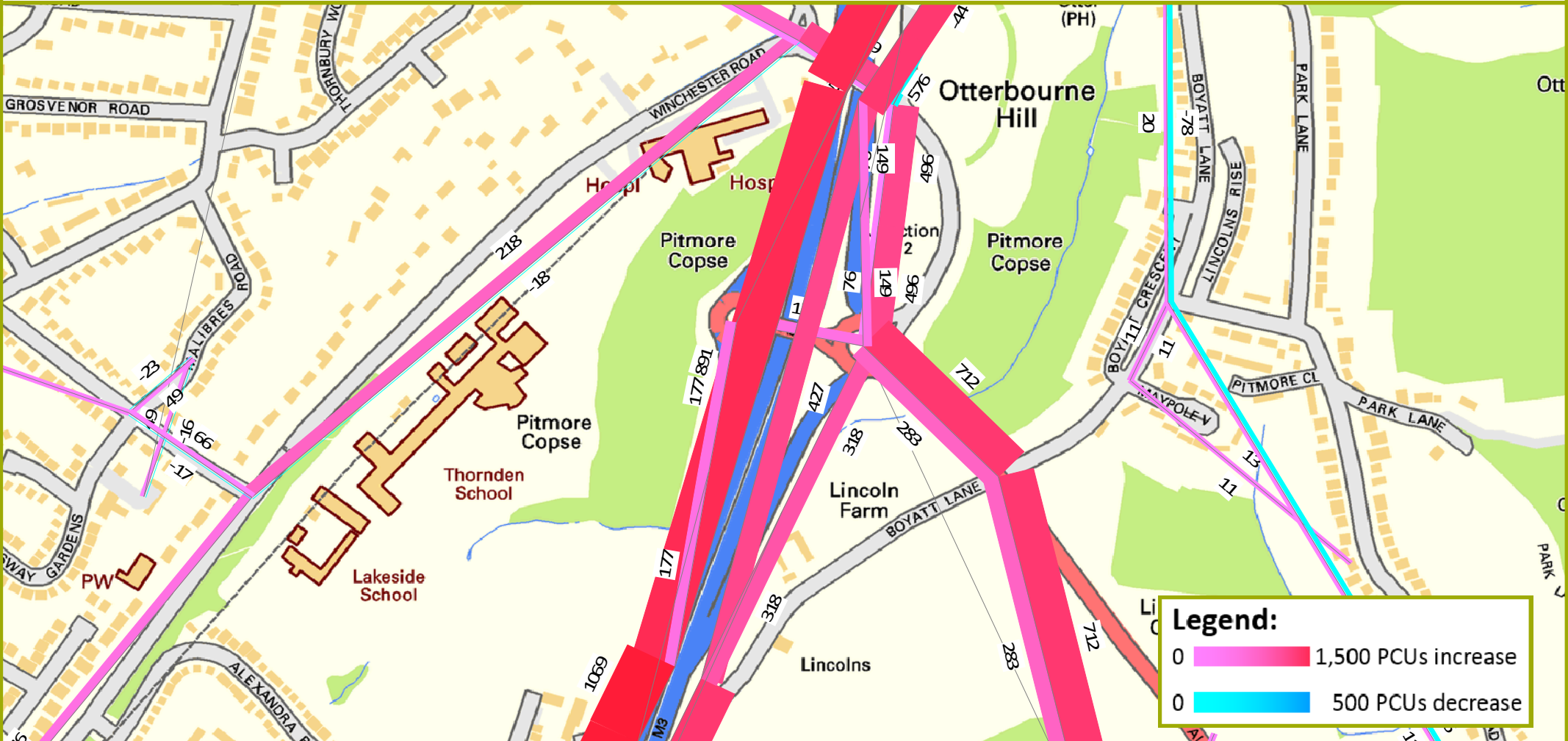
- 0 1,500 PCUs increase
- 0 500 PCUs decrease

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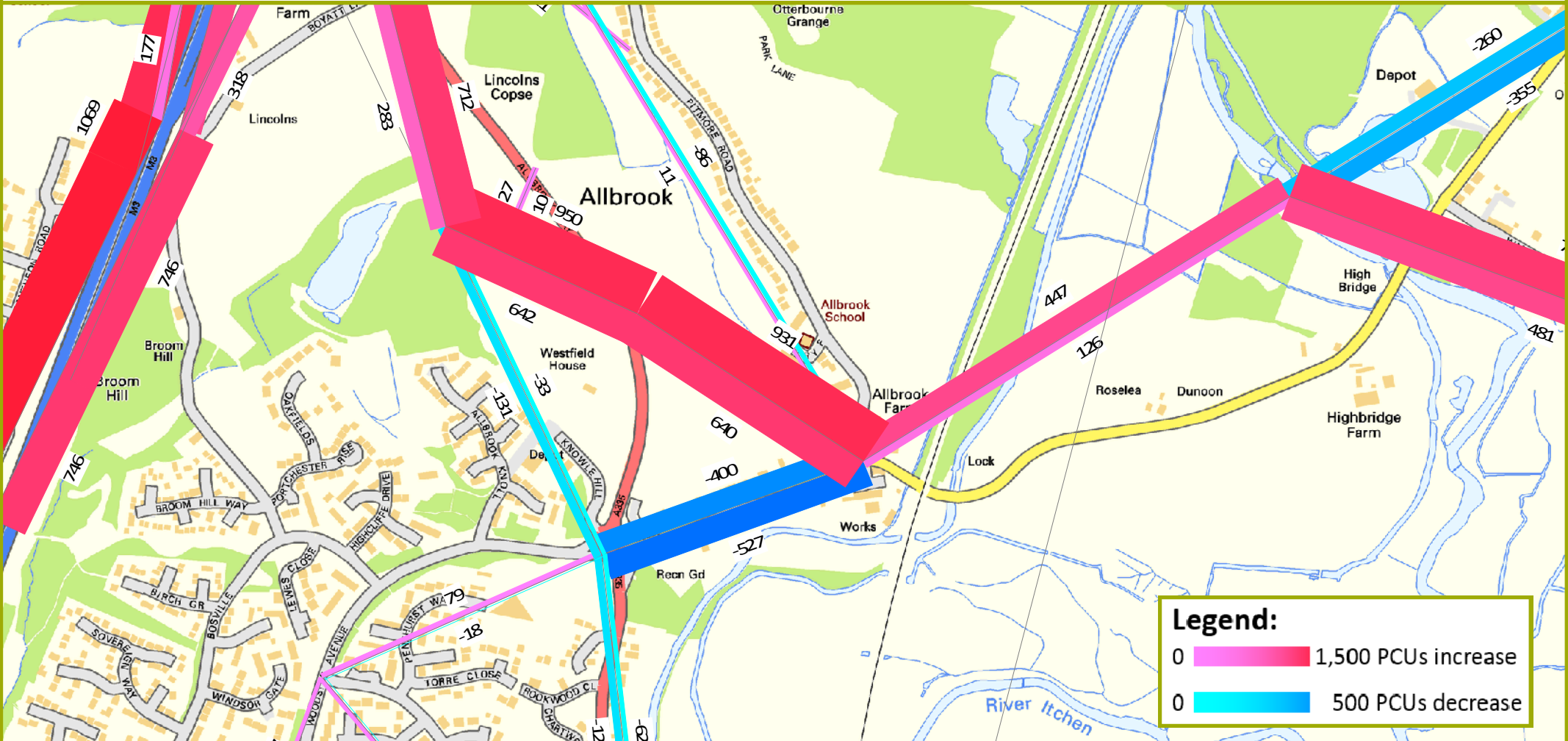
SYSTRA



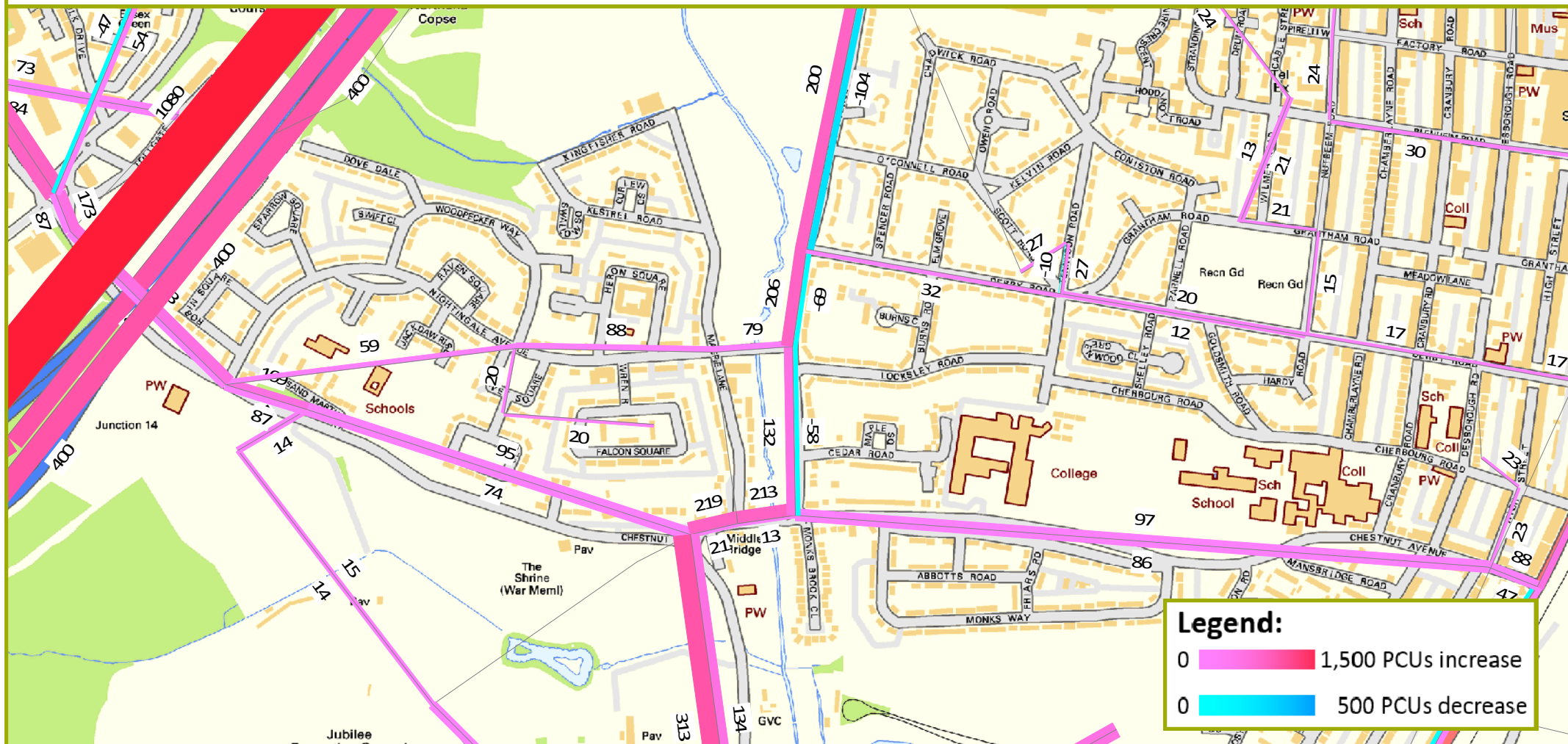
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - M3 - J12 (>10pcu/hr)



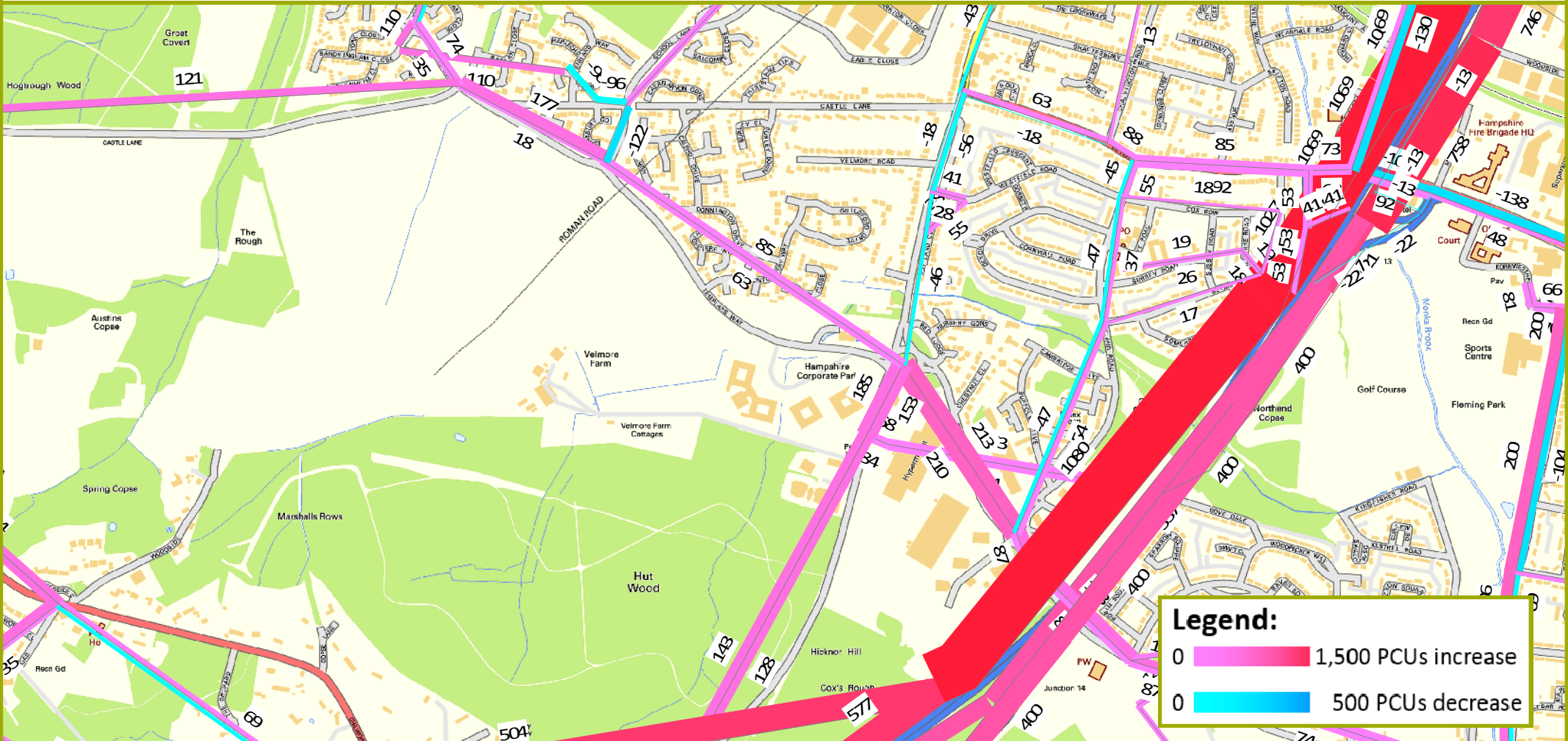
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Allbrook Hill (>10pcu/hr)



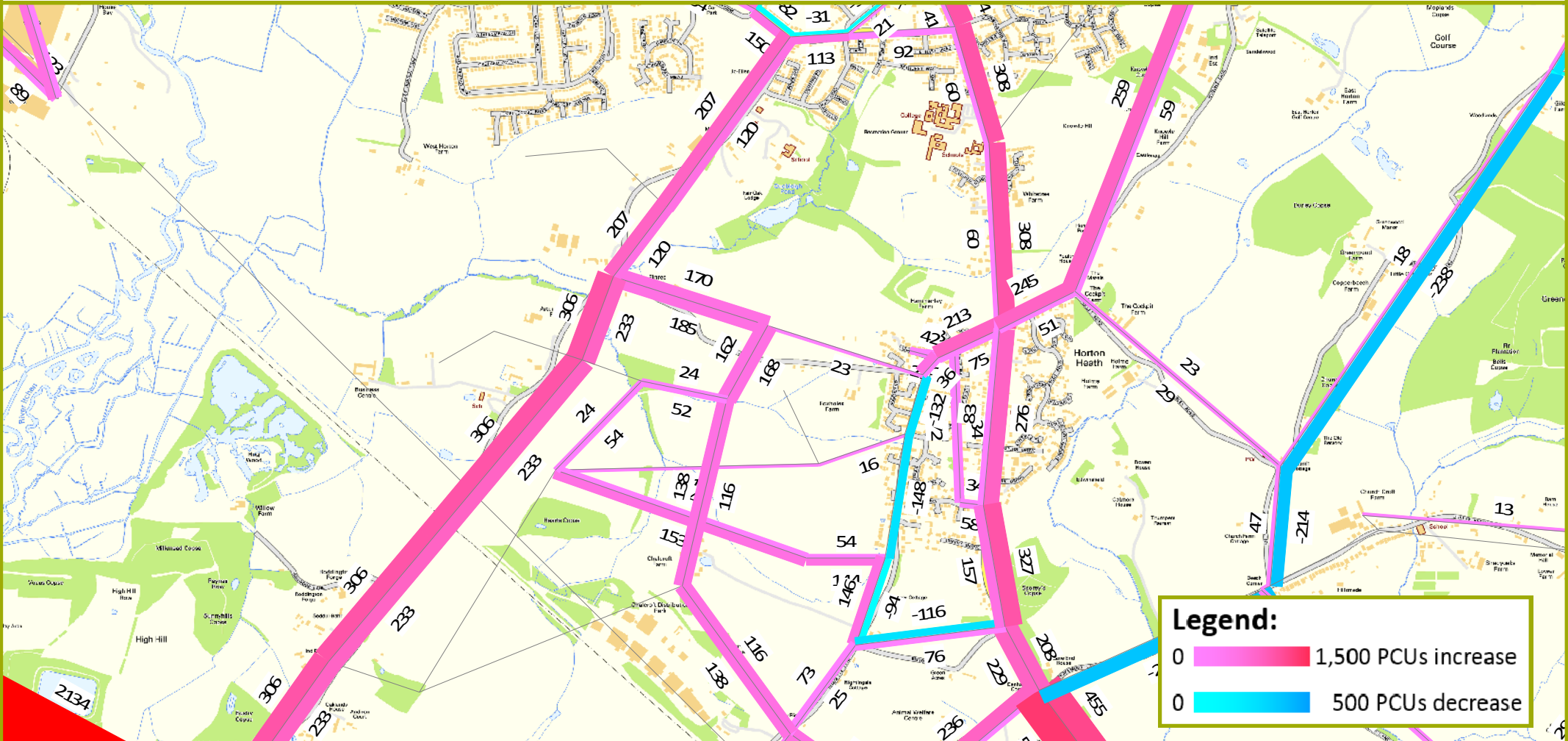
Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Eastleigh - Passfield Ave (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Chestnut Ave / Bournemouth Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DBX 2015 Baseline PM - Allington Lane / Firtree Lane (>10pcu/hr)



Legend:

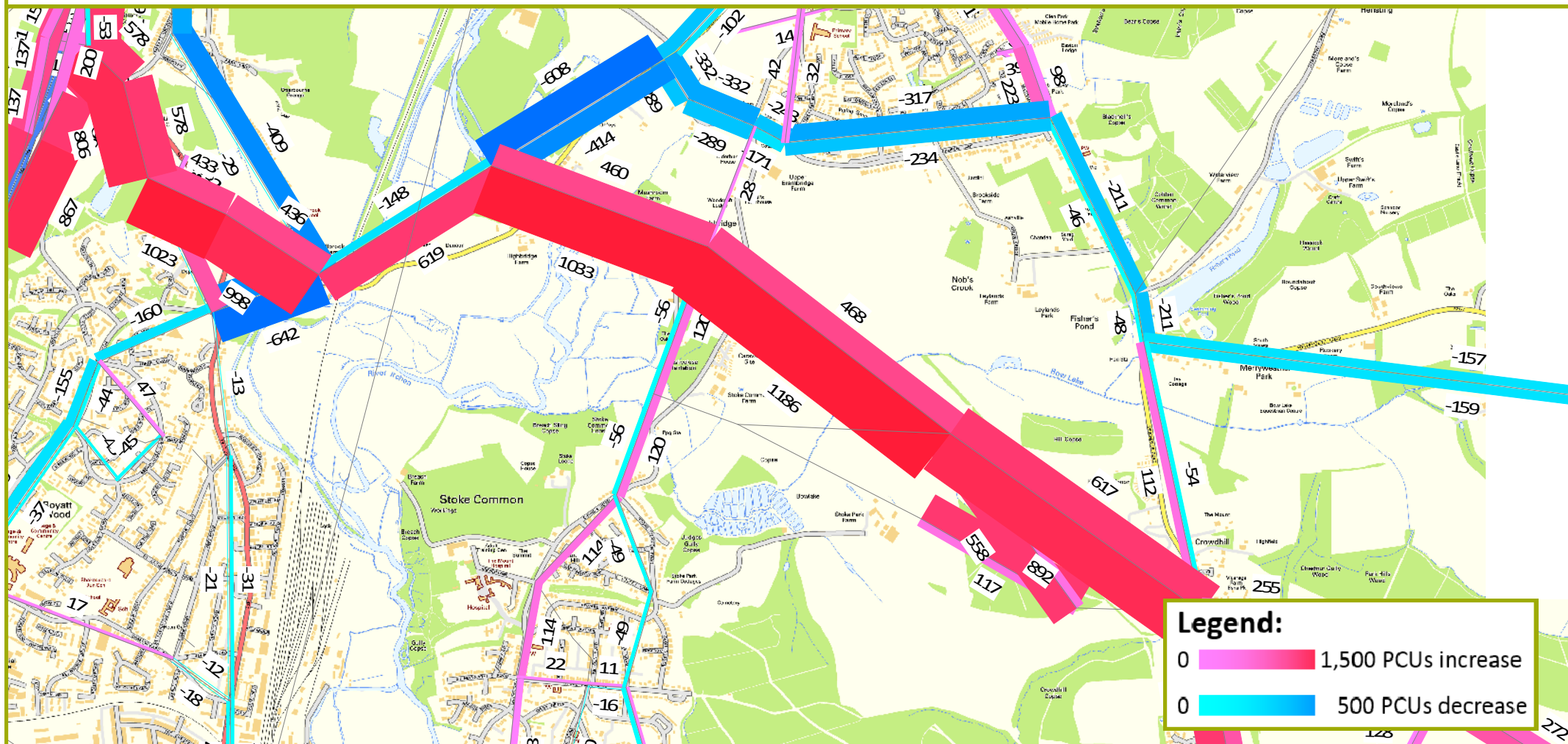
0	1,500 PCUs increase
0	500 PCUs decrease

Appendix E – Flow Difference Plots Interim DS 2036 vs Baseline 2036

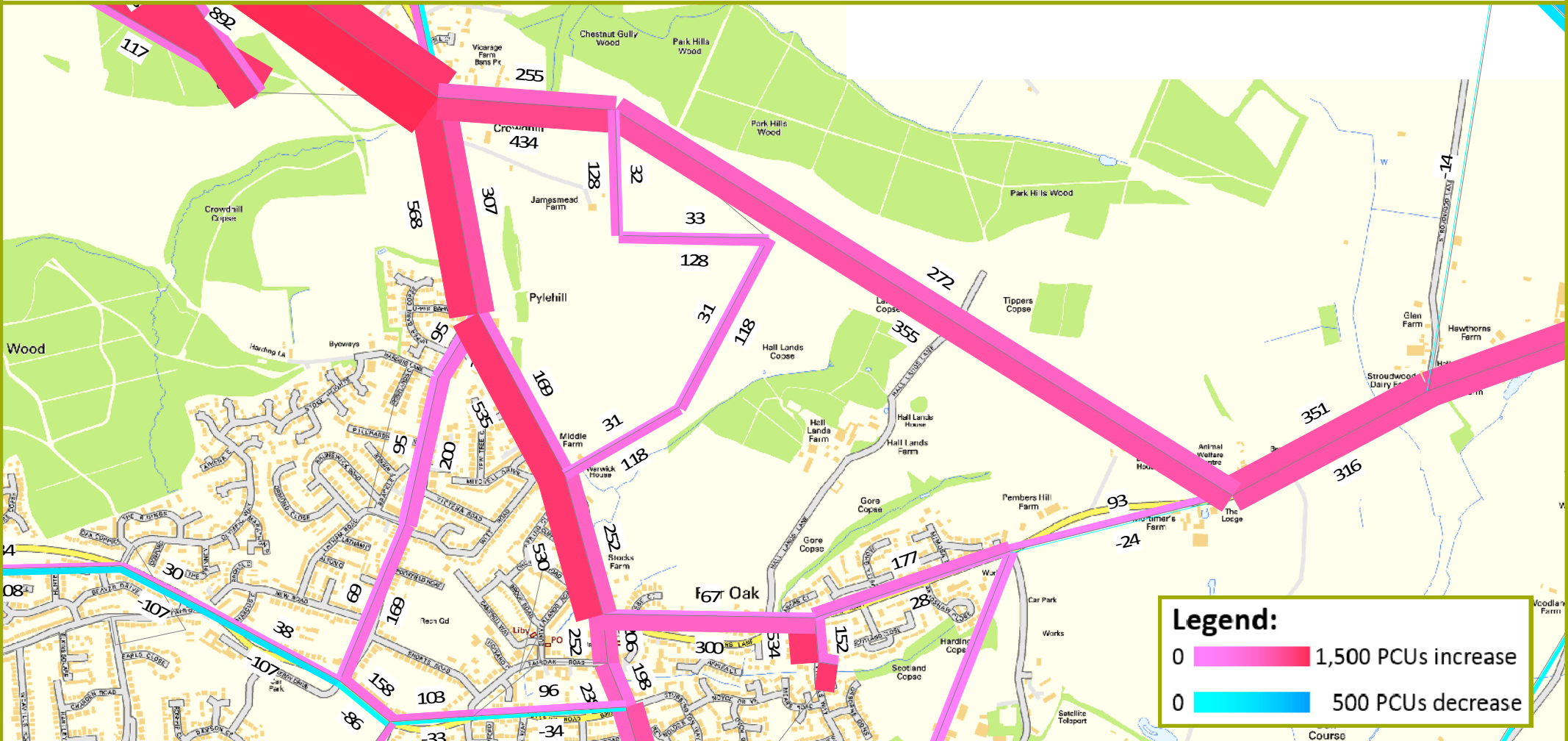
AM



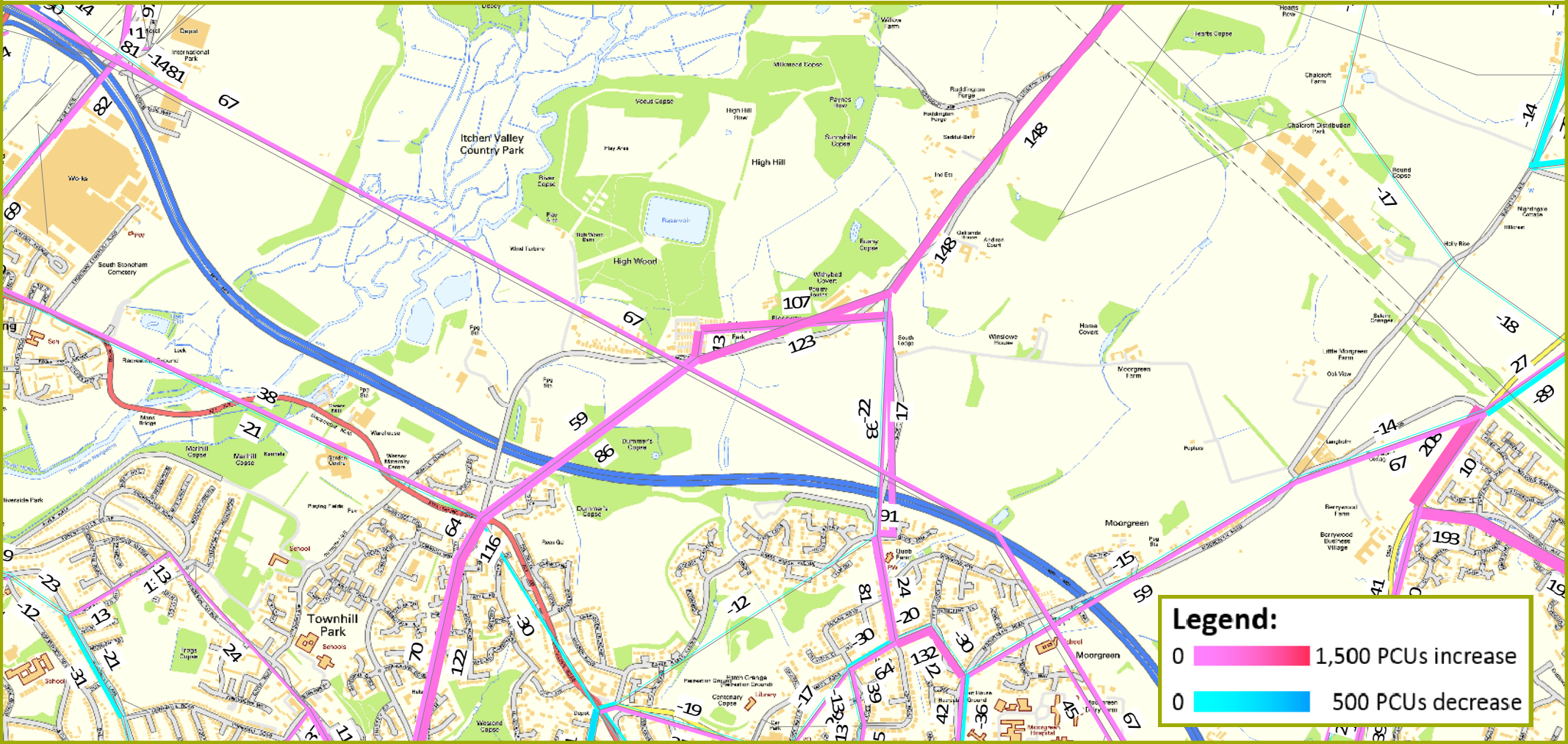
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - North Bishopstoke Bypass (>10pcu/hr)



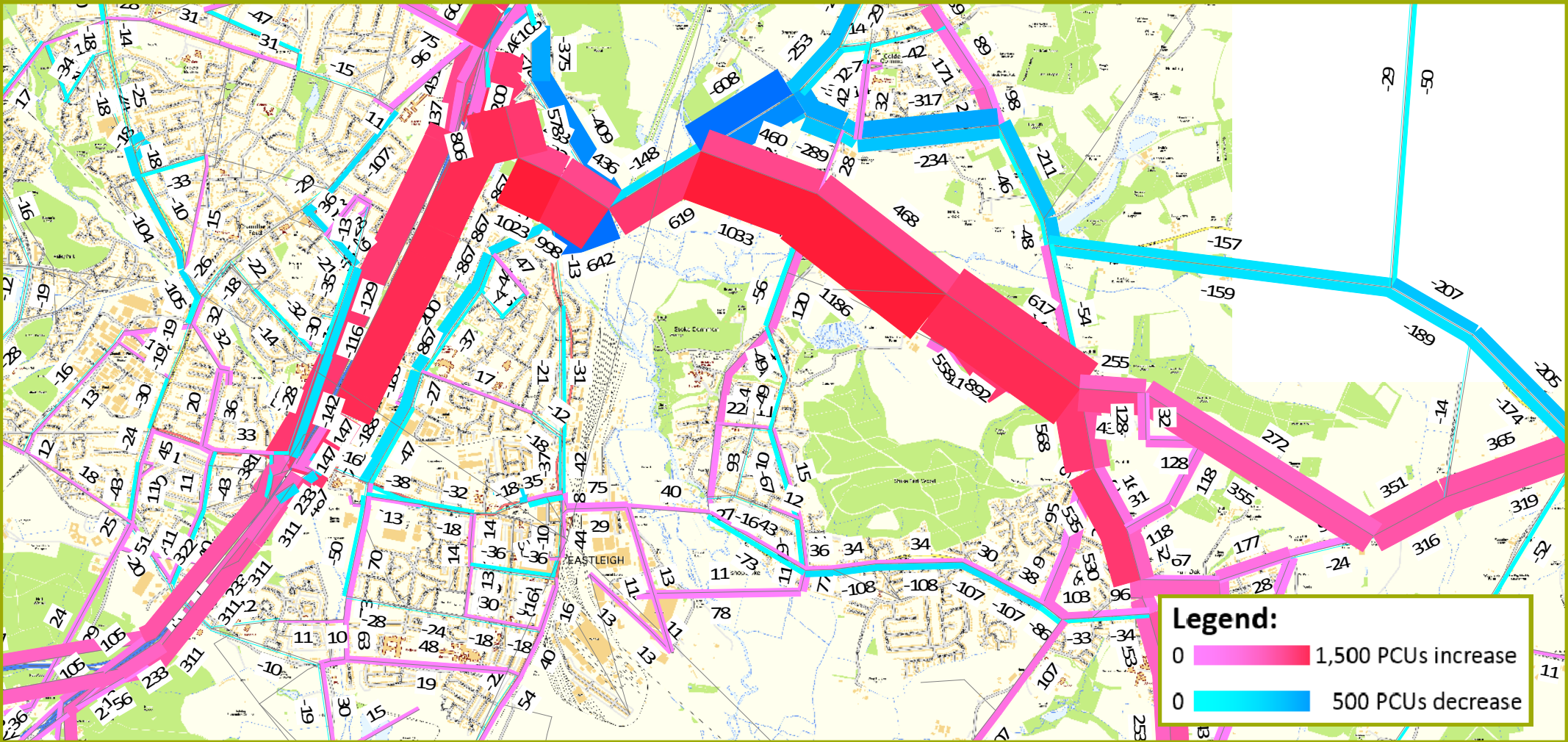
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Fair Oak / New Link Road (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - North of West End (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Eastleigh (>10pcu/hr)



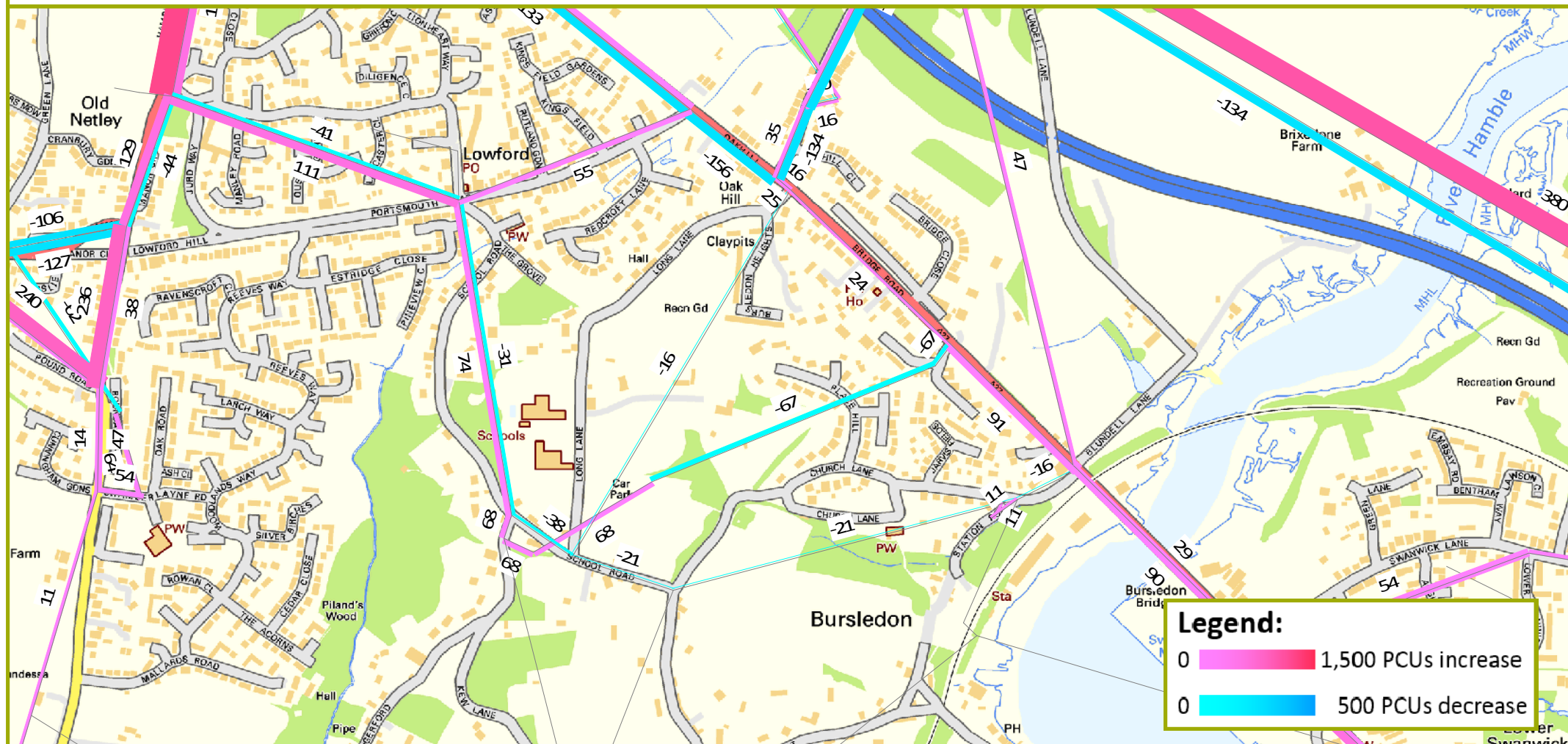
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Hamble Lane / Hound Lane (>10pcu/hr)



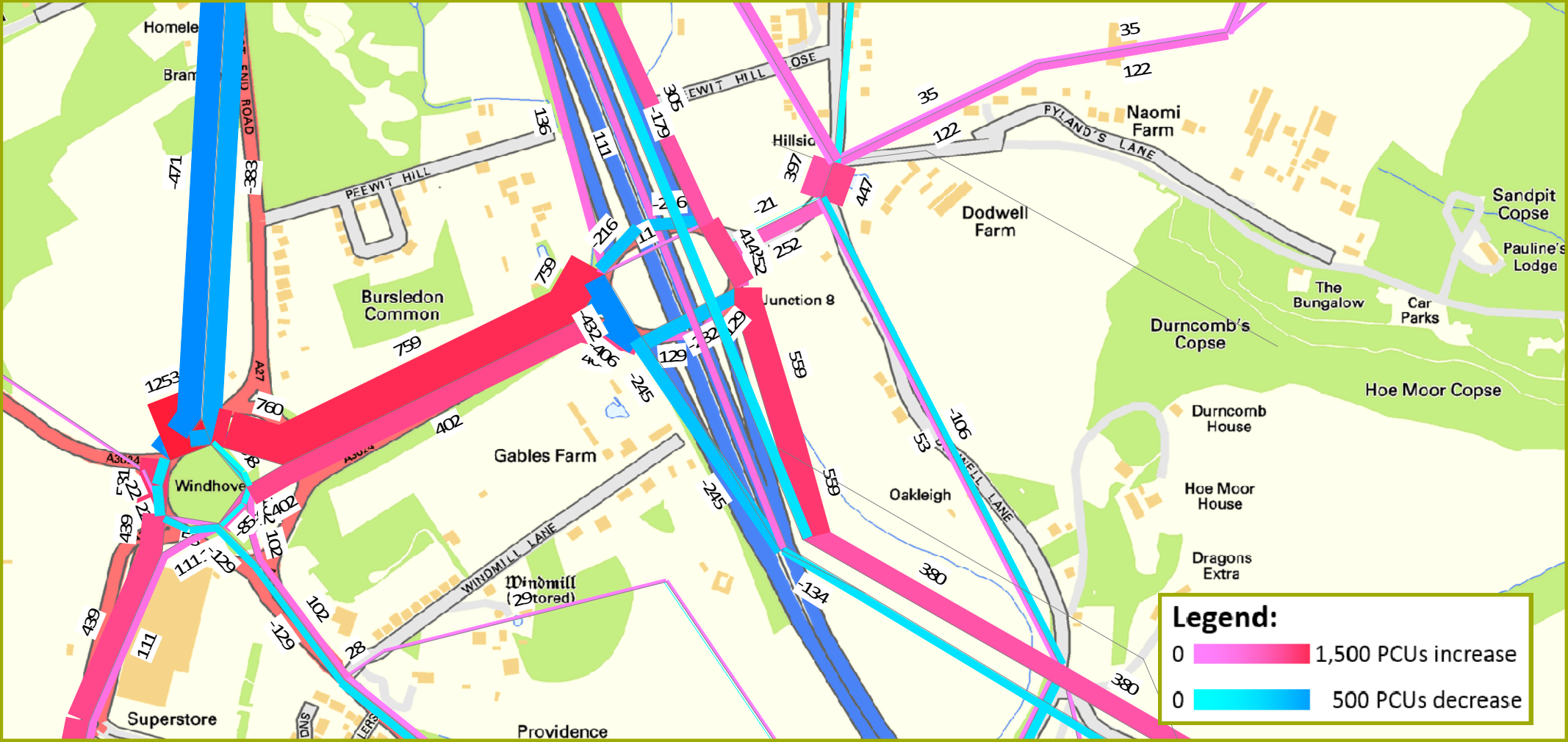
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Windhover Rbt (>10pcu/hr)



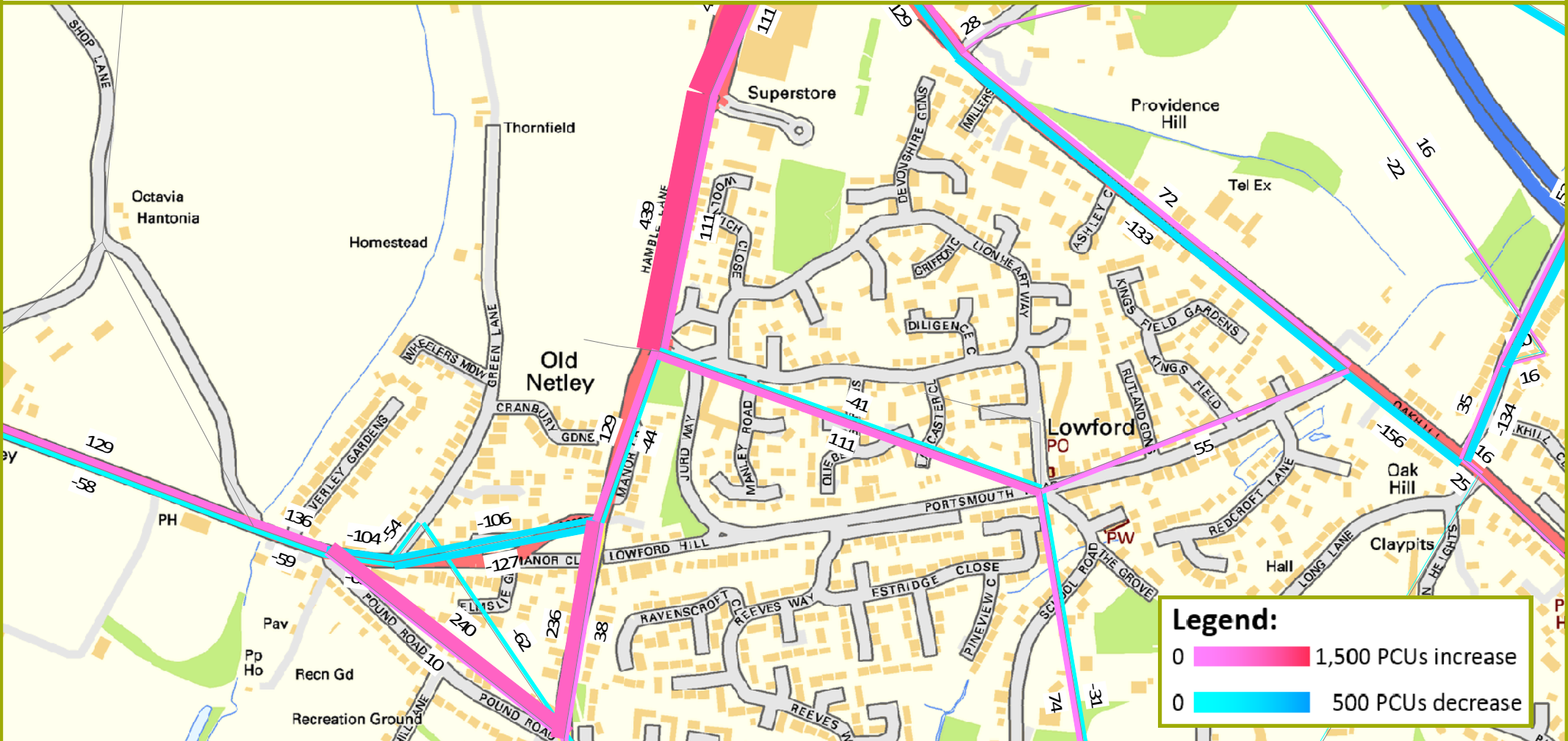
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Bursledon Bridge Road / Church Lane (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - M27 - J8 (>10pcu/hr)



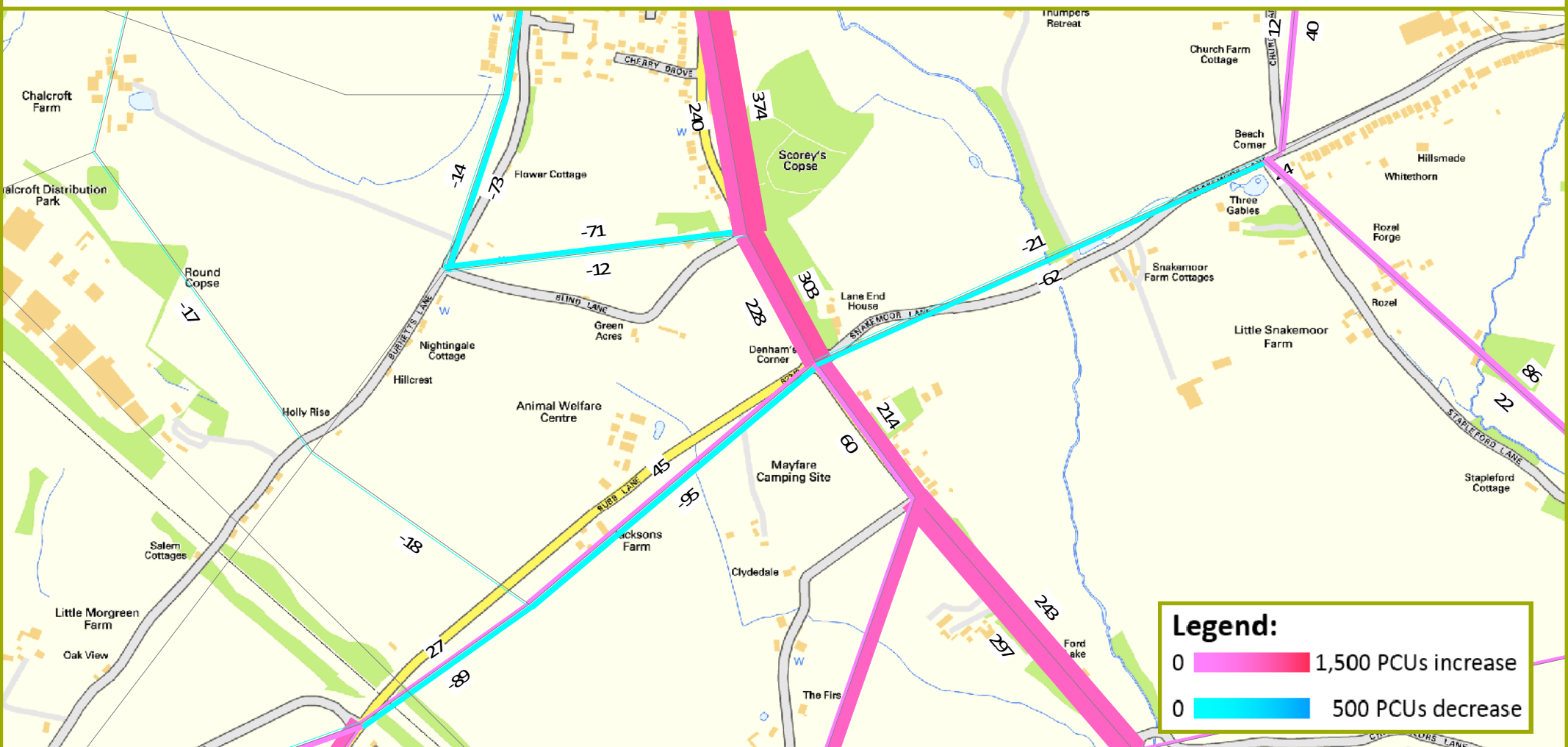
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - A3025 Hamble Lane / Portsmouth Road (>10pcu/hr)



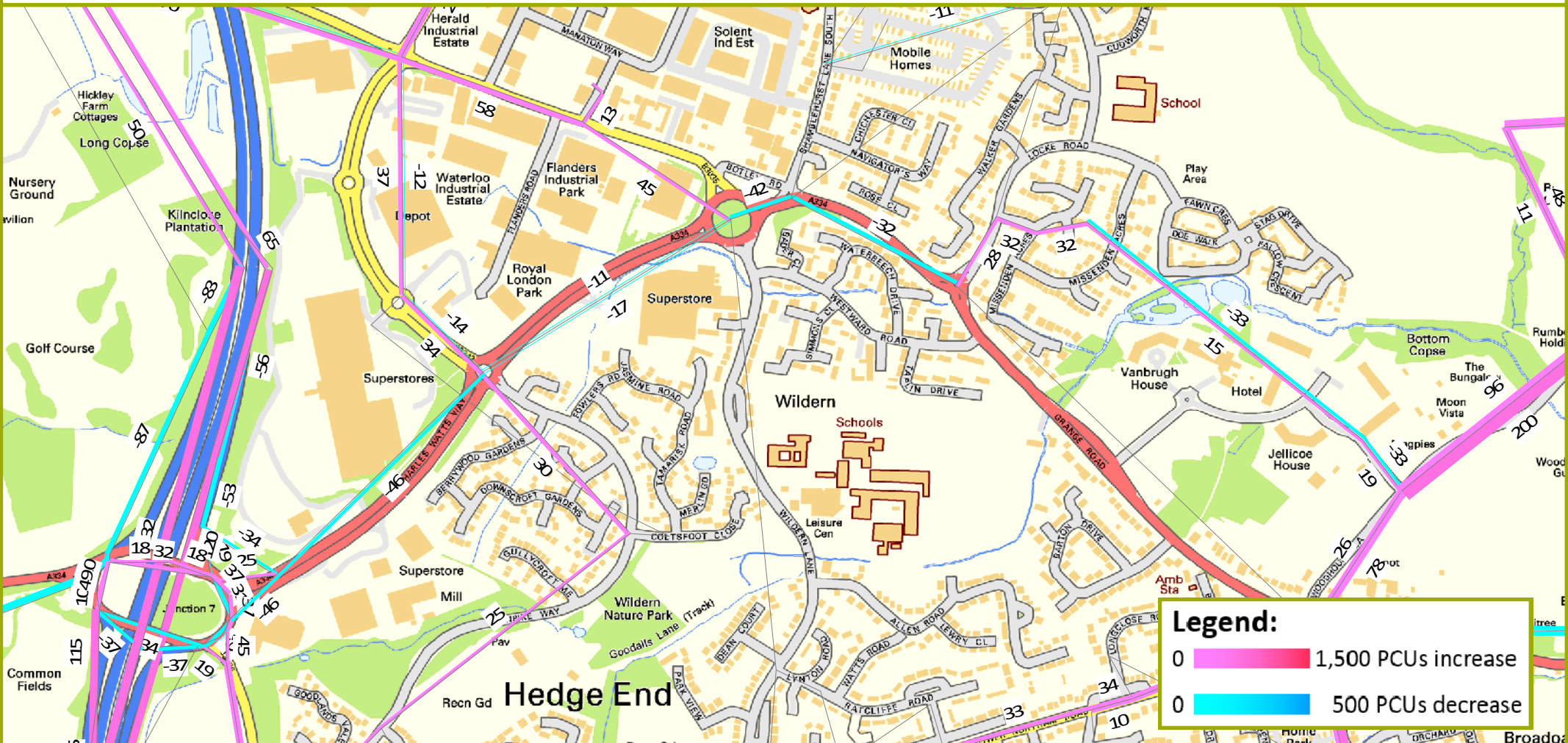
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Maypole Roundabout (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - B3354 Winchester Rd / Botley Rd / B3342 Bubb Ln (>10pcu/hr)



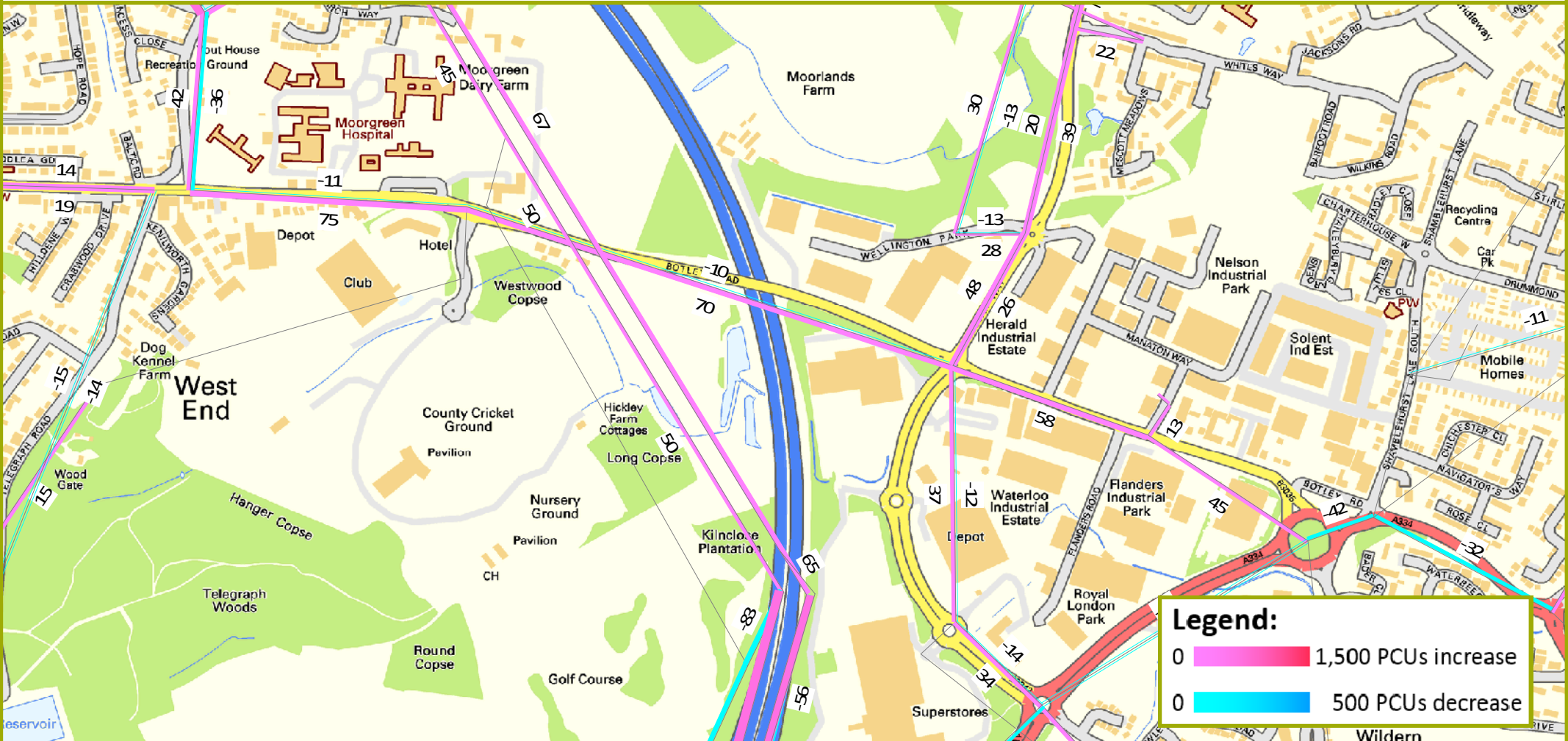
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - A334 Hedge End (>10pcu/hr)



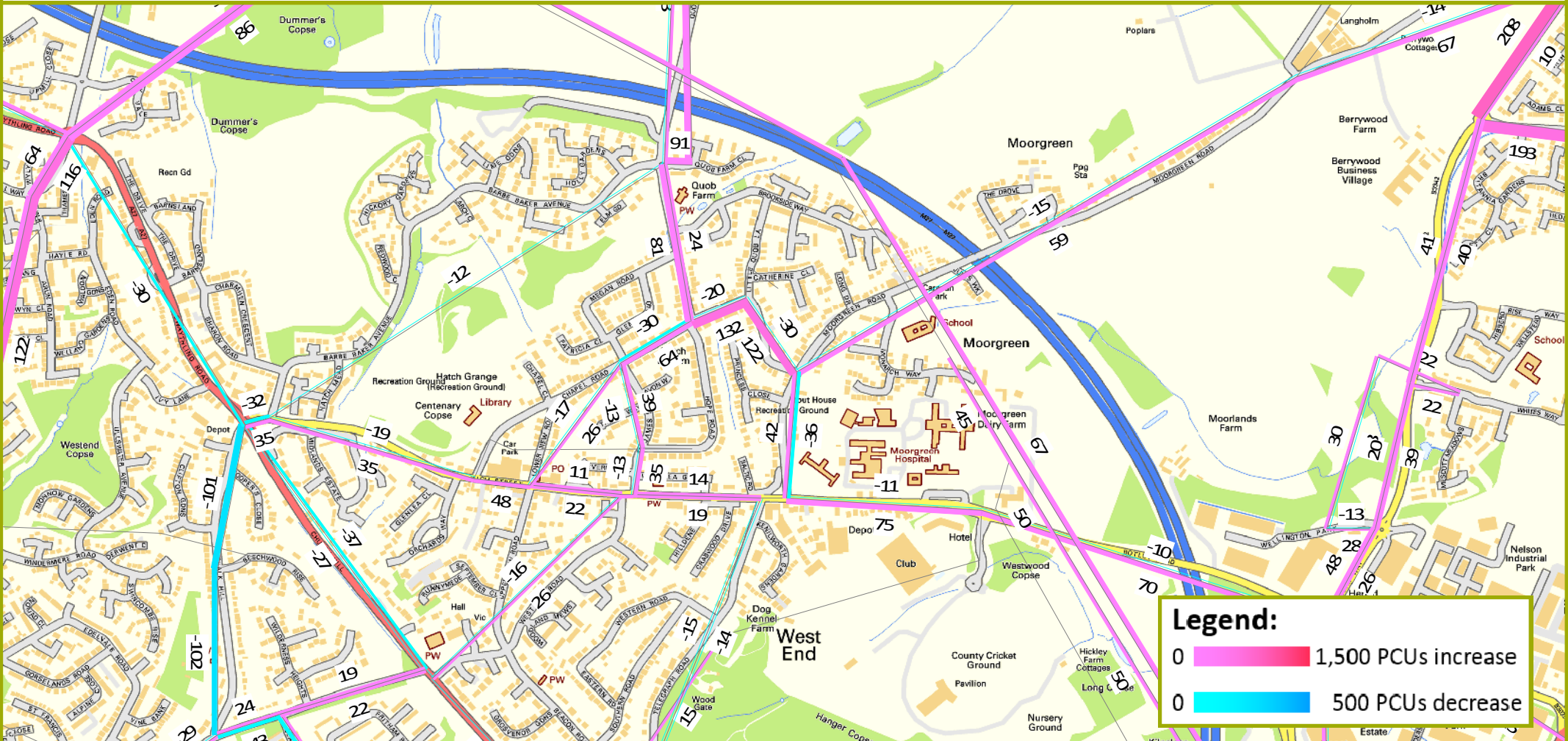
Legend:

0	1,500 PCUs increase
0	500 PCUs decrease

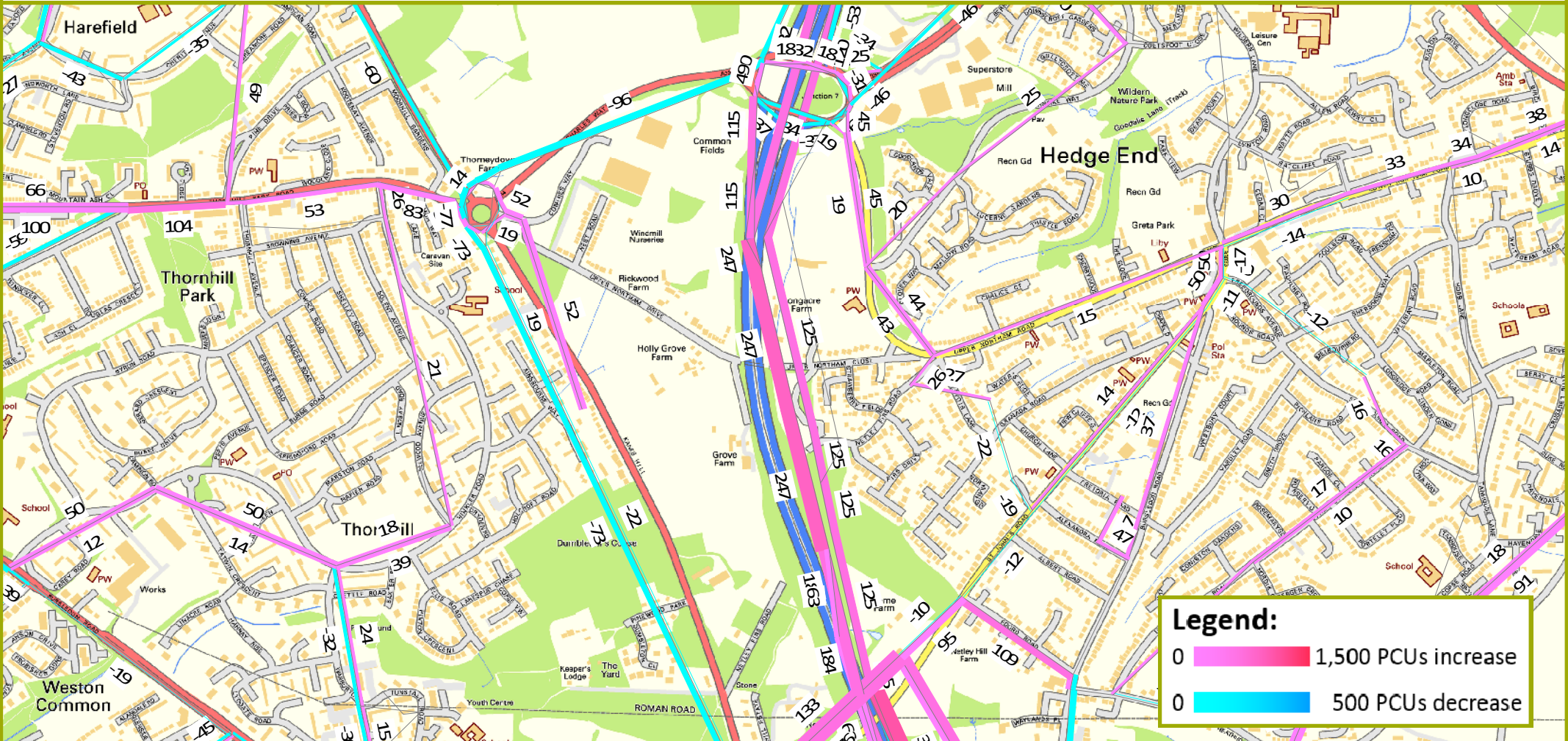
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - B3035 Botley Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - West End (>10pcu/hr)



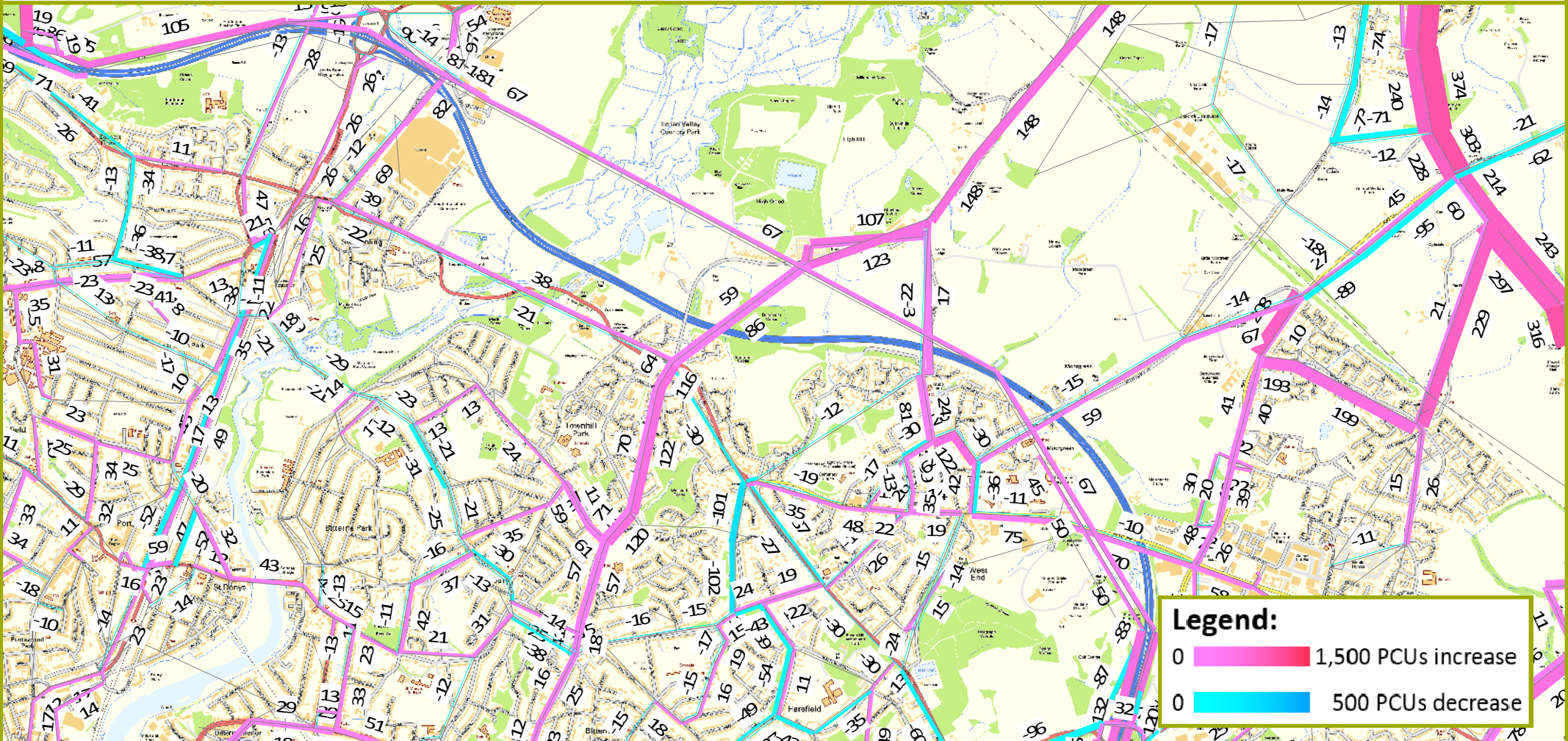
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - South of M27 - J7 (>10pcu/hr)



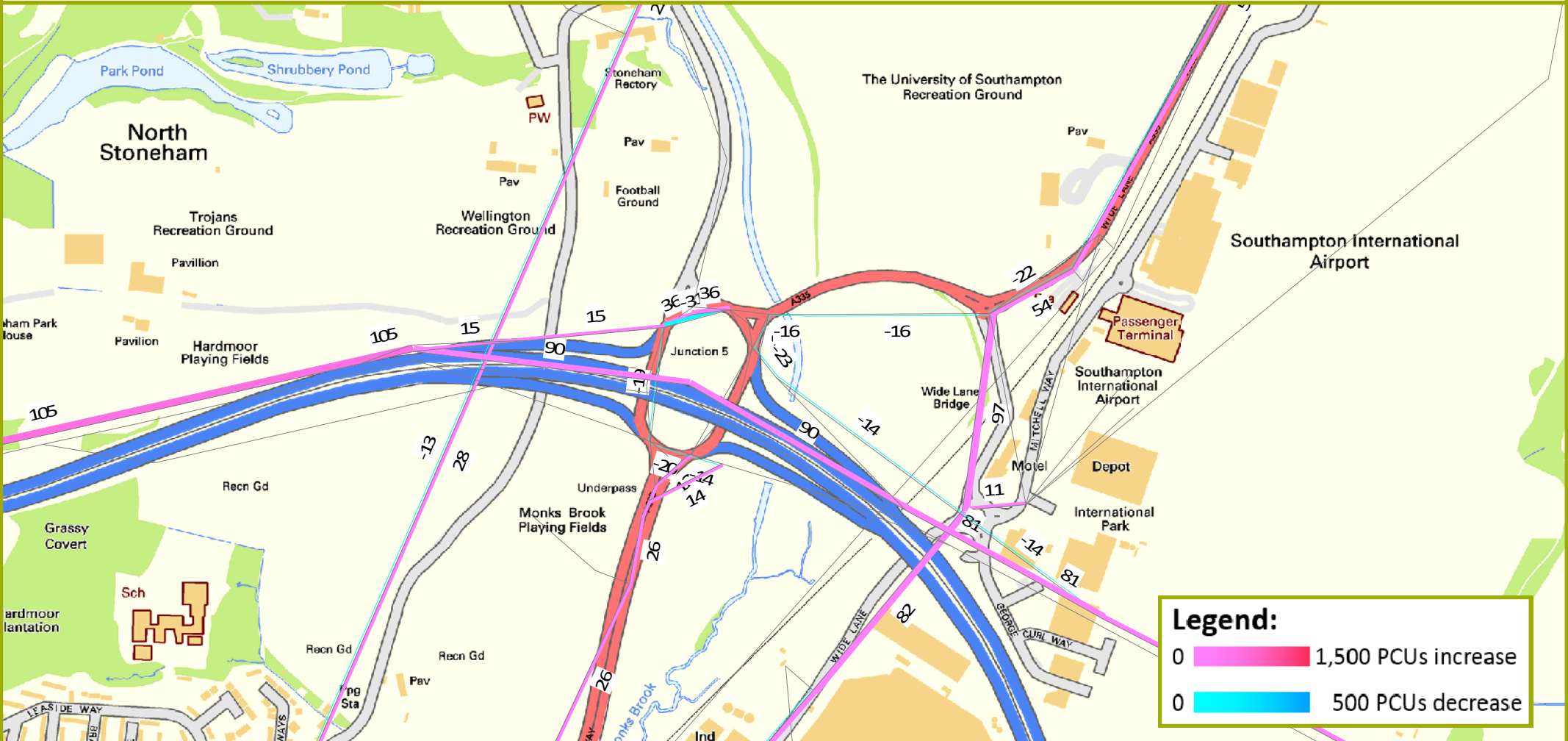
Legend:

- 0 1,500 PCUs increase
- 0 500 PCUs decrease

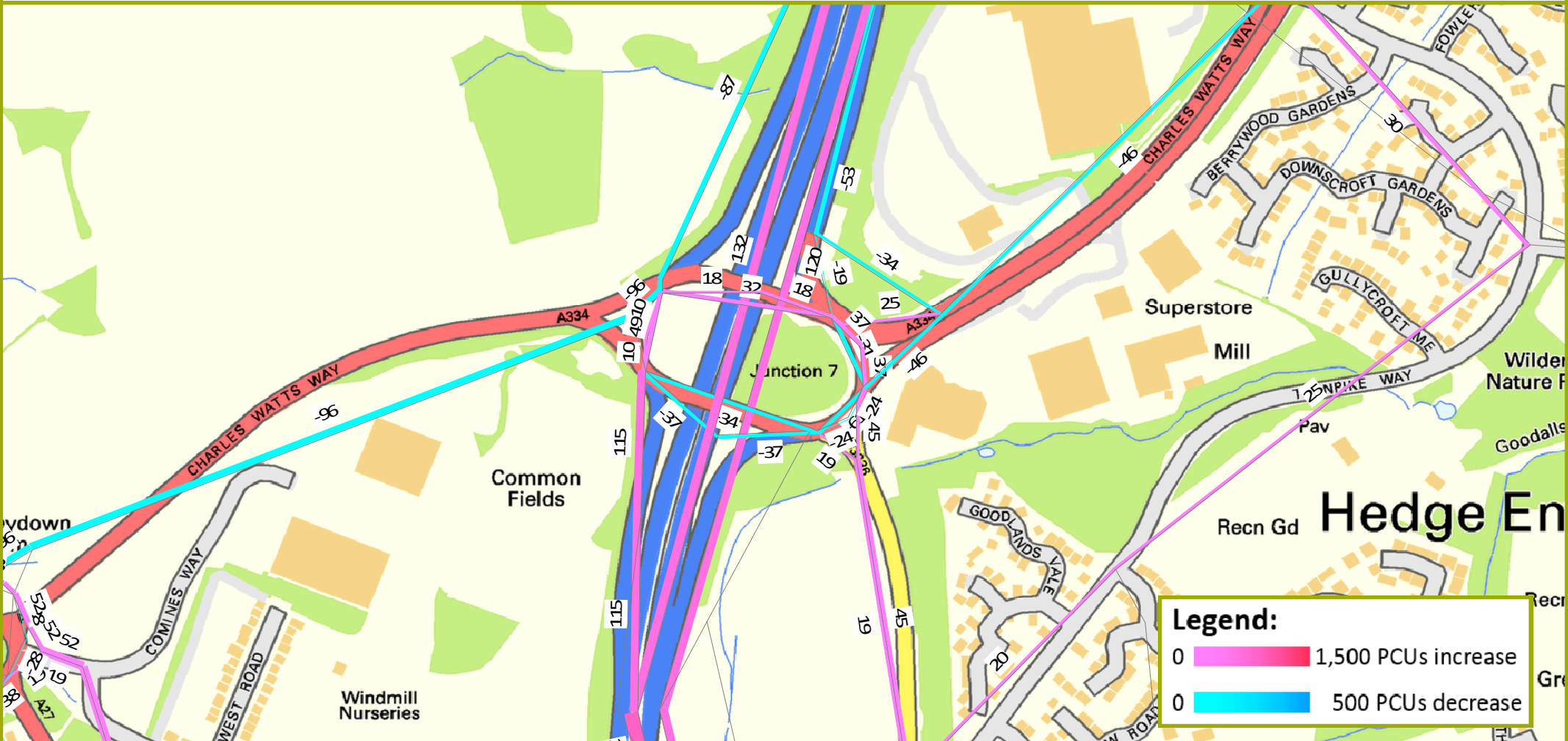
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - M27 - J5-J7 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - M27 - J5 (>10pcu/hr)



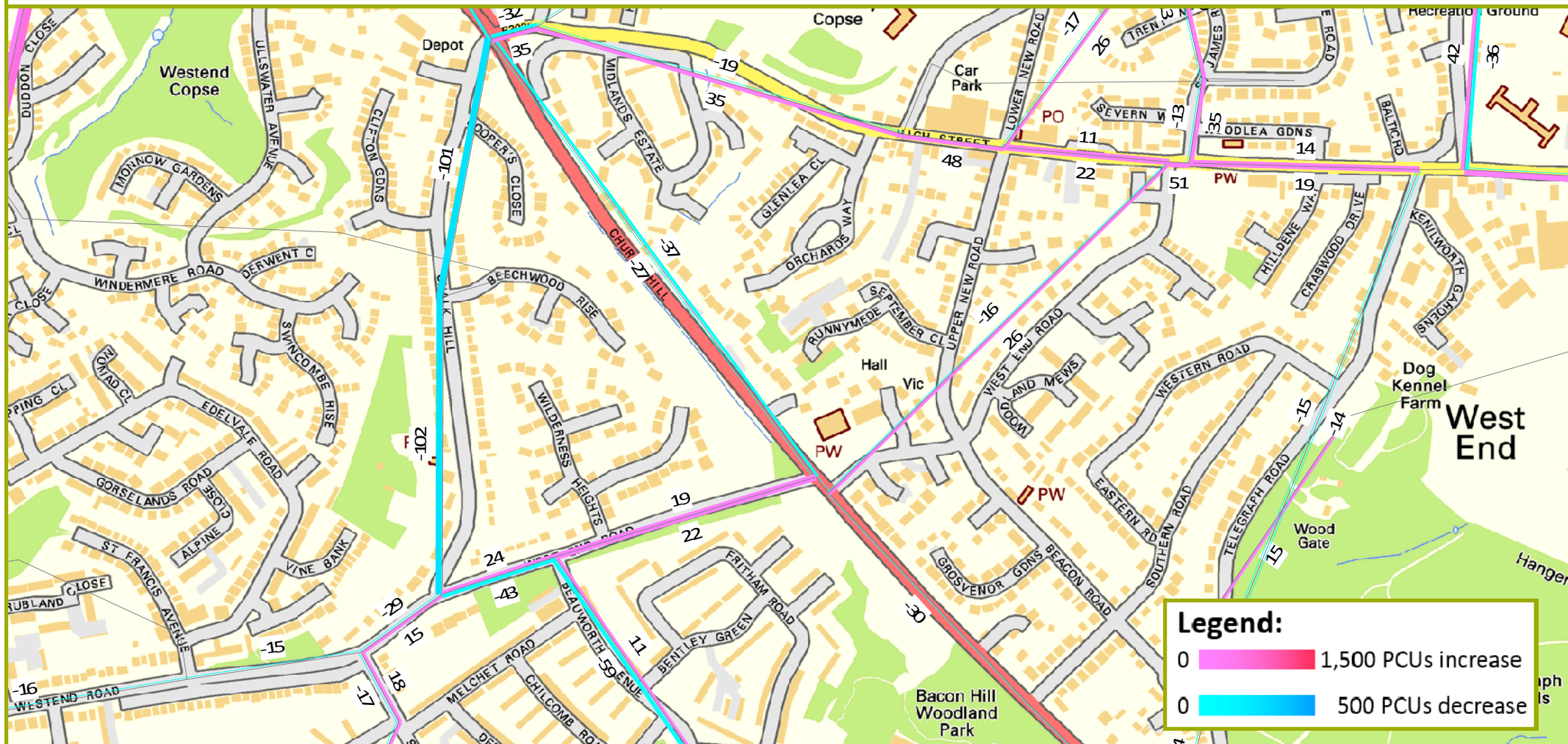
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - M27 - J7 (>10pcu/hr)



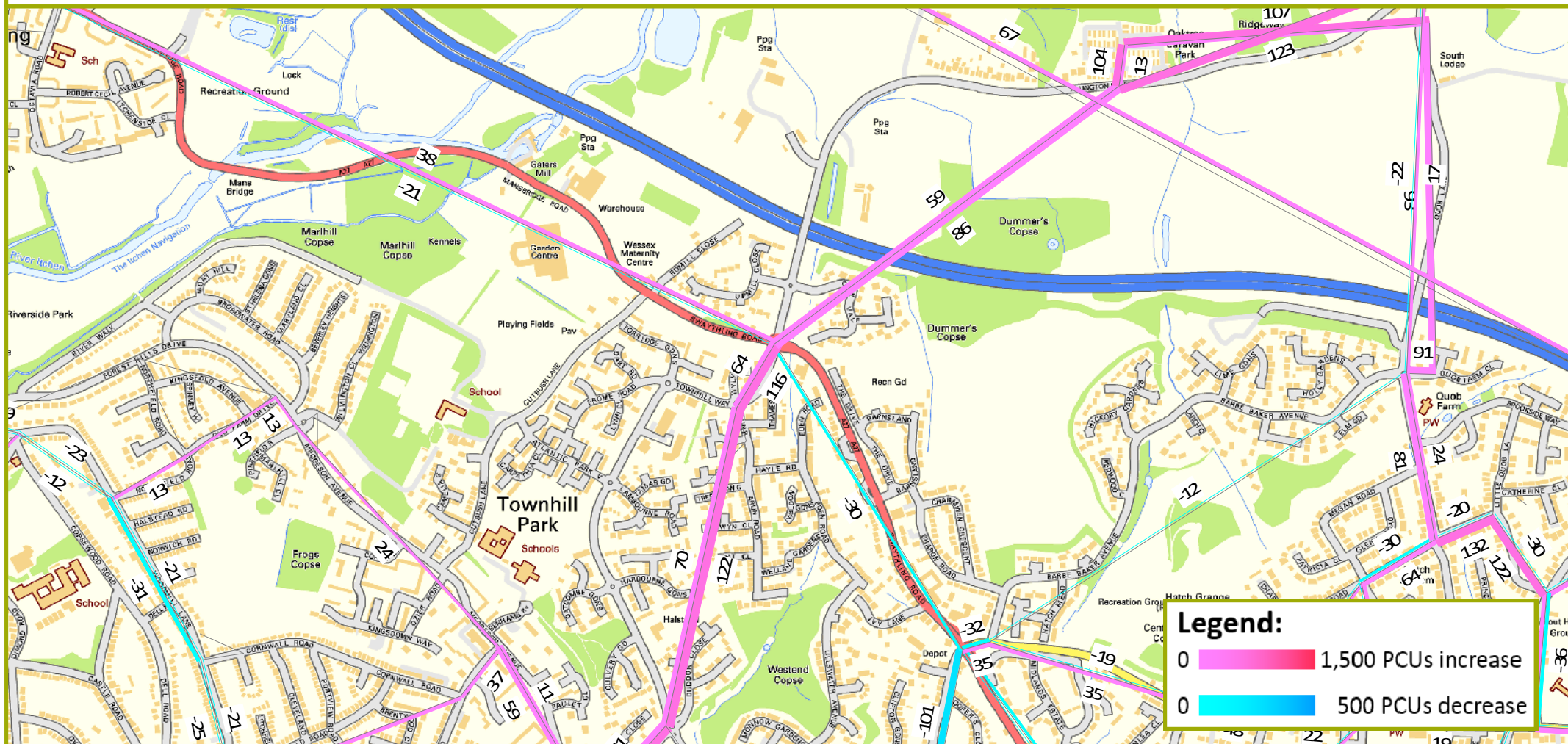
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - A27 / A334 Kanes Hill Rbt (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - West End - A27 Church Hill (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - A27 Swaythling Rd - Allington Ln (>10pcu/hr)



Legend:

0	1,500 PCUs increase
0	500 PCUs decrease



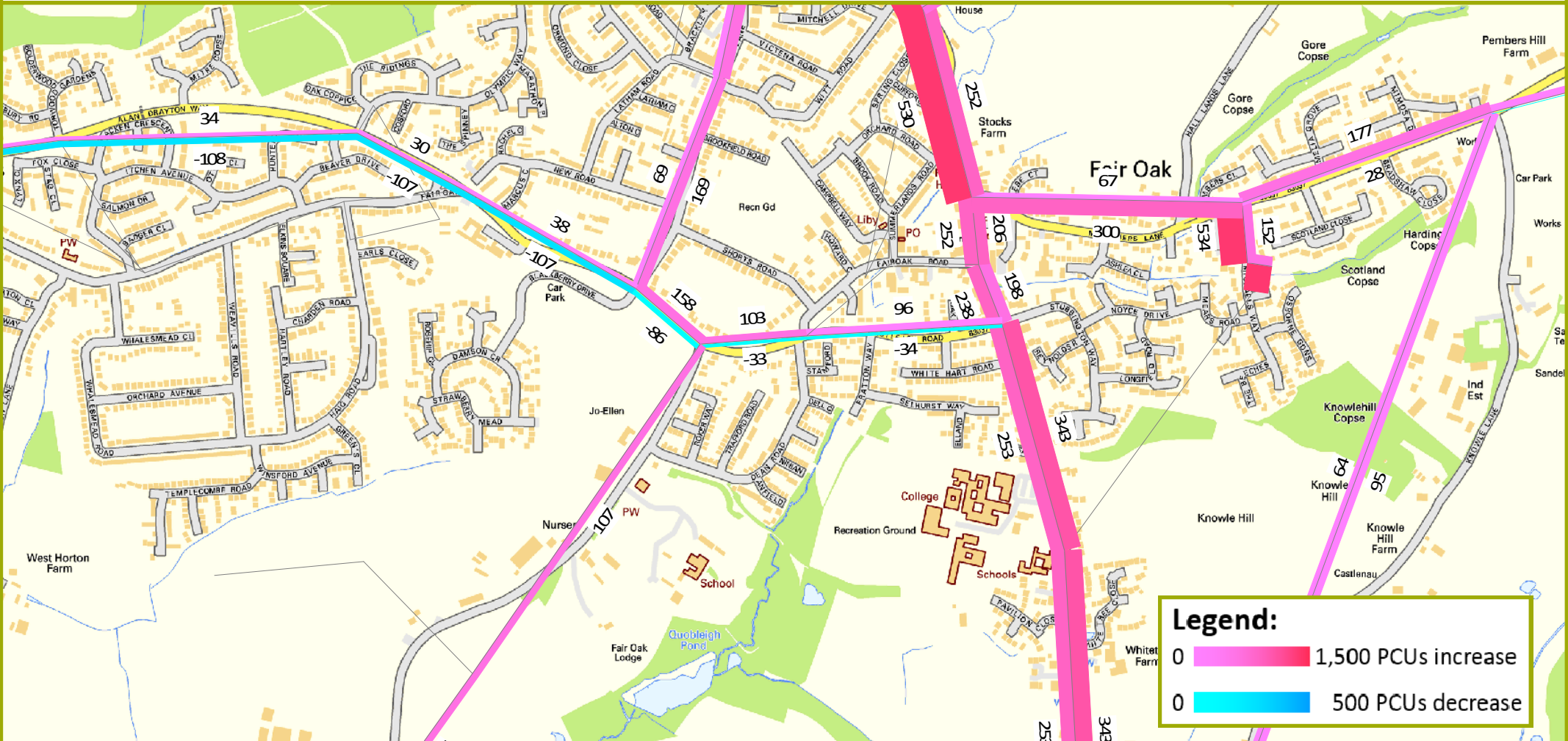
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Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Horton Heath - Botley Rd (>10pcu/hr)



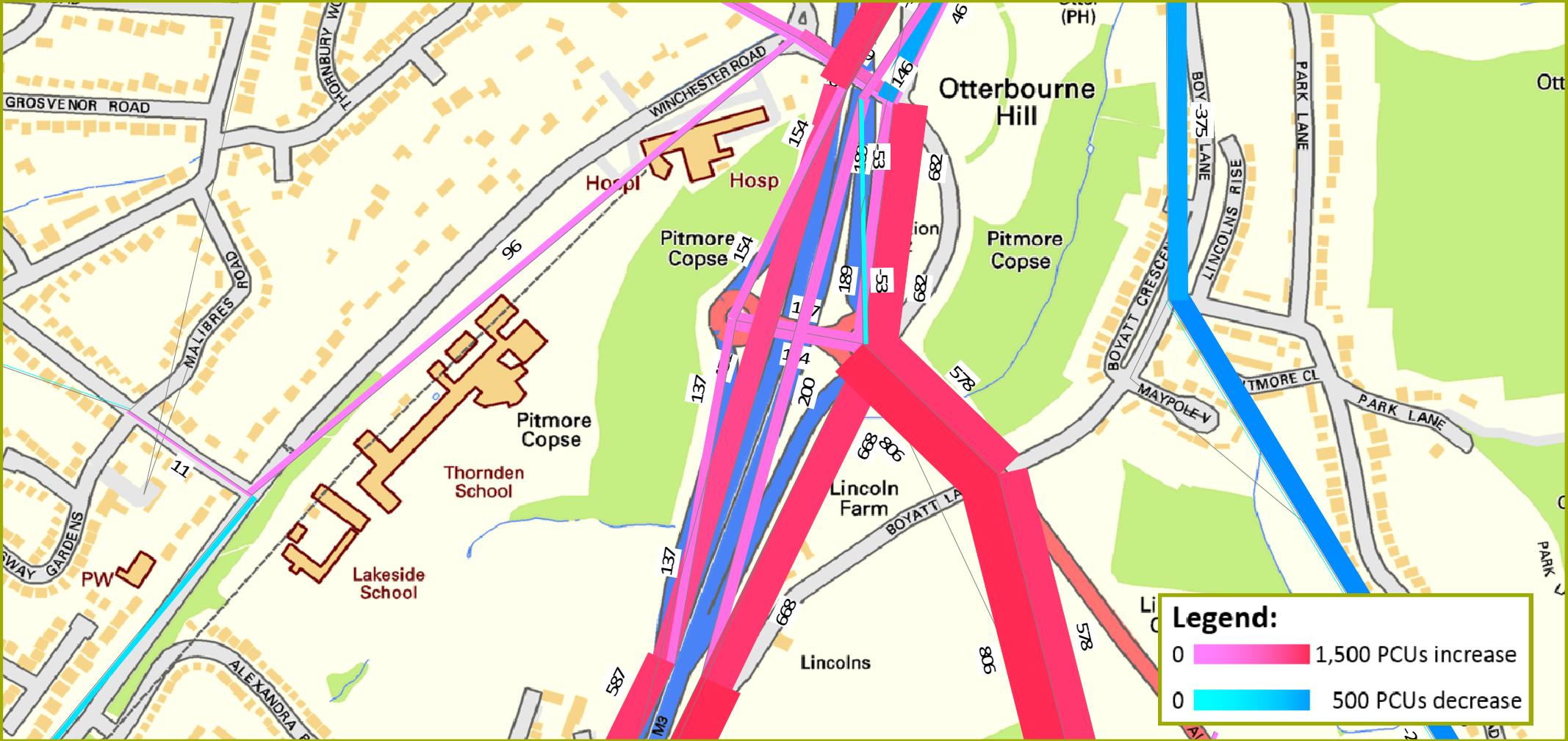
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Fair Oak (>10pcu/hr)



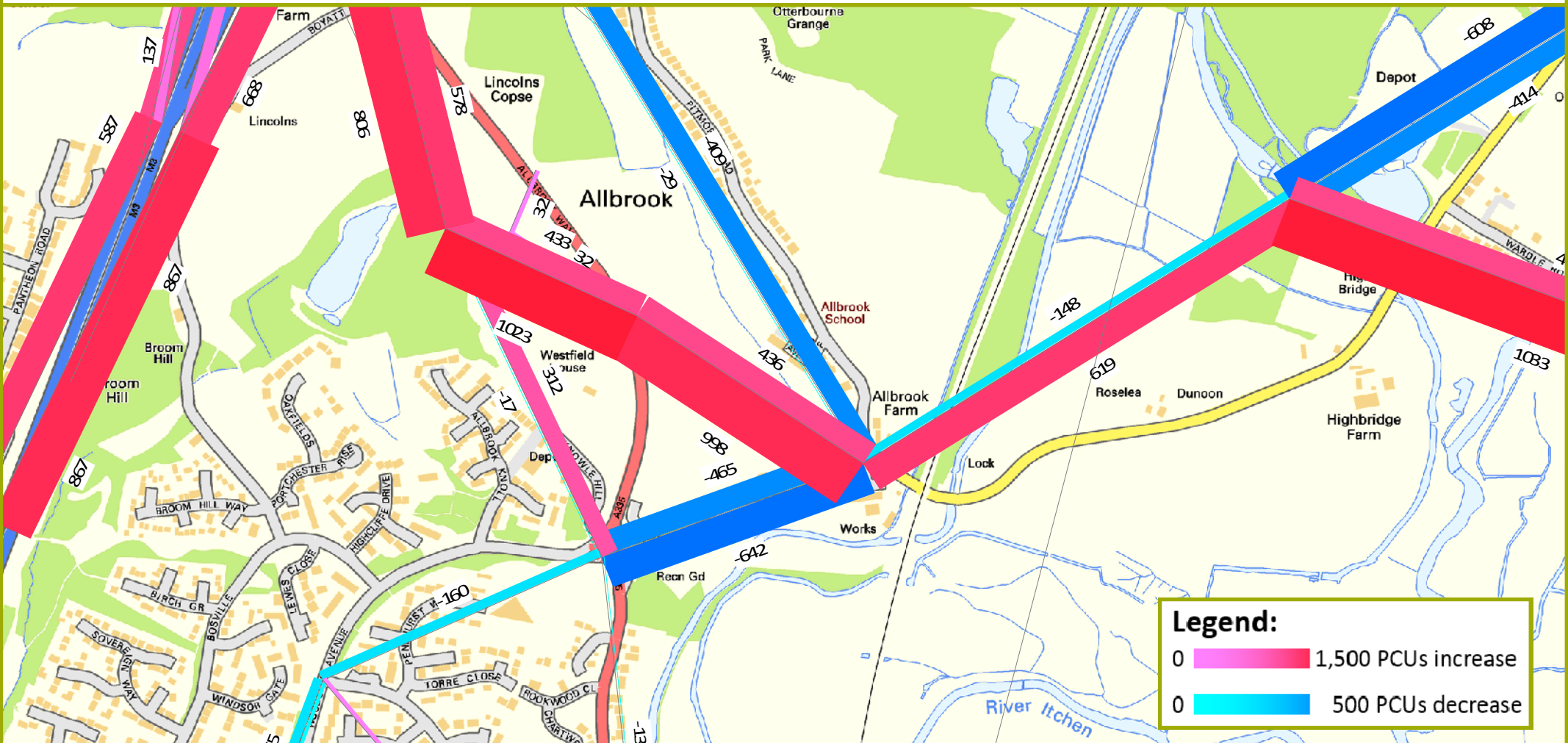
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Eastleigh Station (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - M3 - J12 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Allbrook Hill (>10pcu/hr)



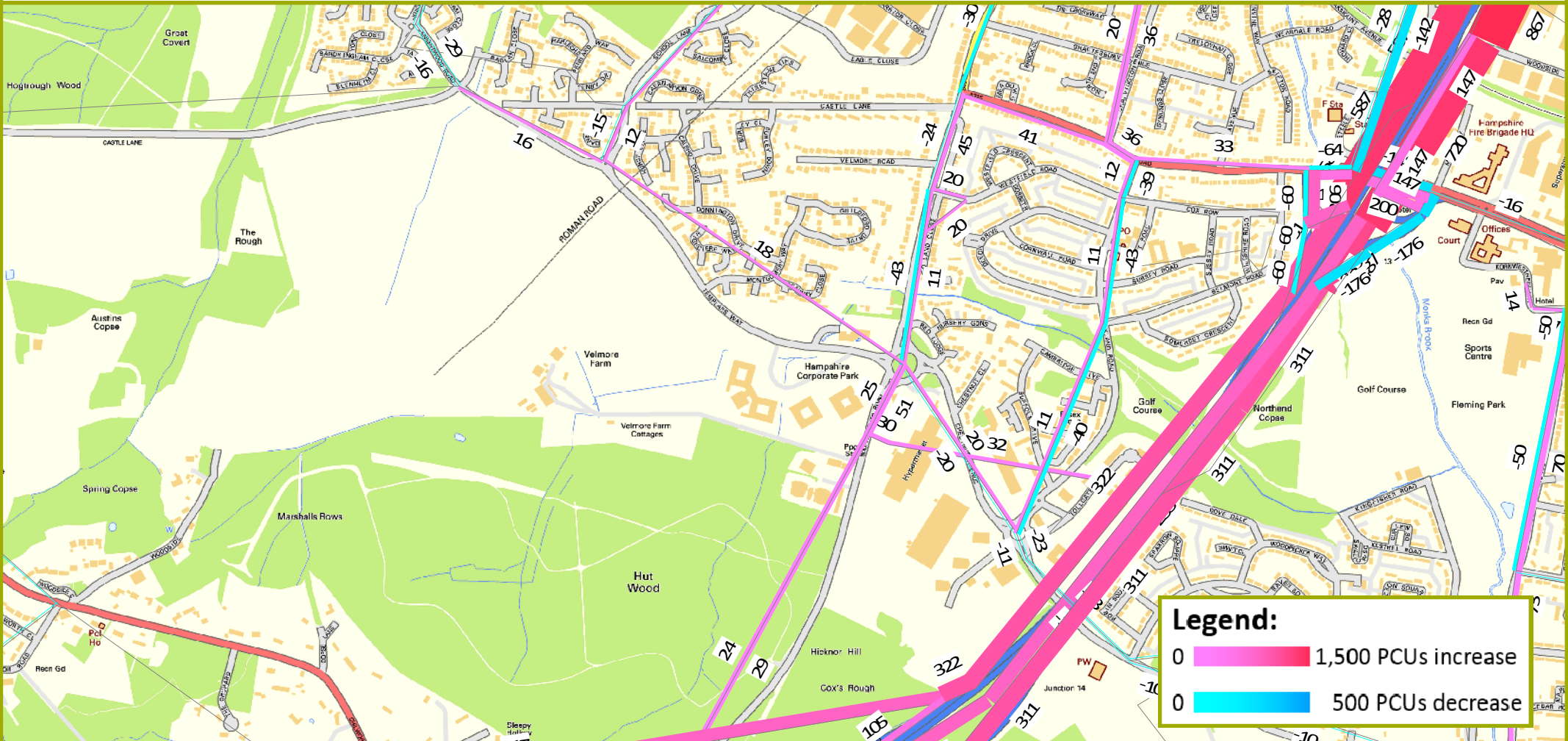
Legend:

0	1,500 PCUs increase
0	500 PCUs decrease

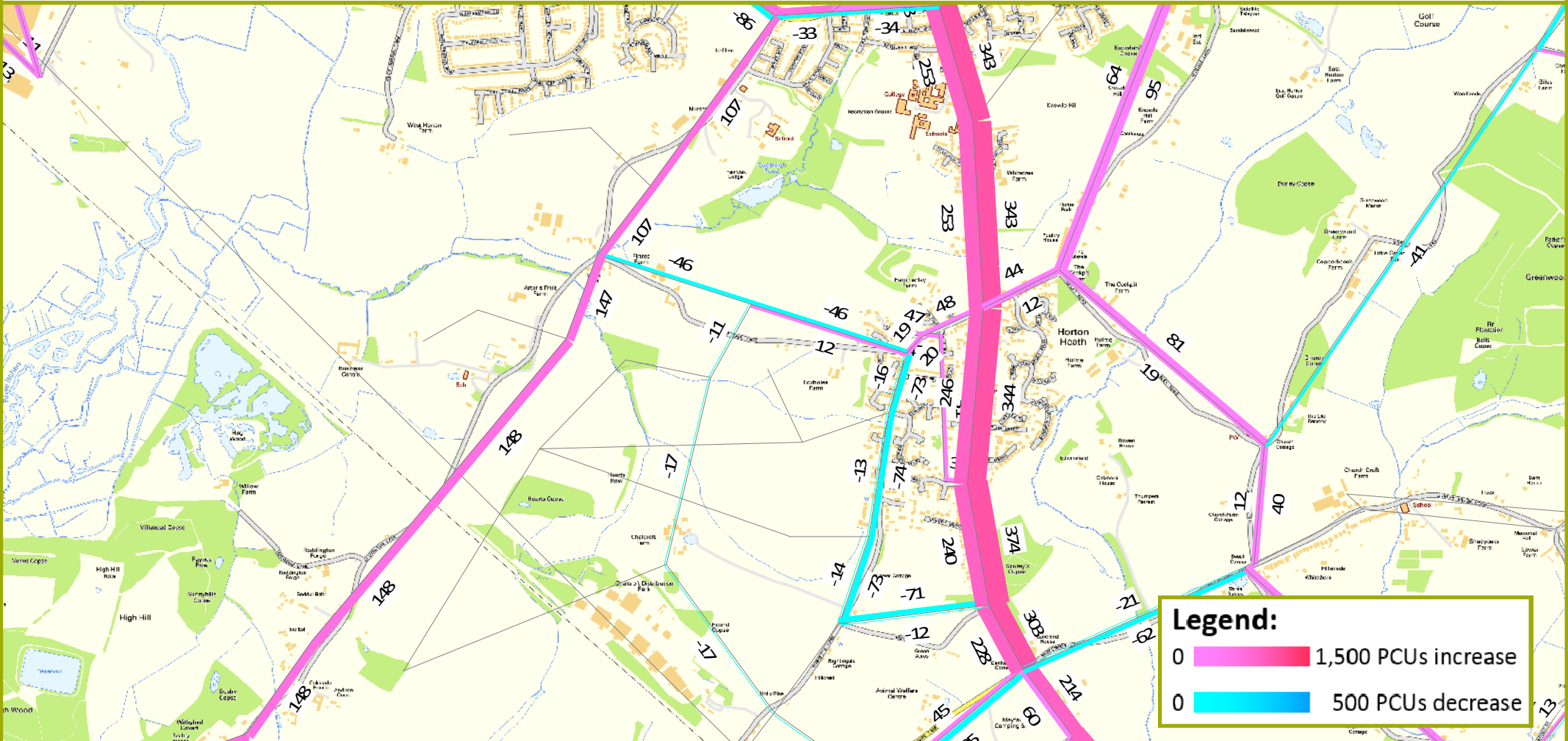
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Eastleigh - Passfield Ave (>10pcu/hr)



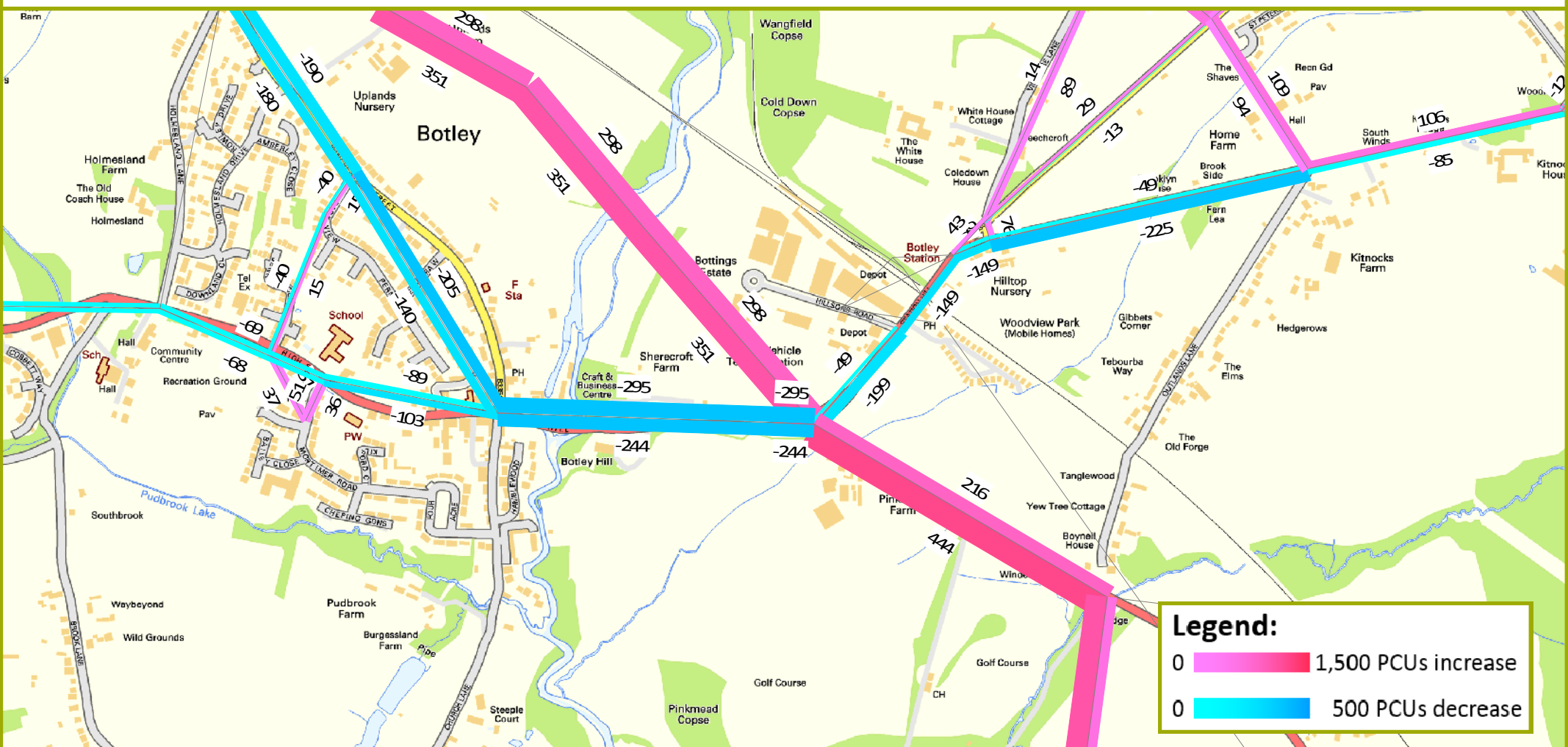
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Chestnut Ave / Bournemouth Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Allington Lane / Firtree Lane (>10pcu/hr)



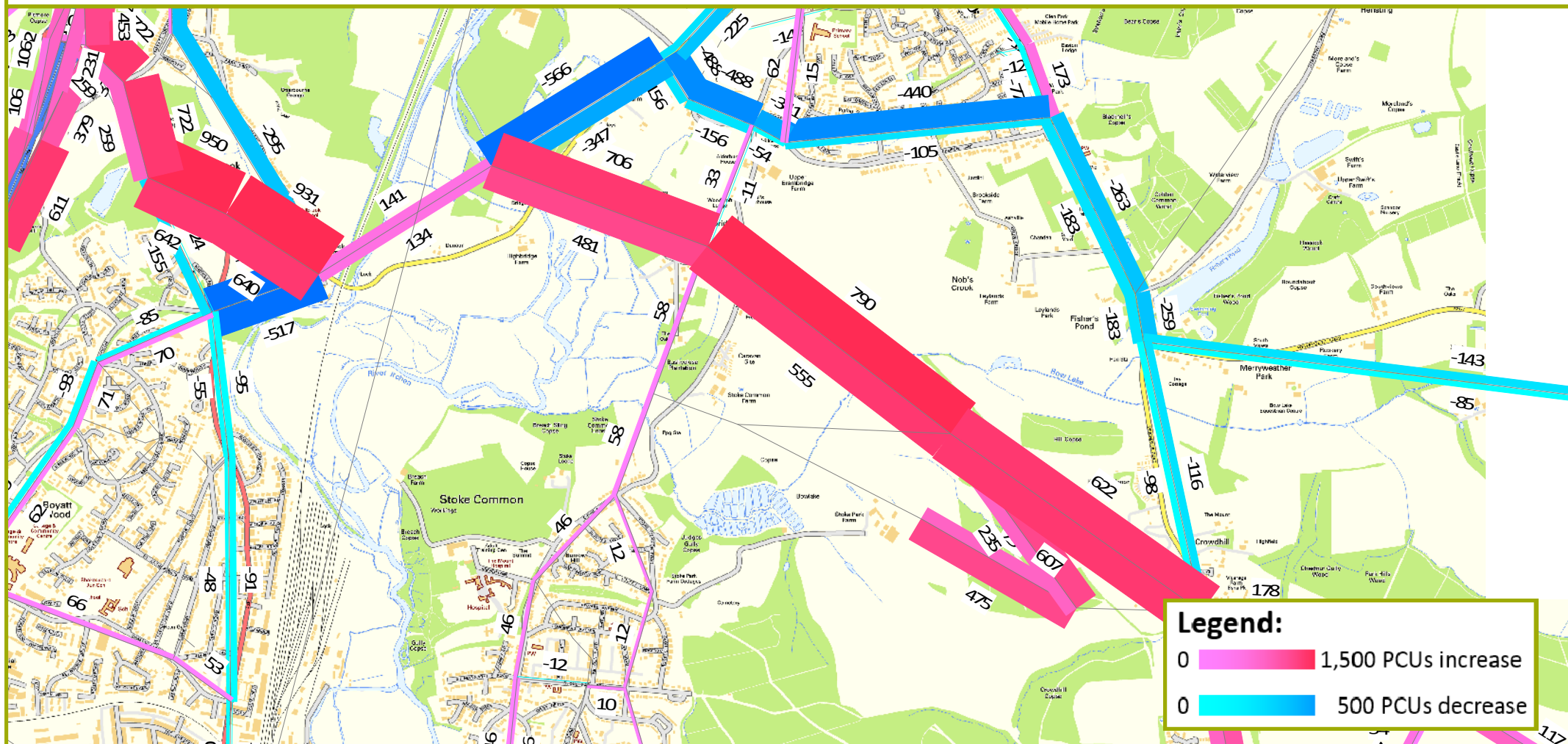
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline AM - Botley A334 / A3051 (>10pcu/hr)



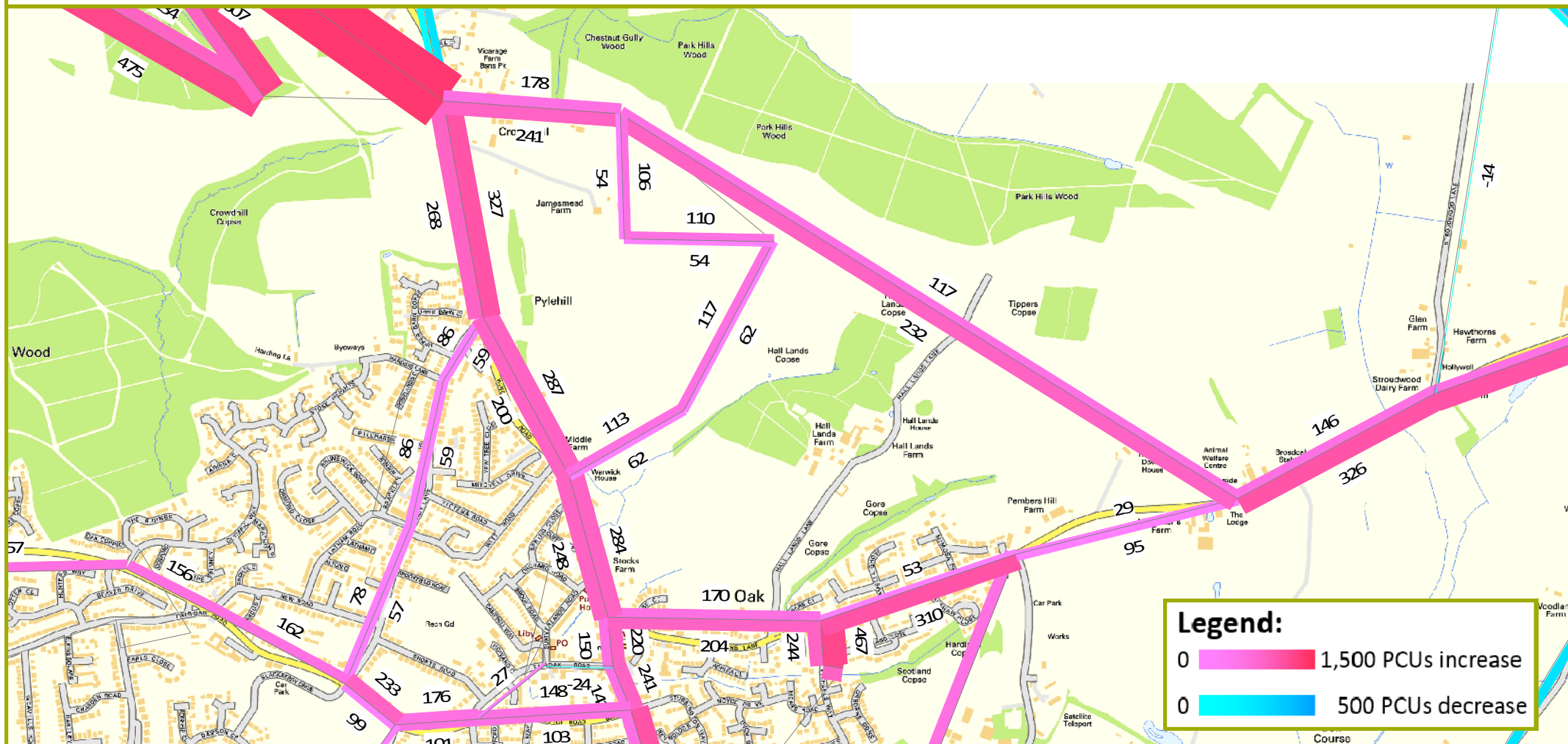
PM



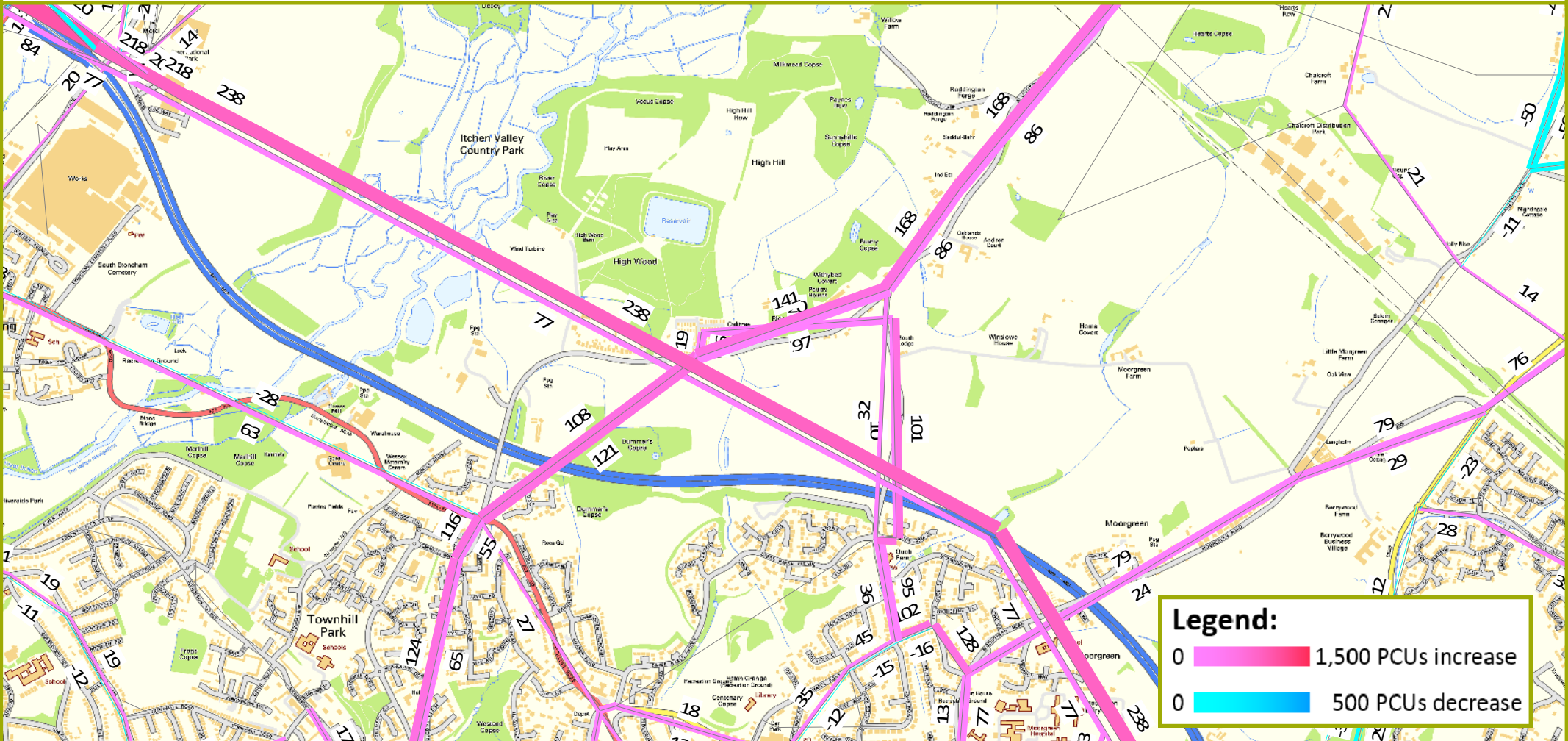
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - North Bishopstoke Bypass (>10pcu/hr)



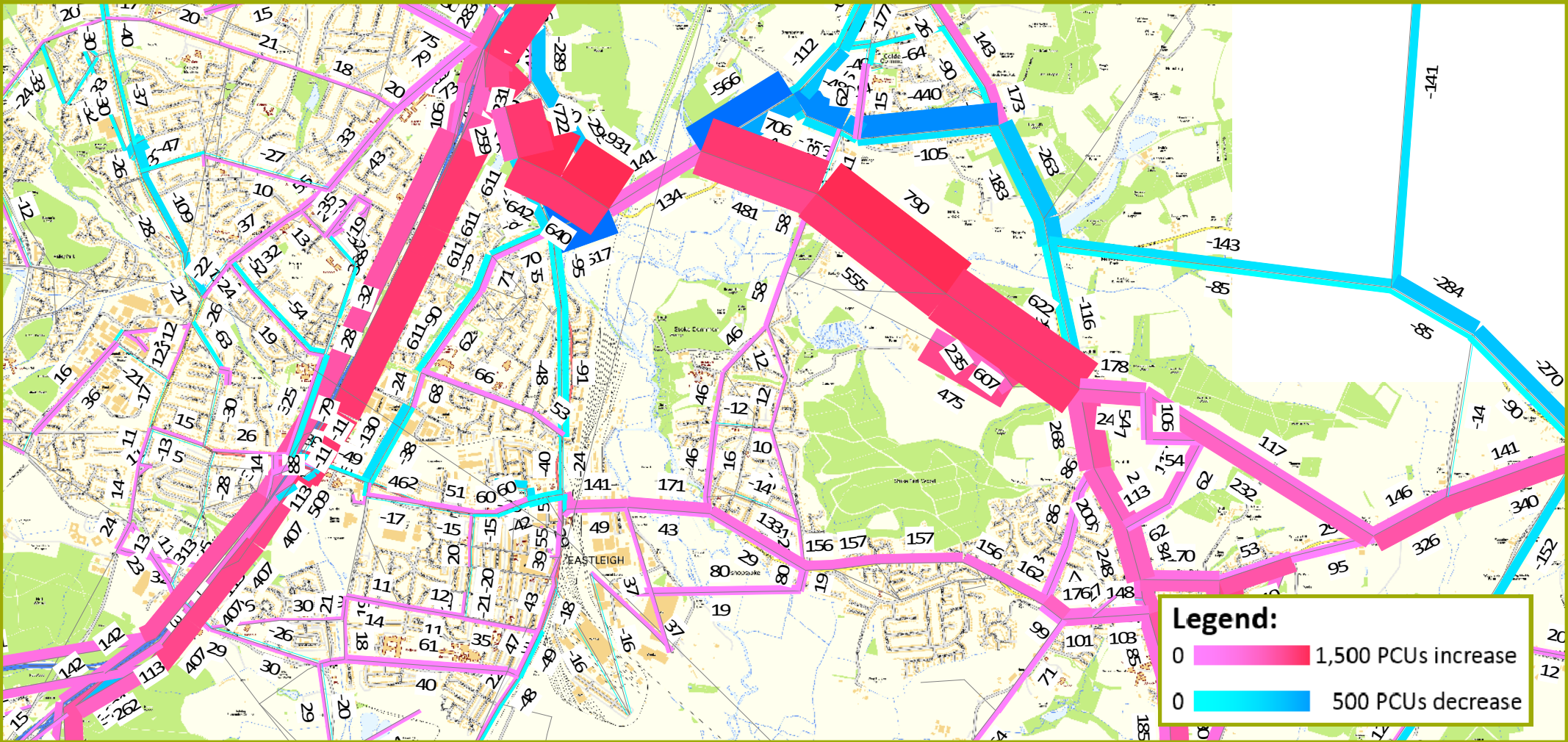
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Fair Oak / New Link Road (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - North of West End (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Eastleigh (>10pcu/hr)



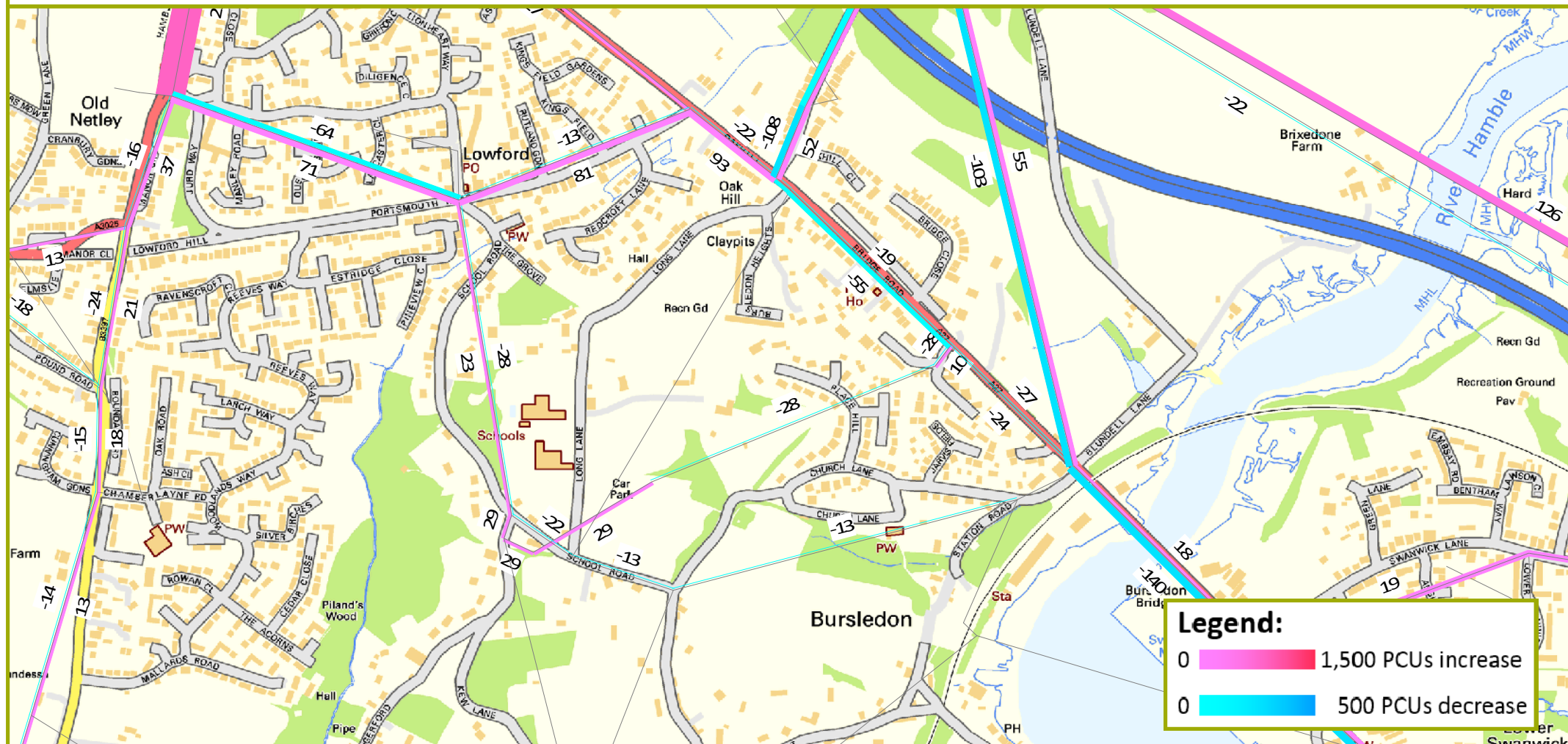
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Hamble Lane / Hound Lane (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Windhover Rbt (>10pcu/hr)



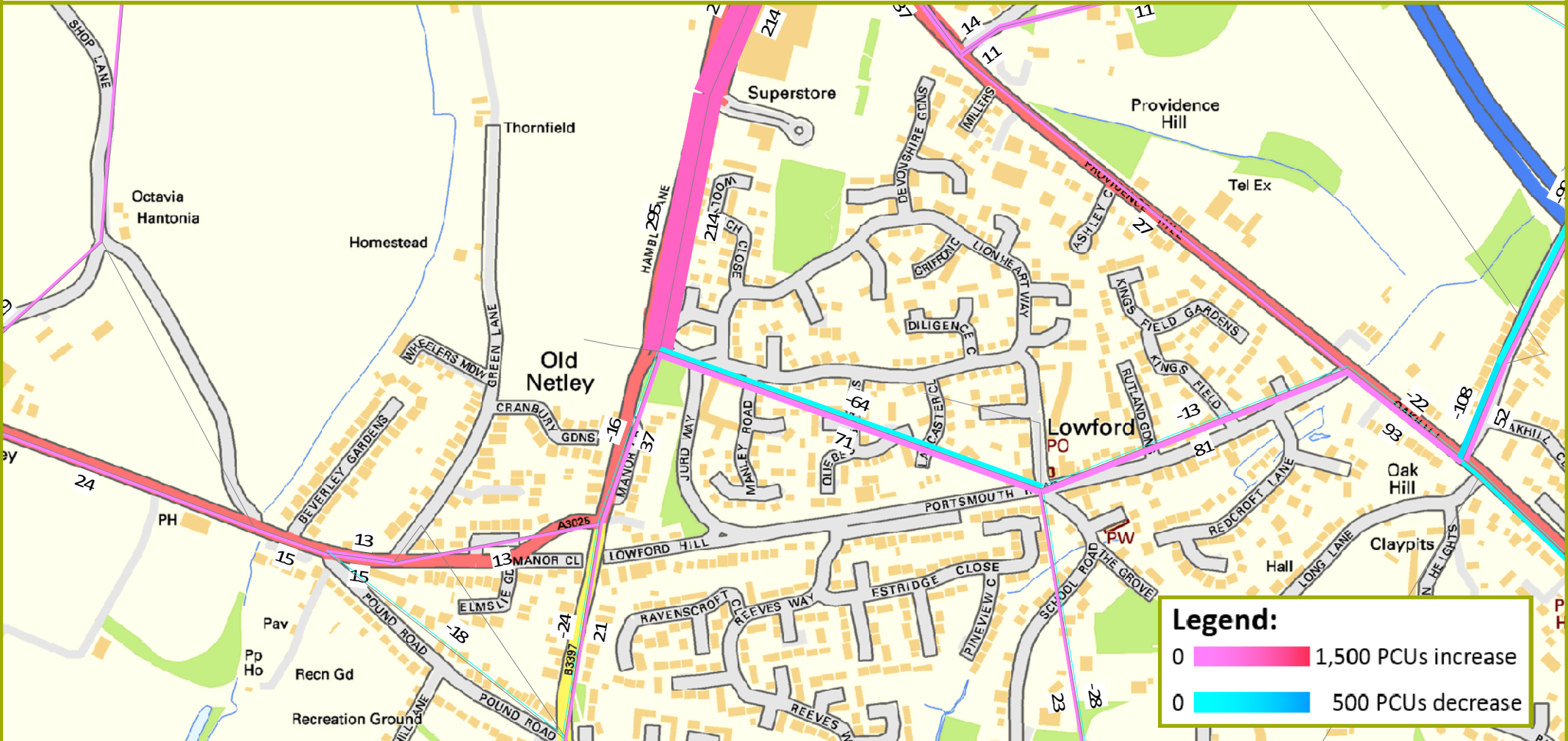
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Bursledon Bridge Road / Church Lane (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - M27 - J8 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - A3025 Hamble Lane / Portsmouth Road (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Maypole Roundabout (>10pcu/hr)



Legend:

- 0 to 1,500 PCUs increase
- 0 to 500 PCUs decrease

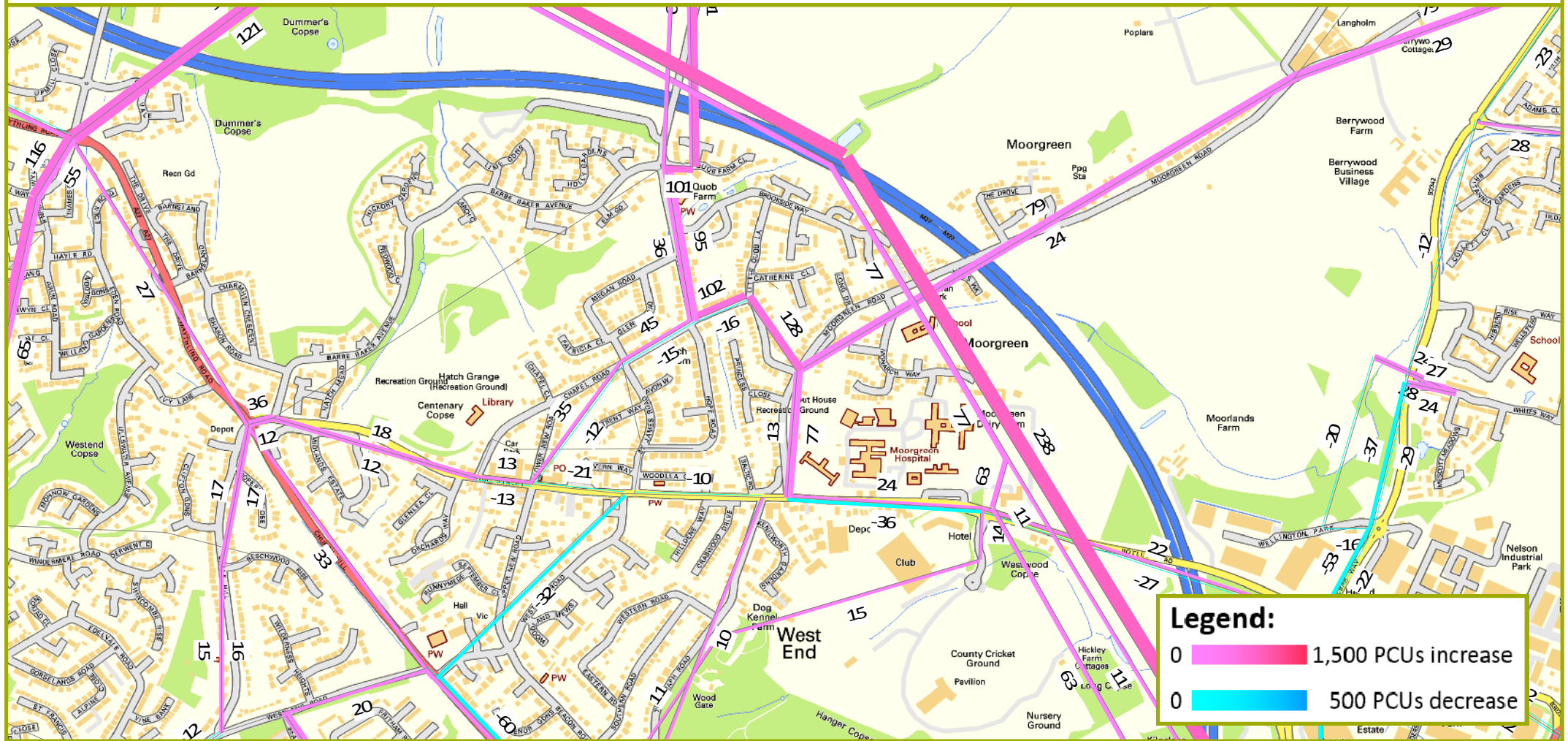
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - A334 Hedge End (>10pcu/hr)



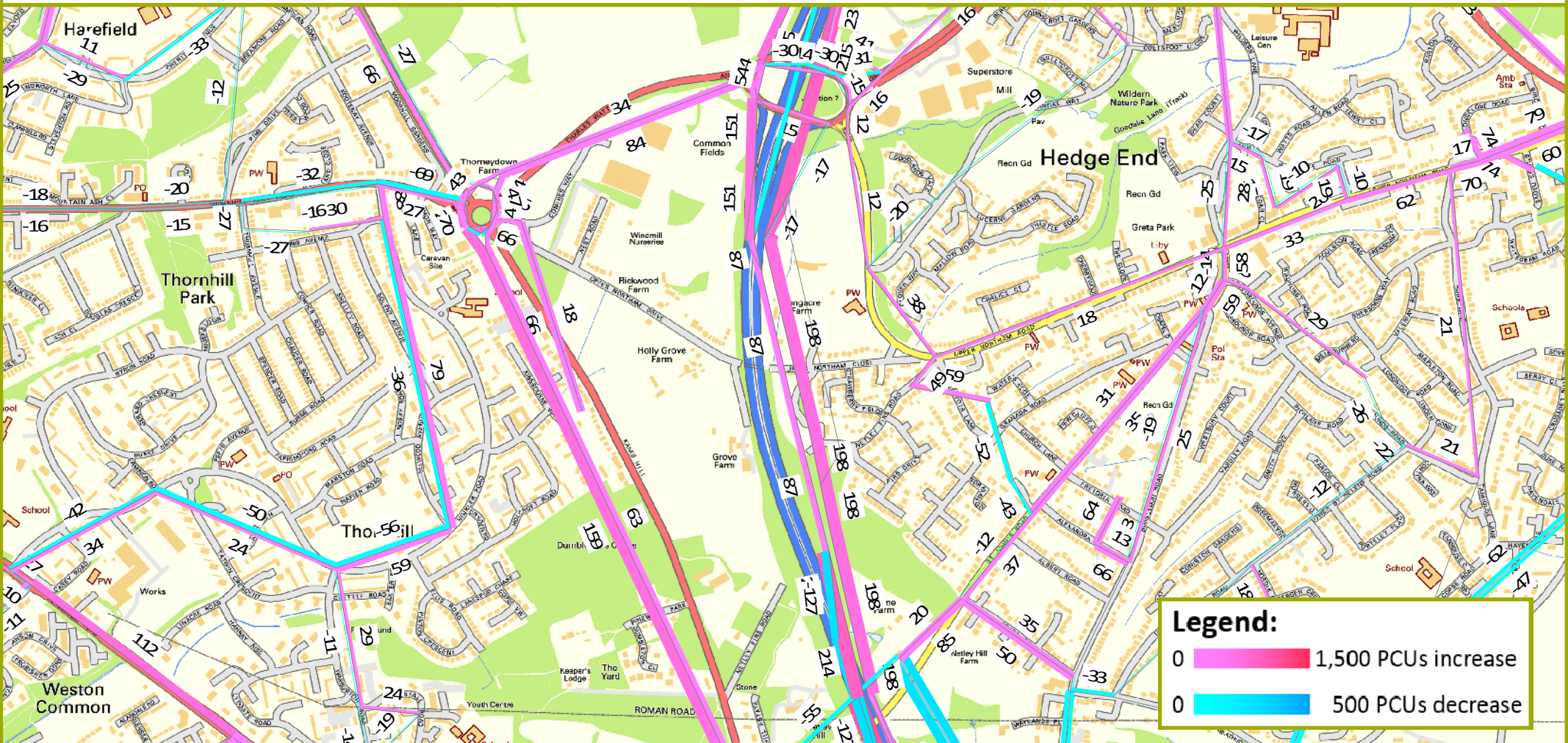
Legend:

- 0 1,500 PCUs increase
- 0 500 PCUs decrease

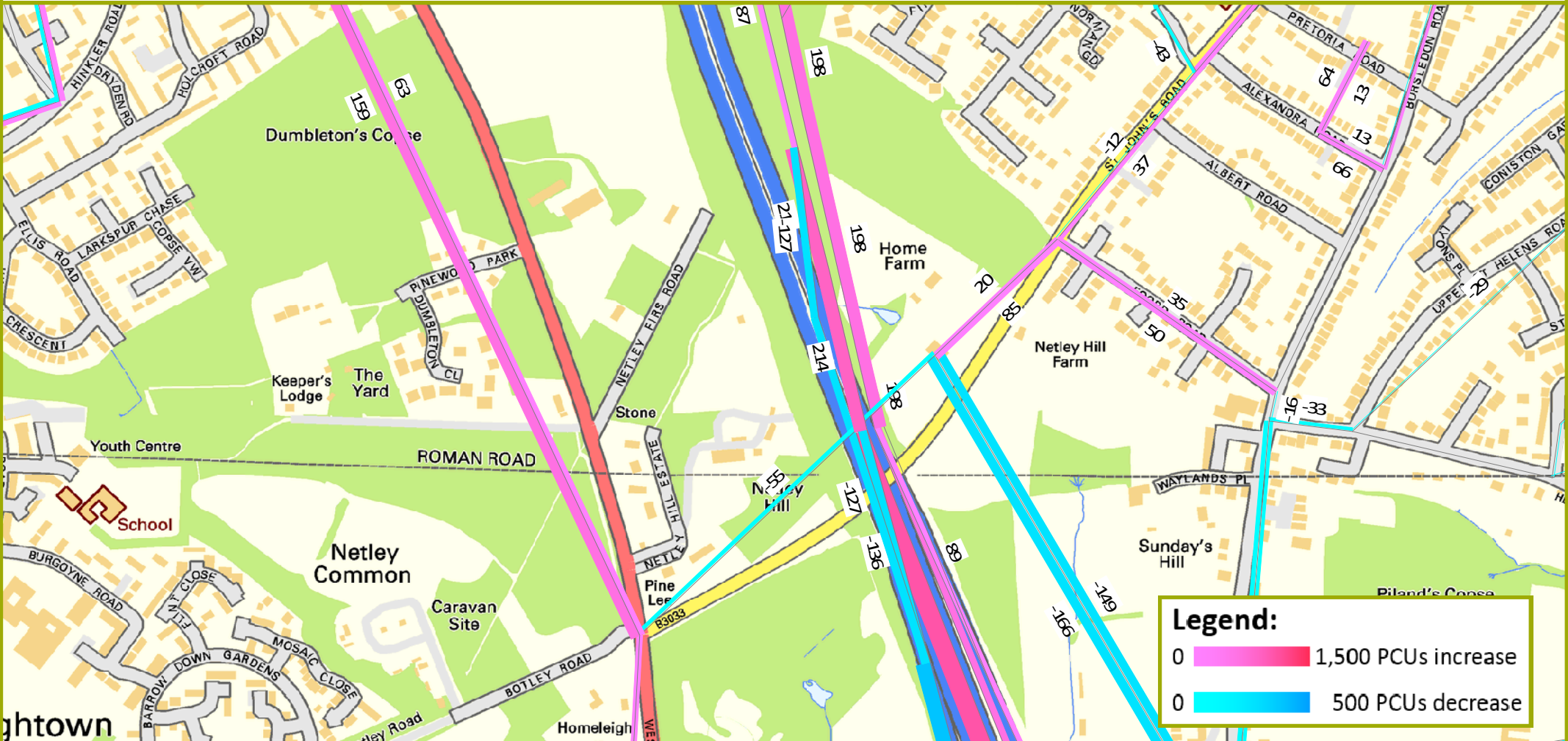
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - West End (>10pcu/hr)



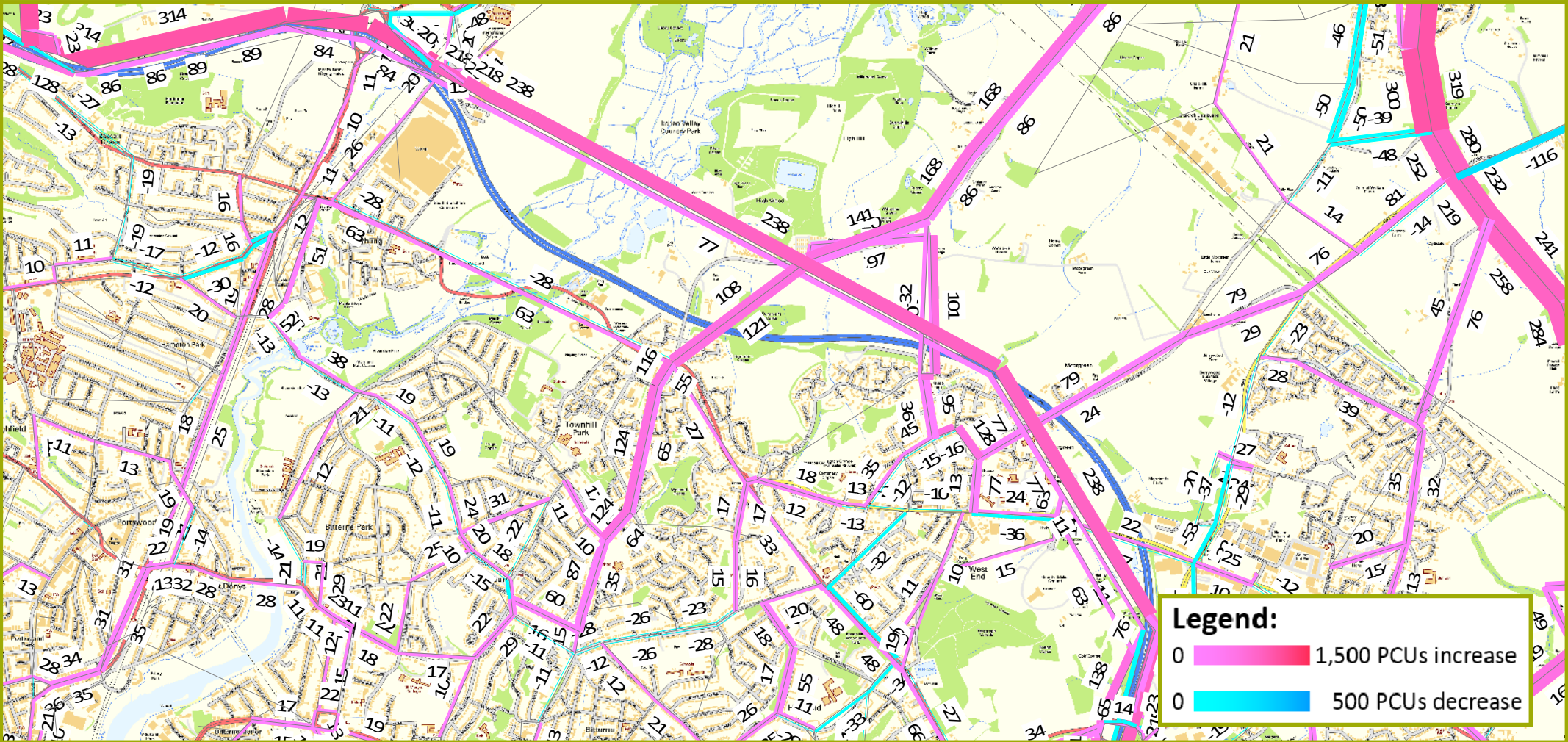
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - South of M27 - J7 (>10pcu/hr)



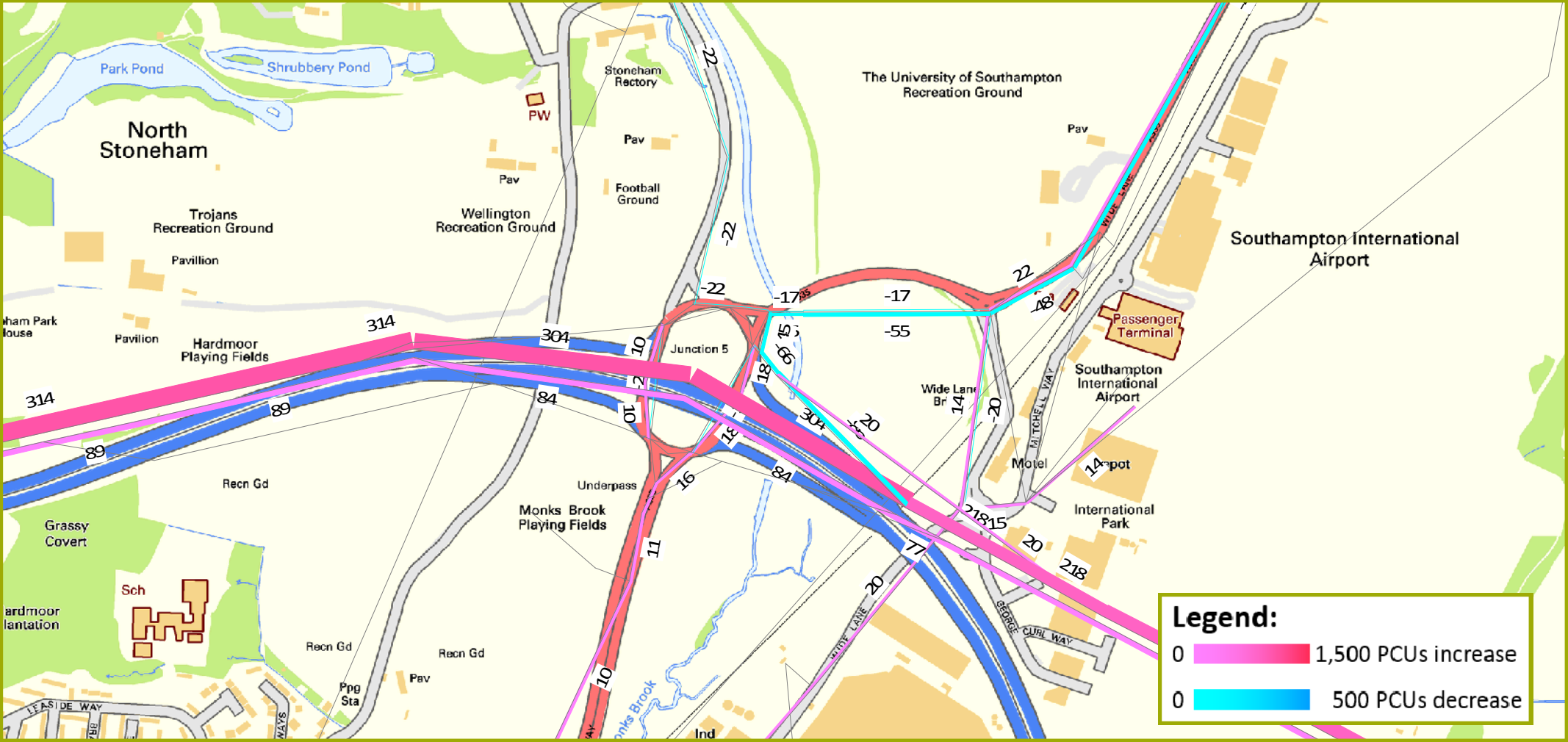
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - West End Rd / St John's Rd (>10pcu/hr)



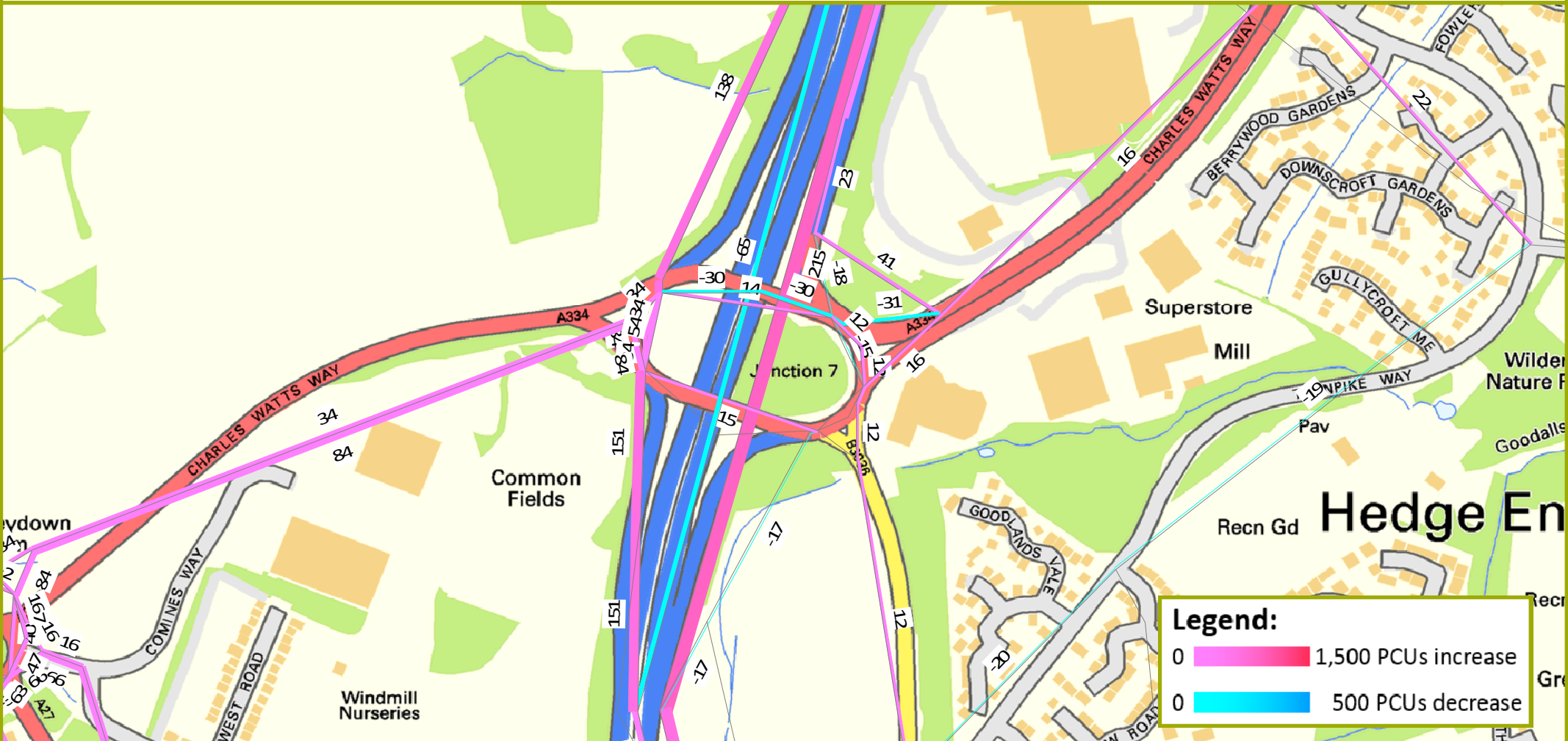
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - M27 - J5-J7 (>10pcu/hr)



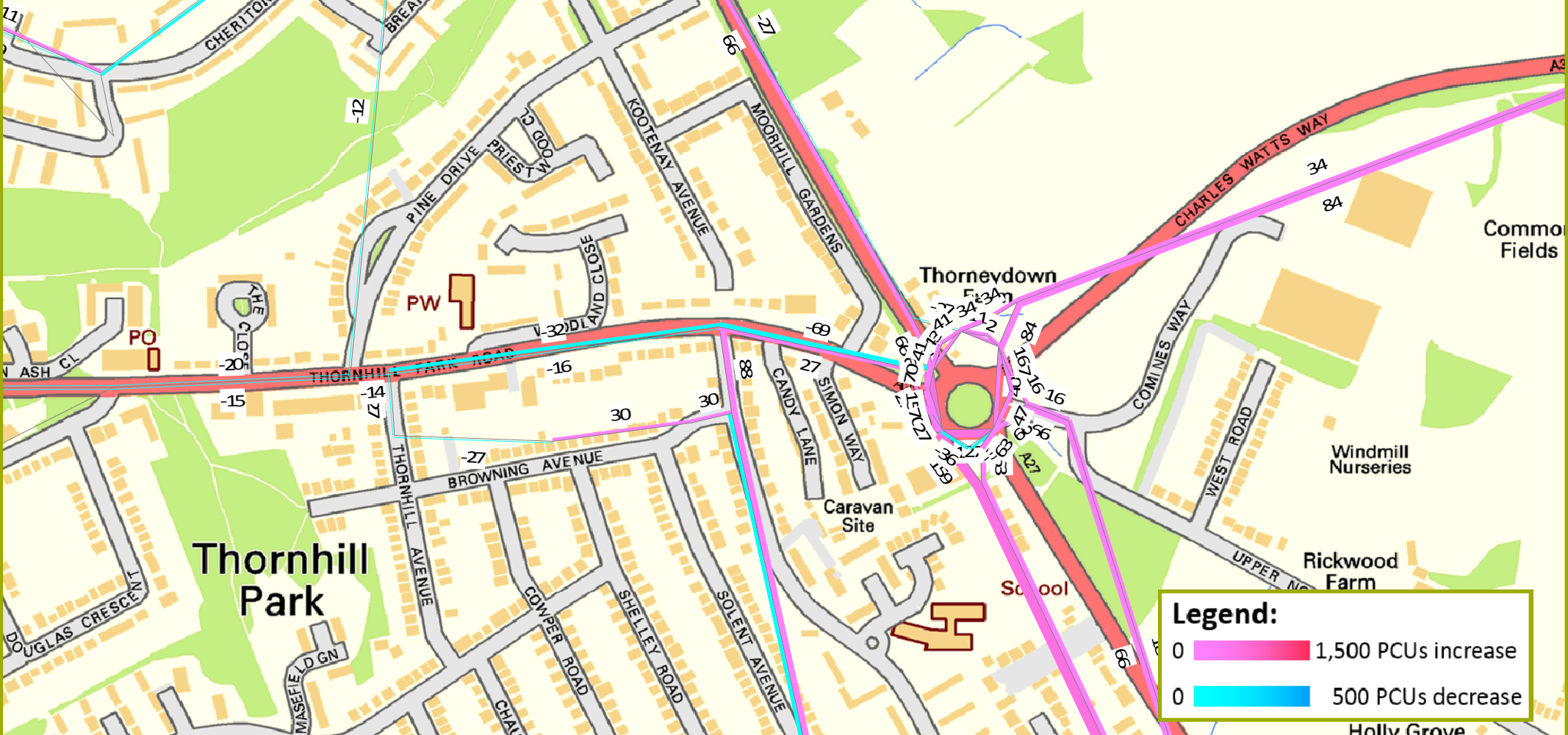
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - M27 - J5 (>10pcu/hr)



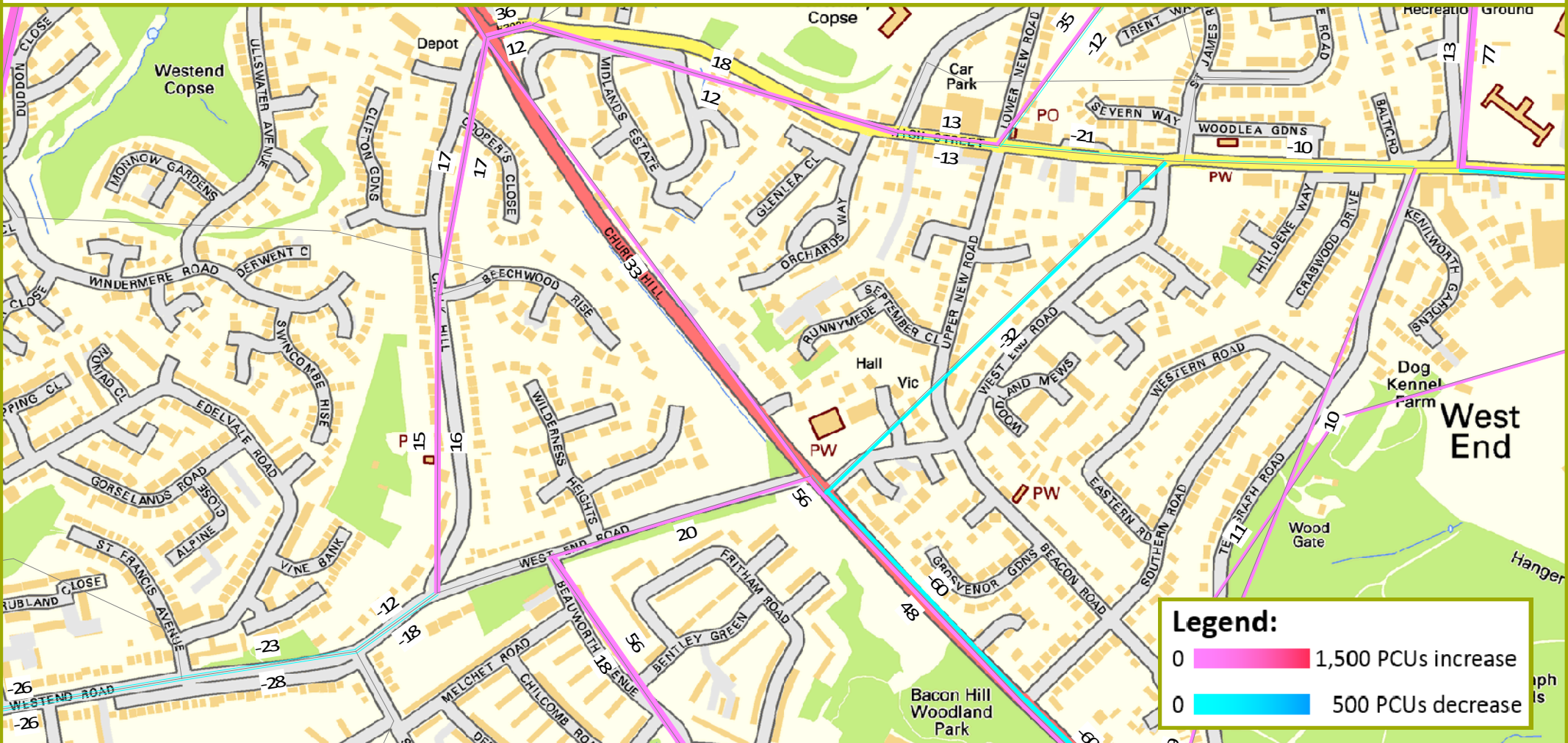
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - M27 - J7 (>10pcu/hr)



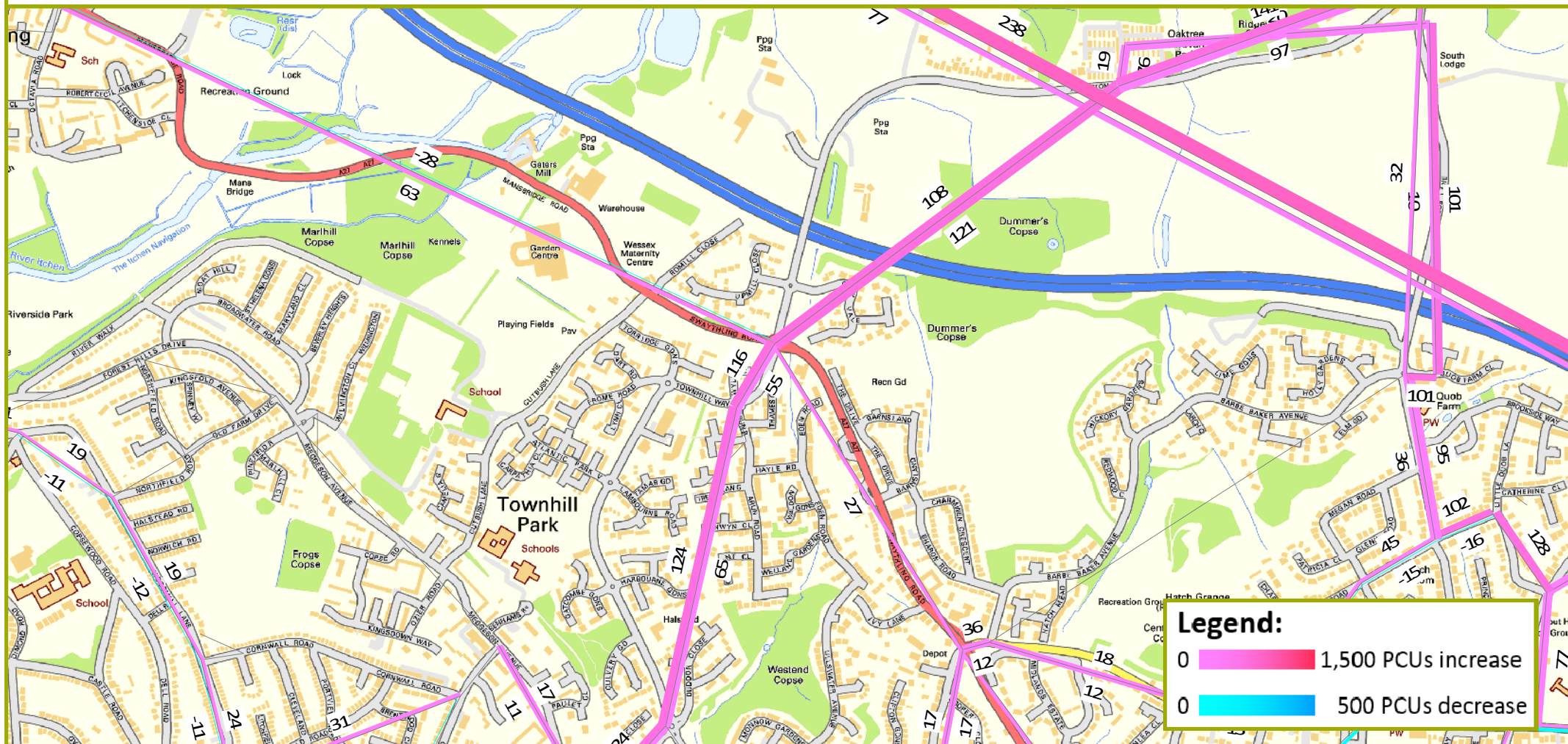
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - A27 / A334 Kanes Hill Rbt (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - West End - A27 Church Hill (>10pcu/hr)



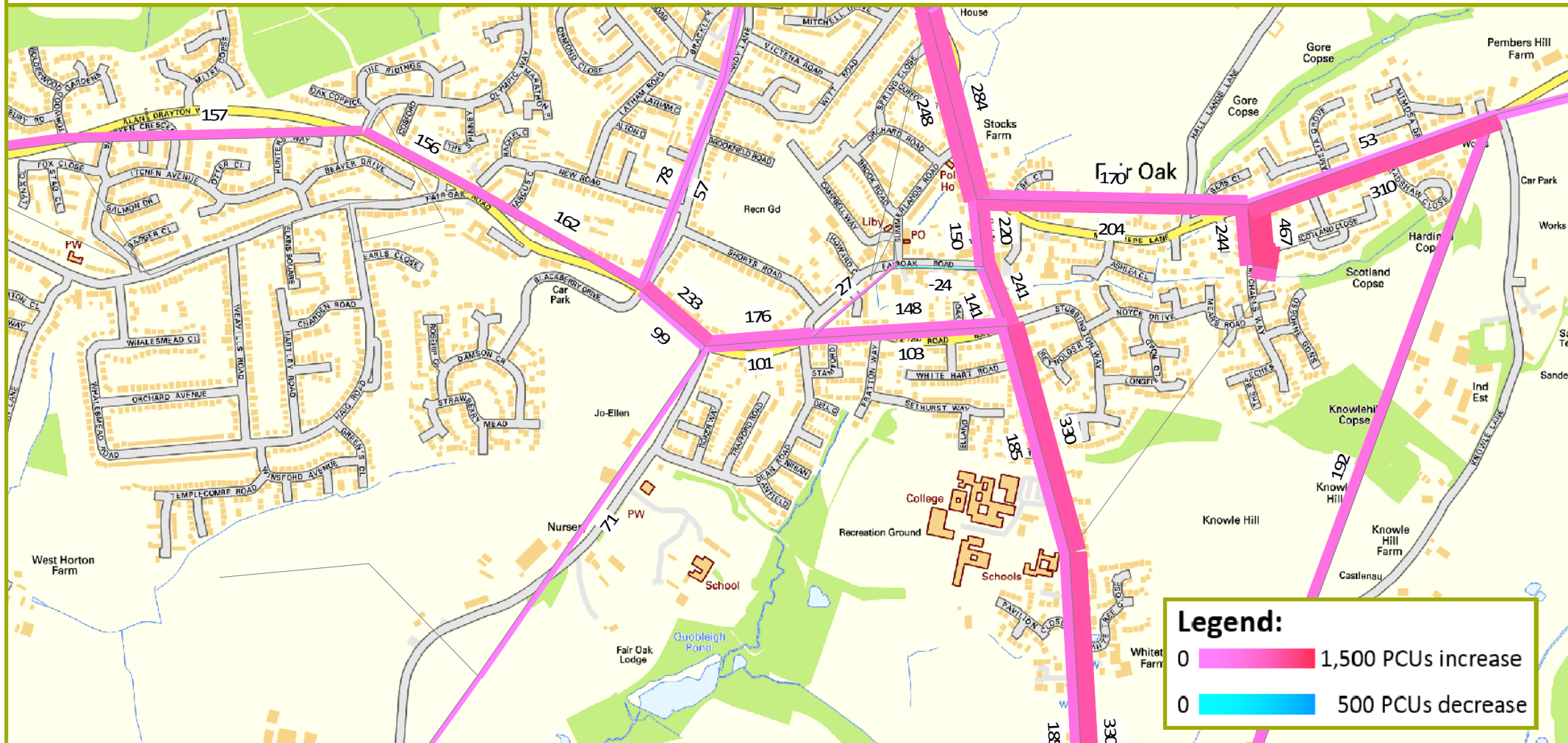
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - A27 Swaythling Rd - Allington Ln (>10pcu/hr)



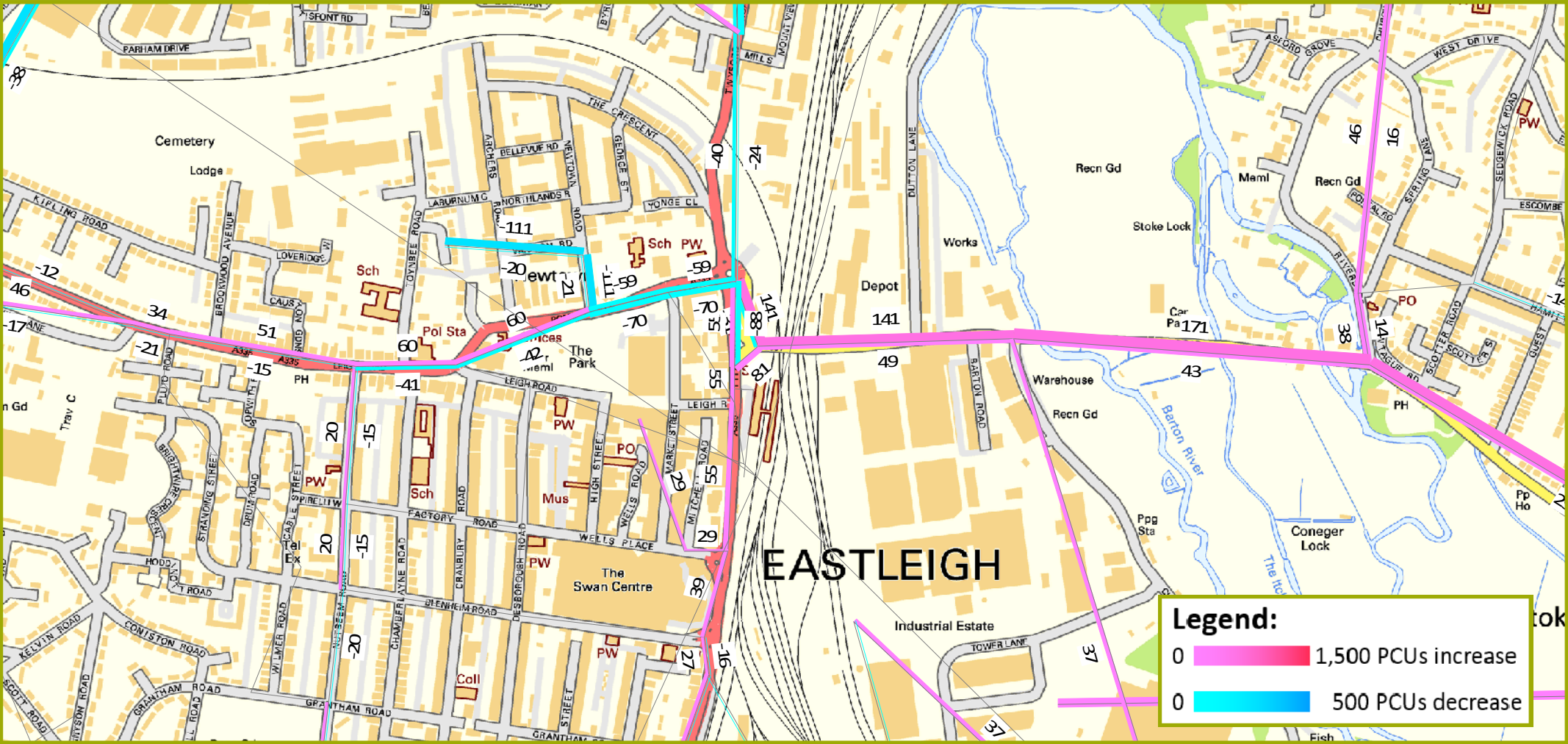
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Horton Heath - Botley Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Fair Oak (>10pcu/hr)



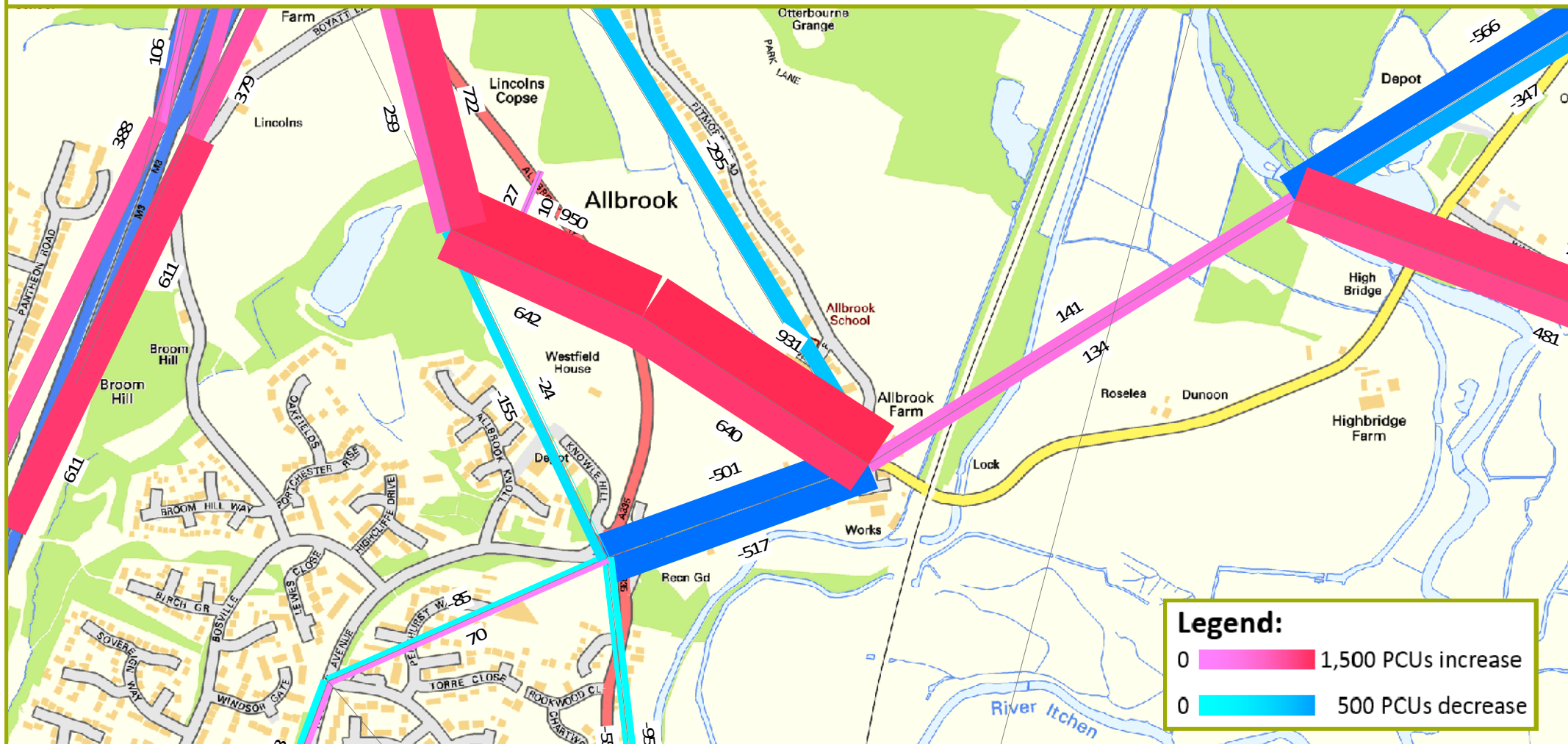
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Eastleigh Station (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - M3 - J12 (>10pcu/hr)



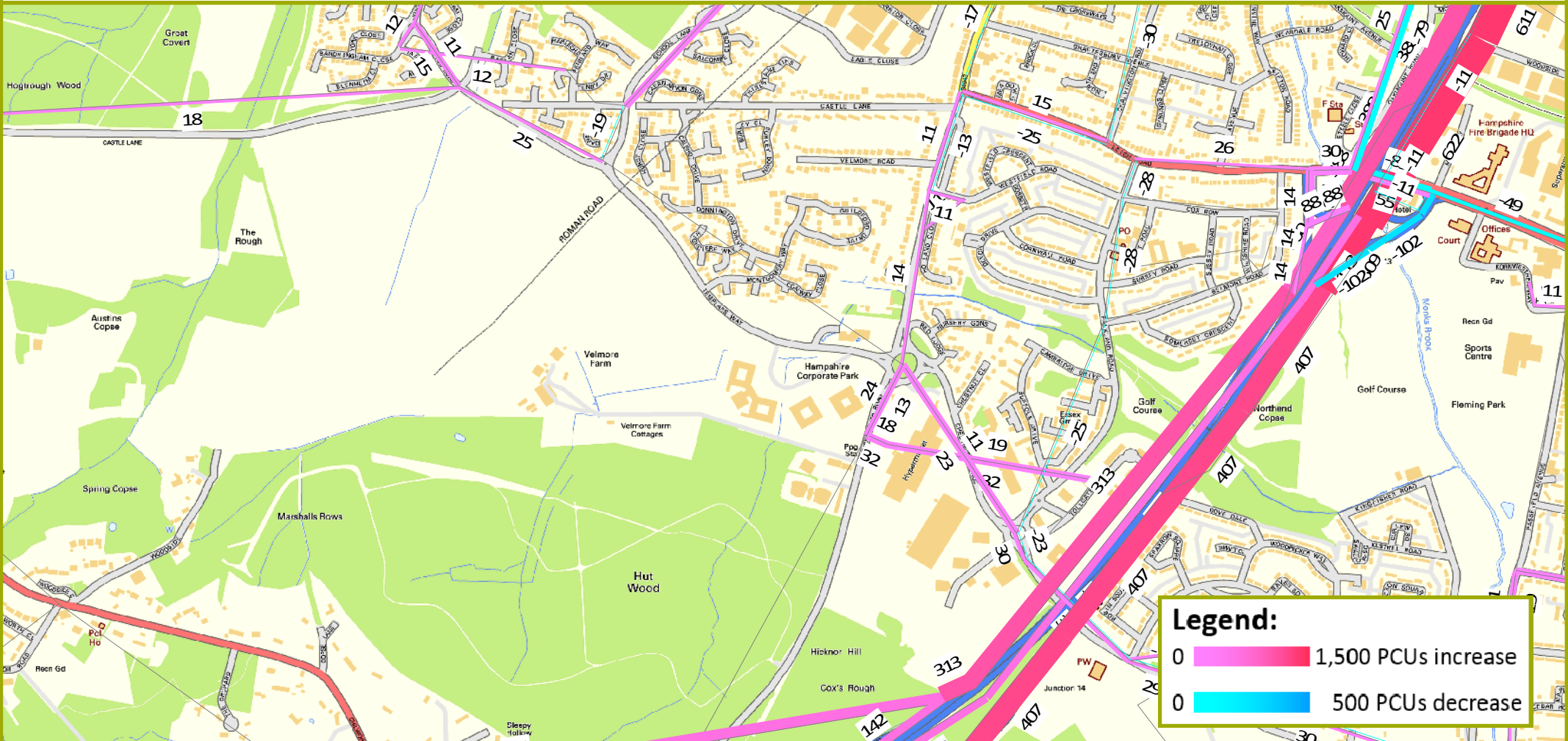
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Allbrook Hill (>10pcu/hr)



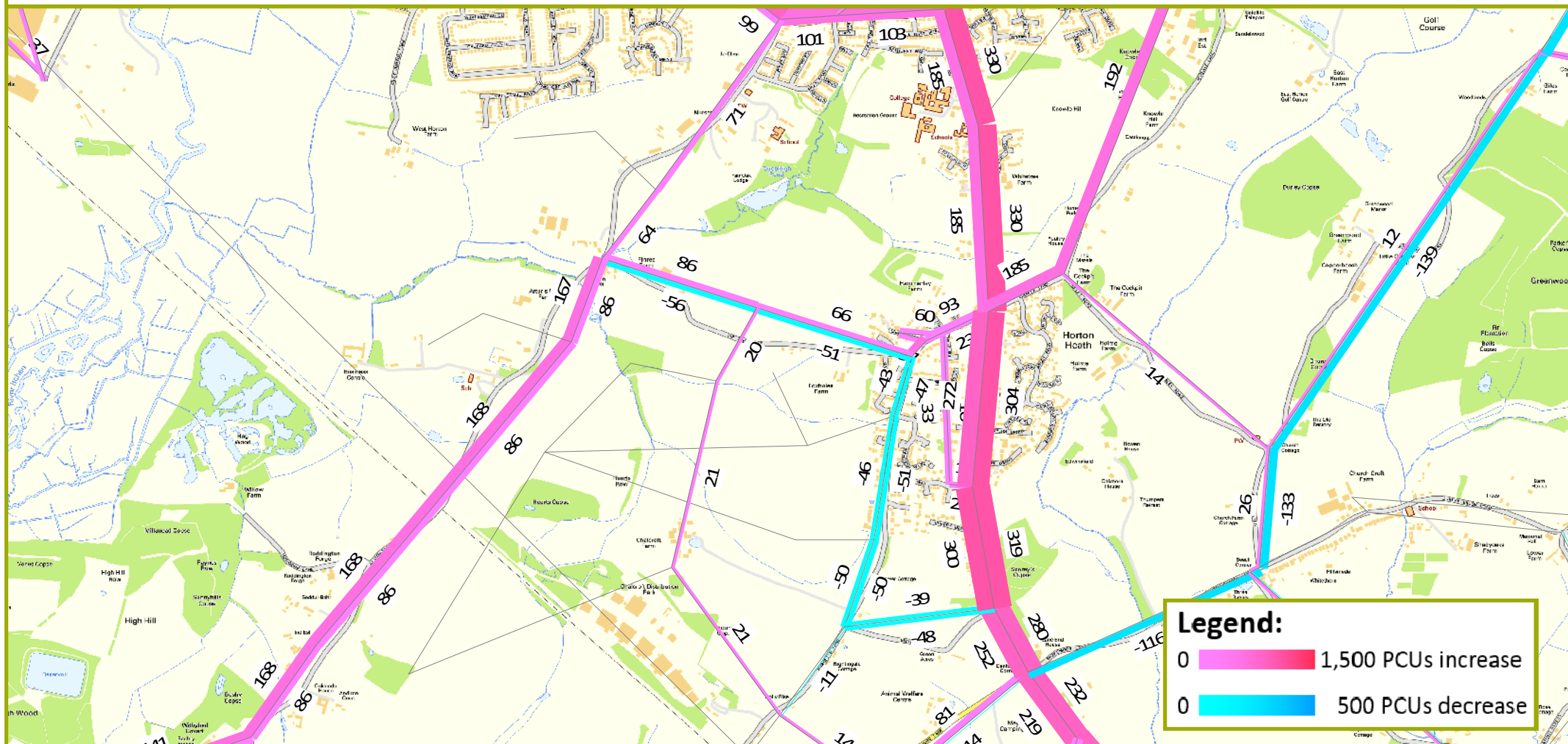
Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Eastleigh - Passfield Ave (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Chestnut Ave / Bournemouth Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCU 2036 Baseline PM - Allington Lane / Firtree Lane (>10pcu/hr)



Legend:

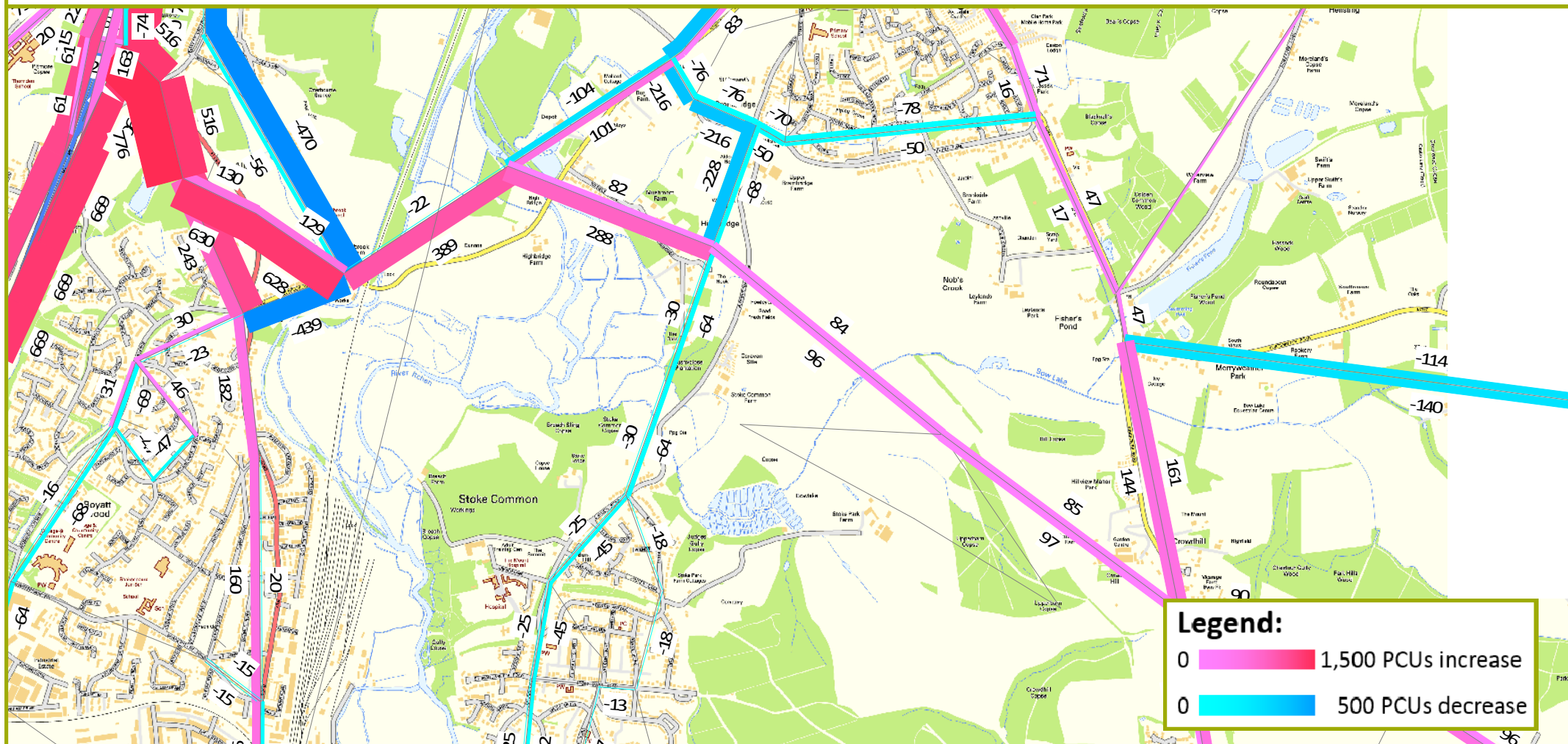
- 0 to 1,500 PCUs increase (Pink line)
- 0 to 500 PCUs decrease (Blue line)

Appendix E – Flow Difference Plots Interim DS 2036 vs Do Minimum A2.a 2036

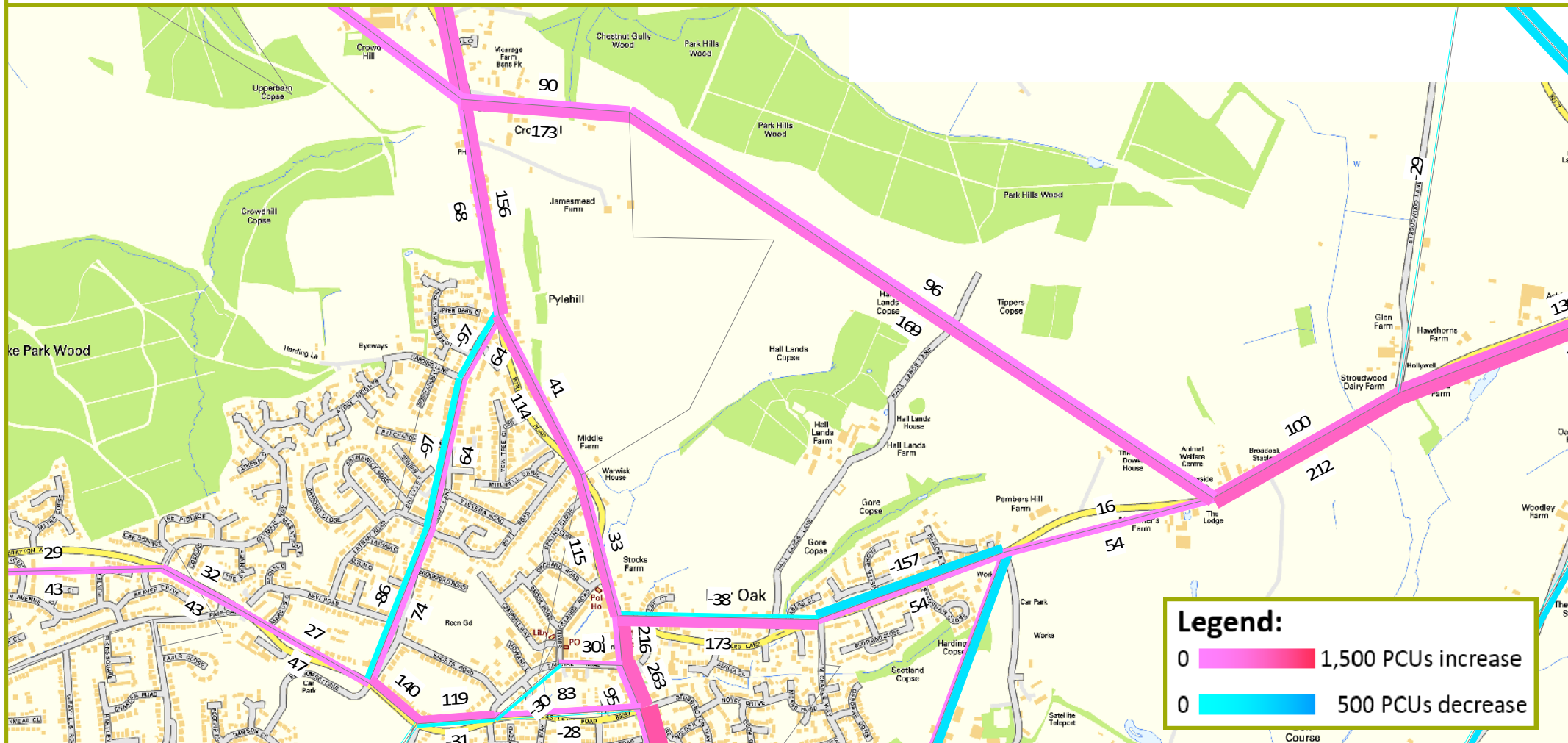
AM



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - North Bishopstoke Bypass (>10pcu/hr)



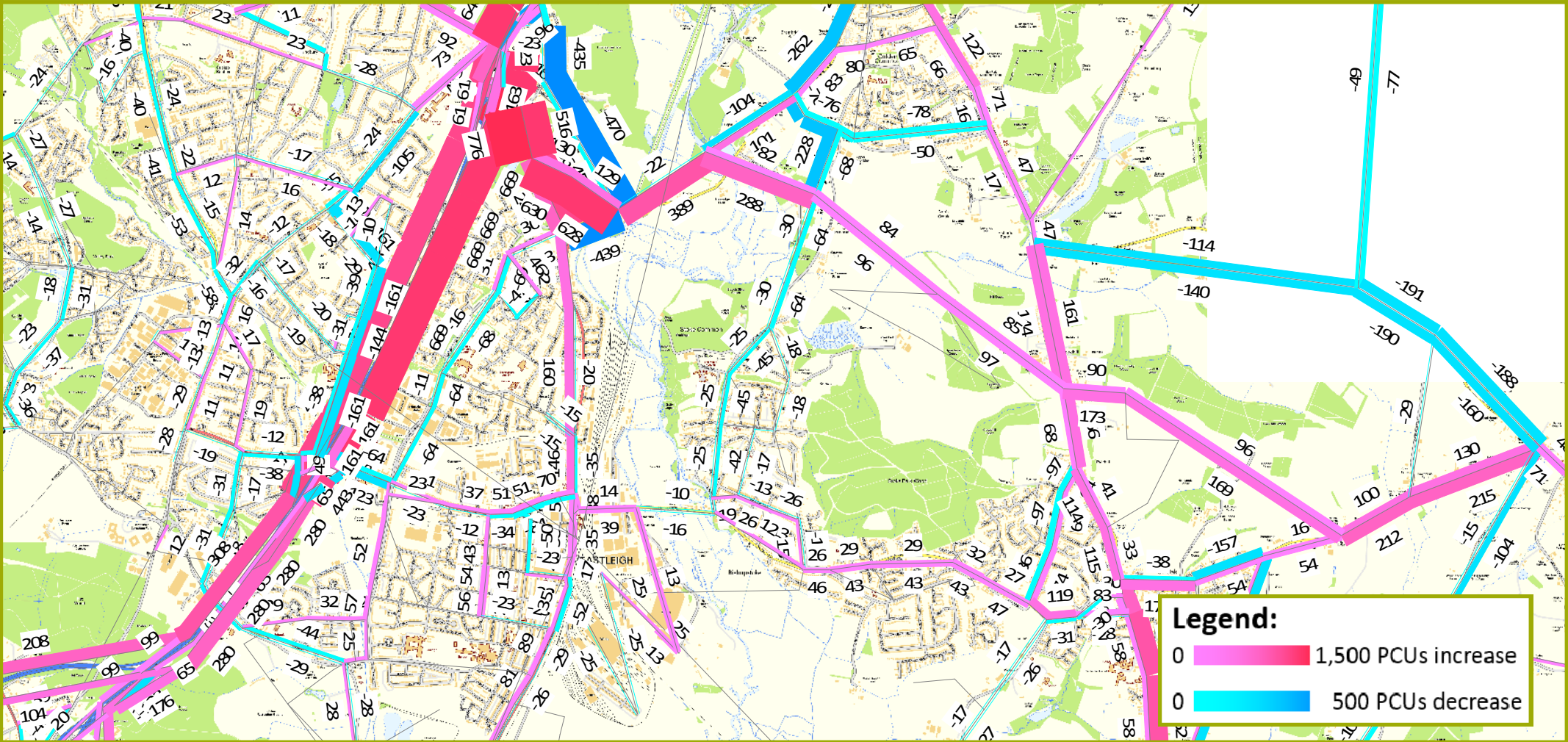
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Fair Oak / New Link Road (>10pcu/hr)



Legend:

- 0 to 1,500 PCUs increase (Red)
- 0 to 500 PCUs decrease (Blue)

Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Eastleigh (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Hamble Lane / Hound Lane (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Windhover Rbt (>10pcu/hr)



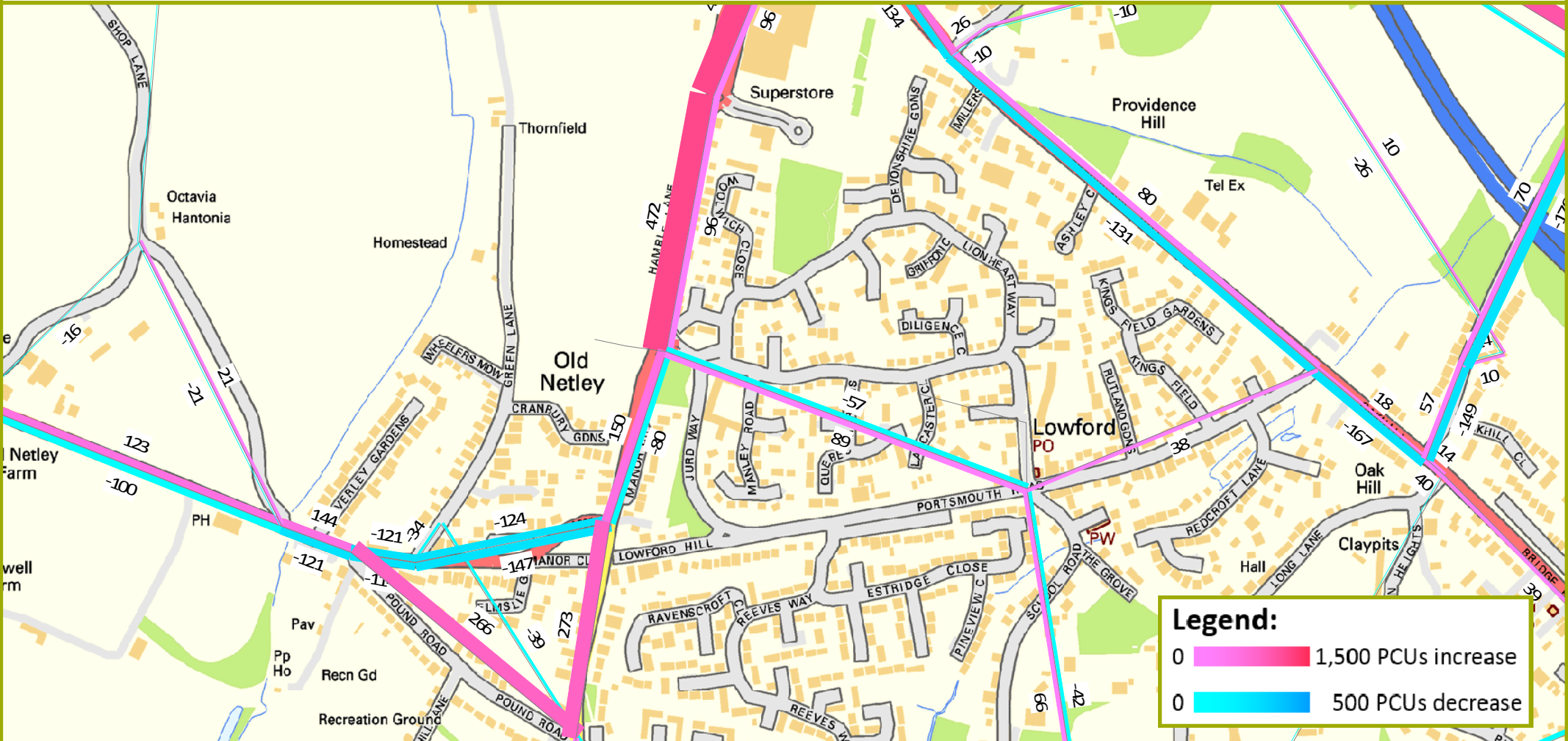
Legend:

- 0 1,500 PCUs increase
- 0 500 PCUs decrease

Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - M27 - J8 (>10pcu/hr)



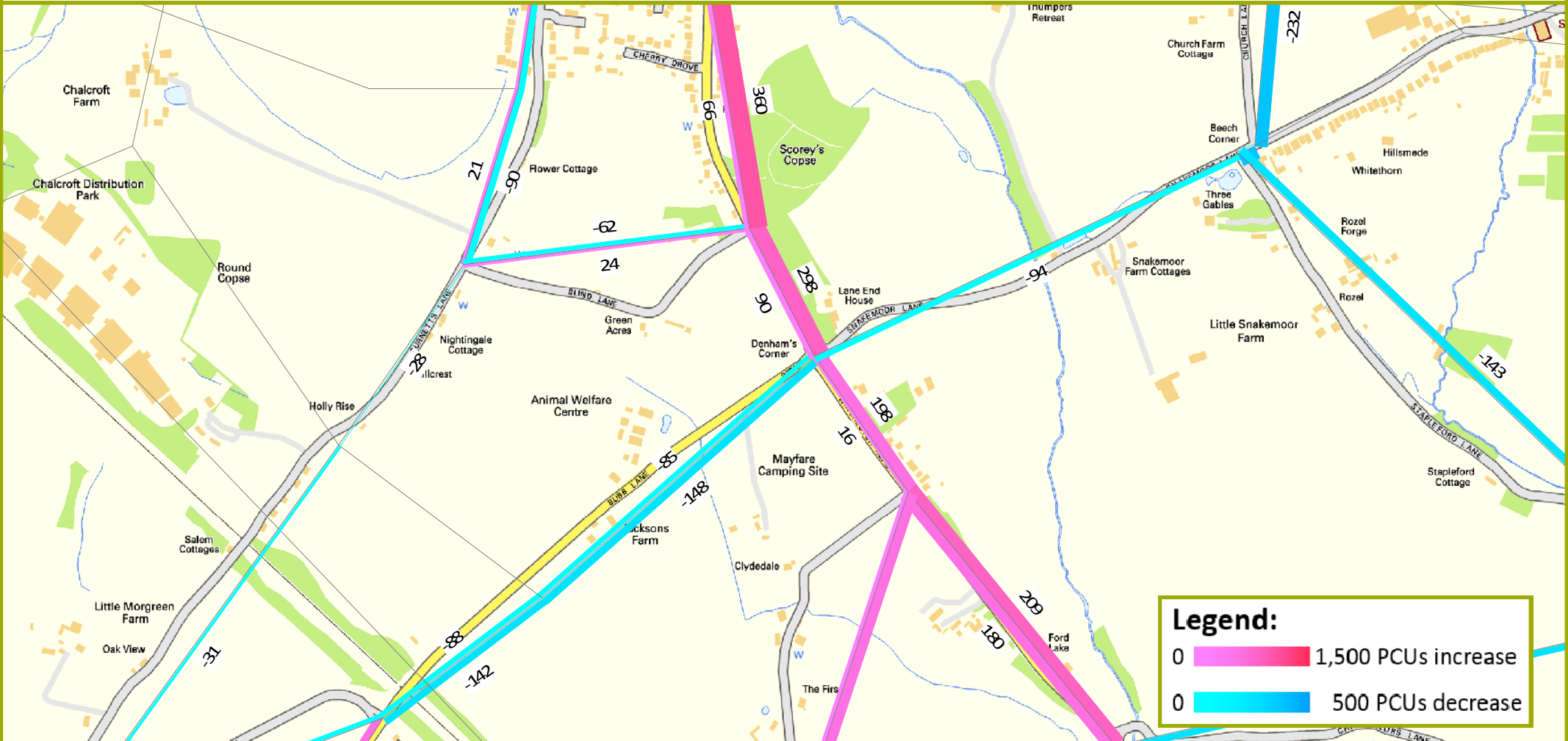
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - A3025 Hamble Lane / Portsmouth Road (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Maypole Roundabout (>10pcu/hr)



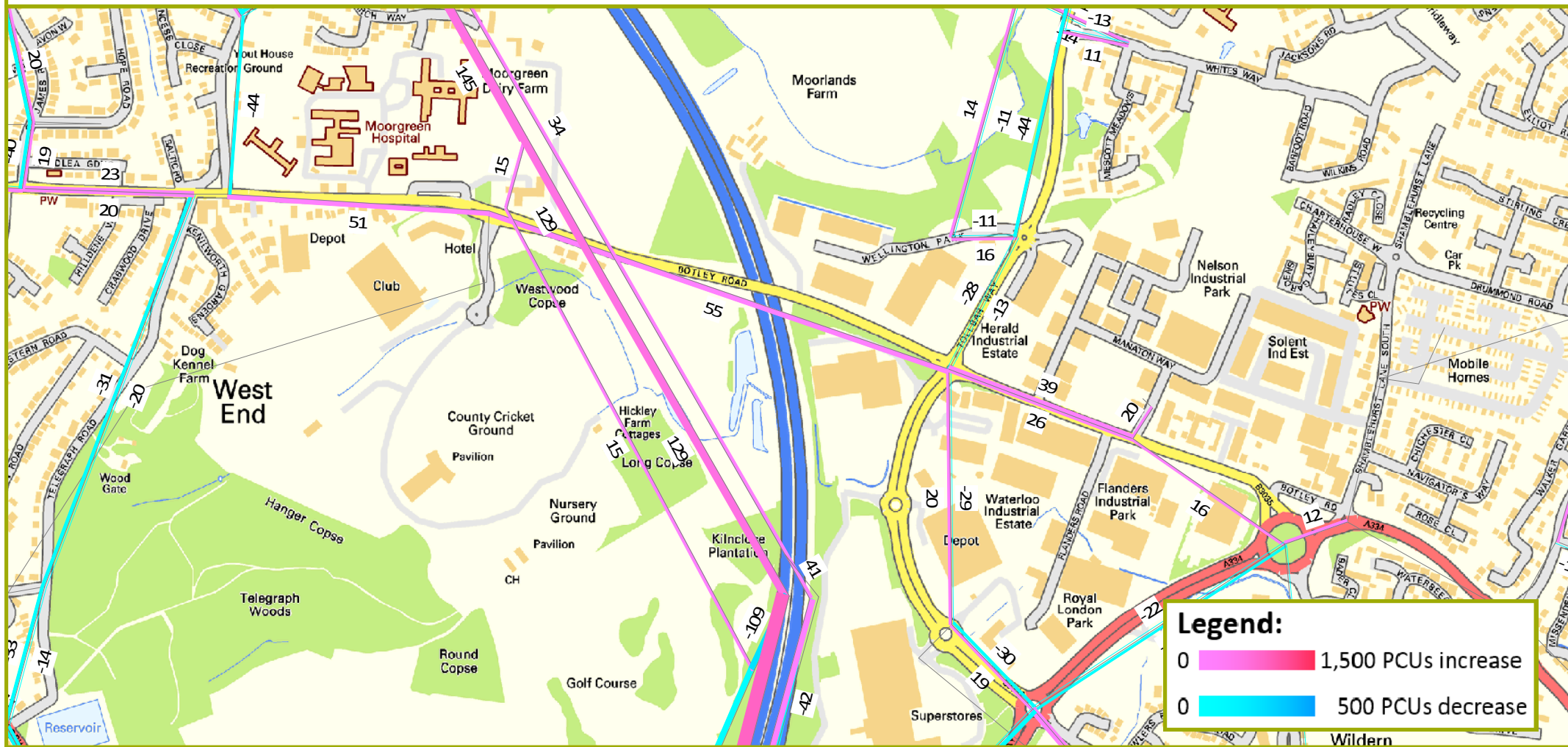
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - B3354 Winchester Rd / Botley Rd / B3342 Bubb Ln (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - A334 Hedge End (>10pcu/hr)



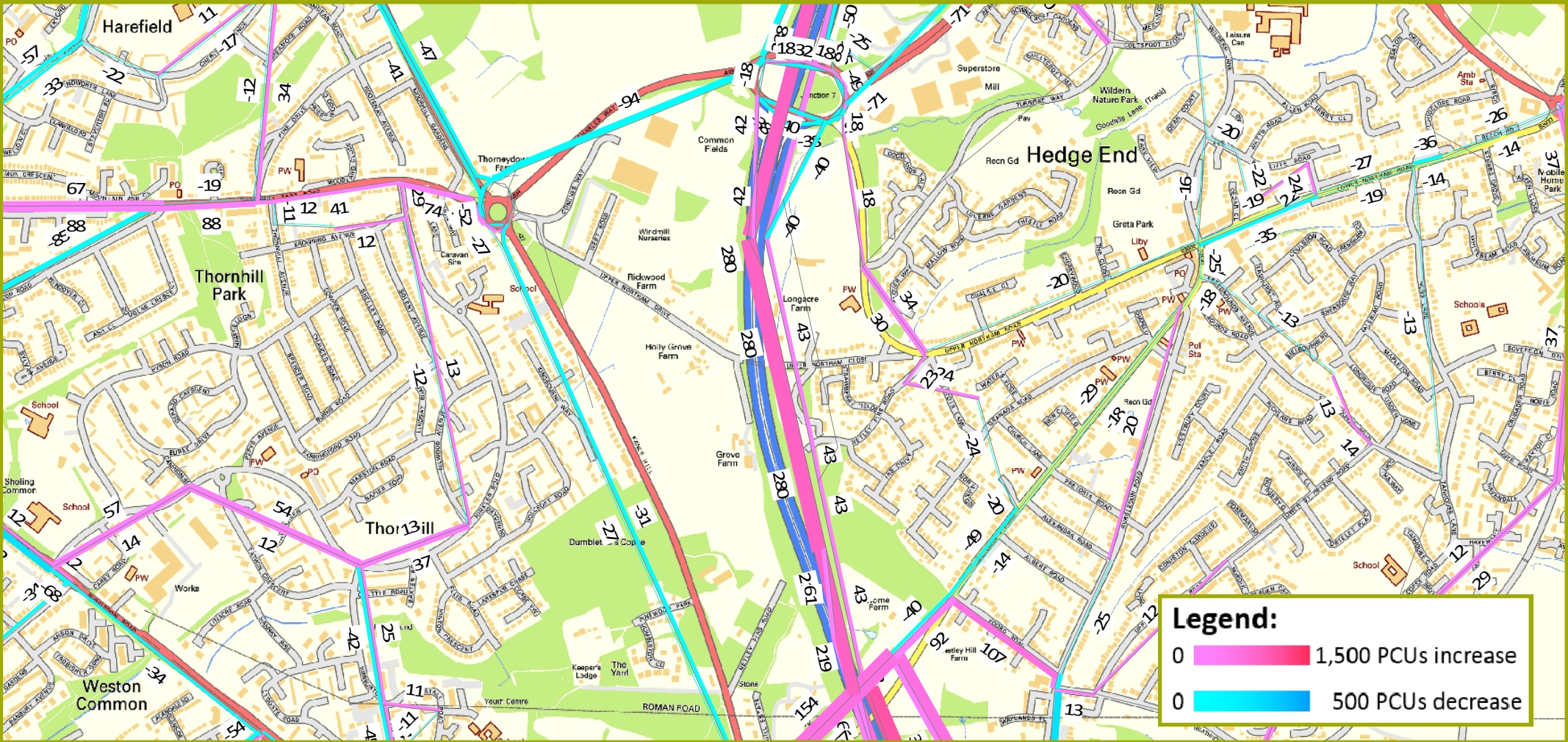
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - B3035 Botley Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - West End (>10pcu/hr)



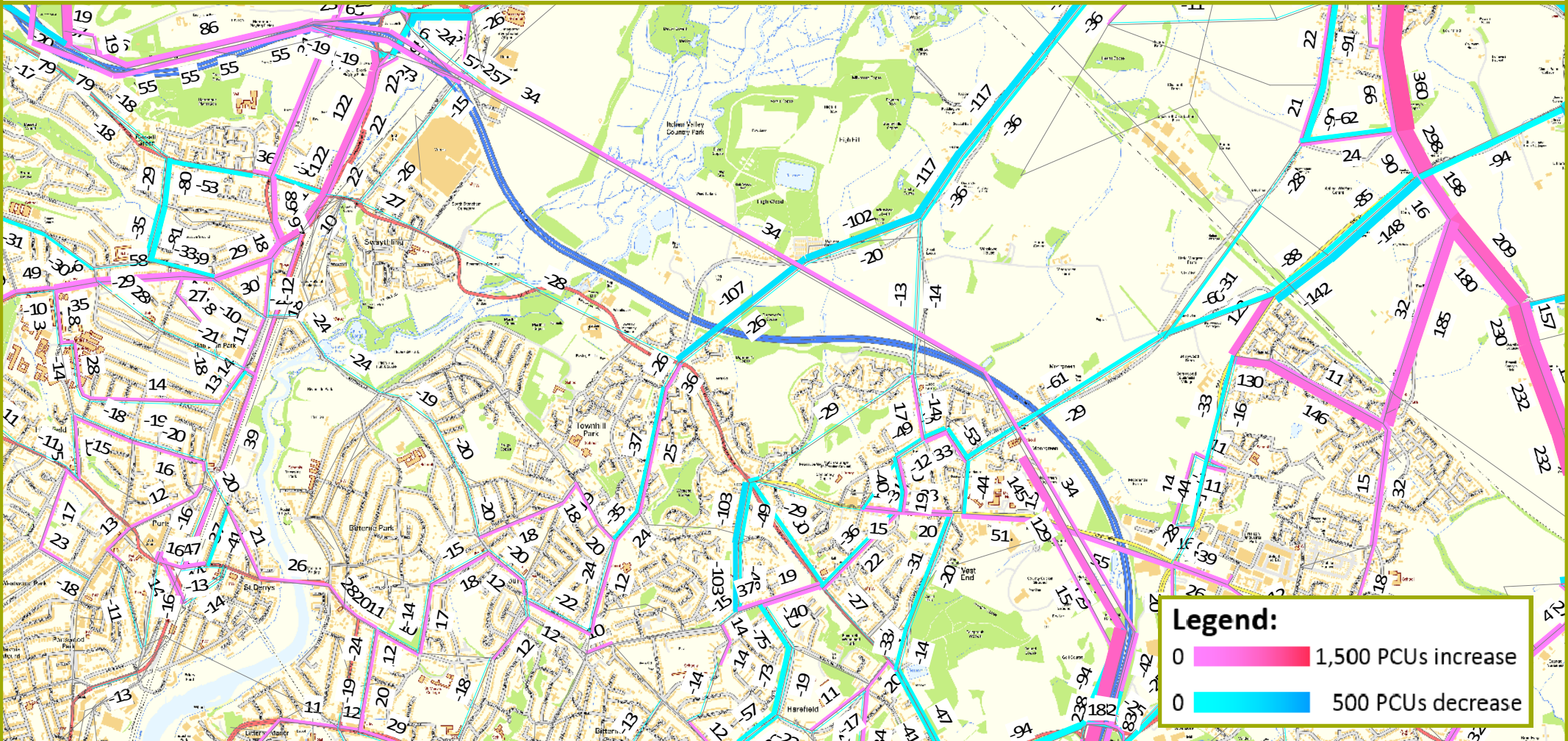
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - South of M27 - J7 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - West End Rd / St John's Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - M27 - J5-J7 (>10pcu/hr)



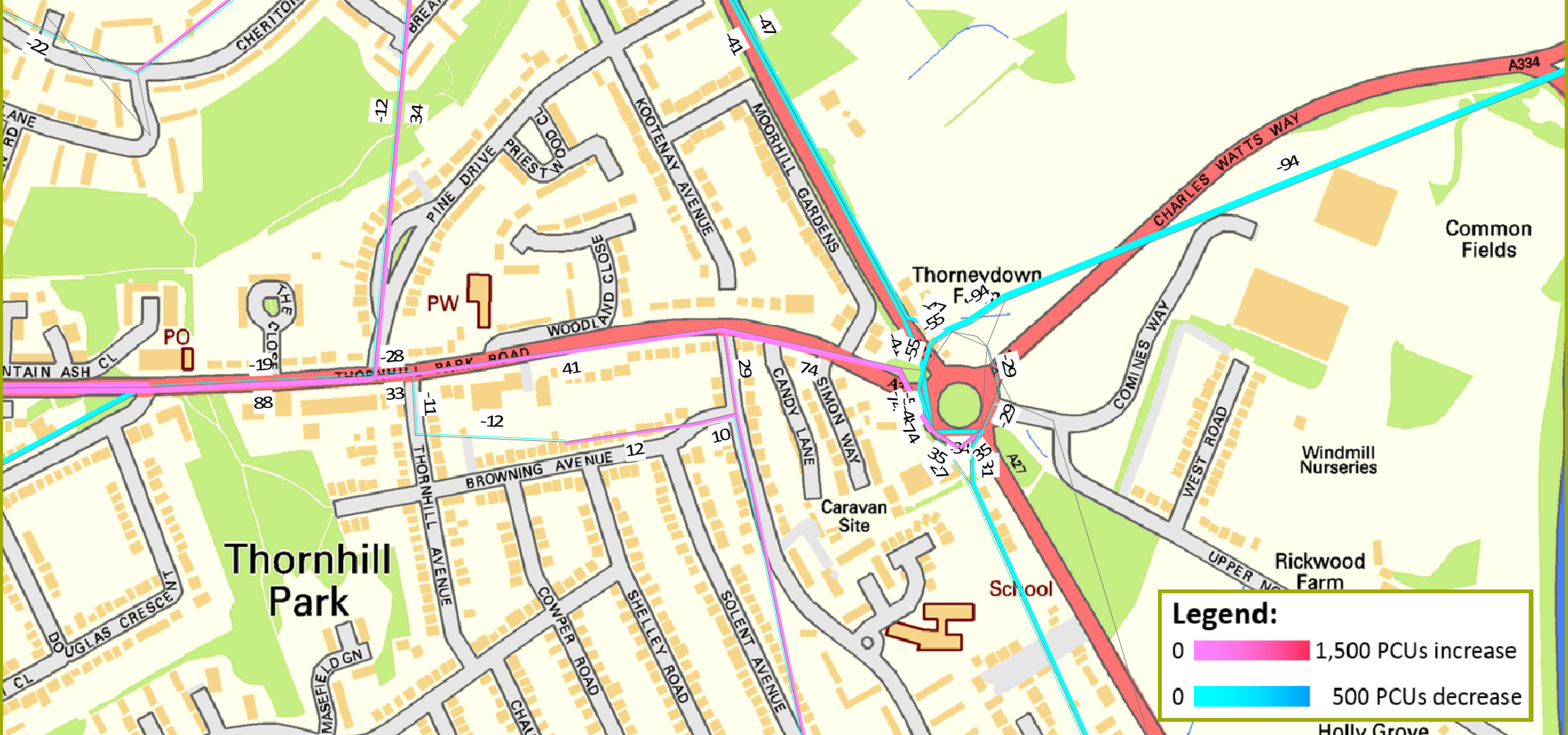
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - M27 - J5 (>10pcu/hr)



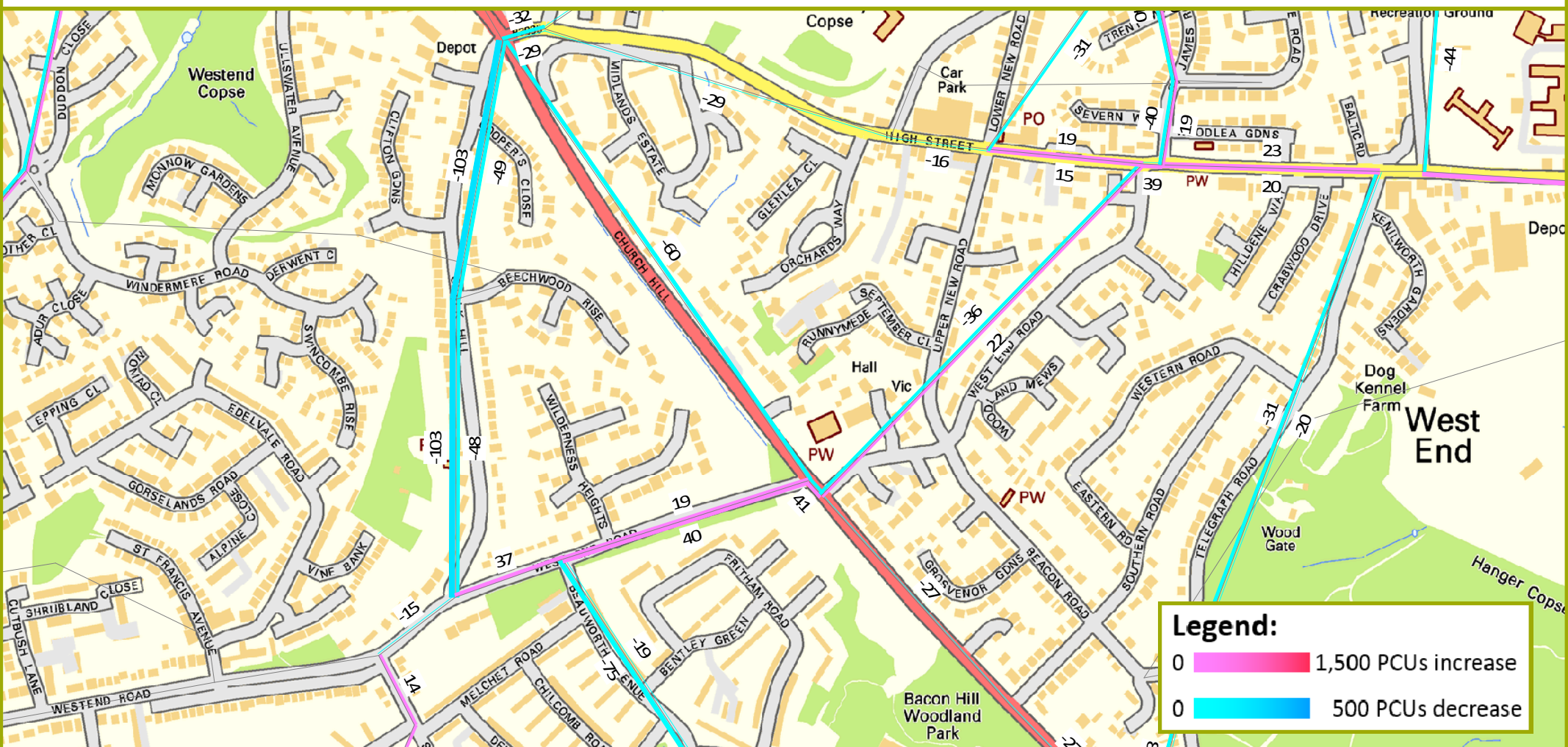
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - M27 - J7 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - A27 / A334 Kanes Hill Rbt (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - West End - A27 Church Hill (>10pcu/hr)



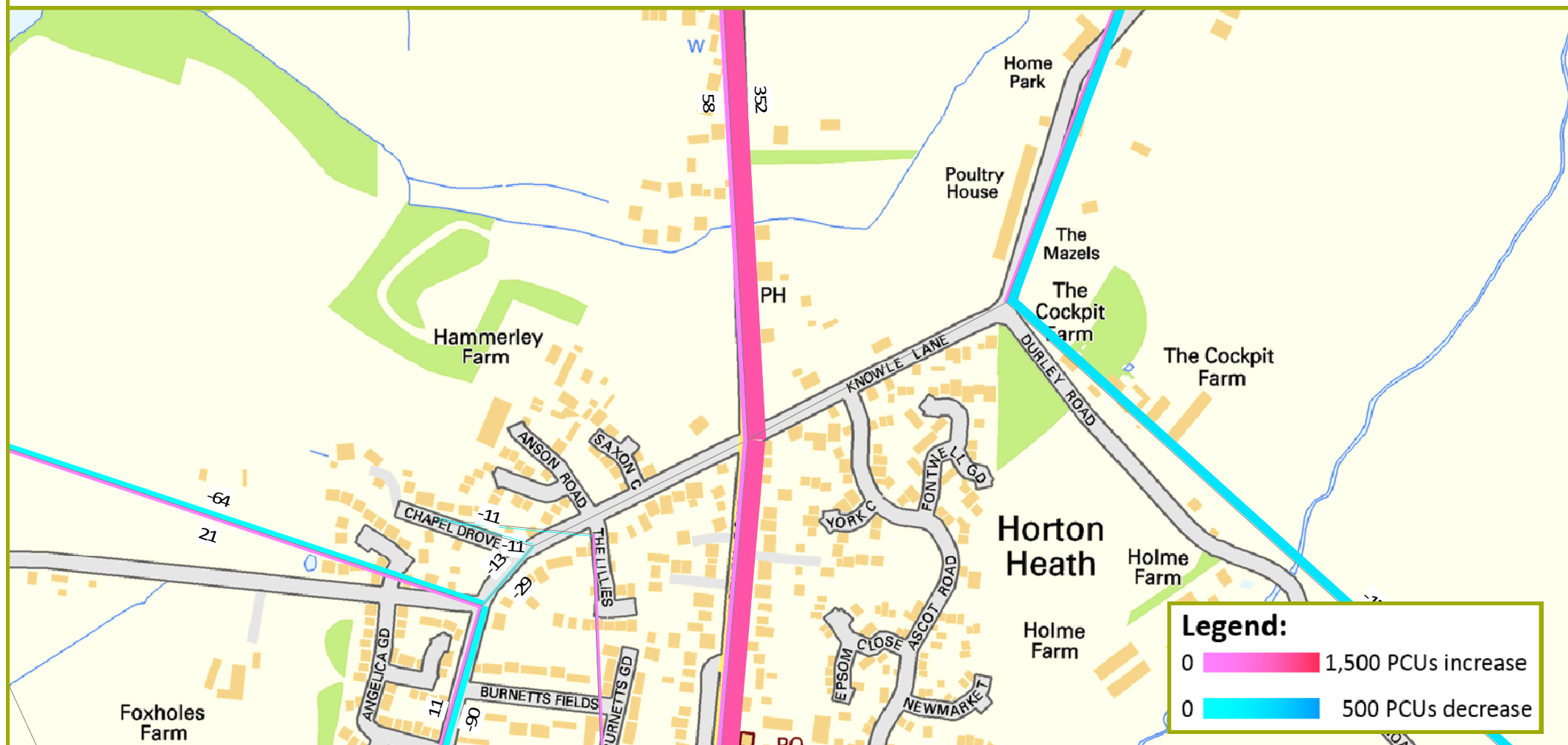
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - A27 Swaythling Rd - Allington Ln (>10pcu/hr)



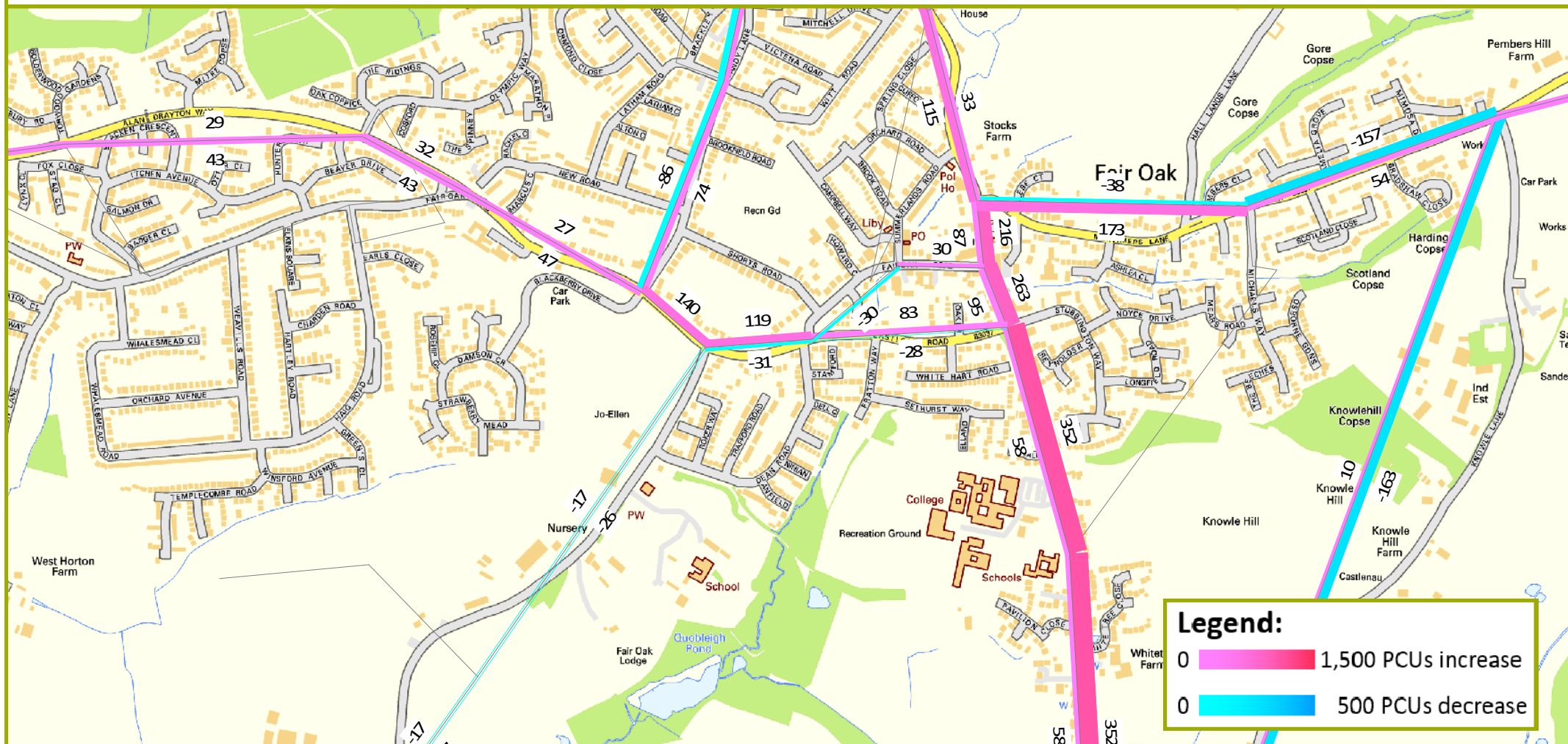
Legend:

0	1,500 PCUs increase
0	500 PCUs decrease

Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Horton Heath - Botley Rd (>10pcu/hr)



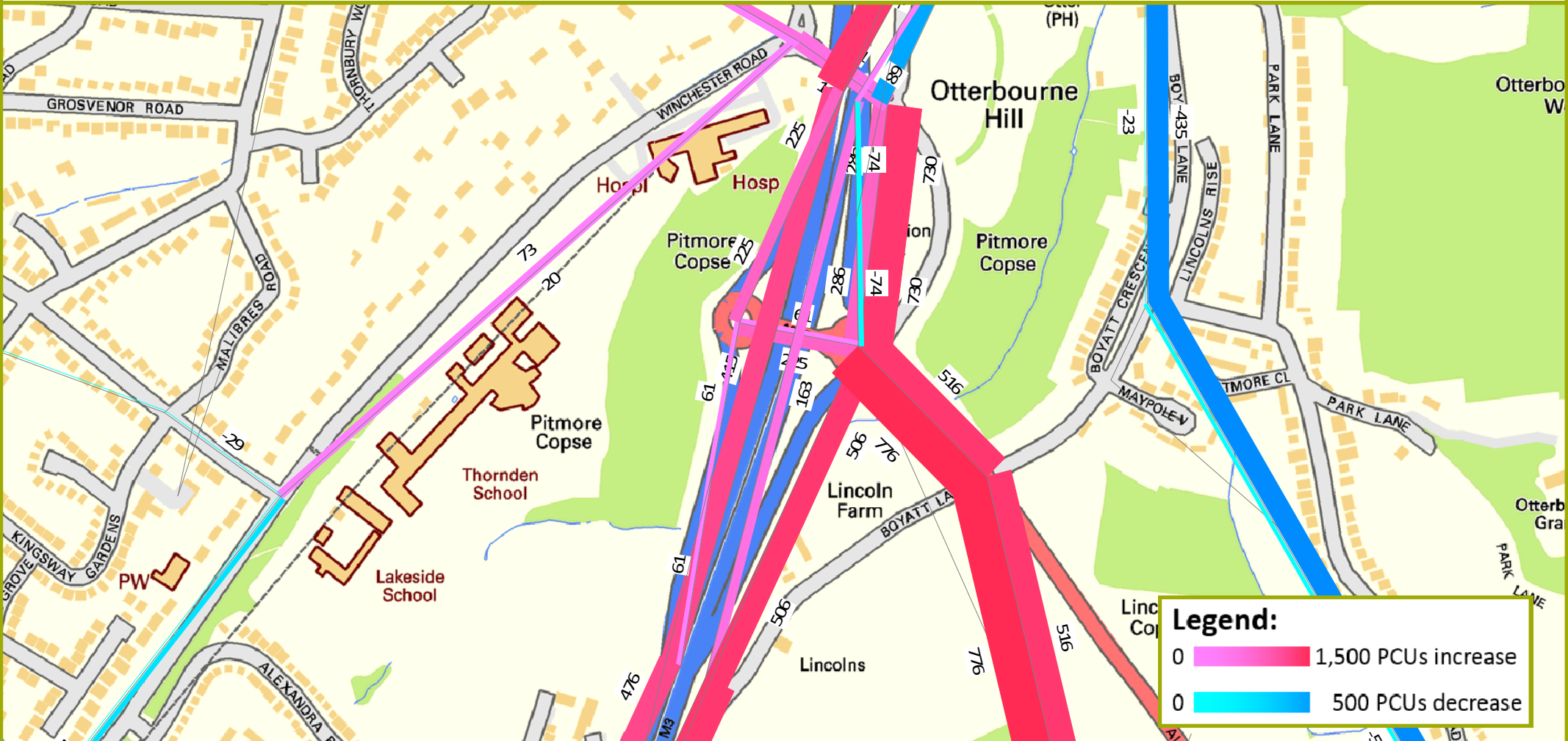
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Fair Oak (>10pcu/hr)



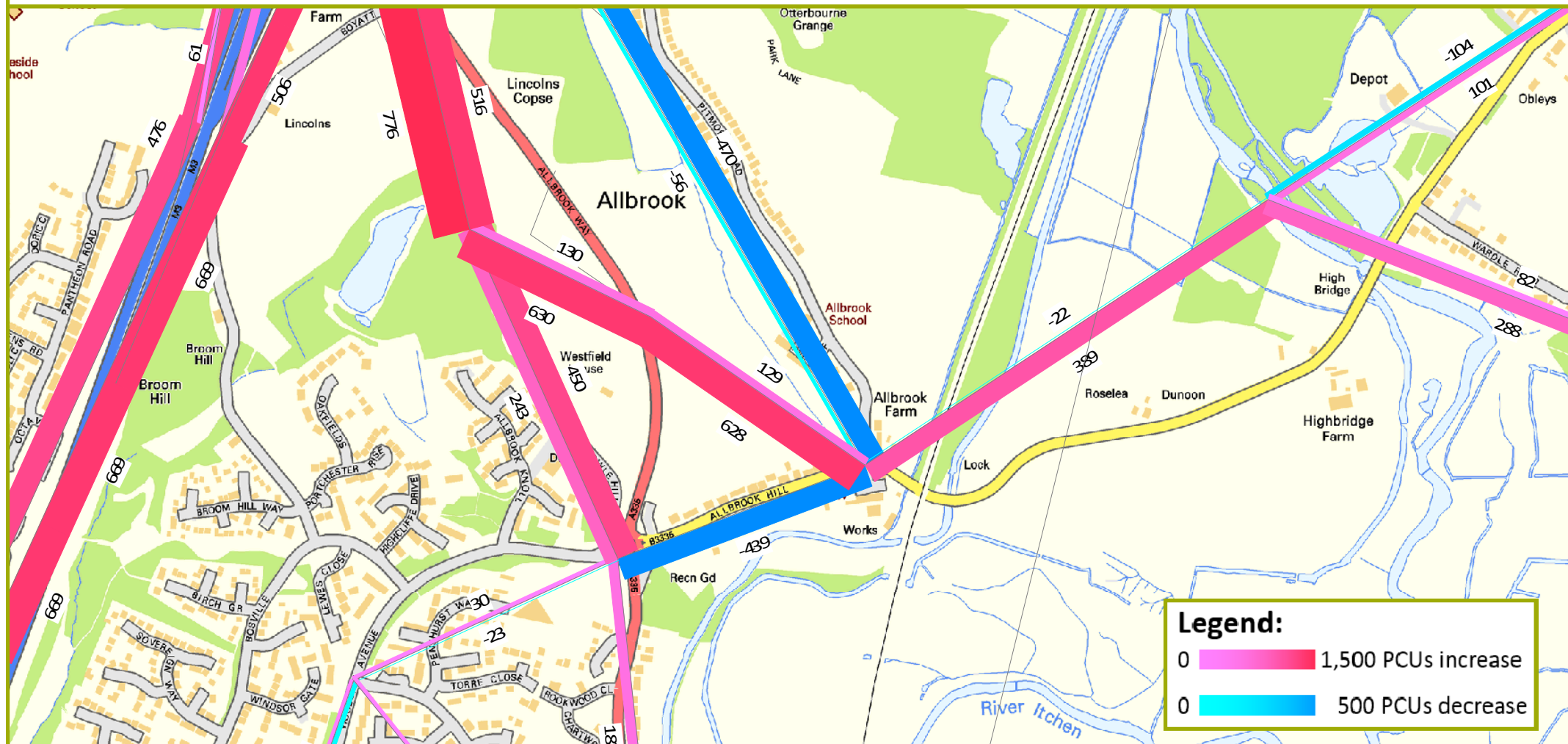
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Eastleigh Station (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - M3 - J12 (>10pcu/hr)



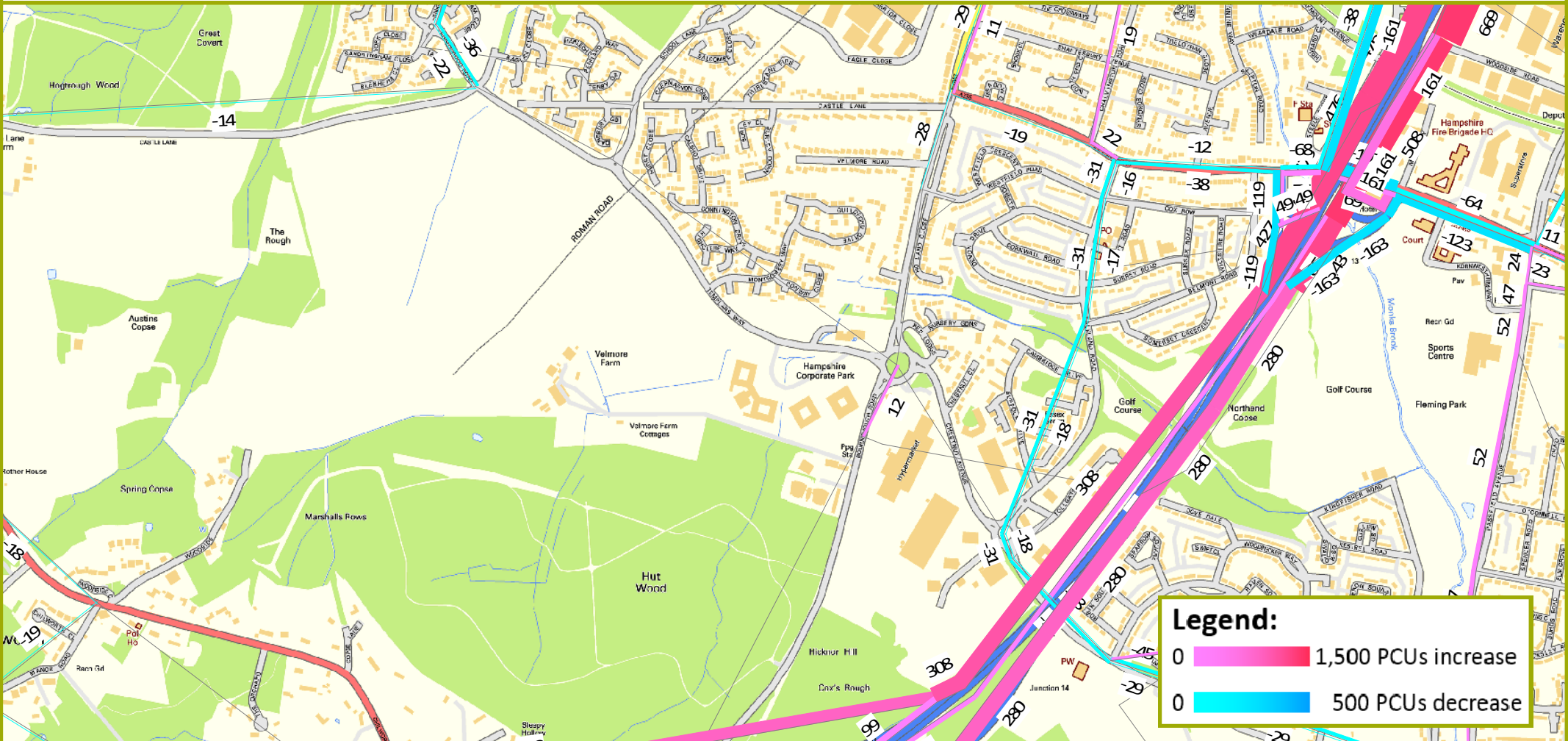
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Allbrook Hill (>10pcu/hr)



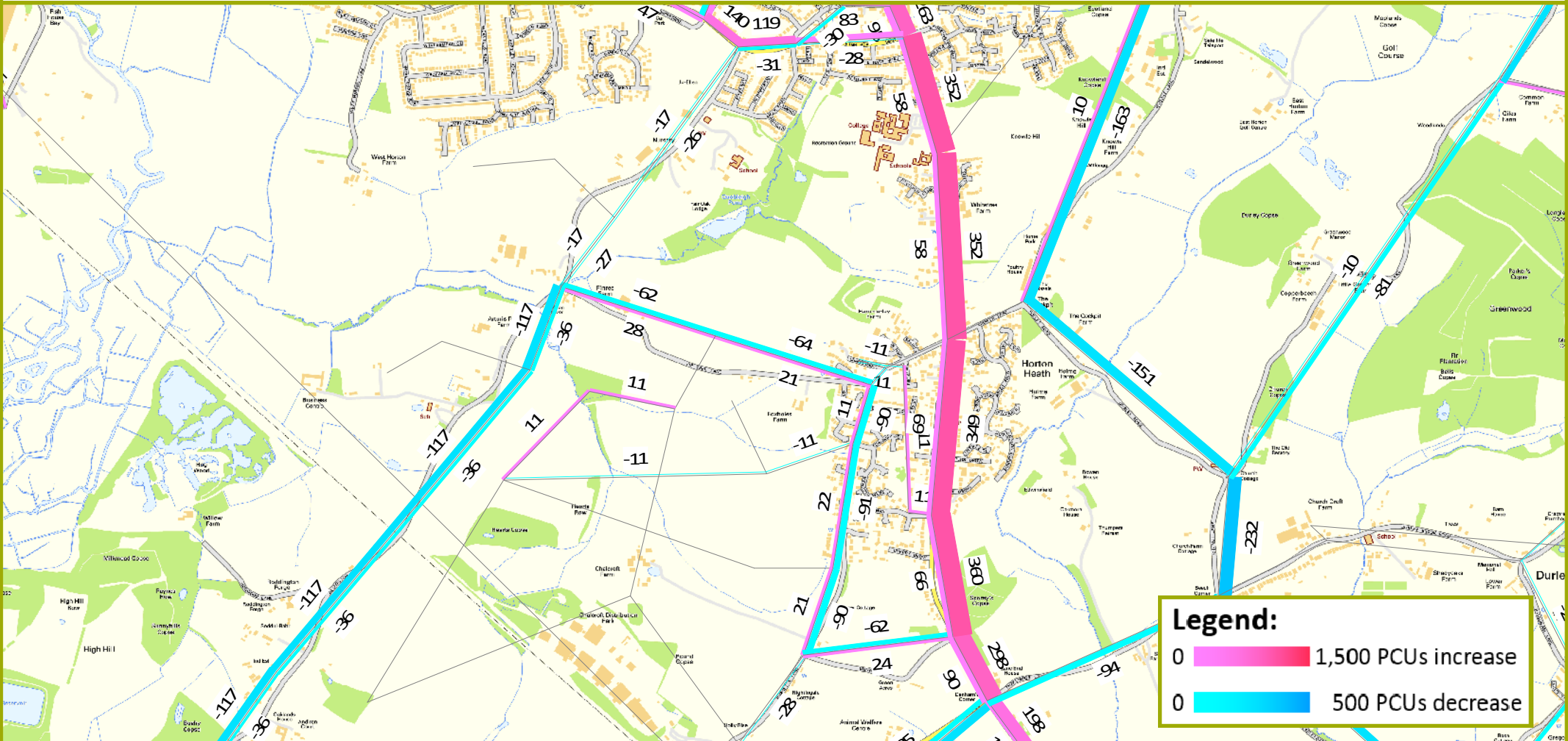
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Eastleigh - Passfield Ave (>10pcu/hr)



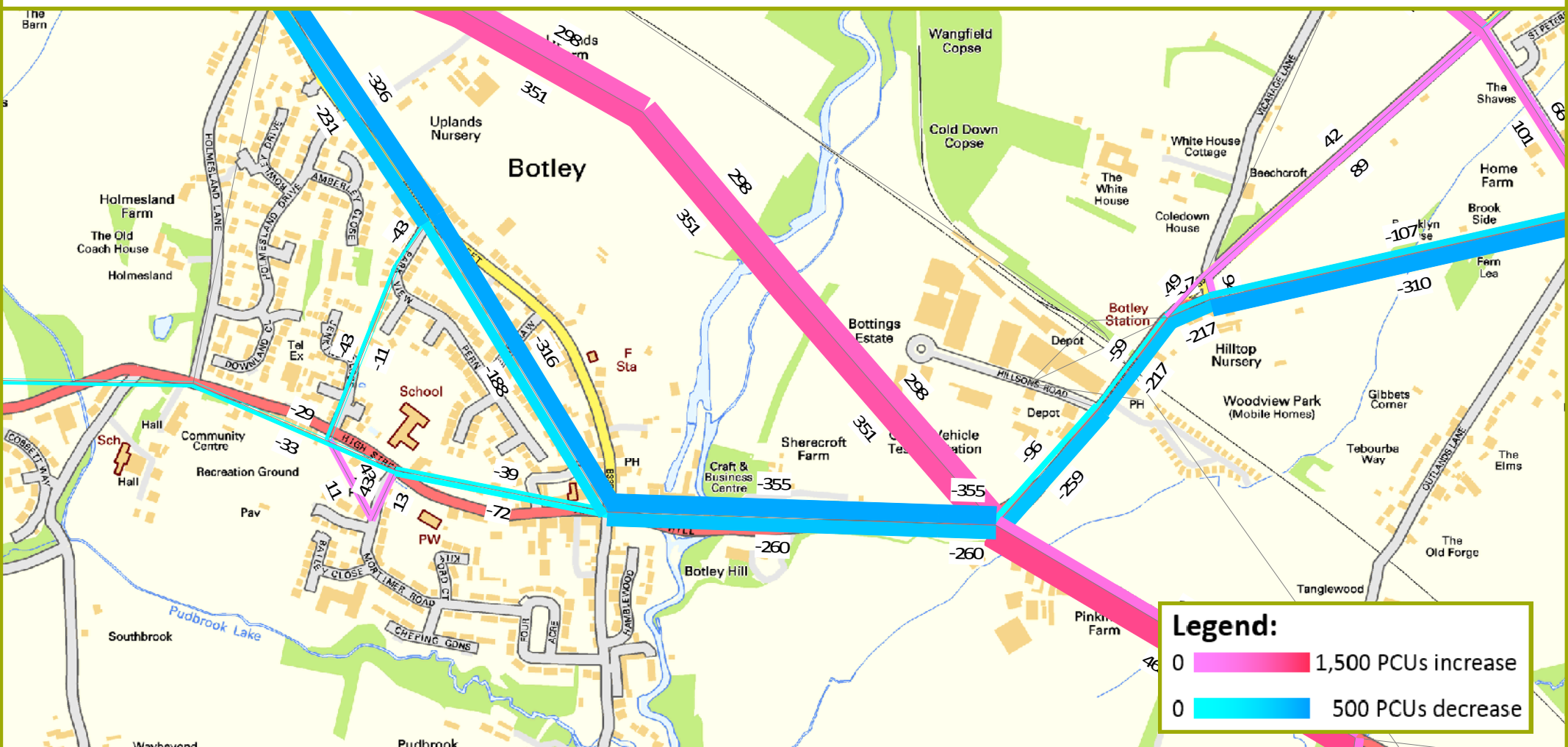
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Chestnut Ave / Bournemouth Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Allington Lane / Firtree Lane (>10pcu/hr)



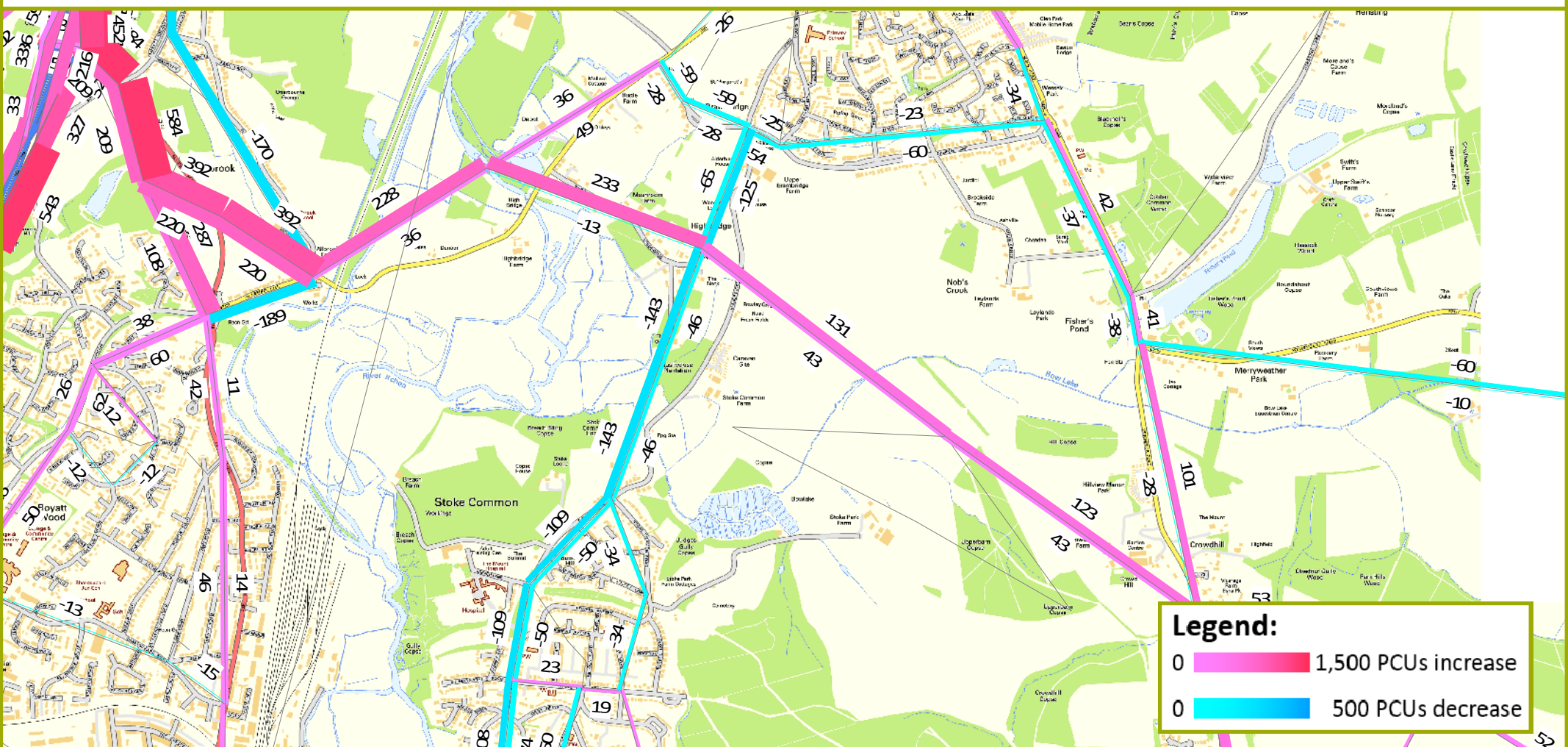
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a AM - Botley A334 / A3051 (>10pcu/hr)



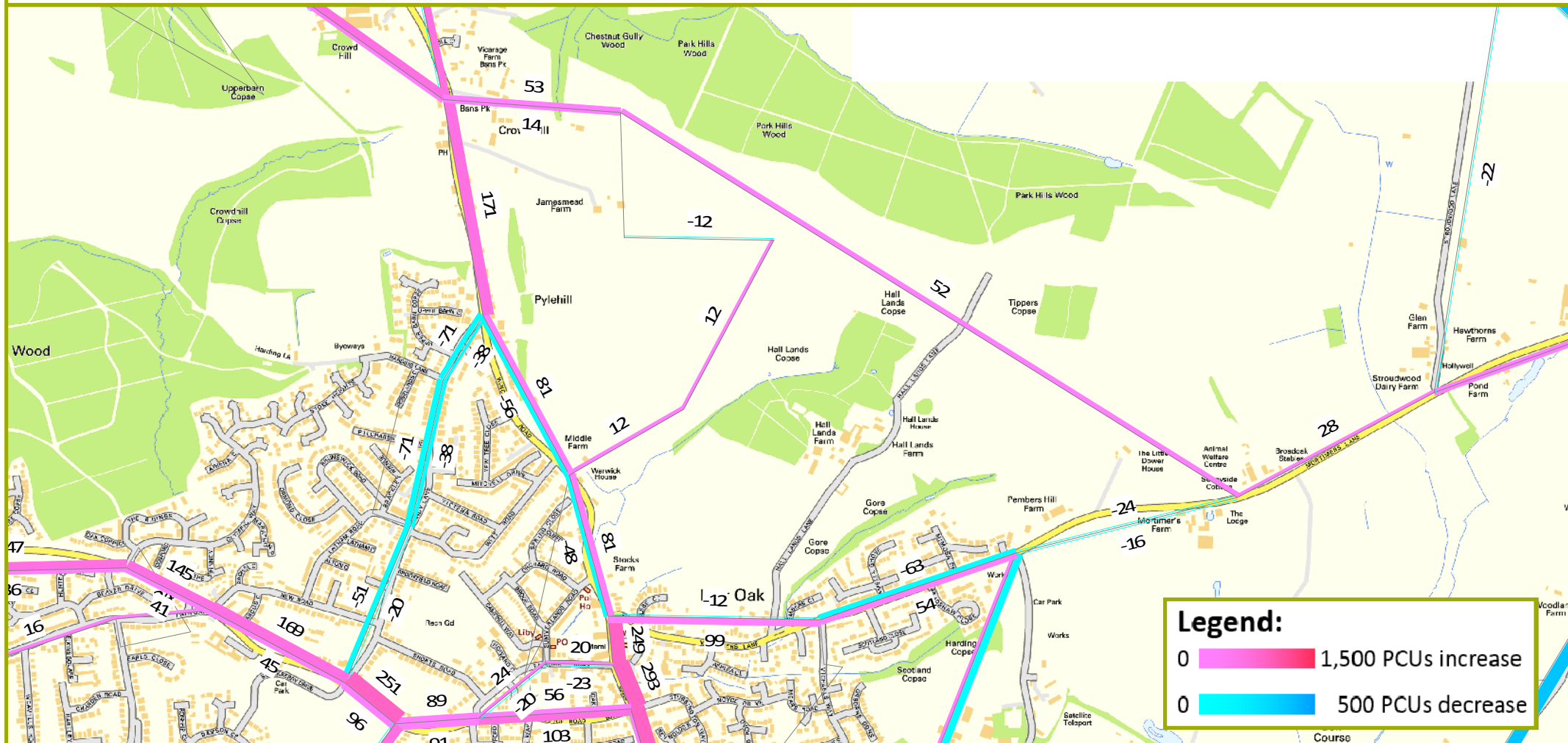
PM



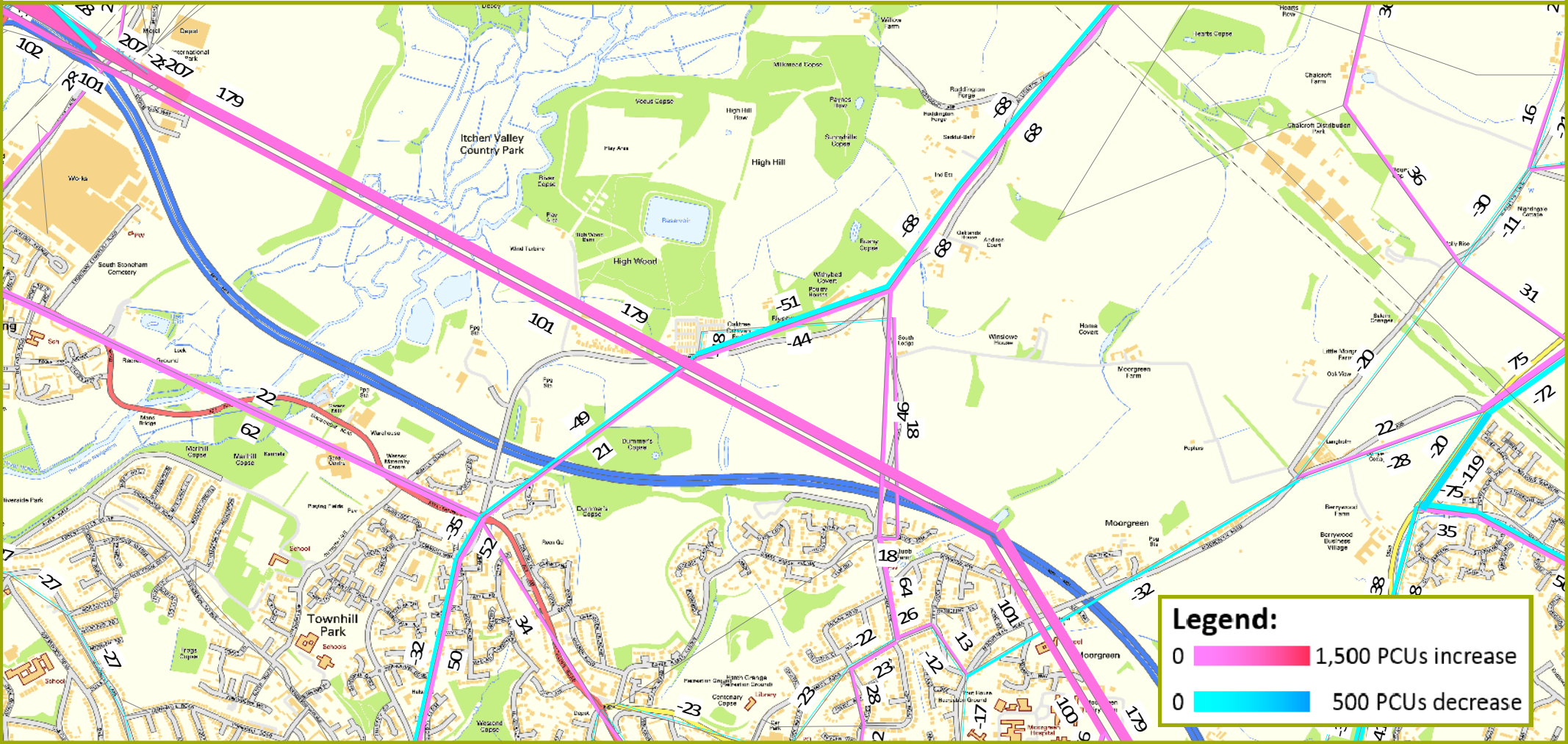
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - North Bishopstoke Bypass (>10pcu/hr)



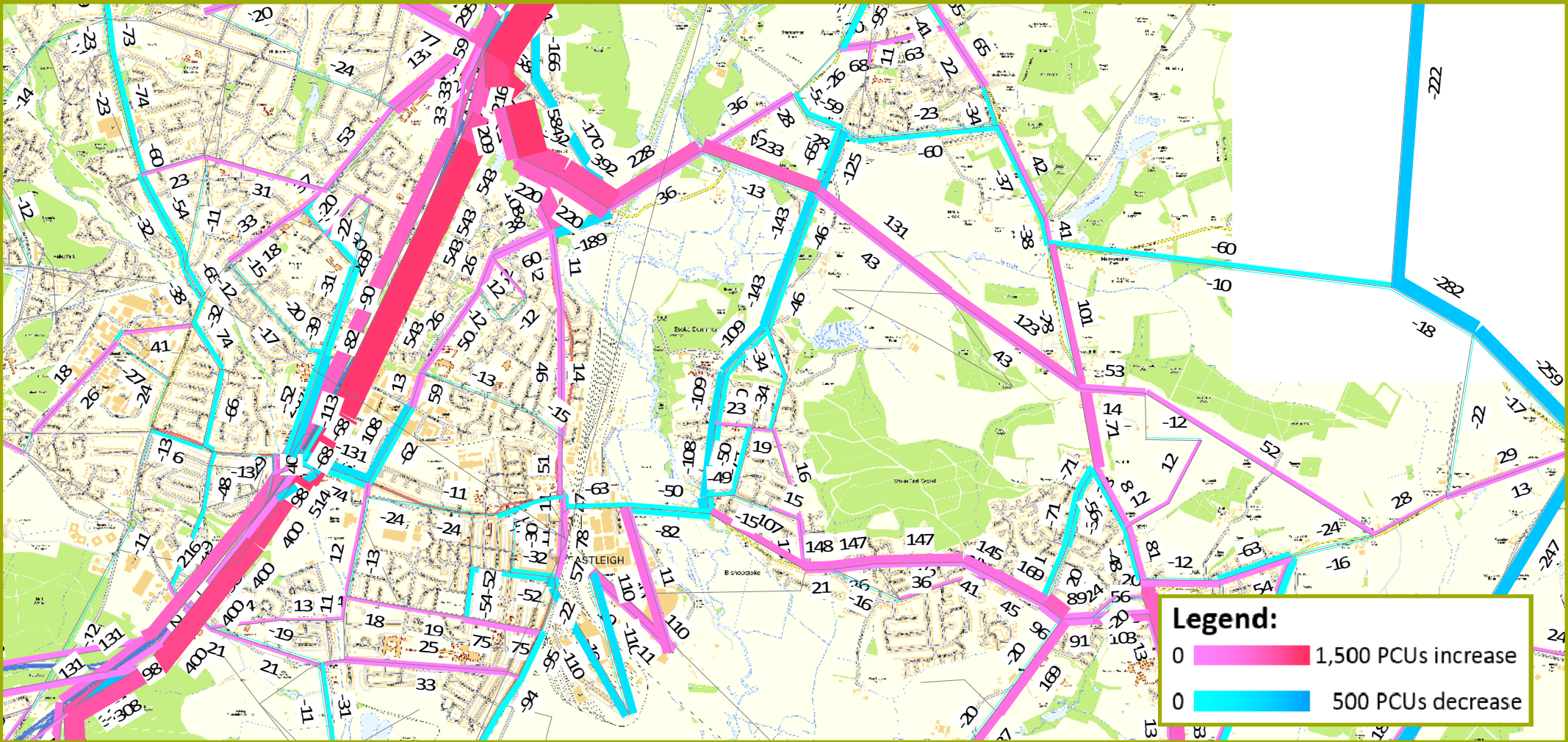
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Fair Oak / New Link Road (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - North of West End (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Eastleigh (>10pcu/hr)



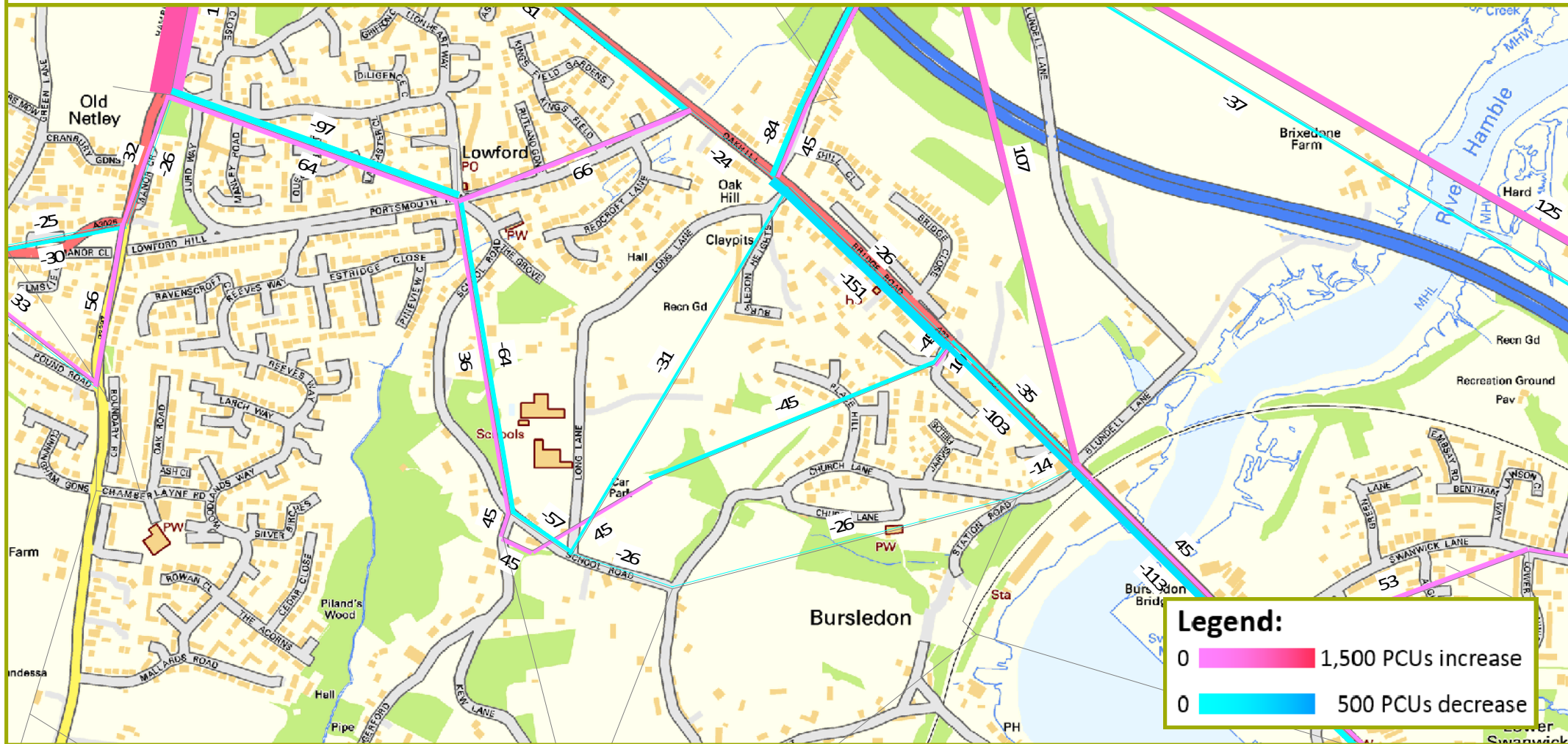
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Hamble Lane / Hound Lane (>10pcu/hr)



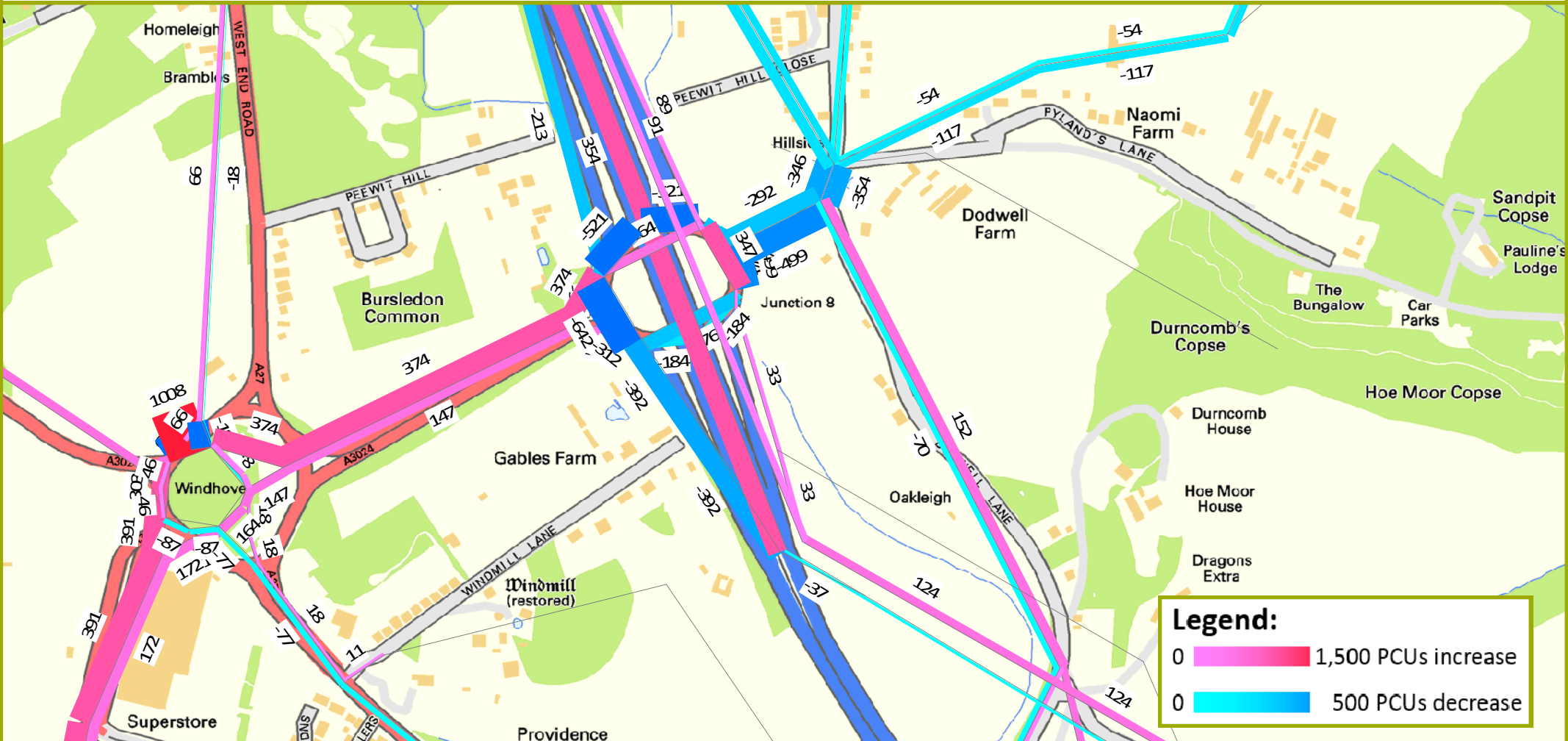
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Windhover Rbt (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Bursledon Bridge Road / Church Lane (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - M27 - J8 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - A3025 Hamble Lane / Portsmouth Road (>10pcu/hr)

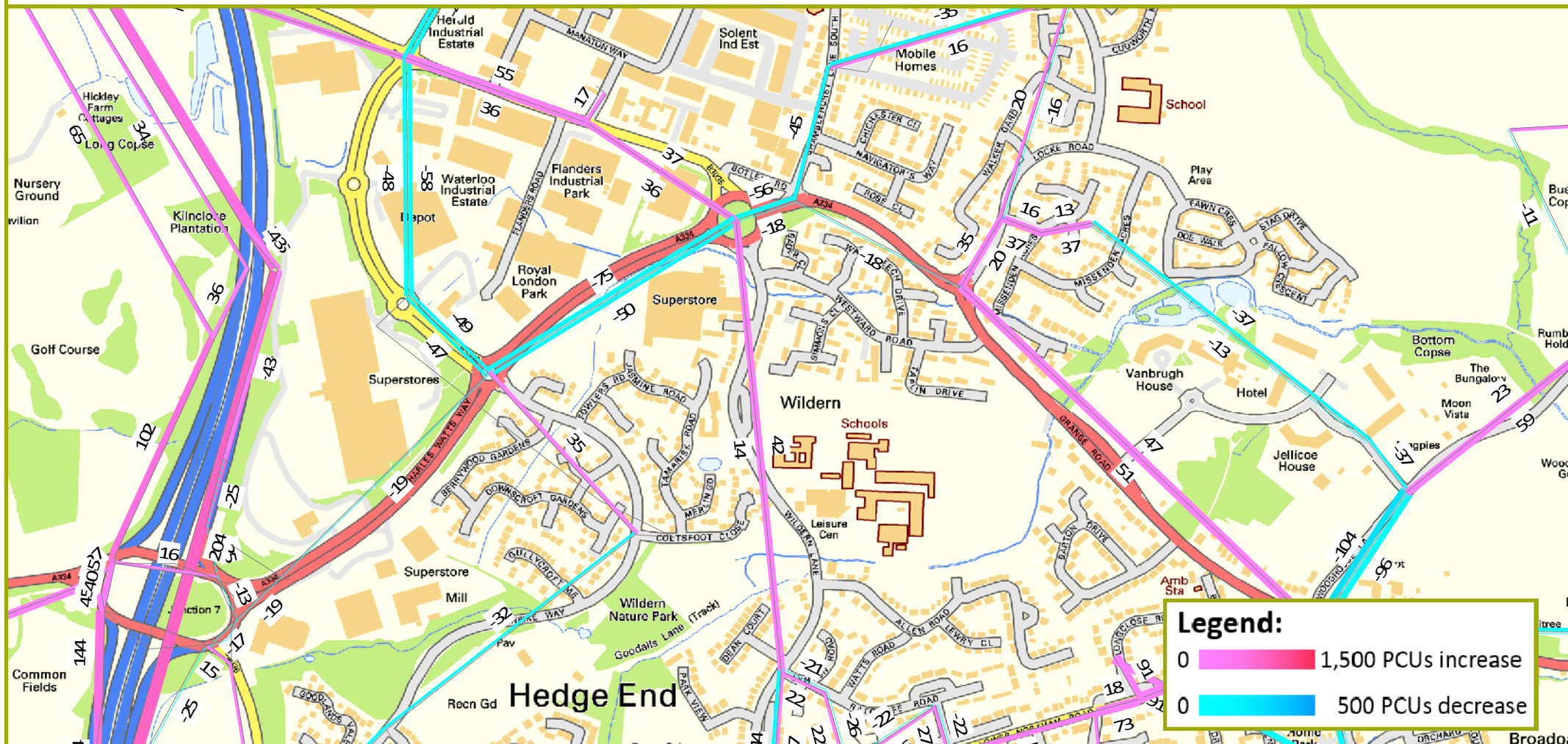


Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Maypole Roundabout (>10pcu/hr)



The map shows the area around Littleport, Cambridgeshire, with a focus on the A14/A1030 junction. The map displays various roads, including Cherry Grove, Blind Lane, and the A14/A1030 junction. It also shows local landmarks like Chalcroft Farm, Little Morgreen Farm, and the Animal Welfare Centre. A legend indicates that red lines represent a 1,500 PCUs increase and blue lines represent a 500 PCUs decrease. The map is overlaid with a grid of colored lines representing predicted traffic volume changes.

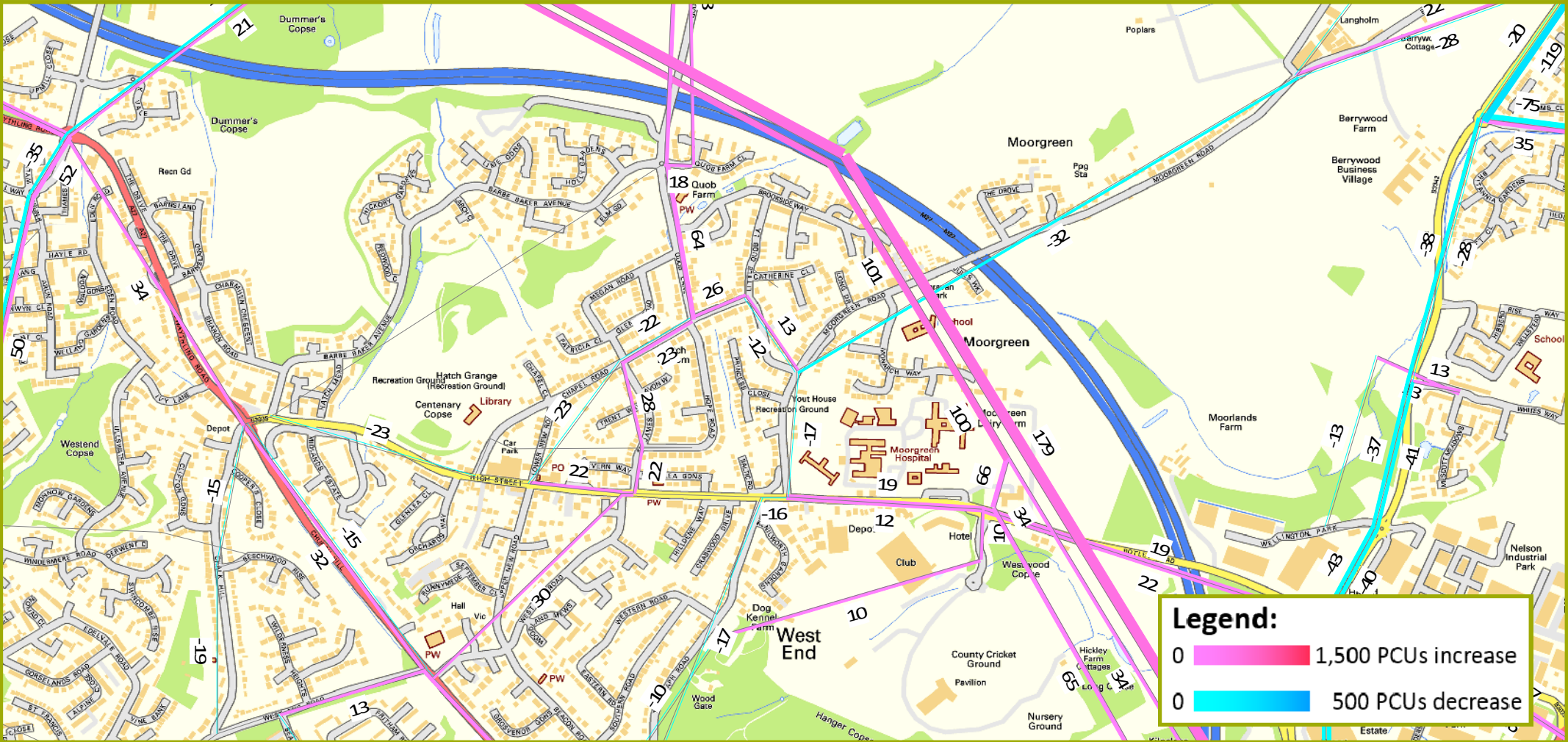
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - A334 Hedge End (>10pcu/hr)



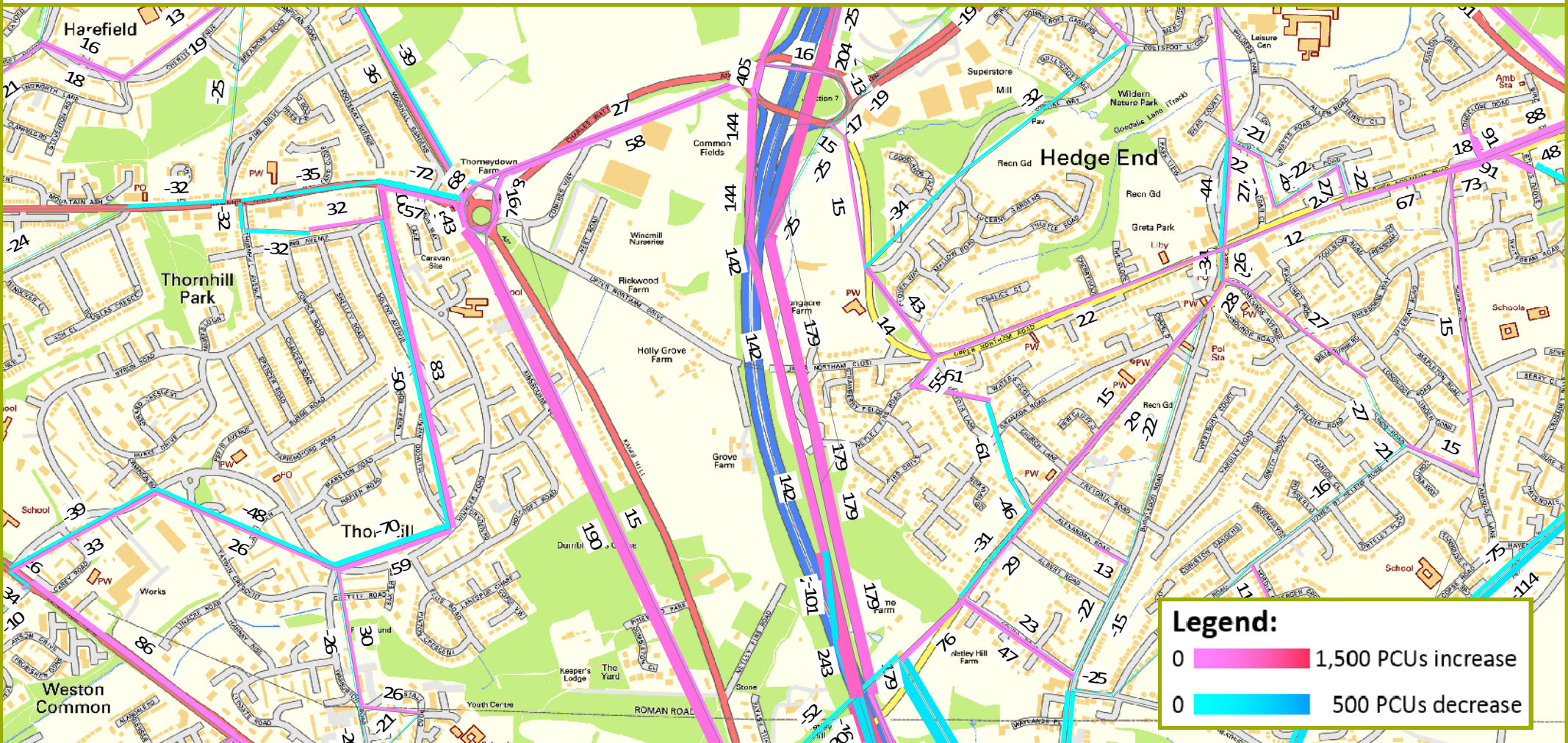
Legend:

- 0 1,500 PCUs increase
- 0 500 PCUs decrease

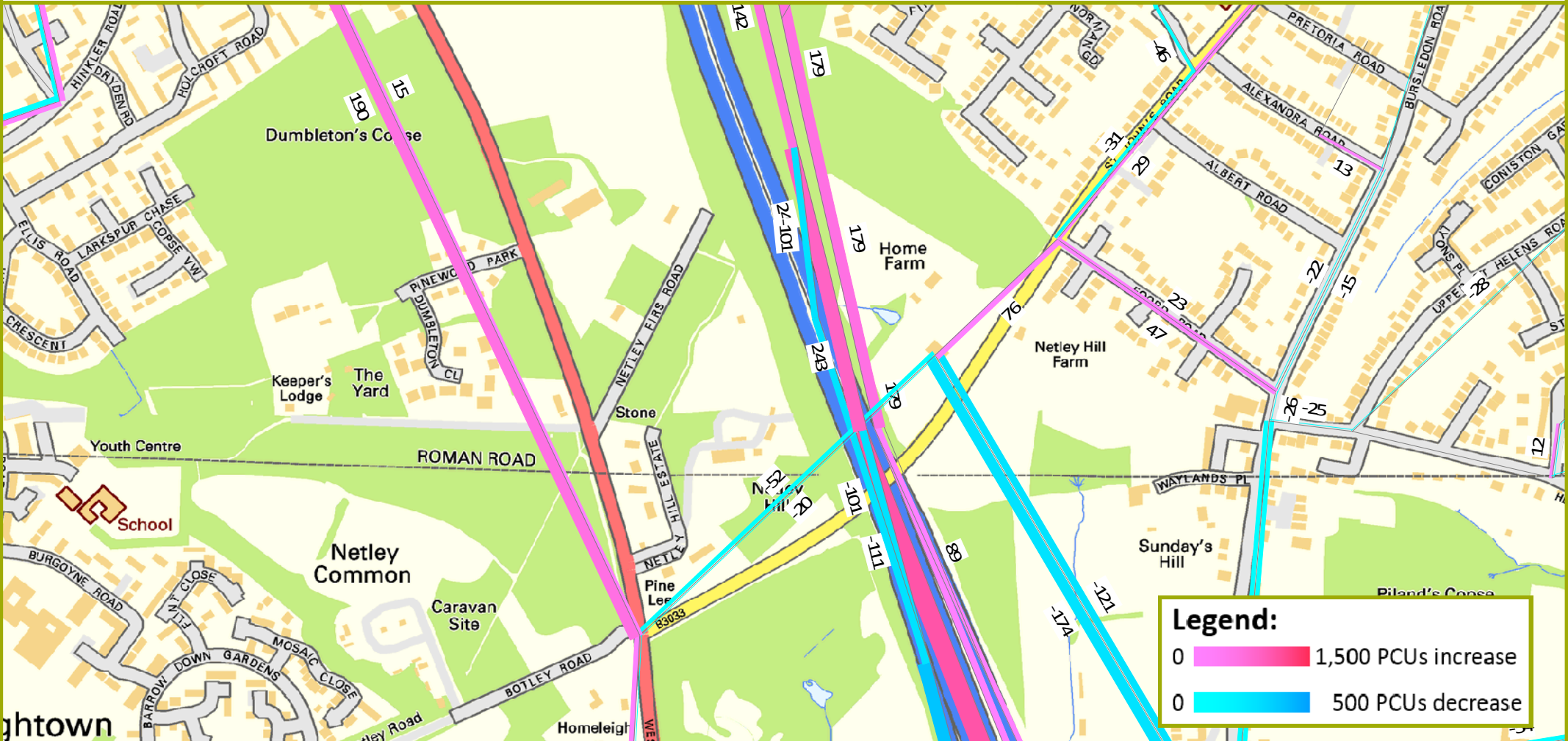
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - West End (>10pcu/hr)



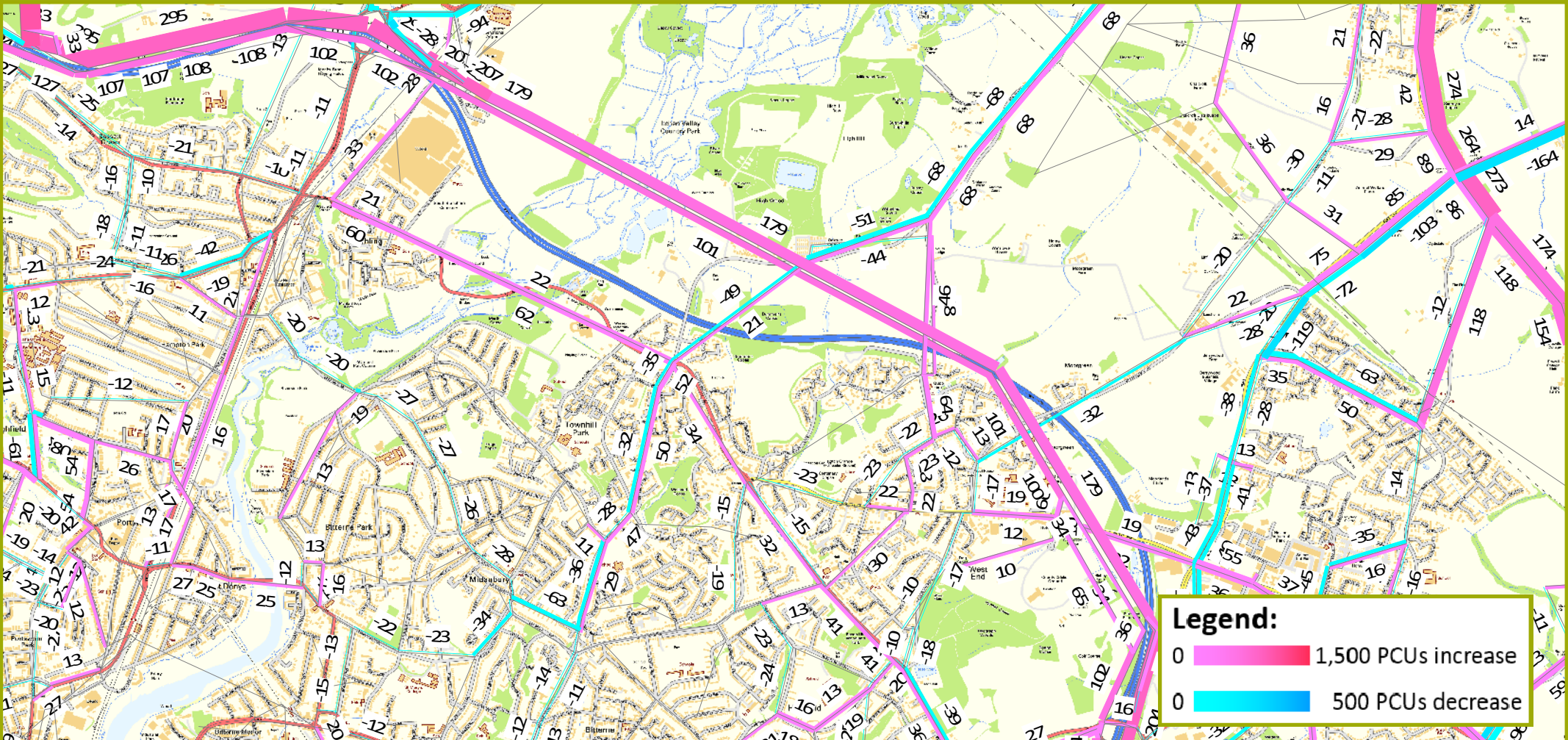
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - South of M27 - J7 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - West End Rd / St John's Rd (>10pcu/hr)



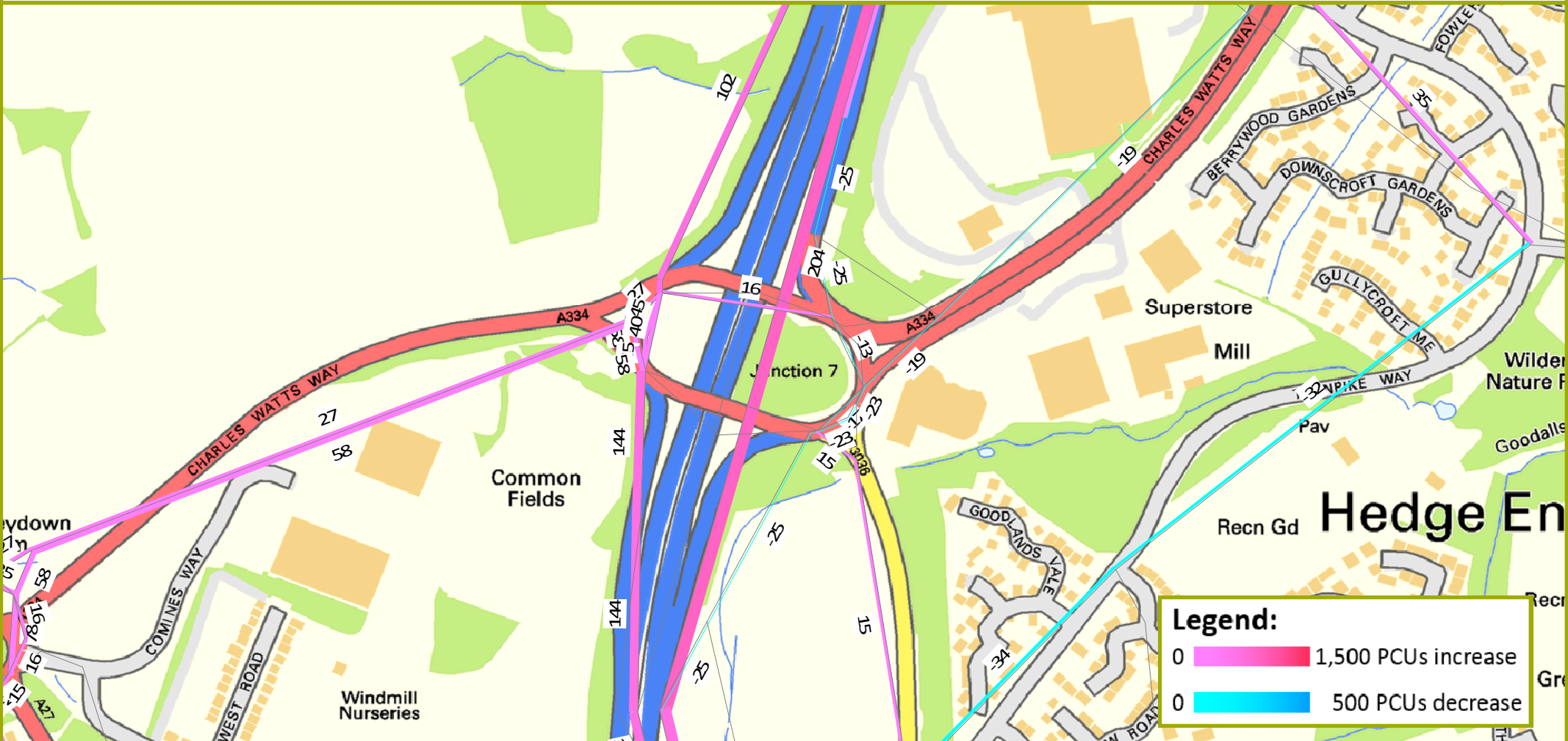
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - M27 - J5-J7 (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - M27 - J5 (>10pcu/hr)



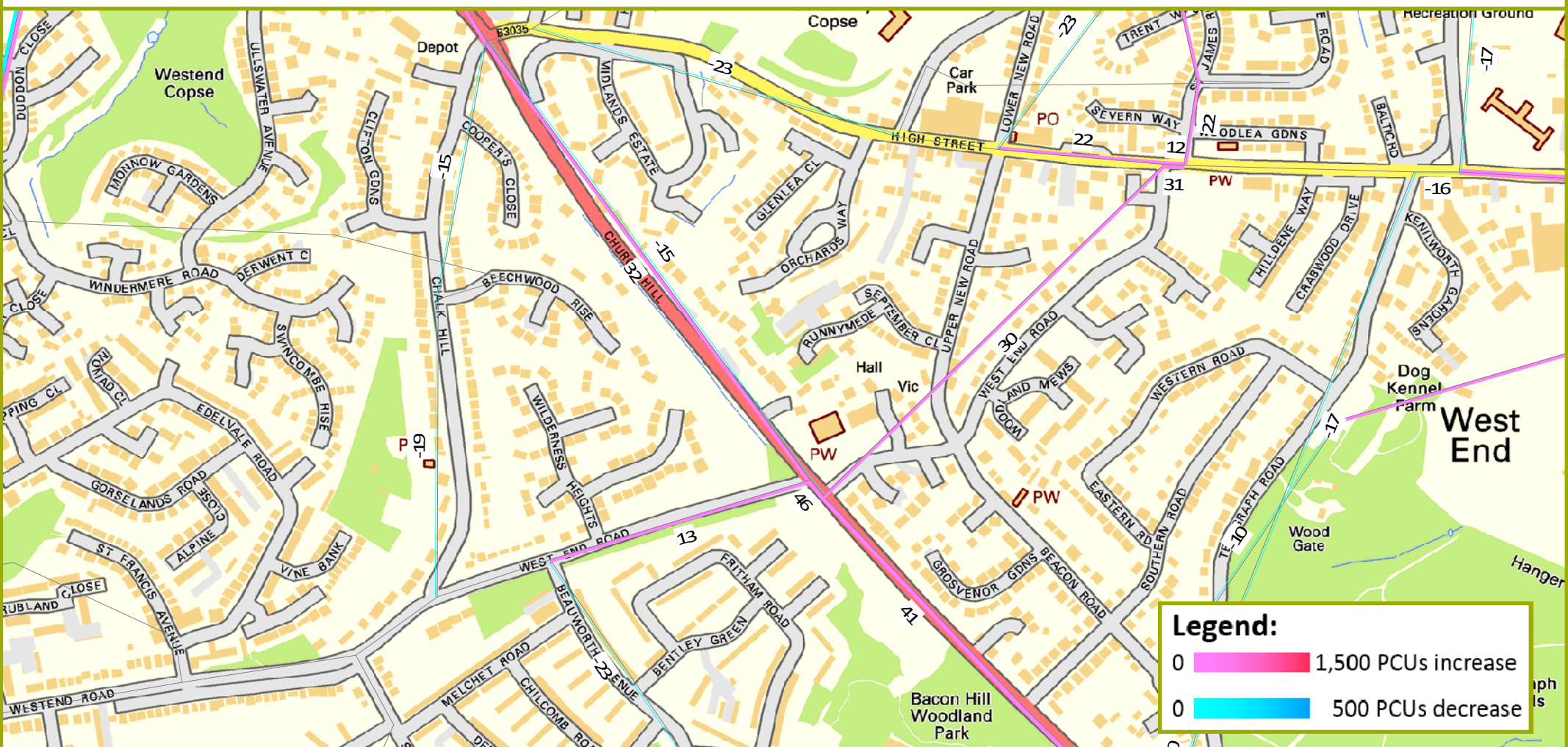
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - M27 - J7 (>10pcu/hr)



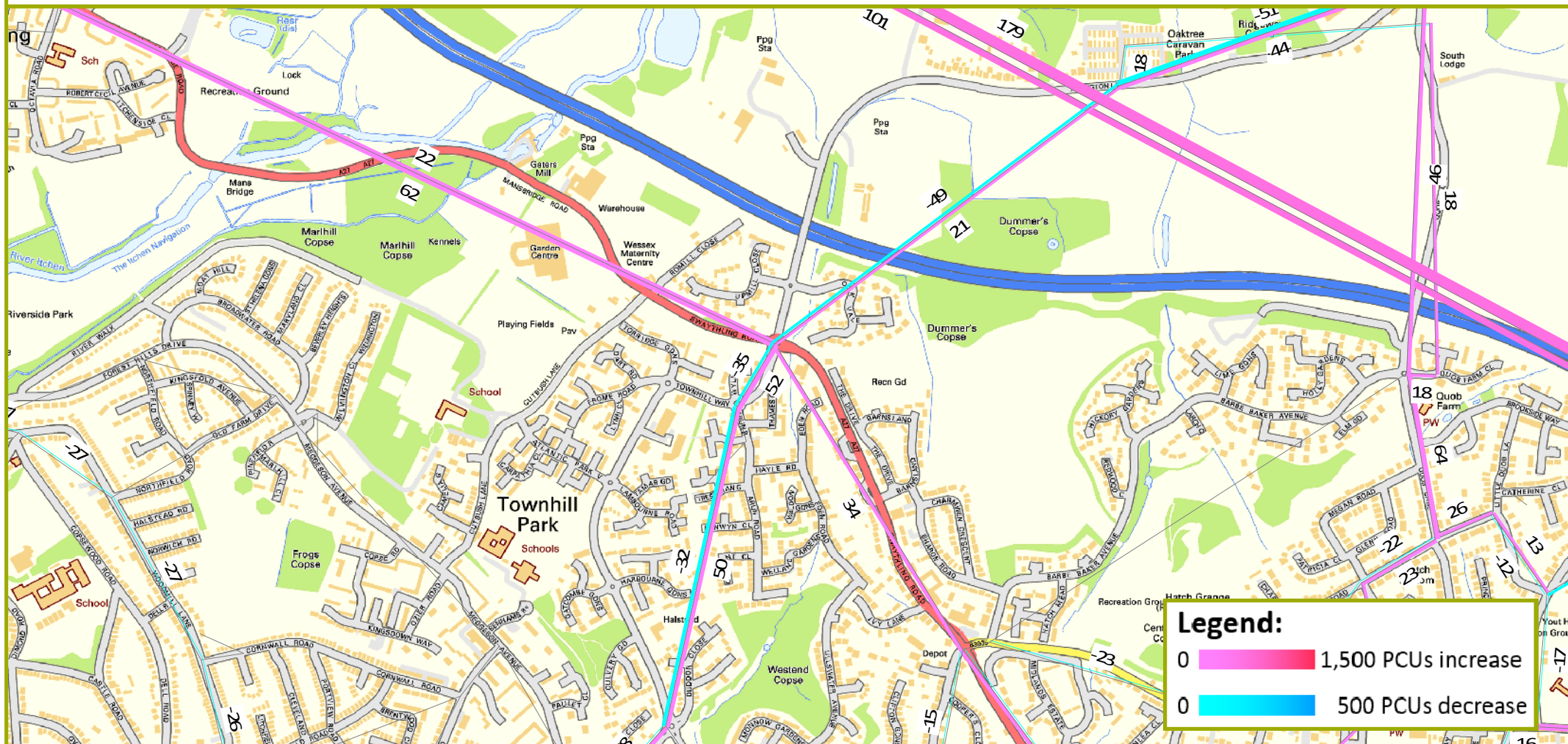
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - A27 / A334 Kanes Hill Rbt (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - West End - A27 Church Hill (>10pcu/hr)



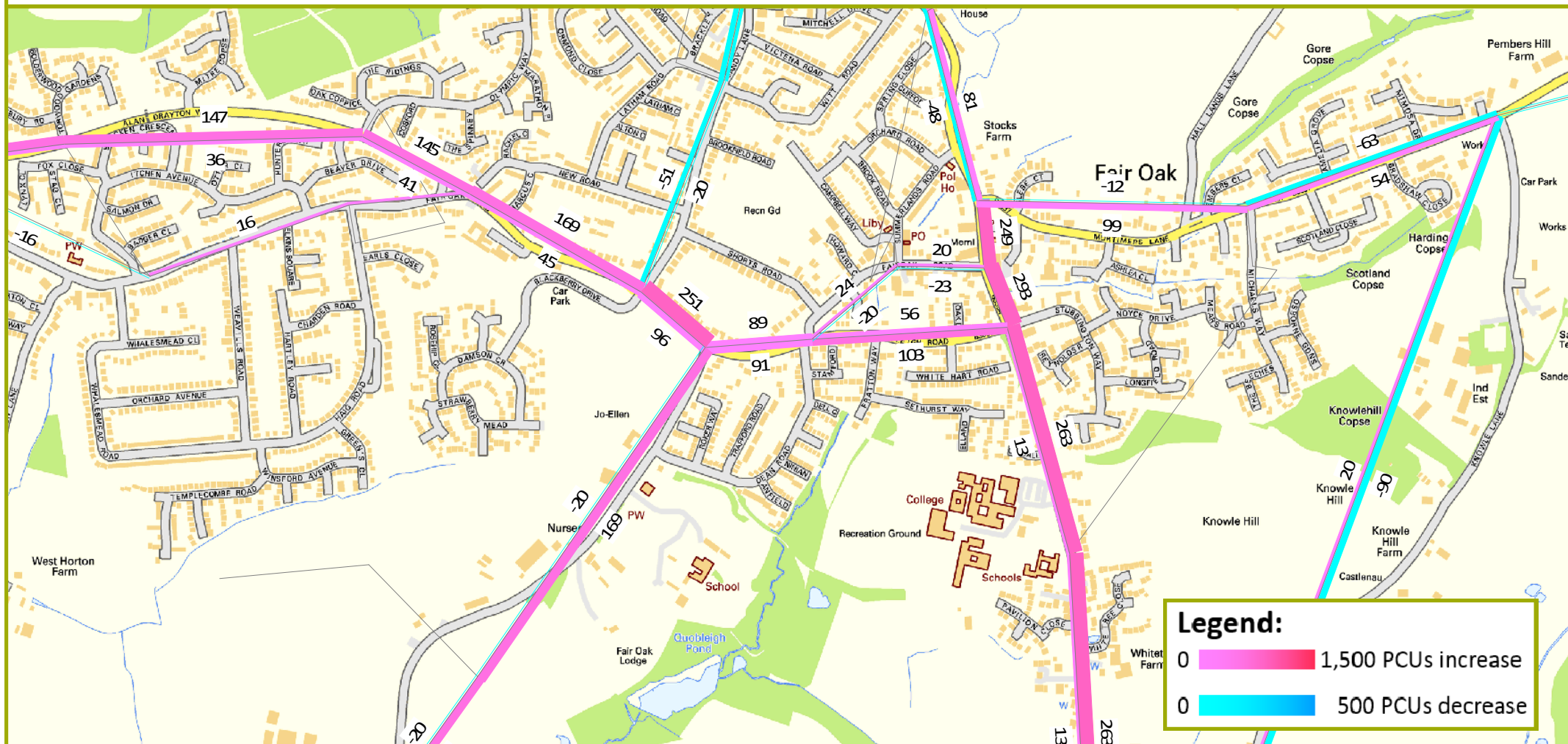
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - A27 Swaythling Rd - Allington Ln (>10pcu/hr)



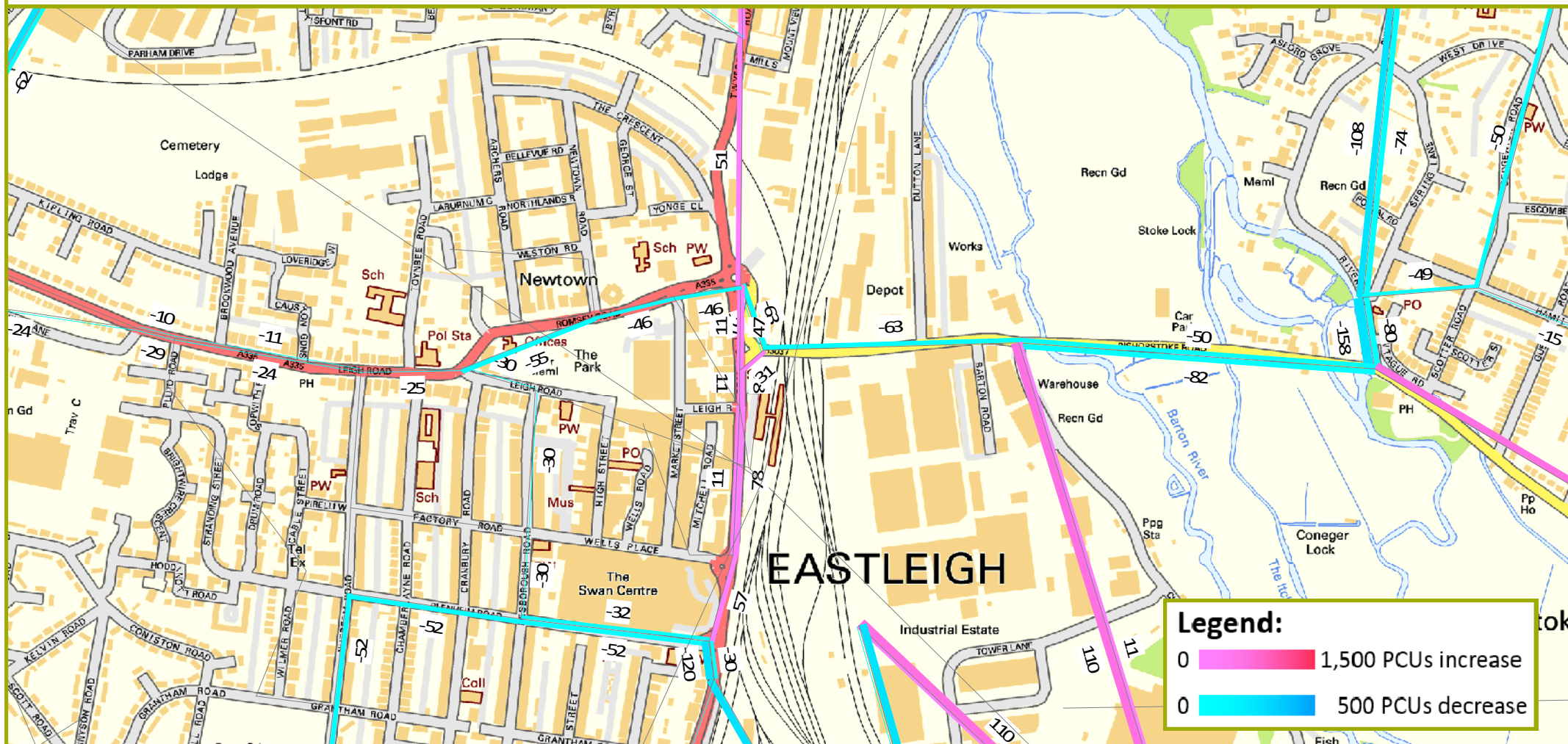
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Horton Heath - Botley Rd (>10pcu/hr)



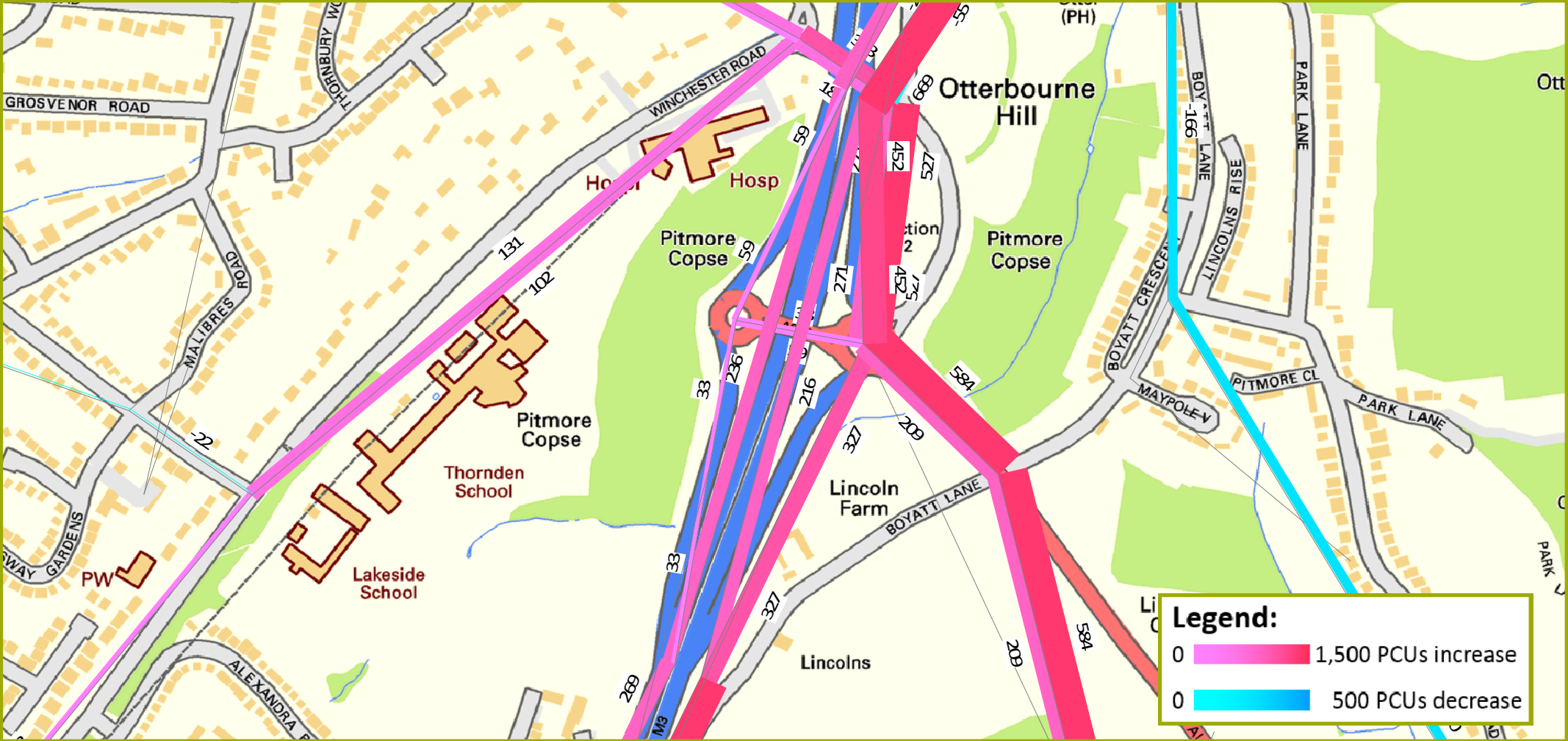
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Fair Oak (>10pcu/hr)



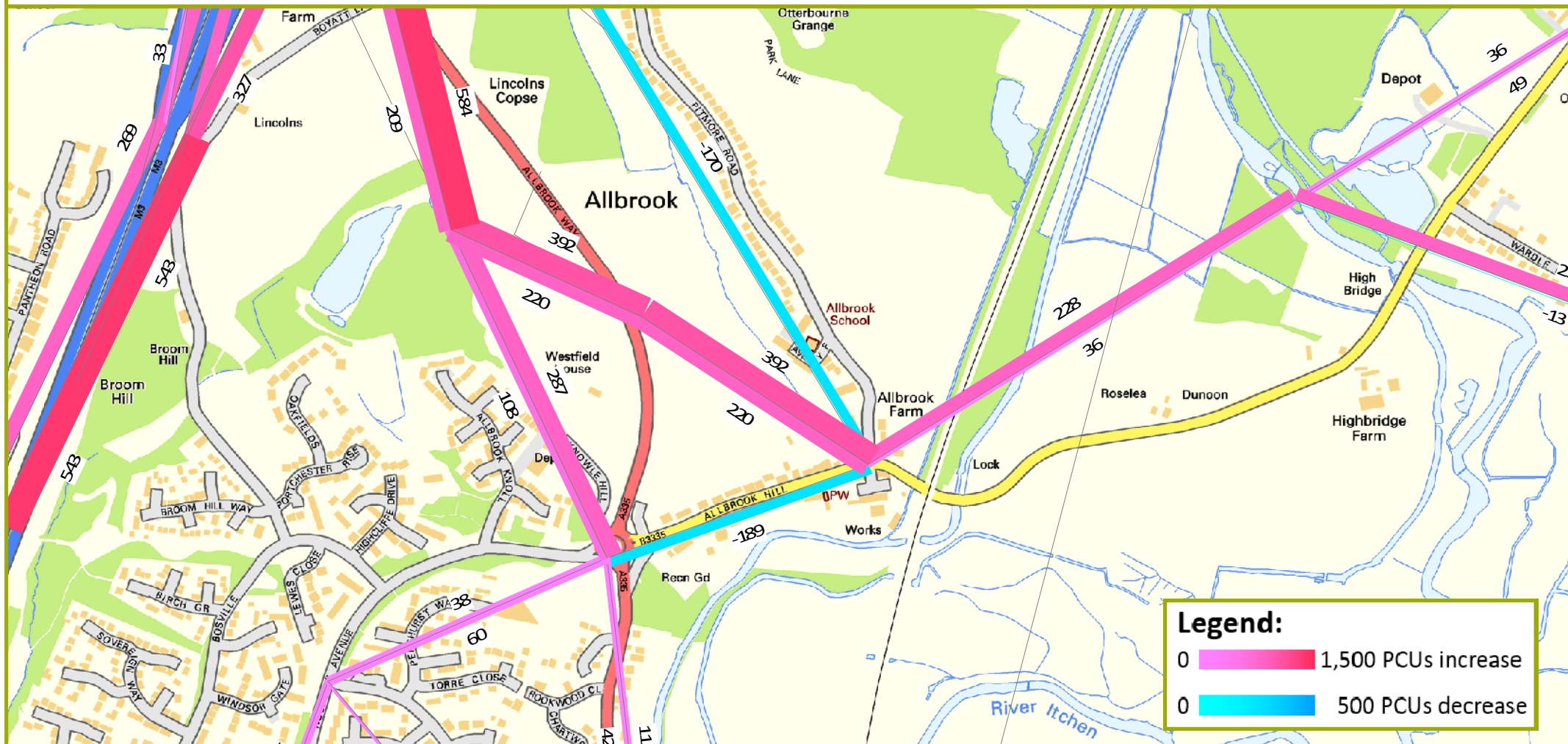
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Eastleigh Station (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - M3 - J12 (>10pcu/hr)



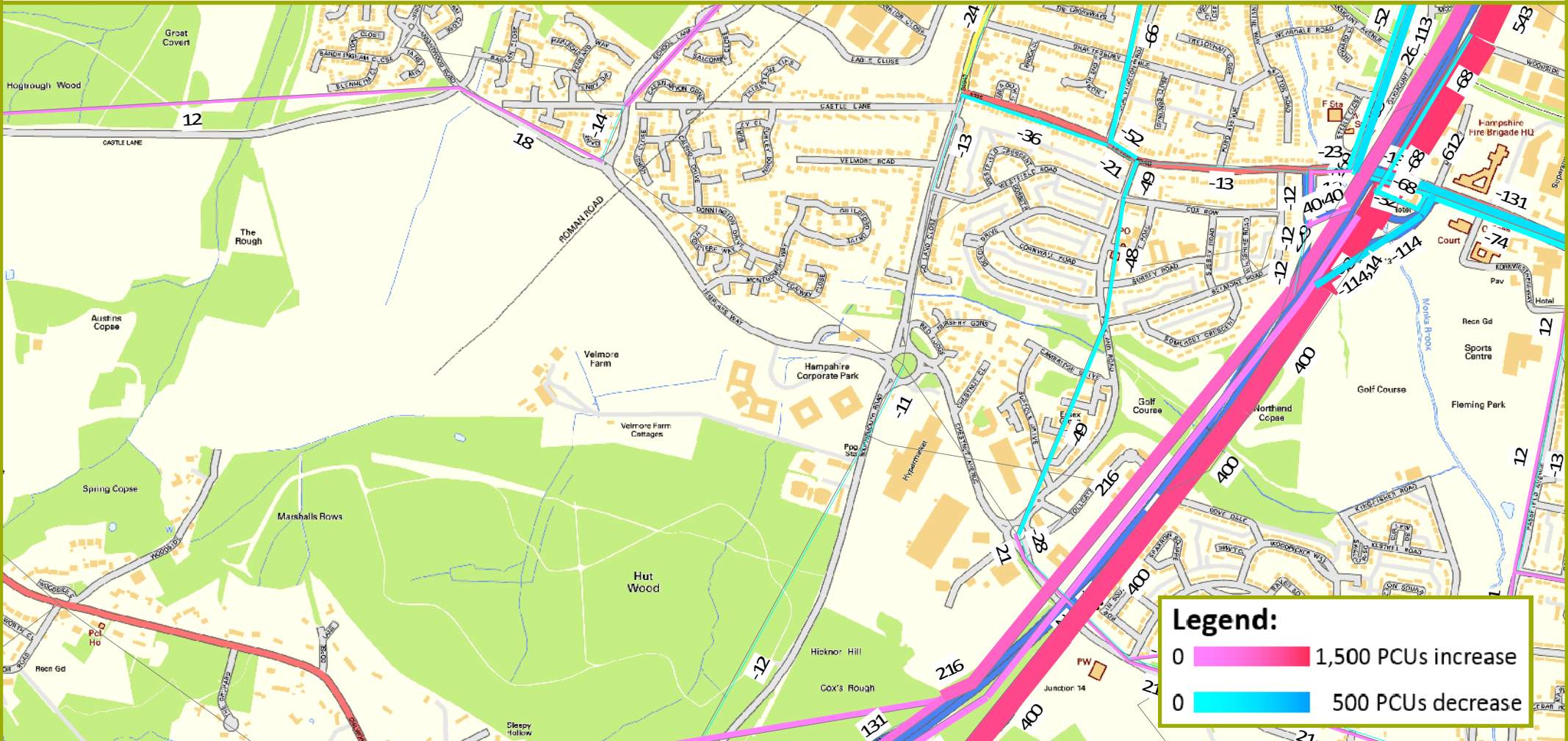
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Allbrook Hill (>10pcu/hr)



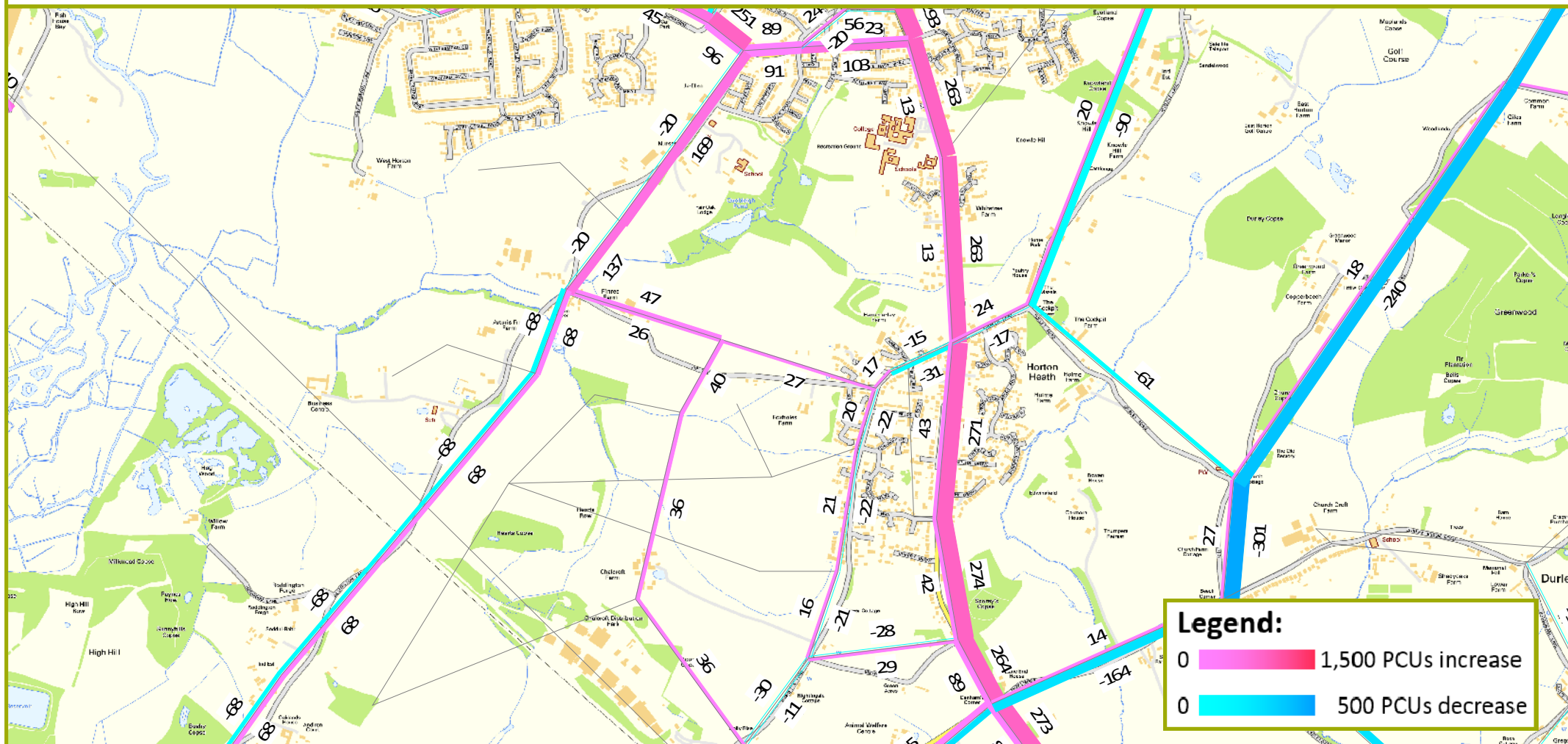
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Eastleigh - Passfield Ave (>10pcu/hr)



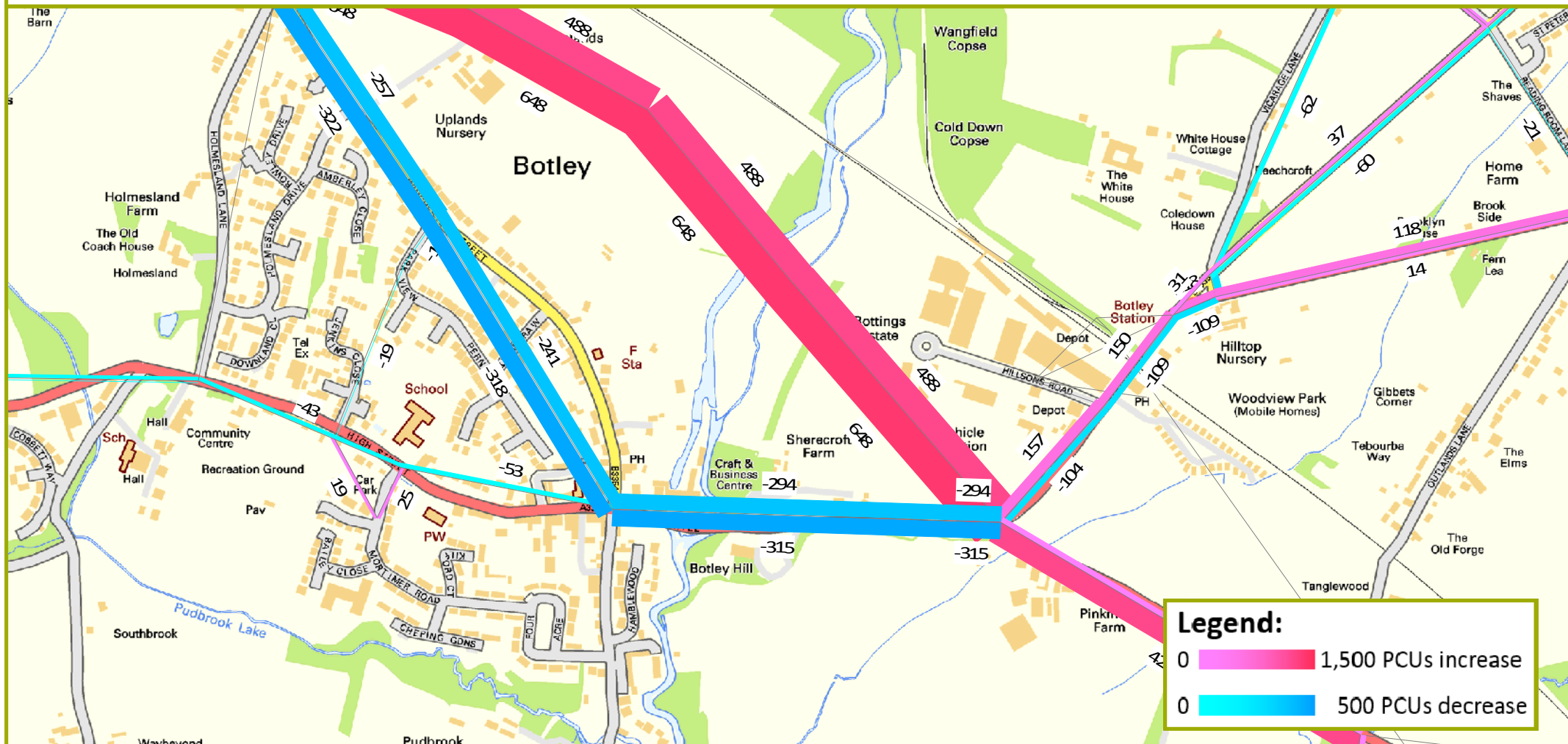
Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Chestnut Ave / Bournemouth Rd (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Allington Lane / Firtree Lane (>10pcu/hr)



Flow Differences DIU 2036 Interim DS vs DCY 2036 DM A.2a PM - Botley A334 / A3051 (>10pcu/hr)

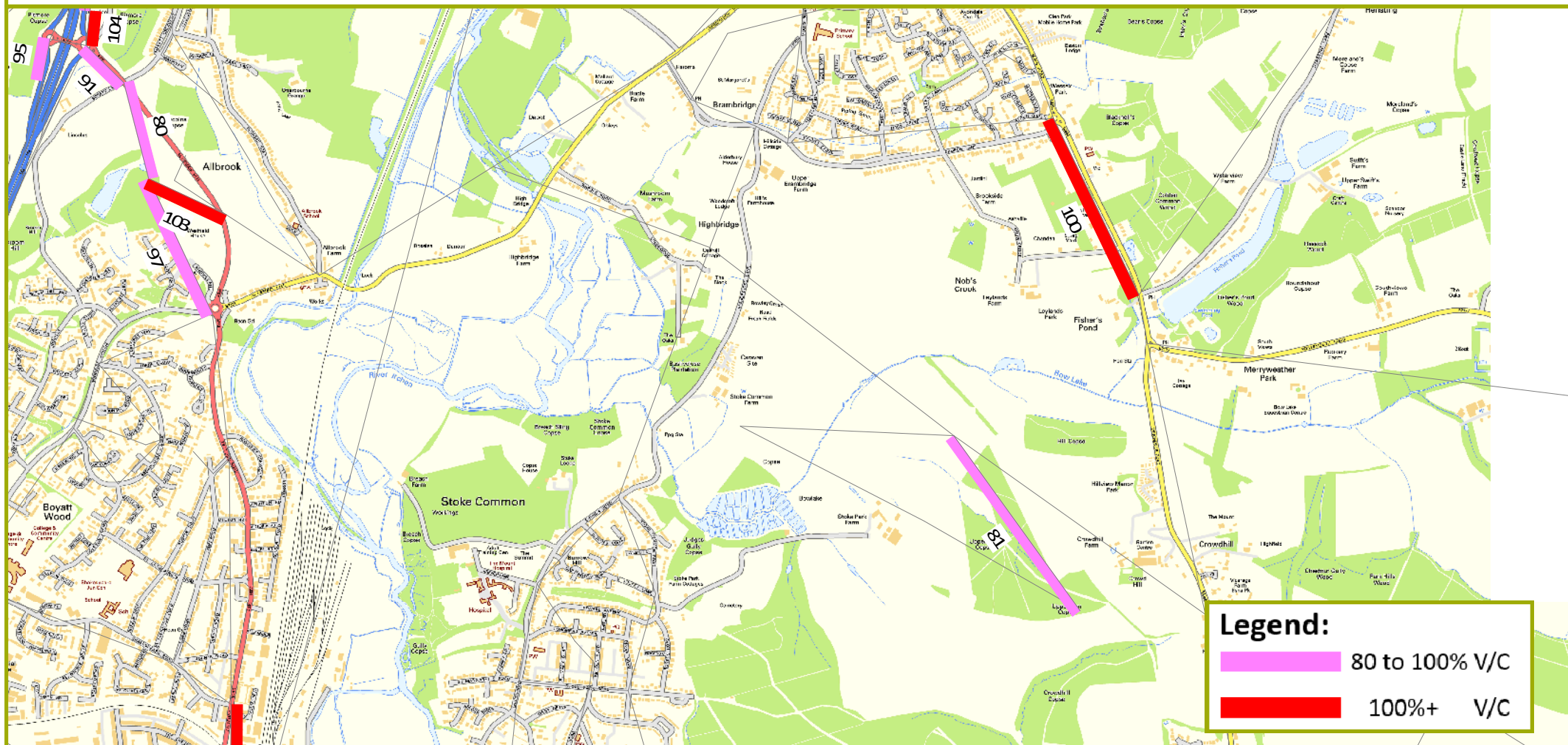


Appendix F – Interim DS V/C Plots

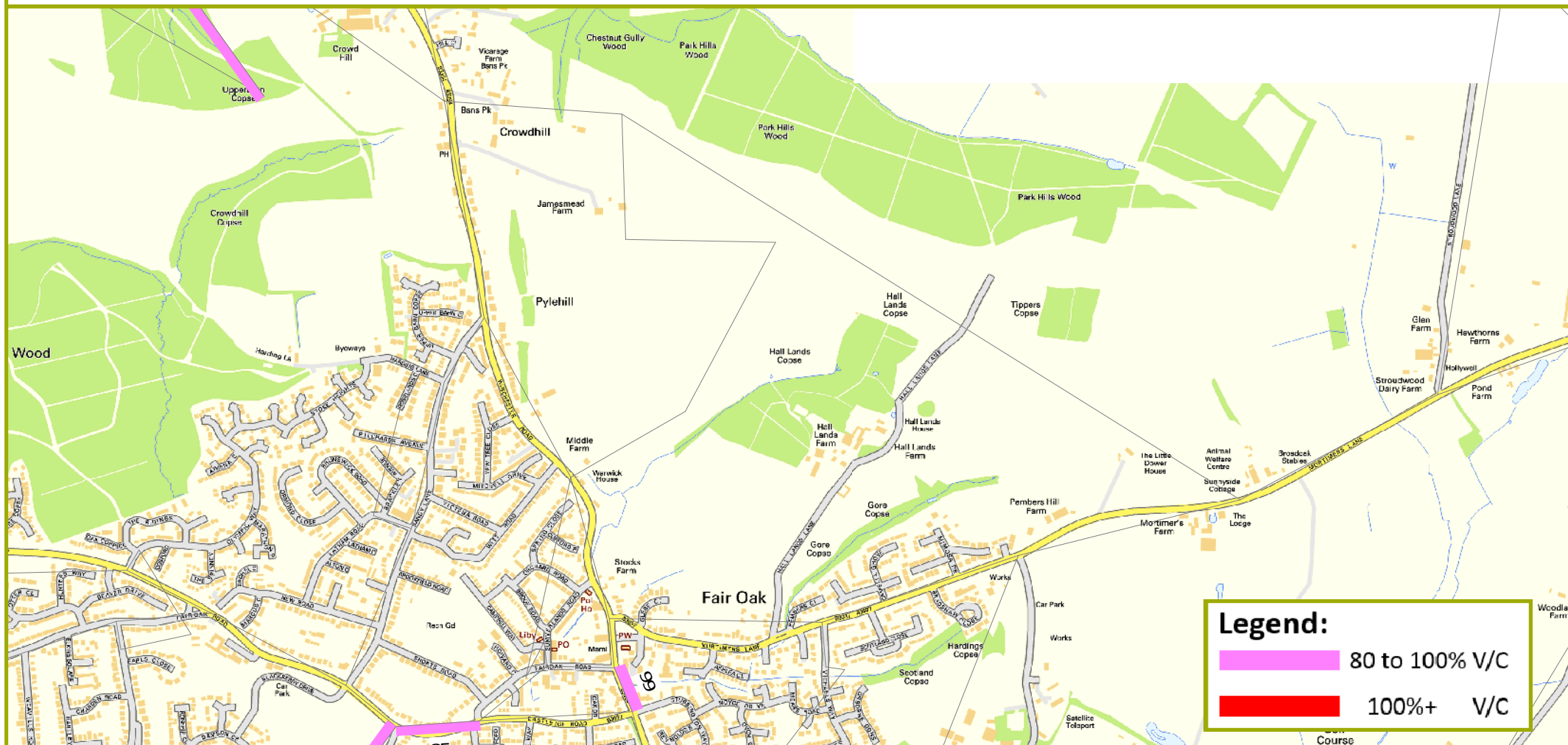
AM



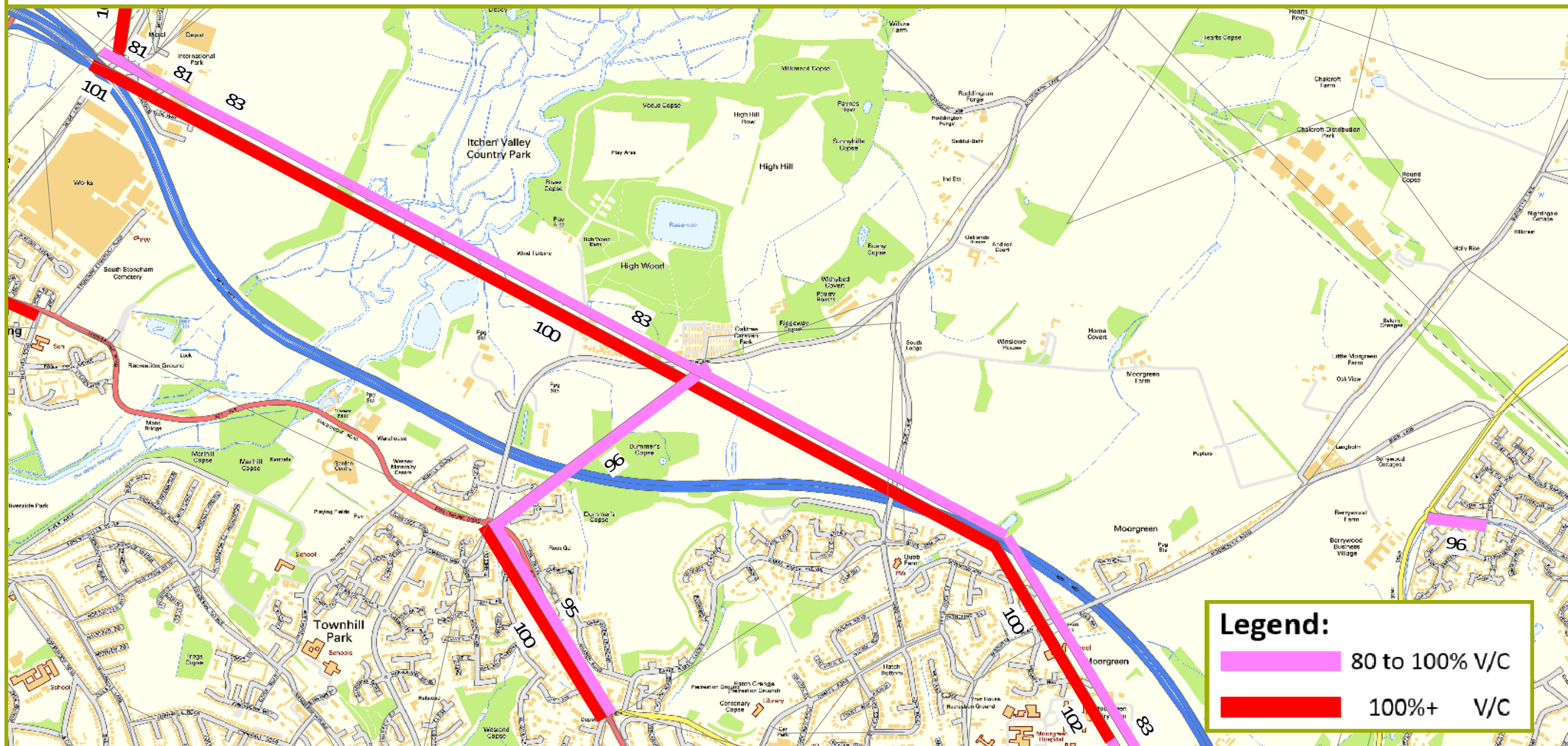
VC Ratios DIU 2036 AM - North Bishopstoke Bypass (>80%)



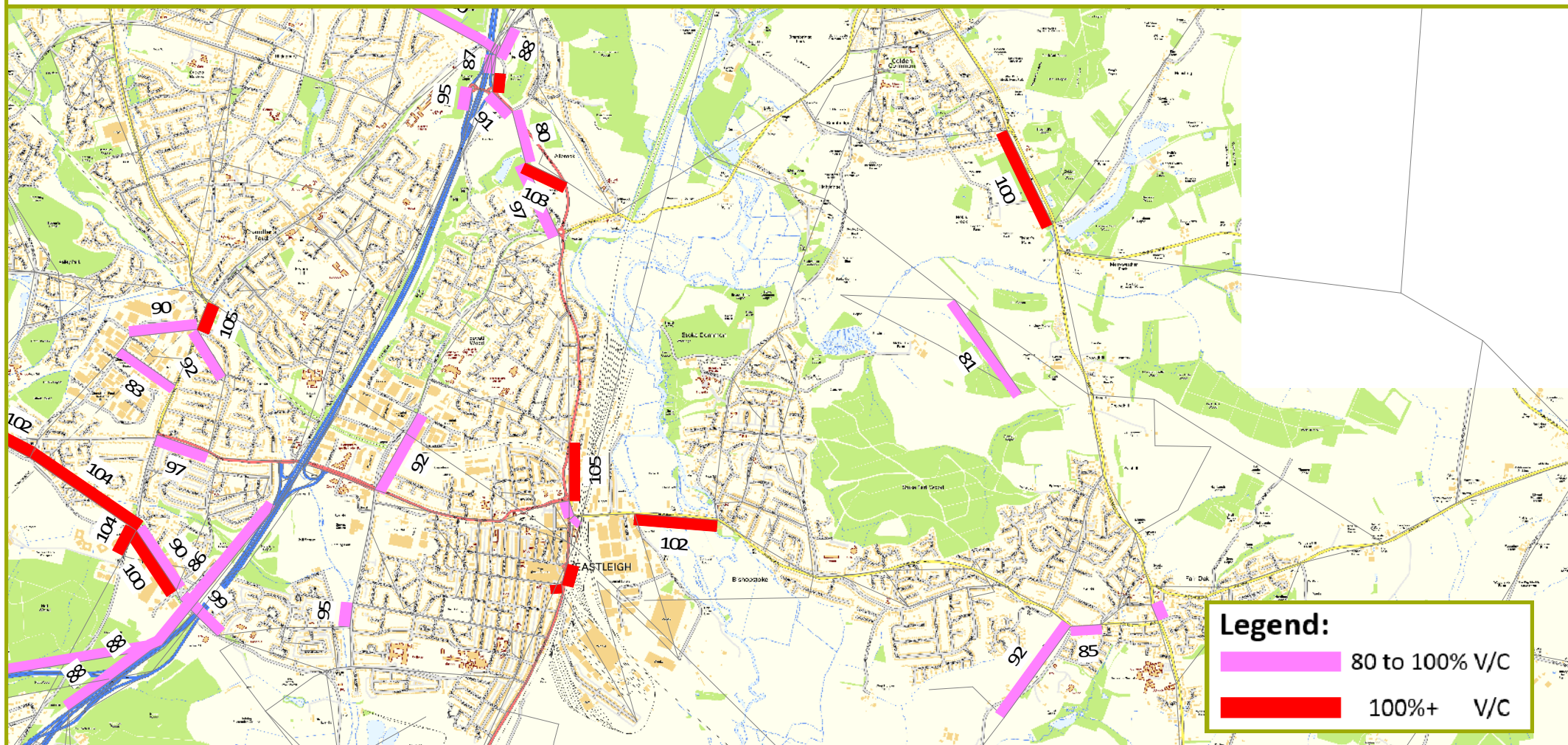
VC Ratios DIU 2036 AM - Fair Oak / New Link Road (>80%)



VC Ratios DIU 2036 AM - North of West End (>80%)



VC Ratios DIU 2036 AM - Eastleigh (>80%)



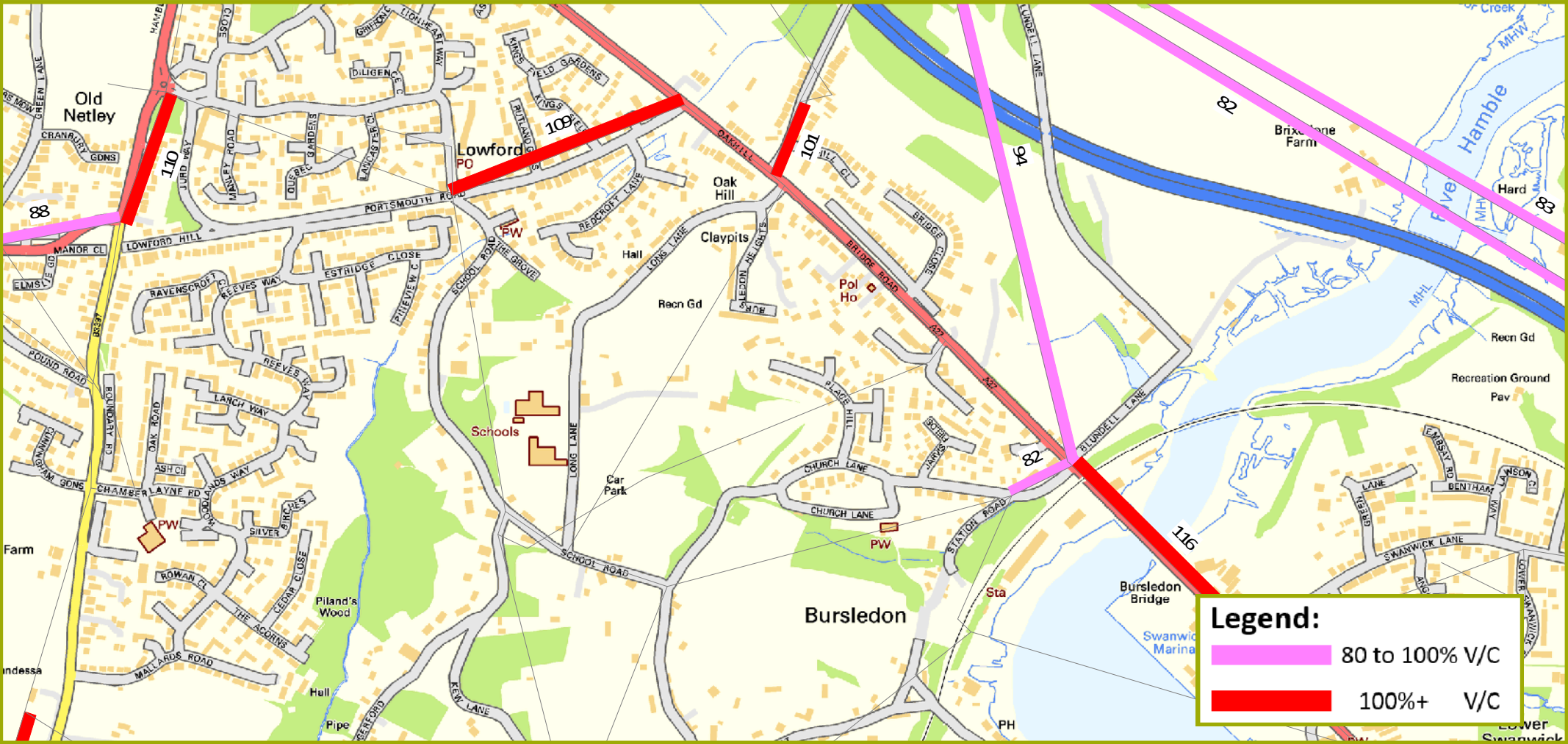
VC Ratios DIU 2036 AM - Hamble Lane / Hound Lane (>80%)



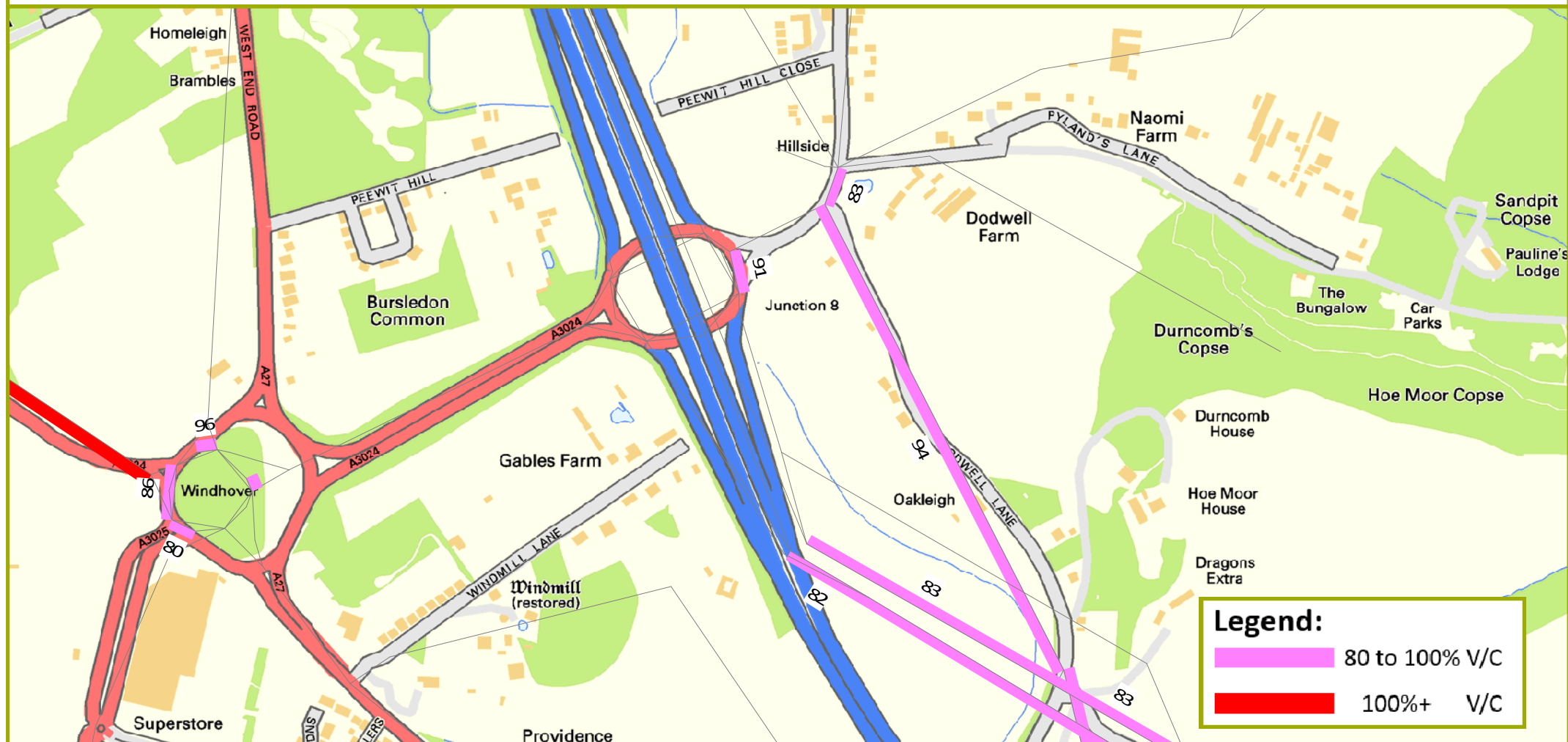
VC Ratios DIU 2036 AM - Windhover Rbt (>80%)



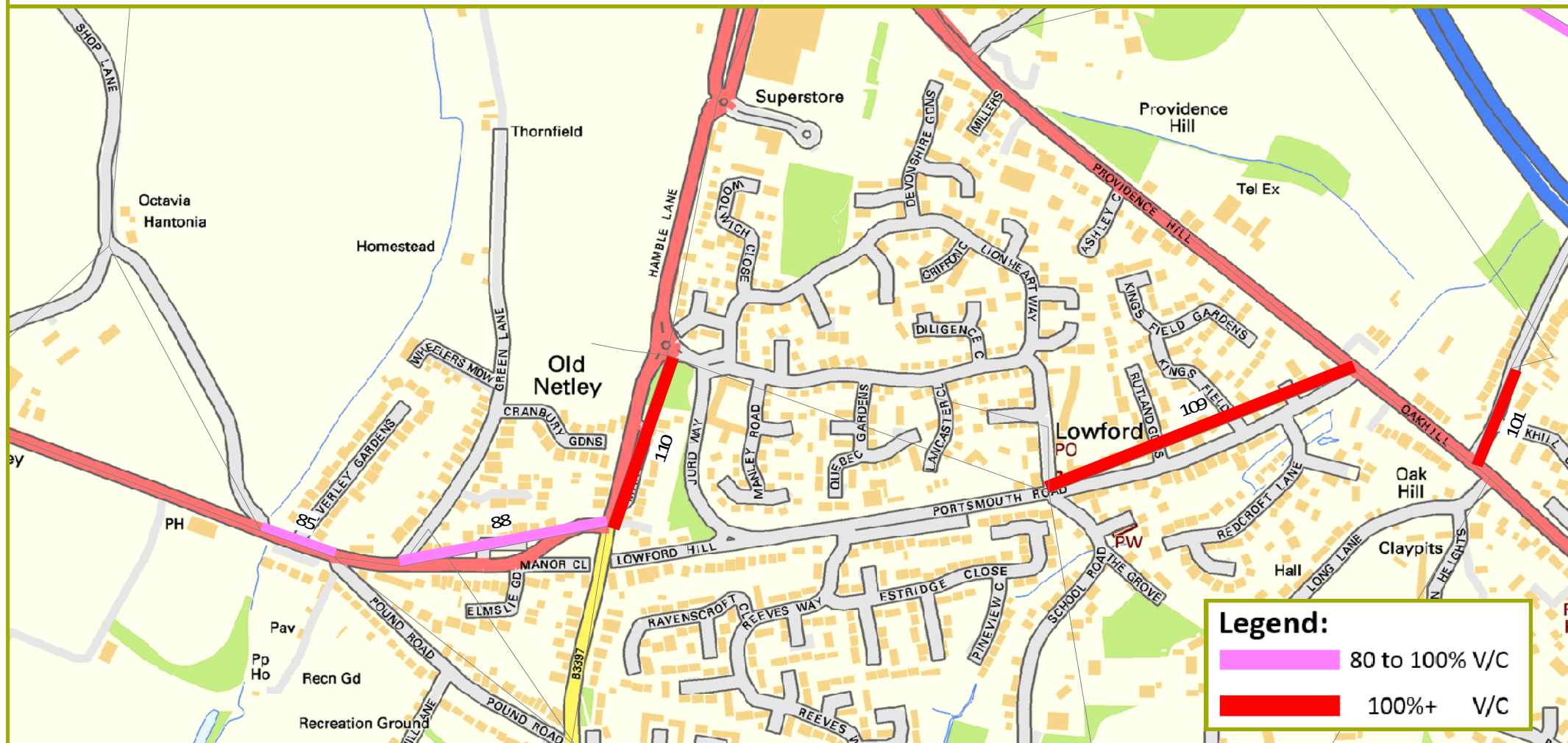
VC Ratios DIU 2036 AM - Bursledon Bridge Road / Church Lane (>80%)



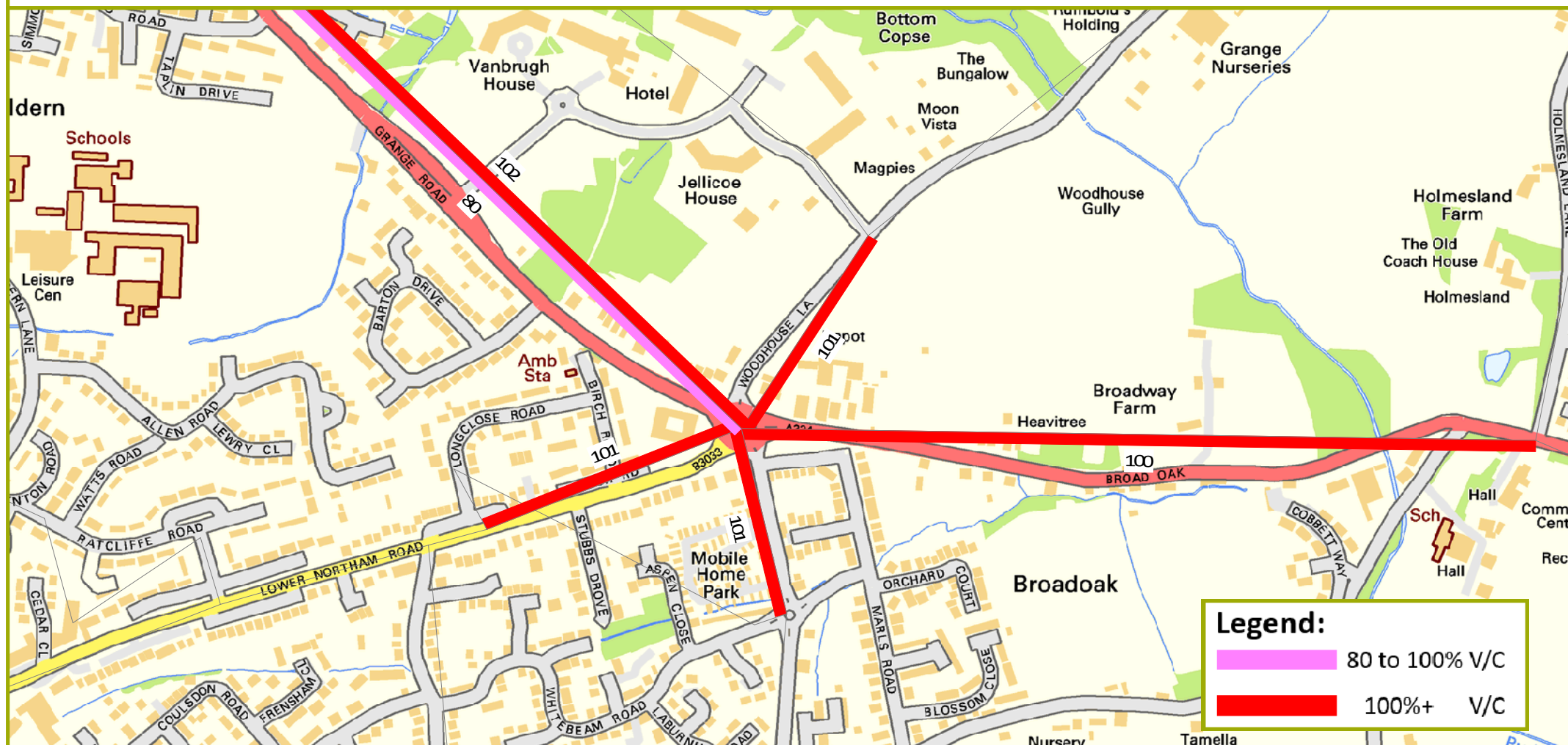
VC Ratios DIU 2036 AM - M27 - J8 (>80%)



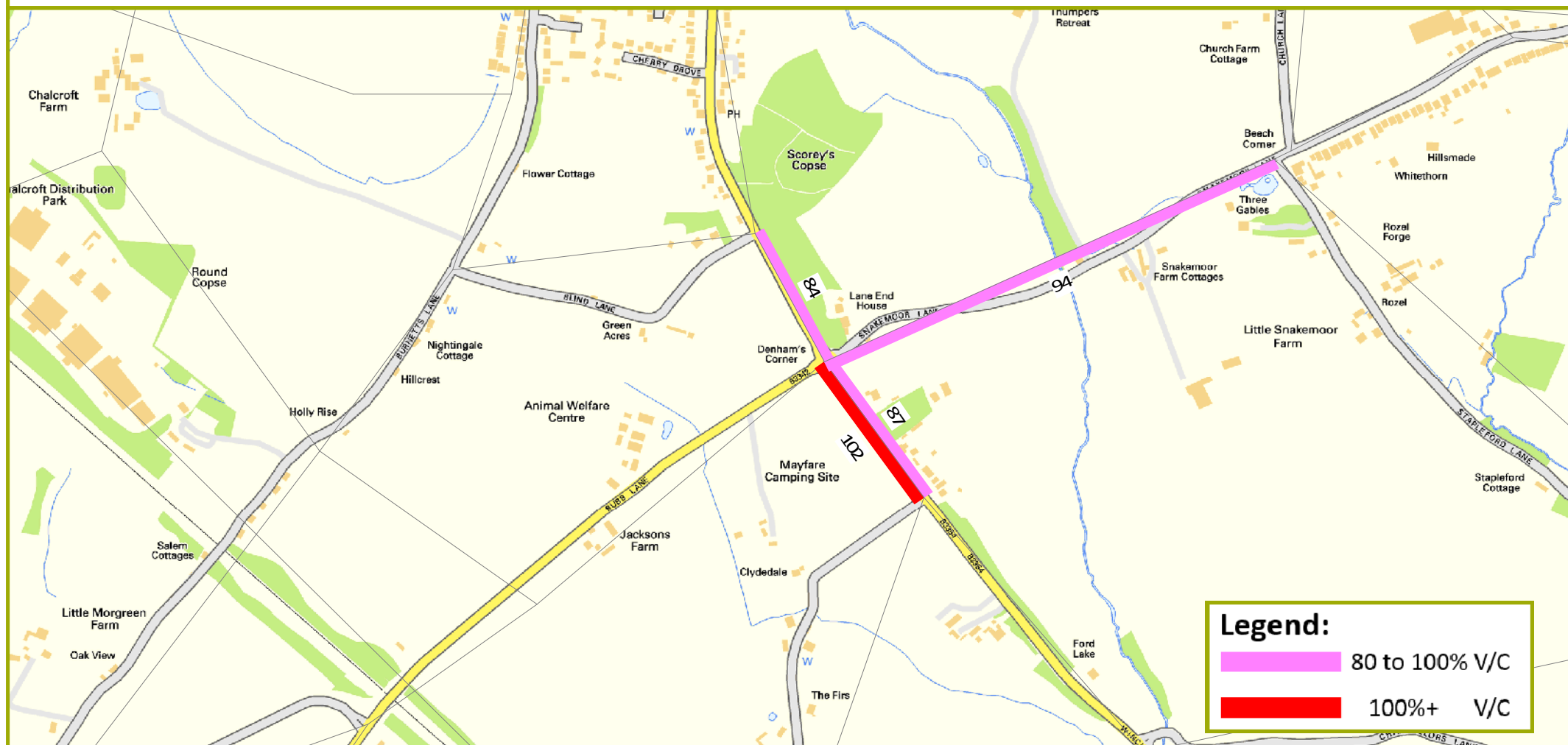
VC Ratios DIU 2036 AM - A3025 Hamble Lane / Portsmouth Road (>80%)



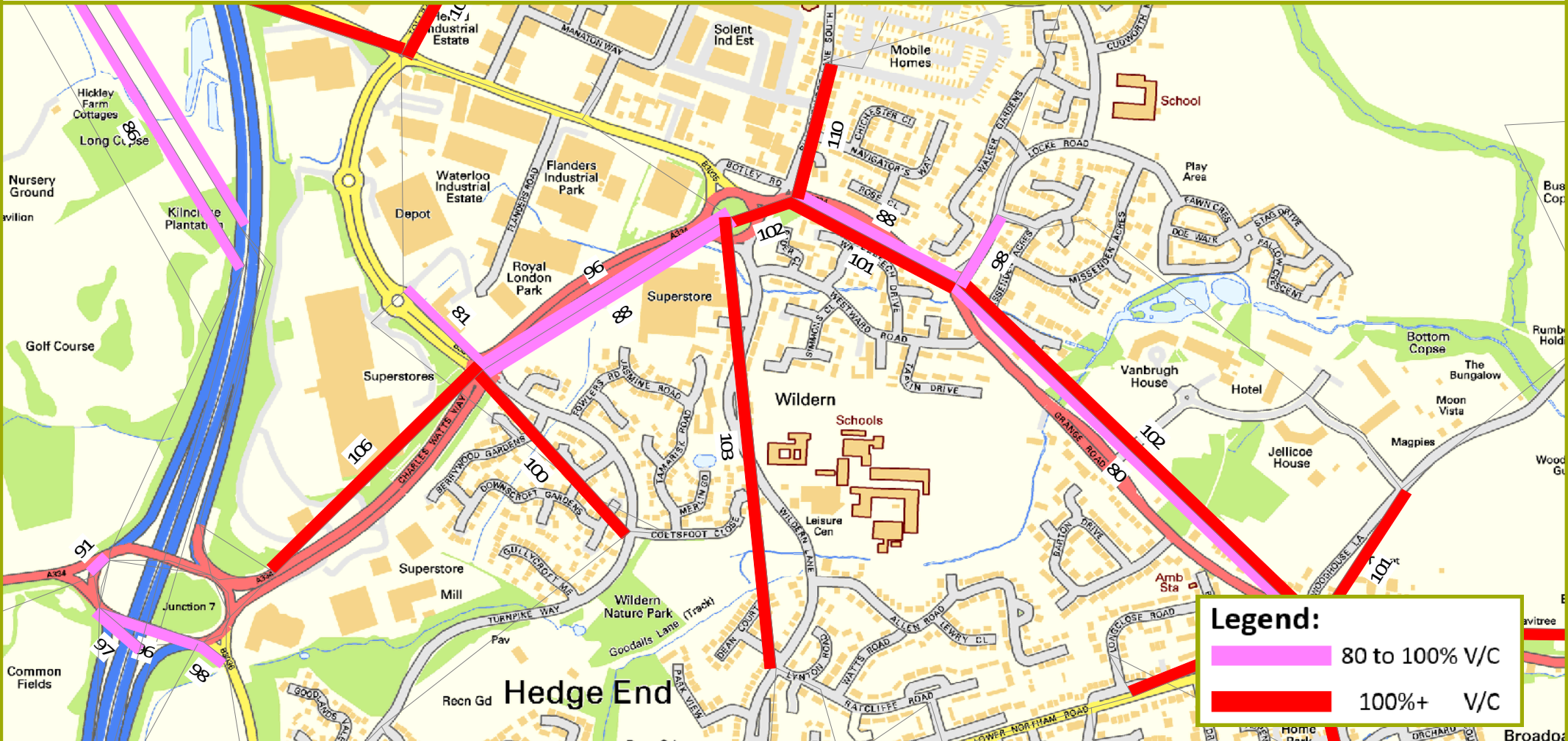
VC Ratios DIU 2036 AM - Maypole Roundabout (>80%)



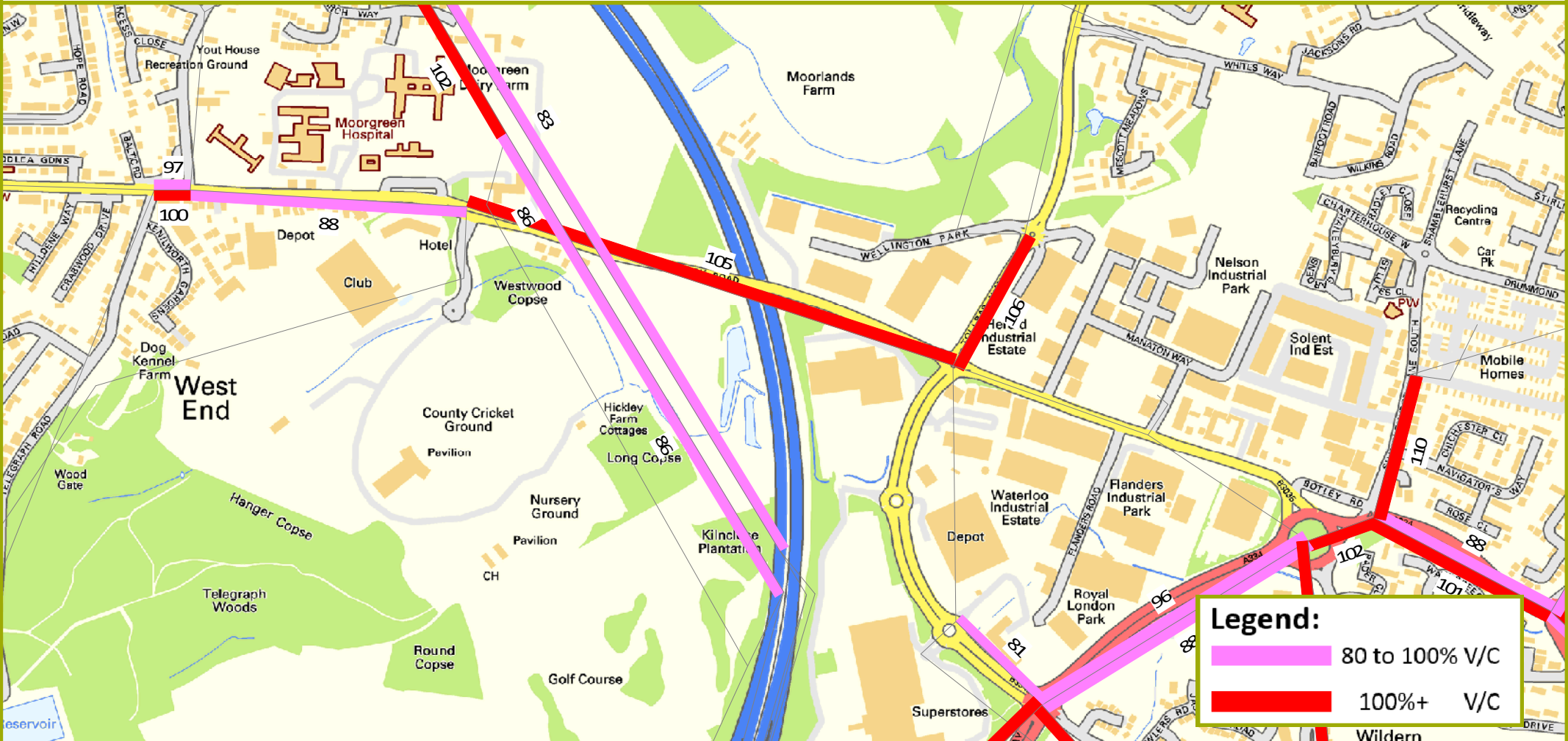
VC Ratios DIU 2036 AM - B3354 Winchester Rd / Botley Rd / B3342 Bubb Ln (>80%)



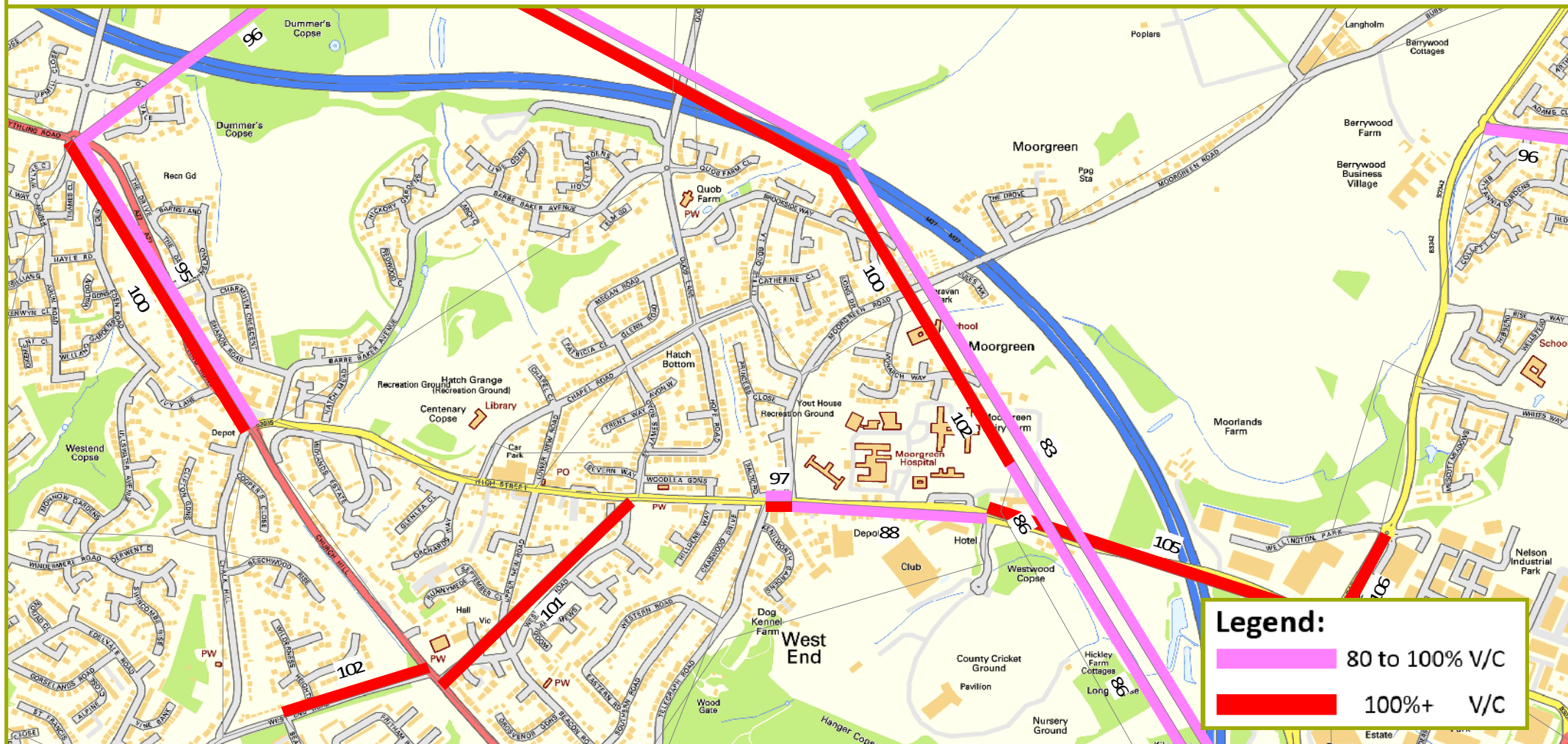
VC Ratios DIU 2036 AM - A334 Hedge End (>80%)



VC Ratios DIU 2036 AM - B3035 Botley Rd (>80%)



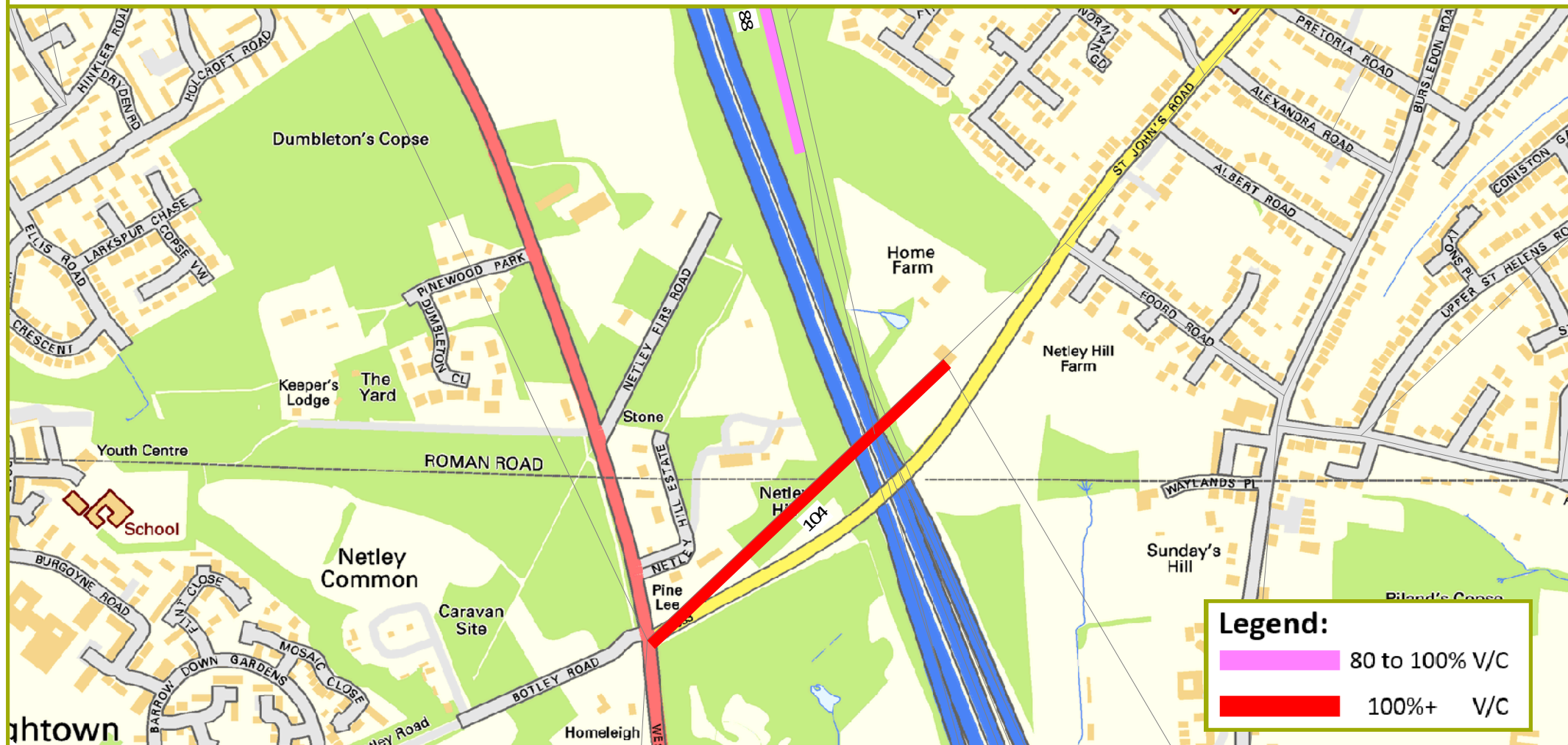
VC Ratios DIU 2036 AM - West End (>80%)



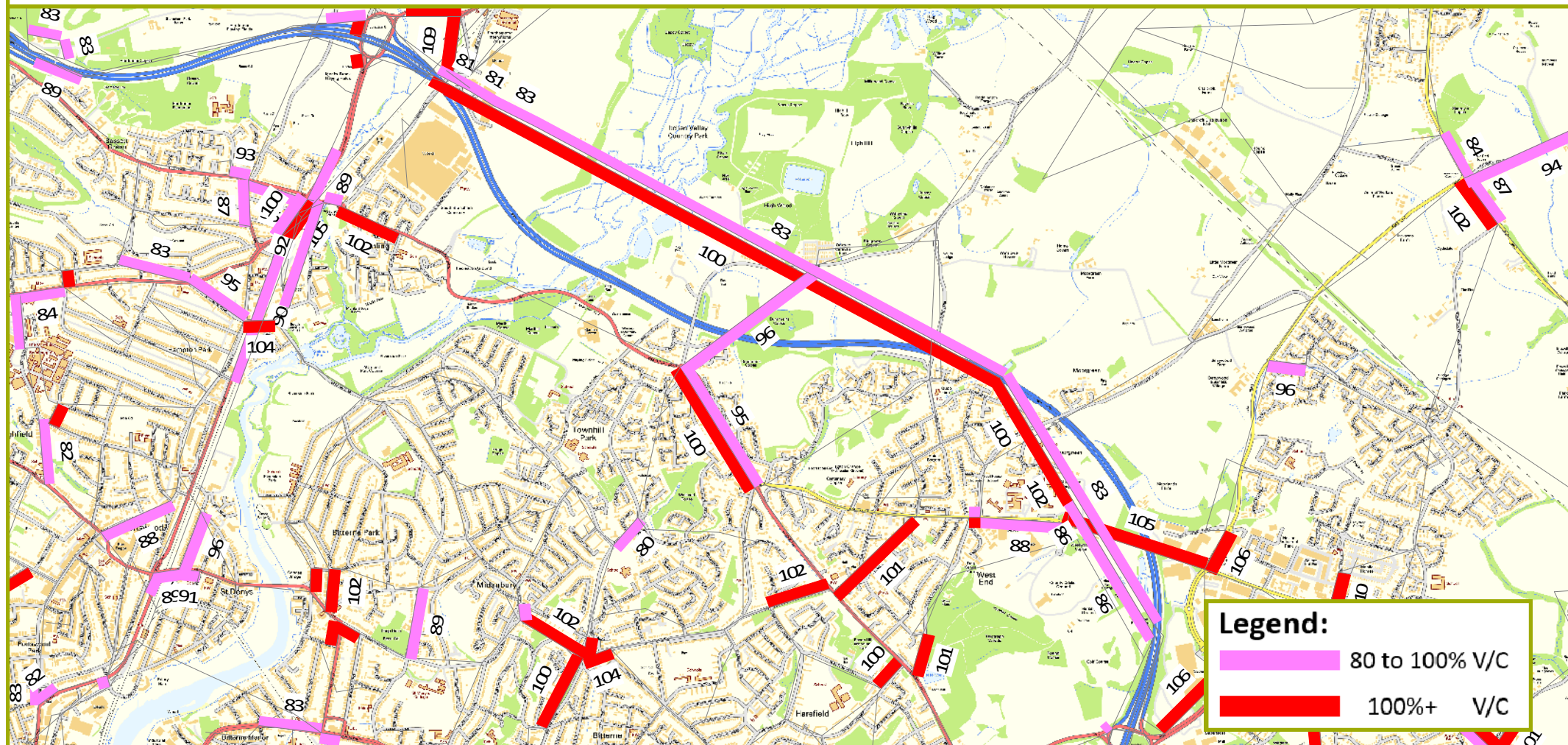
VC Ratios DIU 2036 AM - South of M27 - J7 (>80%)



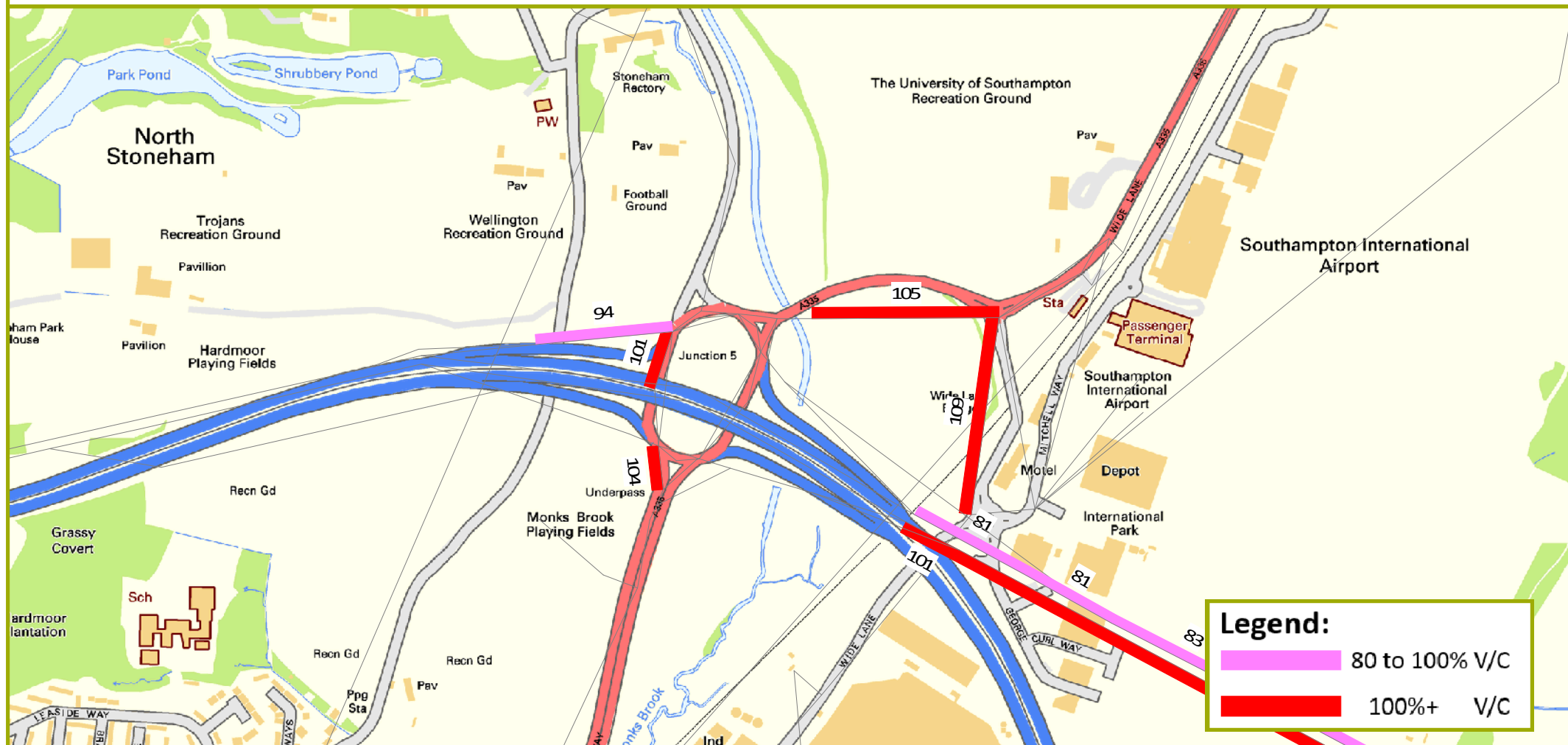
VC Ratios DIU 2036 AM - West End Rd / St John's Rd (>80%)



VC Ratios DIU 2036 AM - M27 - J5-J7 (>80%)



VC Ratios DIU 2036 AM - M27 - J5 (>80%)



VC Ratios DIU 2036 AM - M27 - J7 (>80%)



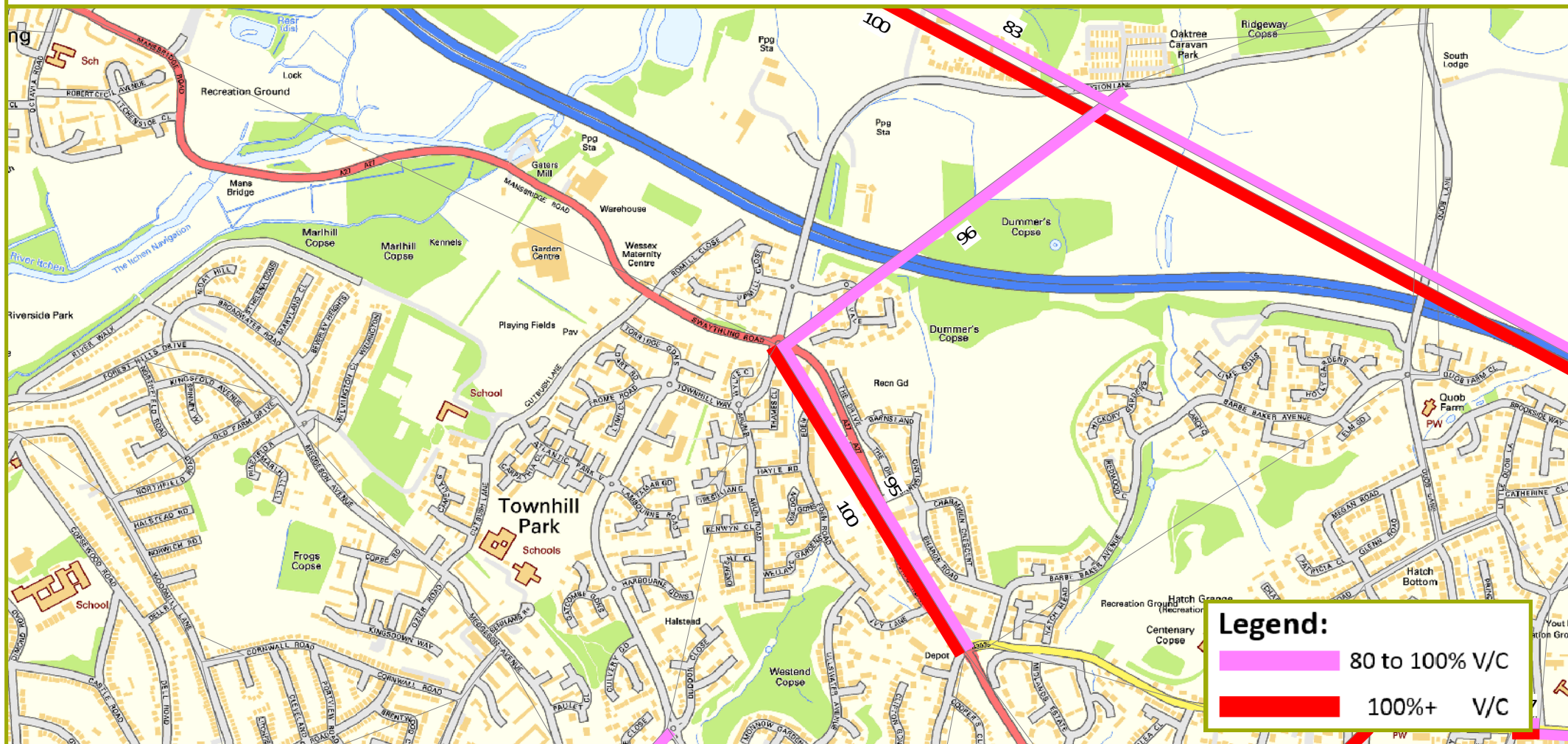
VC Ratios DIU 2036 AM - A27 / A334 Kanes Hill Rbt (>80%)



VC Ratios DIU 2036 AM - West End - A27 Church Hill (>80%)



VC Ratios DIU 2036 AM - A27 Swaythling Rd - Allington Ln (>80%)



VC Ratios DIU 2036 AM - Horton Heath - Botley Rd (>80%)



VC Ratios DIU 2036 AM - Fair Oak (>80%)



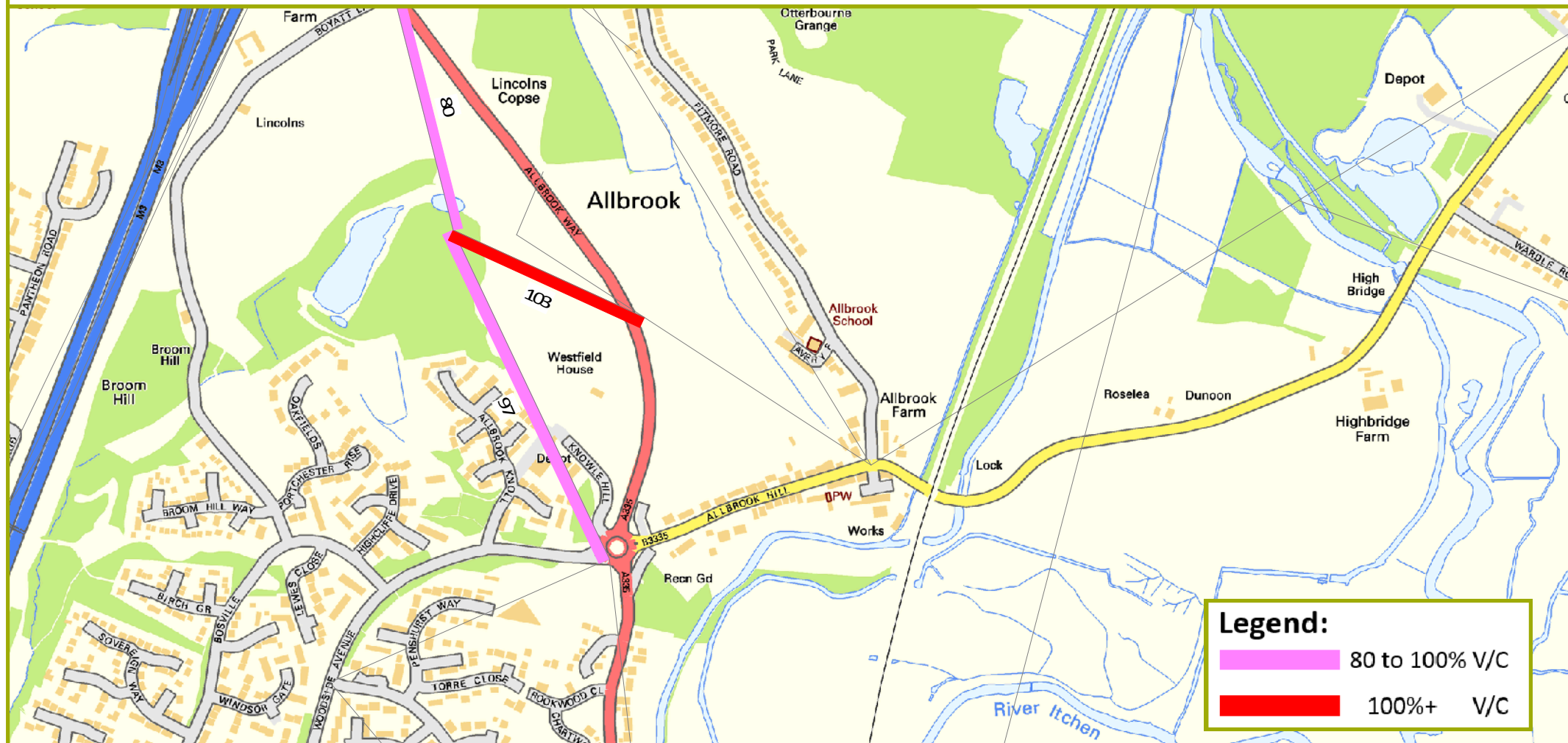
VC Ratios DIU 2036 AM - Eastleigh Station (>80%)



VC Ratios DIU 2036 AM - M3 - J12 (>80%)



VC Ratios DIU 2036 AM - Allbrook Hill (>80%)



Legend:

	80 to 100% V/C
	100%+ V/C

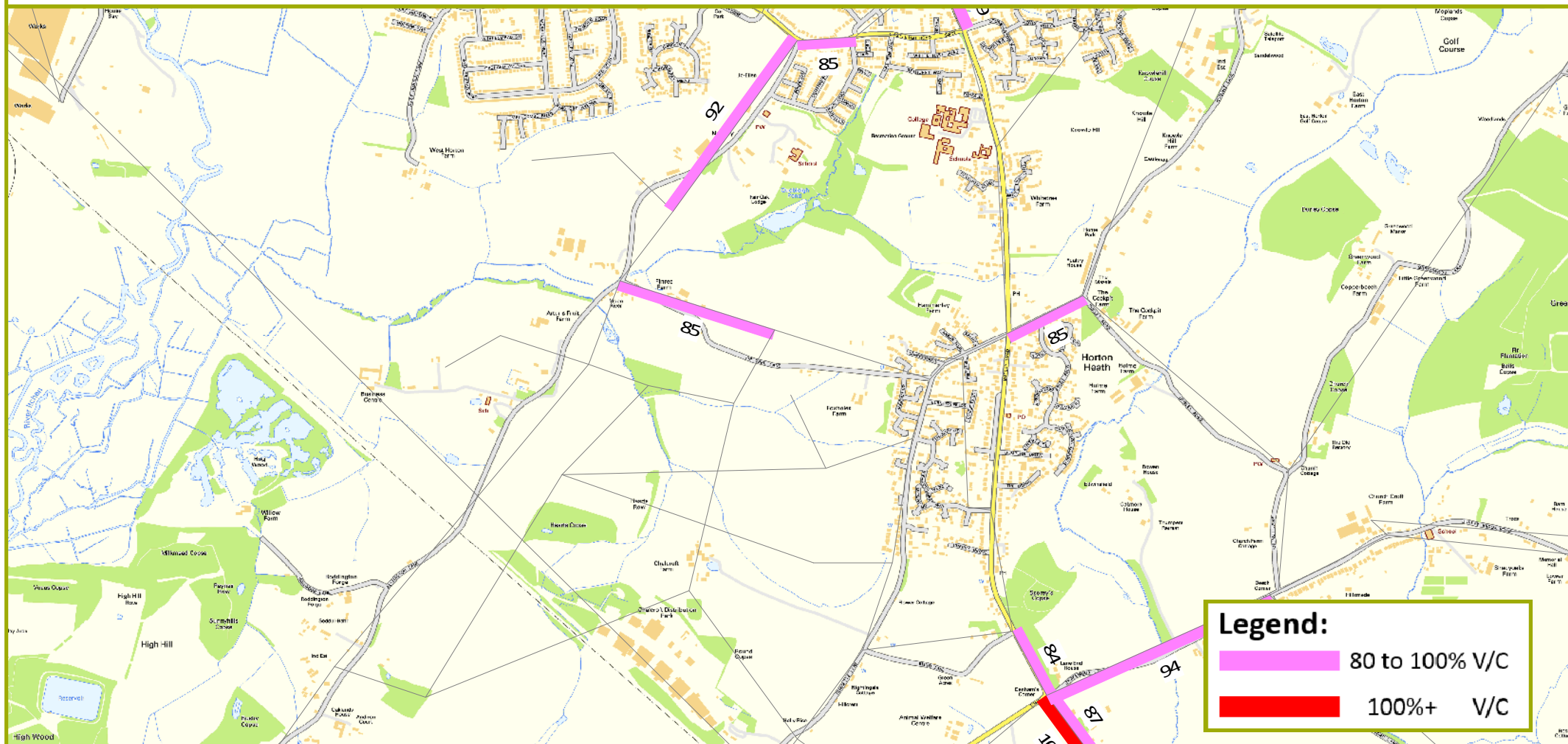
VC Ratios DIU 2036 AM - Eastleigh - Passfield Ave (>80%)



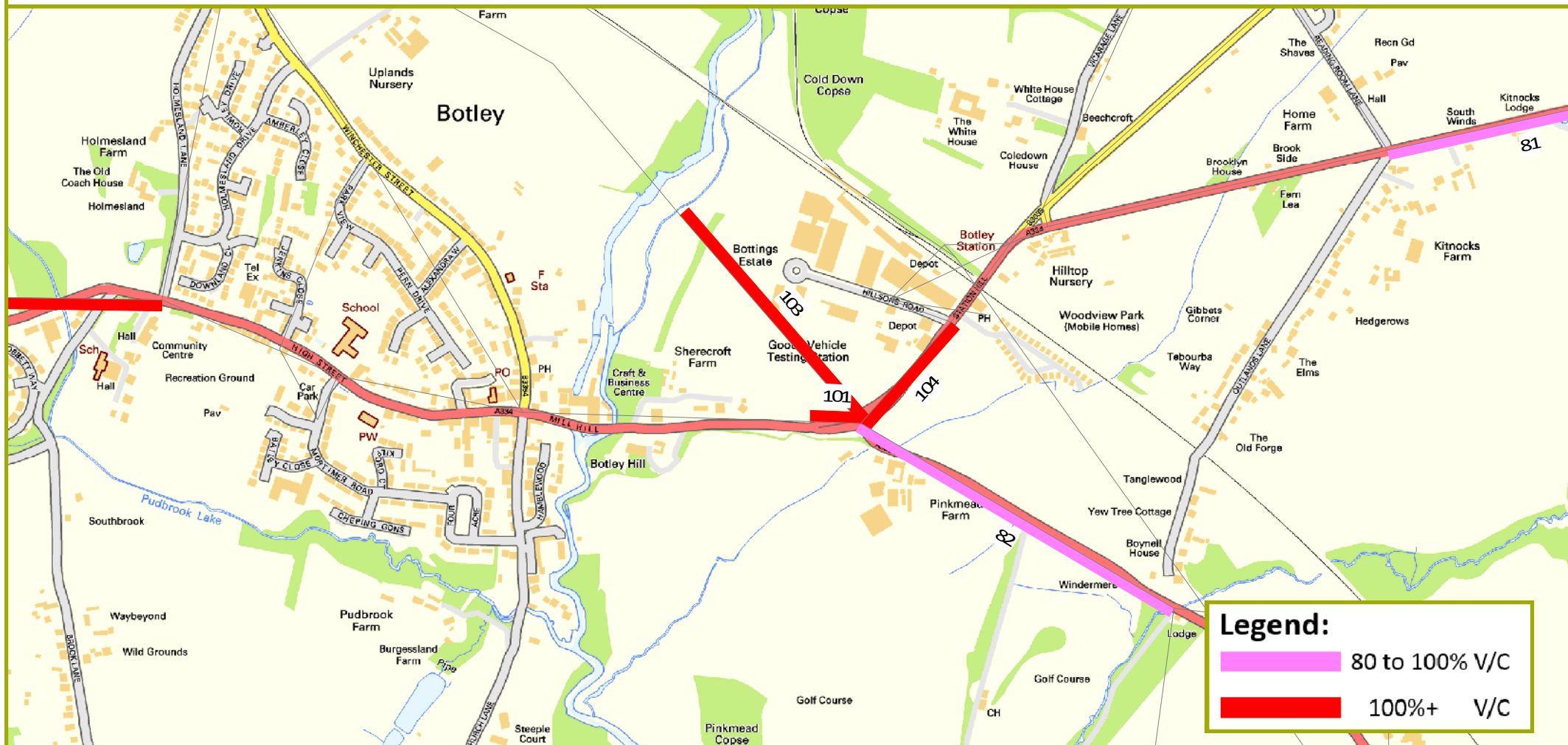
VC Ratios DIU 2036 AM - Chestnut Ave / Bournemouth Rd (>80%)



VC Ratios DIU 2036 AM - Allington Lane / Firtree Lane (>80%)



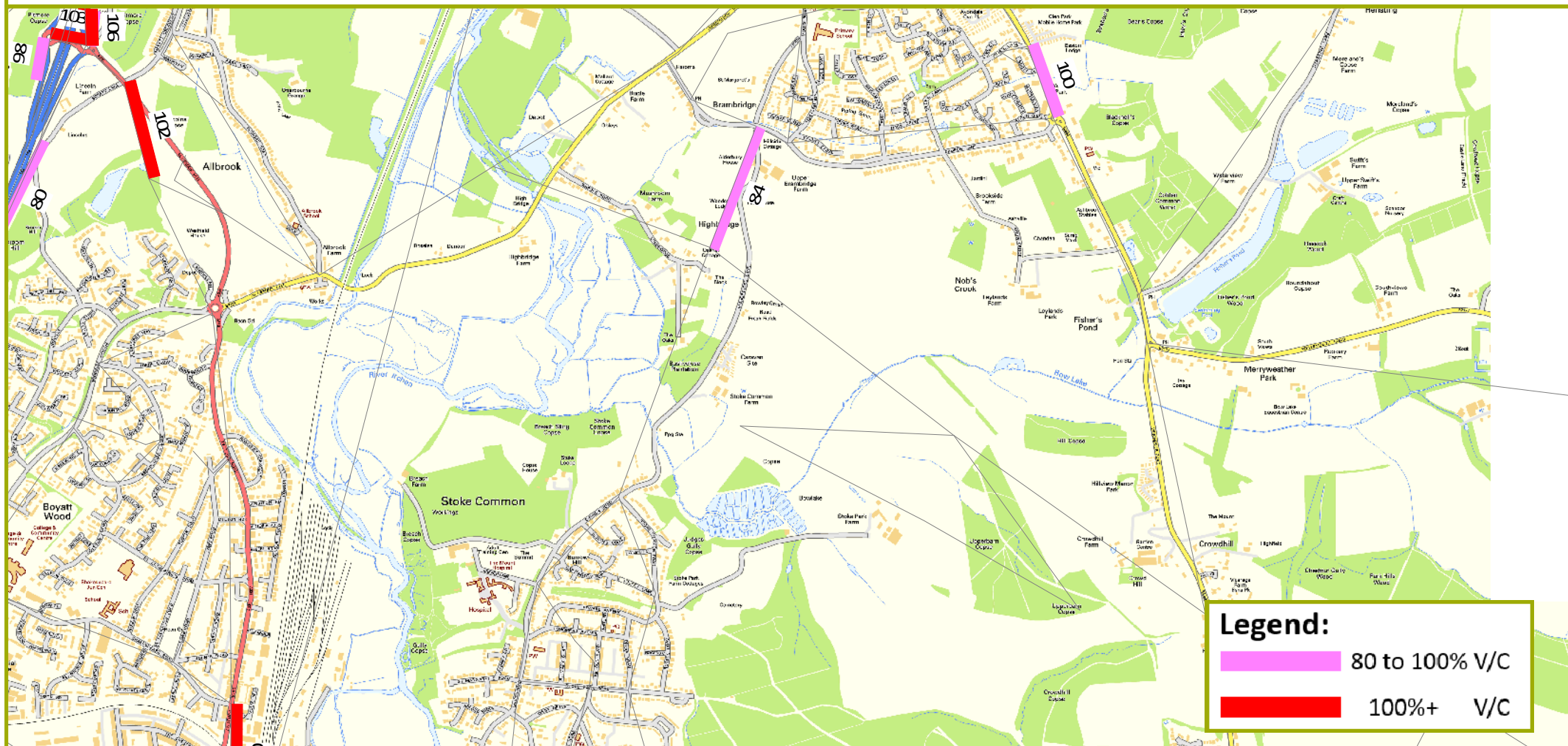
VC Ratios DIU 2036 AM - Botley A334 / A3051 (>80%)



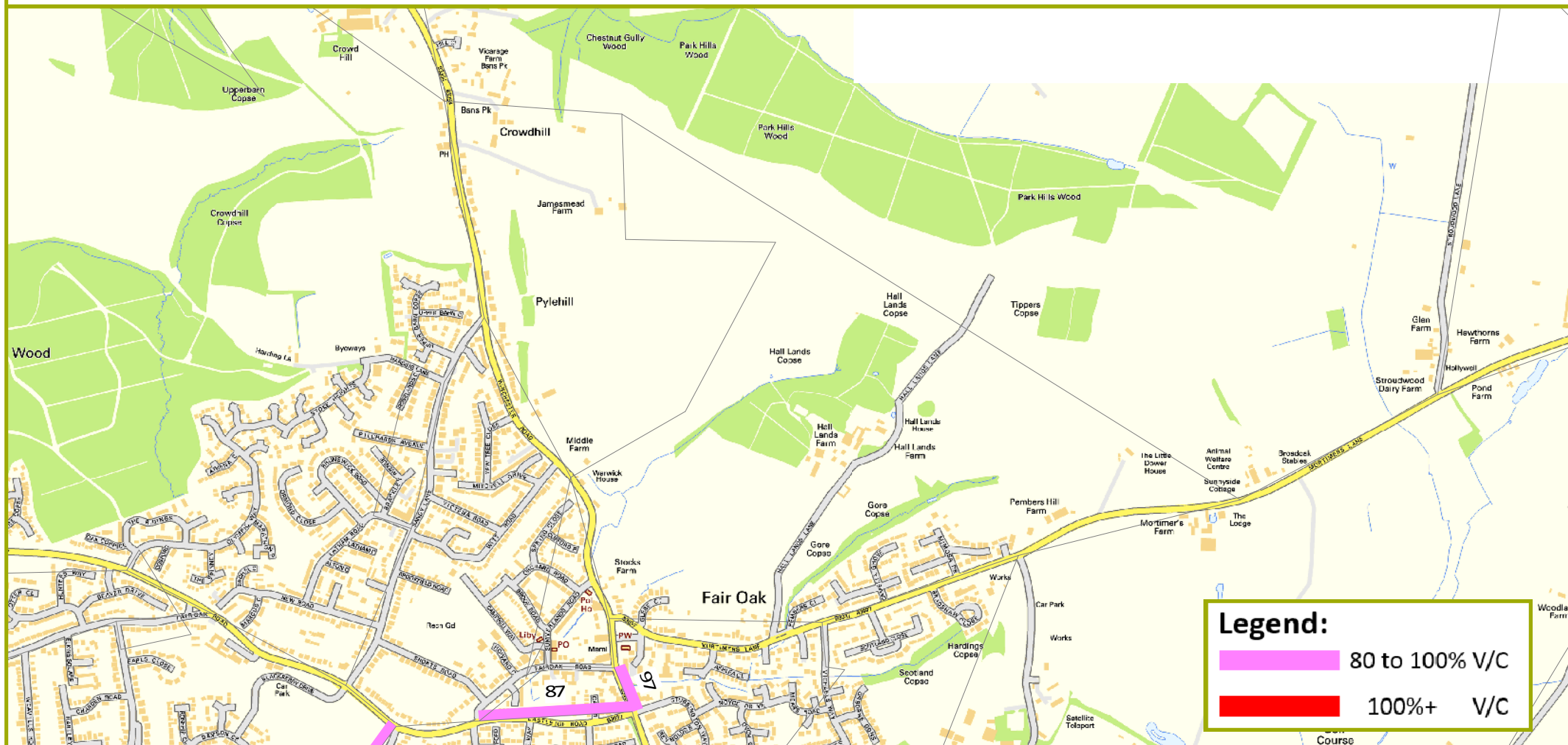
PM



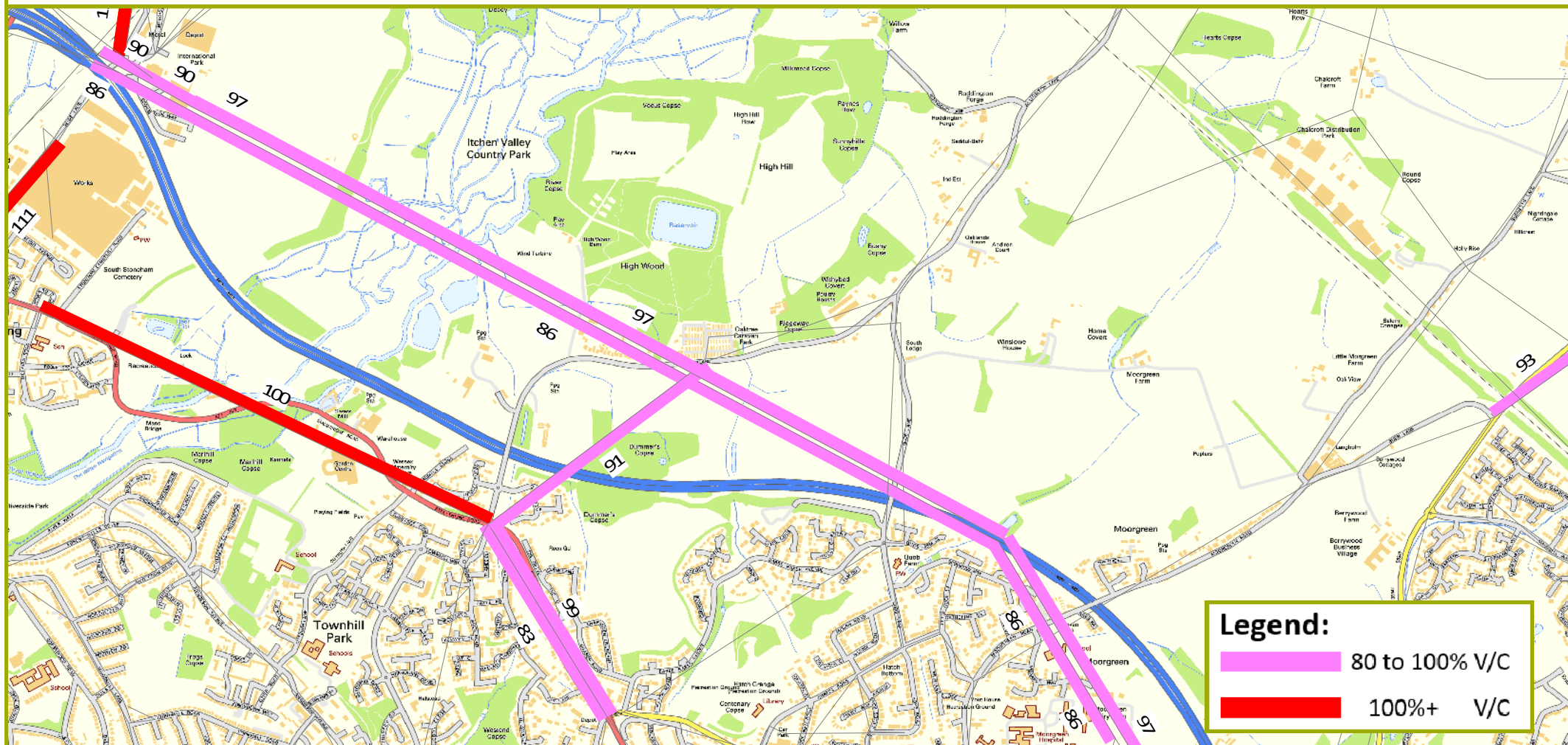
VC Ratios DIU 2036 PM - North Bishopstoke Bypass (>80%)



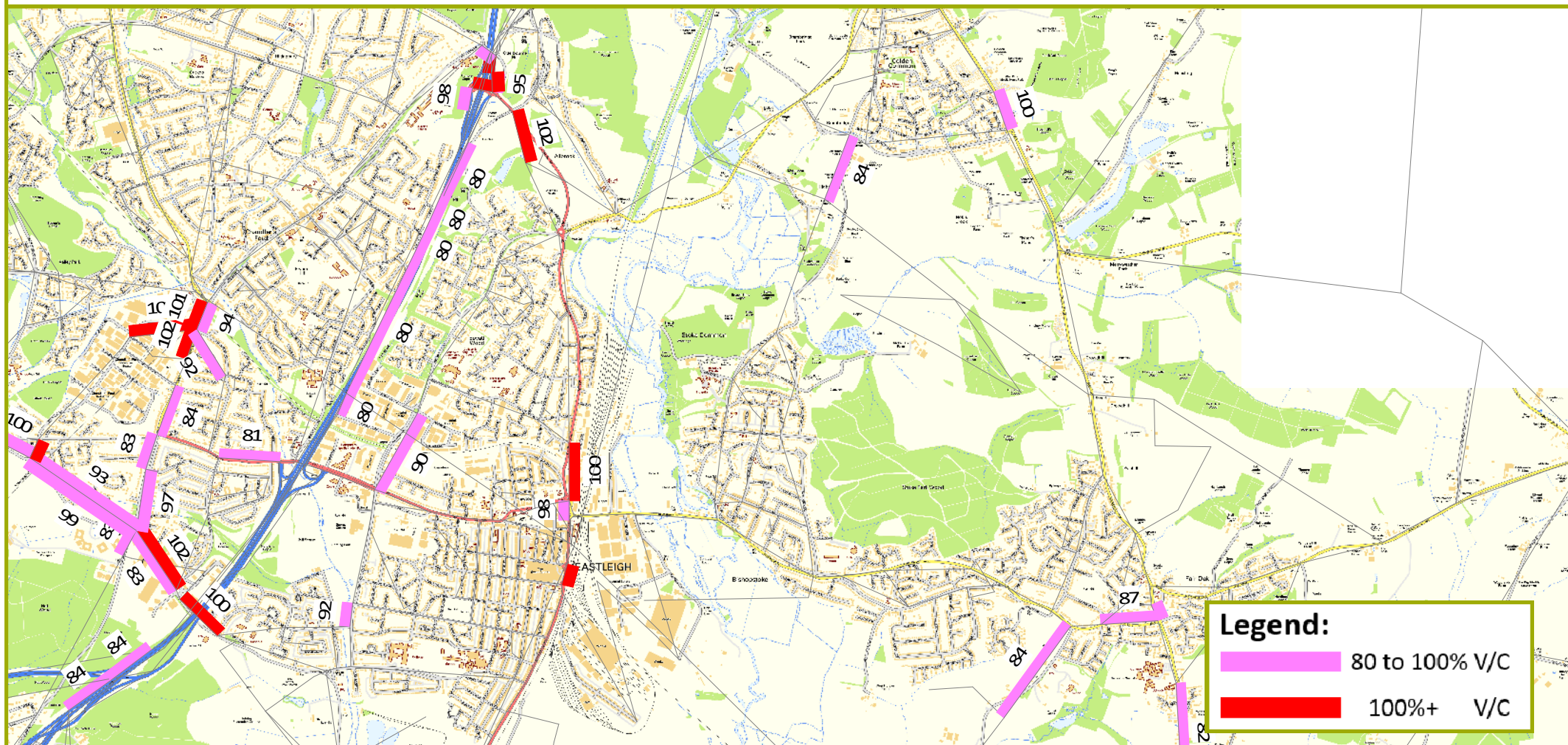
VC Ratios DIU 2036 PM - Fair Oak / New Link Road (>80%)



VC Ratios DIU 2036 PM - North of West End (>80%)



VC Ratios DIU 2036 PM - Eastleigh (>80%)



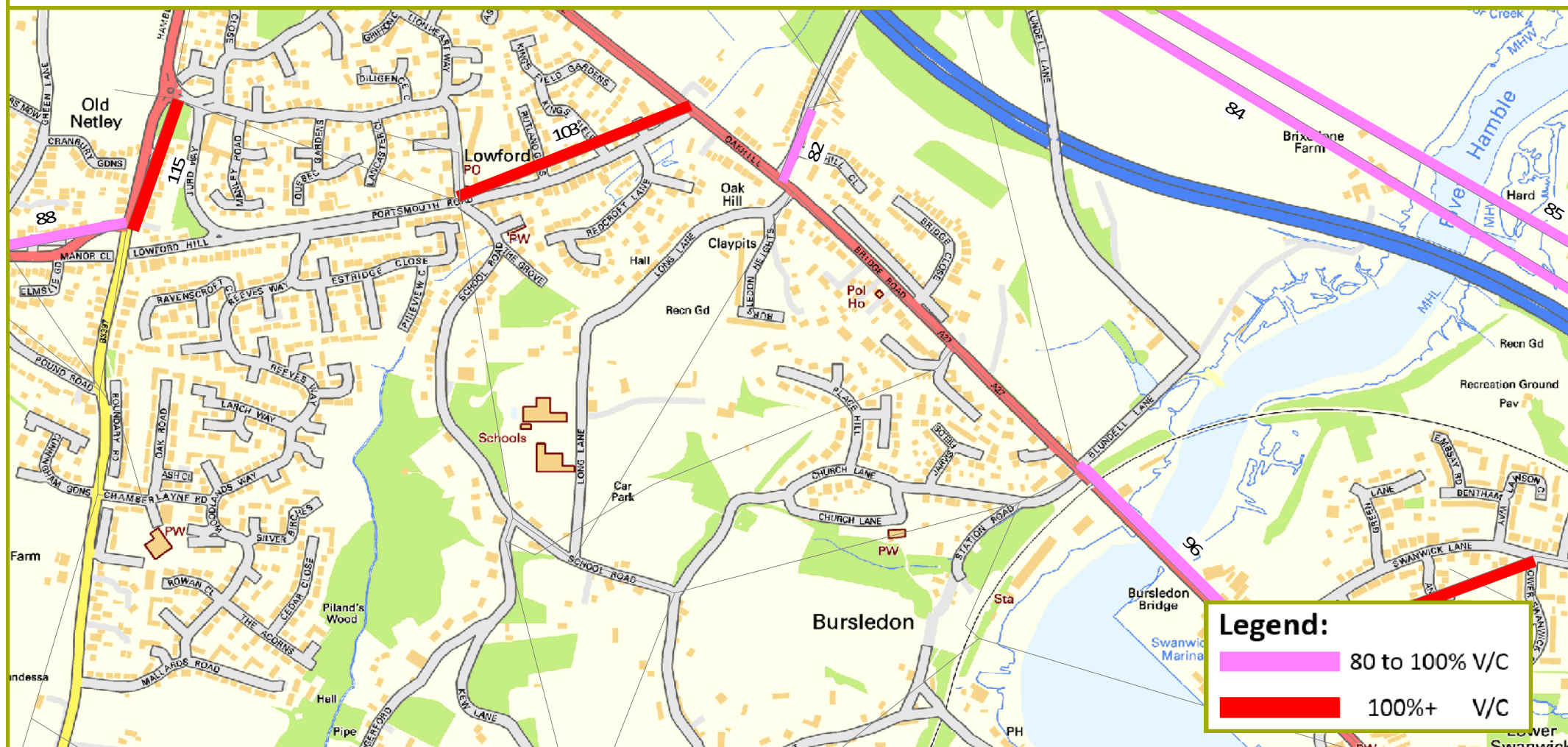
VC Ratios DIU 2036 PM - Hamble Lane / Hound Lane (>80%)



VC Ratios DIU 2036 PM - Windhover Rbt (>80%)



VC Ratios DIU 2036 PM - Bursledon Bridge Road / Church Lane (>80%)



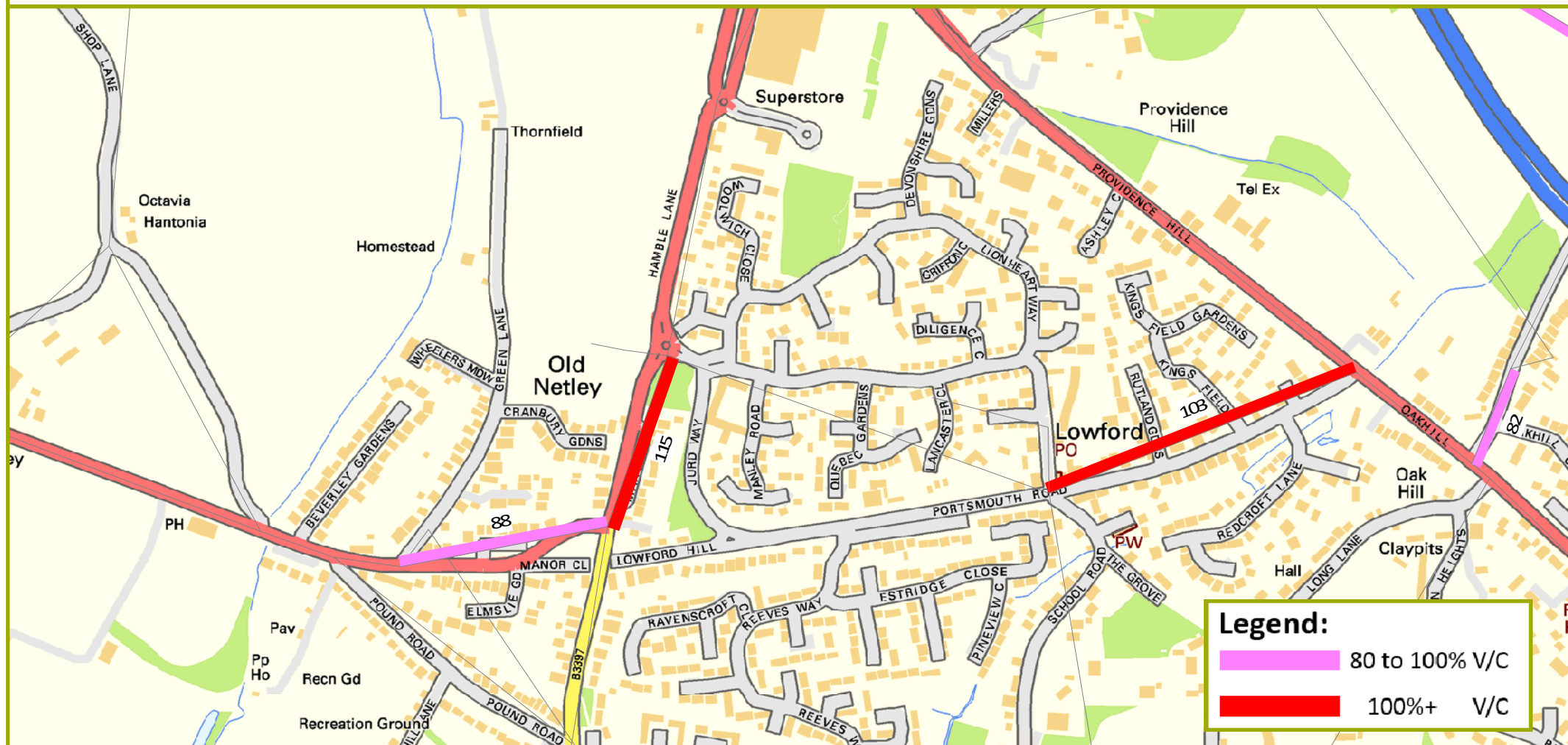
Legend:

- 80 to 100% V/C
- 100%+ V/C

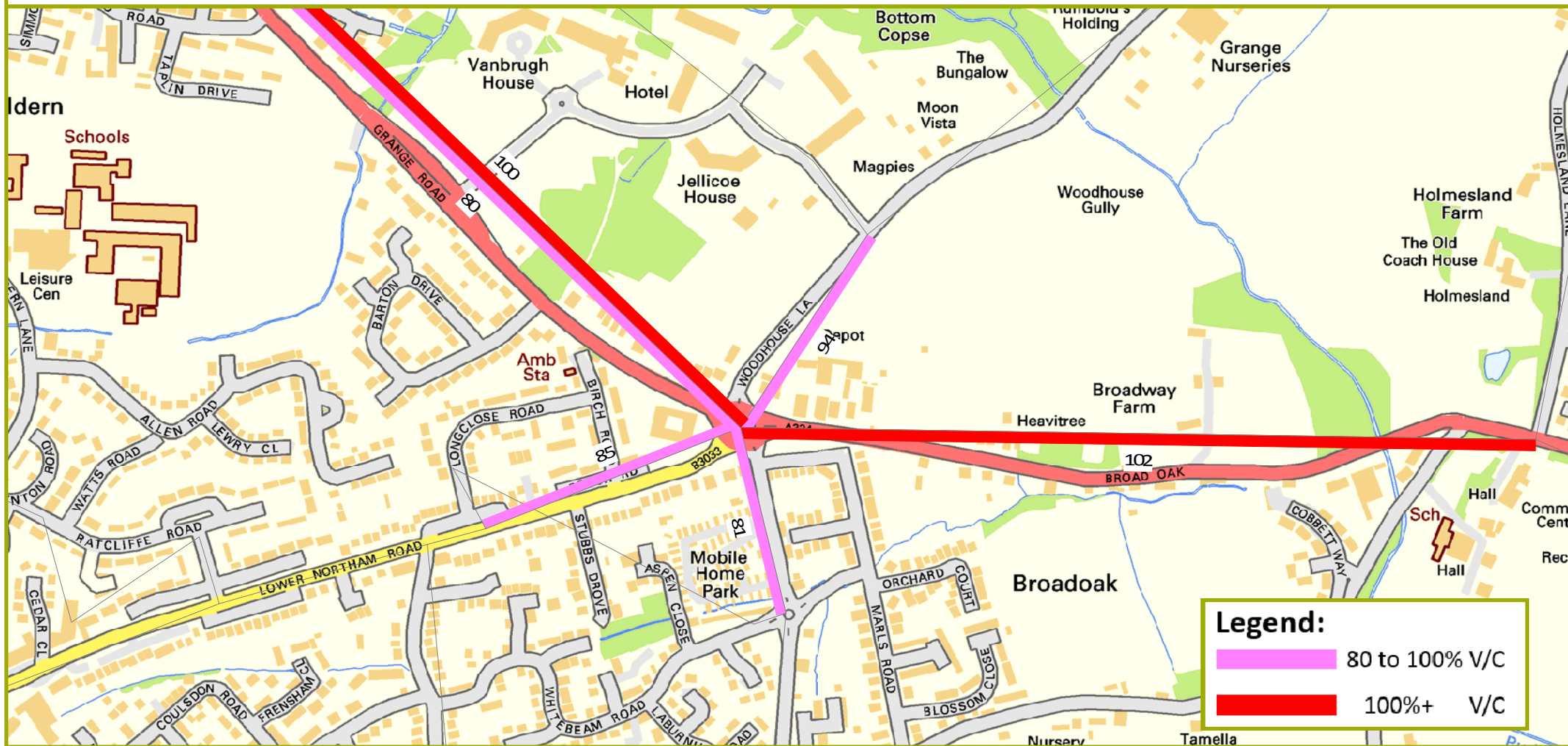
VC Ratios DIU 2036 PM - M27 - J8 (>80%)



VC Ratios DIU 2036 PM - A3025 Hamble Lane / Portsmouth Road (>80%)



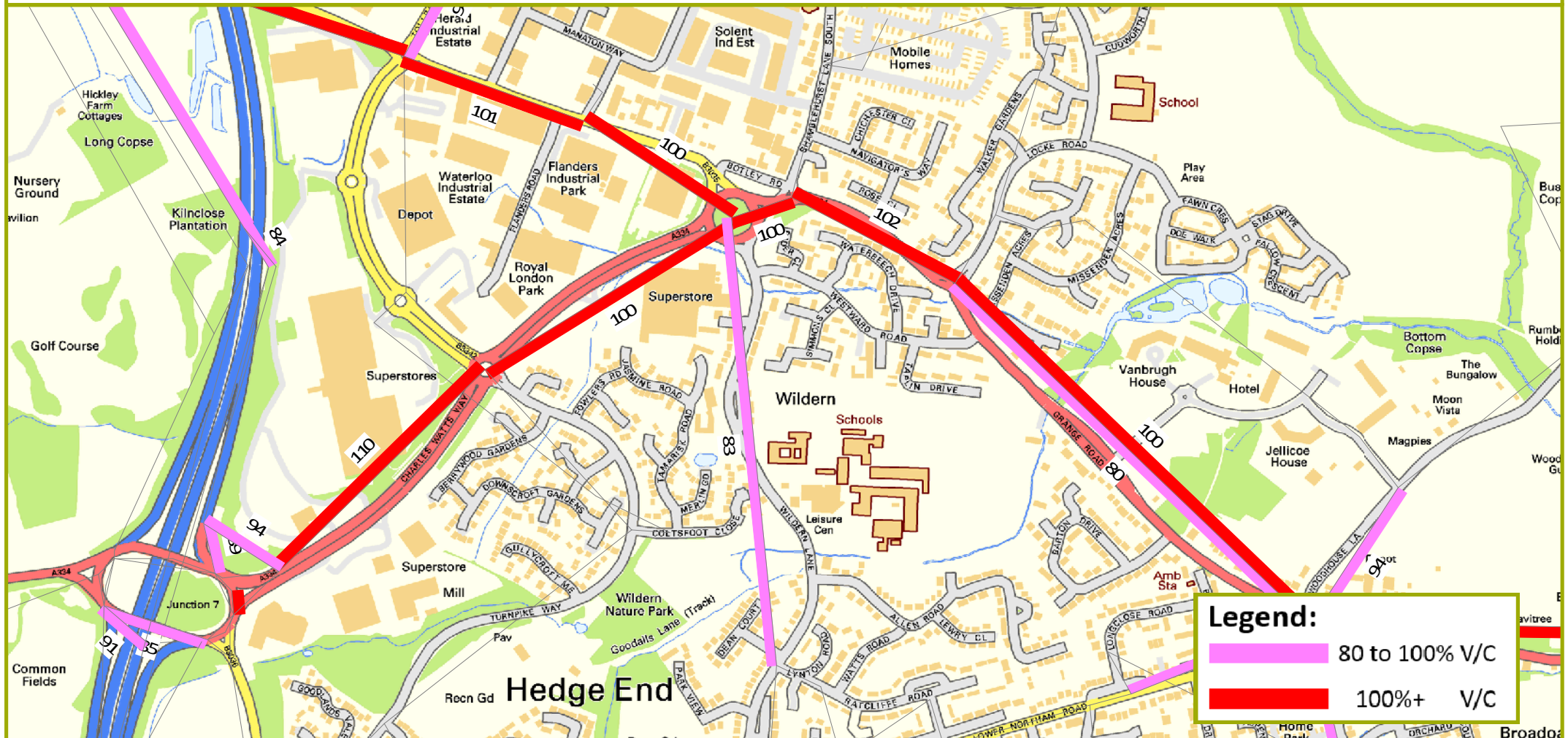
VC Ratios DIU 2036 PM - Maypole Roundabout (>80%)



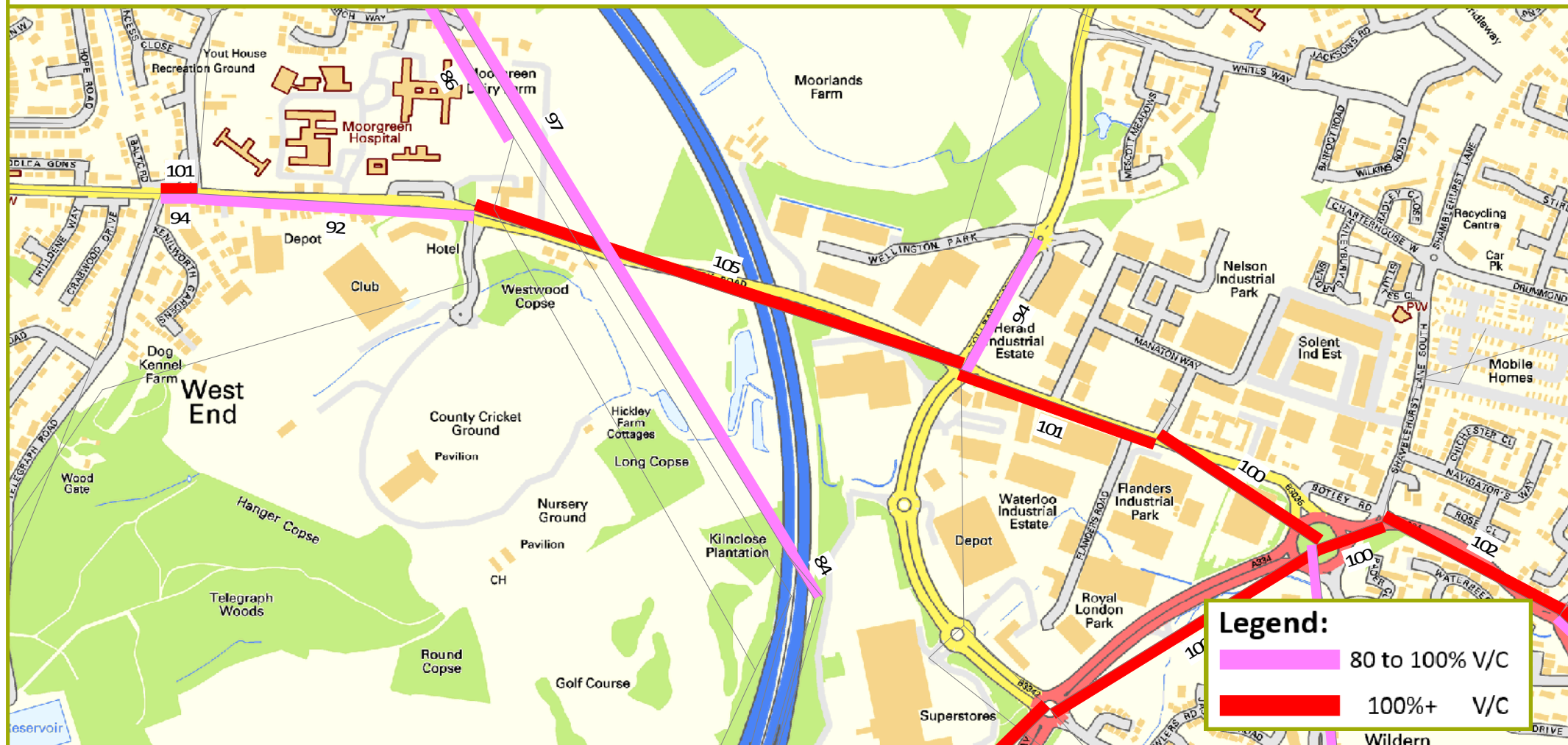
Legend:

- 80 to 100% V/C
- 100%+ V/C

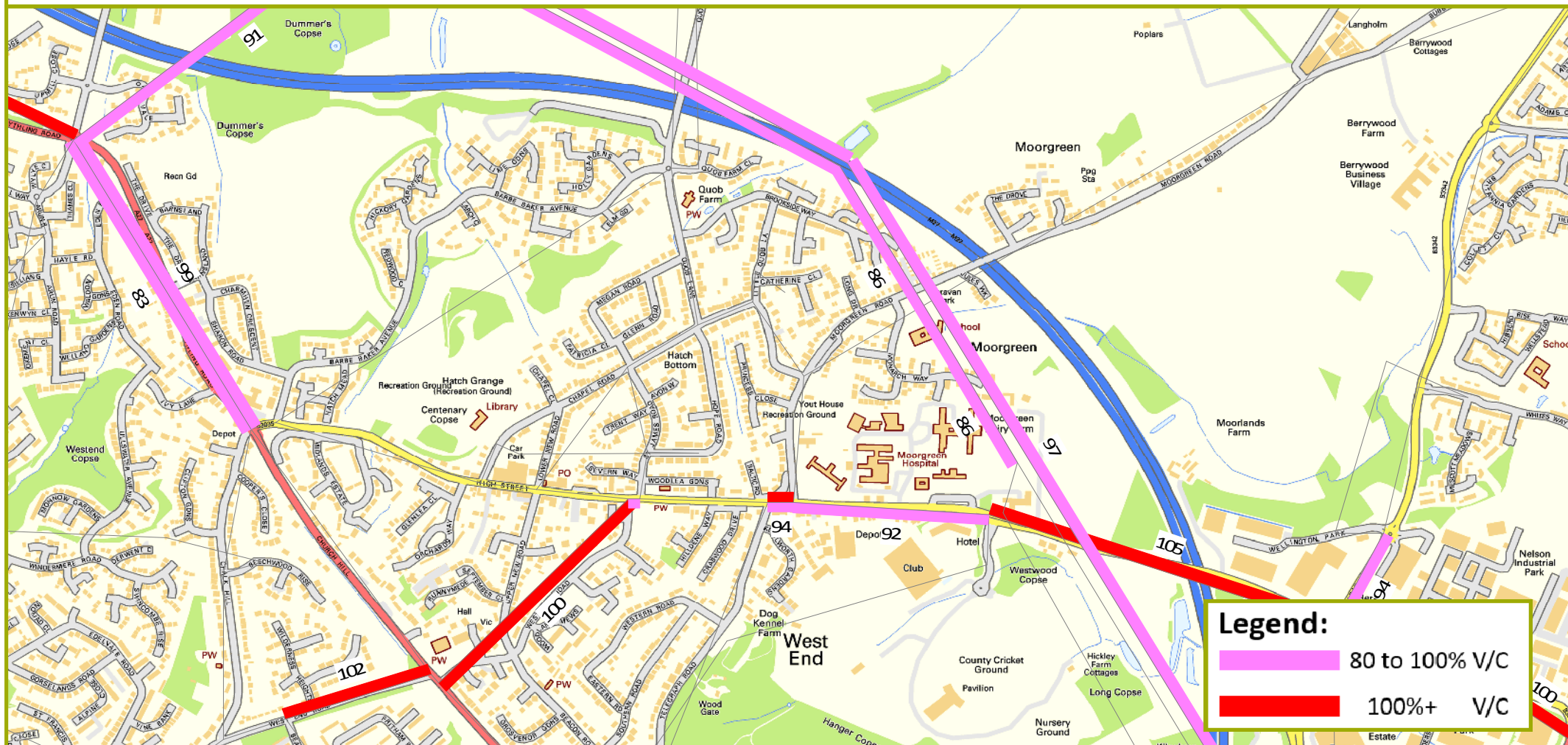
VC Ratios DIU 2036 PM - A334 Hedge End (>80%)



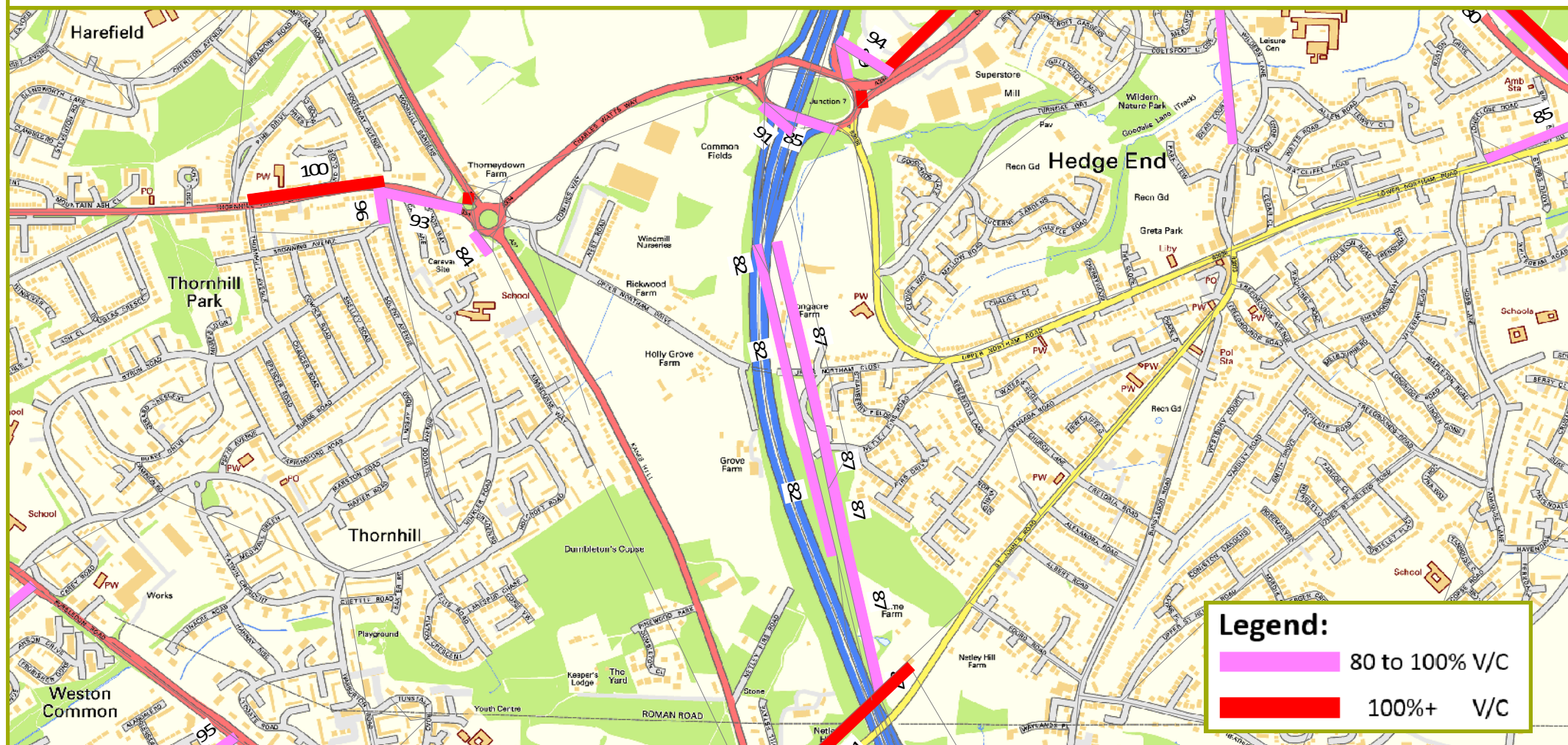
VC Ratios DIU 2036 PM - B3035 Botley Rd (>80%)



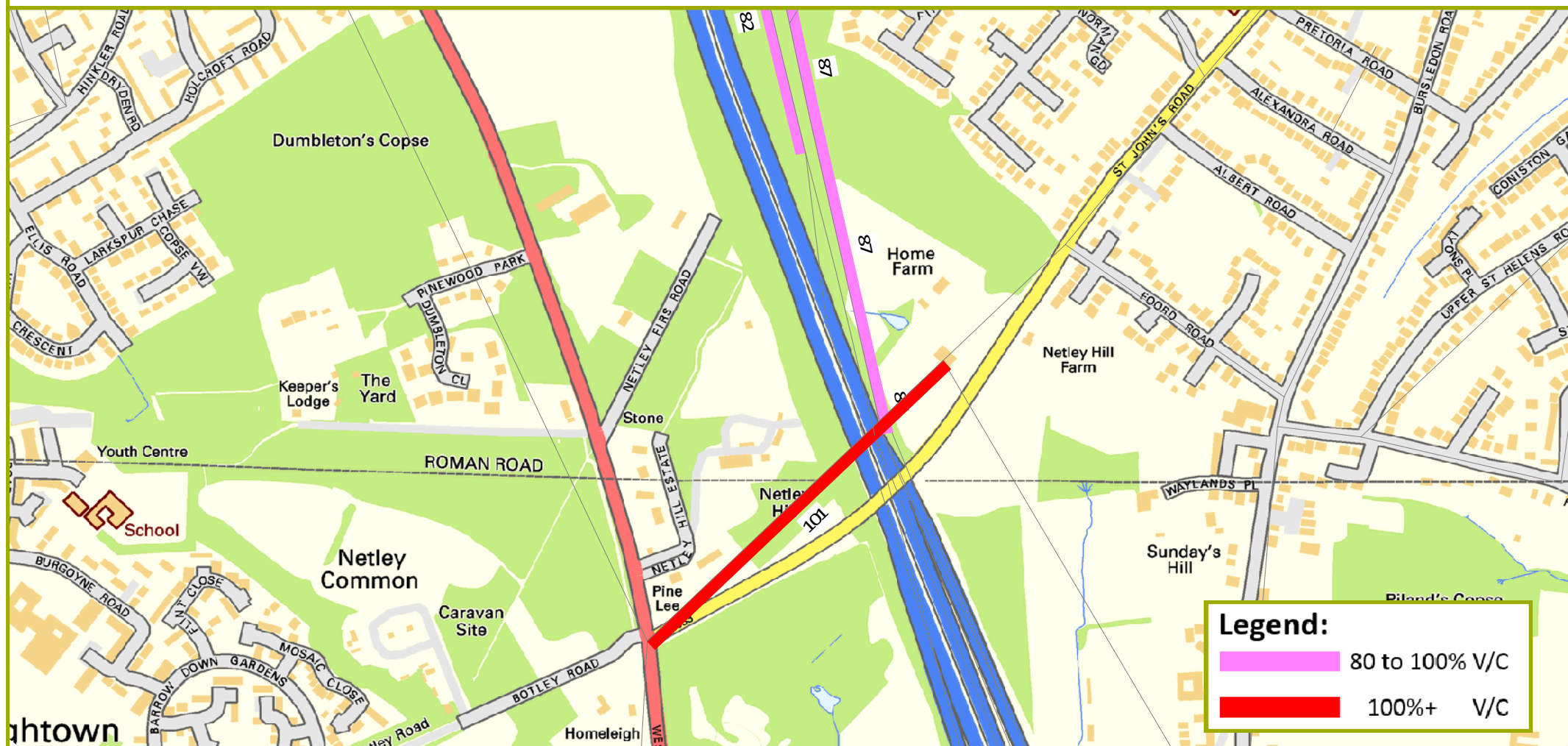
VC Ratios DIU 2036 PM - West End (>80%)



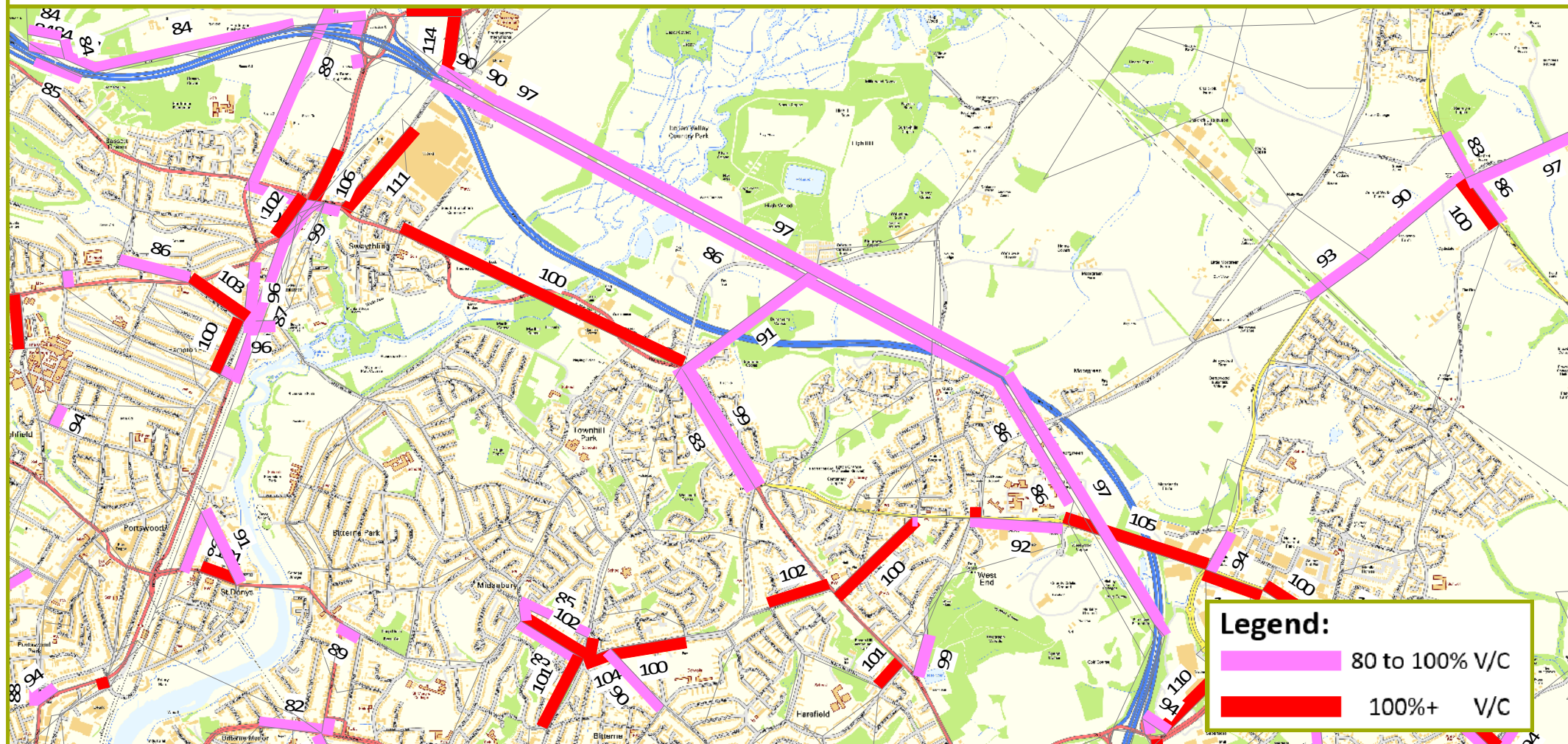
VC Ratios DIU 2036 PM - South of M27 - J7 (>80%)



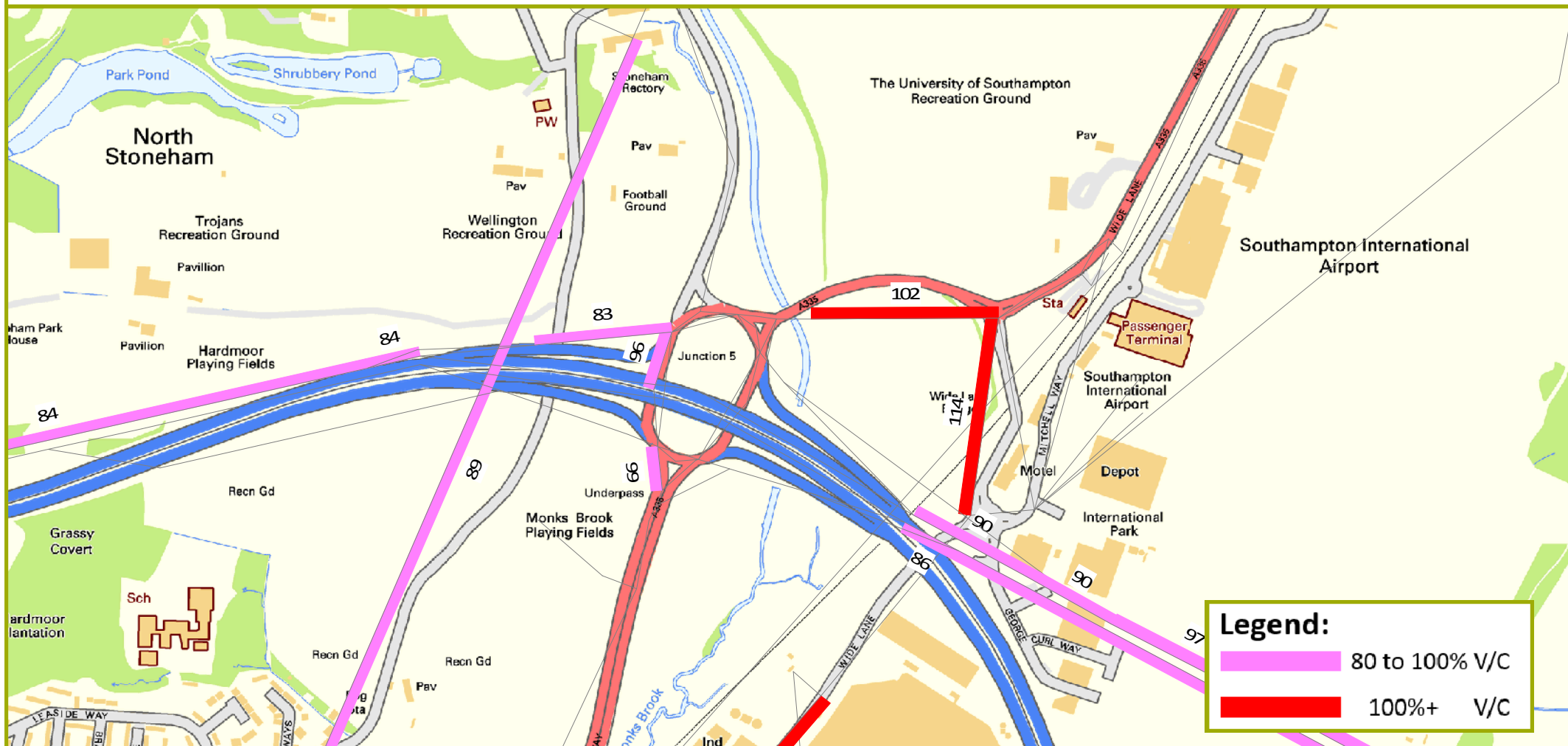
VC Ratios DIU 2036 PM - West End Rd / St John's Rd (>80%)



VC Ratios DIU 2036 PM - M27 - J5-J7 (>80%)



VC Ratios DIU 2036 PM - M27 - J5 (>80%)



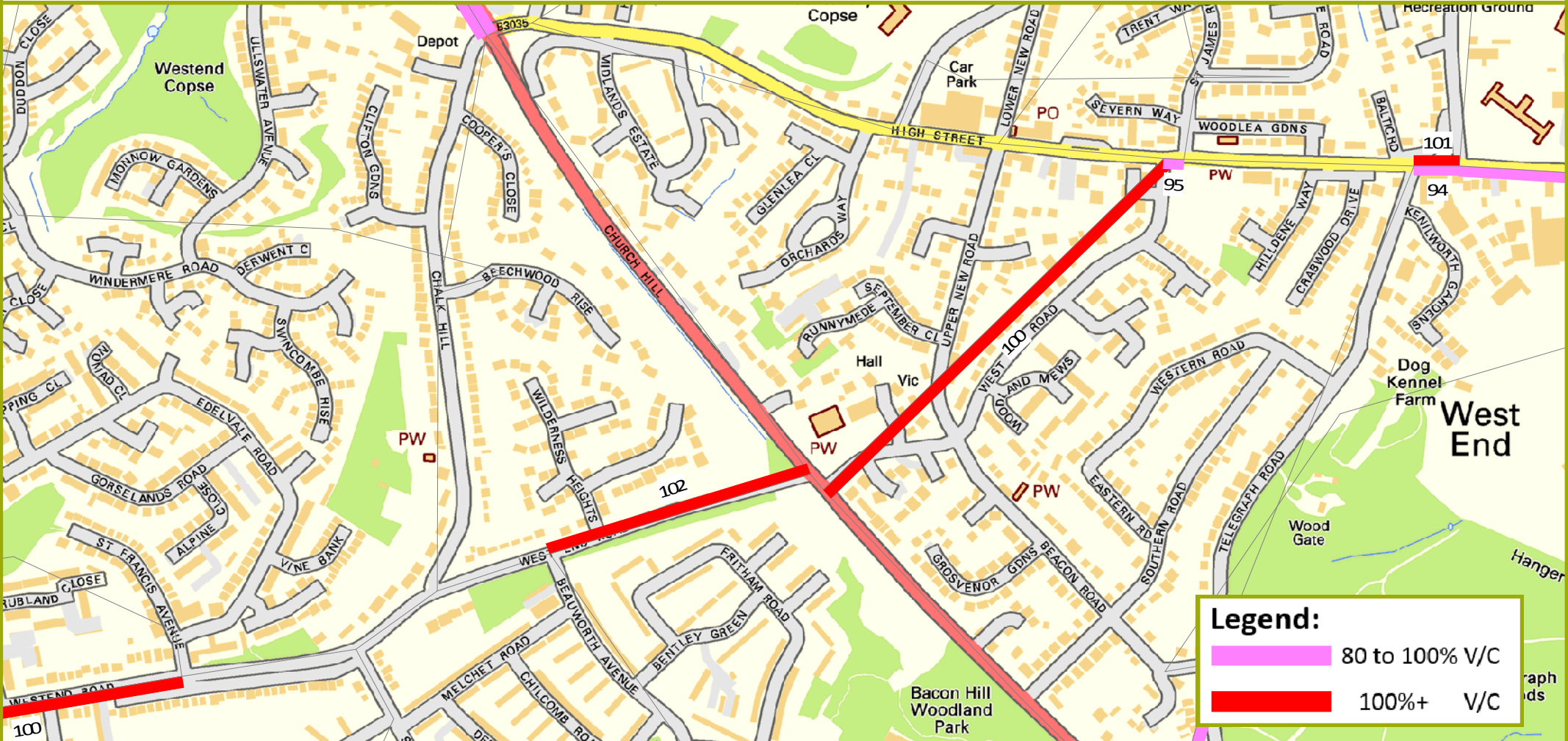
VC Ratios DIU 2036 PM - M27 - J7 (>80%)



VC Ratios DIU 2036 PM - A27 / A334 Kanes Hill Rbt (>80%)



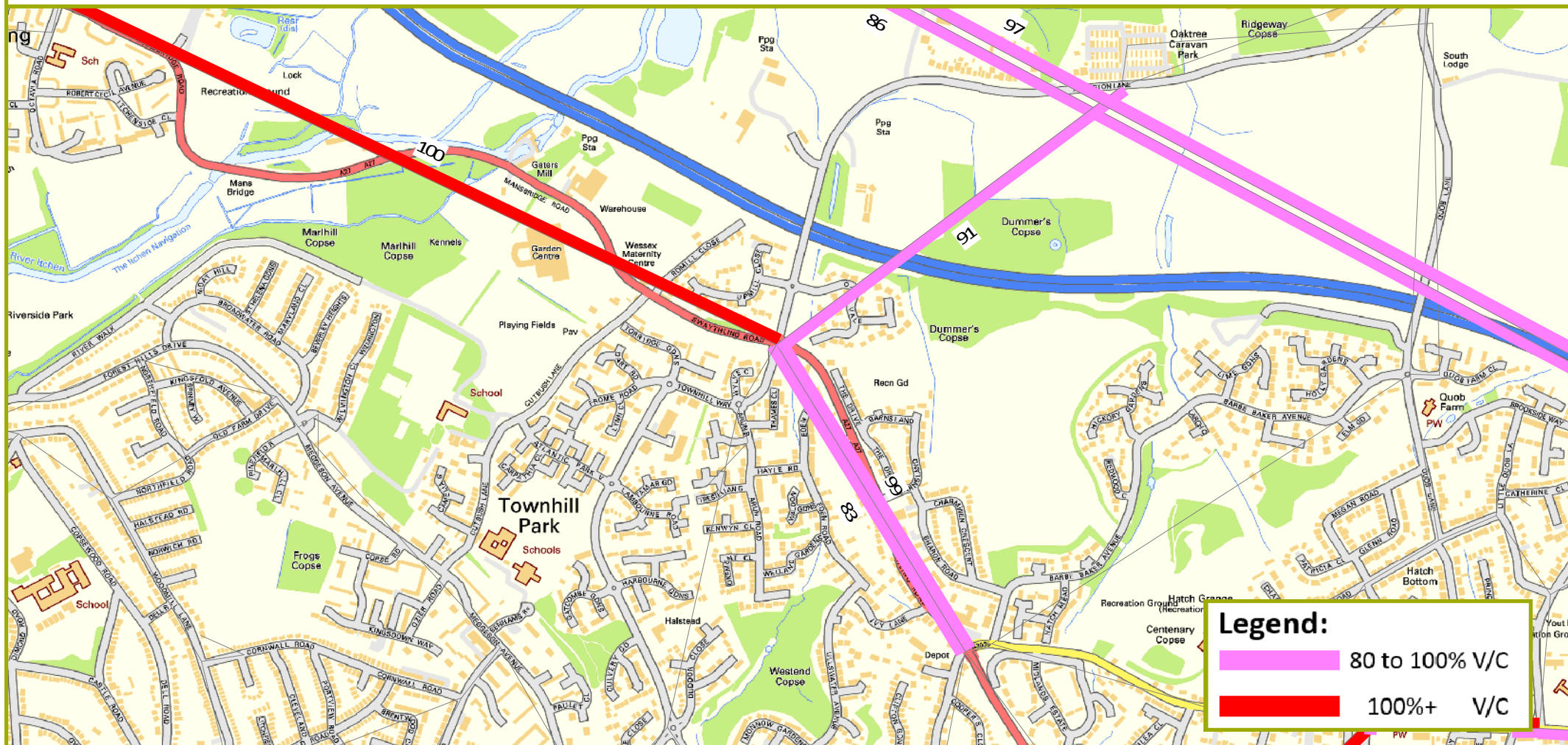
VC Ratios DIU 2036 PM - West End - A27 Church Hill (>80%)



Legend:

	80 to 100% V/C
	100%+ V/C

VC Ratios DIU 2036 PM - A27 Swaythling Rd - Allington Ln (>80%)



VC Ratios DIU 2036 PM - Horton Heath - Botley Rd (>80%)



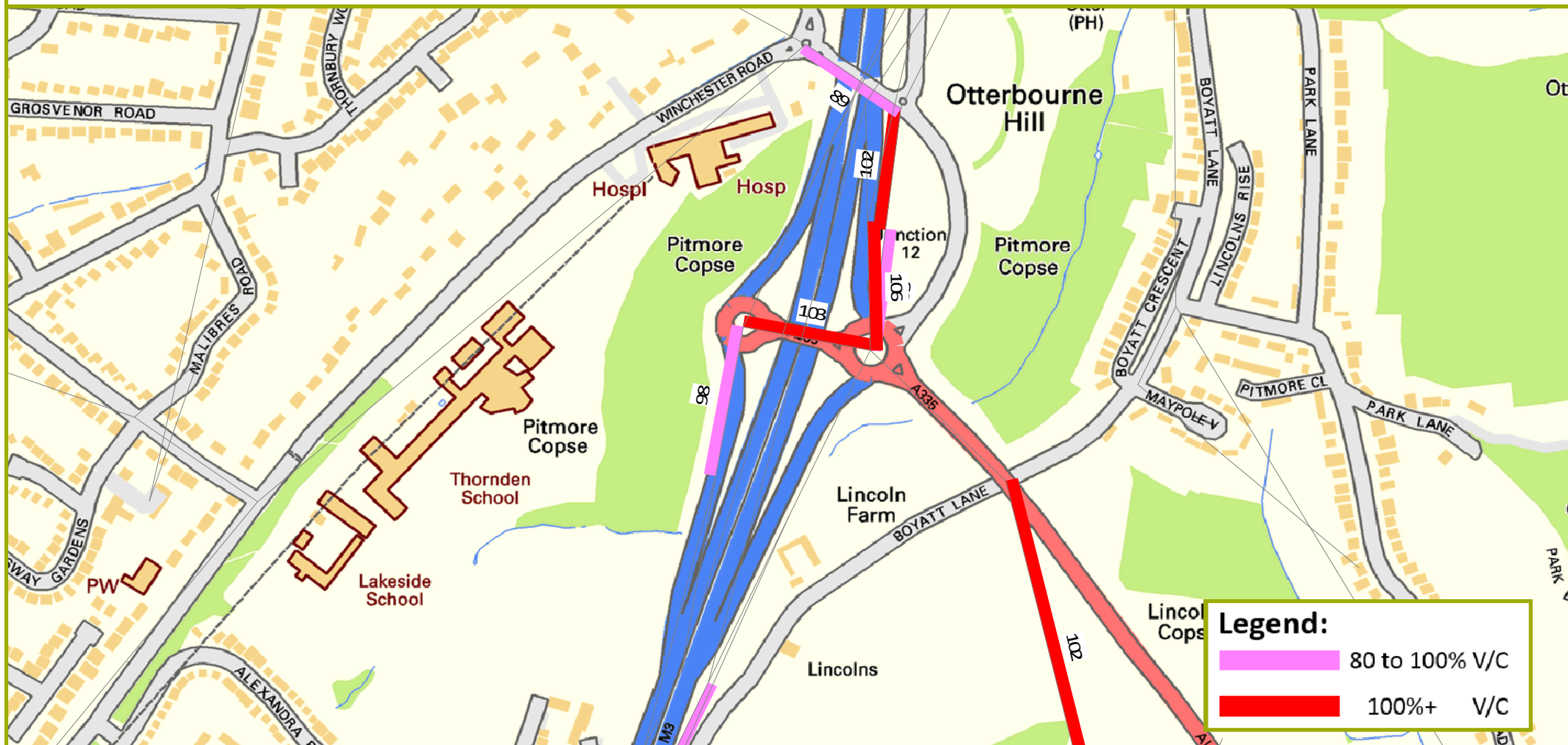
VC Ratios DIU 2036 PM - Fair Oak (>80%)



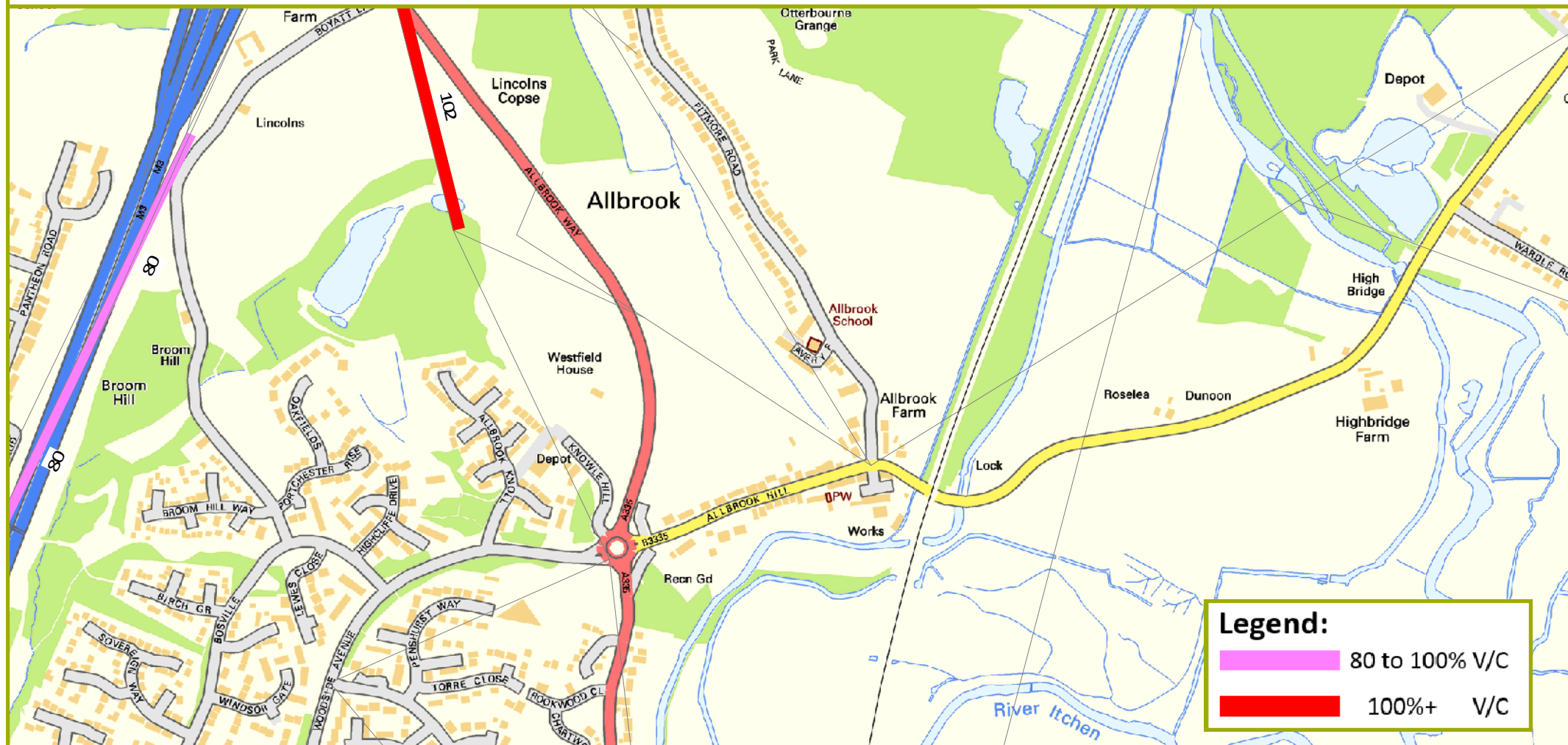
VC Ratios DIU 2036 PM - Eastleigh Station (>80%)



VC Ratios DIU 2036 PM - M3 - J12 (>80%)



VC Ratios DIU 2036 PM - Allbrook Hill (>80%)



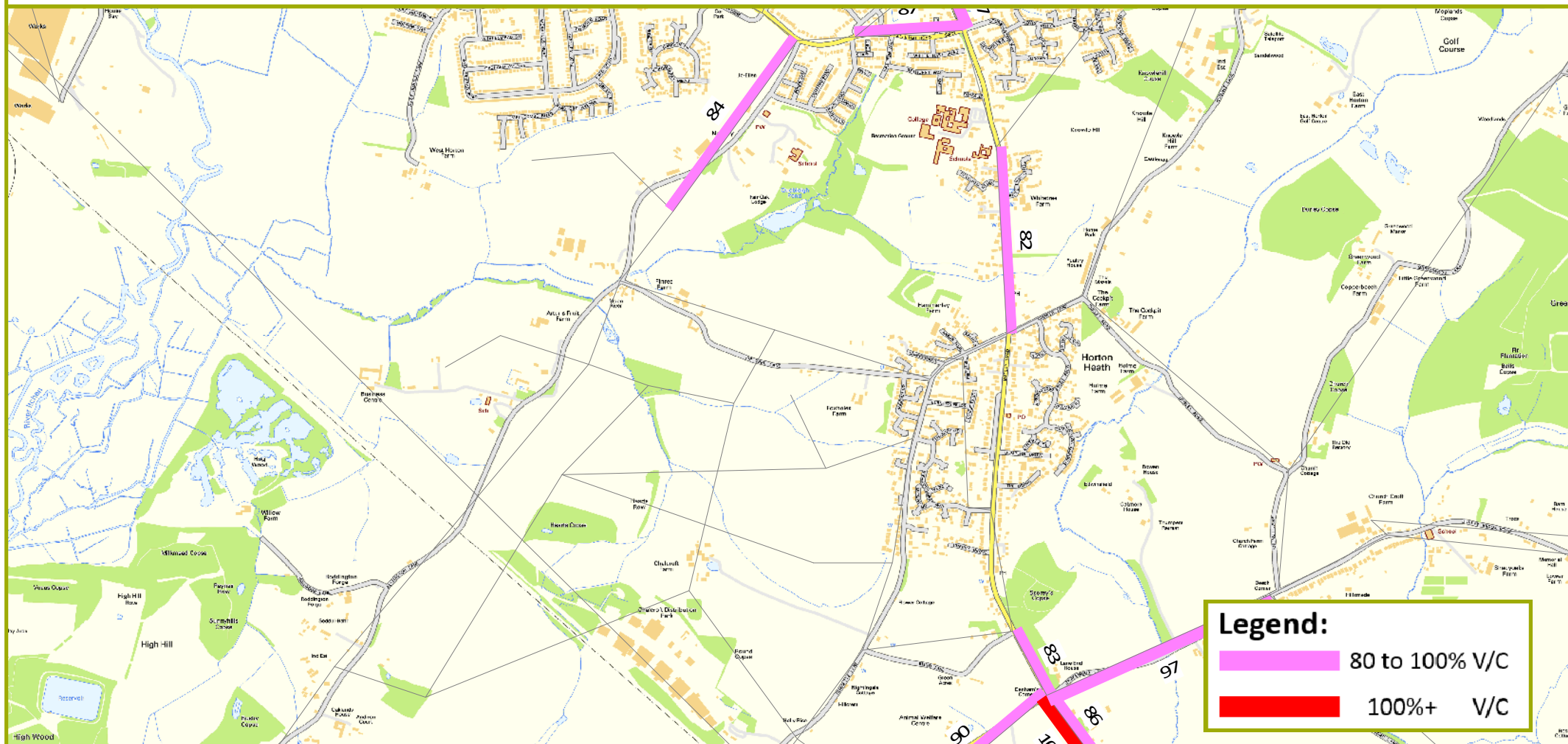
VC Ratios DIU 2036 PM - Eastleigh - Passfield Ave (>80%)



VC Ratios DIU 2036 PM - Chestnut Ave / Bournemouth Rd (>80%)



VC Ratios DIU 2036 PM - Allington Lane / Firtree Lane (>80%)



VC Ratios DIU 2036 PM - Botley A334 / A3051 (>80%)

