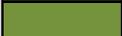
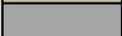


Appendix E

JUNCTION RESULT SHEETS

Legend to Summary Result Sheets

The two tables below explain the meaning of the various colours used in all result sheets.

Colour	Source of Trips
	Fareham
	Fareham SDA
	Gosport
	Havant
	Hedge End
	Portsmouth
	Rest of UK
	Southampton & Eastleigh
	West of Waterlooville
	Whitely

Colour	
	# Flow has decreased since 2006
	# Flow has increased since 2006†
	# Indicates the highest flow
	# Indicates the 2 nd highest flow

† Also includes no change over base.

* Purple has been used as the default colour scheme when showing changes over time.

Assessing the impact of the LDF proposals on the Strategic Highway Network
Transport Assessment

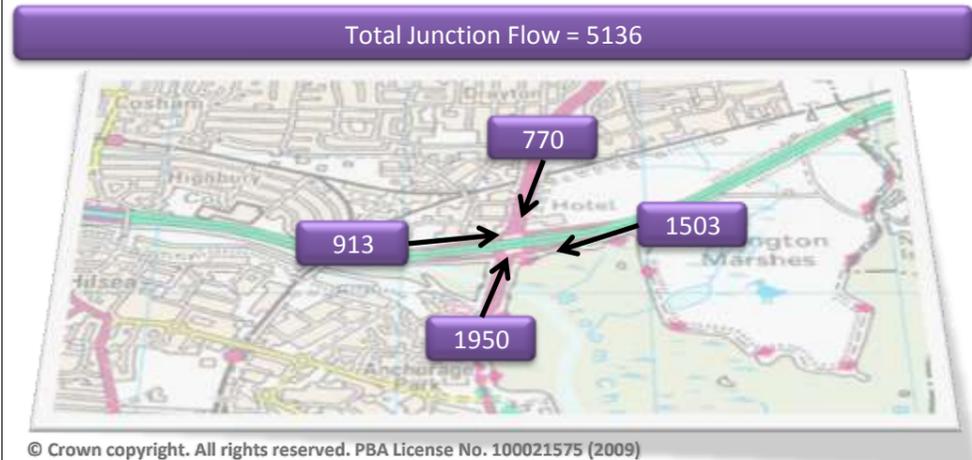


Junction of A27 & A2030

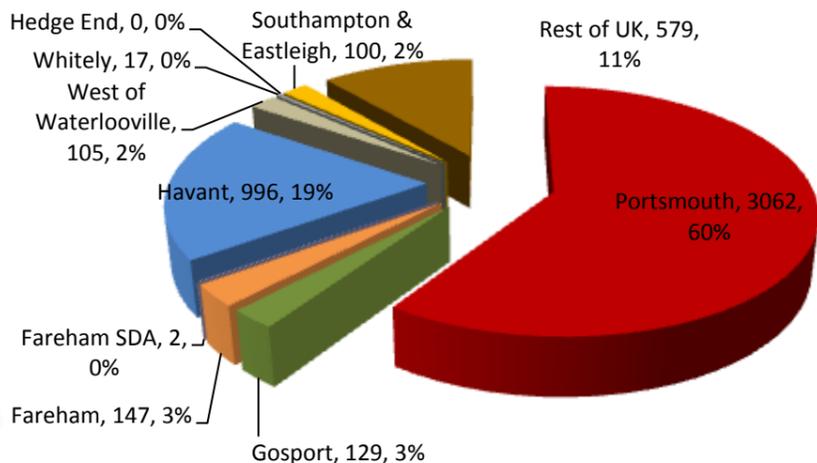
Existing Junction Details

This is a major roundabout fed by the four slip roads of the A27 and two major arms of the A2030. In the morning peak period traffic generally is only impeded by one cycle of the signals on all entries and exits so delays are slight. In the evening peak however, the northbound queue off Portsea Island can often extend more than 100m in both lanes.

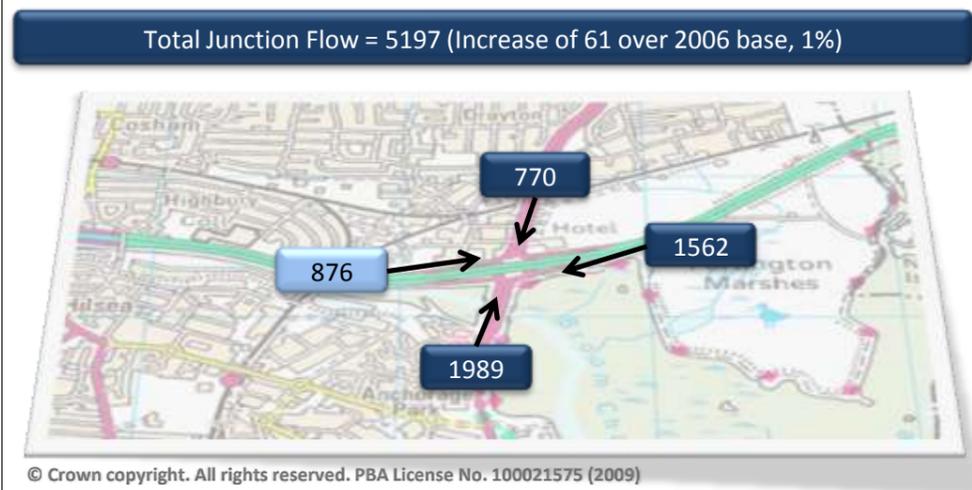
2006 Base Flows



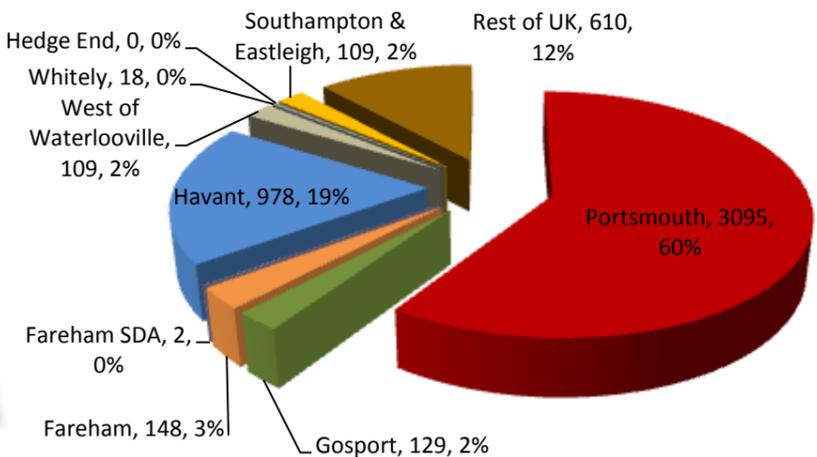
2006 (Base) Origin of Traffic at Junction



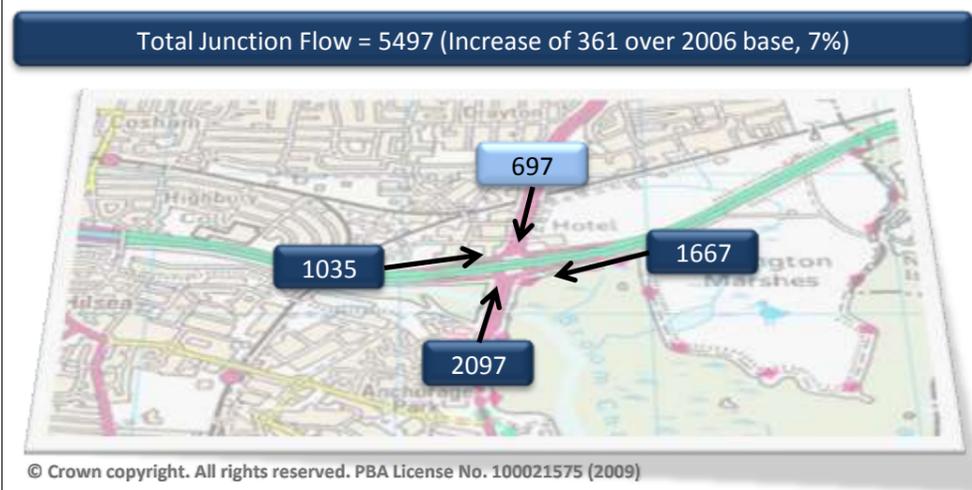
2016 Base Flows



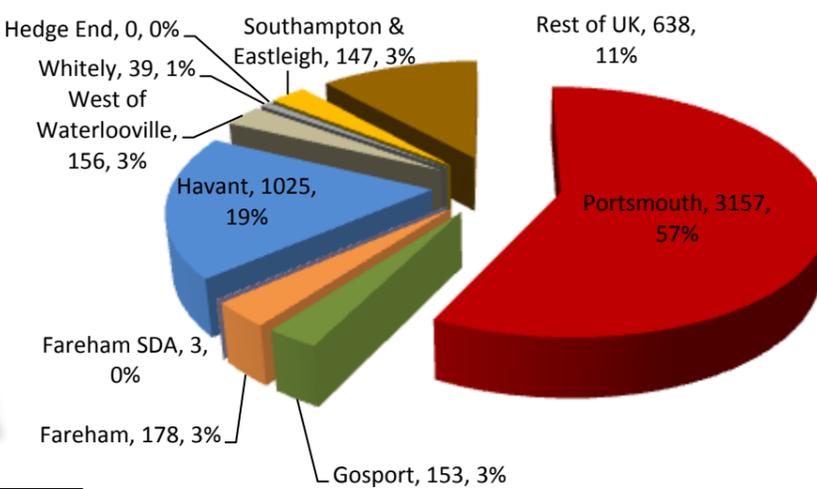
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



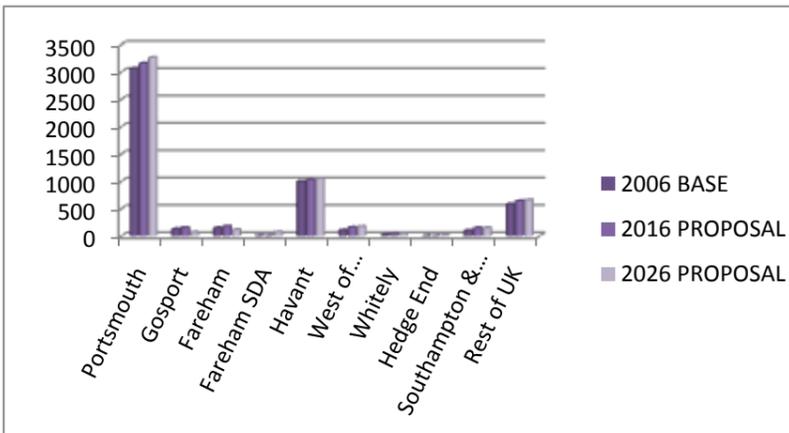
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	3062	3095	1%	3157	3%
Gosport	129	129	0%	153	19%
Fareham	147	148	1%	178	21%
Fareham SDA	2	2	0%	3	25%
Havant	996	978	-2%	1025	3%
West of Waterlooville	105	109	4%	156	49%
Whitely	17	18	5%	39	130%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	100	109	9%	147	48%
Rest of UK	579	610	5%	638	10%
Total	5136	5197	1%	5497	7%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Junction of A27 & A2030 Results

Page 1 of 2

Date: 10/06/2009

Creator: PMW

Checked By: PL

Sheet Reference:

Revision

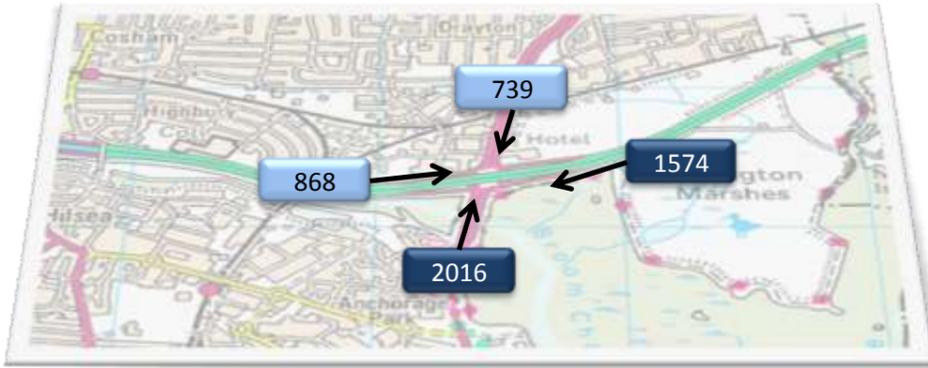
Results Sheet 1

A

Junction of A27 & A2030

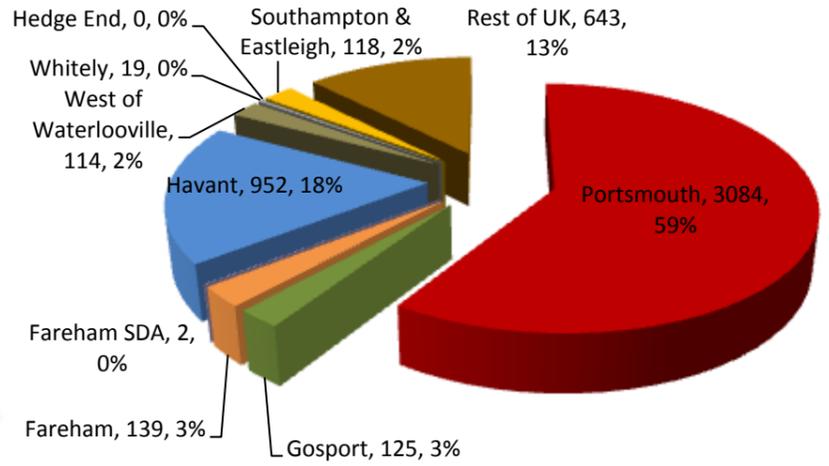
2026 Base Flows

Total Junction Flow = 5196 (Increase of 60 over 2006 base, 1%)



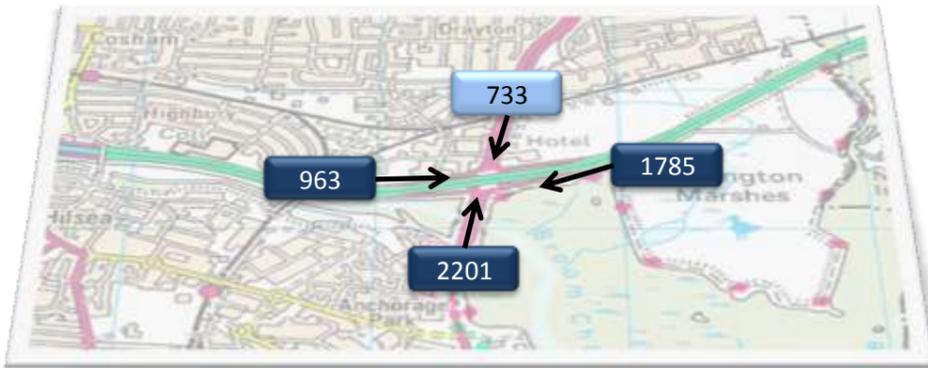
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2026 (Base) Origin of Traffic at Junction



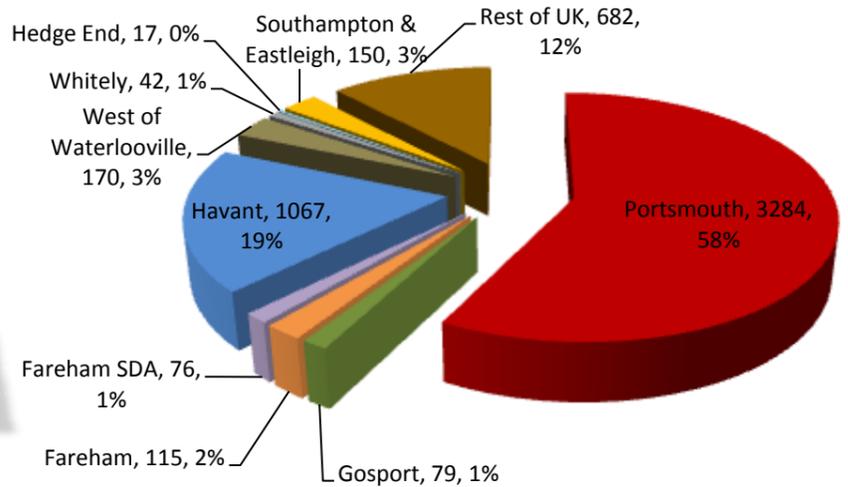
2026 Flows (Base + Development)

Total Junction Flow = 5682 (Increase of 546 over 2006 base, 11%)



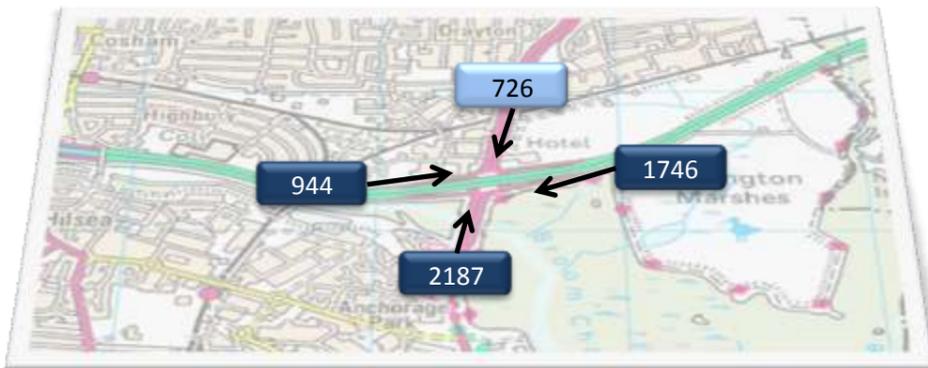
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2026 (Dev) Origin of Traffic at Junction



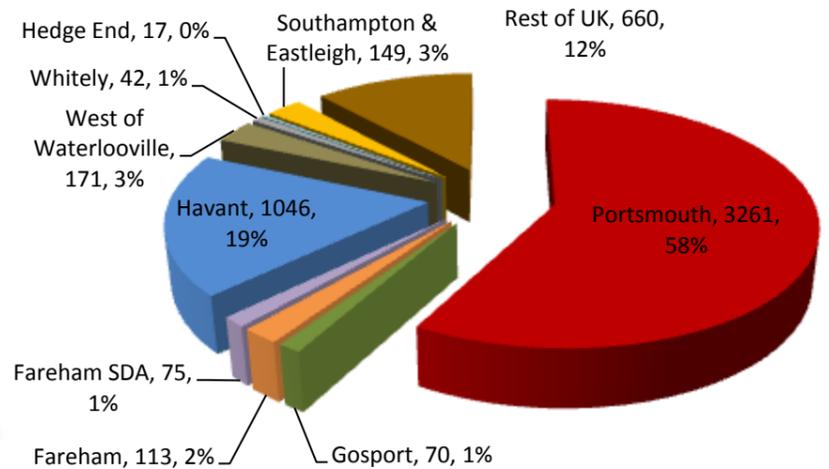
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 5603 (Increase of 467 over 2006 base, 9%)



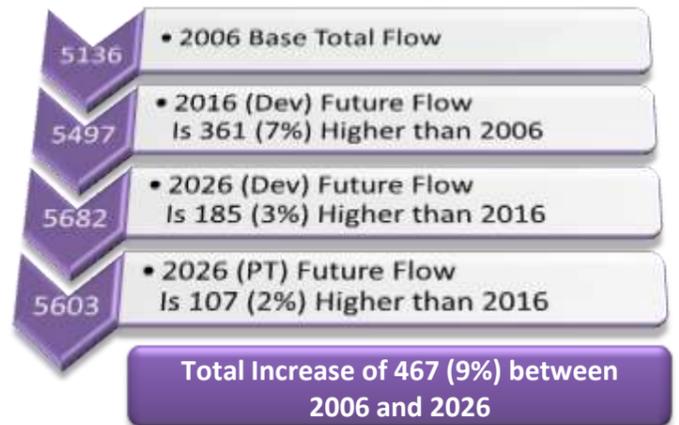
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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	3084	1%	3284	7%	3261	6%
Gosport	125	-3%	79	-40%	70	-48%
Fareham	139	-6%	115	-23%	113	-24%
Fareham SDA	2	-4%	76	>500%	75	>500%
Havant	952	-5%	1067	7%	1046	5%
West of Waterlooville	114	8%	170	57%	171	58%
Whitely	19	8%	42	135%	42	134%
Hedge End	0	0%	17	0%	17	0%
Southampton & Eastleigh	118	15%	150	42%	149	41%
Rest of UK	643	10%	682	16%	660	13%
Total	5196	1%	5682	11%	5603	9%

Total Flows

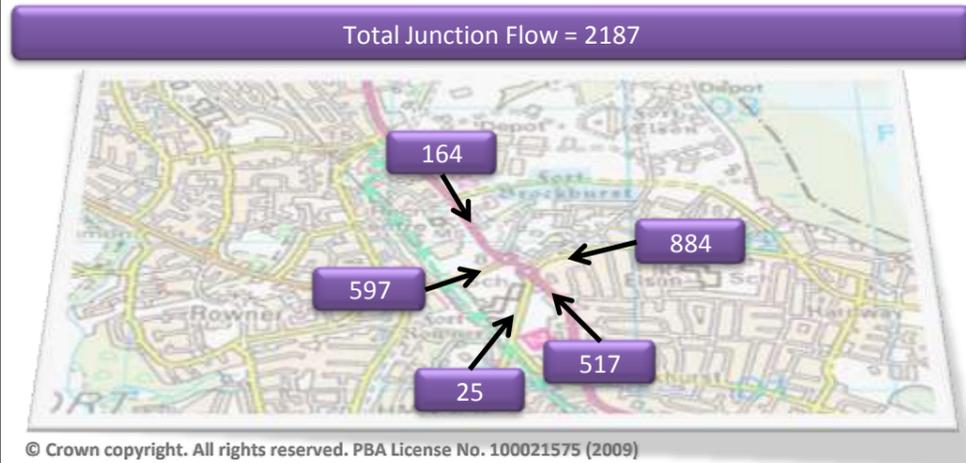


North Brockhurst Roundabouts

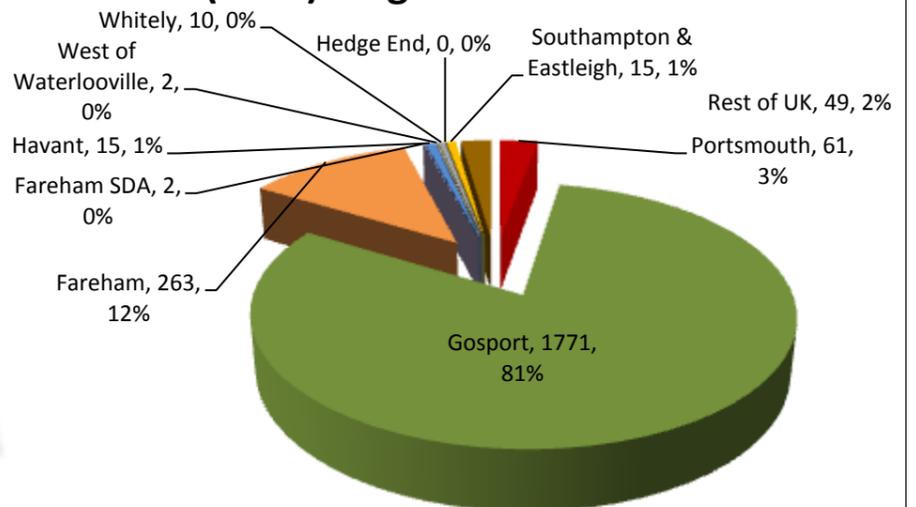
Existing Junction Details

This junction consists of two moderately sized roundabouts fed by four major roads and one minor road. It has spare capacity during the morning peak. In the evening peak there is some significant queuing on the north, north west and south east approaches and at intervals queuing on the link between the roundabouts indicating it is approaching capacity.

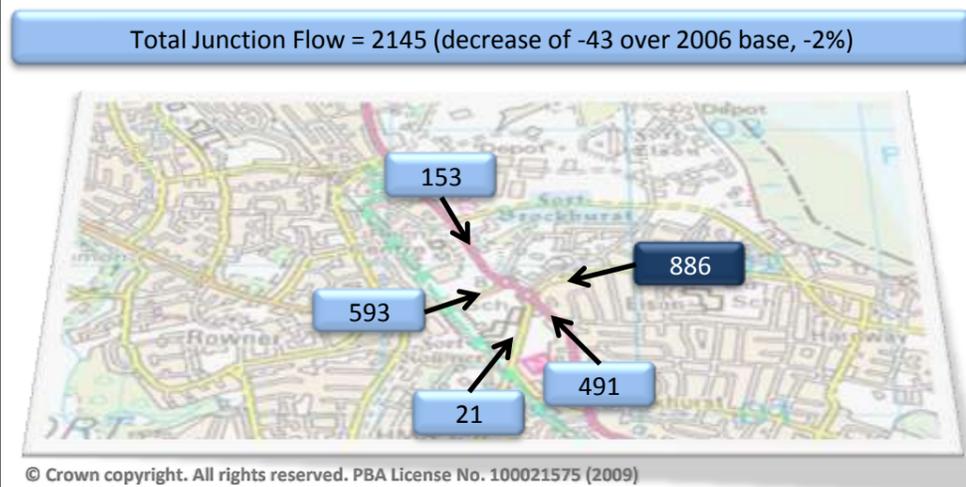
2006 Base Flows



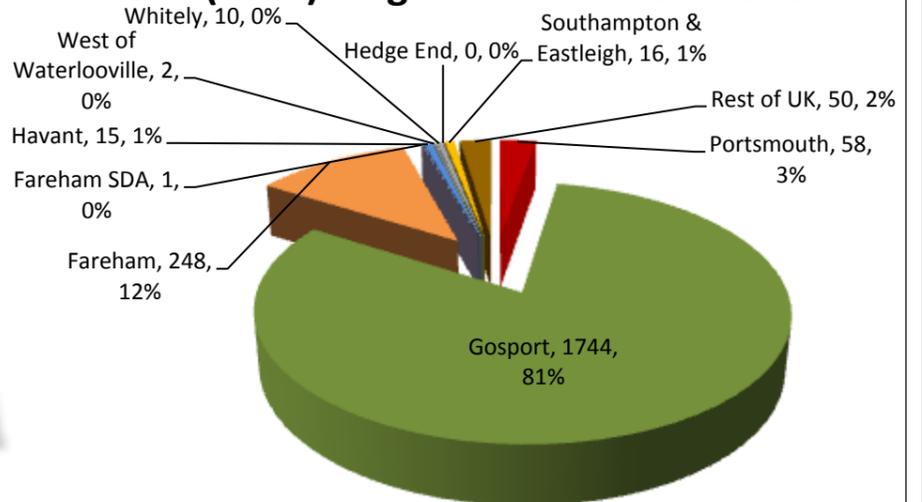
2006 (Base) Origin of Traffic at Junction



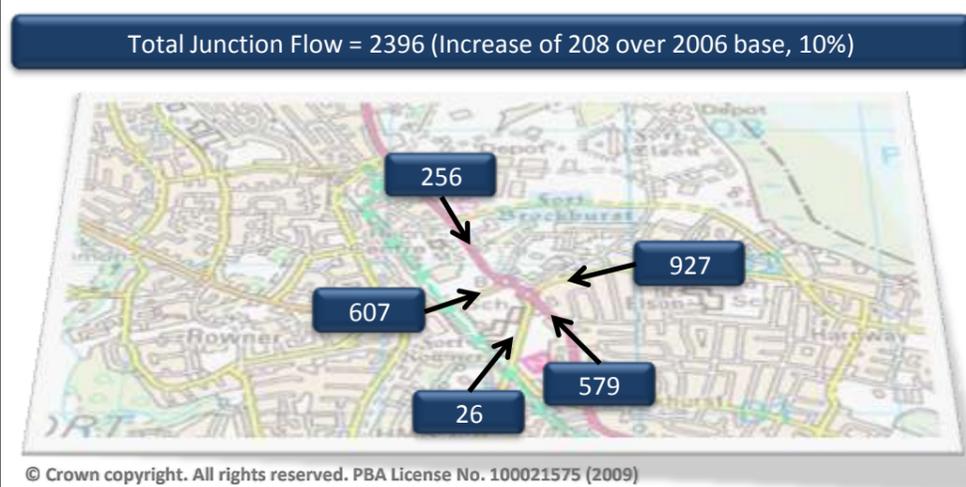
2016 Base Flows



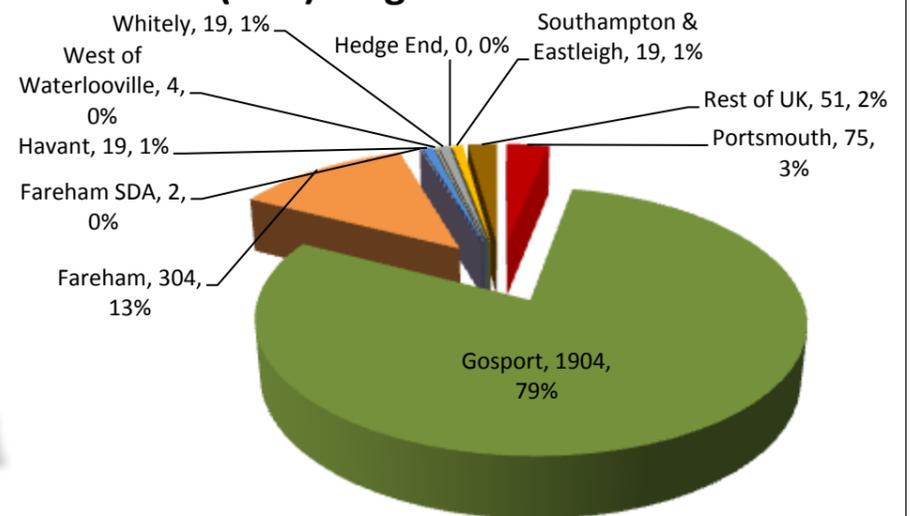
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



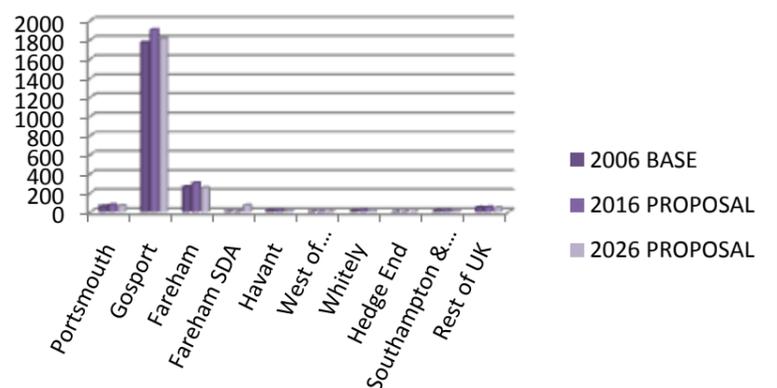
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	61	58	-4%	75	24%
Gosport	1771	1744	-2%	1904	8%
Fareham	263	248	-6%	304	15%
Fareham SDA	2	1	-4%	2	13%
Havant	15	15	-5%	19	22%
West of Waterlooville	2	2	1%	4	79%
Whitely	10	10	3%	19	90%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	15	16	7%	19	30%
Rest of UK	49	50	3%	51	3%
Total	2187	2145	-2%	2396	10%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of North Brockhurst Roundabouts Results

Page 1 of 2

Date: 28/08/2009

Creator: PMW

Checked By: PL

Sheet Reference:

Revision

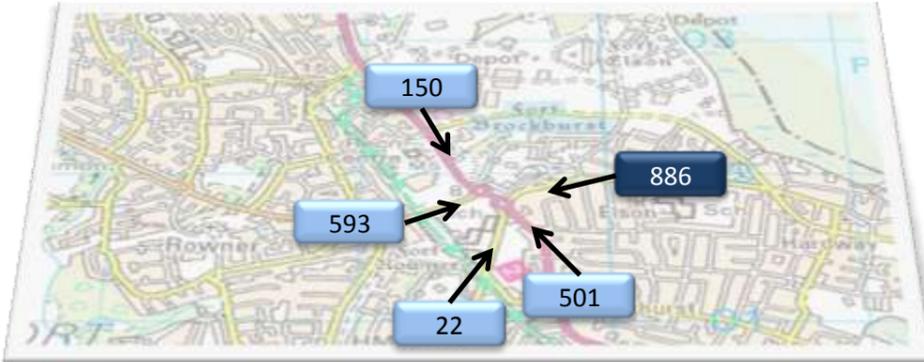
Results Sheet 2

A

North Brockhurst Roundabouts

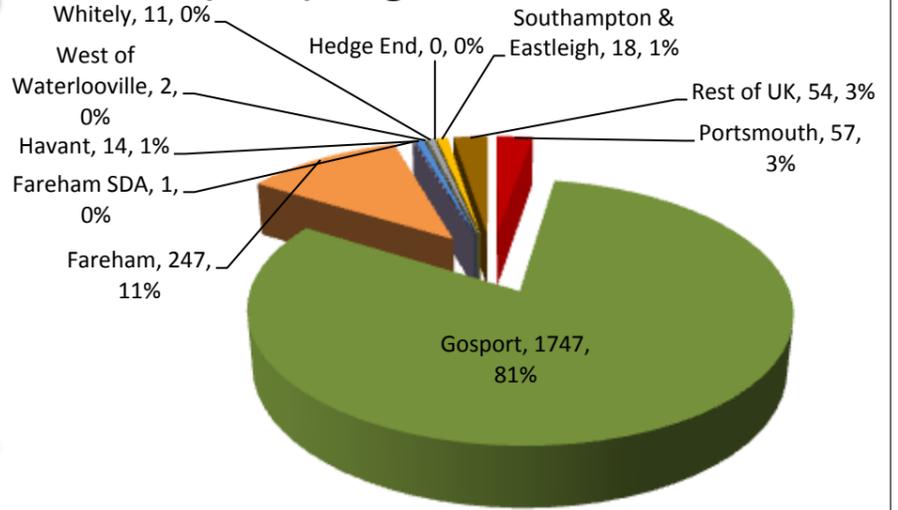
2026 Base Flows

Total Junction Flow = 2152 (decrease of -35 over 2006 base, -2%)



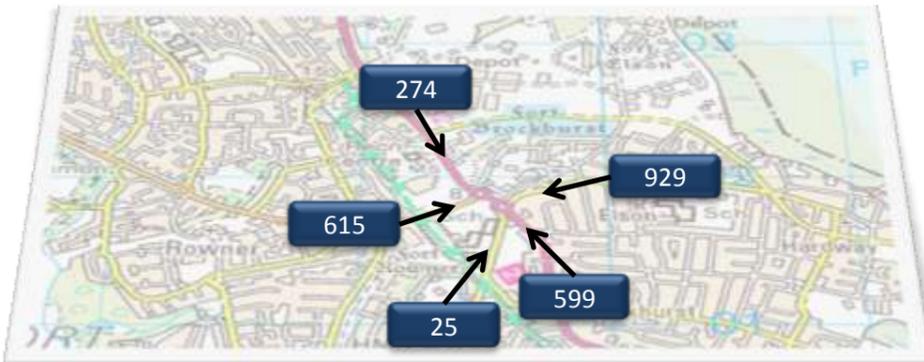
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2026 (Base) Origin of Traffic at Junction



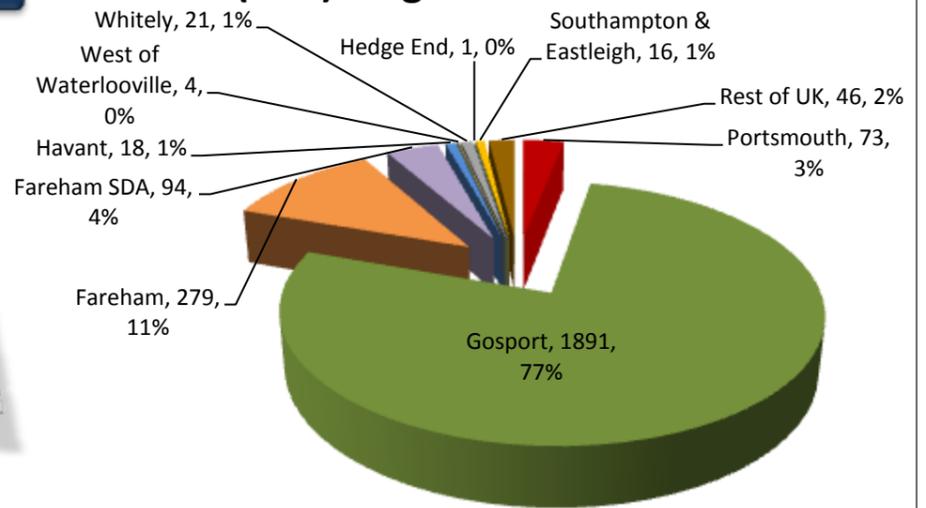
2026 Flows (Base + Development)

Total Junction Flow = 2442 (Increase of 255 over 2006 base, 12%)



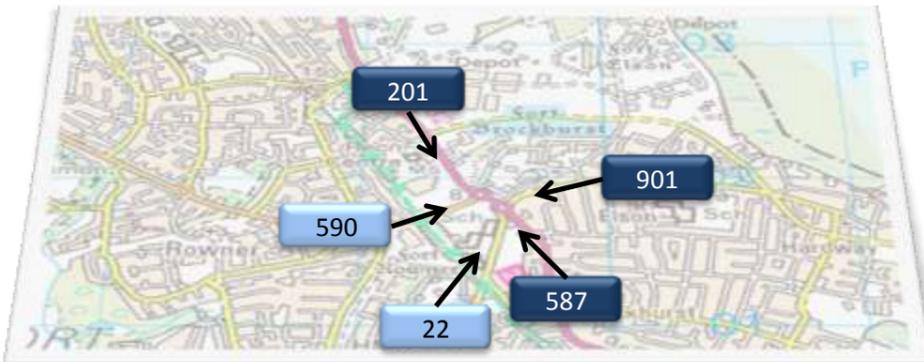
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2026 (Dev) Origin of Traffic at Junction



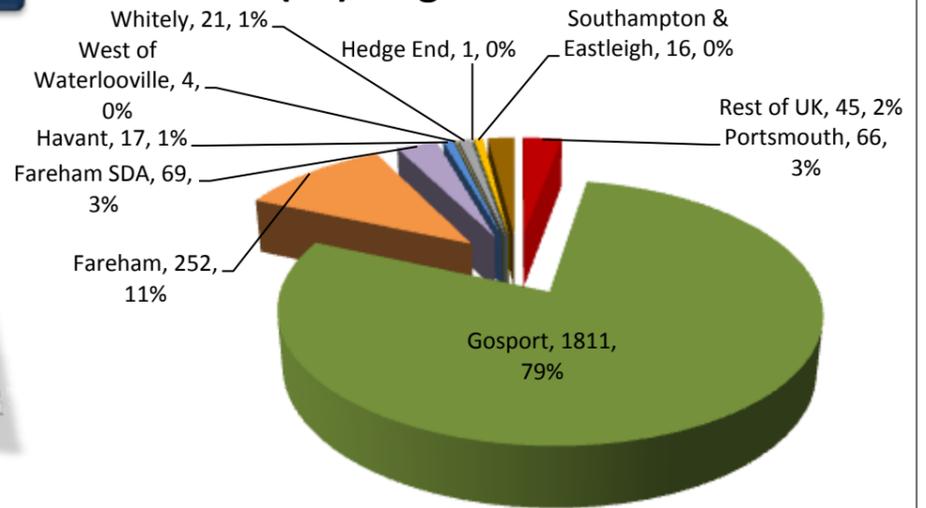
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 2300 (Increase of 113 over 2006 base, 5%)



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2026 (PT) Origin of Traffic at Junction

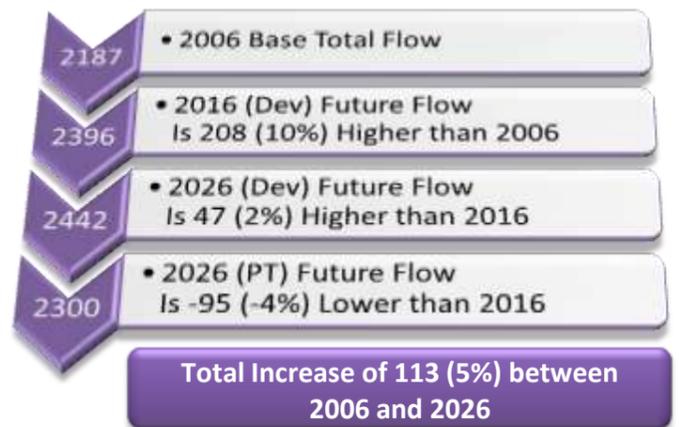


Summary Table

Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	57	-6%	73	22%	66	9%
Gosport	1747	-1%	1891	7%	1811	2%
Fareham	247	-7%	279	6%	252	-5%
Fareham SDA	1	-6%	94	>500%	69	>500%
Havant	14	-8%	18	21%	17	8%
West of Waterlooville	2	6%	4	95%	4	82%
Whitely	11	9%	21	97%	21	99%
Hedge End	0	0%	1	0%	1	0%
Southampton & Eastleigh	18	16%	16	6%	16	6%
Rest of UK	54	10%	46	-5%	45	-7%
Total	2152	-2%	2442	12%	2300	5%

2396

Total Flows



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Summary of North Brockhurst Roundabouts Results

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Date: 28/08/2009

Creator: PMW

Checked By: PL

Sheet Reference:

Revision

Results Sheet 2

A

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J:\19962 Hants LDF evaluation\101\Modelling\Report Re-Runs\Junction 2

A27 / Brook Lane Roundabout

Existing Junction Details

The A27 / Brook Lane is a four arm roundabout located west of the Segensworth roundabout and south west of Motorway 27 Junction 9, both major routes into Fareham.

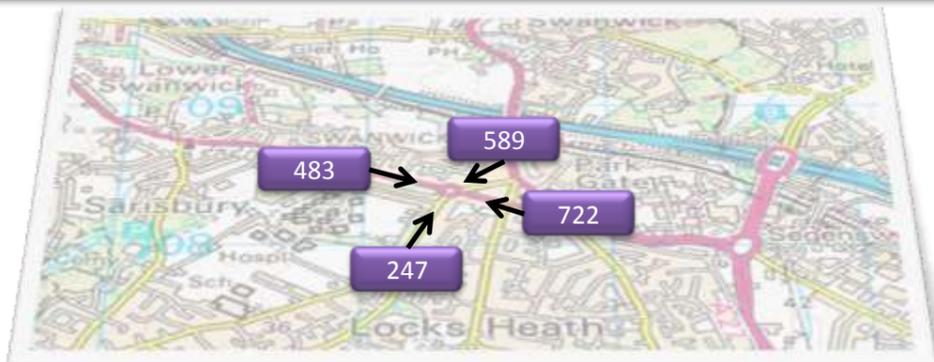
The SATURN network for the Brook Lane roundabout is not very accurate and the results are really for all three junctions in this area.

Therefore it is recommended that this data is only used to get a generalised idea of the likely overall flows in this area.

Junction approaching capacity at morning and evening peak periods.

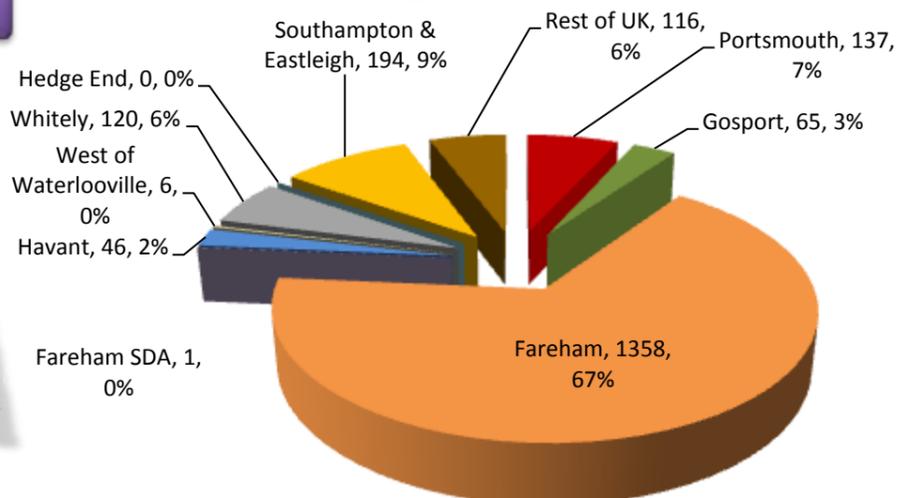
2006 Base Flows

Total Junction Flow = 2041



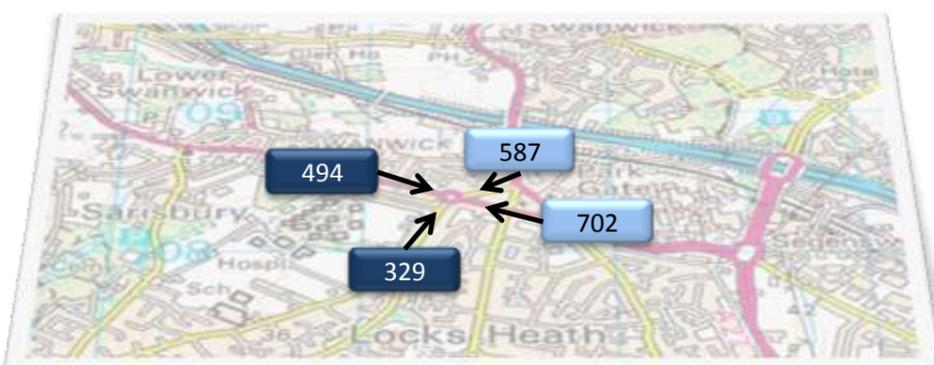
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2006 (Base) Origin of Traffic at Junction



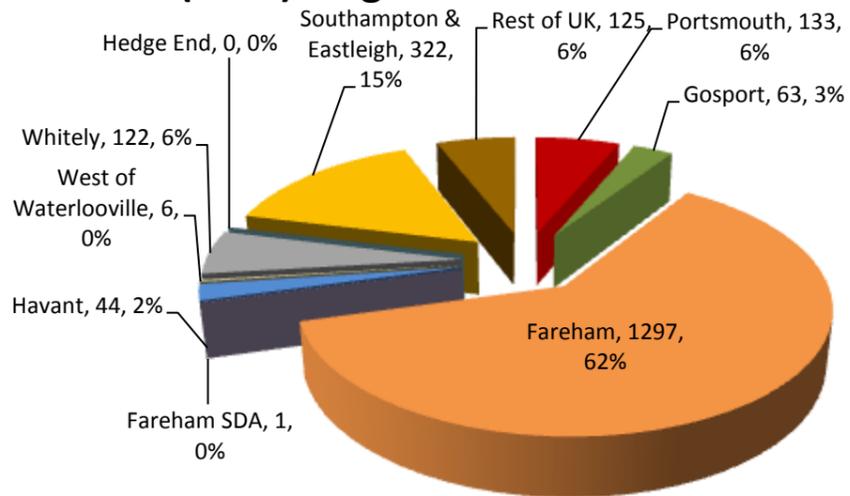
2016 Base Flows

Total Junction Flow = 2112 (Increase of 70 over 2006 base, 3%)



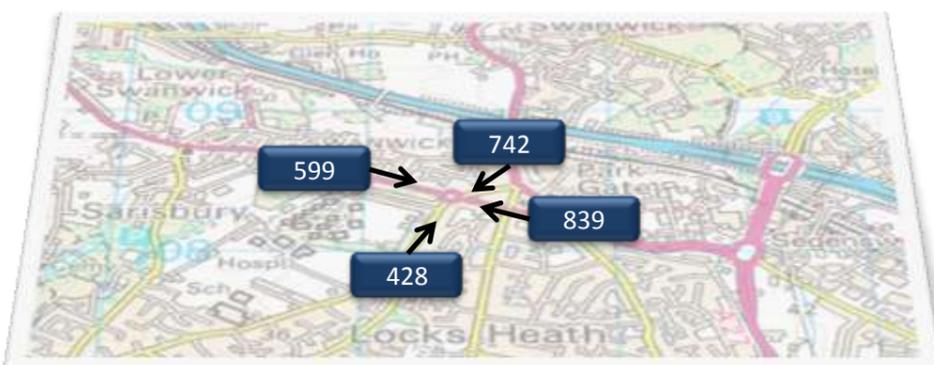
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2016 (Base) Origin of Traffic at Junction



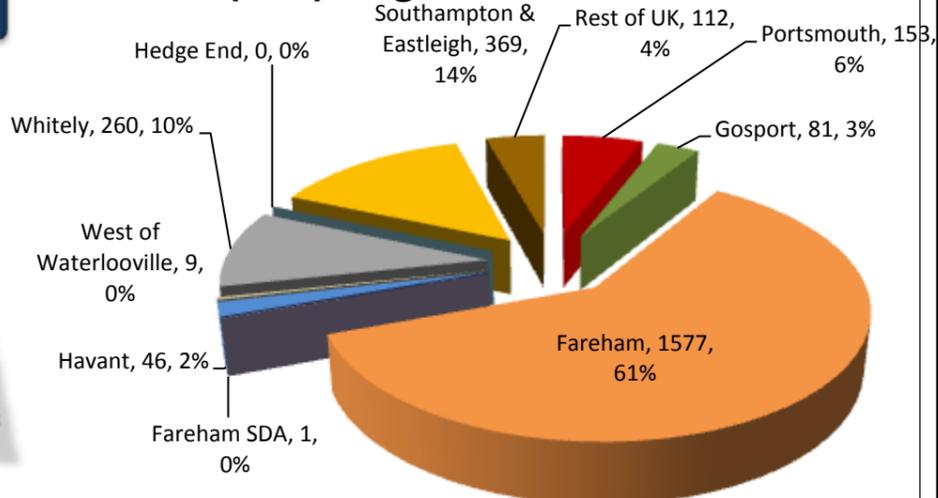
2016 Flows (Base + Development)

Total Junction Flow = 2608 (Increase of 567 over 2006 base, 28%)



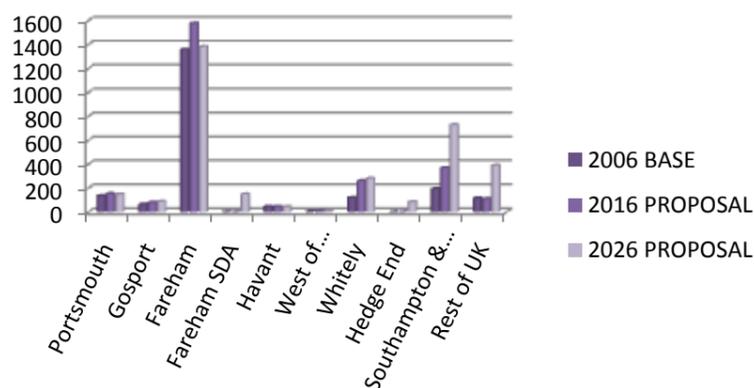
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2016 (Dev) Origin of Traffic at Junction



Summary Table	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Zones					
Portsmouth	137	133	-3%	153	12%
Gosport	65	63	-2%	81	25%
Fareham	1358	1297	-4%	1577	16%
Fareham SDA	1	1	-4%	1	15%
Havant	46	44	-4%	46	1%
West of Waterlooville	6	6	2%	9	48%
Whiteley	120	122	2%	260	118%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	194	322	66%	369	90%
Rest of UK	116	125	8%	112	-3%
Total	2041	2112	3%	2608	28%

Graph of predicted impact on junction by origin



A27 / Brook Lane Roundabout

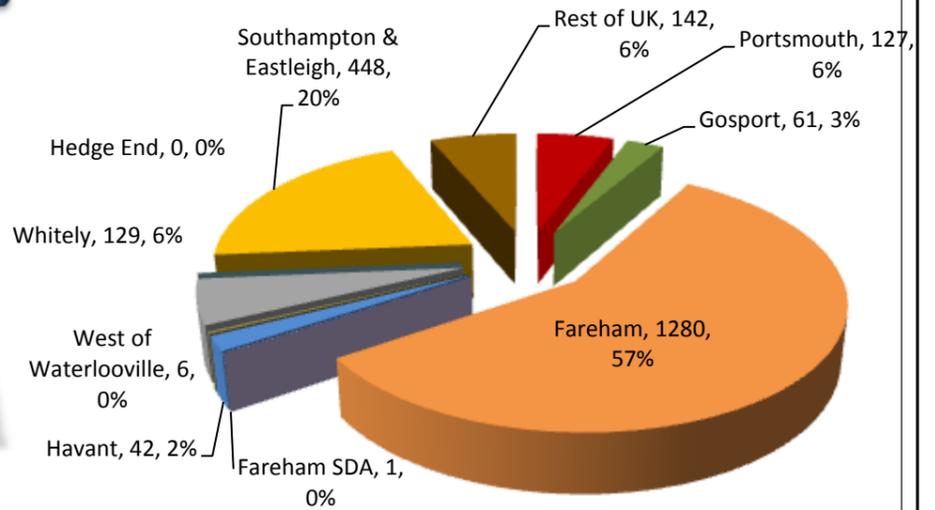
2026 Base Flows

Total Junction Flow = 2236 (Increase of 195 over 2006 base, 10%)



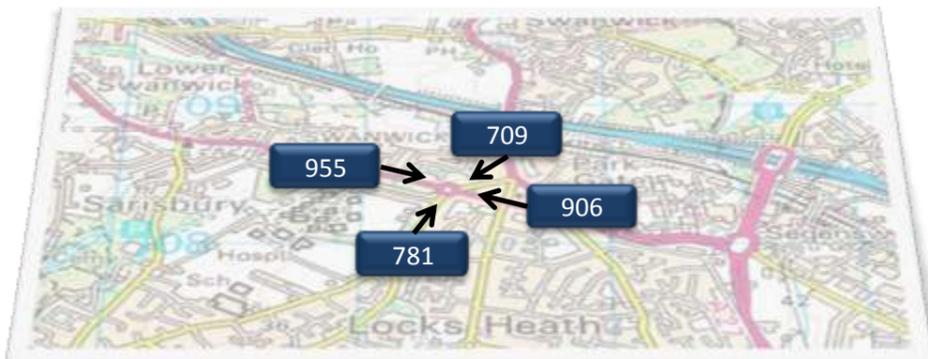
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2026 (Base) Origin of Traffic at Junction



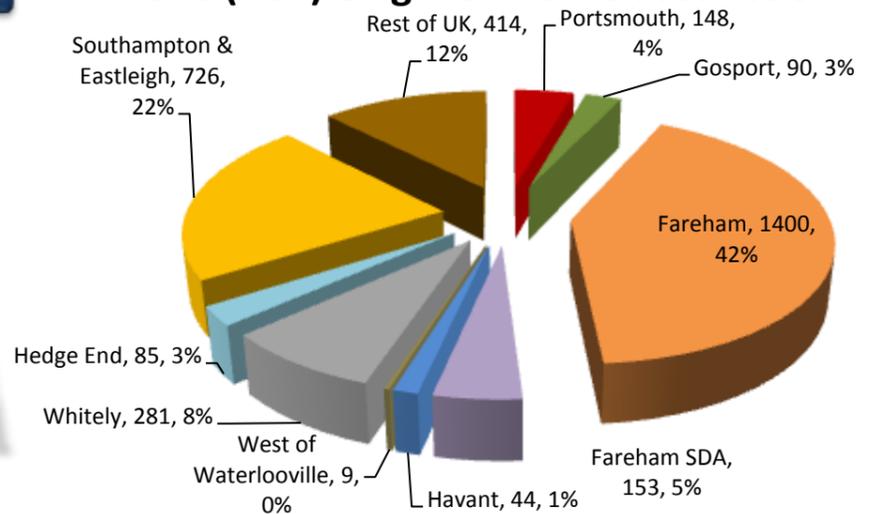
2026 Flows (Base + Development)

Total Junction Flow = 3351 (Increase of 1310 over 2006 base, 64%)



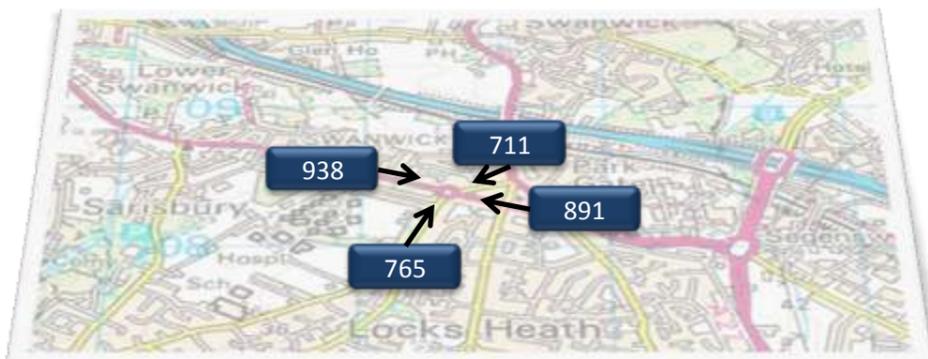
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2026 (Dev) Origin of Traffic at Junction



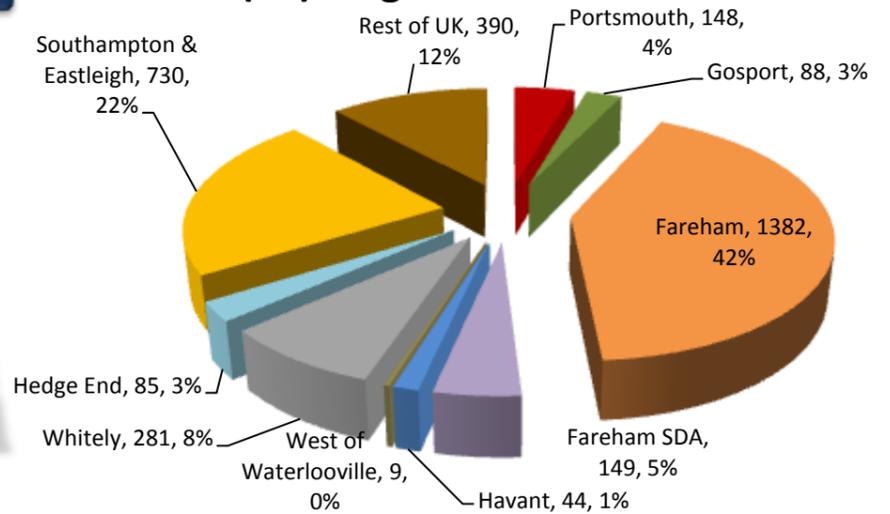
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3306 (Increase of 1265 over 2006 base, 62%)



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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	127	-8%	148	9%	148	9%
Gosport	61	-6%	90	42%	88	39%
Fareham	1280	-6%	1400	3%	1382	2%
Fareham SDA	1	-3%	153	>500%	149	>500%
Havant	42	-10%	44	-4%	44	-4%
West of Waterlooville	6	4%	9	57%	9	57%
Whitely	129	7%	281	125%	281	125%
Hedge End	0	0%	85	0%	85	0%
Southampton & Eastleigh	448	57%	726	119%	730	120%
Rest of UK	142	19%	414	210%	390	193%
Total	2236	9%	3351	59%	3306	57%

2608

Total Flows



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Summary of A27 / Brook Lane Roundabout Results

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J:\19962 Hants LDF evaluation\101\Modelling\Report Re-Runs\Junction 3

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Date: 10/06/2009

Creator: PMW

Checked By: PL

Sheet Reference:

Revision

Results Sheet 3

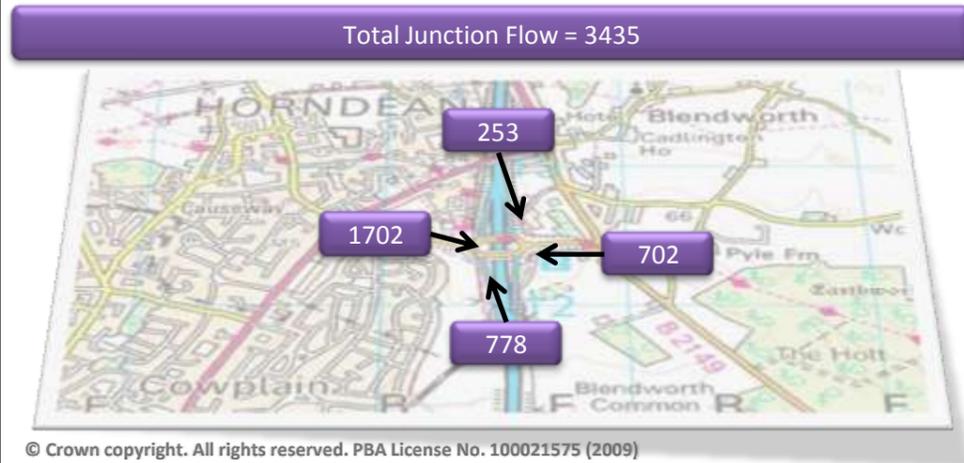
A

Junction 2 of the A3(M)

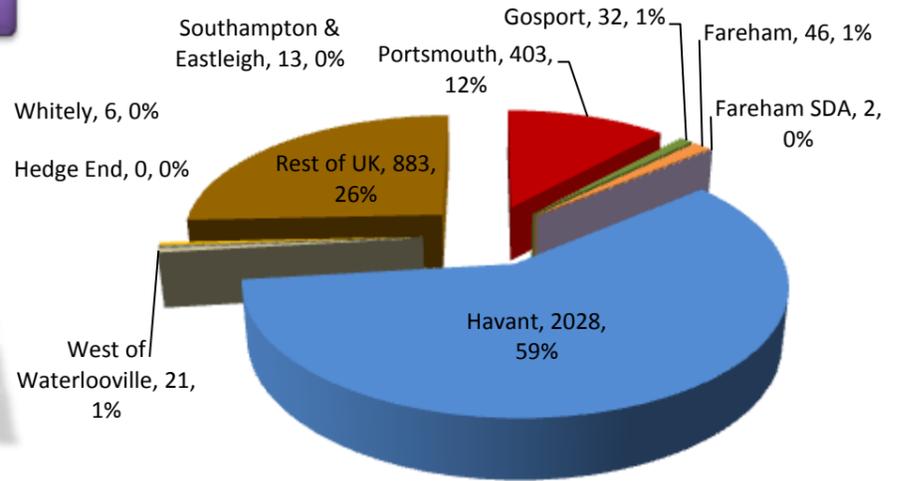
Existing Junction Details

Motorway A3(M) Junction 2 is a six arm roundabout with four arms being one way motorway slip roads. Junction has spare capacity during the morning peak but is nearing capacity during the evening peak particularly on the motorway northbound off-slip road.

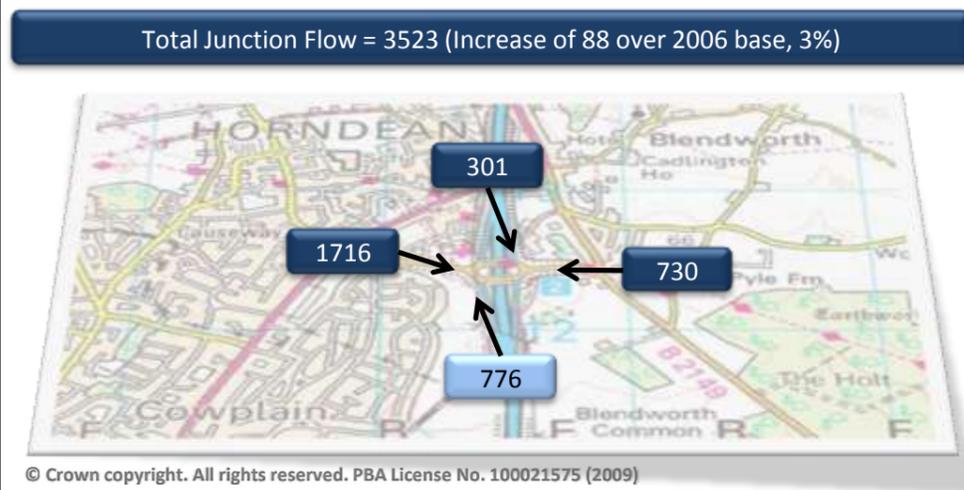
2006 Base Flows



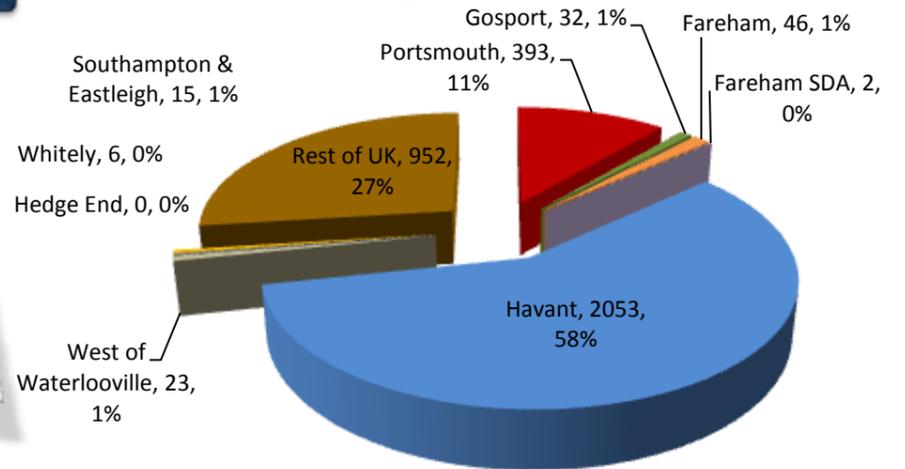
2006 (Base) Origin of Traffic at Junction



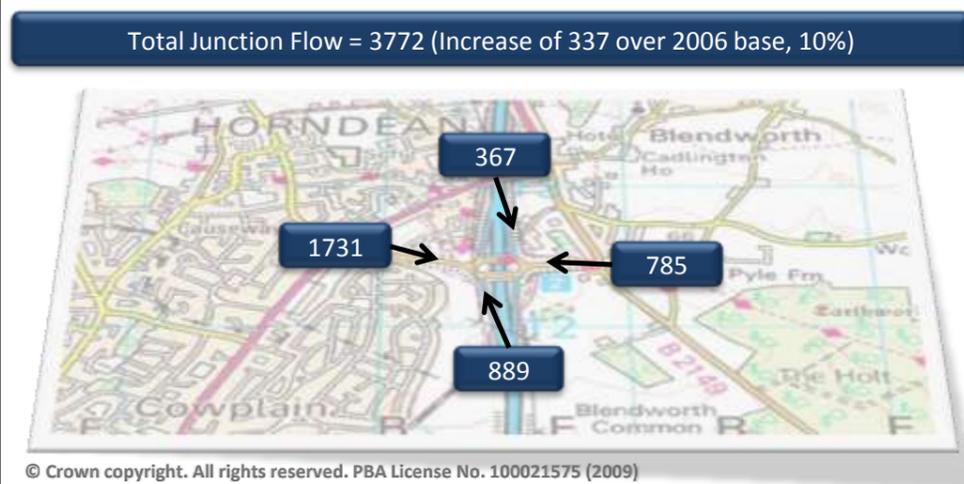
2016 Base Flows



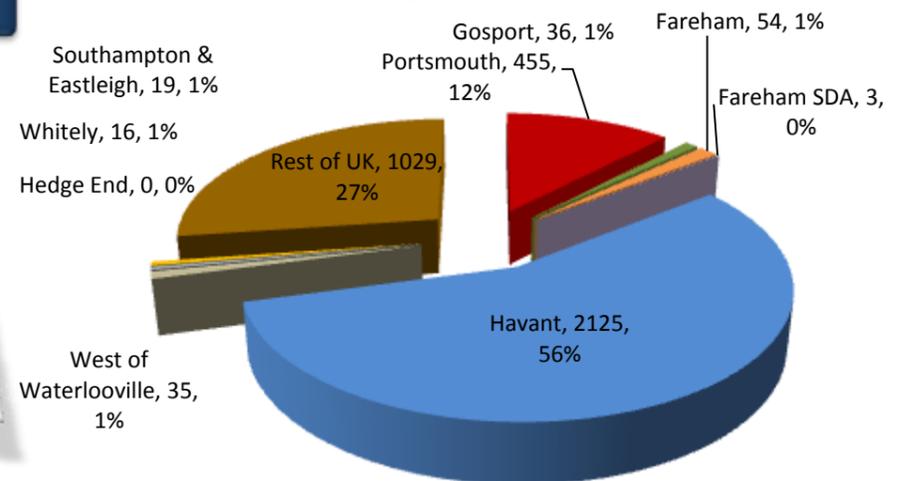
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



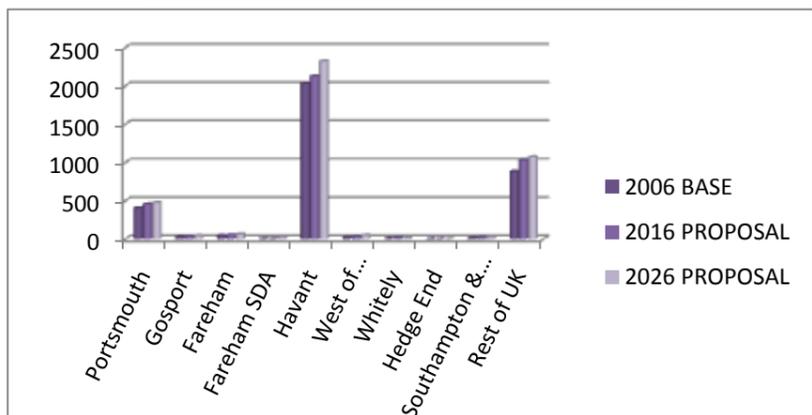
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	403	393	-2%	455	13%
Gosport	32	32	1%	36	11%
Fareham	46	46	1%	54	18%
Fareham SDA	2	2	-1%	3	30%
Havant	2028	2053	1%	2125	5%
West of Waterlooville	21	23	12%	35	68%
Whitely	6	6	5%	16	183%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	13	15	8%	19	44%
Rest of UK	883	952	8%	1029	16%
Total	3435	3523	3%	3772	10%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Junction 2 of the A3(M) Results

Page 1 of 2

Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

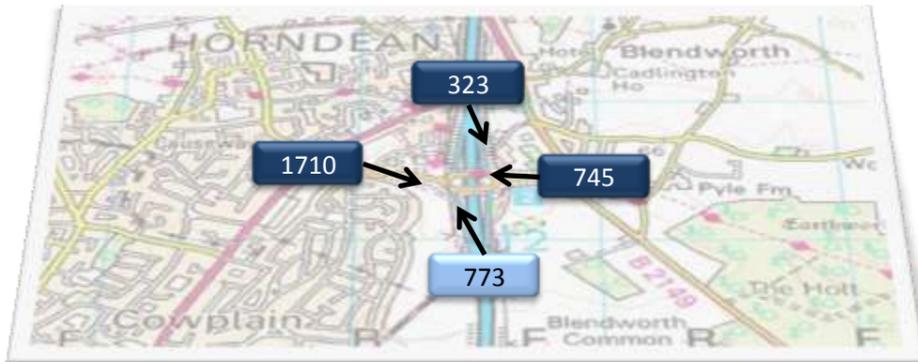
Results Sheet 4

A

Junction 2 of the A3(M)

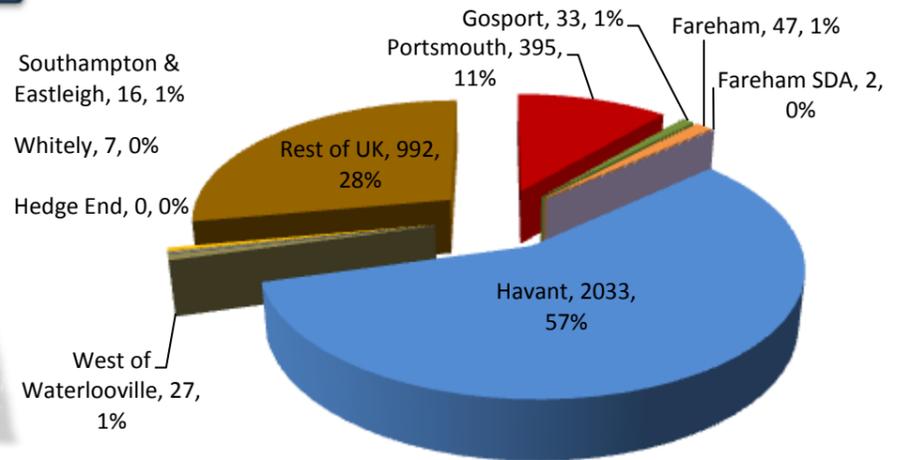
2026 Base Flows

Total Junction Flow = 3550 (Increase of 115 over 2006 base, 3%)



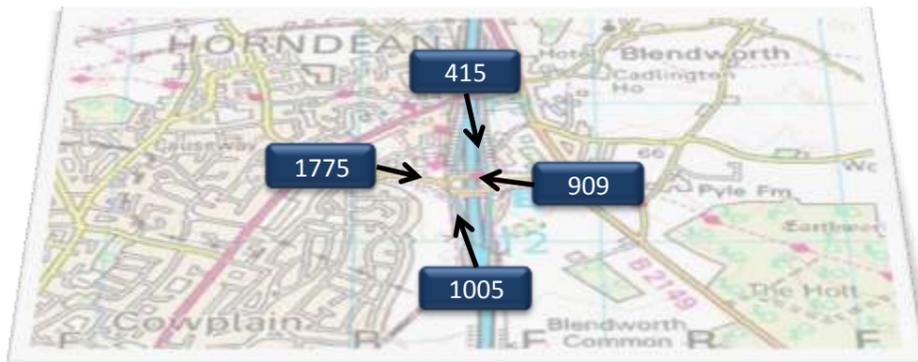
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2026 (Base) Origin of Traffic at Junction



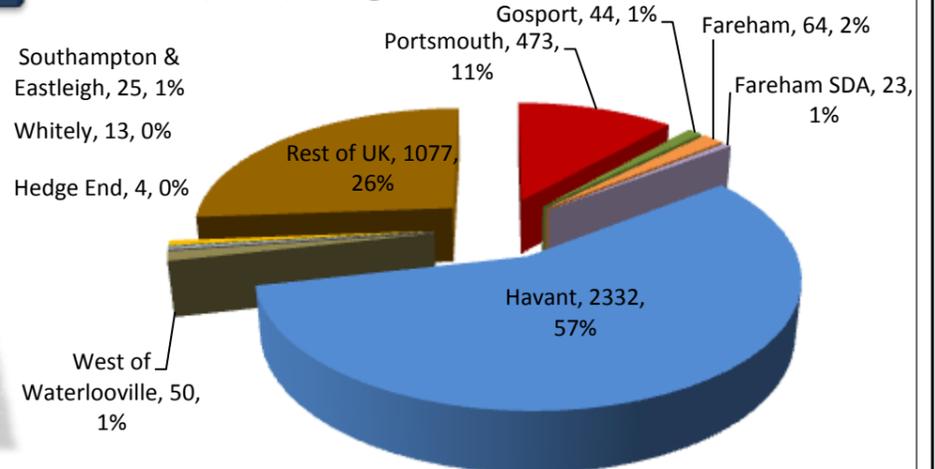
2026 Flows (Base + Development)

Total Junction Flow = 4104 (Increase of 669 over 2006 base, 19%)



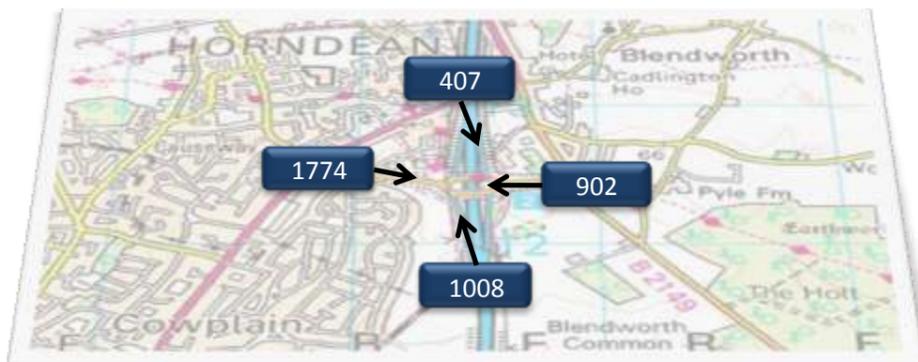
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2026 (Dev) Origin of Traffic at Junction



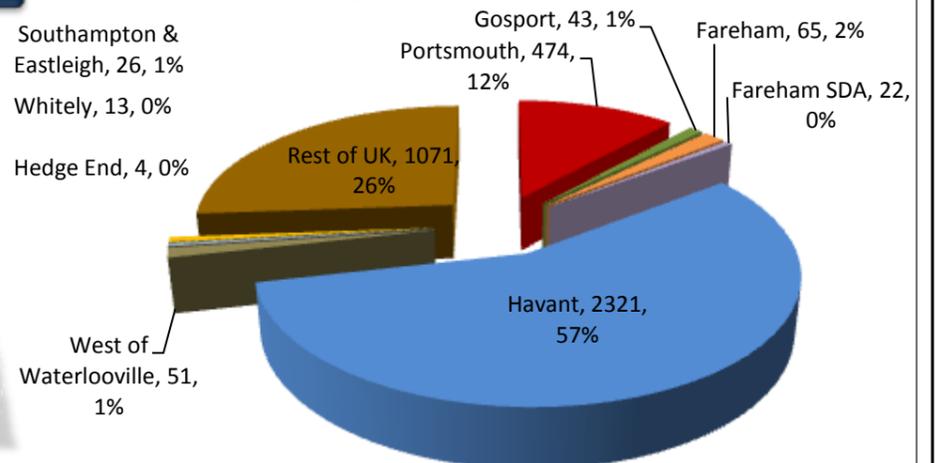
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 4091 (Increase of 656 over 2006 base, 19%)

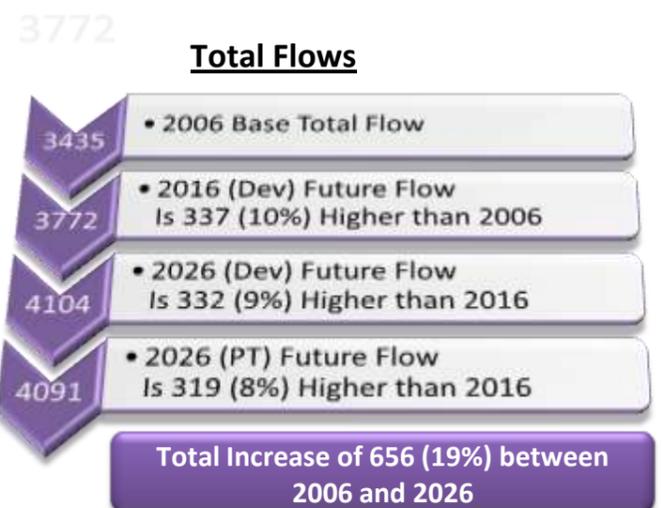


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2026 (PT) Origin of Traffic at Junction



Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	395	-2%	473	18%	474	18%
Gosport	33	2%	44	35%	43	35%
Fareham	47	3%	64	38%	65	40%
Fareham SDA	2	-3%	23	>500%	22	>500%
Havant	2033	0%	2332	15%	2321	14%
West of Waterlooville	27	23%	50	109%	51	111%
Whitely	7	11%	13	113%	13	113%
Hedge End	0	0%	4	0%	4	0%
Southampton & Eastleigh	16	17%	25	73%	26	77%
Rest of UK	992	11%	1077	20%	1071	19%
Total	3550	3%	4104	19%	4091	18%

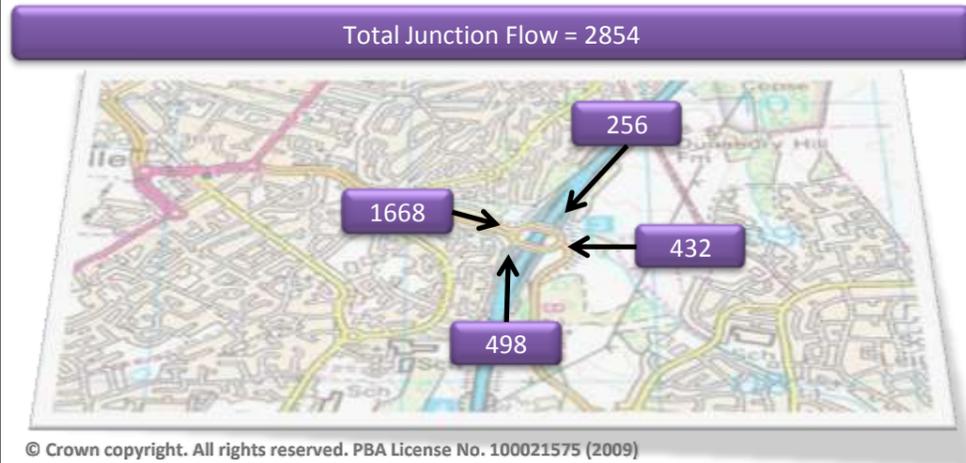


Junction 3 of the A3(M)

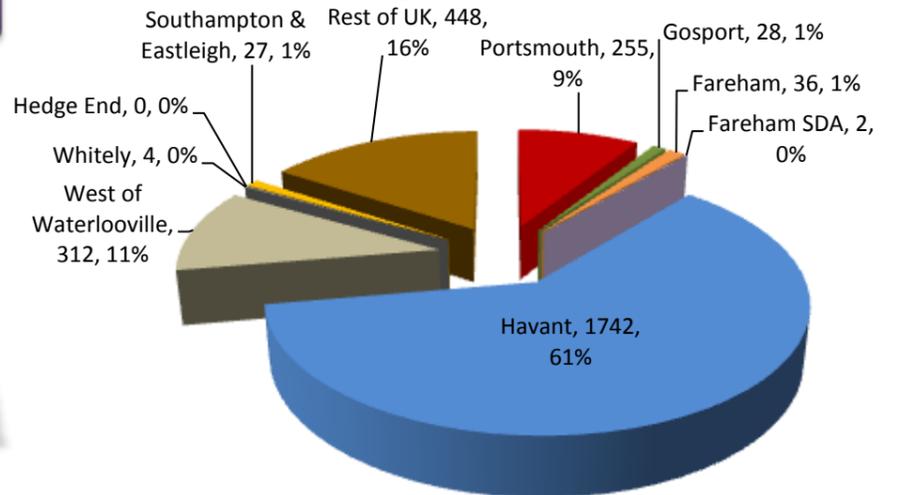
Existing Junction Details

Motorway A3(M) Junction 3 is a six arm roundabout where four arms are one way motorway slip roads. Junction has spare capacity during the morning and evening peak periods. Proposals to signalise roundabout as part of the off-site highway works associated with the MDA, west of Waterlooville.

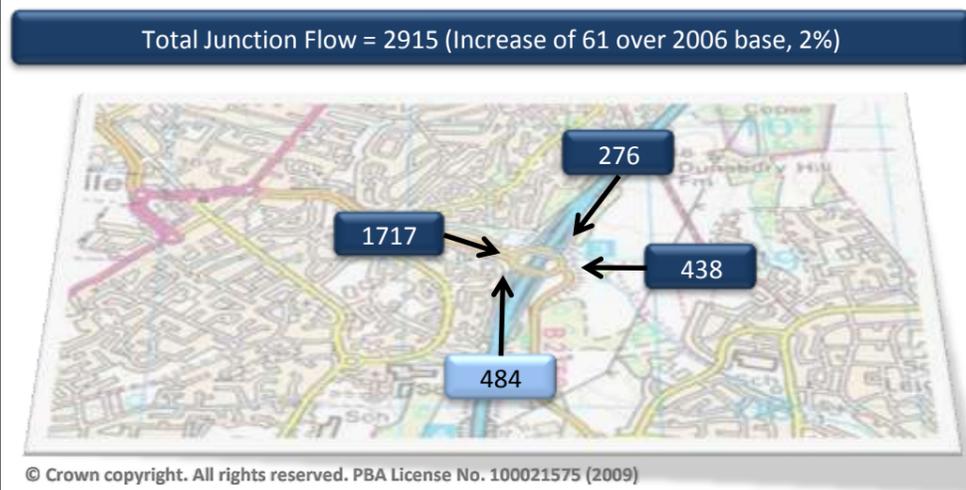
2006 Base Flows



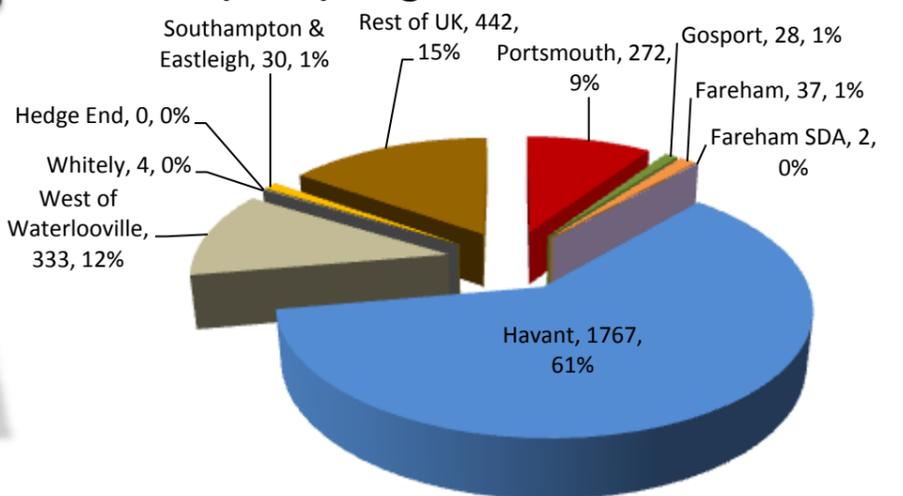
2006 (Base) Origin of Traffic at Junction



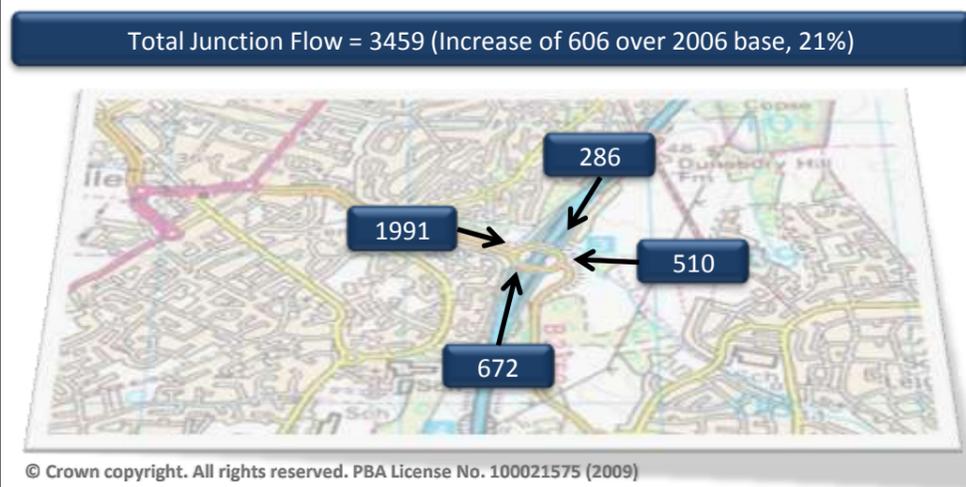
2016 Base Flows



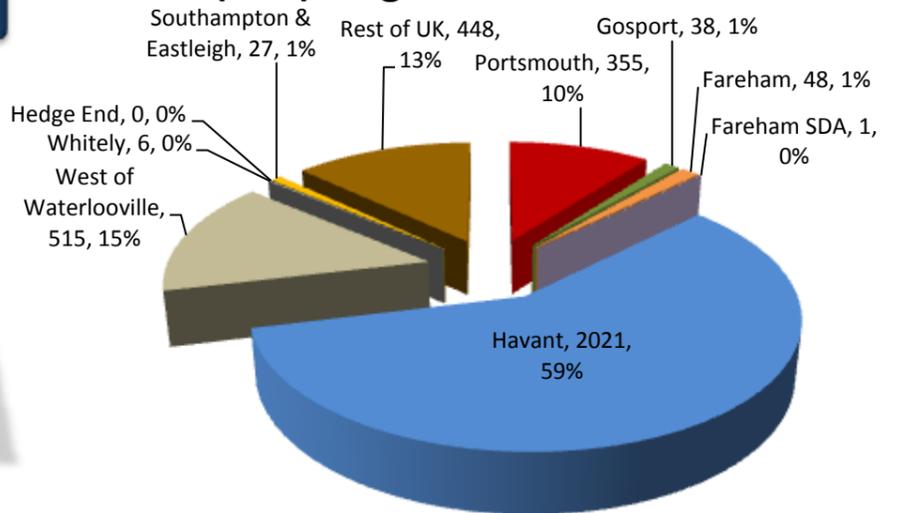
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



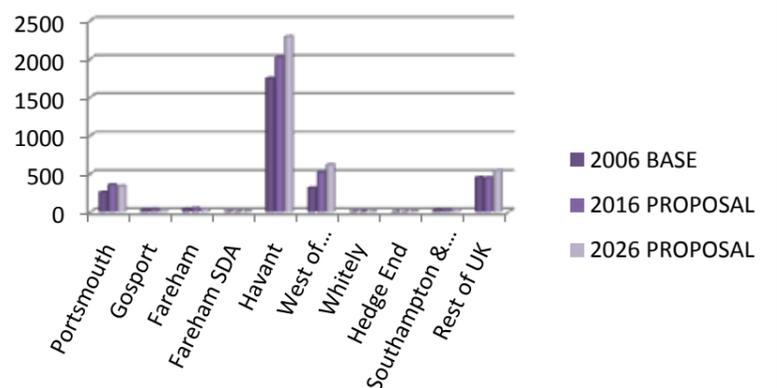
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	255	272	7%	355	39%
Gosport	28	28	1%	38	36%
Fareham	36	37	1%	48	33%
Fareham SDA	2	2	2%	1	-42%
Havant	1742	1767	1%	2021	16%
West of Waterlooville	312	333	7%	515	65%
Whitely	4	4	8%	6	46%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	27	30	11%	27	2%
Rest of UK	448	442	-1%	448	0%
Total	2854	2915	2%	3459	21%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Junction 3 of the A3(M) Results

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Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

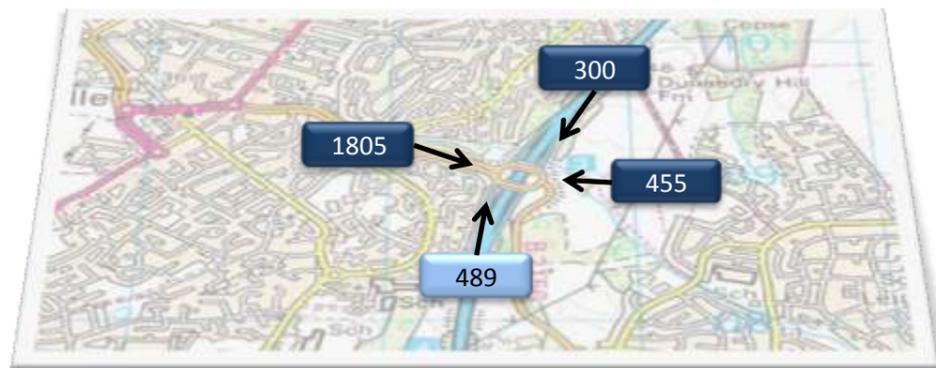
Results Sheet 5

A

Junction 3 of the A3(M)

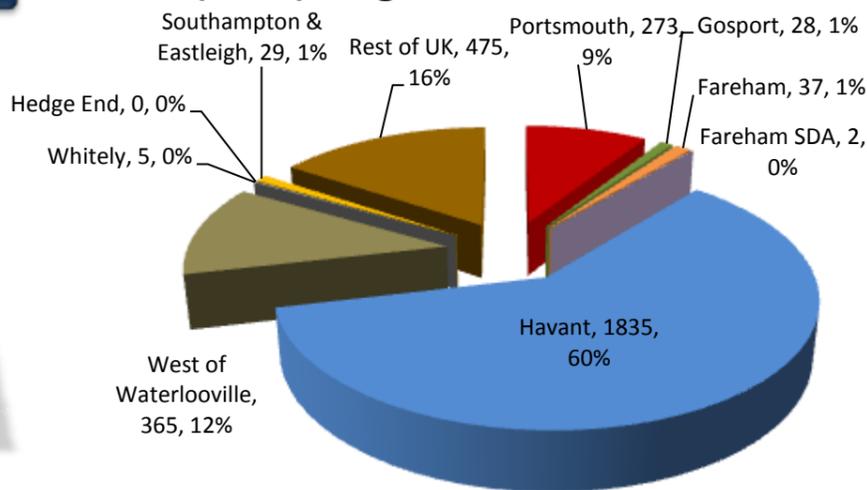
2026 Base Flows

Total Junction Flow = 3048 (Increase of 194 over 2006 base, 7%)



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2026 (Base) Origin of Traffic at Junction



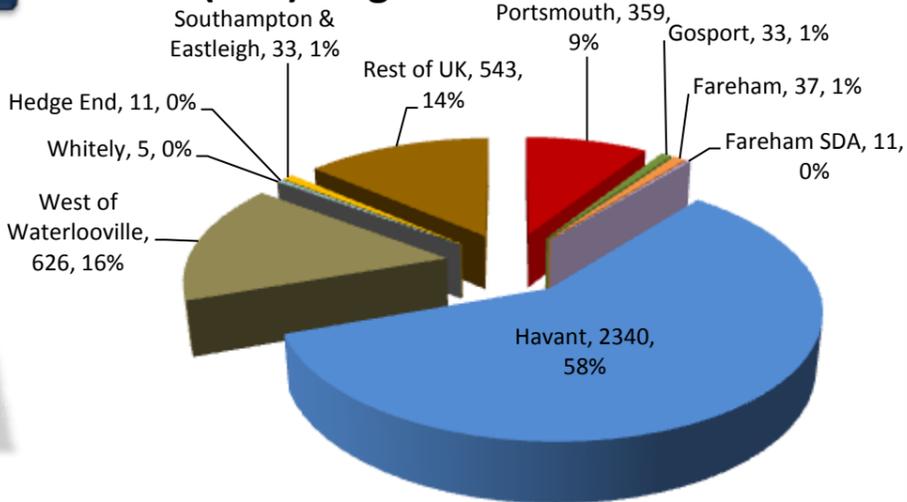
2026 Flows (Base + Development)

Total Junction Flow = 3996 (Increase of 1142 over 2006 base, 40%)



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2026 (Dev) Origin of Traffic at Junction



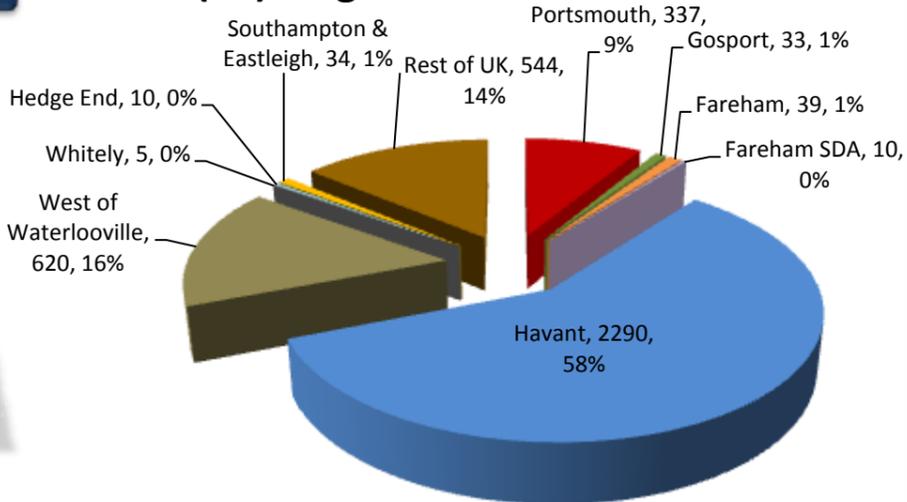
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3922 (Increase of 1069 over 2006 base, 37%)

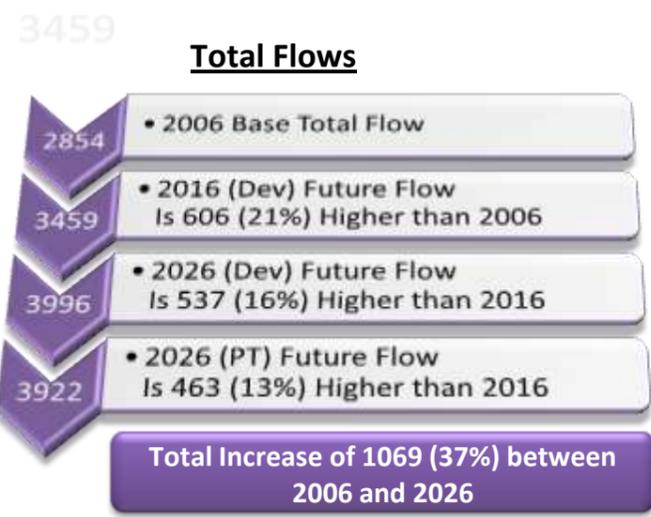


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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	273	7%	359	38%	337	30%
Gosport	28	0%	33	16%	33	18%
Fareham	37	1%	37	0%	39	7%
Fareham SDA	2	3%	11	>500%	10	459%
Havant	1835	5%	2340	33%	2290	30%
West of Waterlooville	365	15%	626	86%	620	84%
Whitely	5	17%	5	27%	5	30%
Hedge End	0	0%	11	0%	10	0%
Southampton & Eastleigh	29	7%	33	22%	34	24%
Rest of UK	475	6%	543	20%	544	20%
Total	3048	6%	3996	37%	3922	35%

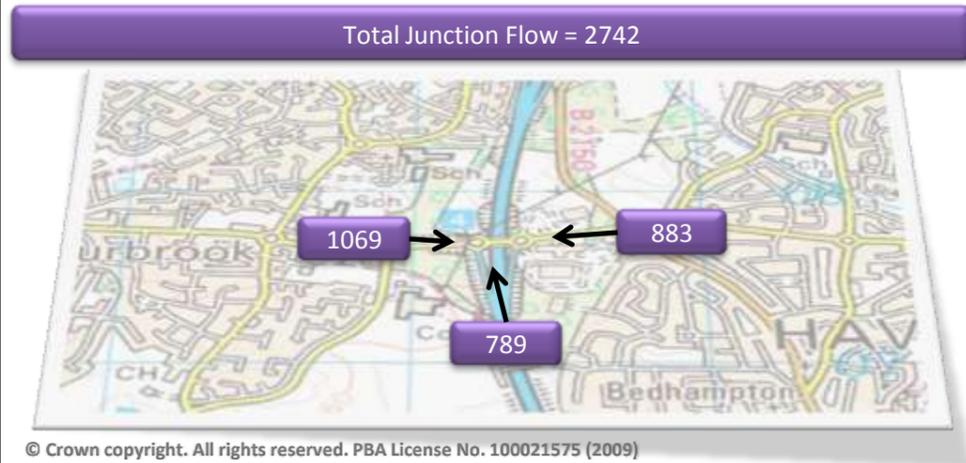


Junction 4 of the A3(M)

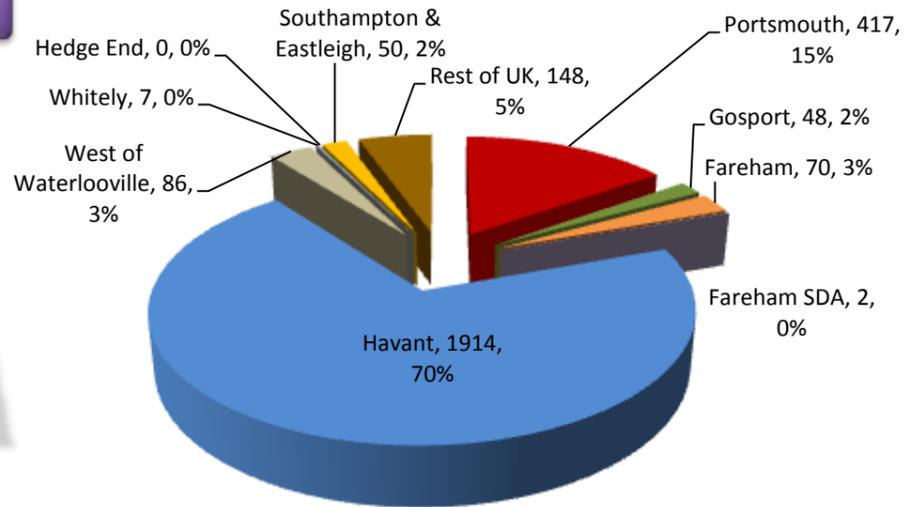
Existing Junction Details

Dumbbell interchange for Motorway A3(M) slip roads. Junction has spare capacity during the morning and evening peak periods. Proposals to signalise roundabout as part of the off-site highway works associated with the MDA, west of Waterlooville.

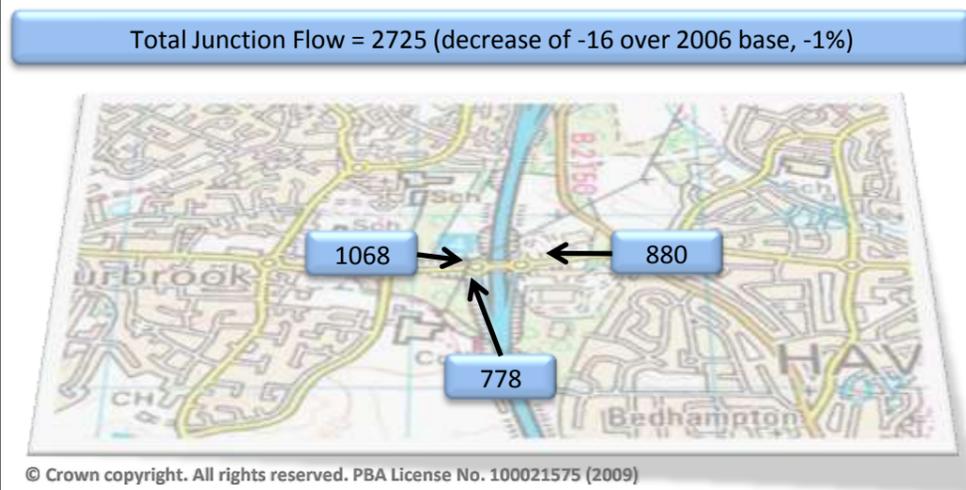
2006 Base Flows



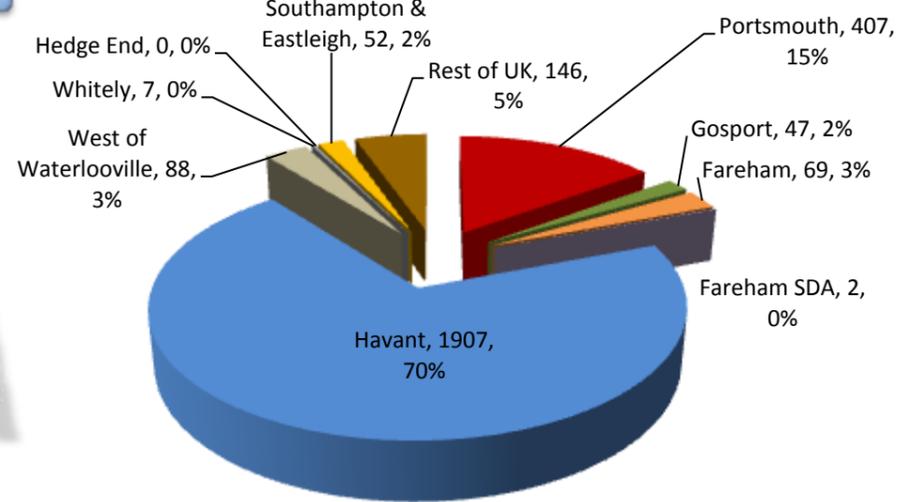
2006 (Base) Origin of Traffic at Junction



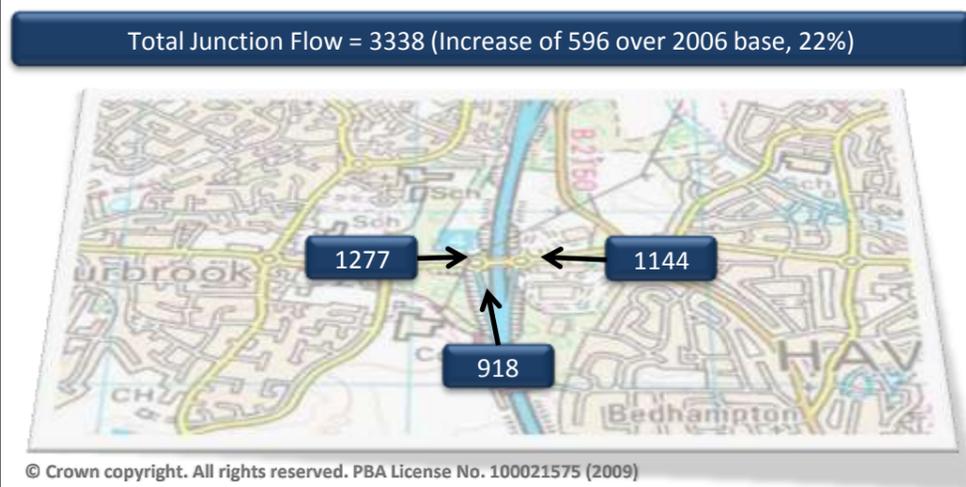
2016 Base Flows



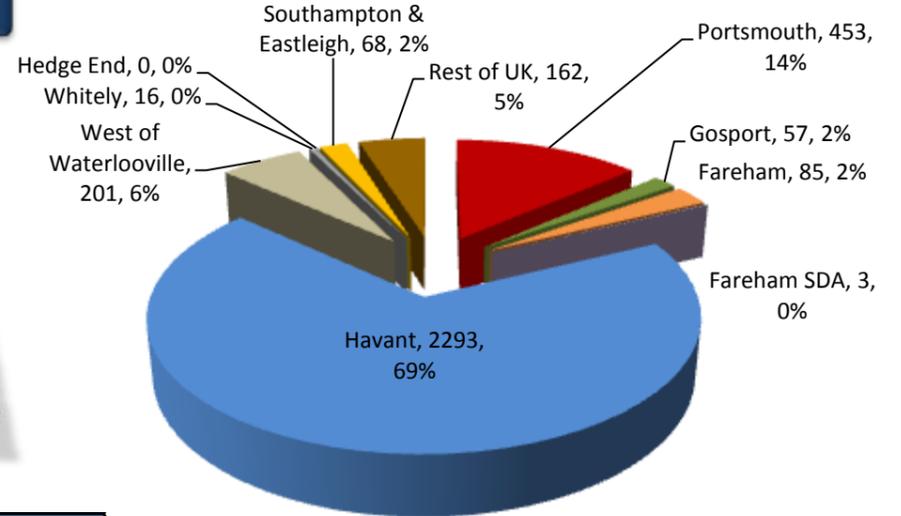
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



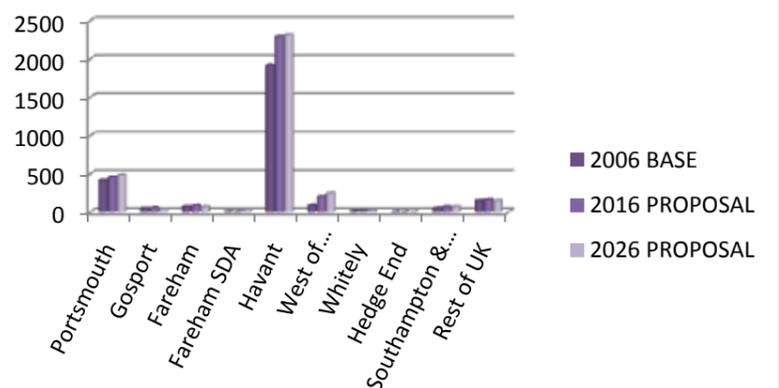
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	417	407	-2%	453	9%
Gosport	48	47	-1%	57	20%
Fareham	70	69	-1%	85	21%
Fareham SDA	2	2	0%	3	24%
Havant	1914	1907	0%	2293	20%
West of Waterlooville	86	88	3%	201	135%
Whitely	7	7	4%	16	124%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	50	52	4%	68	37%
Rest of UK	148	146	-2%	162	9%
Total	2742	2725	-1%	3338	22%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Junction 4 of the A3(M) Results

Page 1 of 2

Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

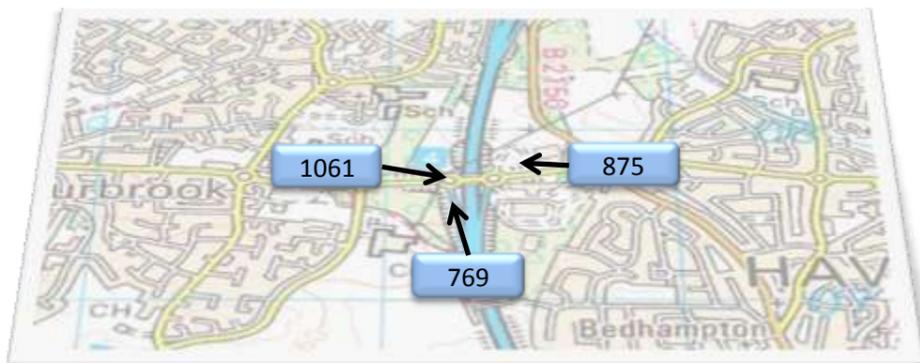
Results Sheet 6

A

Junction 4 of the A3(M)

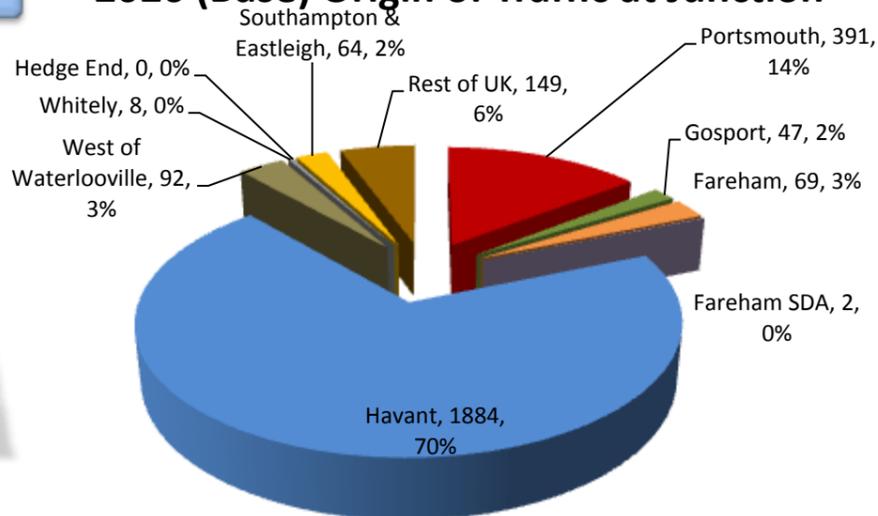
2026 Base Flows

Total Junction Flow = 2705 (decrease of -37 over 2006 base, -1%)



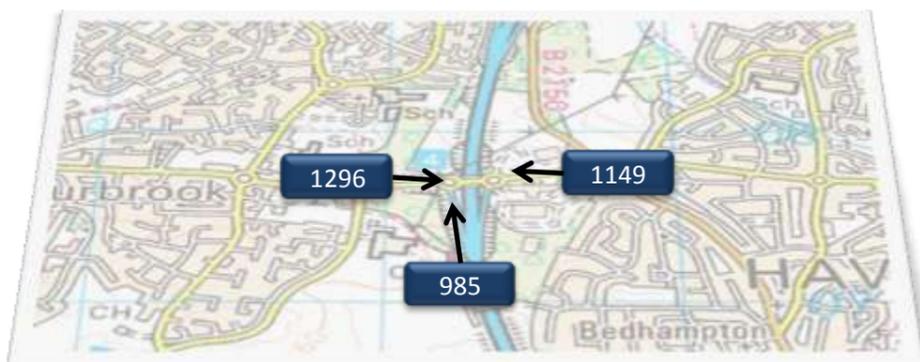
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2026 (Base) Origin of Traffic at Junction



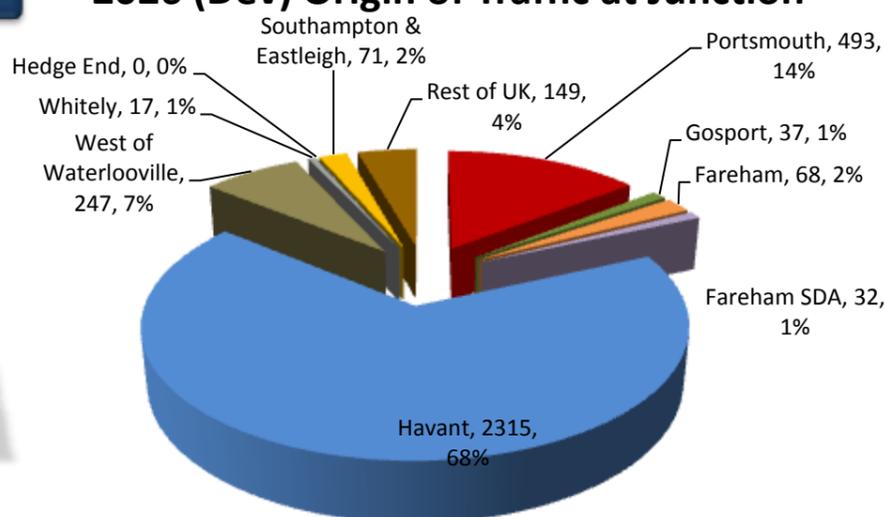
2026 Flows (Base + Development)

Total Junction Flow = 3430 (Increase of 689 over 2006 base, 25%)



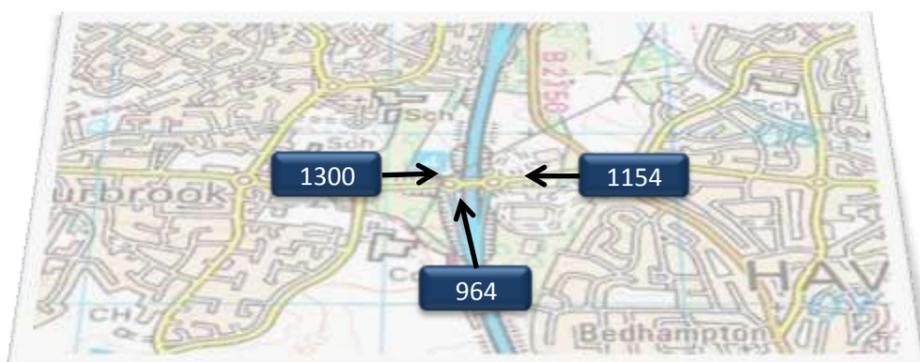
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2026 (Dev) Origin of Traffic at Junction



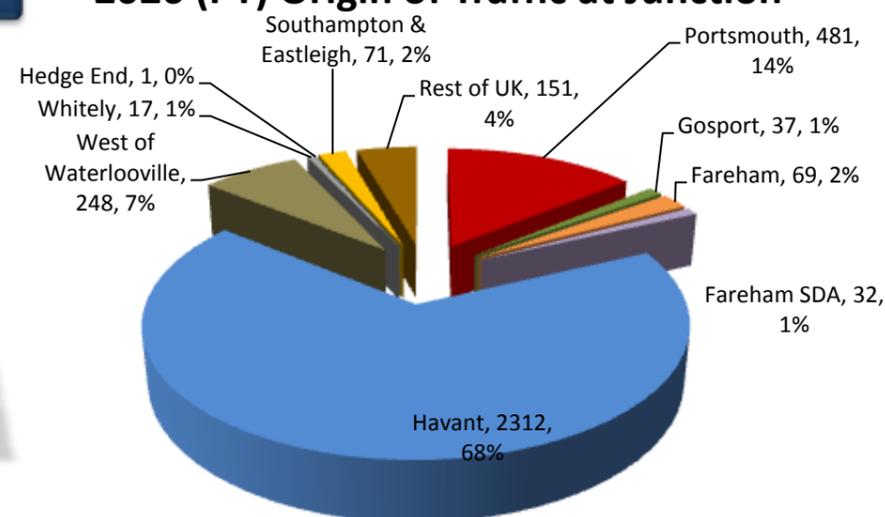
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3418 (Increase of 677 over 2006 base, 25%)

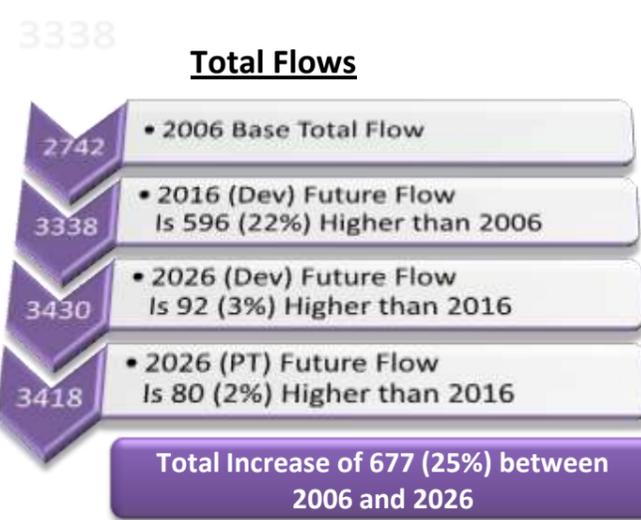


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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	391	-7%	493	19%	481	17%
Gosport	47	-1%	37	-22%	37	-22%
Fareham	69	-2%	68	-4%	69	-2%
Fareham SDA	2	0%	32	>500%	32	>500%
Havant	1884	-2%	2315	21%	2312	21%
West of Waterlooville	92	7%	247	176%	248	177%
Whitely	8	11%	17	128%	17	127%
Hedge End	0	0%	0	0%	1	0%
Southampton & Eastleigh	64	22%	71	33%	71	32%
Rest of UK	149	0%	149	1%	151	2%
Total	2705	-1%	3430	25%	3418	25%

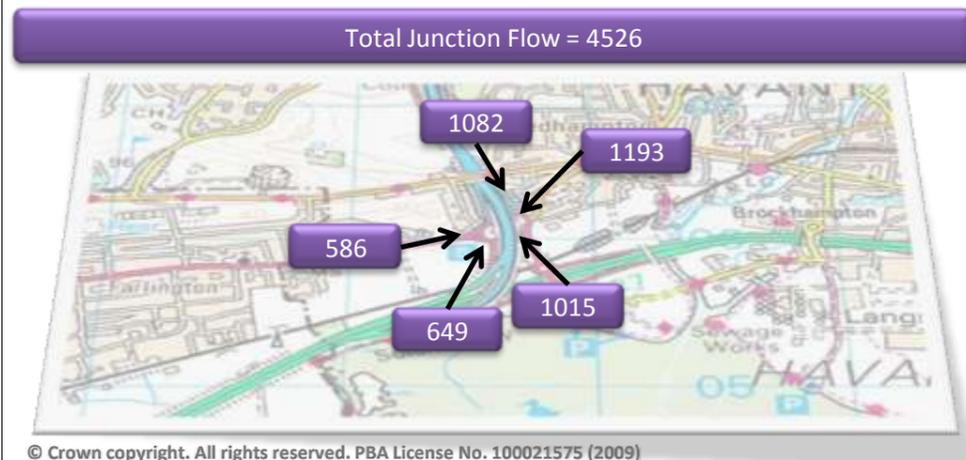


Bedhampton Roundabout

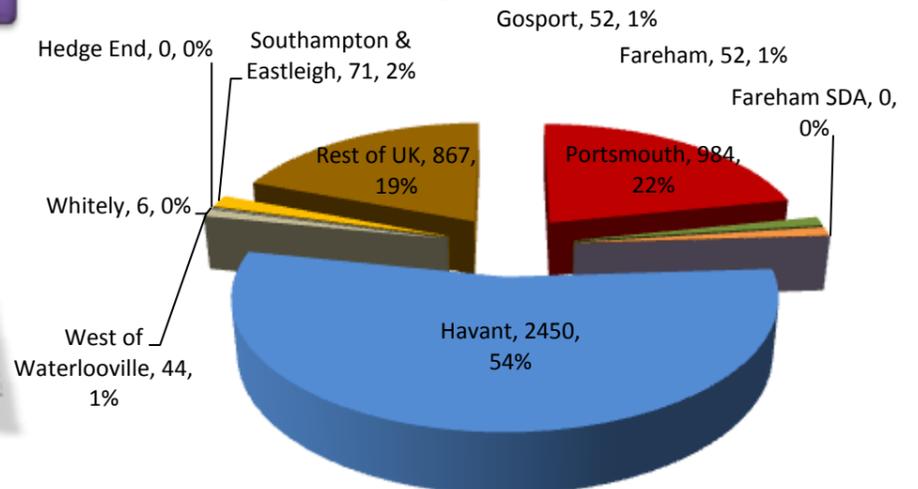
Existing Junction Details

This junction is a large unsignalised roundabout with six arms of which three are one-way slips. Junction has spare capacity during the morning and evening peak periods. Junction to be reconfigured and signalised in order to facilitate the regeneration of Broadmarsh industrial area and committed employment sites within the Havant District-Wide Local Plan (September 2005).

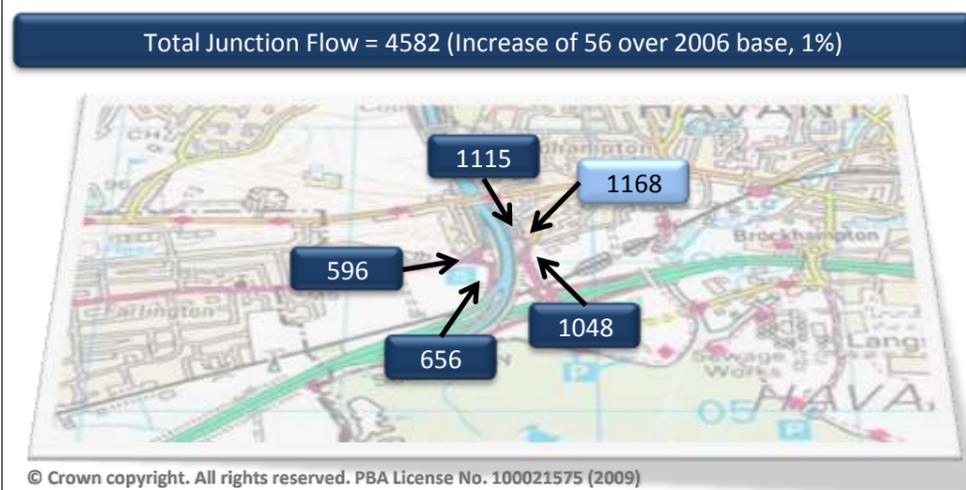
2006 Base Flows



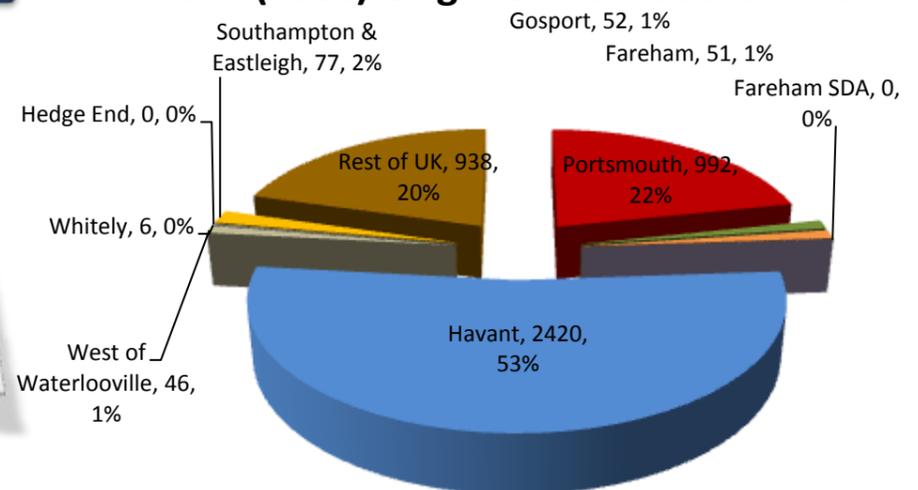
2006 (Base) Origin of Traffic at Junction



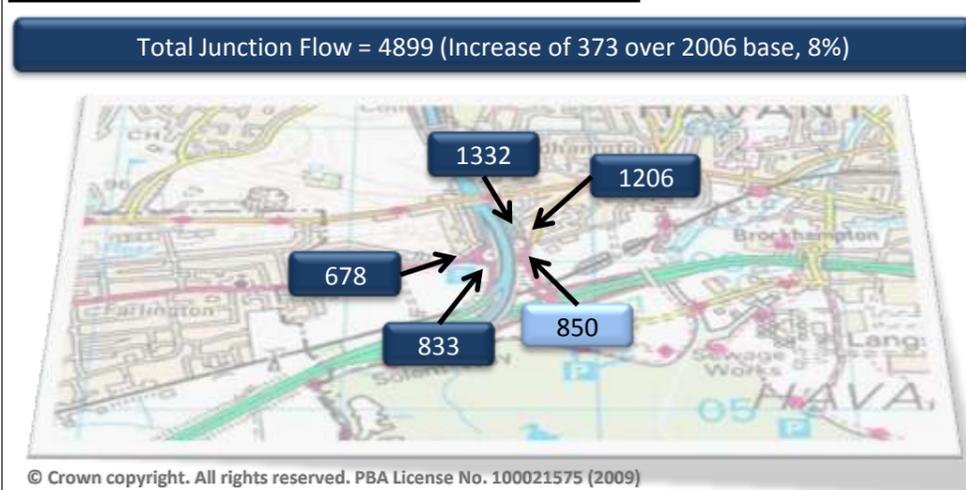
2016 Base Flows



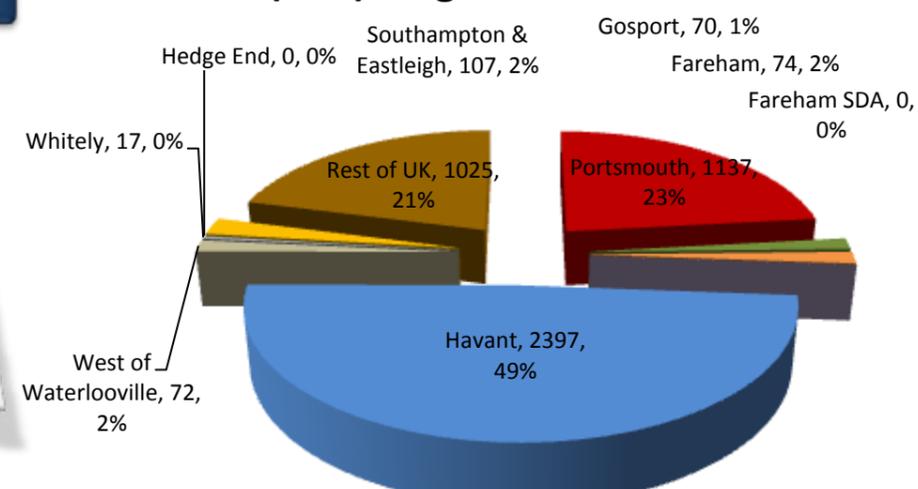
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



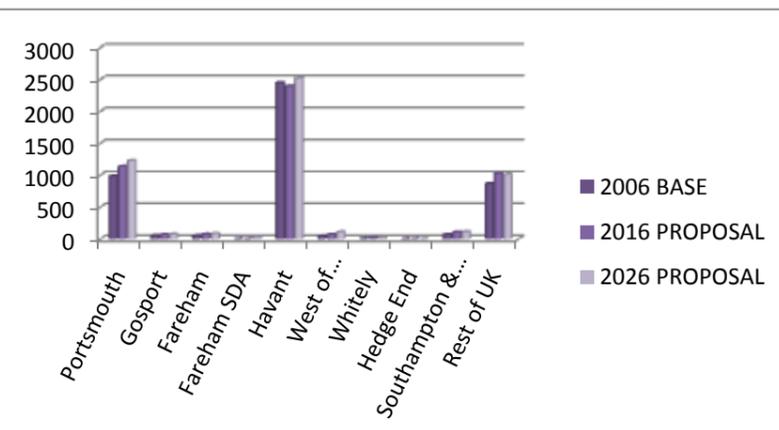
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	984	992	1%	1137	16%
Gosport	52	52	0%	70	35%
Fareham	52	51	-1%	74	44%
Fareham SDA	0	0	-3%	0	18%
Havant	2450	2420	-1%	2397	-2%
West of Waterlooville	44	46	5%	72	64%
Whitely	6	6	4%	17	176%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	71	77	8%	107	50%
Rest of UK	867	938	8%	1025	18%
Total	4526	4582	1%	4899	8%

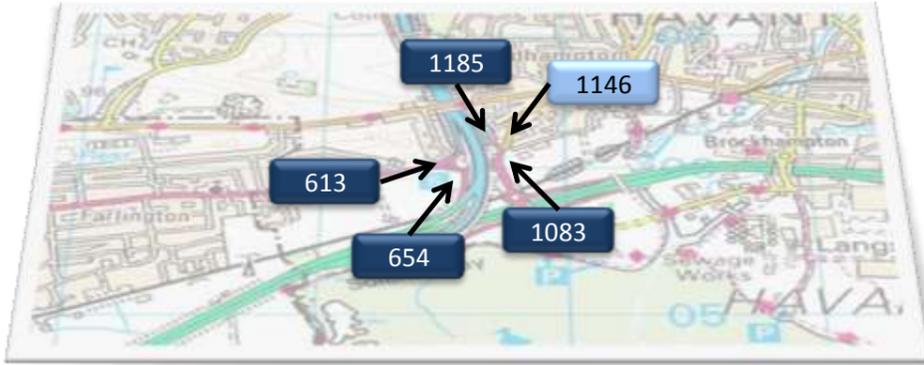
Graph of predicted impact on junction by origin



Bedhampton Roundabout

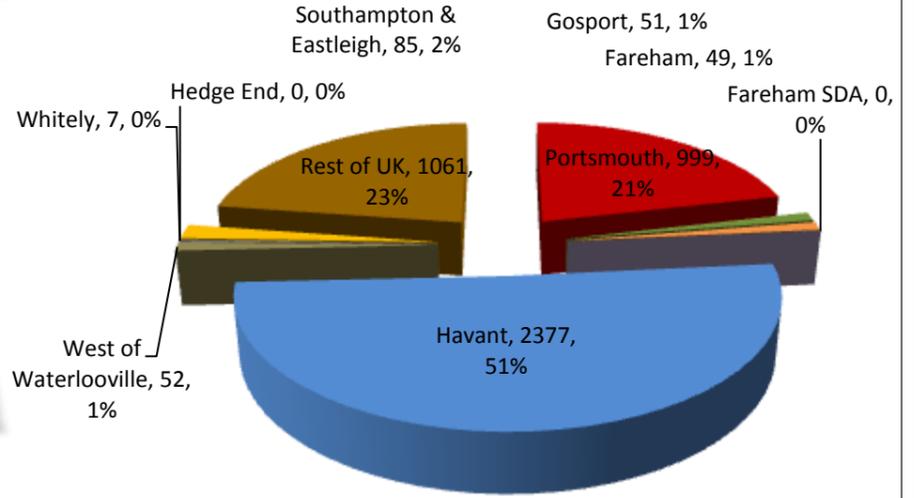
2026 Base Flows

Total Junction Flow = 4681 (Increase of 155 over 2006 base, 3%)



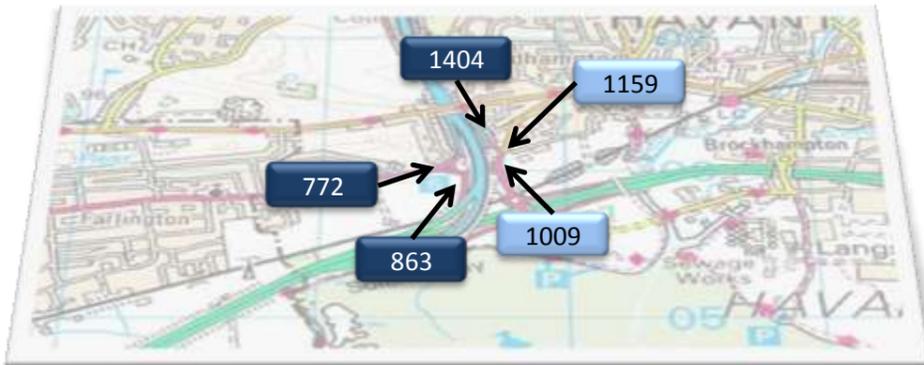
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2026 (Base) Origin of Traffic at Junction



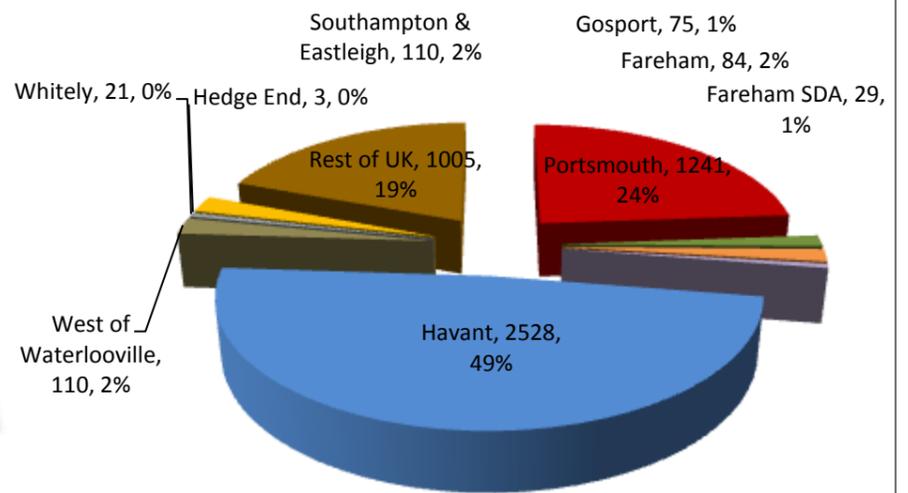
2026 Flows (Base + Development)

Total Junction Flow = 5207 (Increase of 681 over 2006 base, 15%)



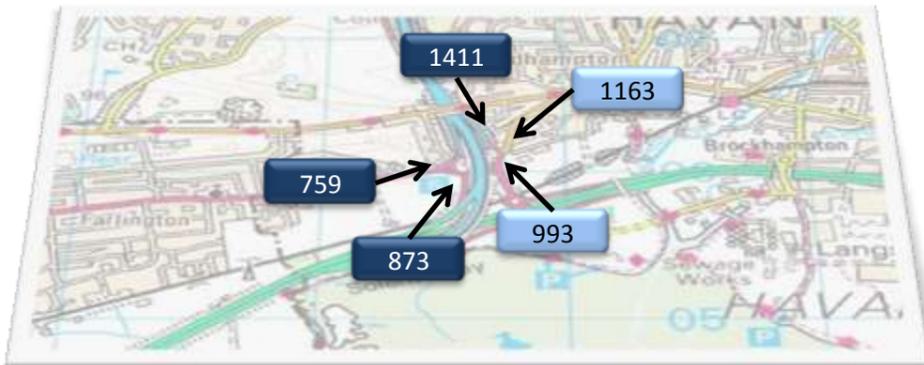
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2026 (Dev) Origin of Traffic at Junction



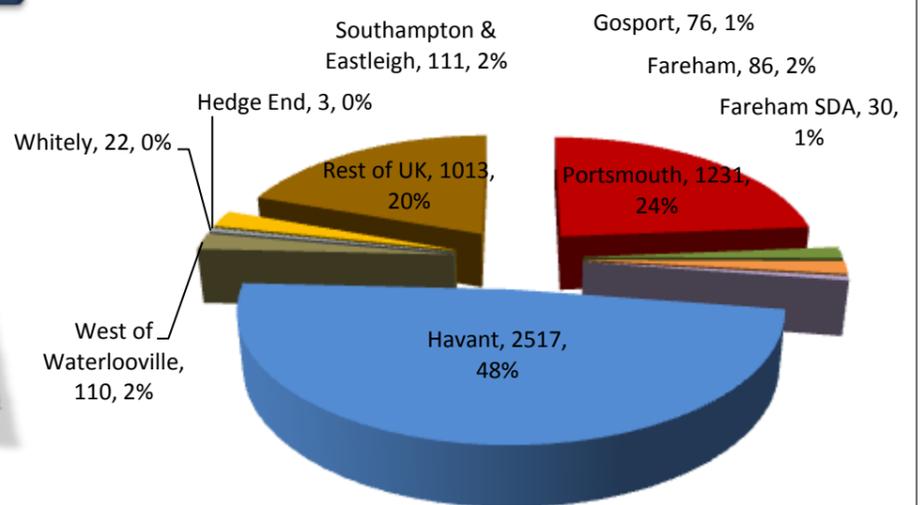
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 5199 (Increase of 673 over 2006 base, 15%)

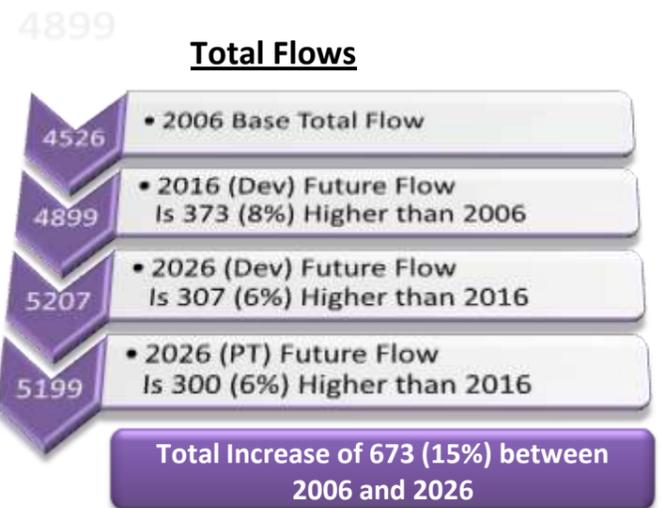


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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	999	2%	1241	26%	1231	25%
Gosport	51	-2%	75	45%	76	47%
Fareham	49	-4%	84	66%	86	69%
Fareham SDA	0	-6%	29	>500%	30	>500%
Havant	2377	-3%	2528	3%	2517	3%
West of Waterlooville	52	15%	110	127%	110	128%
Whitely	7	9%	21	224%	22	230%
Hedge End	0	0%	3	0%	3	0%
Southampton & Eastleigh	85	16%	110	46%	111	48%
Rest of UK	1061	18%	1005	13%	1013	14%
Total	4681	3%	5207	15%	5199	14%

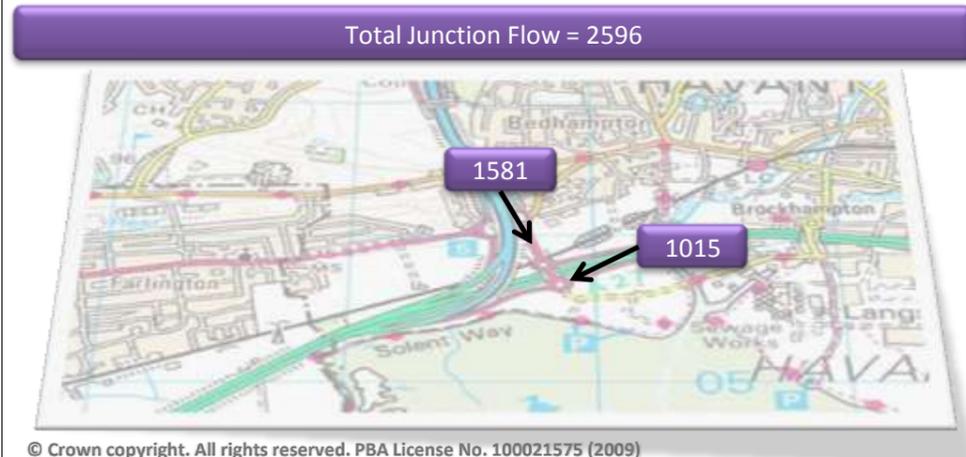


Teardrop Junction, Broadmarsh

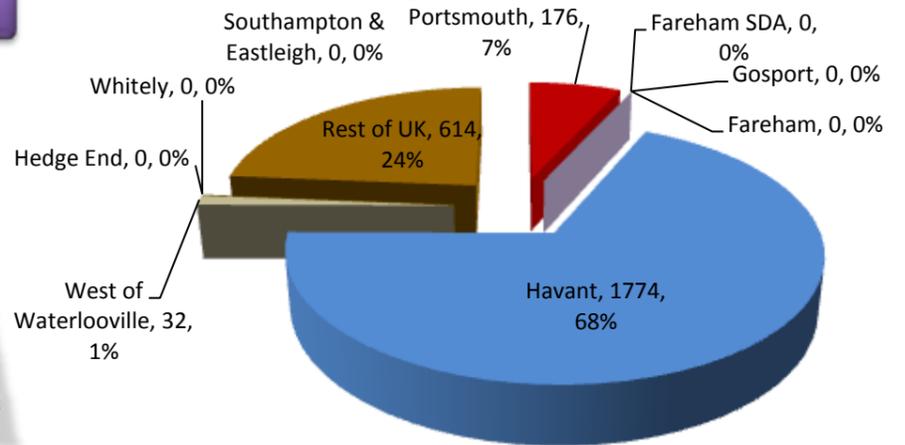
Existing Junction Details

The Teardrop junction was made up of a dumbbell junction, however it is currently being upgraded to a signalised teardrop shaped junction to allow for an extra arm to be added. The new arm is not currently modelled in SATURN. Junction has spare capacity during the morning and evening peak periods. Junction recently reconfigured and signalised in order to facilitate the regeneration of Broadmarsh industrial area and committed employment sites within the Havant District-Wide Local Plan (September 2005).

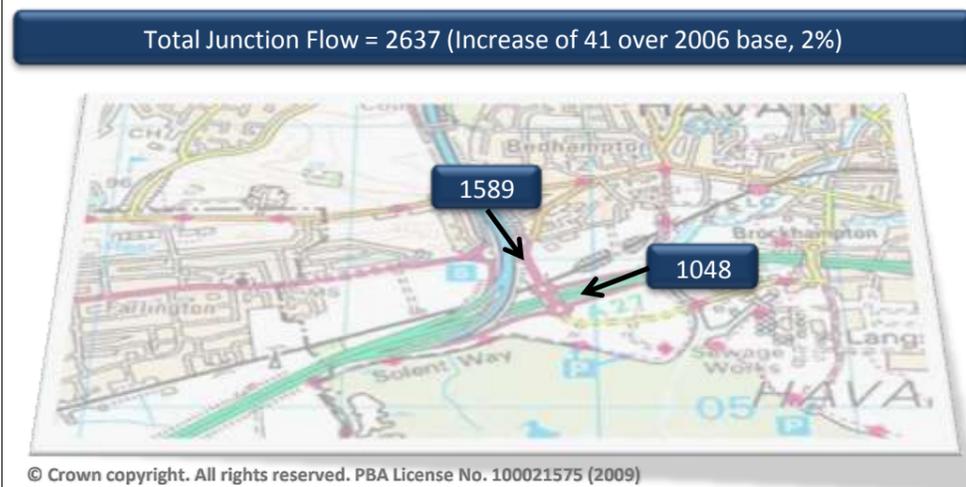
2006 Base Flows



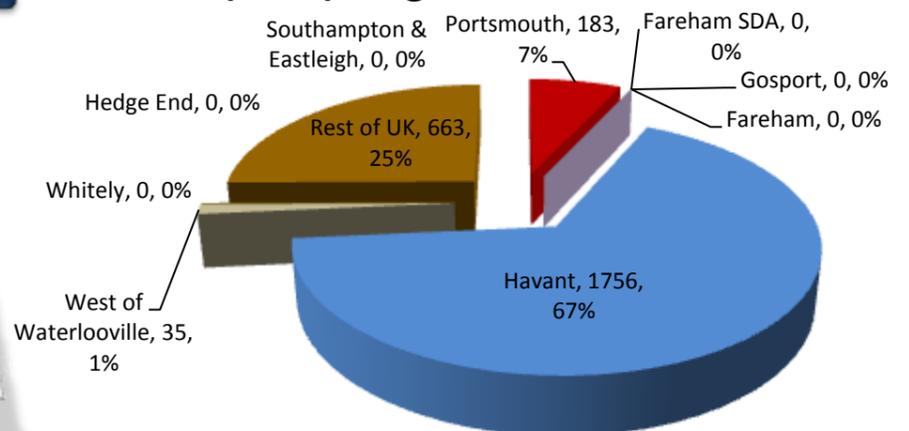
2006 (Base) Origin of Traffic at Junction



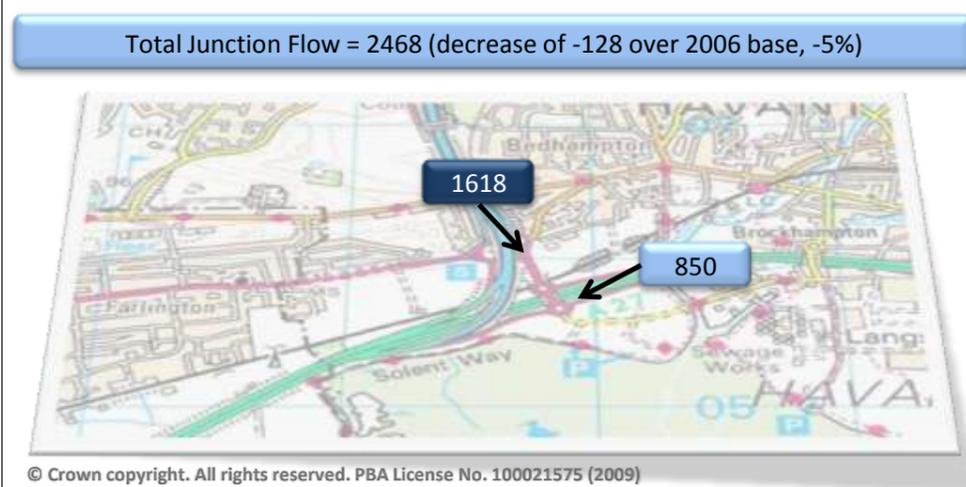
2016 Base Flows



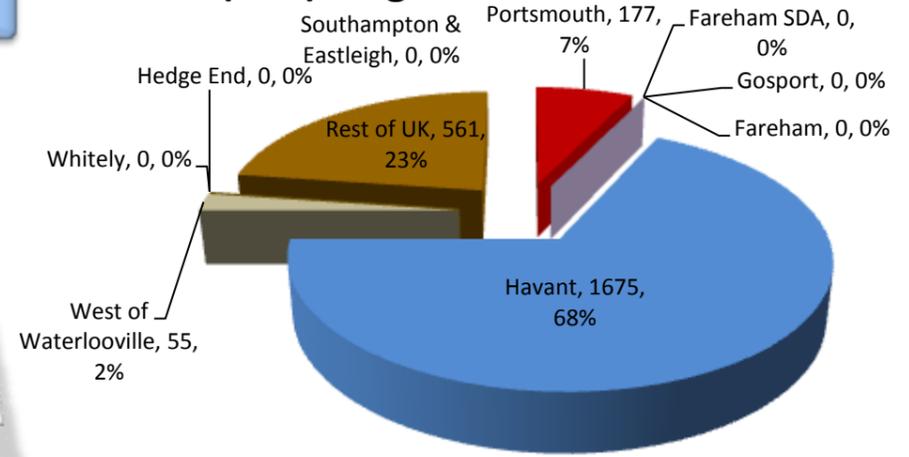
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



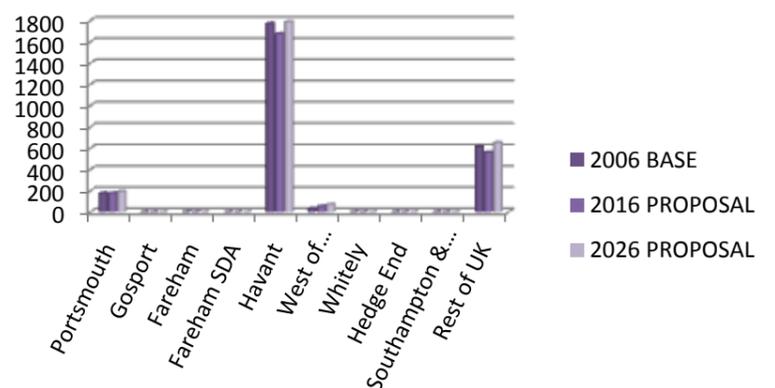
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	176	183	4%	177	0%
Gosport	0	0	0%	0	0%
Fareham	0	0	0%	0	0%
Fareham SDA	0	0	0%	0	0%
Havant	1774	1756	-1%	1675	-6%
West of Waterlooville	32	35	9%	55	72%
Whitely	0	0	0%	0	0%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	0	0	0%	0	0%
Rest of UK	614	663	8%	561	-9%
Total	2596	2637	2%	2468	-5%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Teardrop Junction, Broadmarsh Results

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Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

Results Sheet 8

A

Teardrop Junction, Broadmarsh

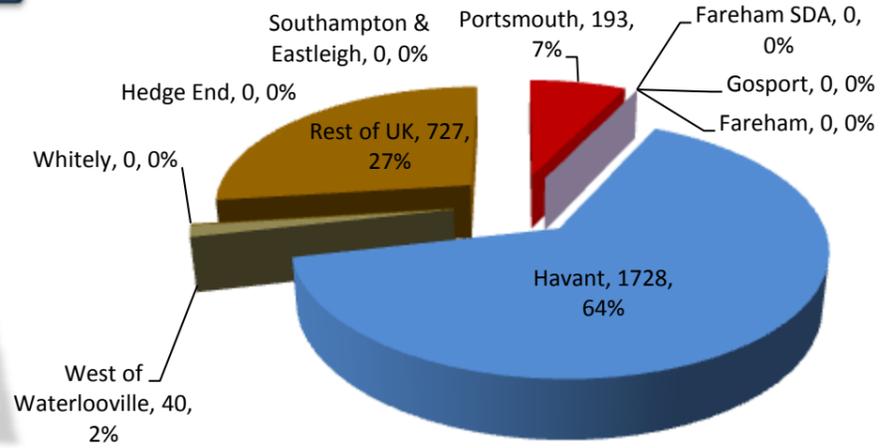
2026 Base Flows

Total Junction Flow = 2687 (Increase of 91 over 2006 base, 4%)



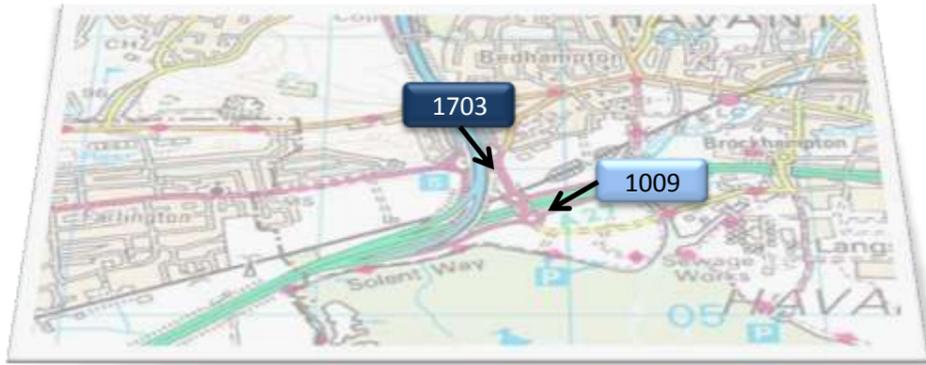
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2026 (Base) Origin of Traffic at Junction



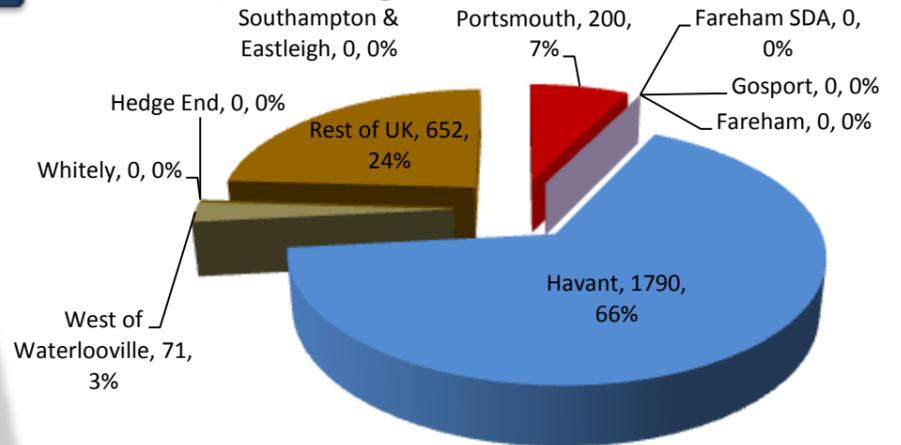
2026 Flows (Base + Development)

Total Junction Flow = 2713 (Increase of 117 over 2006 base, 4%)



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2026 (Dev) Origin of Traffic at Junction



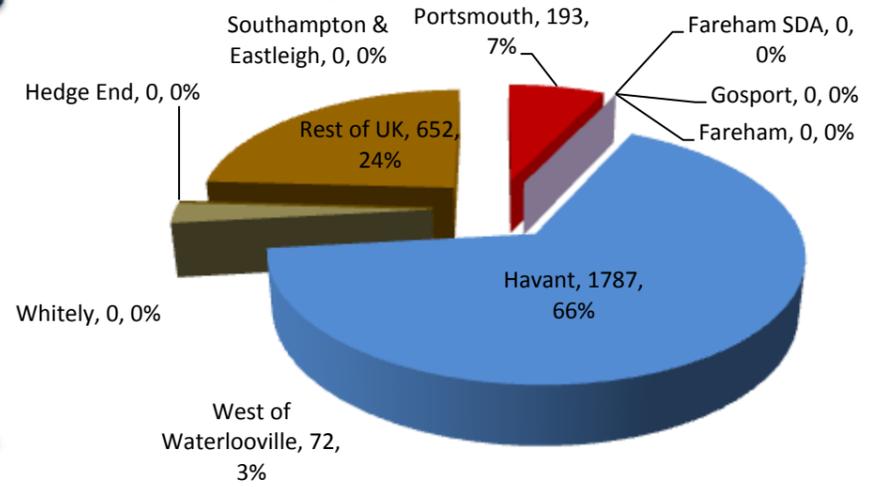
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 2704 (Increase of 108 over 2006 base, 4%)

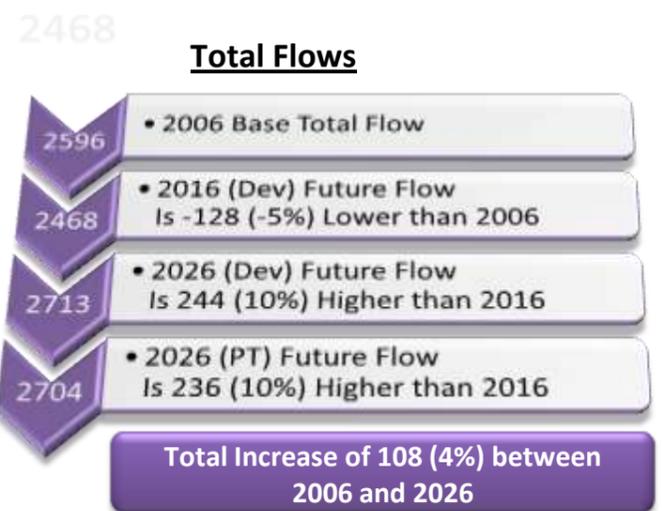


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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	193	8%	200	12%	193	9%
Gosport	0	0%	0	0%	0	0%
Fareham	0	0%	0	0%	0	0%
Fareham SDA	0	0%	0	0%	0	0%
Havant	1728	-3%	1790	1%	1787	1%
West of Waterlooville	40	20%	71	98%	72	99%
Whitely	0	0%	0	0%	0	0%
Hedge End	0	0%	0	0%	0	0%
Southampton & Eastleigh	0	0%	0	0%	0	0%
Rest of UK	727	16%	652	5%	652	5%
Total	2687	3%	2713	4%	2704	4%

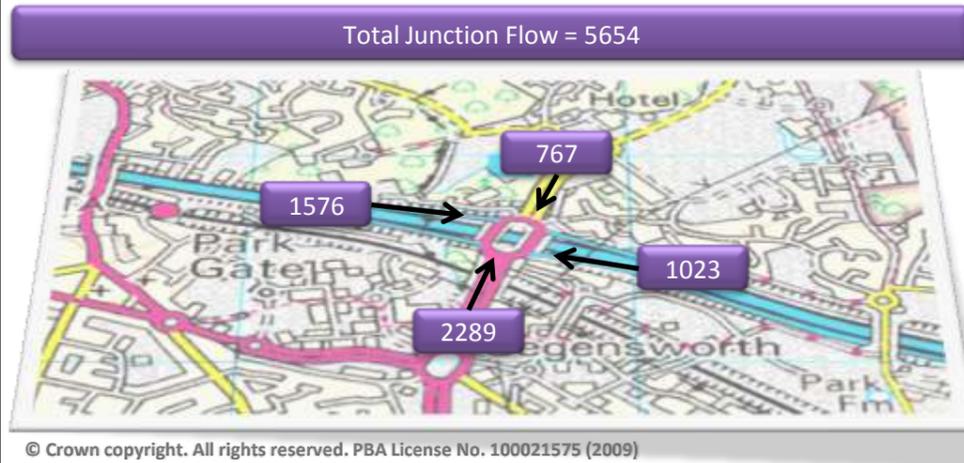


Junction 9 of M27

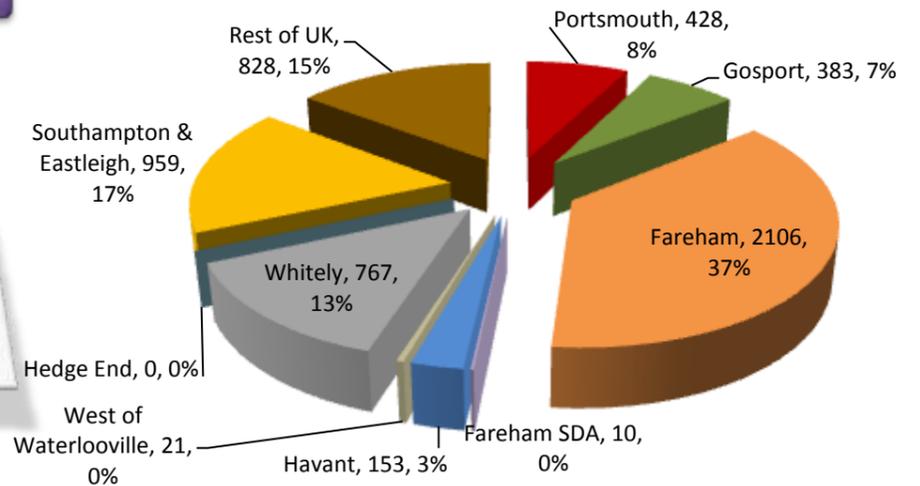
Existing Junction Details

Junction 9 is a six arm roundabout with a total of four arms being one way motorway slip roads. Junction at capacity during morning and evening periods. Junction fully signalised to ensure integrity of motorway operation.

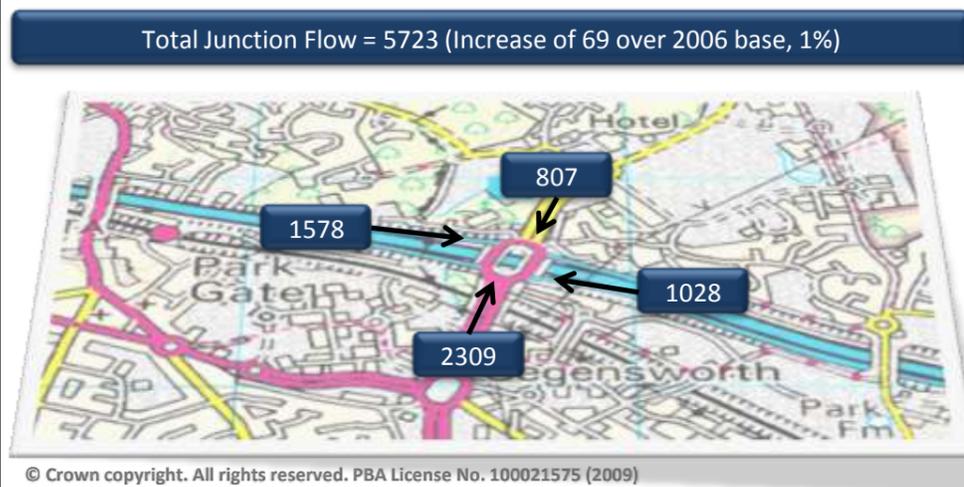
2006 Base Flows



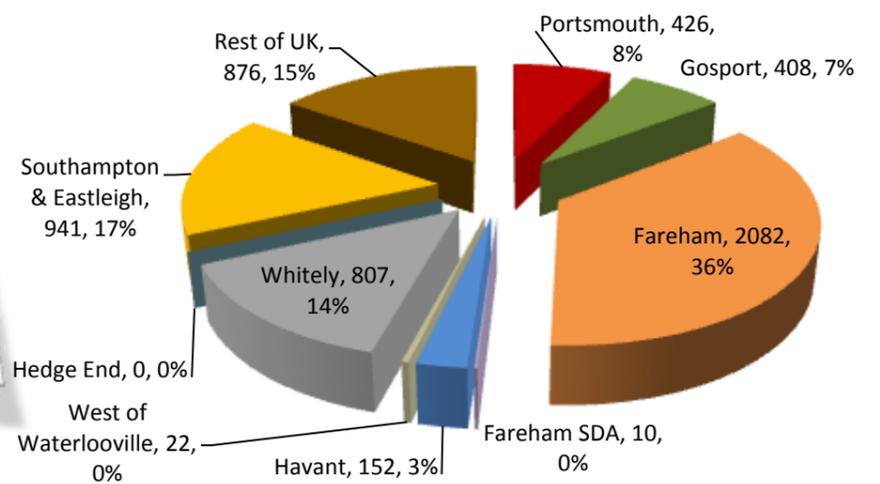
2006 (Base) Origin of Traffic at Junction



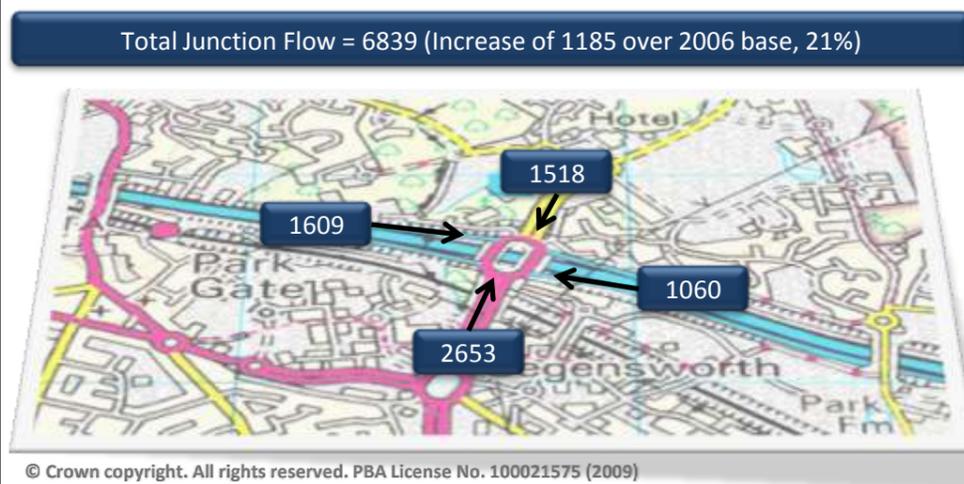
2016 Base Flows



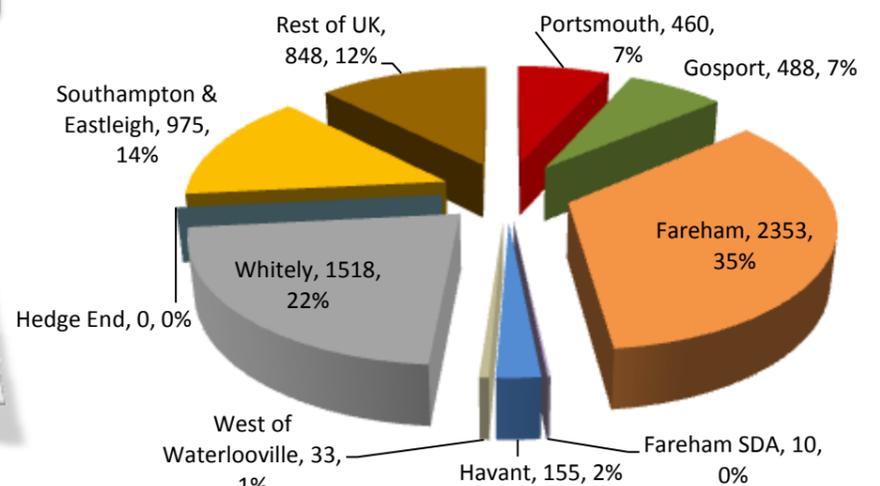
2016 (Base) Origin of Traffic at Junction



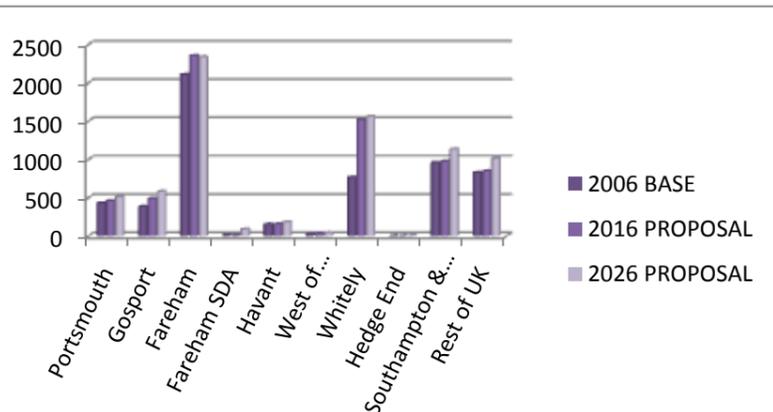
2016 Flows (Base + Development)



2016 (Dev) Origin of Traffic at Junction



Graph of predicted impact on junction by origin



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	428	426	-1%	460	7%
Gosport	383	408	7%	488	27%
Fareham	2106	2082	-1%	2353	12%
Fareham SDA	10	10	0%	10	9%
Havant	153	152	-1%	155	1%
West of Waterlooville	21	22	4%	33	56%
Whiteley	767	807	5%	1518	98%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	959	941	-2%	975	2%
Rest of UK	828	876	6%	848	2%
Total	5654	5723	1%	6839	21%



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Junction 9 of M27 Results

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Date: 10/06/2009

Creator: PMW

Checked By: PL

Sheet Reference:

Revision

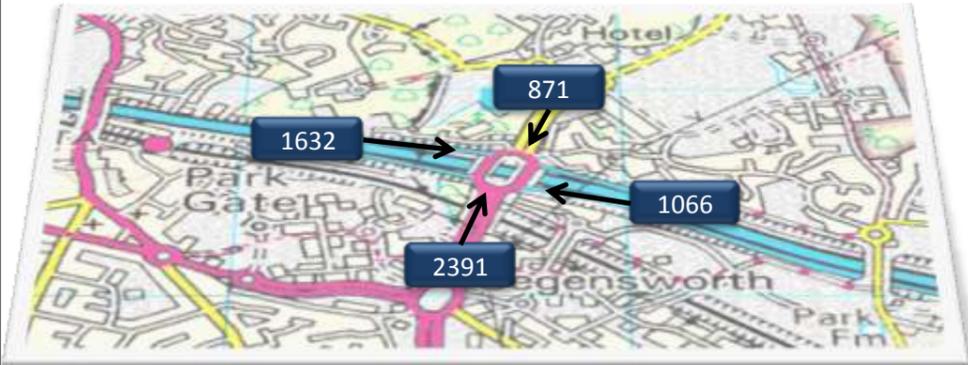
Results Sheet 9

A

Junction 9 of M27

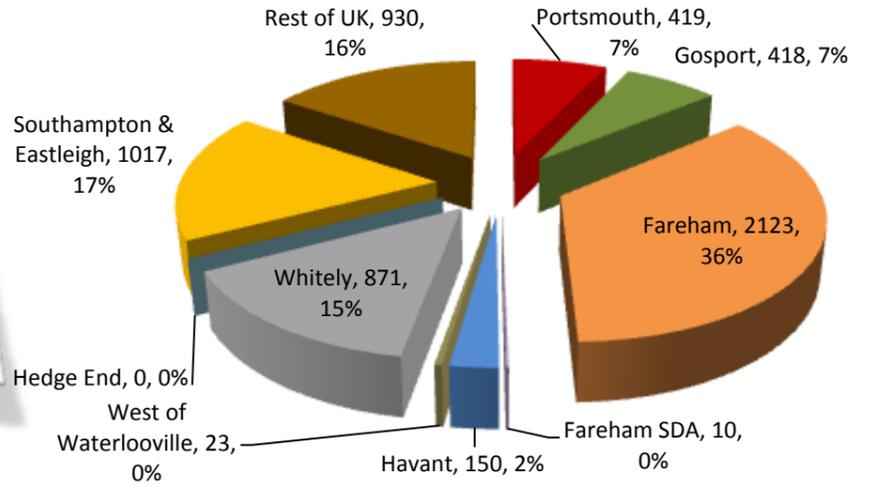
2026 Base Flows

Total Junction Flow = 5961 (Increase of 307 over 2006 base, 5%)



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2026 (Base) Origin of Traffic at Junction



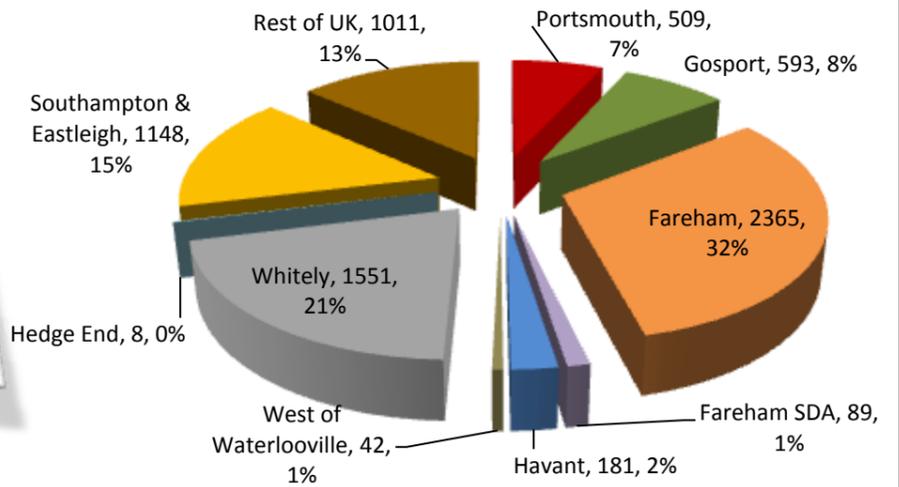
2026 Flows (Base + Development)

Total Junction Flow = 7496 (Increase of 1842 over 2006 base, 33%)



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2026 (Dev) Origin of Traffic at Junction



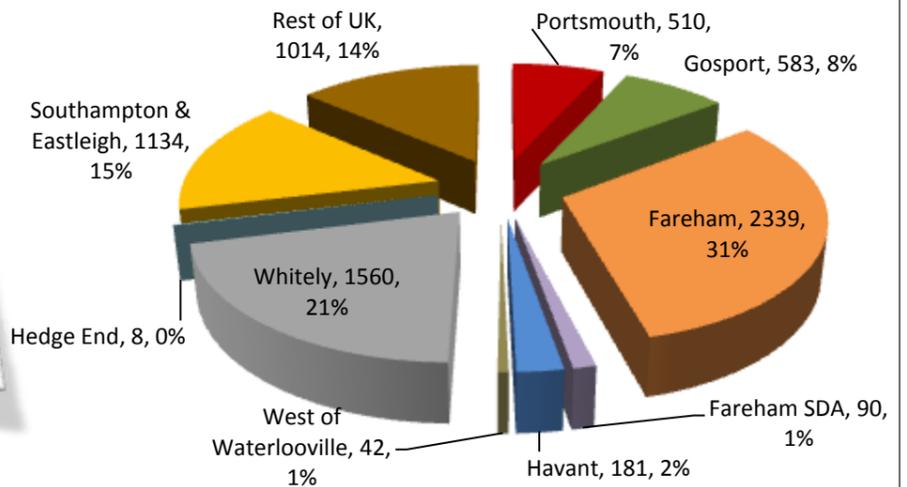
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 7460 (Increase of 1806 over 2006 base, 32%)

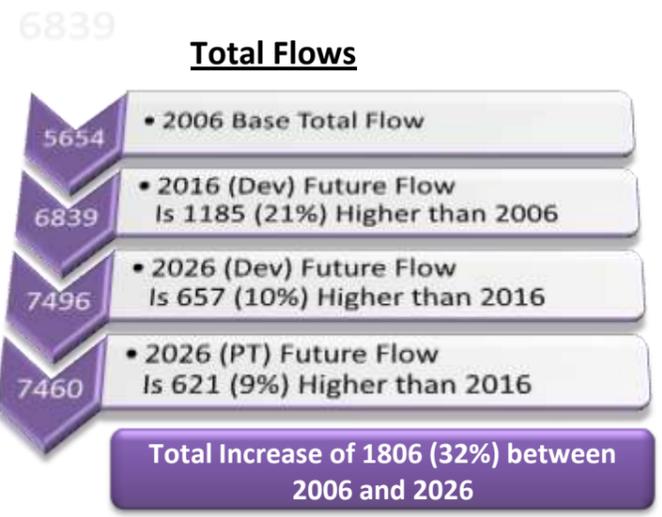


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2026 (PT) Origin of Traffic at Junction



Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	419	-2%	509	19%	510	20%
Gosport	418	8%	593	50%	583	48%
Fareham	2123	1%	2365	12%	2339	11%
Fareham SDA	10	0%	89	>500%	90	>500%
Havant	150	-2%	181	18%	181	19%
West of Waterlooville	23	9%	42	90%	42	90%
Whitely	871	12%	1551	90%	1560	91%
Hedge End	0	0%	8	0%	8	0%
Southampton & Eastleigh	1017	6%	1148	19%	1134	17%
Rest of UK	930	11%	1011	20%	1014	20%
Total	5961	5%	7496	31%	7460	30%

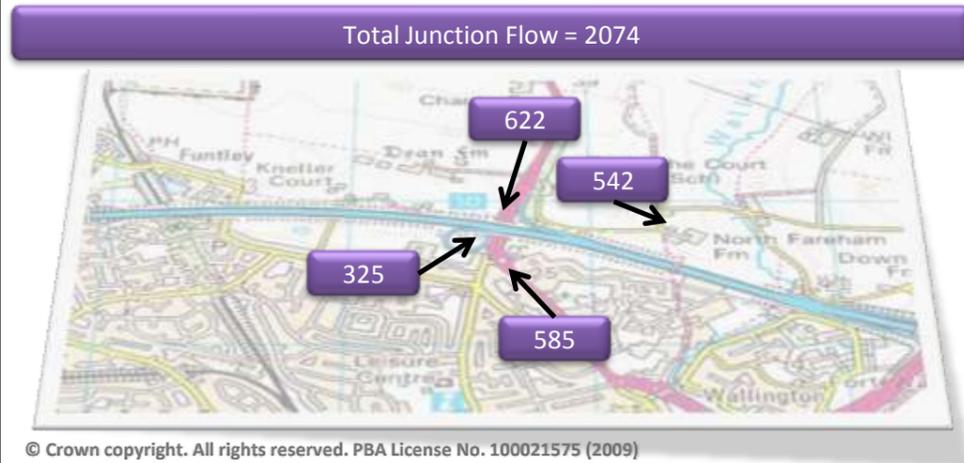


Junction 10 of M27

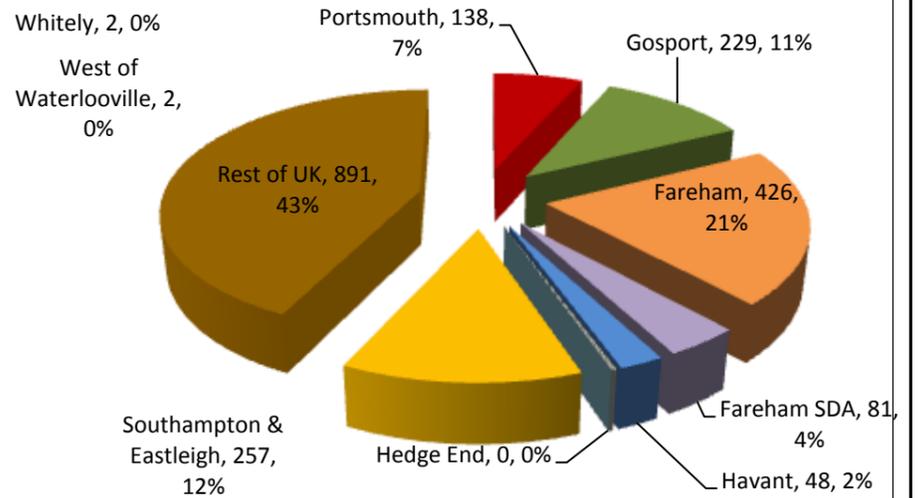
Existing Junction Details

Junction 10 provides slip road access to the M27 towards Portsmouth and off of the M27 towards the proposed north of Fareham SDA. Junction has spare capacity during the morning and evening peak periods.

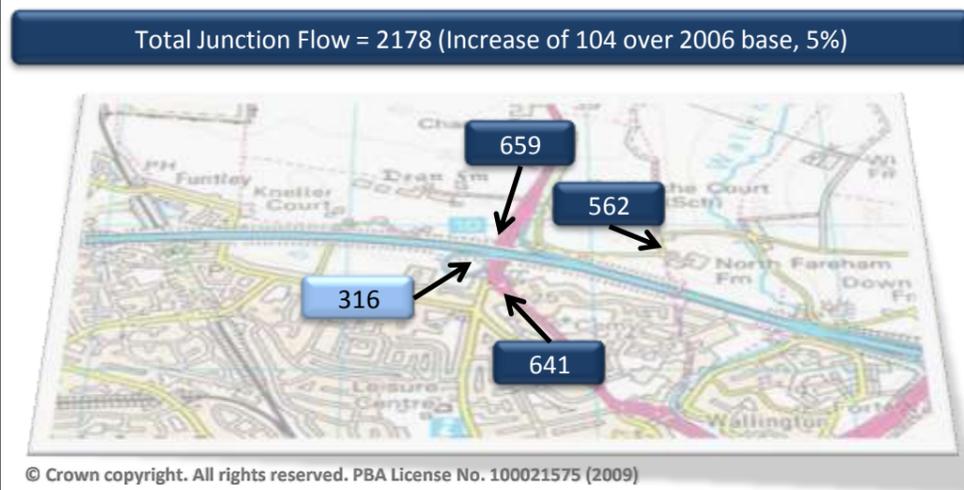
2006 Base Flows



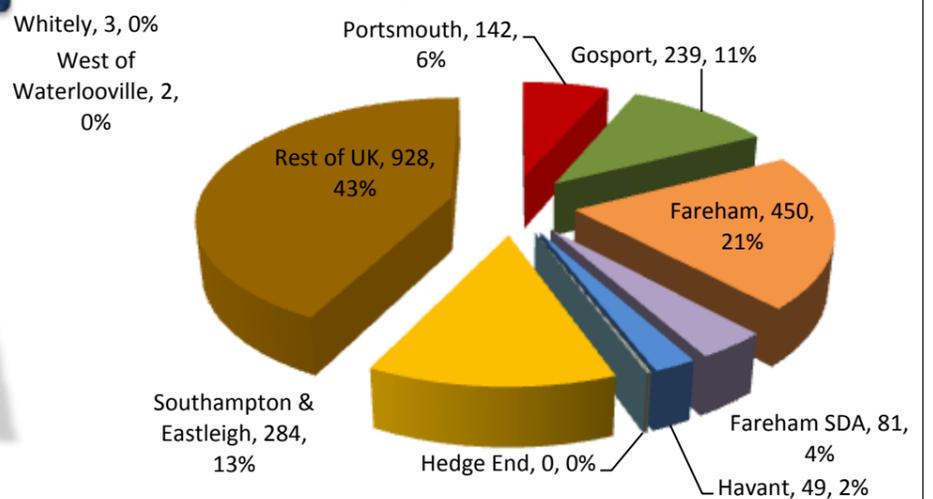
2006 (Base) Origin of Traffic at Junction



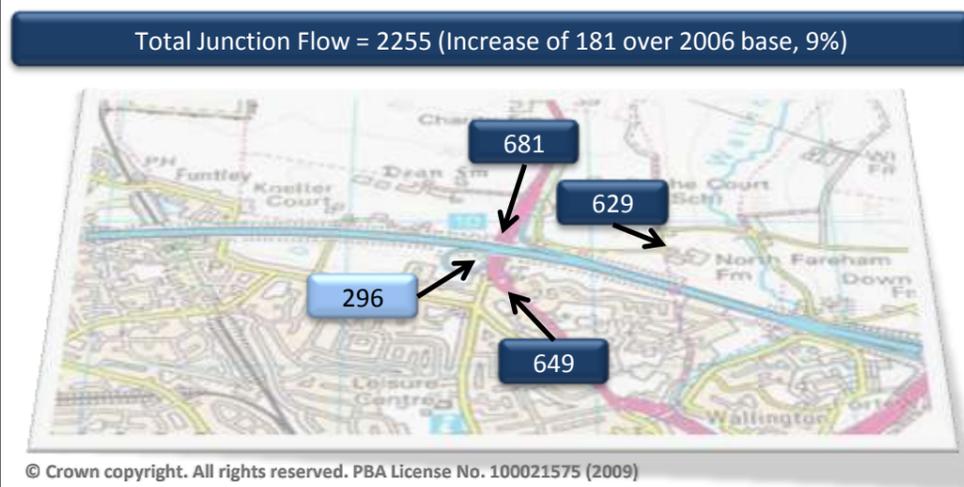
2016 Base Flows



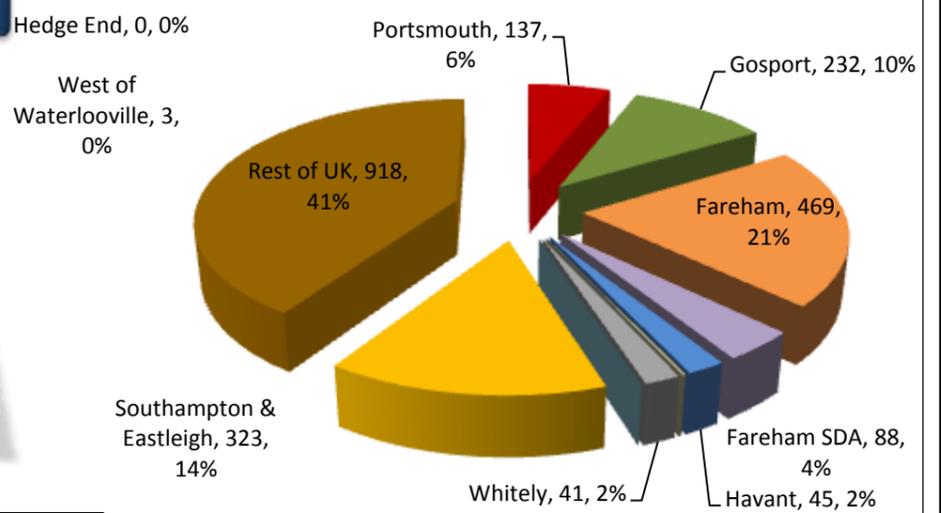
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



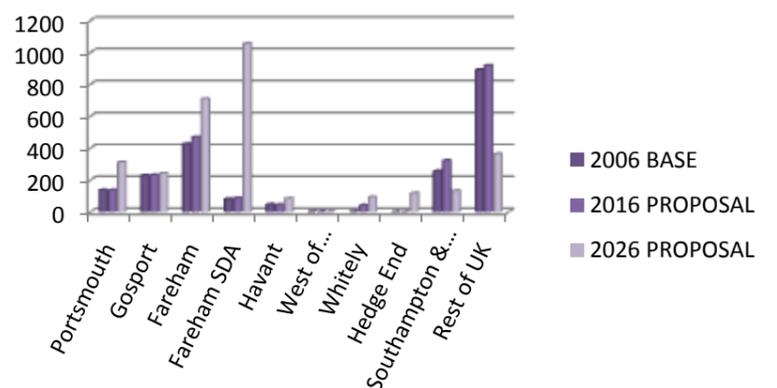
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	138	142	3%	137	-1%
Gosport	229	239	4%	232	1%
Fareham	426	450	6%	469	10%
Fareham SDA	81	81	-1%	88	8%
Havant	48	49	3%	45	-7%
West of Waterlooville	2	2	6%	3	71%
Whitely	2	3	3%	41	>500%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	257	284	11%	323	26%
Rest of UK	891	928	4%	918	3%
Total	2074	2178	5%	2255	9%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Junction 10 of M27 Results

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Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

Results Sheet 10

A

Junction 10 of M27

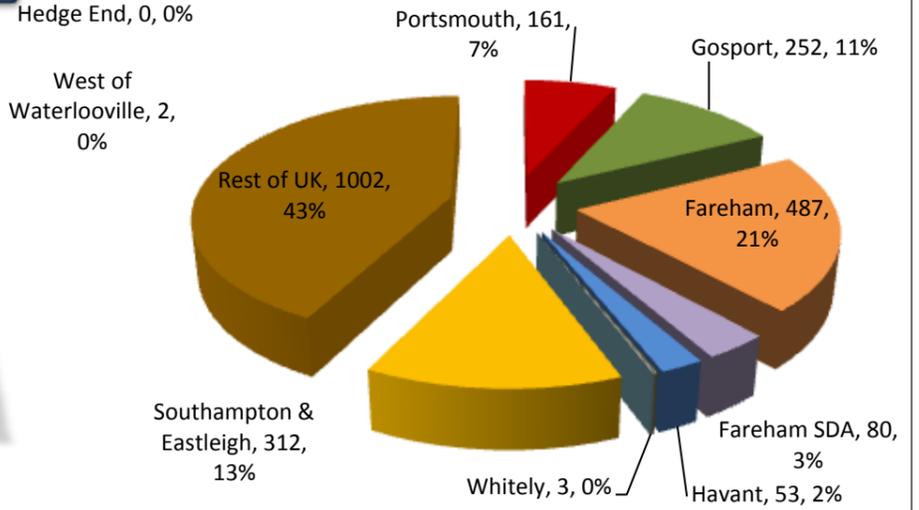
2026 Base Flows

Total Junction Flow = 2354 (Increase of 280 over 2006 base, 13%)



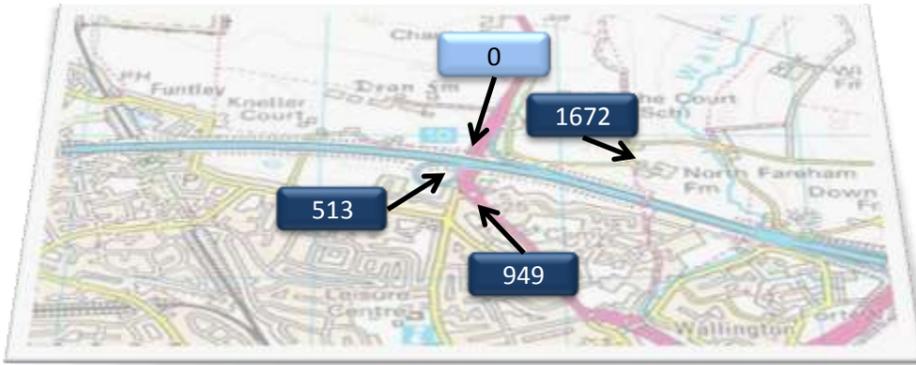
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2026 (Base) Origin of Traffic at Junction



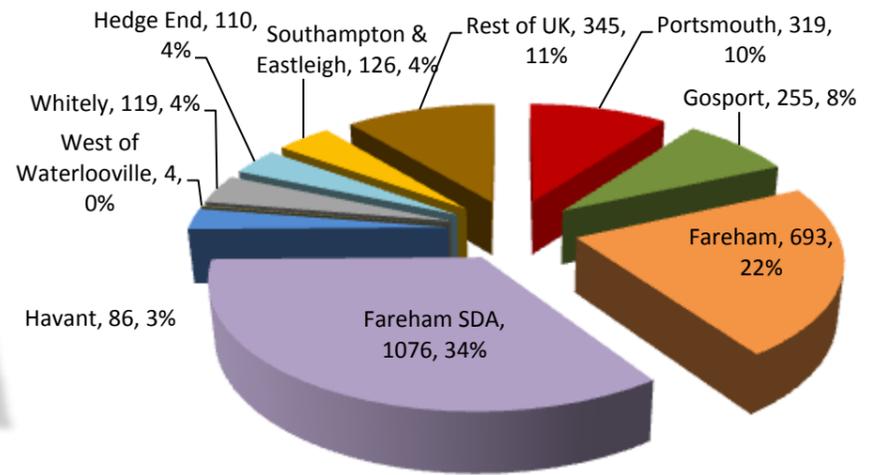
2026 Flows (Base + Development)

Total Junction Flow = 3134 (Increase of 1060 over 2006 base, 51%)



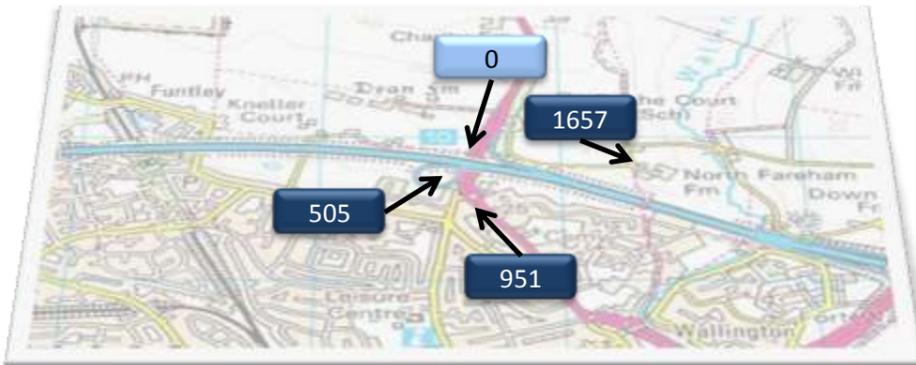
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2026 (Dev) Origin of Traffic at Junction



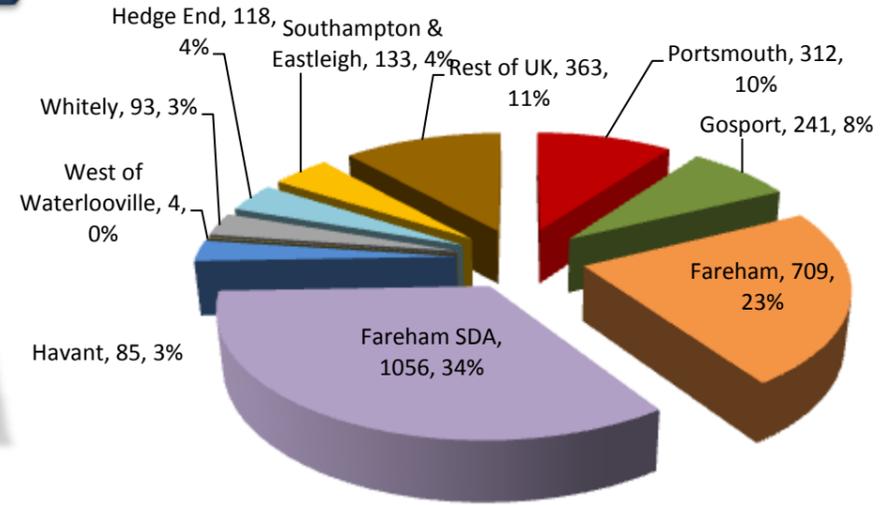
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3114 (Increase of 1040 over 2006 base, 50%)

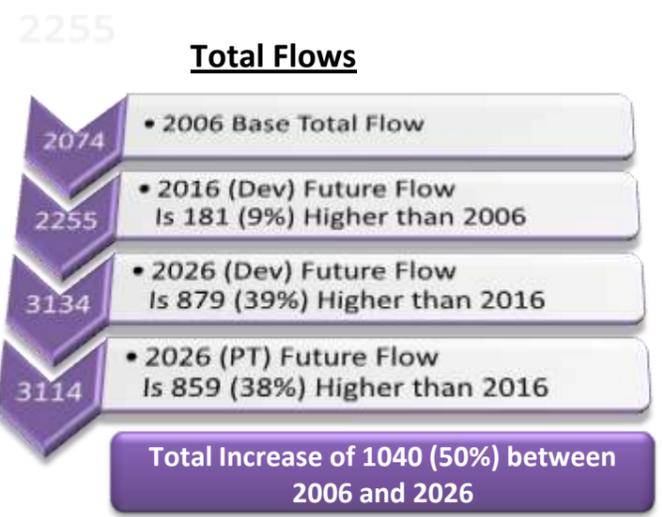


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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	161	15%	319	112%	312	108%
Gosport	252	9%	255	10%	241	5%
Fareham	487	13%	693	55%	709	58%
Fareham SDA	80	-1%	1076	>500%	1056	>500%
Havant	53	10%	86	71%	85	70%
West of Waterlooville	2	12%	4	112%	4	95%
Whitely	3	7%	119	>500%	93	>500%
Hedge End	0	0%	110	0%	118	0%
Southampton & Eastleigh	312	18%	126	-42%	133	-40%
Rest of UK	1002	11%	345	-55%	363	-53%
Total	2354	12%	3134	45%	3114	44%

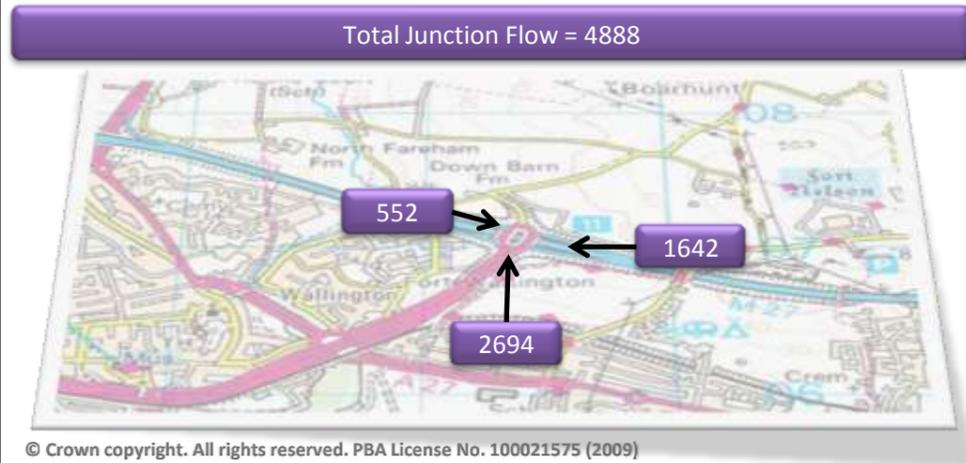


Junction 11 of the M27

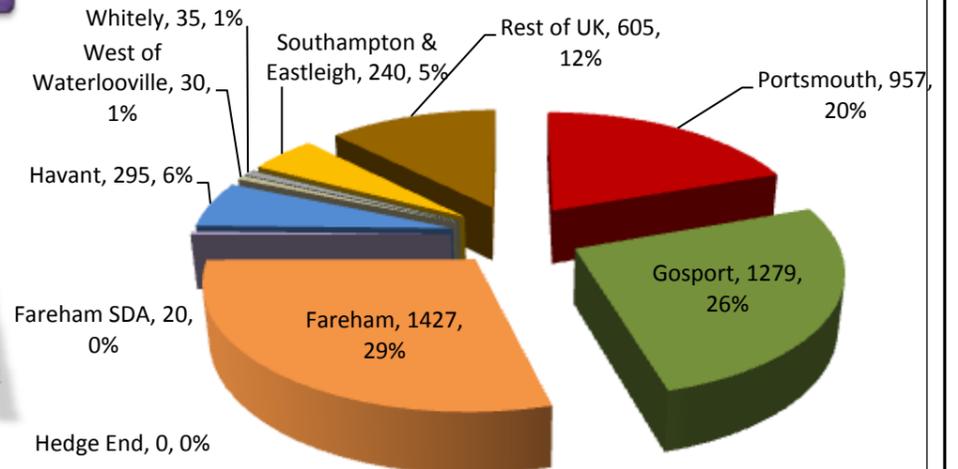
Existing Junction Details

Junction 11 is a six arm roundabout where four arms are one way motorway slip roads. Junction at capacity during morning and evening peak periods. Junction fully signalised to ensure integrity of motorway operation.

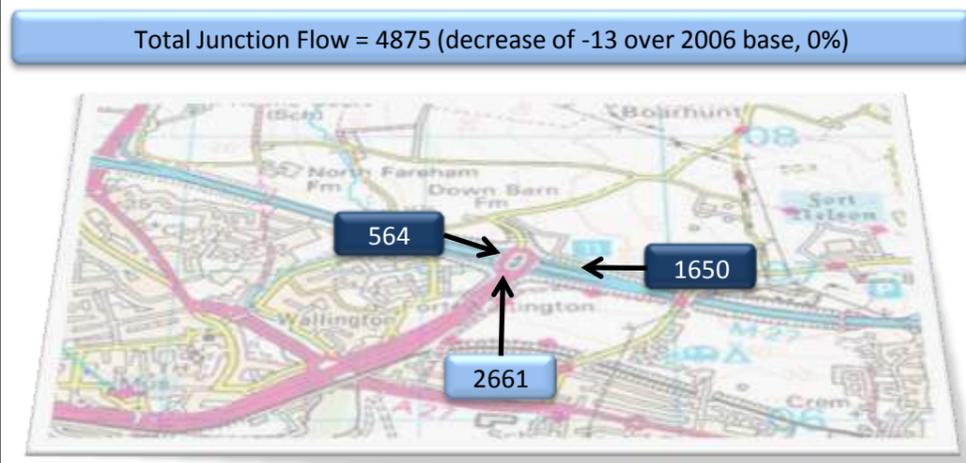
2006 Base Flows



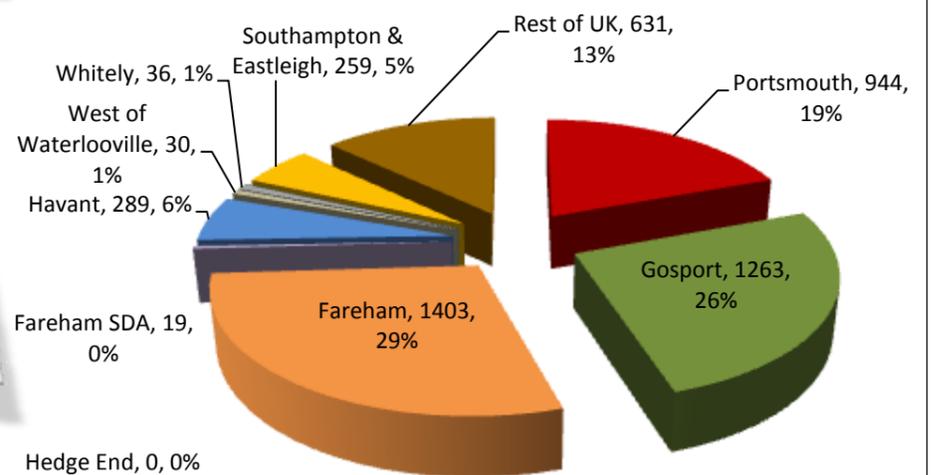
2006 (Base) Origin of Traffic at Junction



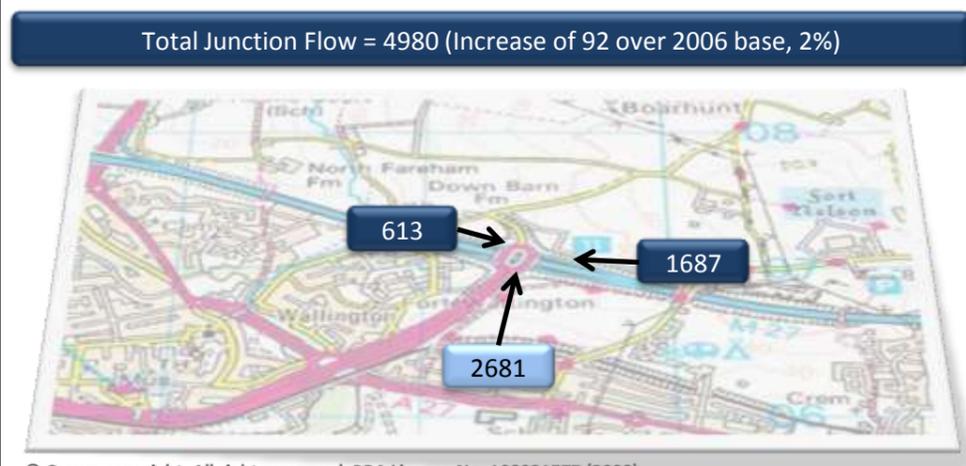
2016 Base Flows



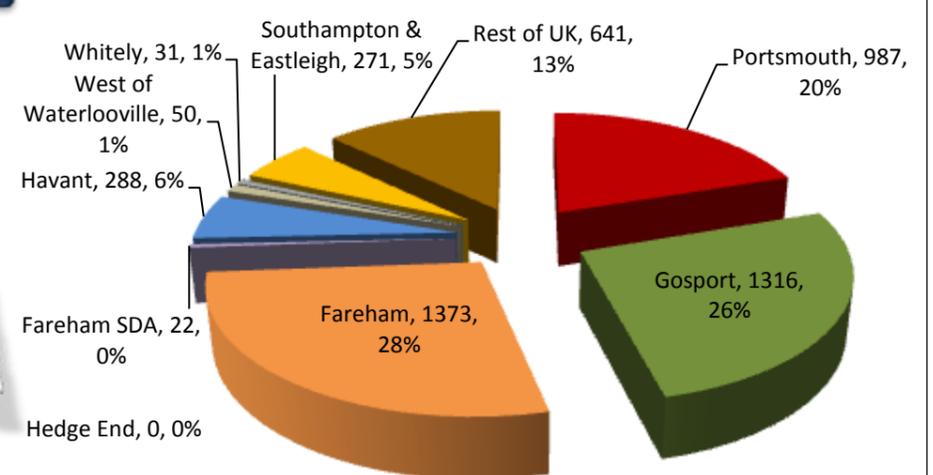
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



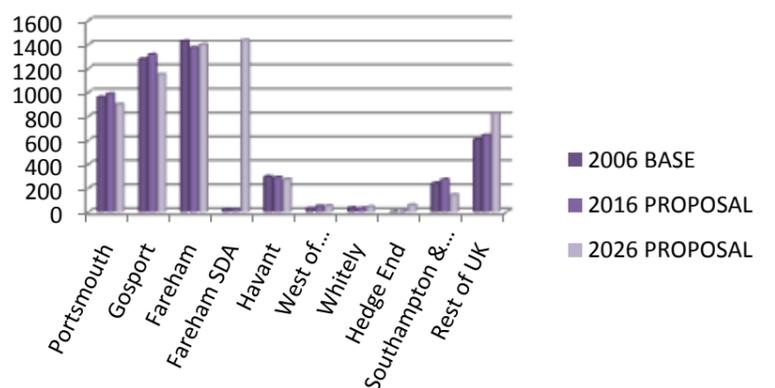
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	957	944	-1%	987	3%
Gosport	1279	1263	-1%	1316	3%
Fareham	1427	1403	-2%	1373	-4%
Fareham SDA	20	19	-7%	22	8%
Havant	295	289	-2%	288	-2%
West of Waterlooville	30	30	2%	50	68%
Whitely	35	36	3%	31	-10%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	240	259	8%	271	13%
Rest of UK	605	631	4%	641	6%
Total	4888	4875	0%	4980	2%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Junction 11 of the M27 Results

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Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

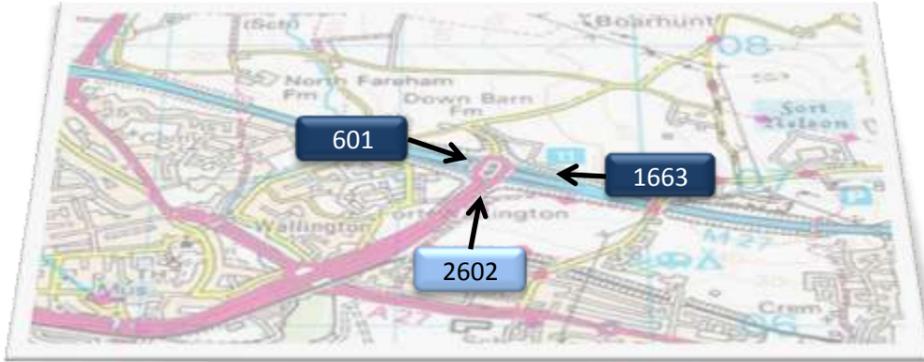
Results Sheet 11

A

Junction 11 of the M27

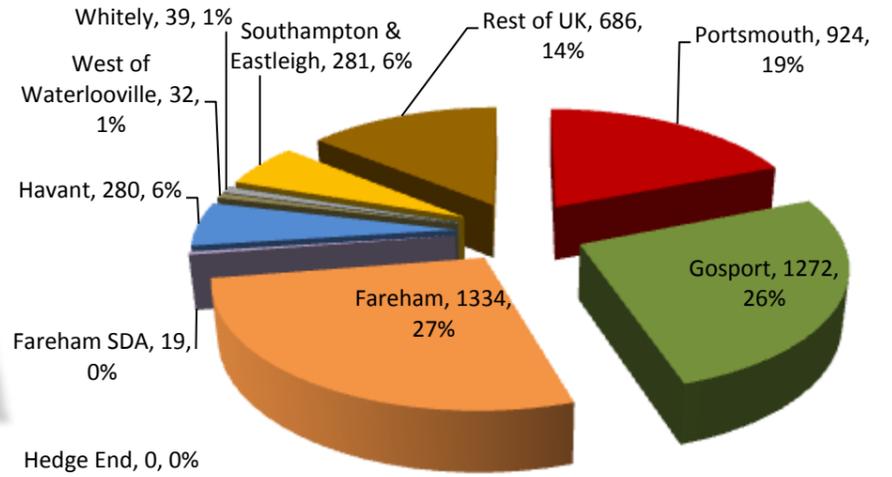
2026 Base Flows

Total Junction Flow = 4866 (decrease of -21 over 2006 base, 0%)



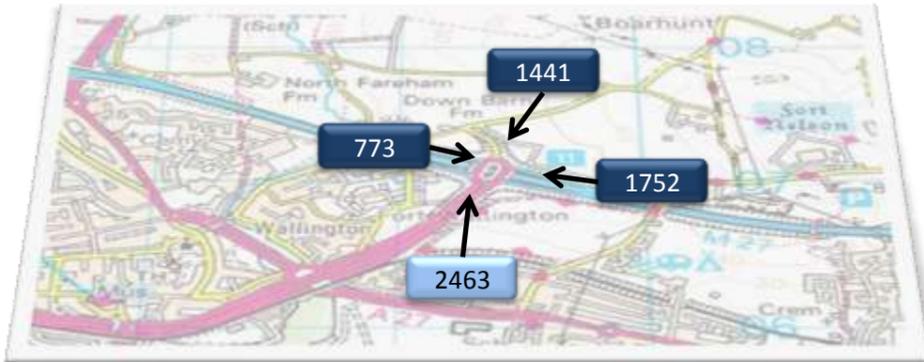
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2026 (Base) Origin of Traffic at Junction



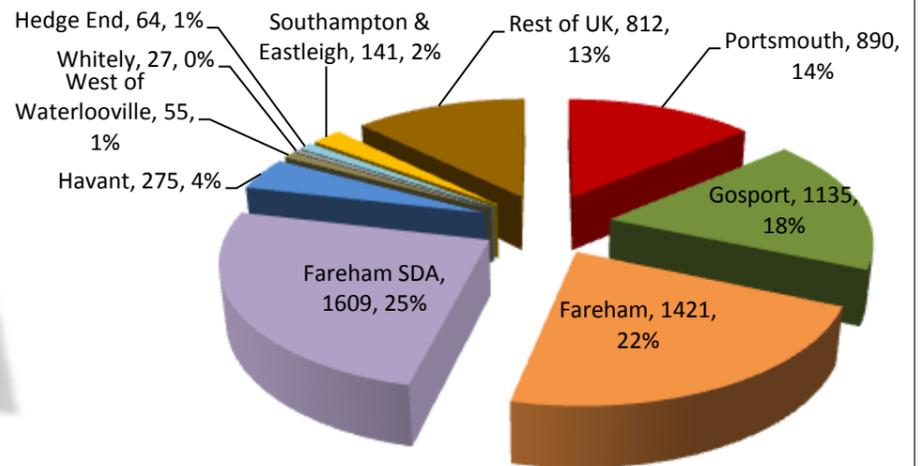
2026 Flows (Base + Development)

Total Junction Flow = 6429 (Increase of 1542 over 2006 base, 32%)



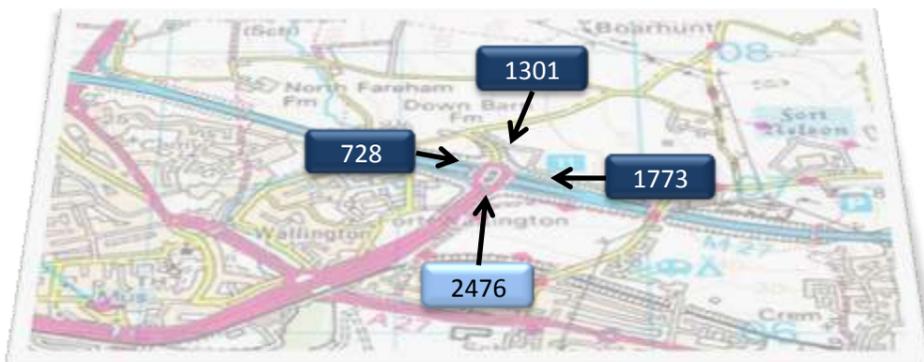
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2026 (Dev) Origin of Traffic at Junction



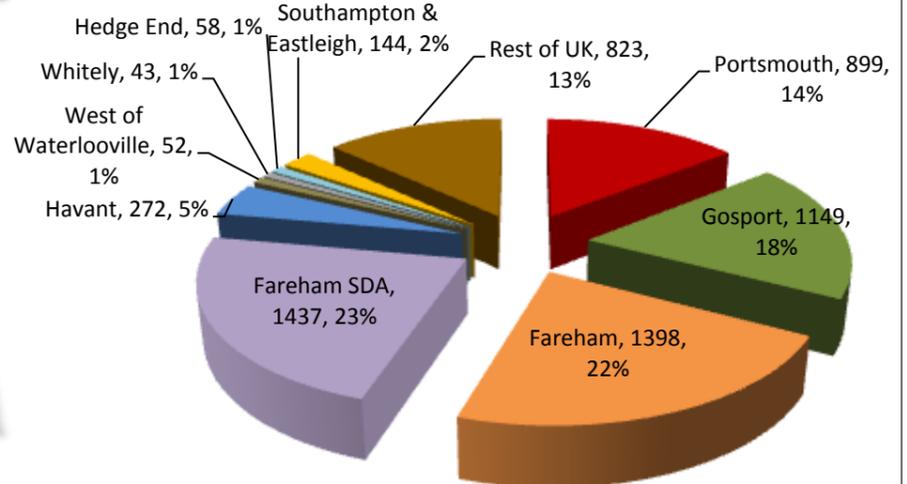
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 6277 (Increase of 1389 over 2006 base, 28%)

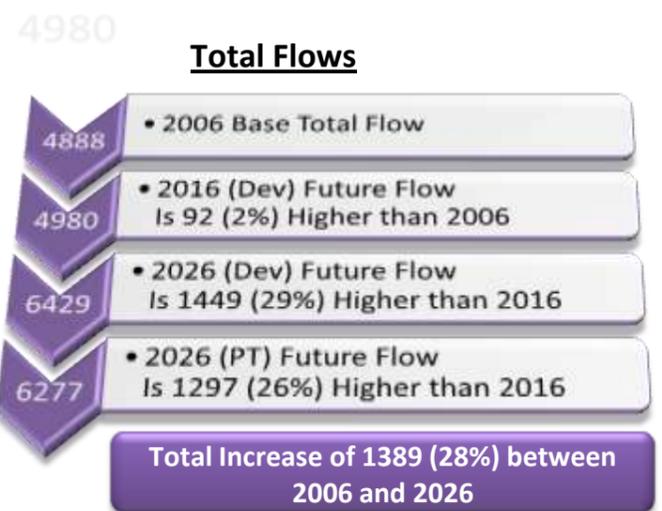


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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	924	-4%	890	-7%	899	-6%
Gosport	1272	-1%	1135	-11%	1149	-10%
Fareham	1334	-7%	1421	0%	1398	-2%
Fareham SDA	19	-6%	1609	>500%	1437	>500%
Havant	280	-5%	275	-7%	272	-8%
West of Waterlooville	32	7%	55	78%	52	71%
Whitely	39	10%	27	-21%	43	23%
Hedge End	0	0%	64	0%	58	0%
Southampton & Eastleigh	281	15%	141	-35%	144	-34%
Rest of UK	686	12%	812	30%	823	32%
Total	4866	0%	6429	32%	6277	29%

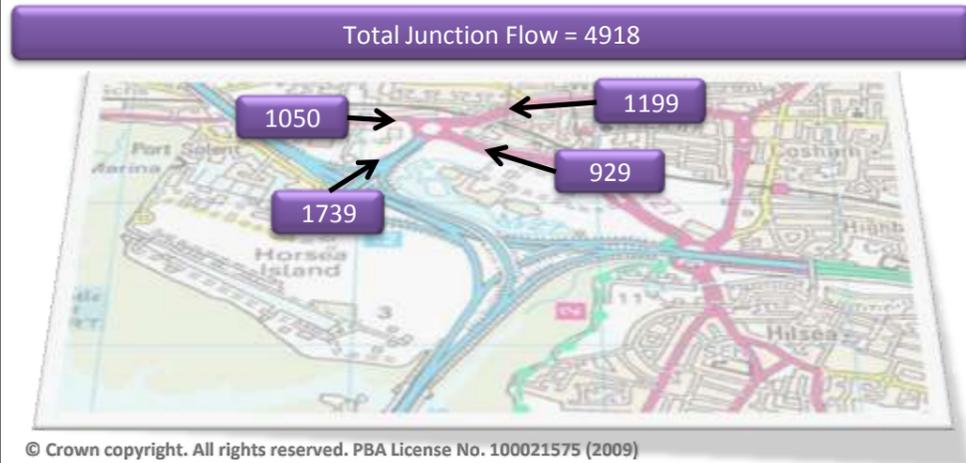


M27/A27 Intersection

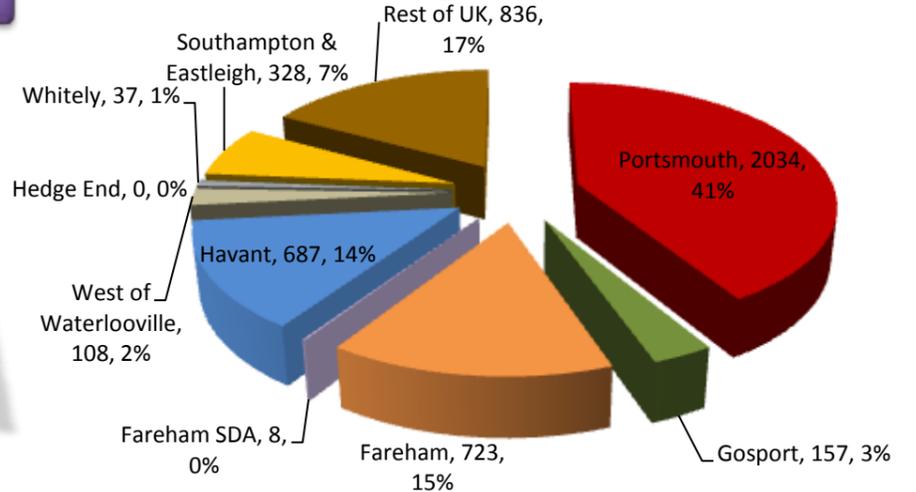
Existing Junction Details

This junction was previously a large roundabout and has been redesigned into a large traffic light controlled intersection. In the morning and evening peak periods, traffic generally clears the junction on all entries and exits within one cycle of the cycles.

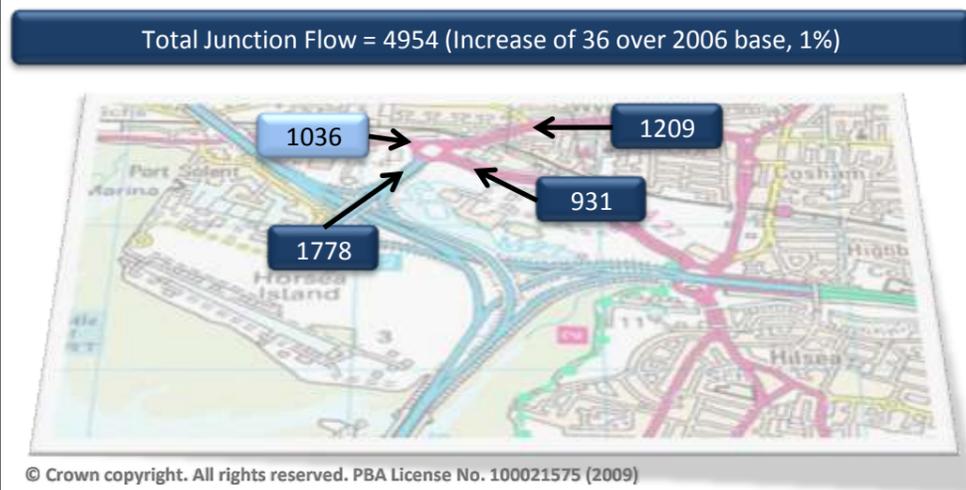
2006 Base Flows



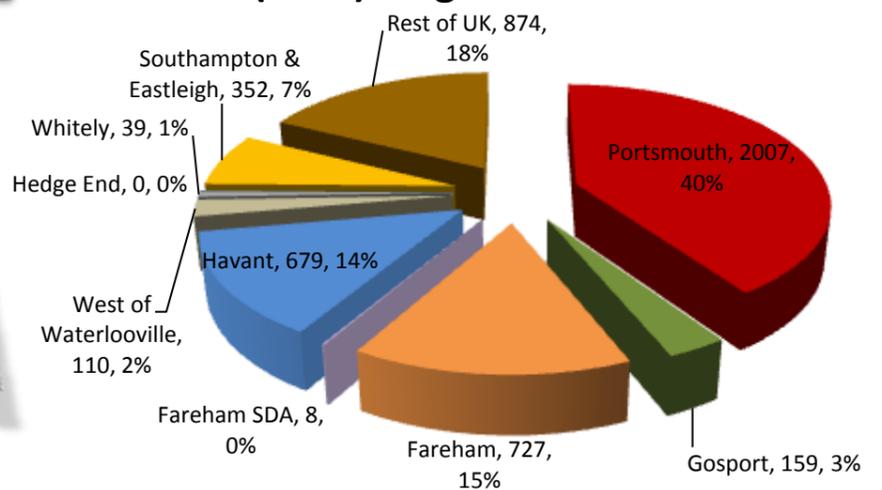
2006 (Base) Origin of Traffic at Junction



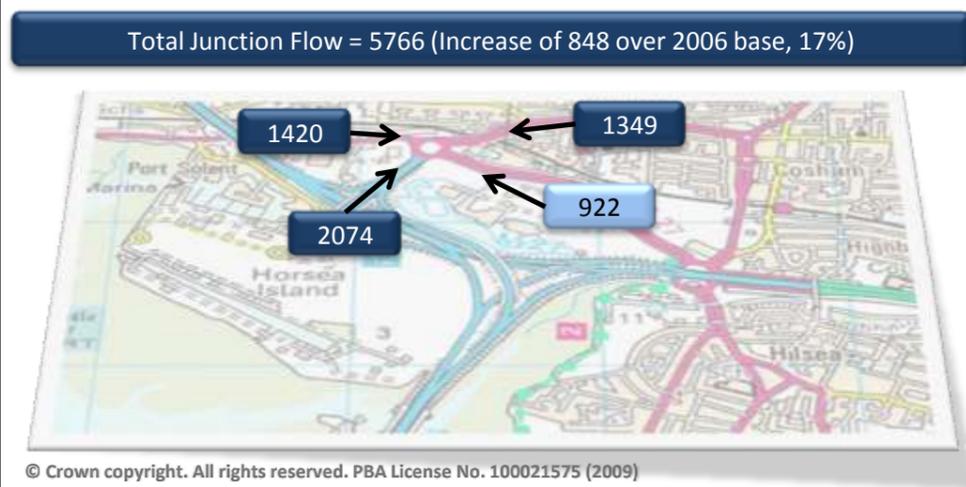
2016 Base Flows



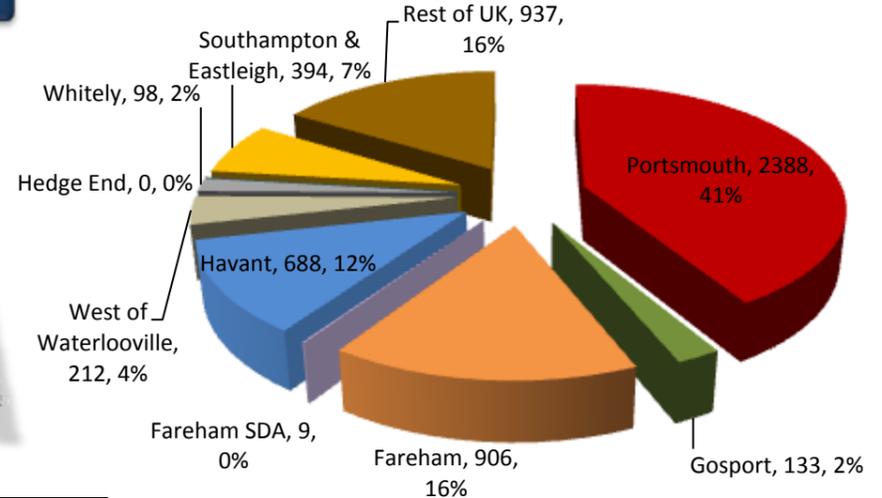
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



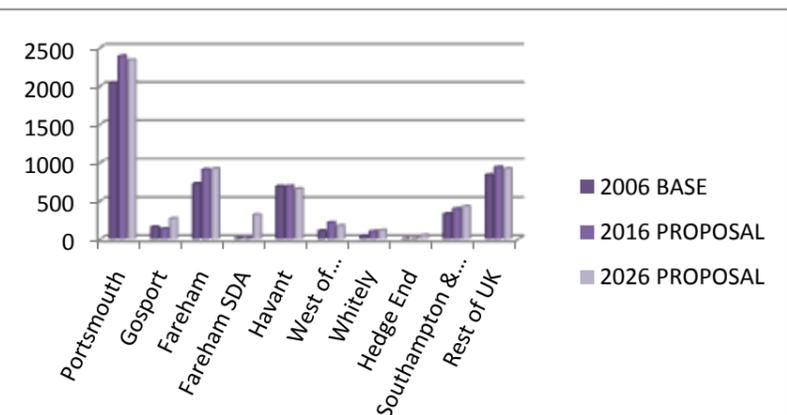
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	2034	2007	-1%	2388	17%
Gosport	157	159	1%	133	-16%
Fareham	723	727	1%	906	25%
Fareham SDA	8	8	0%	9	7%
Havant	687	679	-1%	688	0%
West of Waterlooville	108	110	2%	212	97%
Whitely	37	39	3%	98	163%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	328	352	7%	394	20%
Rest of UK	836	874	5%	937	12%
Total	4918	4954	1%	5766	17%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of M27/A27 Intersection Results

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Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

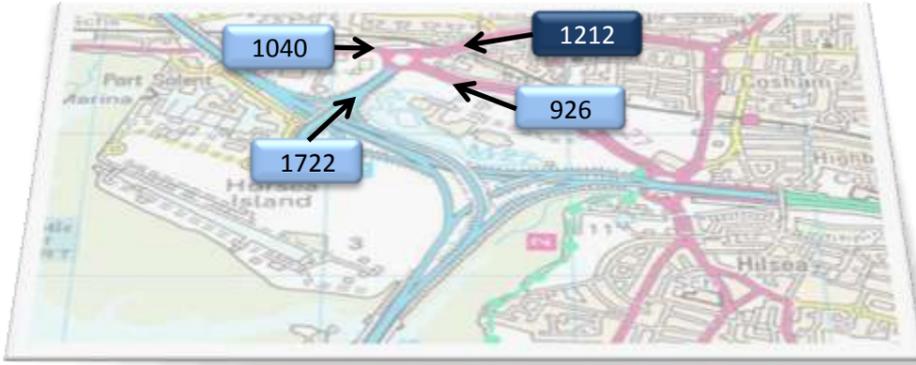
Results Sheet 12

A

M27/A27 Intersection

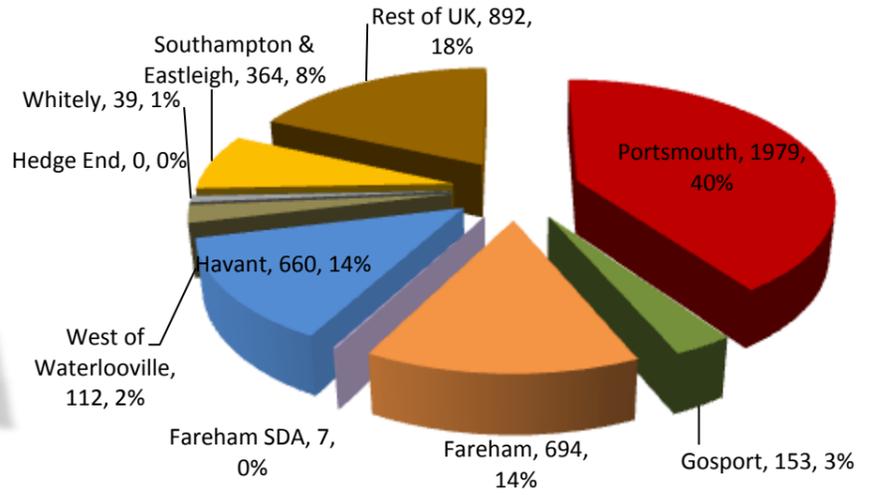
2026 Base Flows

Total Junction Flow = 4900 (decrease of -18 over 2006 base, 0%)



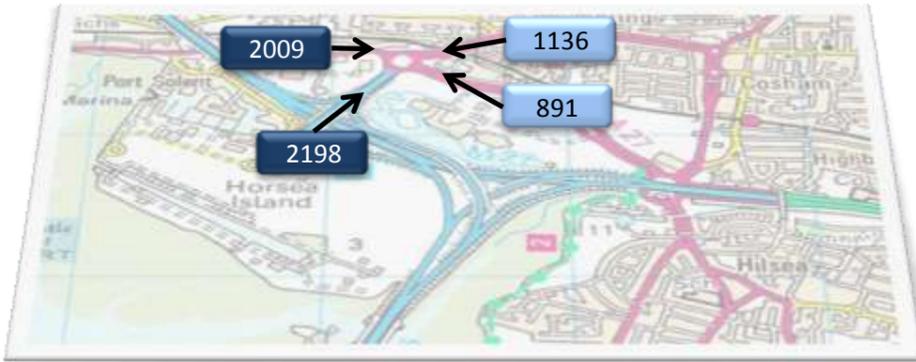
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2026 (Base) Origin of Traffic at Junction



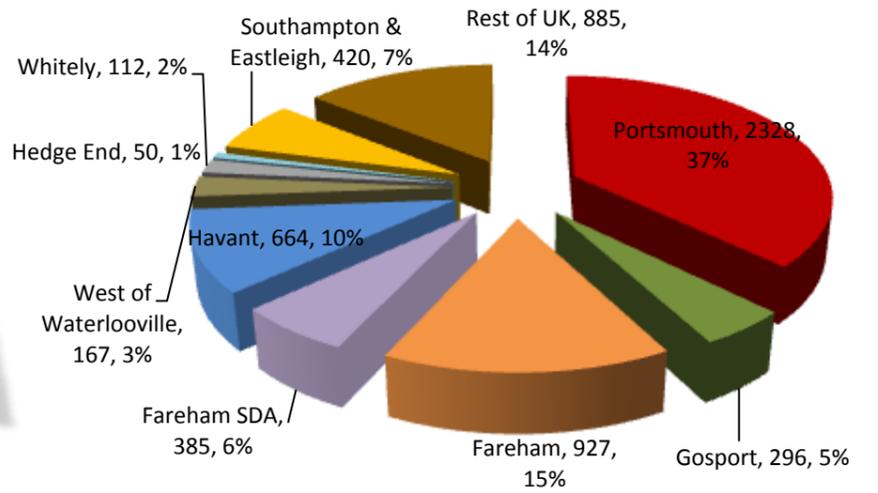
2026 Flows (Base + Development)

Total Junction Flow = 6234 (Increase of 1316 over 2006 base, 27%)



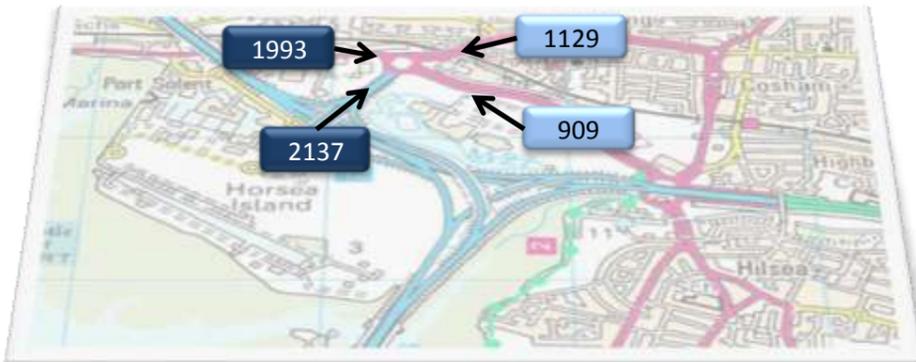
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2026 (Dev) Origin of Traffic at Junction



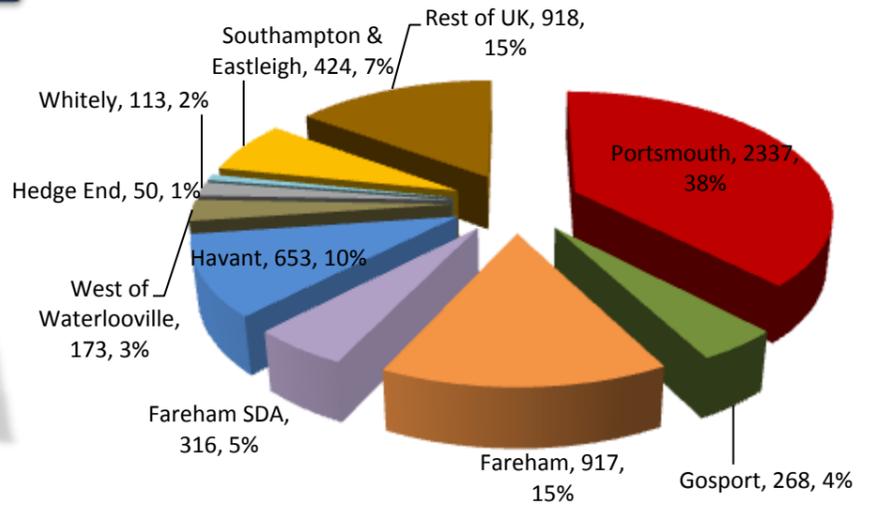
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 6168 (Increase of 1251 over 2006 base, 25%)



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2026 (PT) Origin of Traffic at Junction

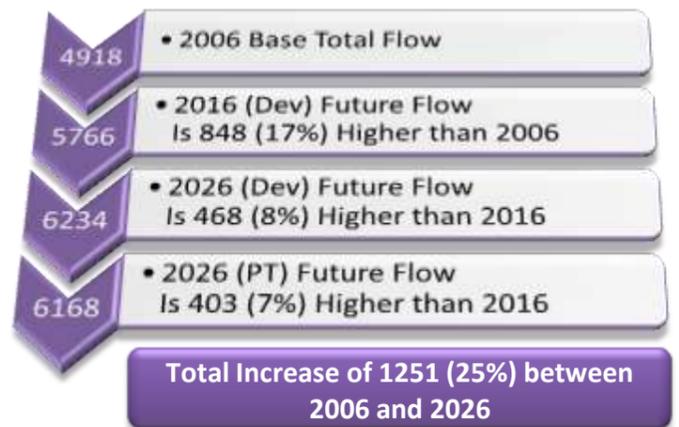


Summary Table

Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	1979	-3%	2328	15%	2337	15%
Gosport	153	-3%	296	90%	268	72%
Fareham	694	-4%	927	30%	917	28%
Fareham SDA	7	-9%	385	>500%	316	>500%
Havant	660	-4%	664	-3%	653	-5%
West of Waterlooville	112	4%	167	53%	173	58%
Whitely	39	5%	112	190%	113	193%
Hedge End	0	0%	50	0%	50	0%
Southampton & Eastleigh	364	10%	420	25%	424	26%
Rest of UK	892	6%	885	5%	918	9%
Total	4900	0%	6234	27%	6168	26%

5766

Total Flows



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of M27/A27 Intersection Results

Page 2 of 2

Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

Results Sheet 12

A

Peter Brett Associates LLP

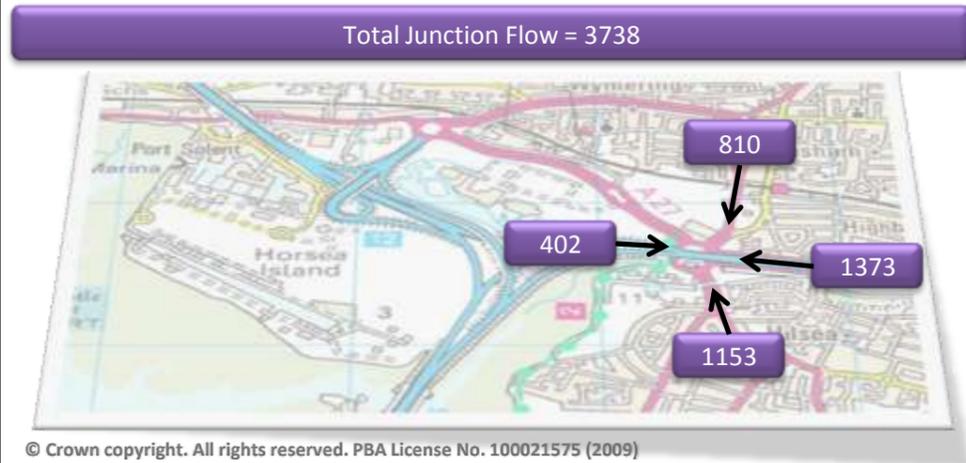
J:\19962 Hants LDF evaluation\101\Modelling\Report Re-Runs\Junction 12

Hillsea Roundabout

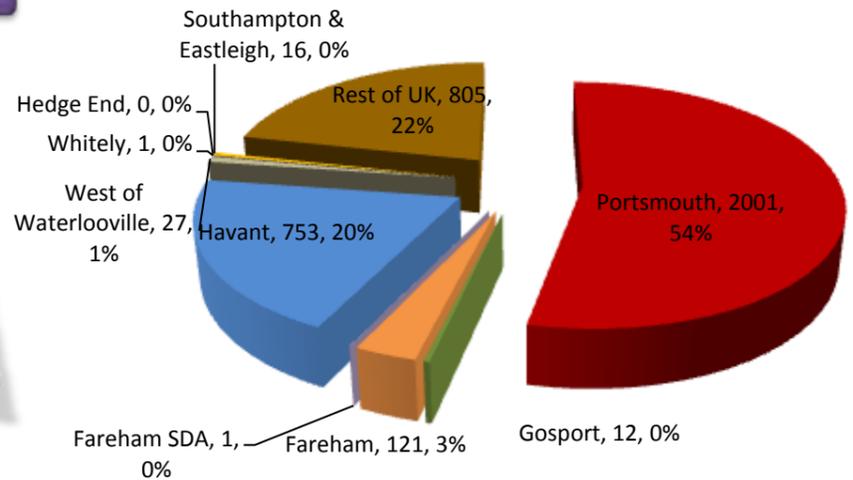
Existing Junction Details

The roundabout is a large multi-lane unsignalised roundabout with five arms; two of which are one-way slip roads. In the morning peak there is little traffic delay on all entries and exits with the exception of the southbound approach from Cosham and the A27(T) westbound (off) slip road where long queues regularly develop in the offside lane; the nearside lane is a dedicated free entry left turn only slip. In the evening peak there is queuing on all arms of the junction.

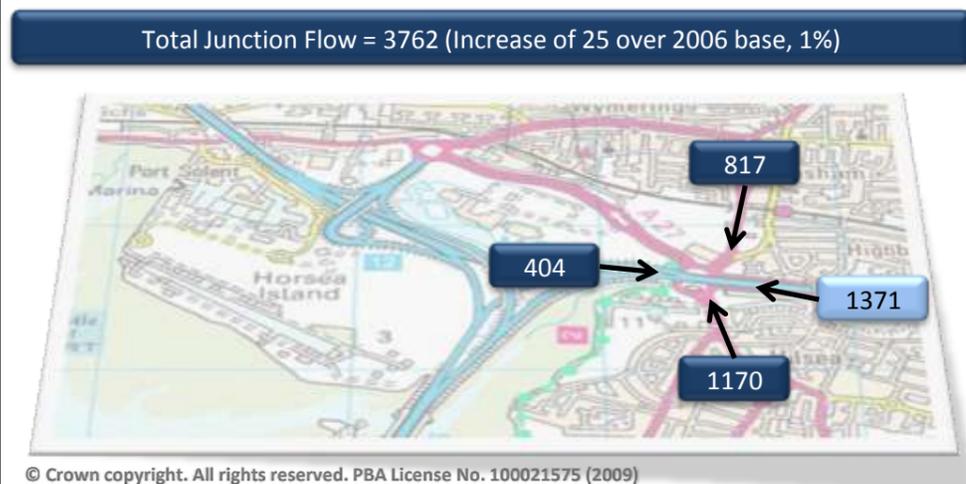
2006 Base Flows



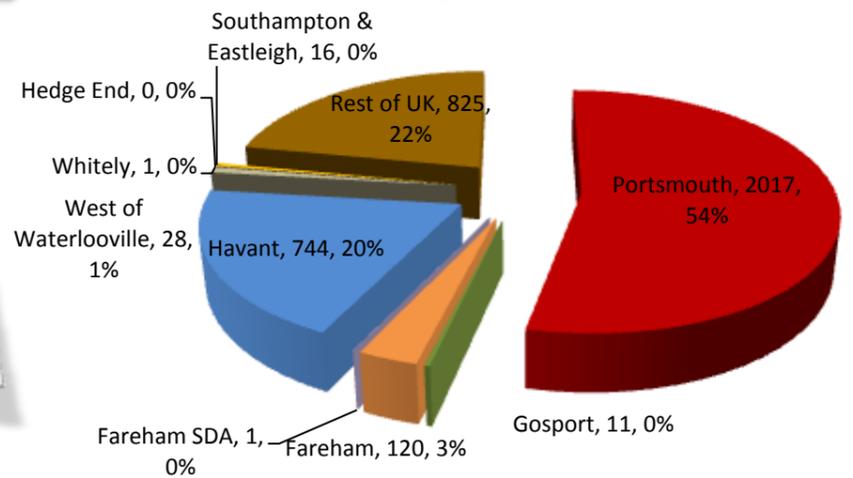
2006 (Base) Origin of Traffic at Junction



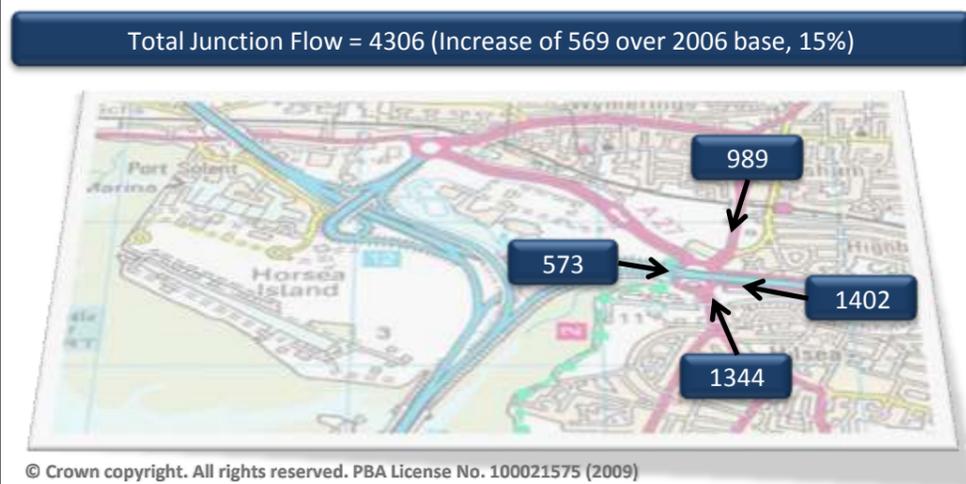
2016 Base Flows



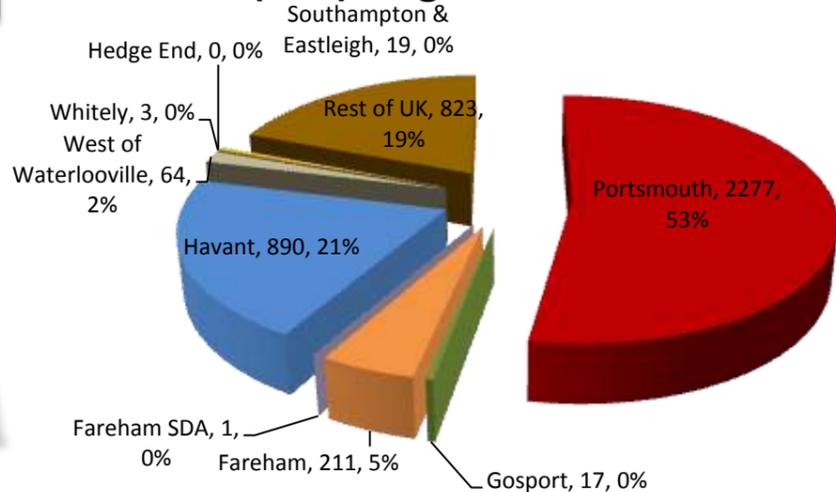
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



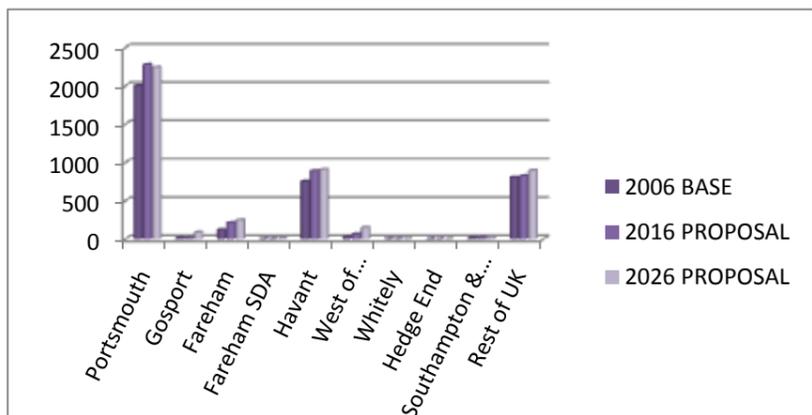
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	2001	2017	1%	2277	14%
Gosport	12	11	-8%	17	39%
Fareham	121	120	-1%	211	75%
Fareham SDA	1	1	-6%	1	12%
Havant	753	744	-1%	890	18%
West of Waterlooville	27	28	2%	64	134%
Whitely	1	1	-1%	3	122%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	16	16	1%	19	18%
Rest of UK	805	825	3%	823	2%
Total	3738	3762	1%	4306	15%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Hillsea Roundabout Results

Page 1 of 2

Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

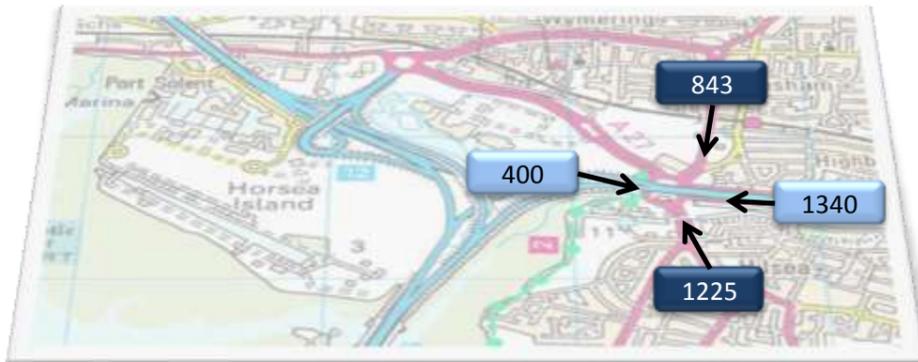
Results Sheet 13

A

Hillsea Roundabout

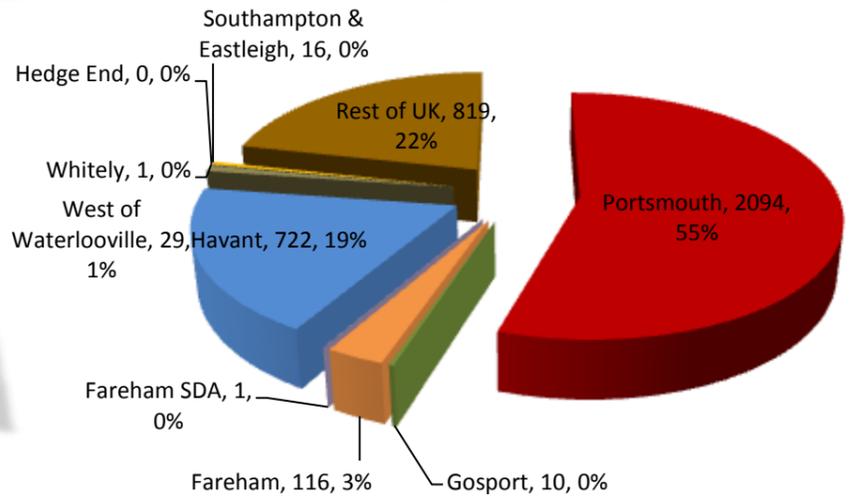
2026 Base Flows

Total Junction Flow = 3808 (Increase of 71 over 2006 base, 2%)



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2026 (Base) Origin of Traffic at Junction



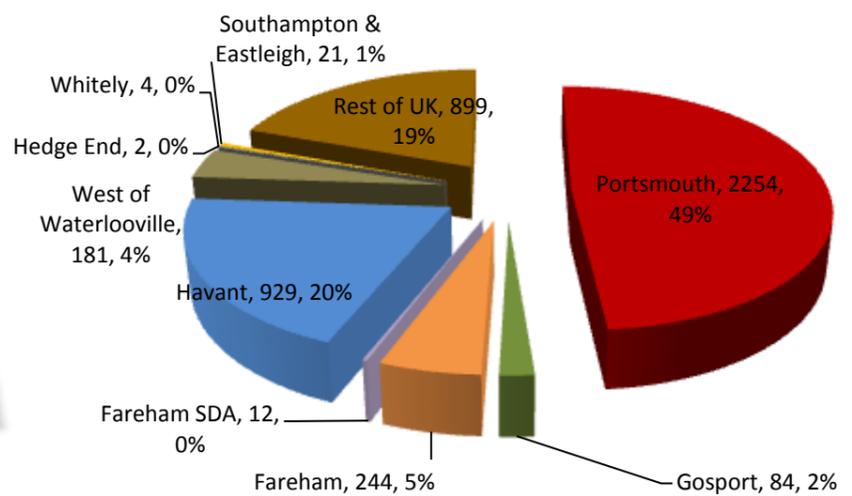
2026 Flows (Base + Development)

Total Junction Flow = 4630 (Increase of 892 over 2006 base, 24%)



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2026 (Dev) Origin of Traffic at Junction



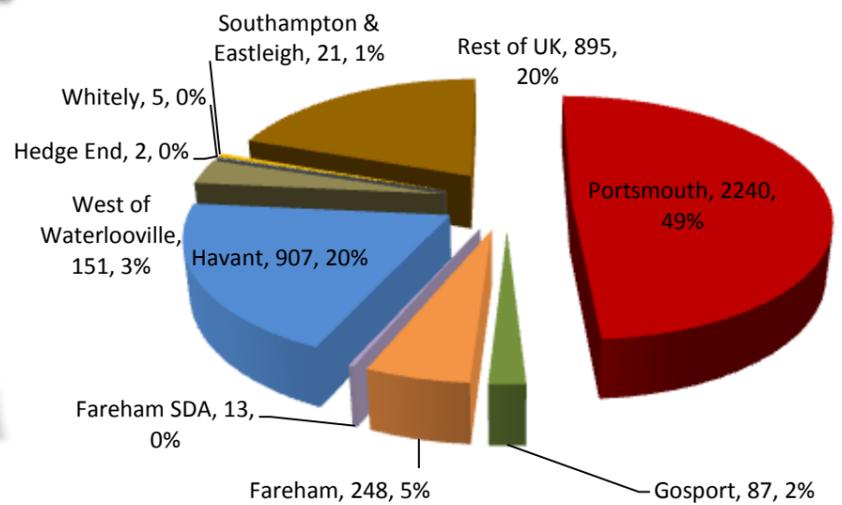
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 4569 (Increase of 832 over 2006 base, 22%)

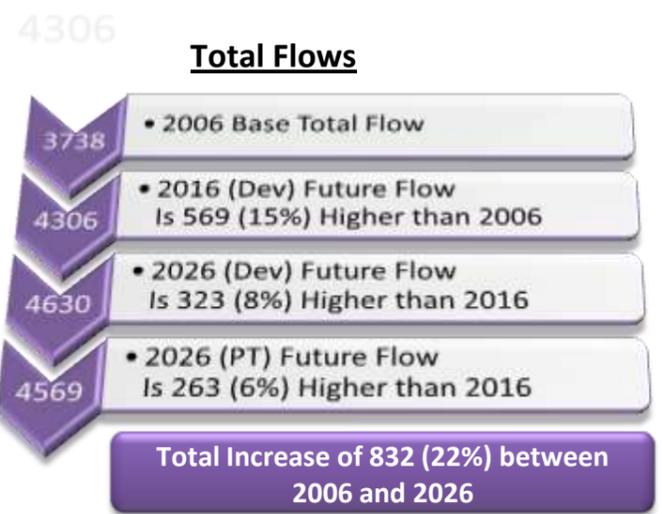


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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	2094	4%	2254	12%	2240	11%
Gosport	10	-24%	84	>500%	87	>500%
Fareham	116	-4%	244	106%	248	109%
Fareham SDA	1	-25%	12	>500%	13	>500%
Havant	722	-4%	929	24%	907	21%
West of Waterlooville	29	7%	181	>500%	151	420%
Whitely	1	-10%	4	207%	5	244%
Hedge End	0	0%	2	0%	2	0%
Southampton & Eastleigh	16	-1%	21	30%	21	34%
Rest of UK	819	2%	899	11%	895	11%
Total	3808	2%	4630	23%	4569	22%



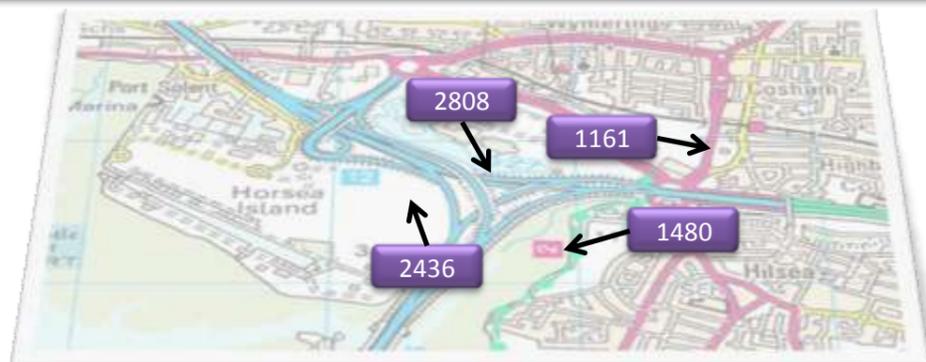
M27/M275 Screenline

Existing Junction Details

This junction consists of the motorway merge of the M27 and the M275 at Portsmouth. Traffic flows smoothly at all times of the day at this grade-separated junction. However during the morning peak and on summer weekends the queue from the downstream junctions on Portsea Island can extend back to the junction with long delays onto the Island.

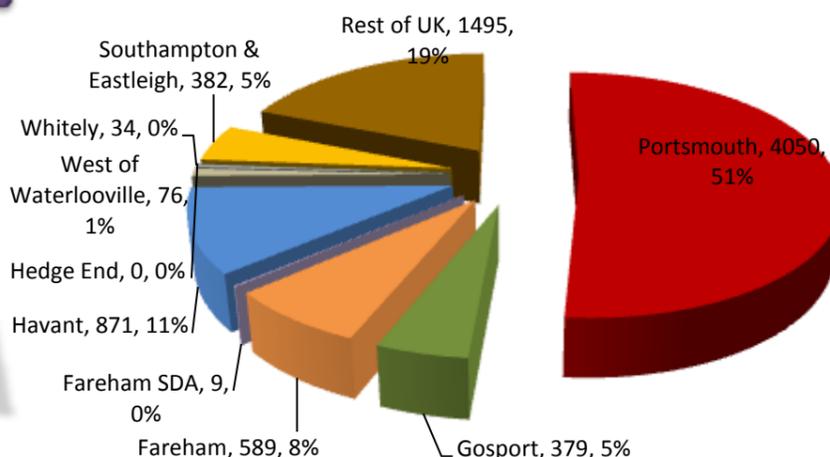
2006 Base Flows

Total Junction Flow = 7885



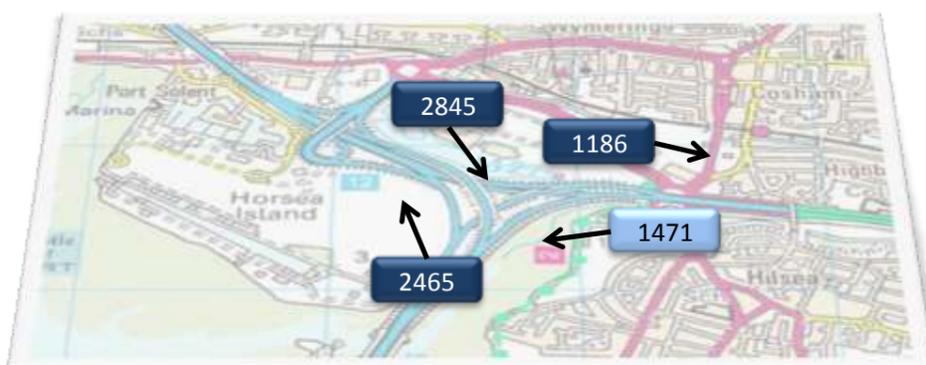
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2006 (Base) Origin of Traffic at Junction



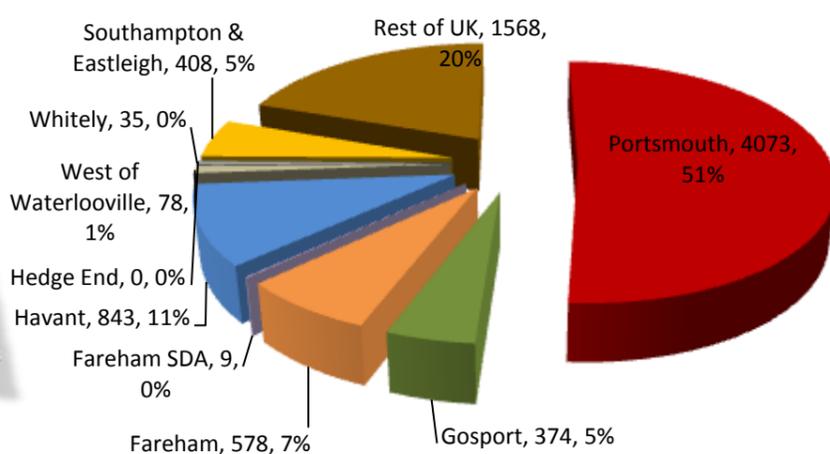
2016 Base Flows

Total Junction Flow = 7967 (Increase of 82 over 2006 base, 1%)



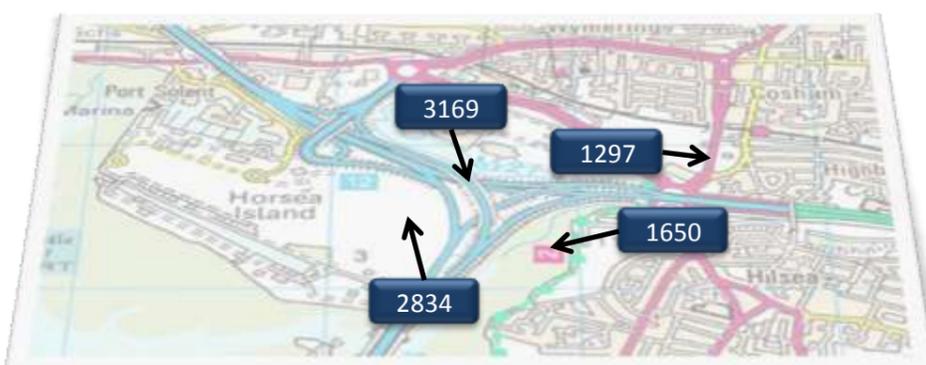
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2016 (Base) Origin of Traffic at Junction



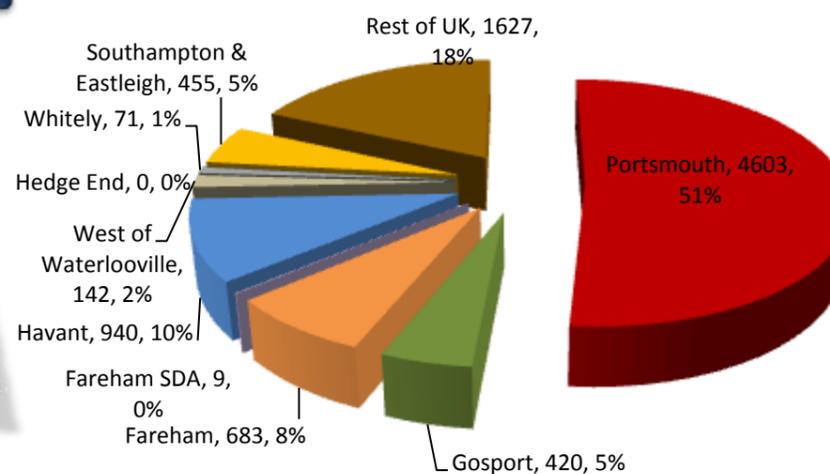
2016 Flows (Base + Development)

Total Junction Flow = 8950 (Increase of 1065 over 2006 base, 14%)



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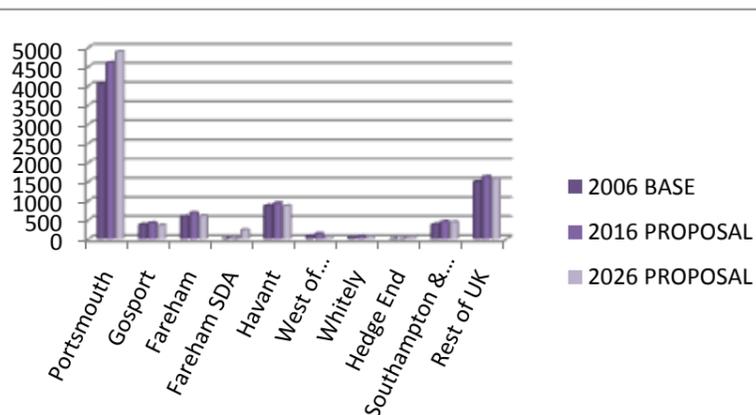
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	4050	4073	1%	4603	14%
Gosport	379	374	-1%	420	11%
Fareham	589	578	-2%	683	16%
Fareham SDA	9	9	-2%	9	-2%
Havant	871	843	-3%	940	8%
West of Waterlooville	76	78	2%	142	86%
Whitely	34	35	4%	71	109%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	382	408	7%	455	19%
Rest of UK	1495	1568	5%	1627	9%
Total	7885	7967	1%	8950	14%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of M27/M275 Screenline Results

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Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

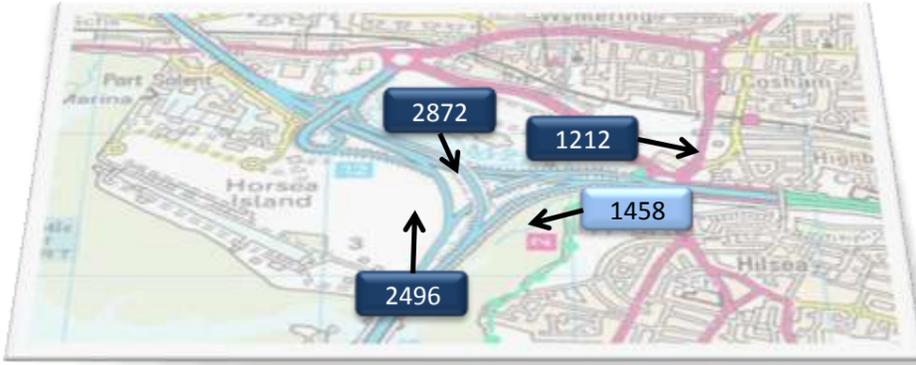
Results Sheet 14

A

M27/M275 Screenline

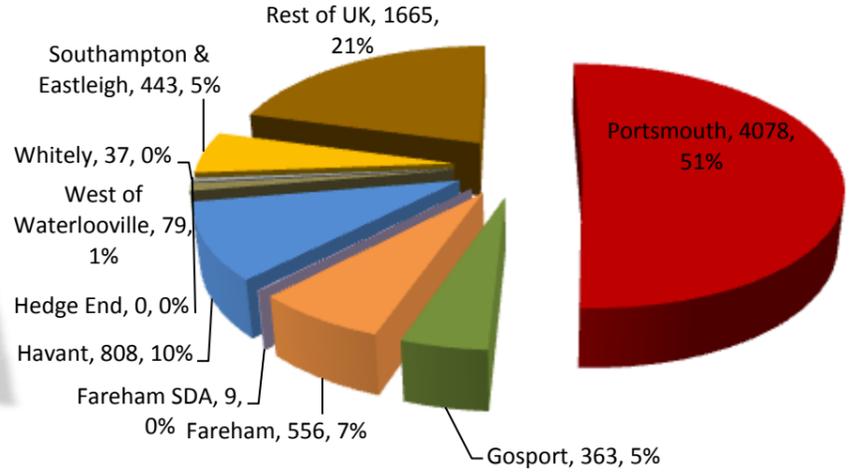
2026 Base Flows

Total Junction Flow = 8037 (Increase of 152 over 2006 base, 2%)



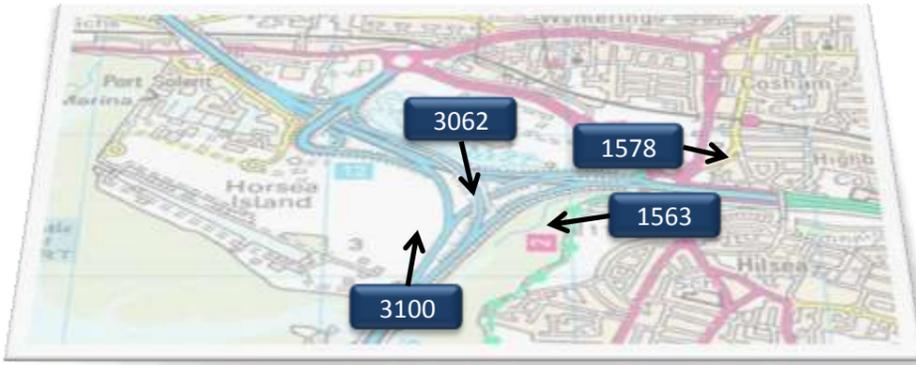
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2026 (Base) Origin of Traffic at Junction



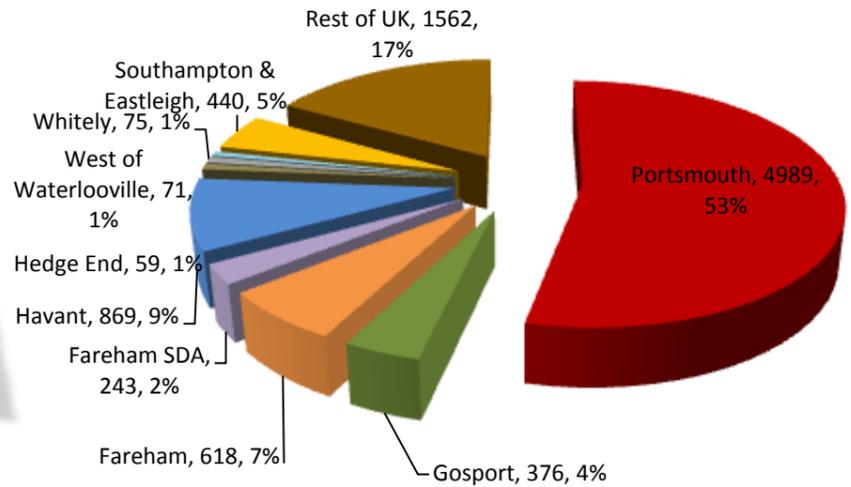
2026 Flows (Base + Development)

Total Junction Flow = 9302 (Increase of 1417 over 2006 base, 18%)



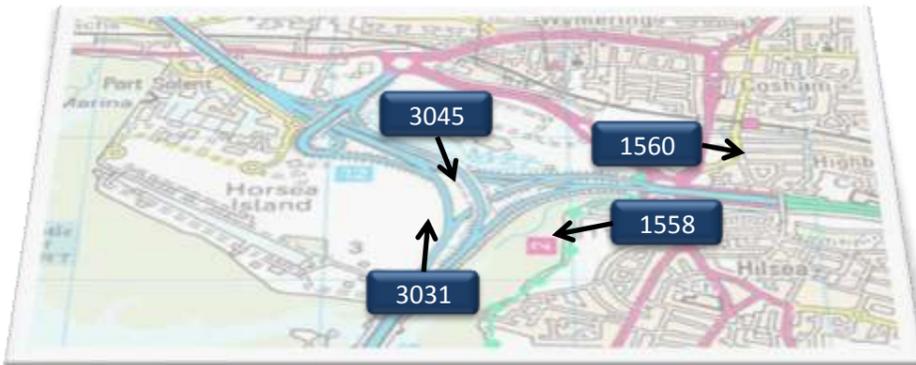
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2026 (Dev) Origin of Traffic at Junction



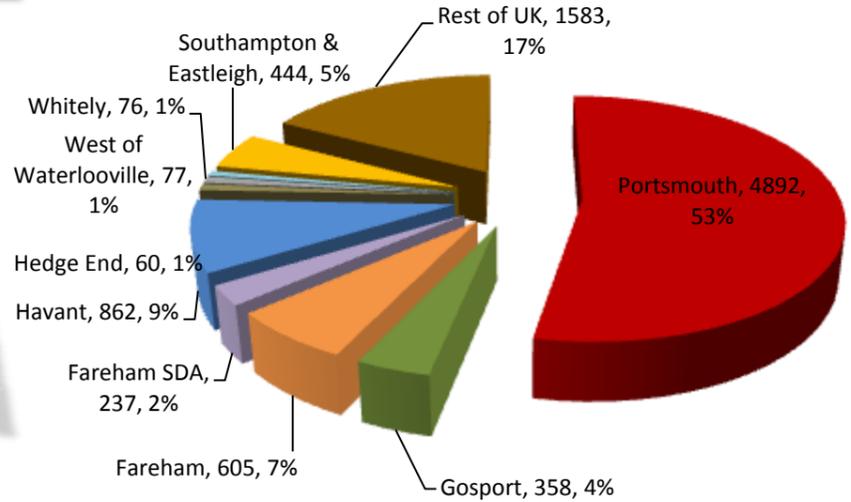
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 9194 (Increase of 1310 over 2006 base, 17%)

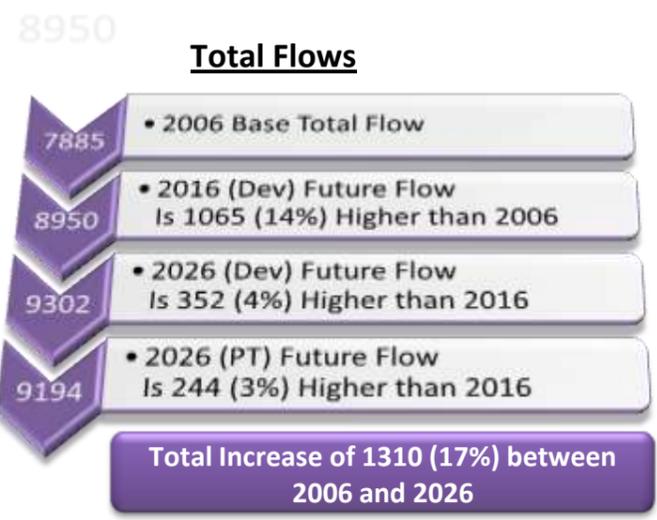


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2026 (PT) Origin of Traffic at Junction



Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	4078	1%	4989	23%	4892	21%
Gosport	363	-4%	376	-1%	358	-6%
Fareham	556	-6%	618	5%	605	3%
Fareham SDA	9	-6%	243	>500%	237	>500%
Havant	808	-8%	869	0%	862	-1%
West of Waterlooville	79	4%	71	-7%	77	1%
Whitely	37	8%	75	114%	76	115%
Hedge End	0	0%	59	0%	60	0%
Southampton & Eastleigh	443	14%	440	13%	444	14%
Rest of UK	1665	10%	1562	4%	1583	5%
Total	8037	2%	9302	18%	9194	16%

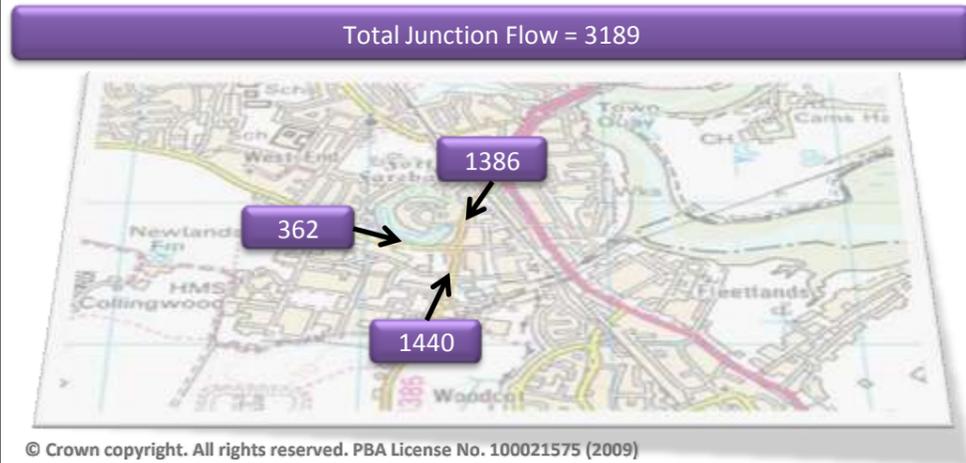


Longfield Avenue/Newgate Lane Roundabout

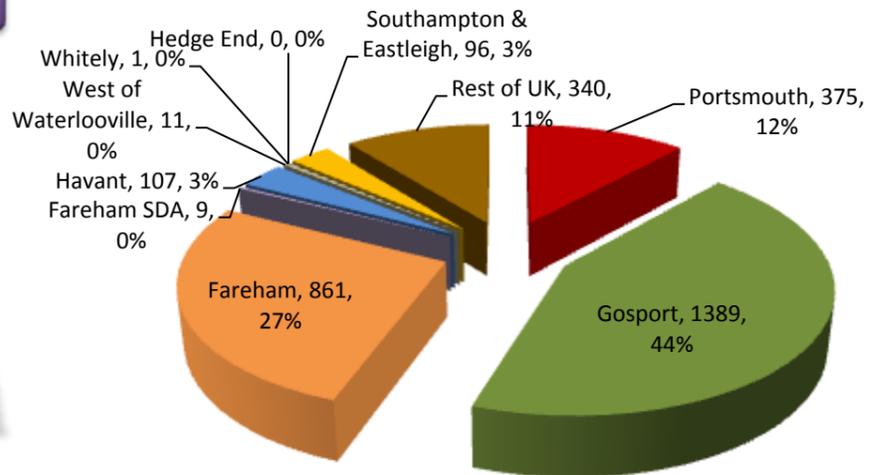
Existing Junction Details

Longfield Avenue is a four arm roundabout on Newgate Lane which links to A32 to the north. The junction interacts with the adjacent Speedfields roundabout and together they produce extensive queues on the southern approach and very slow moving traffic throughout Newgate Lane through a broad morning peak. In the afternoon peak there is often queuing extending to A32 Gosport Road to the north and also at other times.

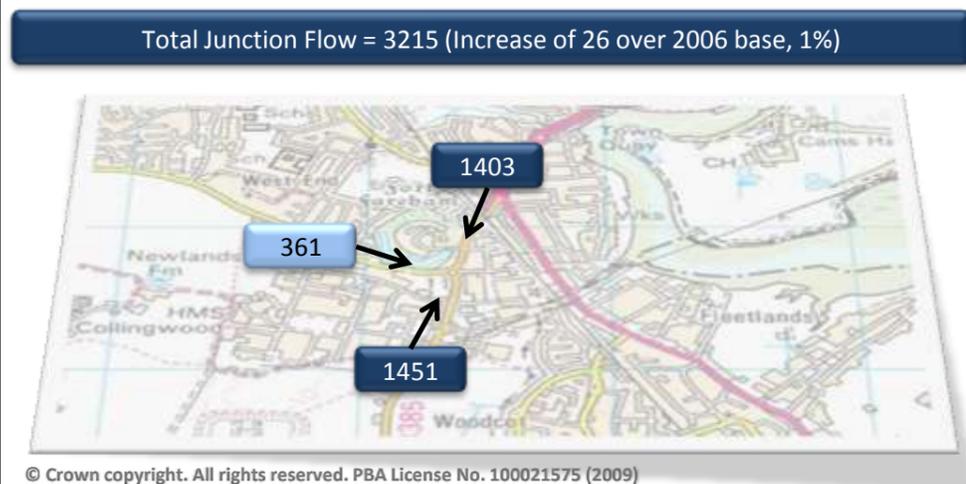
2006 Base Flows



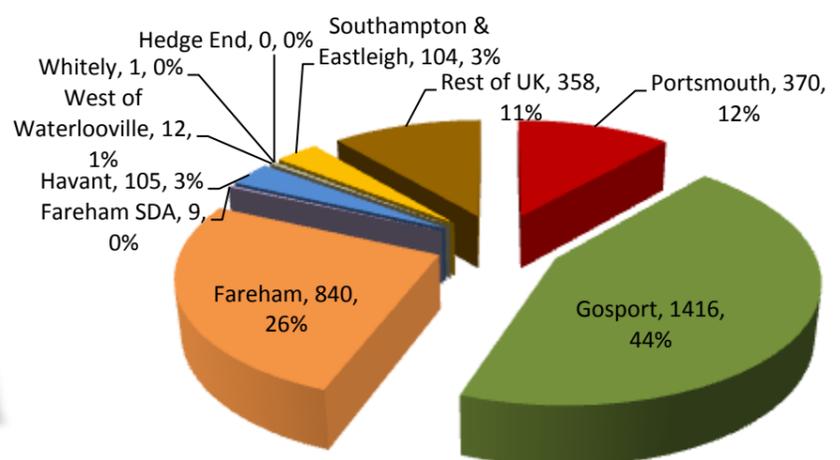
2006 (Base) Origin of Traffic at Junction



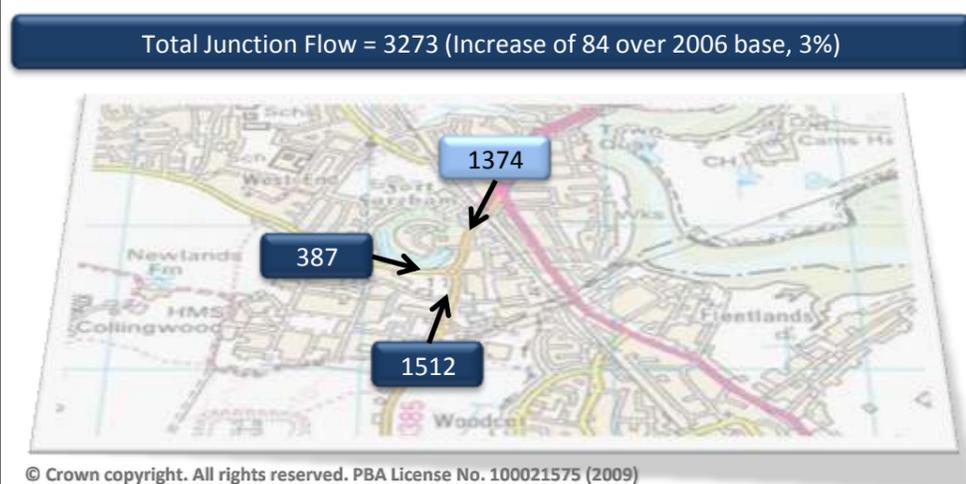
2016 Base Flows



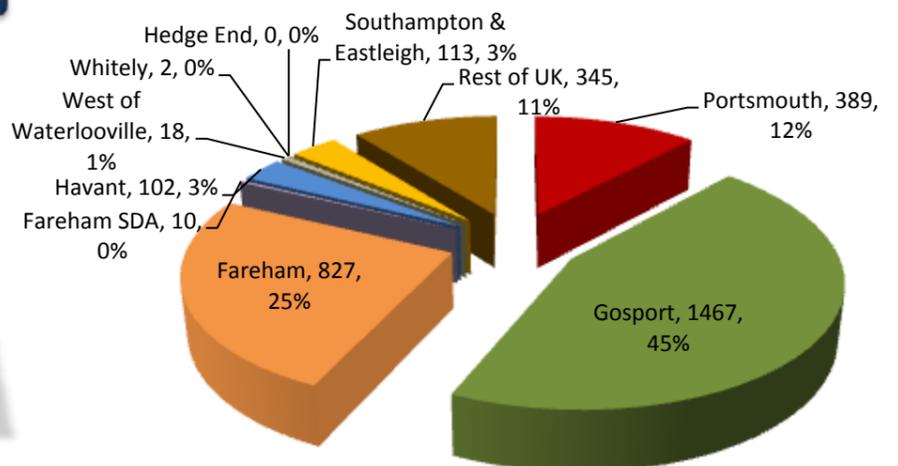
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



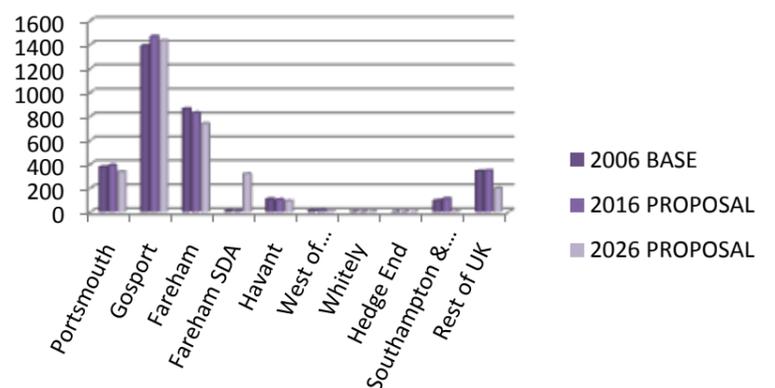
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	375	370	-1%	389	4%
Gosport	1389	1416	2%	1467	6%
Fareham	861	840	-2%	827	-4%
Fareham SDA	9	9	-2%	10	9%
Havant	107	105	-2%	102	-4%
West of Waterlooville	11	12	2%	18	54%
Whitely	1	1	-29%	2	43%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	96	104	9%	113	17%
Rest of UK	340	358	6%	345	2%
Total	3189	3215	1%	3273	3%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Longfield Avenue/Newgate Lane Roundabout Results

Page 1 of 2

Date: 28/08/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

Results Sheet 15

A

Longfield Avenue/Newgate Lane Roundabout

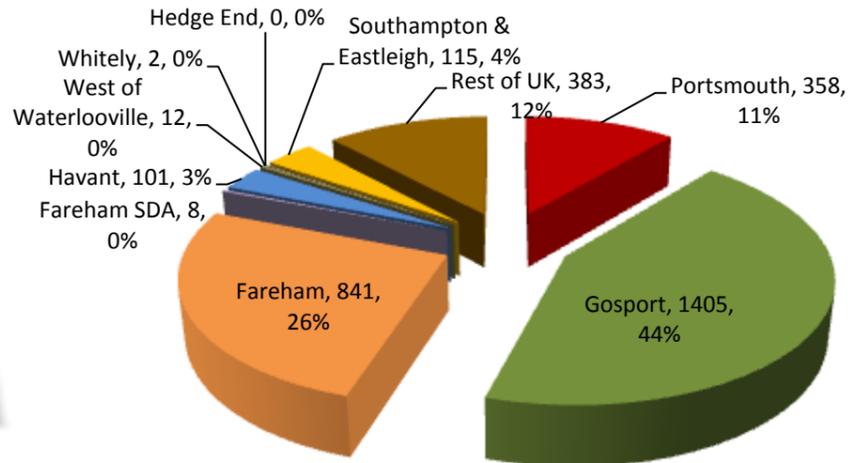
2026 Base Flows

Total Junction Flow = 3225 (Increase of 36 over 2006 base, 1%)



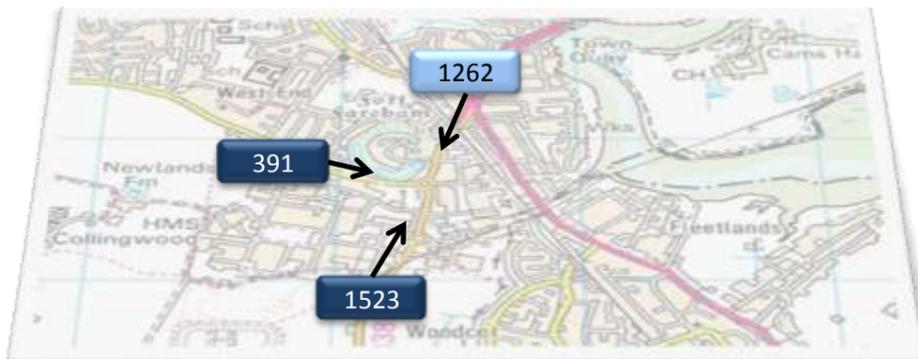
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2026 (Base) Origin of Traffic at Junction



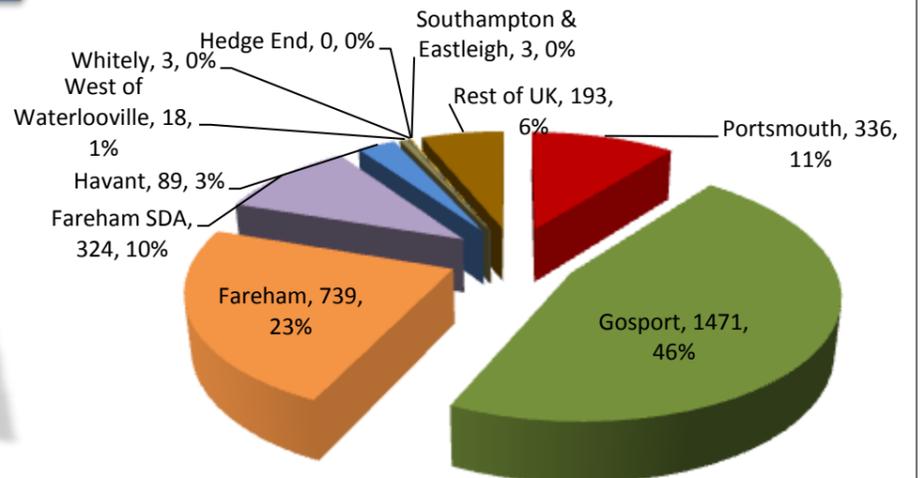
2026 Flows (Base + Development)

Total Junction Flow = 3176 (decrease of -12 over 2006 base, 0%)



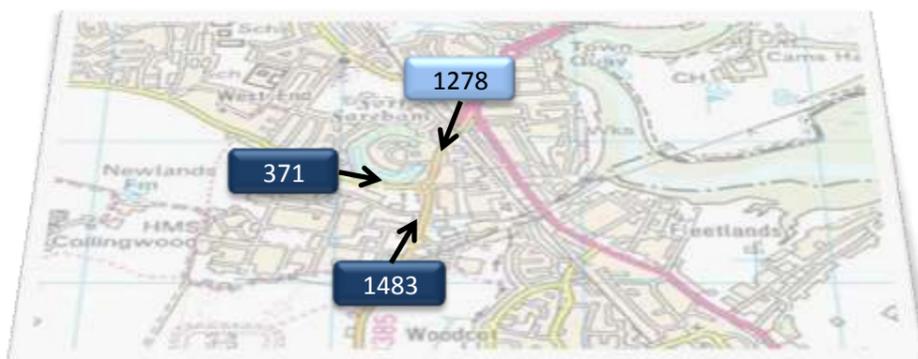
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2026 (Dev) Origin of Traffic at Junction



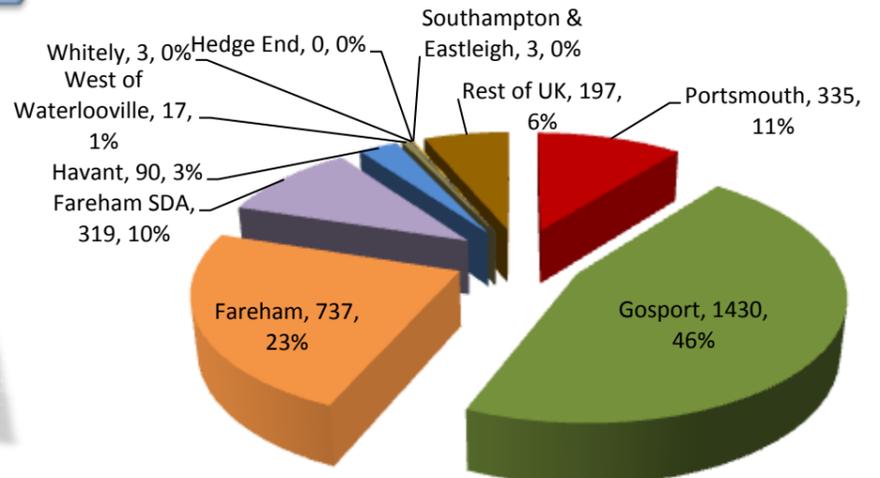
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3132 (decrease of -57 over 2006 base, -2%)

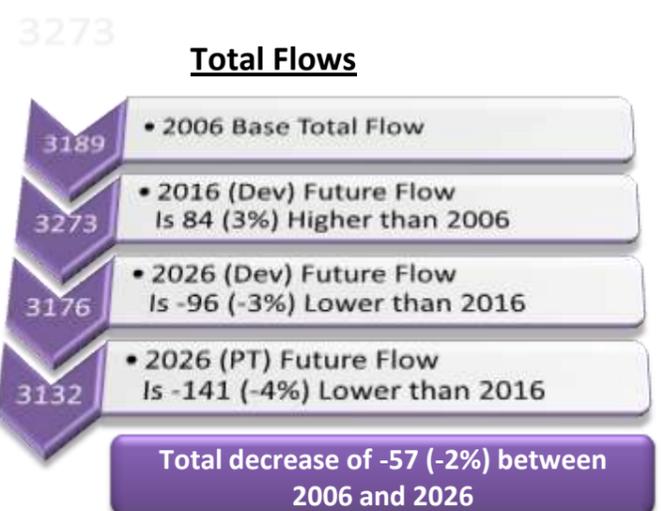


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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	358	-5%	336	-11%	335	-11%
Gosport	1405	1%	1471	6%	1430	3%
Fareham	841	-2%	739	-14%	737	-15%
Fareham SDA	8	-4%	324	>500%	319	>500%
Havant	101	-6%	89	-17%	90	-16%
West of Waterlooville	12	4%	18	53%	17	50%
Whitely	2	33%	3	96%	3	97%
Hedge End	0	0%	0	0%	0	0%
Southampton & Eastleigh	115	16%	3	-81%	3	-81%
Rest of UK	383	11%	193	-38%	197	-37%
Total	3225	1%	3176	0%	3132	-2%

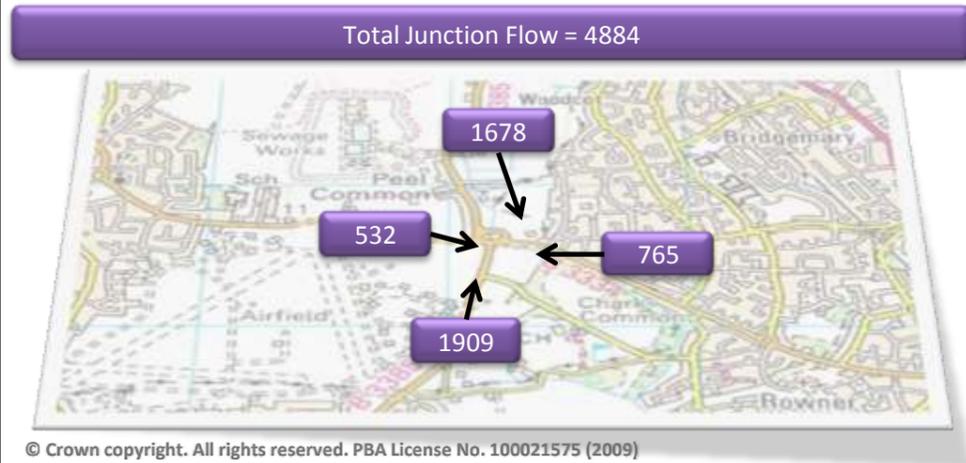


Peel Common Roundabout

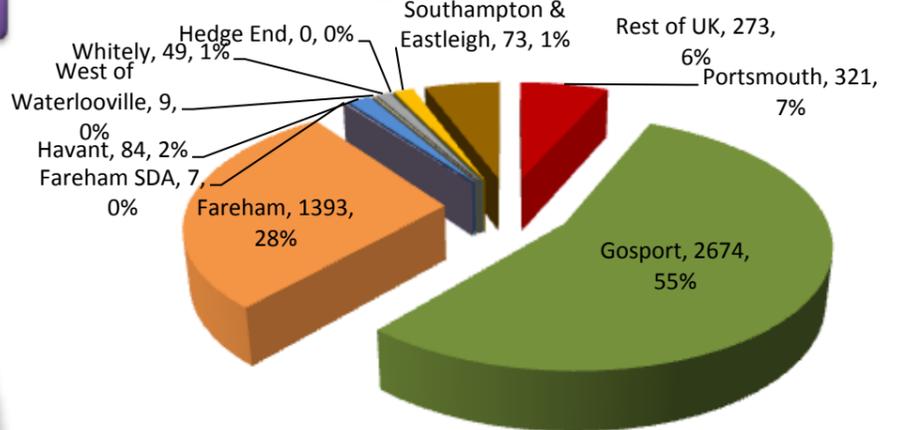
Existing Junction Details

The junction takes the form of a four arm roundabout fed by 'B' roads. Junction at capacity during morning and evening peak periods. Possible developer led junction improvements. Nature of improvements unknown at this time.

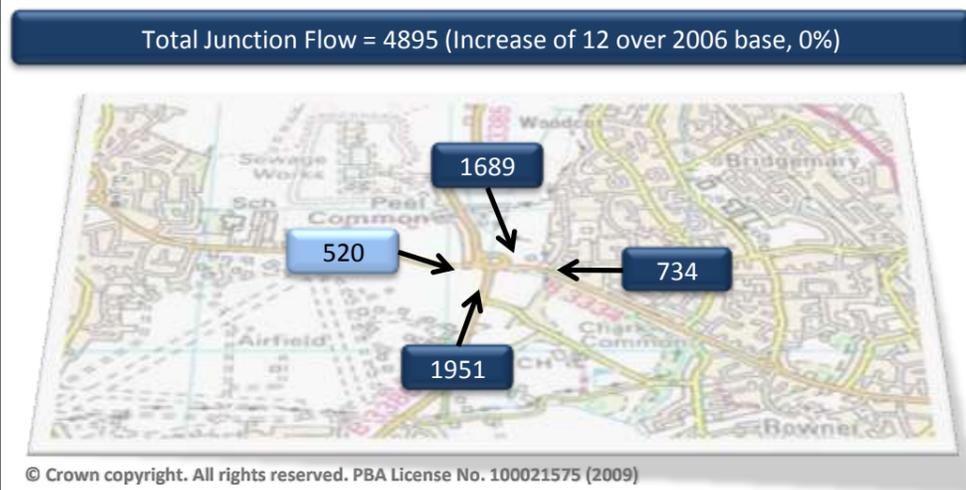
2006 Base Flows



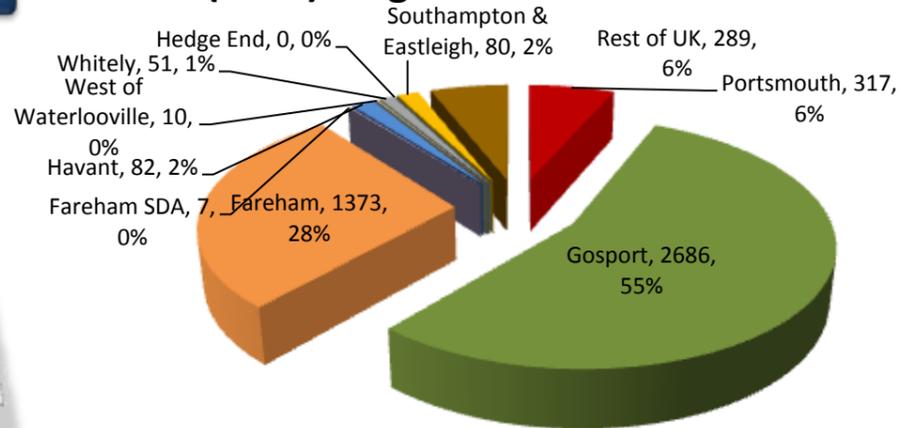
2006 (Base) Origin of Traffic at Junction



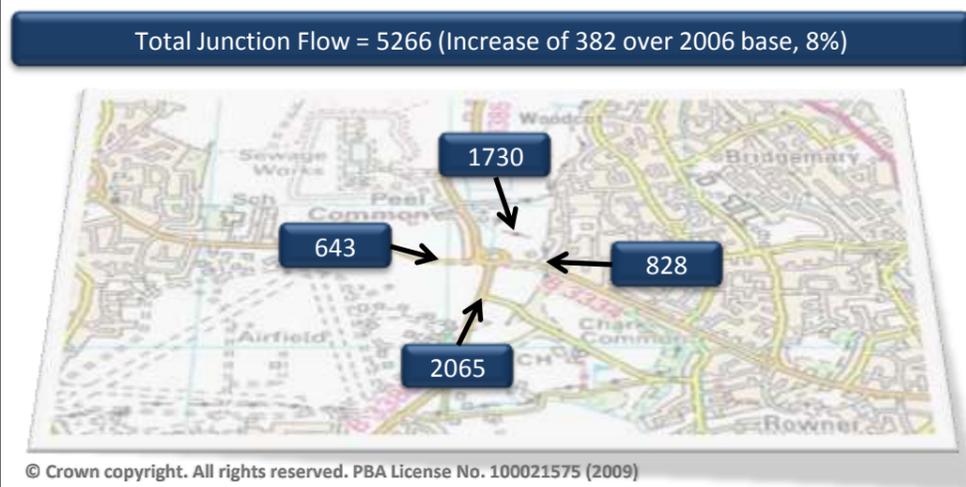
2016 Base Flows



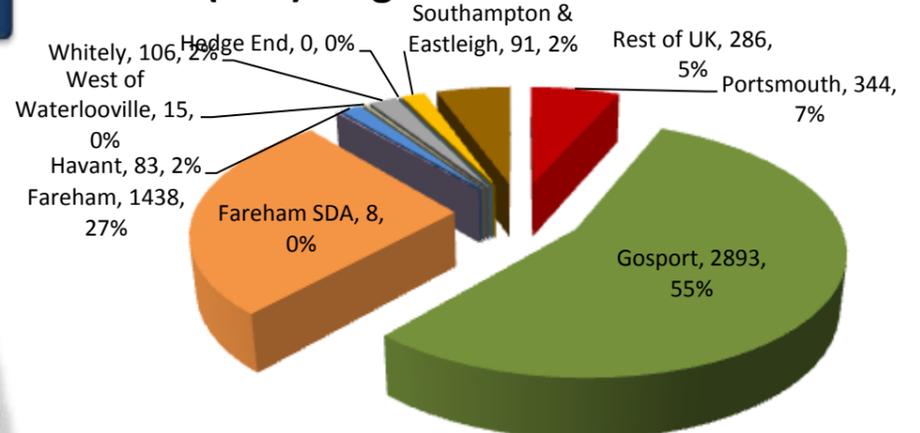
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



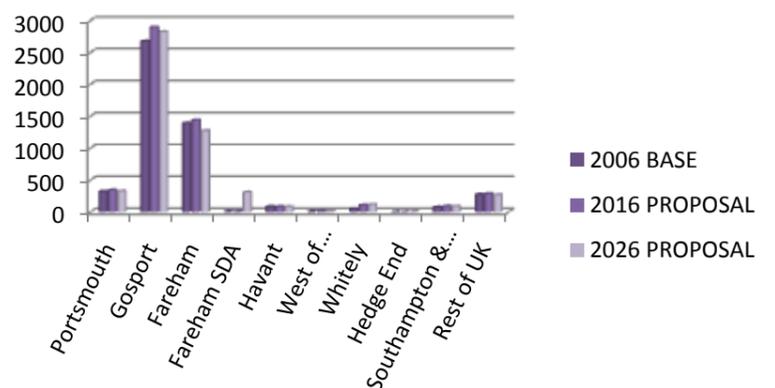
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	321	317	-1%	344	7%
Gosport	2674	2686	0%	2893	8%
Fareham	1393	1373	-1%	1438	3%
Fareham SDA	7	7	-2%	8	12%
Havant	84	82	-2%	83	-1%
West of Waterlooville	9	10	2%	15	60%
Whitely	49	51	4%	106	116%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	73	80	10%	91	24%
Rest of UK	273	289	6%	286	5%
Total	4884	4895	0%	5266	8%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Peel Common Roundabout Results

Page 1 of 2

Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

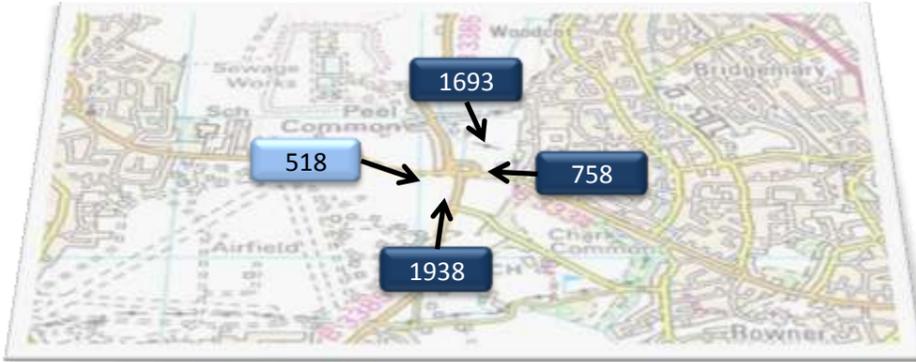
Results Sheet 16

A

Peel Common Roundabout

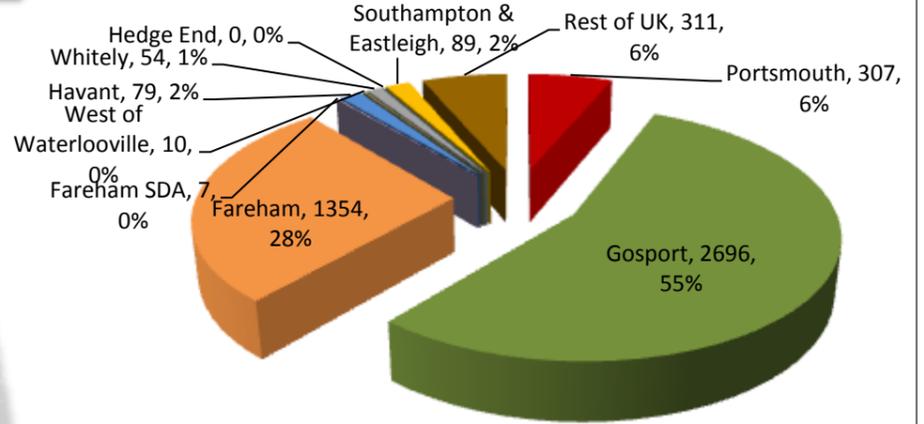
2026 Base Flows

Total Junction Flow = 4906 (Increase of 23 over 2006 base, 0%)



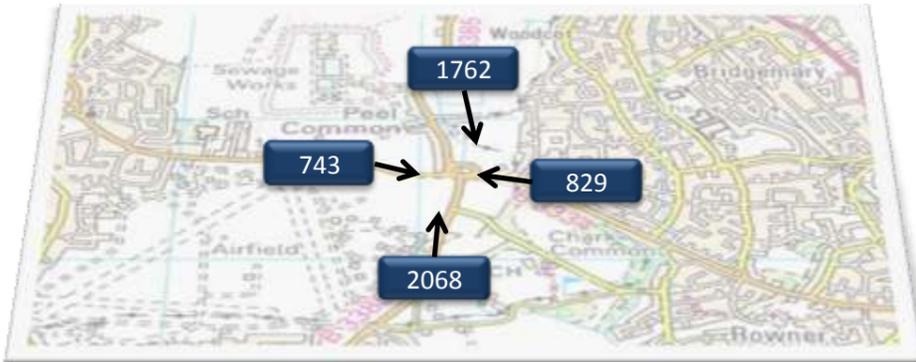
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2026 (Base) Origin of Traffic at Junction



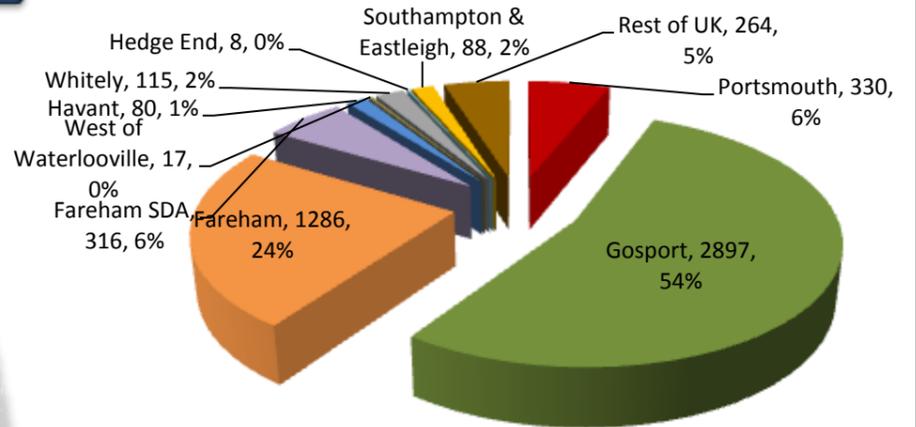
2026 Flows (Base + Development)

Total Junction Flow = 5402 (Increase of 518 over 2006 base, 11%)



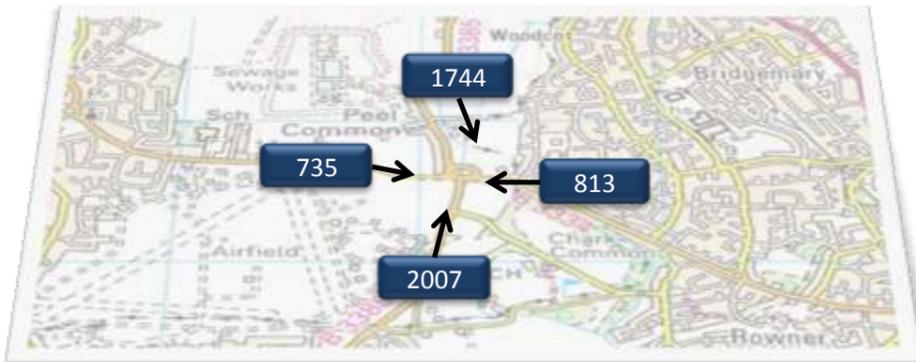
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2026 (Dev) Origin of Traffic at Junction



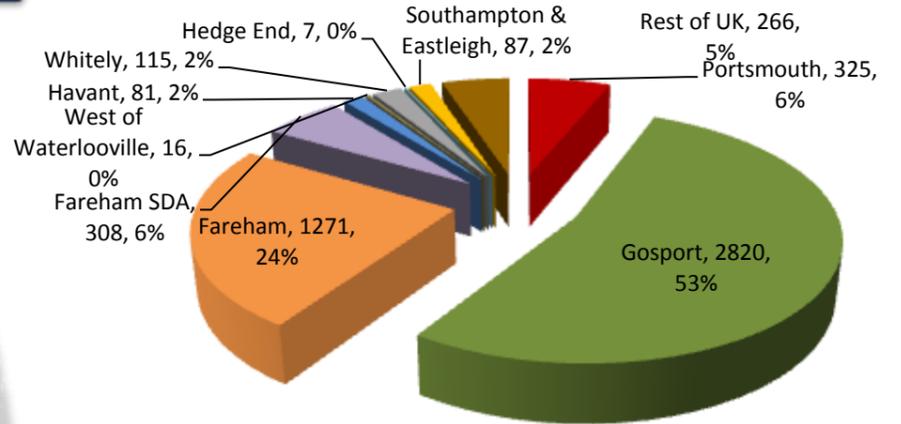
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 5299 (Increase of 415 over 2006 base, 9%)



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2026 (PT) Origin of Traffic at Junction

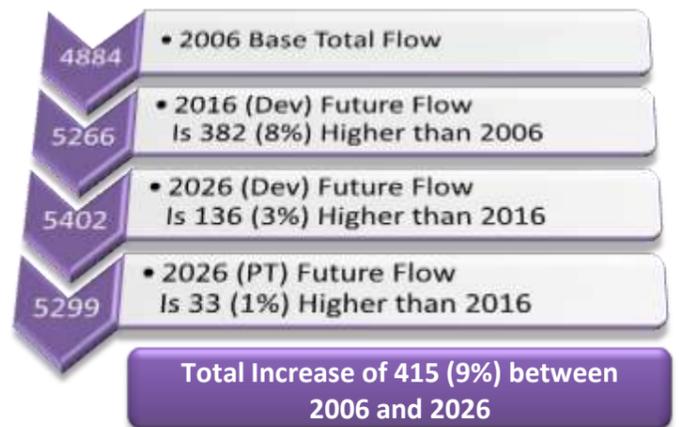


Summary Table

Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	307	-5%	330	3%	325	1%
Gosport	2696	1%	2897	8%	2820	5%
Fareham	1354	-3%	1286	-8%	1271	-9%
Fareham SDA	7	-4%	316	>500%	308	>500%
Havant	79	-7%	80	-5%	81	-4%
West of Waterlooville	10	4%	17	76%	16	72%
Whitely	54	9%	115	122%	115	122%
Hedge End	0	0%	8	0%	7	0%
Southampton & Eastleigh	89	18%	88	17%	87	16%
Rest of UK	311	12%	264	-3%	266	-2%
Total	4906	0%	5402	11%	5299	8%

5266

Total Flows



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Peel Common Roundabout Results

Page 2 of 2

Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

Results Sheet 16

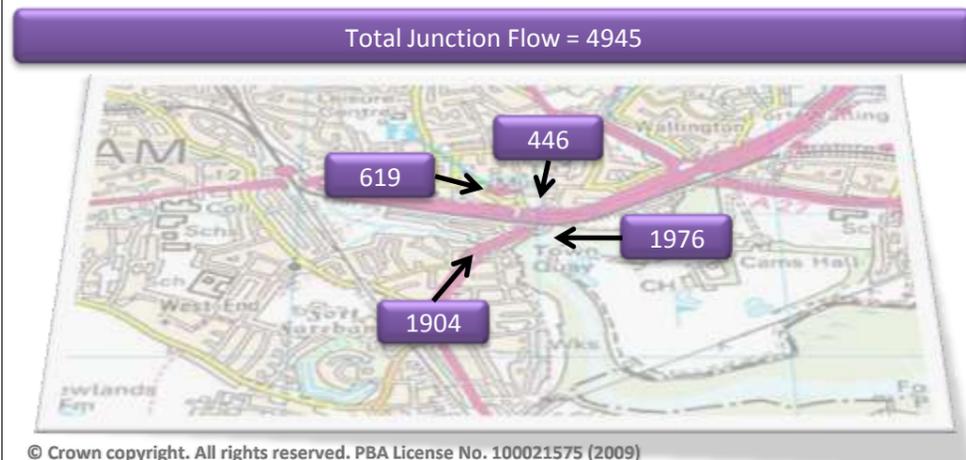
A

Quay Street Roundabout

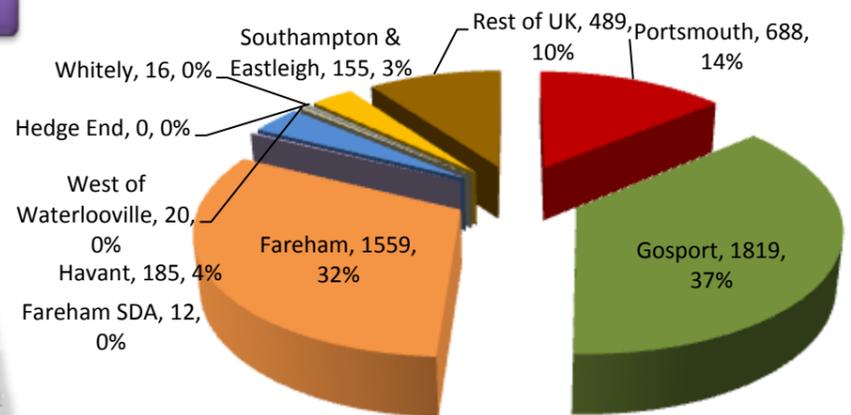
Existing Junction Details

Quay Street is a 5 arm roundabout near Fareham Wharf with access to the adjacent A27, a major route into Fareham. Junction at capacity during morning and evening peak periods. Traffic demands presently controlled by partial signalisation of the junction. Developer led full signalisation of the roundabout proposed.

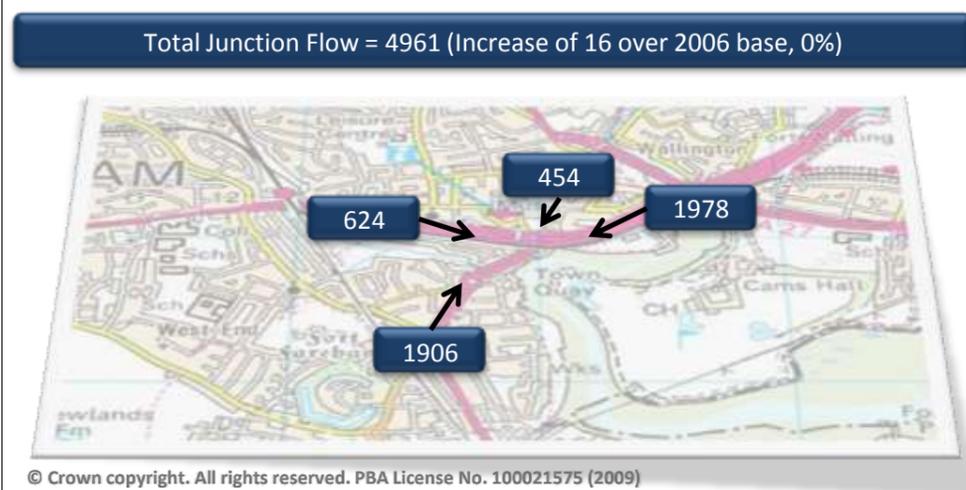
2006 Base Flows



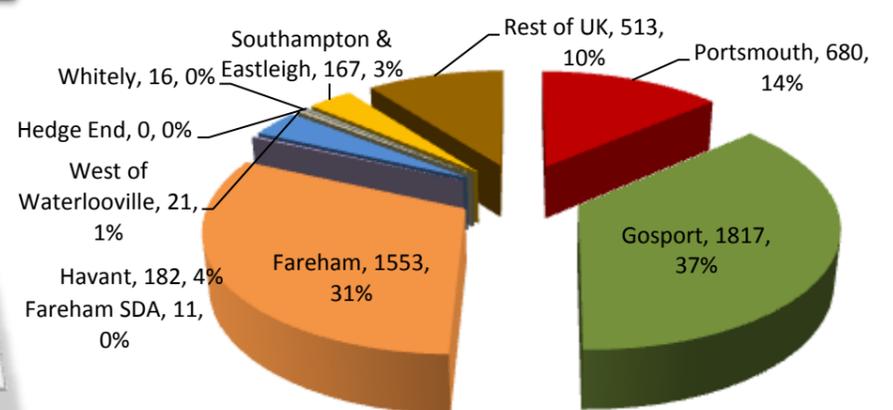
2006 (Base) Origin of Traffic at Junction



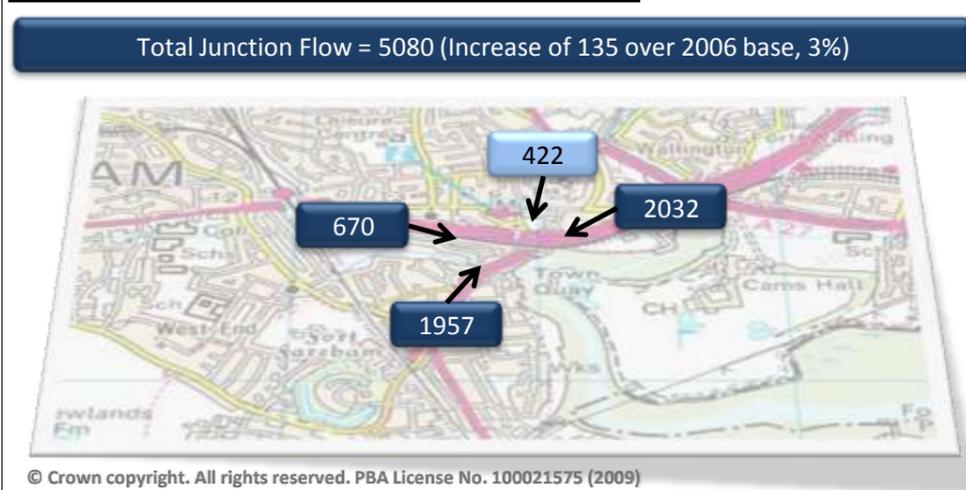
2016 Base Flows



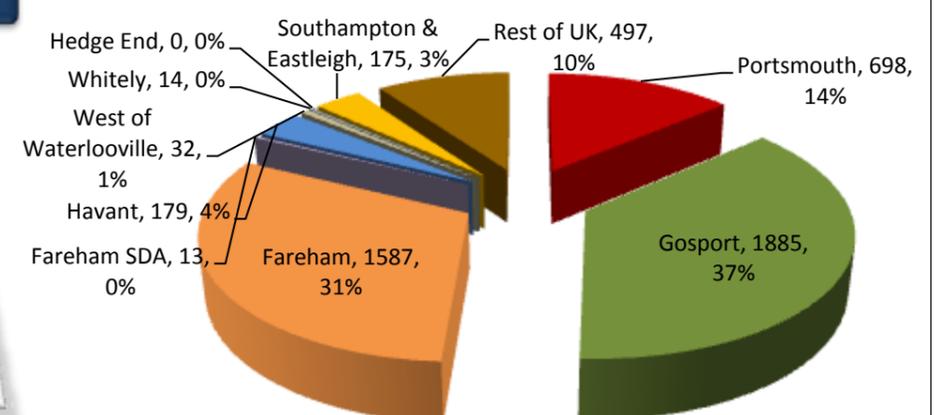
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



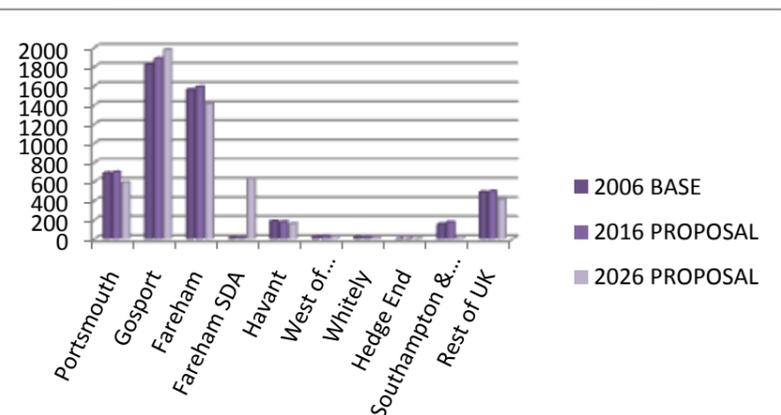
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	688	680	-1%	698	1%
Gosport	1819	1817	0%	1885	4%
Fareham	1559	1553	0%	1587	2%
Fareham SDA	12	11	-2%	13	9%
Havant	185	182	-2%	179	-3%
West of Waterlooville	20	21	3%	32	57%
Whiteley	16	16	0%	14	-16%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	155	167	8%	175	13%
Rest of UK	489	513	5%	497	2%
Total	4945	4961	0%	5080	3%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Quay Street Roundabout Results

Page 1 of 2

Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

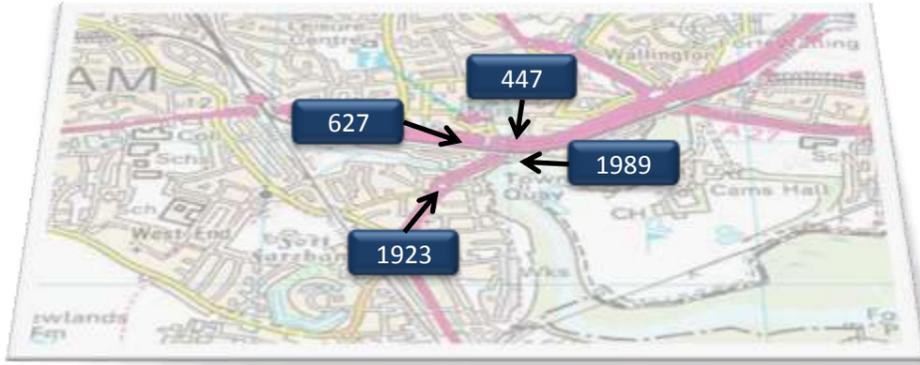
Results Sheet 17

A

Quay Street Roundabout

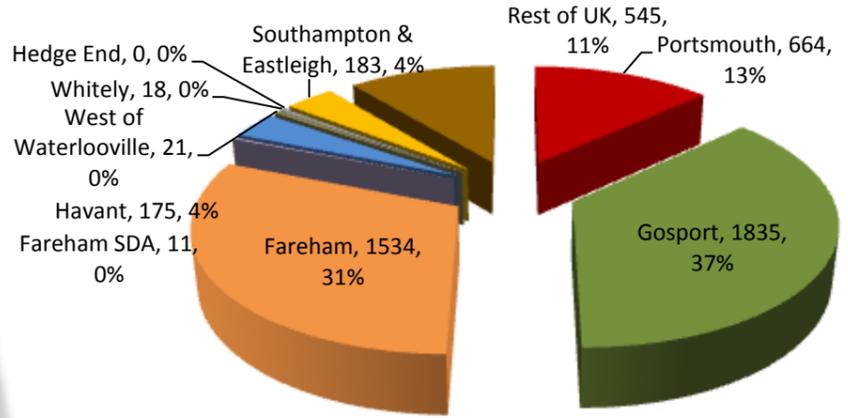
2026 Base Flows

Total Junction Flow = 4986 (Increase of 41 over 2006 base, 1%)



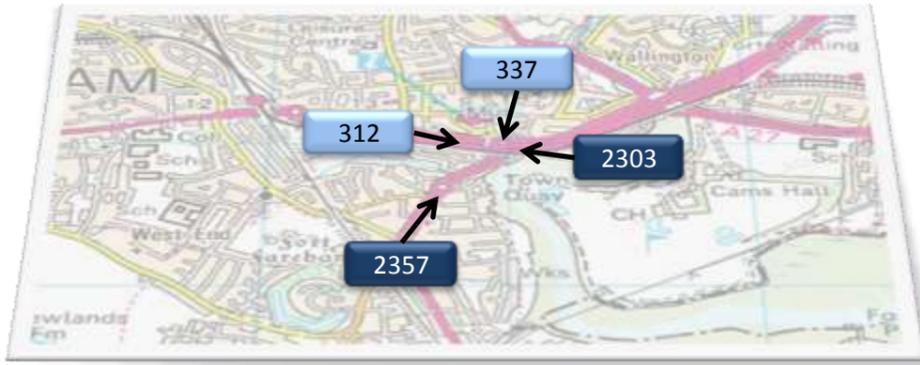
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2026 (Base) Origin of Traffic at Junction



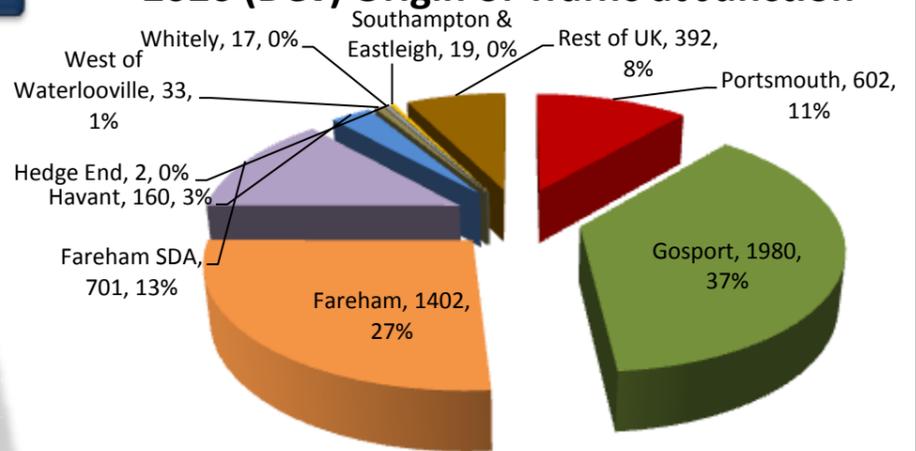
2026 Flows (Base + Development)

Total Junction Flow = 5309 (Increase of 364 over 2006 base, 7%)



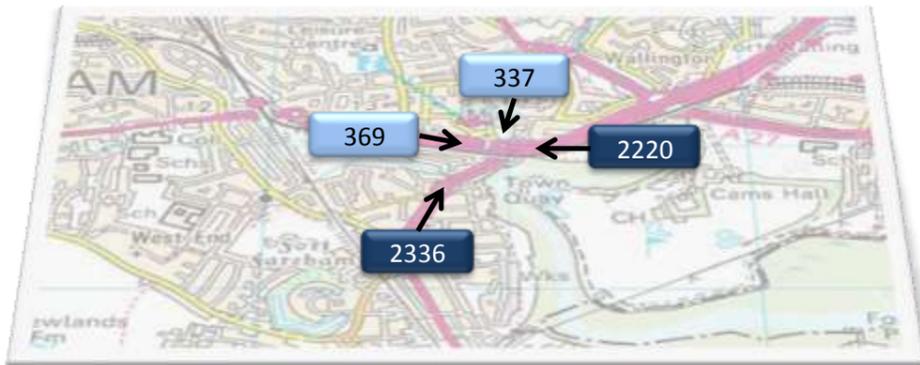
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2026 (Dev) Origin of Traffic at Junction



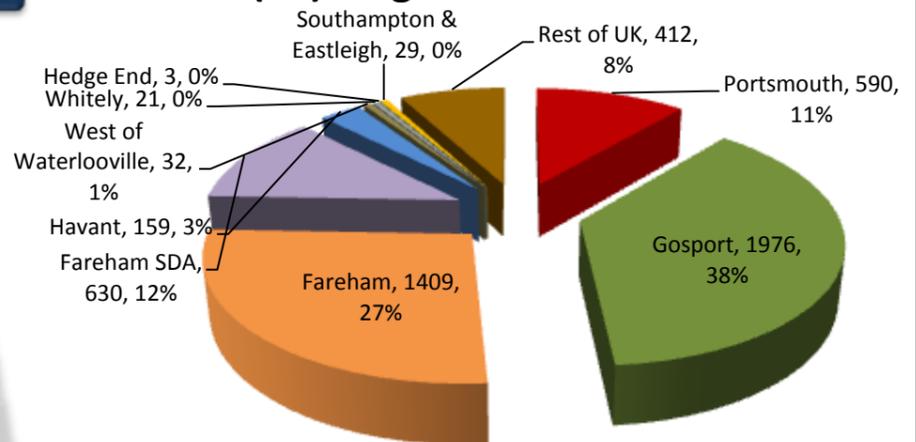
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 5262 (Increase of 317 over 2006 base, 6%)

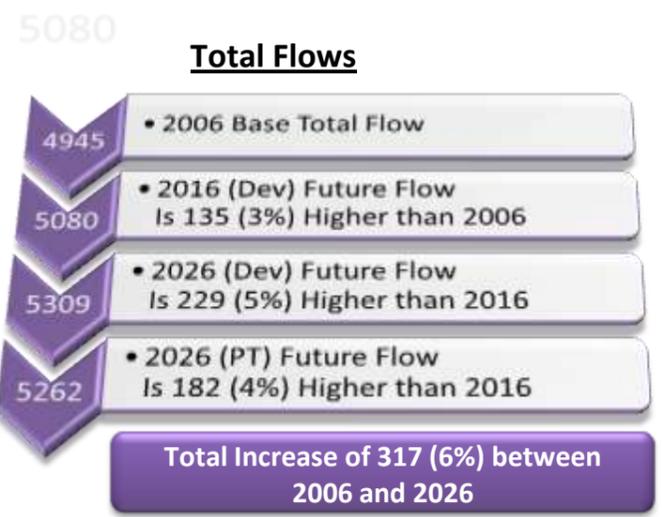


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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	664	-4%	602	-13%	590	-15%
Gosport	1835	1%	1980	9%	1976	9%
Fareham	1534	-2%	1402	-10%	1409	-10%
Fareham SDA	11	-4%	701	>500%	630	>500%
Havant	175	-6%	160	-15%	159	-15%
West of Waterlooville	21	5%	33	61%	32	56%
Whitely	18	10%	17	5%	21	24%
Hedge End	0	0%	2	0%	3	0%
Southampton & Eastleigh	183	15%	19	-74%	29	-69%
Rest of UK	545	10%	392	-18%	412	-14%
Total	4986	1%	5309	7%	5262	6%



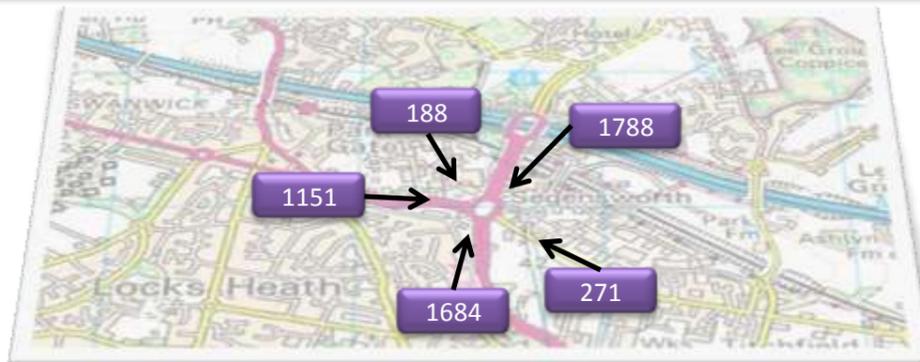
Segensworth Roundabout

Existing Junction Details

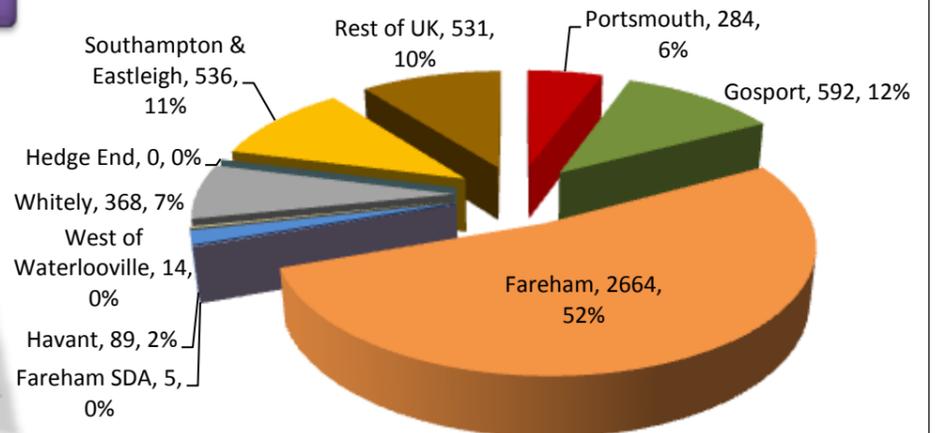
The Segensworth Roundabout, Fareham is of a seven arm signalised roundabout layout. Junction approaching capacity during the morning and evening peak periods. Junction was recently improved (2008) to provide additional capacity.

2006 Base Flows

Total Junction Flow = 5082

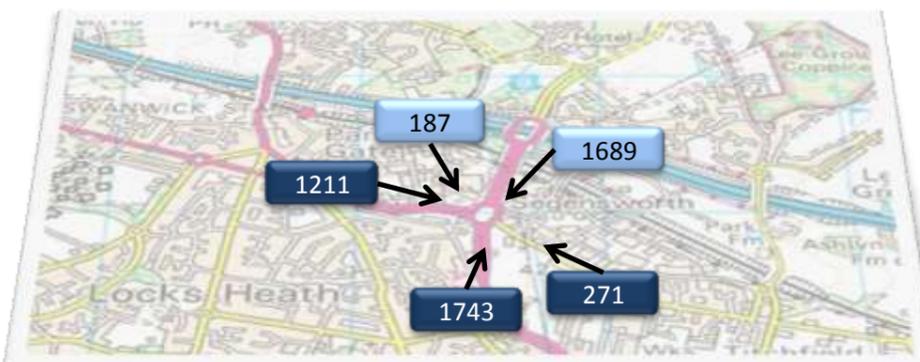


2006 (Base) Origin of Traffic at Junction

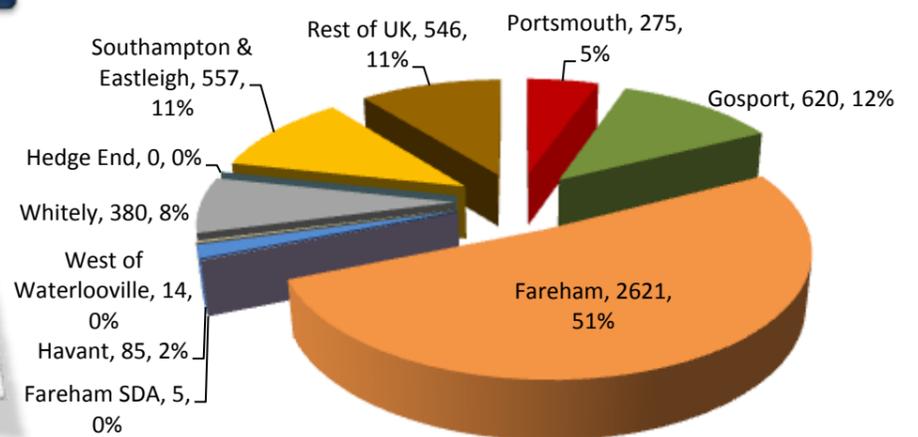


2016 Base Flows

Total Junction Flow = 5102 (Increase of 20 over 2006 base, 0%)

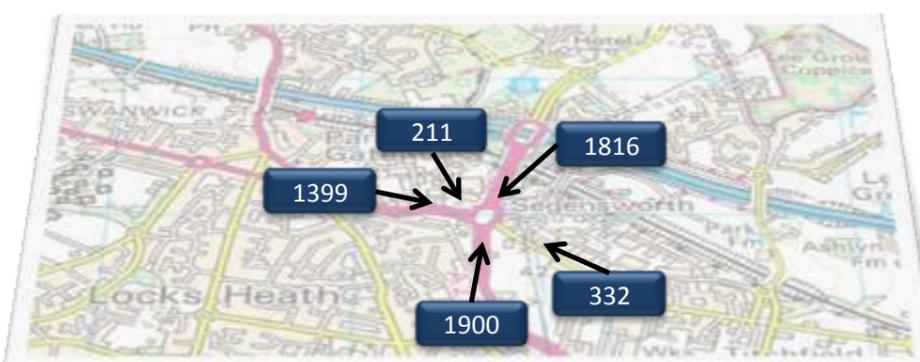


2016 (Base) Origin of Traffic at Junction

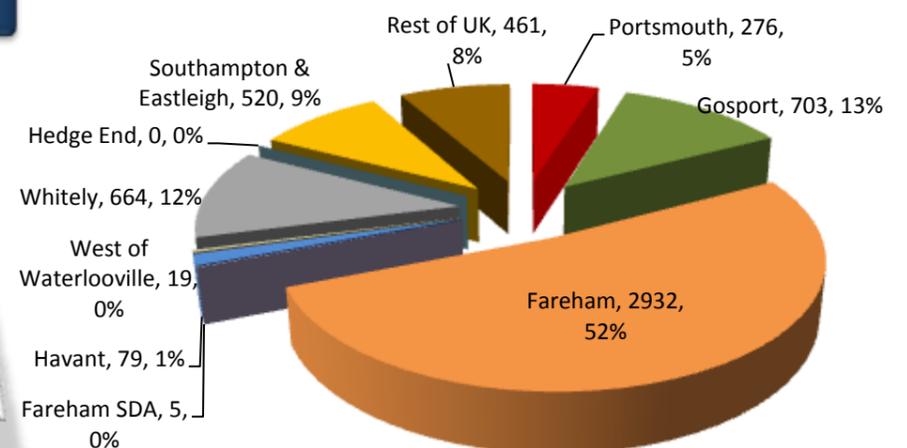


2016 Flows (Base + Development)

Total Junction Flow = 5658 (Increase of 576 over 2006 base, 11%)



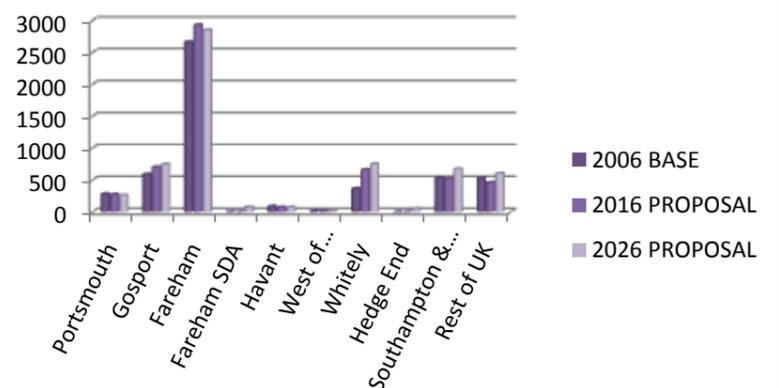
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	284	275	-3%	276	-3%
Gosport	592	620	5%	703	19%
Fareham	2664	2621	-2%	2932	10%
Fareham SDA	5	5	-4%	5	-7%
Havant	89	85	-4%	79	-11%
West of Waterlooville	14	14	1%	19	38%
Whitely	368	380	3%	664	80%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	536	557	4%	520	-3%
Rest of UK	531	546	3%	461	-13%
Total	5082	5102	0%	5658	11%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Segensworth Roundabout Results

Page 1 of 2

Date: 10/06/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

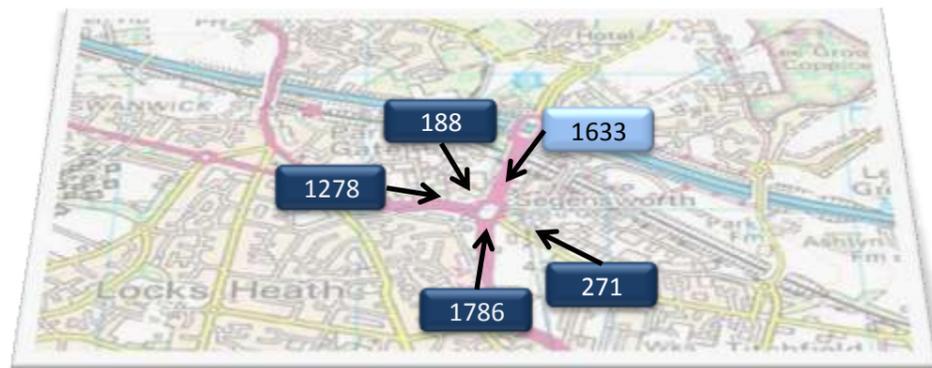
Results Sheet 18

A

Segensworth Roundabout

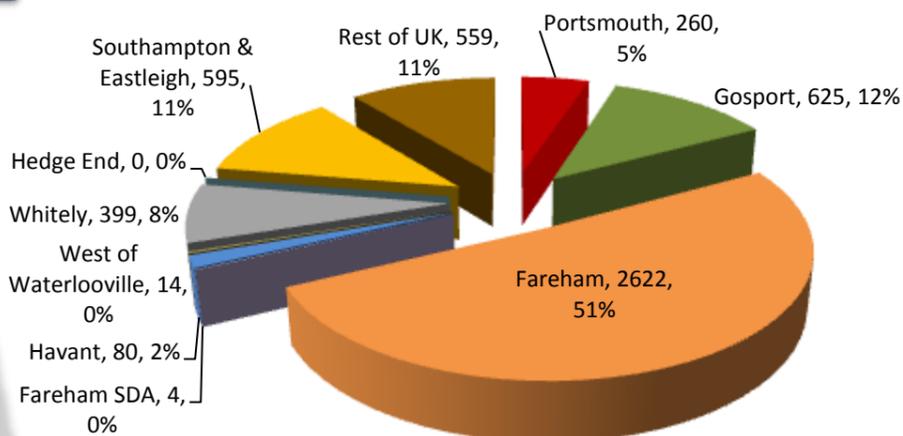
2026 Base Flows

Total Junction Flow = 5156 (Increase of 74 over 2006 base, 1%)



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2026 (Base) Origin of Traffic at Junction



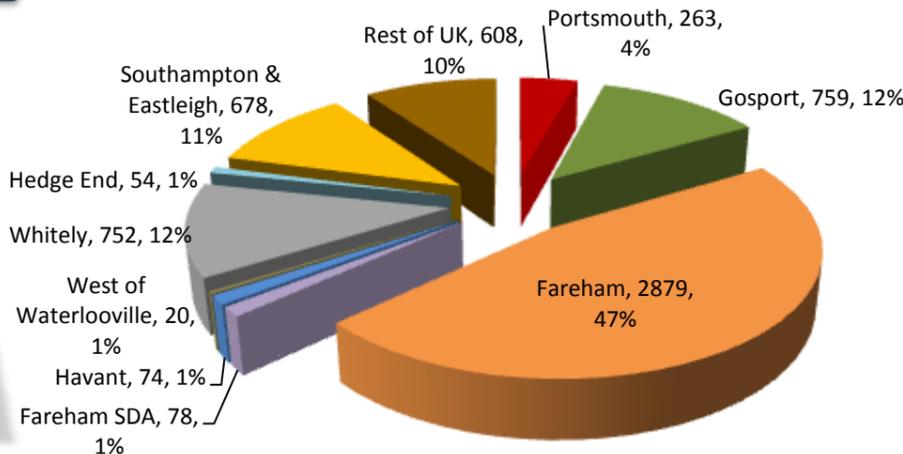
2026 Flows (Base + Development)

Total Junction Flow = 6164 (Increase of 1082 over 2006 base, 21%)



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2026 (Dev) Origin of Traffic at Junction



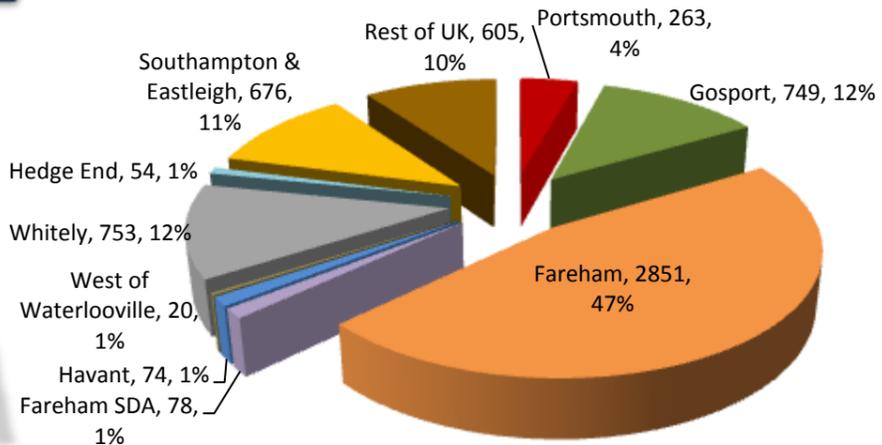
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 6123 (Increase of 1041 over 2006 base, 20%)

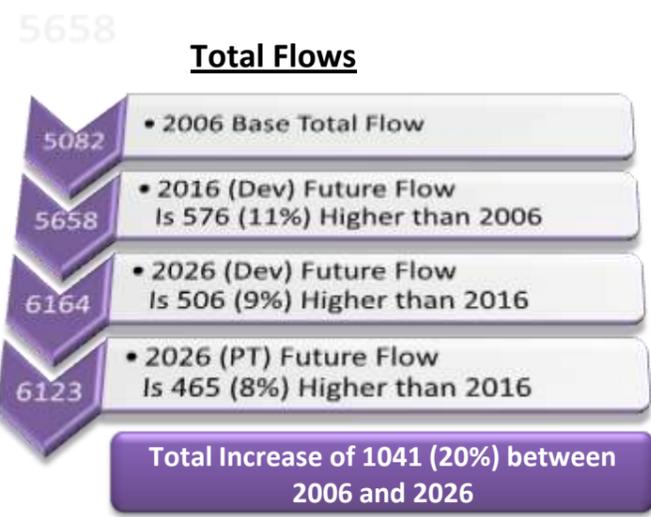


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2026 (PT) Origin of Traffic at Junction



Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	260	-9%	263	-8%	263	-8%
Gosport	625	5%	759	27%	749	25%
Fareham	2622	-2%	2879	8%	2851	7%
Fareham SDA	4	-10%	78	>500%	78	>500%
Havant	80	-11%	74	-19%	74	-18%
West of Waterlooville	14	2%	20	44%	20	44%
Whitely	399	8%	752	96%	753	97%
Hedge End	0	0%	54	0%	54	0%
Southampton & Eastleigh	595	10%	678	24%	676	24%
Rest of UK	559	5%	608	14%	605	13%
Total	5156	1%	6164	21%	6123	20%

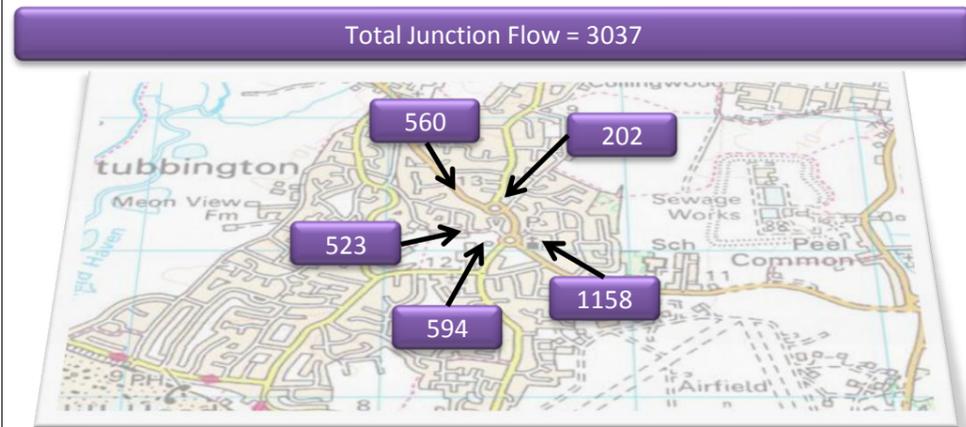


Stubbington Roundabouts

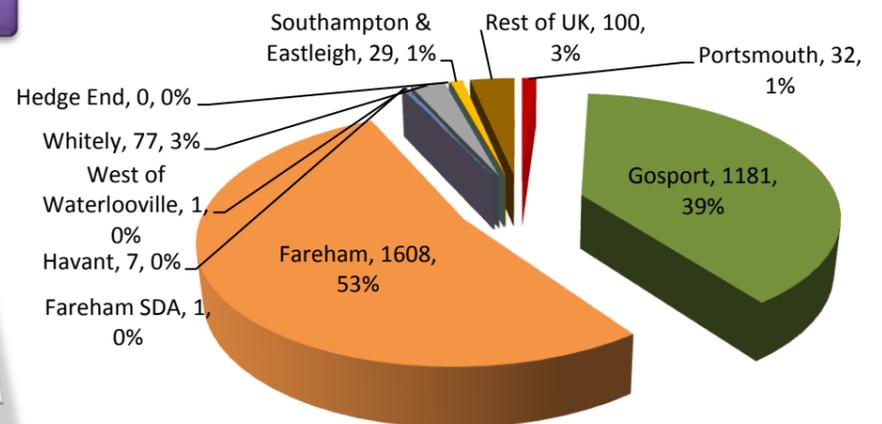
Existing Junction Details

This is a junction made up of two roundabouts a little way apart with the link road containing a pelican crossing. In the morning peak extensive but variable queuing on Stubbington Lane to the south of the junction promotes rat running through Moody Road. There are also variable queues on Gosport Road to the east indicating existing demand exceeds capacity. In the afternoon peak conditions are mirrored with long queues on Titchfield Road and Mays Lane.

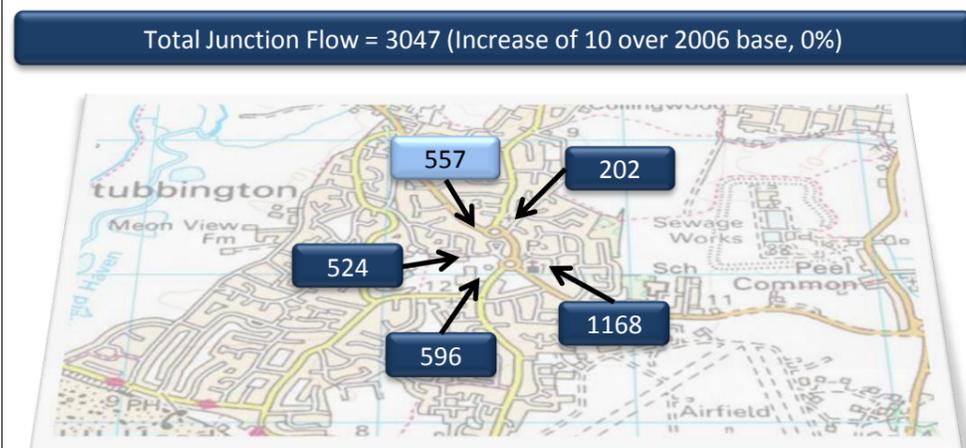
2006 Base Flows



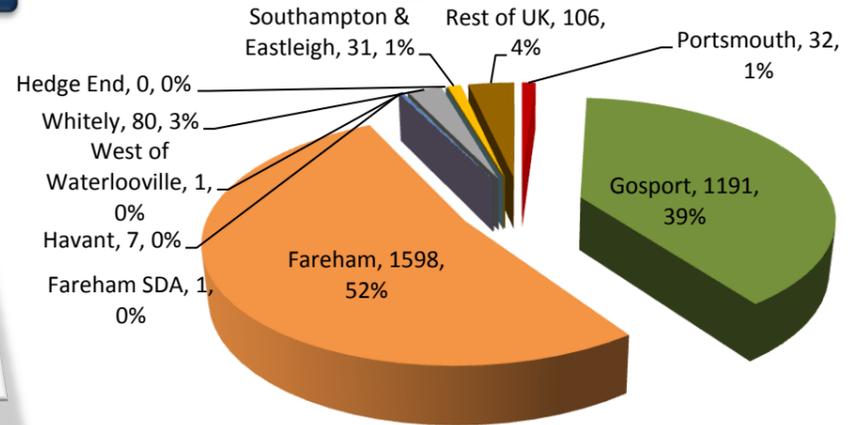
2006 (Base) Origin of Traffic at Junction



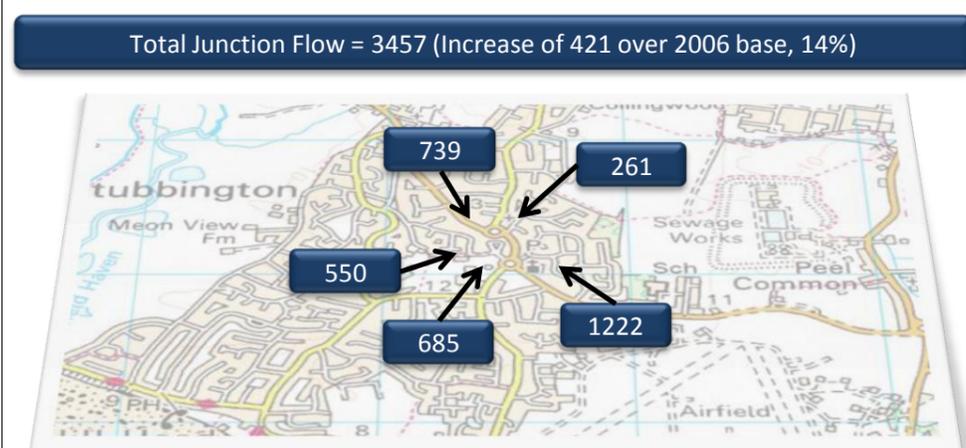
2016 Base Flows



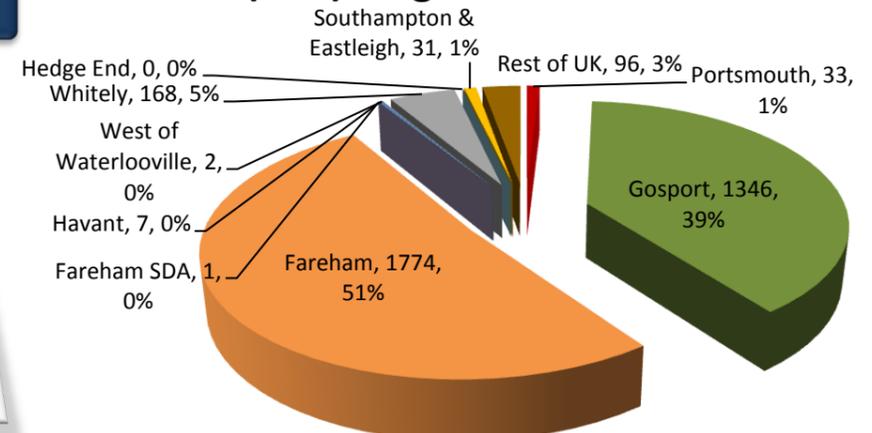
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



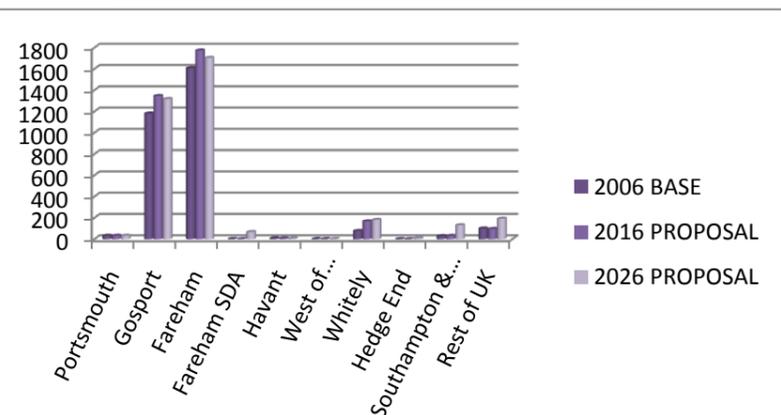
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	32	32	-2%	33	1%
Gosport	1181	1191	1%	1346	14%
Fareham	1608	1598	-1%	1774	10%
Fareham SDA	1	1	-4%	1	-5%
Havant	7	7	-2%	7	-6%
West of Waterlooville	1	1	1%	2	59%
Whitely	77	80	4%	168	117%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	29	31	10%	31	8%
Rest of UK	100	106	5%	96	-4%
Total	3037	3047	0%	3457	14%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Stubbington Roundabouts Results

Page 1 of 2

Date: 29/09/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

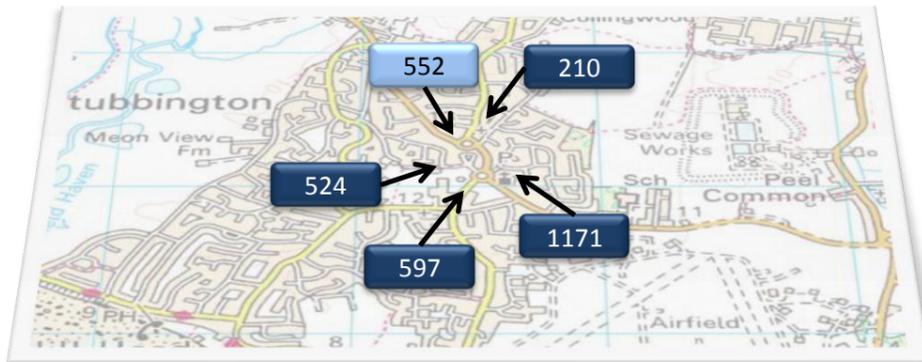
Results Sheet 19

A

Stubbington Roundabouts

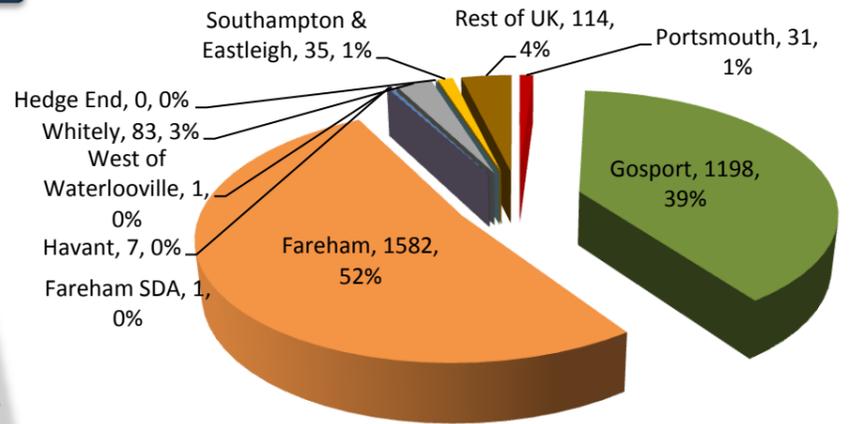
2026 Base Flows

Total Junction Flow = 3053 (Increase of 16 over 2006 base, 1%)



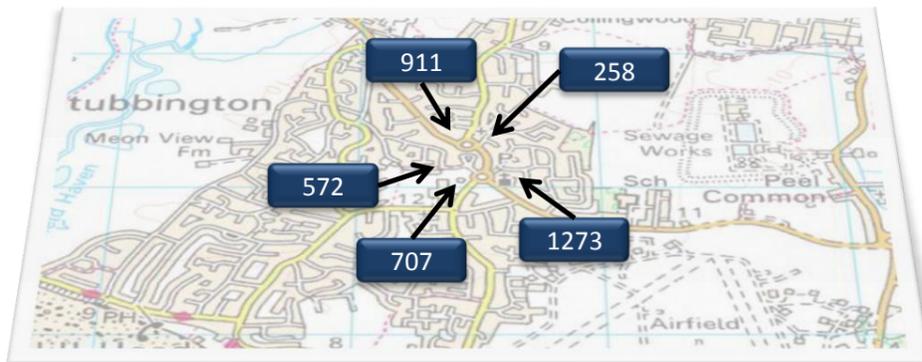
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2026 (Base) Origin of Traffic at Junction



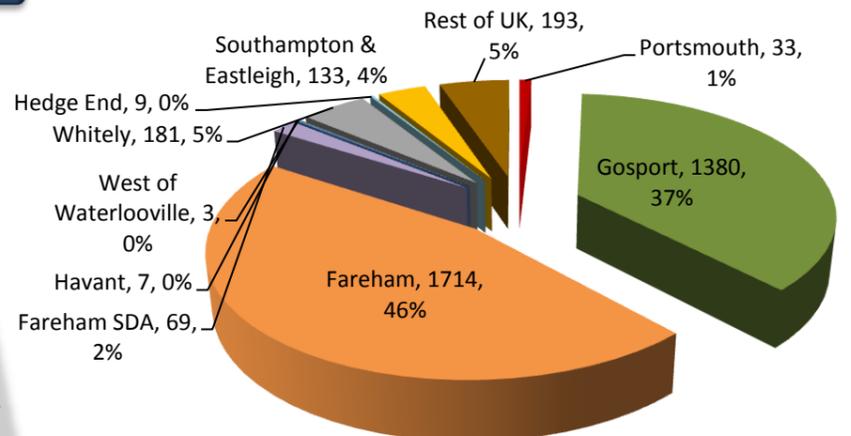
2026 Flows (Base + Development)

Total Junction Flow = 3721 (Increase of 684 over 2006 base, 23%)



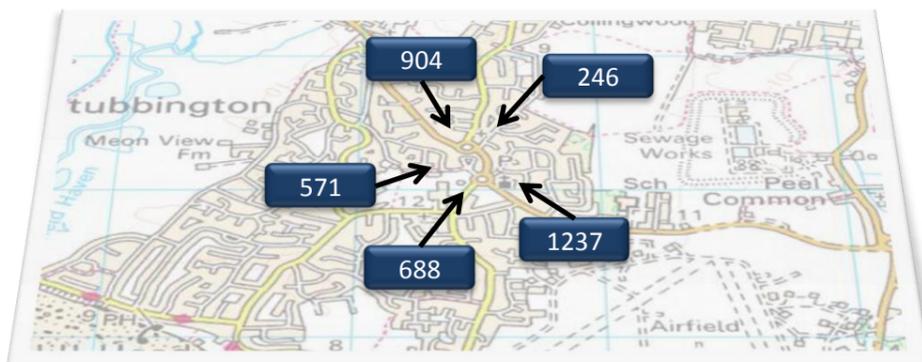
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2026 (Dev) Origin of Traffic at Junction



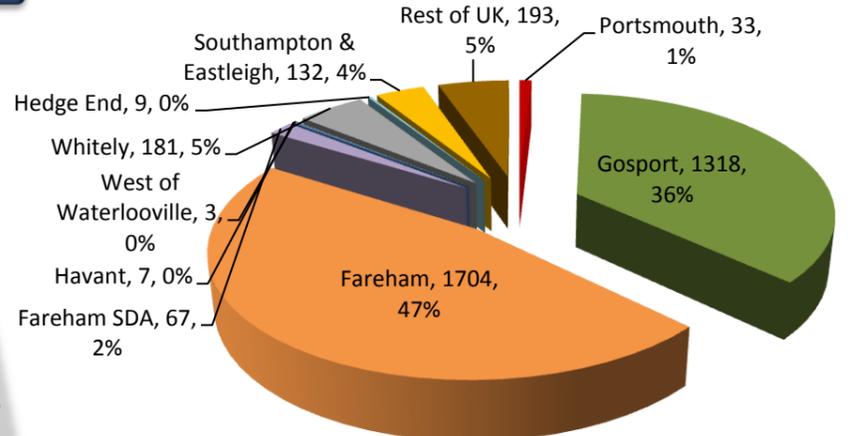
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3646 (Increase of 609 over 2006 base, 20%)



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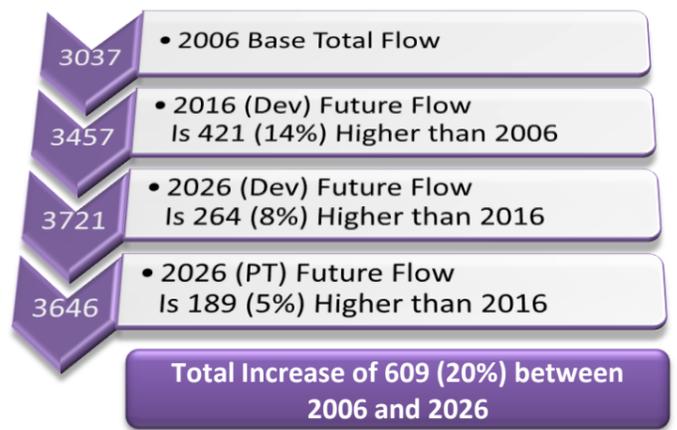
2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	31	-5%	33	1%	33	1%
Gosport	1198	1%	1380	17%	1318	11%
Fareham	1582	-2%	1714	7%	1704	6%
Fareham SDA	1	-7%	69	>500%	67	>500%
Havant	7	-5%	7	-4%	7	-4%
West of Waterlooville	1	4%	3	80%	3	80%
Whitely	83	7%	181	126%	181	126%
Hedge End	0	0%	9	0%	9	0%
Southampton & Eastleigh	35	19%	133	295%	132	293%
Rest of UK	114	12%	193	81%	193	81%
Total	3053	1%	3721	22%	3646	20%

3457

Total Flows

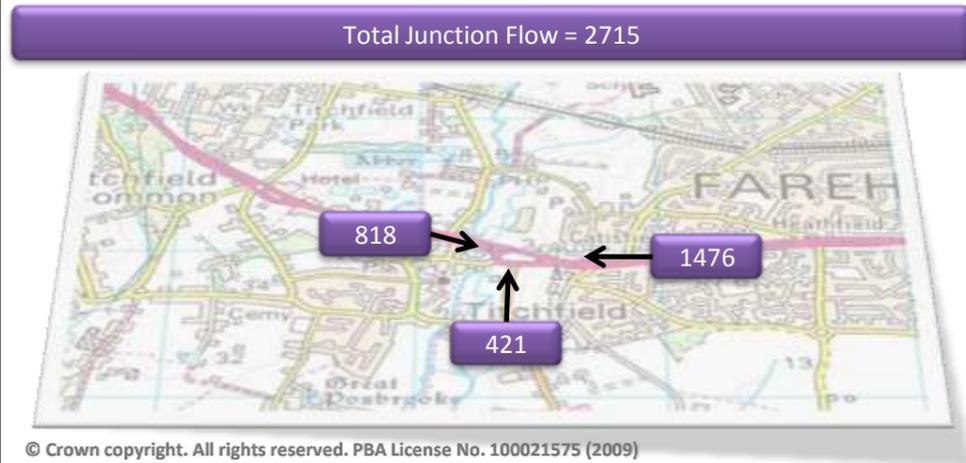


Titchfield Gyratory

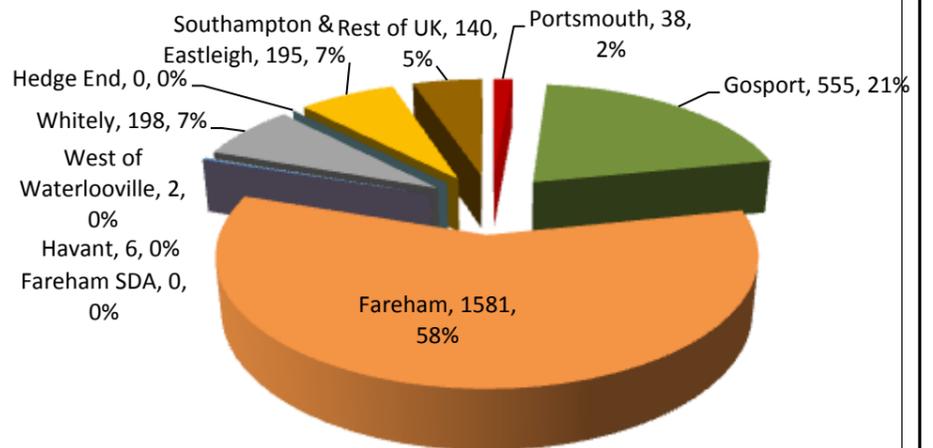
Existing Junction Details

The junction is a teardrop shape with four arms and signal control only on the westbound A27 / eastbound access to Gosport. Queuing on the southern entry from Gosport indicates the junction is approaching capacity at times in the early morning peak. Queuing on the A27 in the afternoon peak occasionally extends beyond the capacity of the long right turn lane potentially disrupting flows on A27.

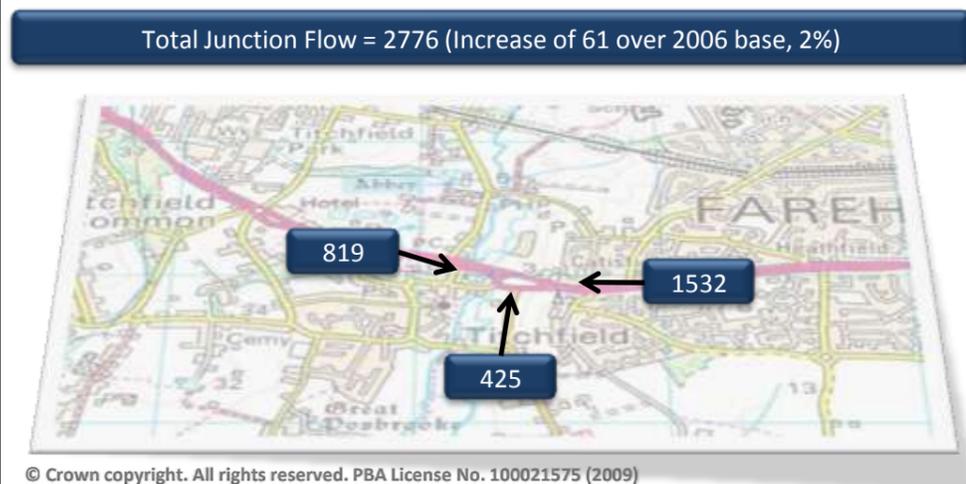
2006 Base Flows



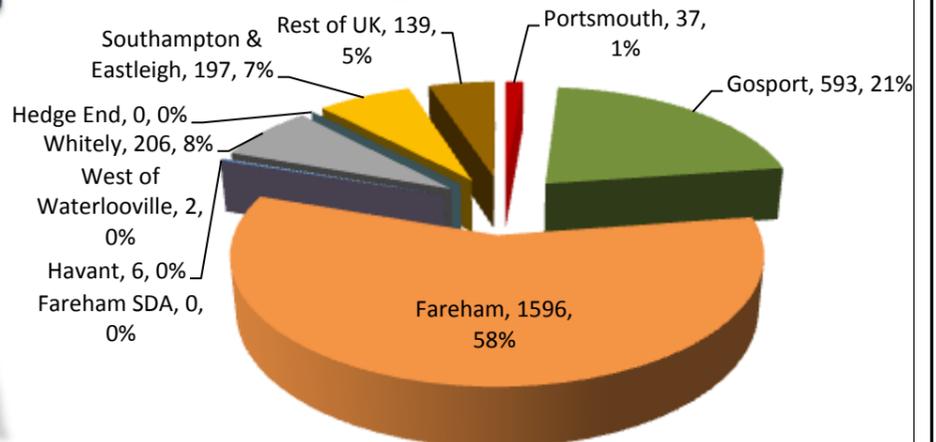
2006 (Base) Origin of Traffic at Junction



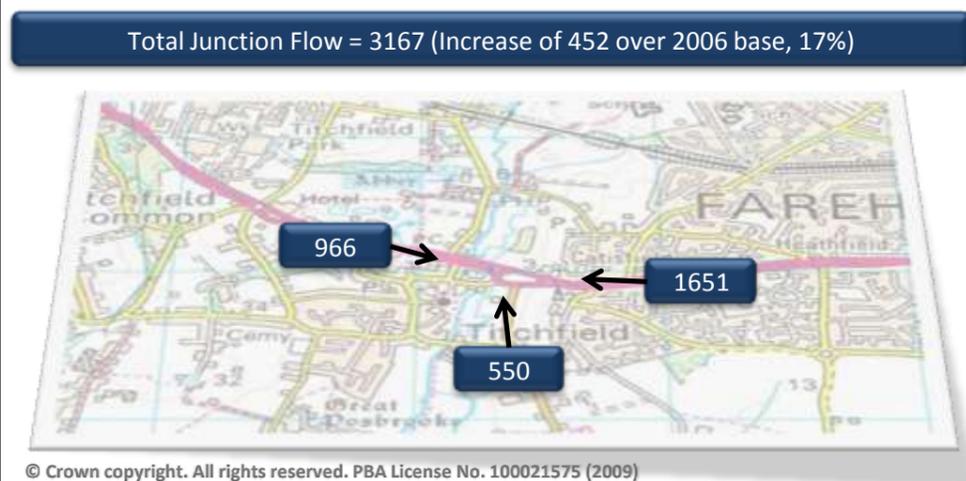
2016 Base Flows



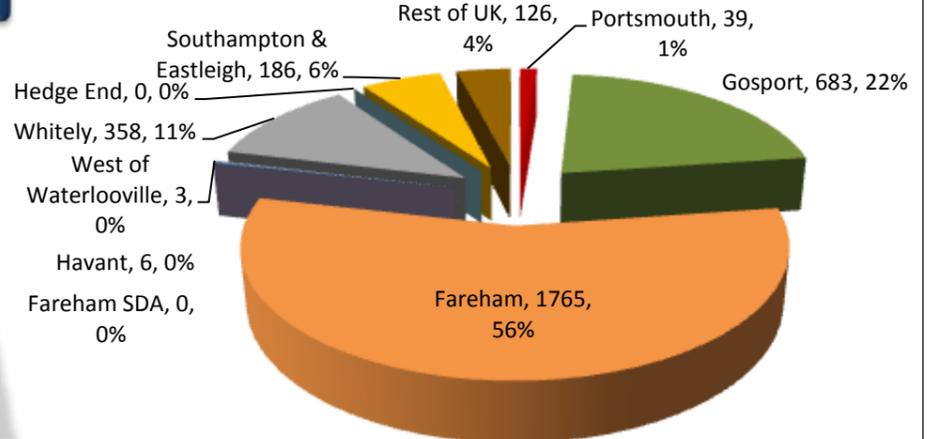
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



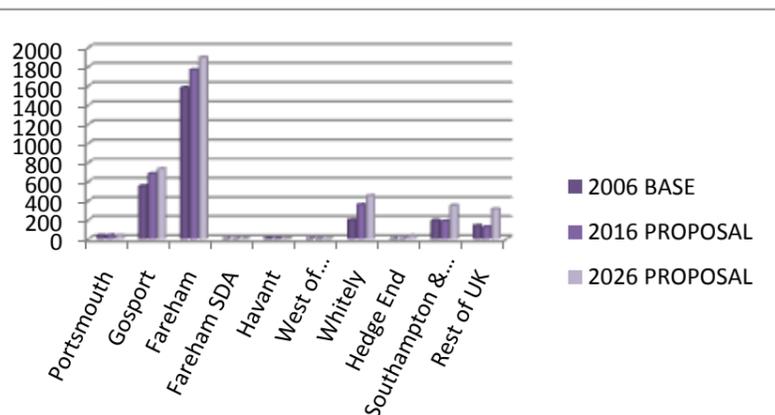
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	38	37	-3%	39	2%
Gosport	555	593	7%	683	23%
Fareham	1581	1596	1%	1765	12%
Fareham SDA	0	0	0%	0	0%
Havant	6	6	-4%	6	-3%
West of Waterlooville	2	2	1%	3	48%
Whitely	198	206	4%	358	81%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	195	197	1%	186	-4%
Rest of UK	140	139	-1%	126	-10%
Total	2715	2776	2%	3167	17%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Titchfield Gyratory Results

Page 1 of 2

Date: 28/08/2009

Creator: JSR

Checked By: PL

Sheet Reference:

Revision

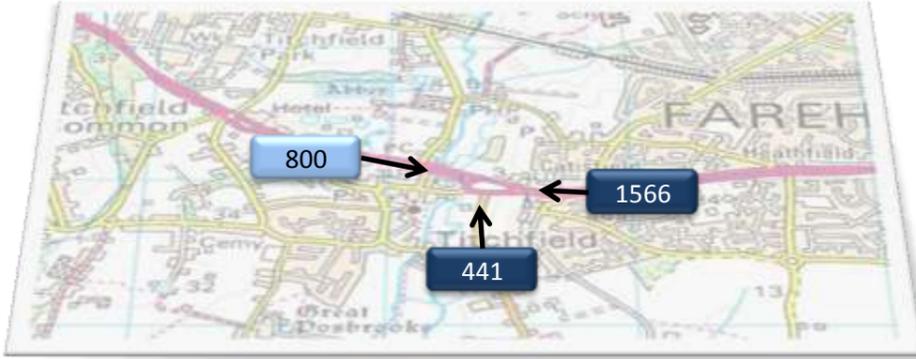
Results Sheet 20

A

Titchfield Gytratory

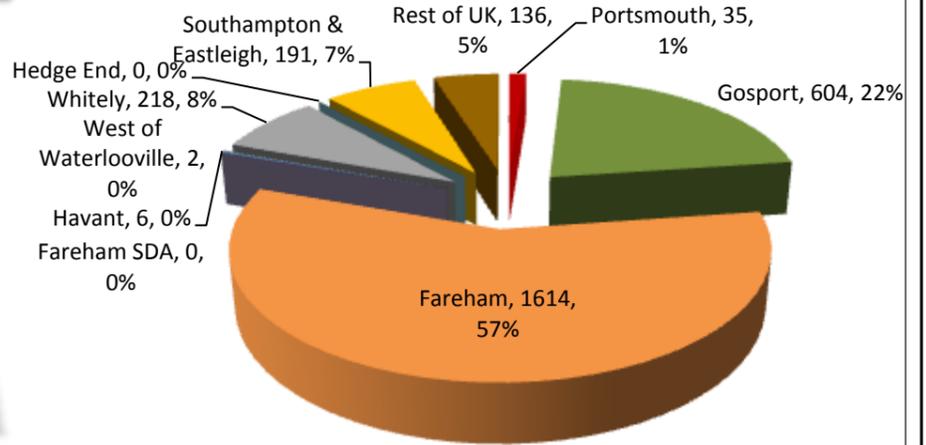
2026 Base Flows

Total Junction Flow = 2807 (Increase of 92 over 2006 base, 3%)



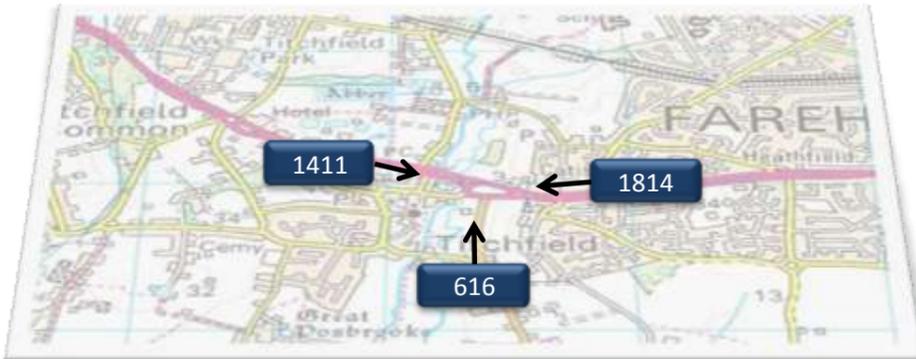
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2026 (Base) Origin of Traffic at Junction



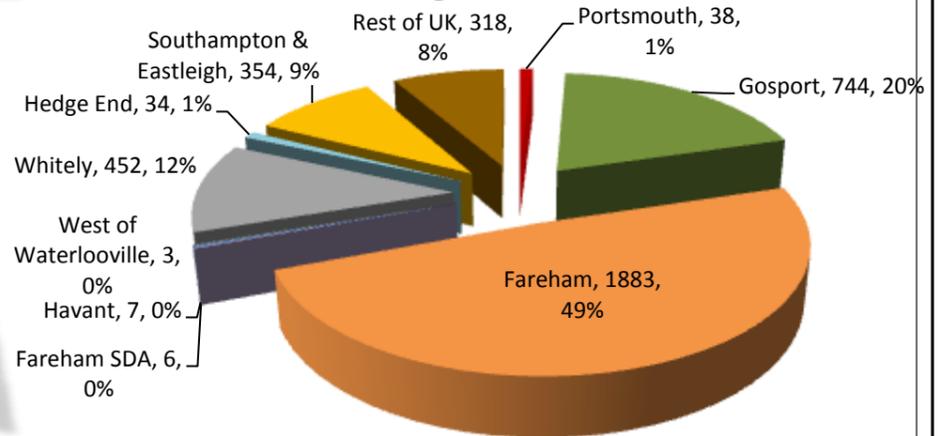
2026 Flows (Base + Development)

Total Junction Flow = 3841 (Increase of 1126 over 2006 base, 41%)



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2026 (Dev) Origin of Traffic at Junction



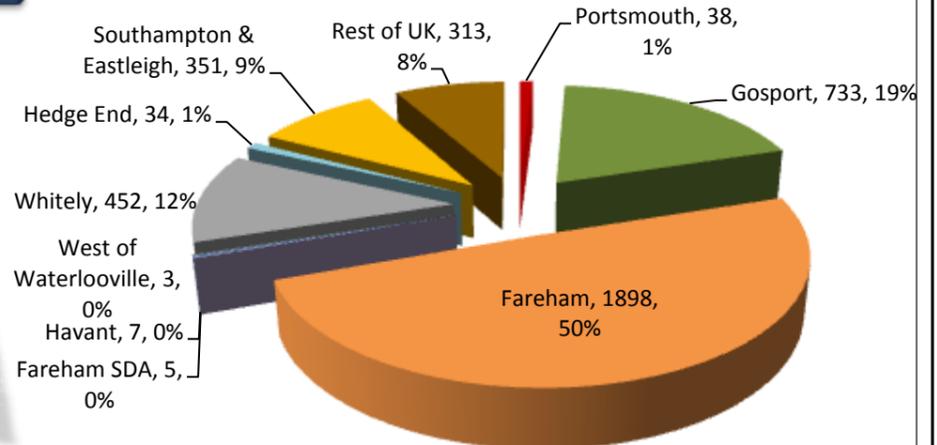
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3835 (Increase of 1120 over 2006 base, 41%)



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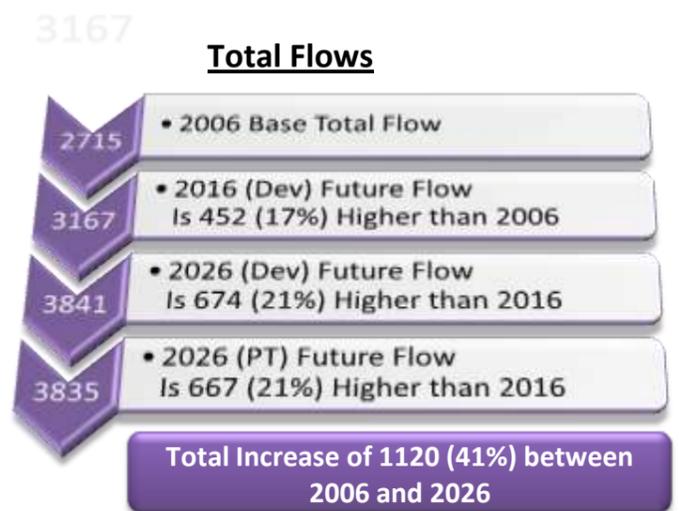
2026 (PT) Origin of Traffic at Junction



Summary Table

Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	35	-8%	38	-1%	38	-1%
Gosport	604	8%	744	31%	733	29%
Fareham	1614	2%	1883	19%	1898	20%
Fareham SDA	0	0%	6	0%	5	0%
Havant	6	-9%	7	15%	7	17%
West of Waterlooville	2	4%	3	63%	3	63%
Whitely	218	9%	452	117%	452	117%
Hedge End	0	0%	34	0%	34	0%
Southampton & Eastleigh	191	-2%	354	84%	351	82%
Rest of UK	136	-3%	318	131%	313	127%
Total	2807	3%	3841	40%	3835	40%

Total Flows



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Summary of Titchfield Gytratory Results

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Date: 28/08/2009

Creator: JSR

Checked By: PL

Sheet Reference:

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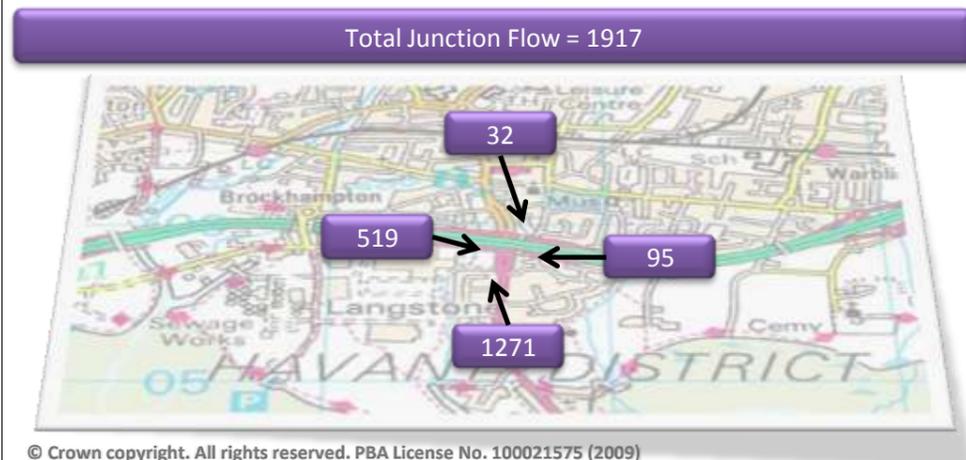
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Langstone Road Roundabout

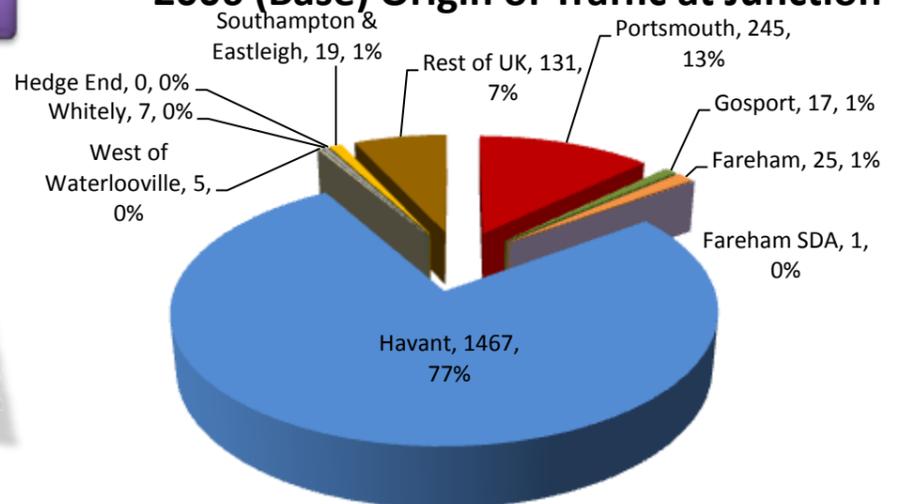
Existing Junction Details

The roundabout is a six arm signalised roundabout where four of the arms are one-way slips. Junction approaching capacity during morning and evening peak periods. Roundabout fully signalised to protect operation of the strategic road network link (A27(T)).

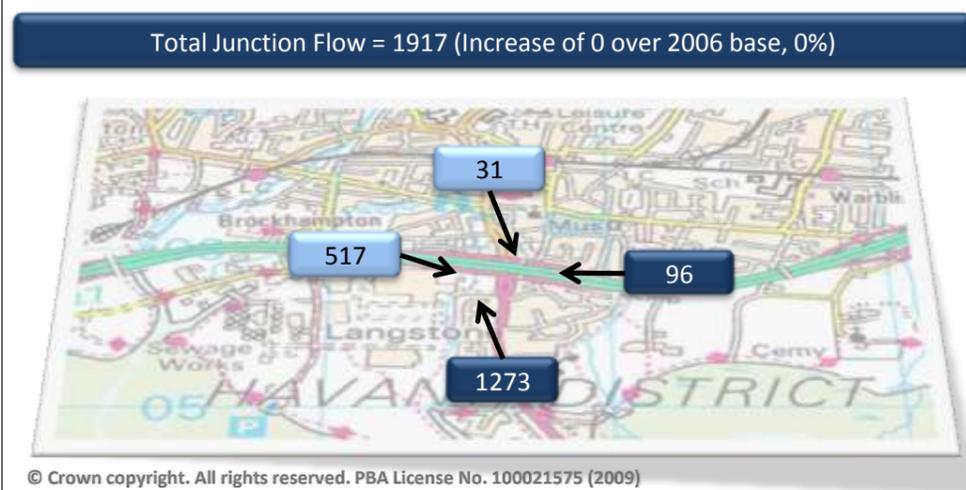
2006 Base Flows



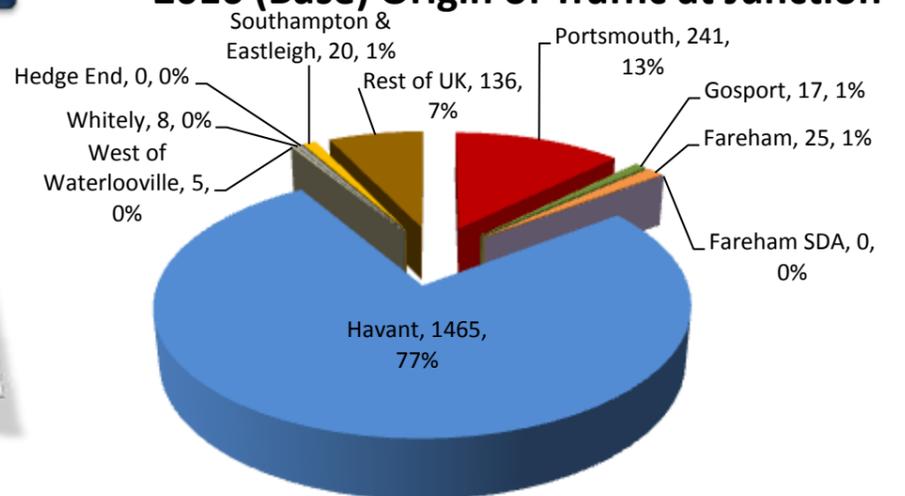
2006 (Base) Origin of Traffic at Junction



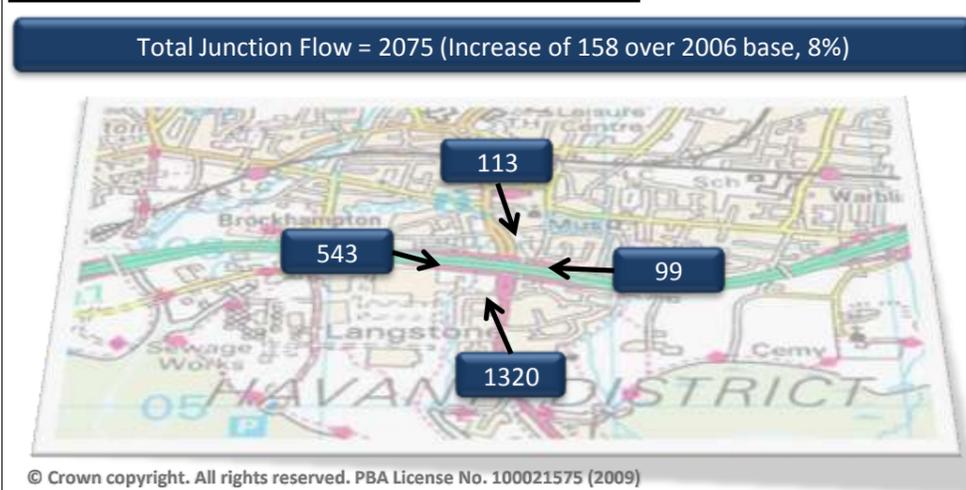
2016 Base Flows



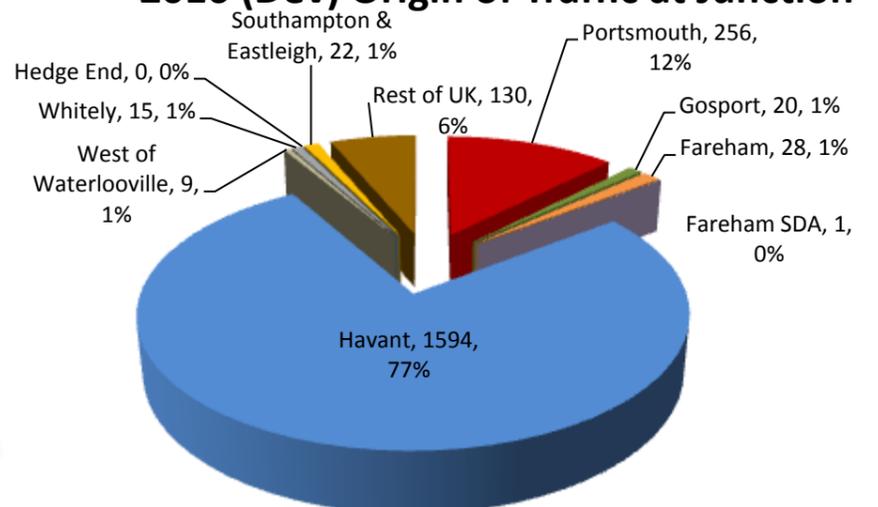
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



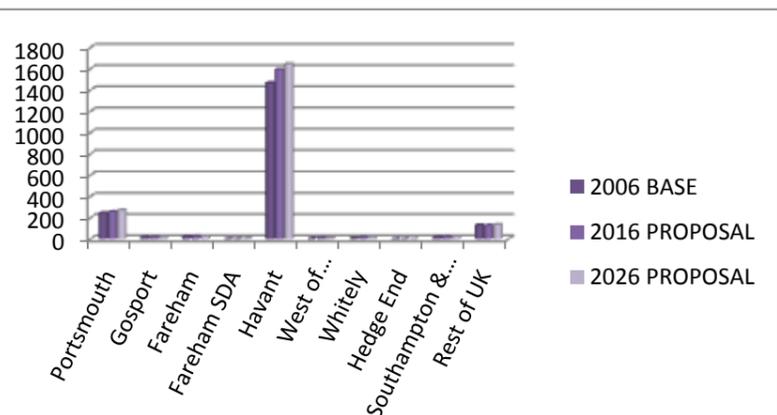
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	245	241	-1%	256	5%
Gosport	17	17	-2%	20	17%
Fareham	25	25	-2%	28	11%
Fareham SDA	1	0	-2%	1	4%
Havant	1467	1465	0%	1594	9%
West of Waterlooville	5	5	3%	9	83%
Whitely	7	8	5%	15	108%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	19	20	7%	22	19%
Rest of UK	131	136	4%	130	-1%
Total	1917	1917	0%	2075	8%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Langstone Road Roundabout Results

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Date: 10/06/2009

Creator: JSR

Checked By: PL

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Revision

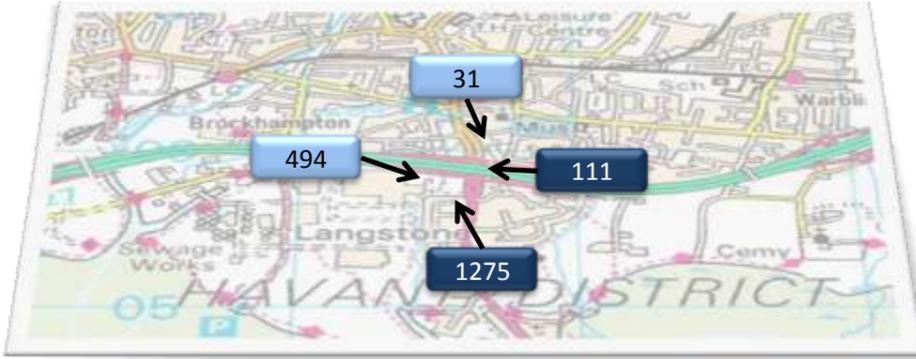
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Langstone Road Roundabout

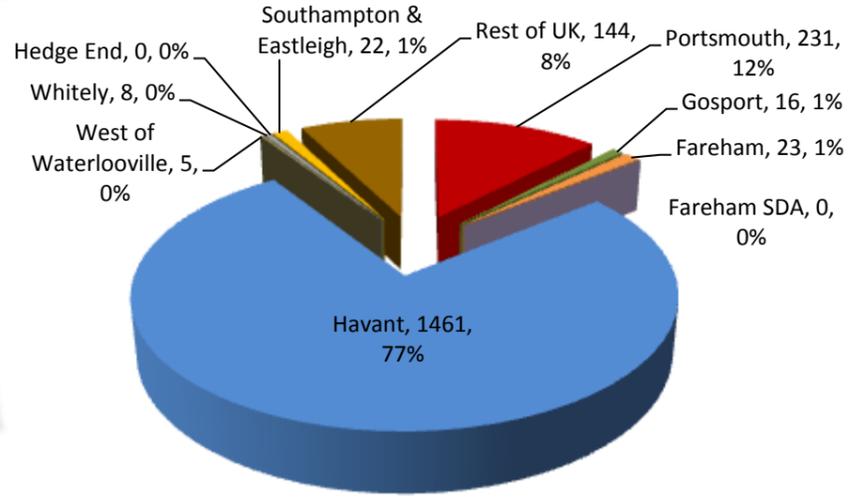
2026 Base Flows

Total Junction Flow = 1911 (decrease of -6 over 2006 base, 0%)



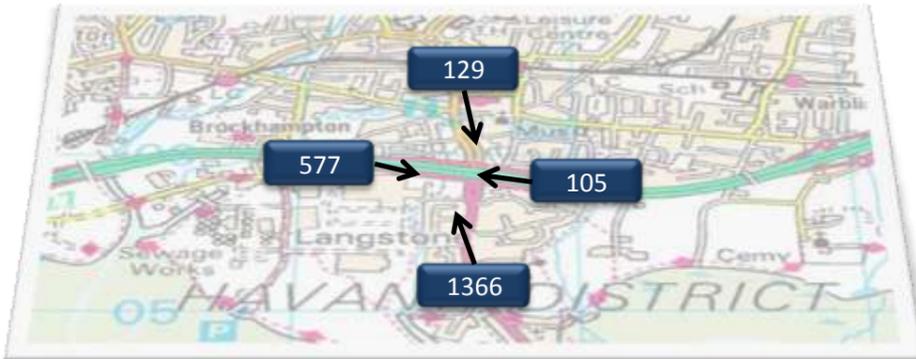
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2026 (Base) Origin of Traffic at Junction



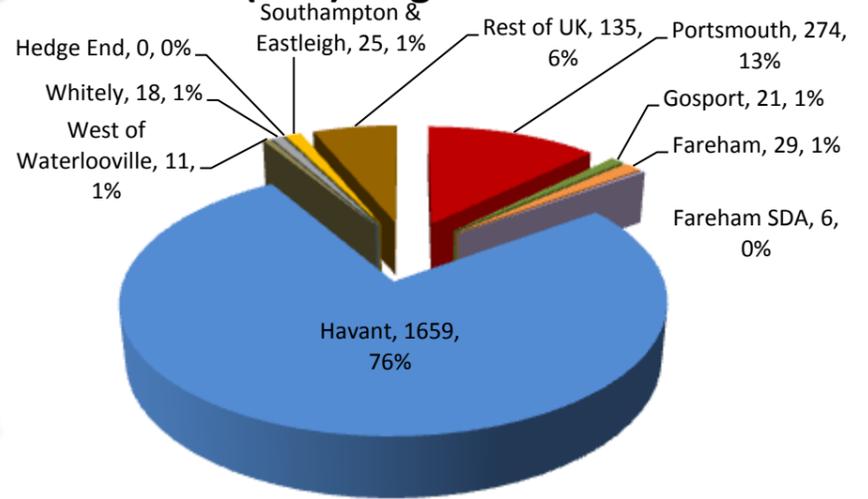
2026 Flows (Base + Development)

Total Junction Flow = 2177 (Increase of 261 over 2006 base, 14%)



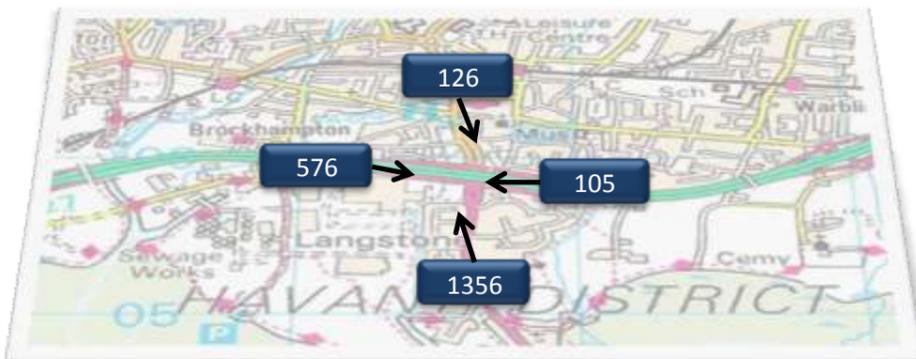
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2026 (Dev) Origin of Traffic at Junction



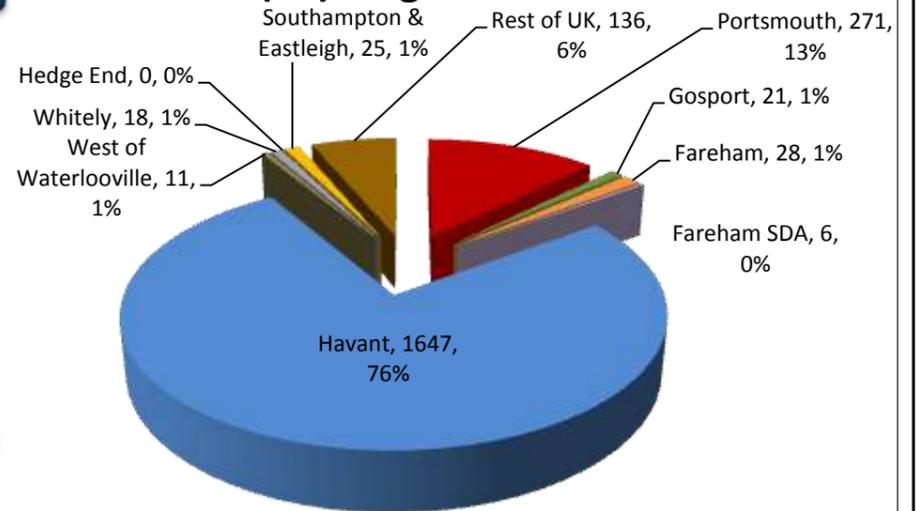
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 2163 (Increase of 247 over 2006 base, 13%)



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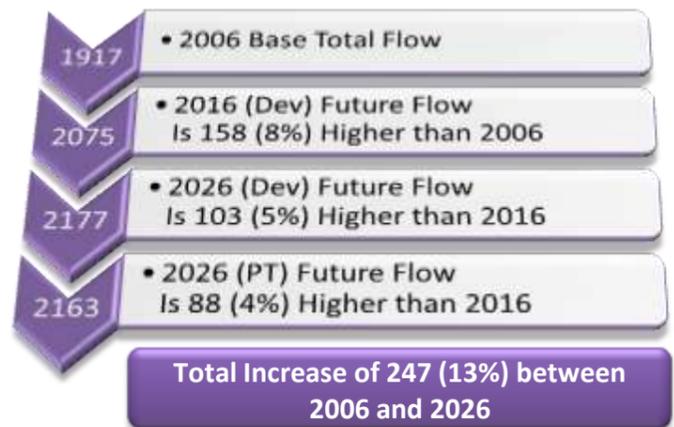
2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	231	-6%	274	13%	271	12%
Gosport	16	-6%	21	22%	21	21%
Fareham	23	-8%	29	15%	28	14%
Fareham SDA	0	-6%	6	>500%	6	>500%
Havant	1461	0%	1659	13%	1647	12%
West of Waterlooville	5	5%	11	119%	11	116%
Whitely	8	8%	18	127%	18	127%
Hedge End	0	0%	0	0%	0	0%
Southampton & Eastleigh	22	14%	25	31%	25	30%
Rest of UK	144	9%	135	3%	136	3%
Total	1911	0%	2177	14%	2163	13%

2075

Total Flows



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Langstone Road Roundabout Results

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Checked By: PL

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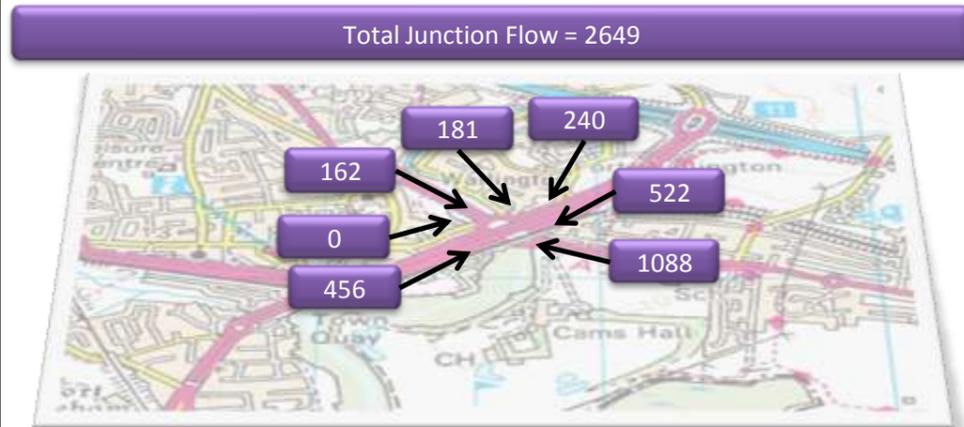
Wallington Roundabout

Existing Junction Details

The junction is a complex 8 arm teardrop roundabout with four one-way slips and a river passing through the centre.

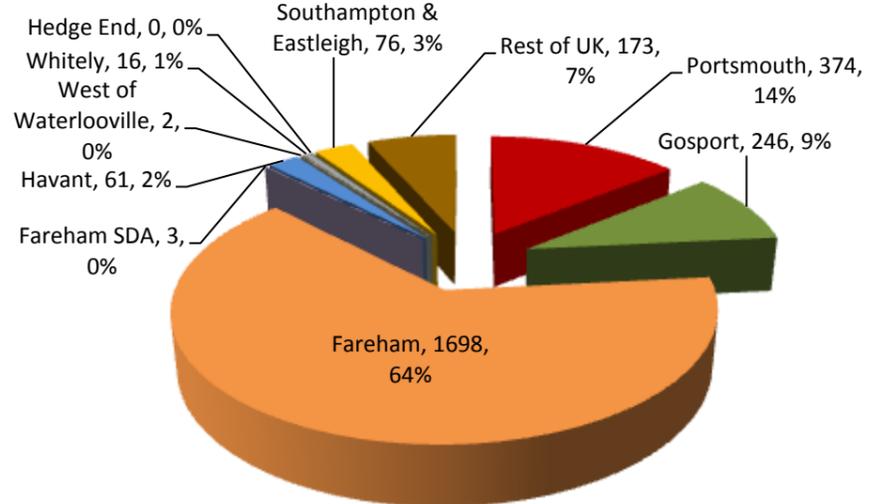
Junction approaching capacity at morning and evening peak periods. Traffic demands presently controlled by partial signalisation of the junction.

2006 Base Flows

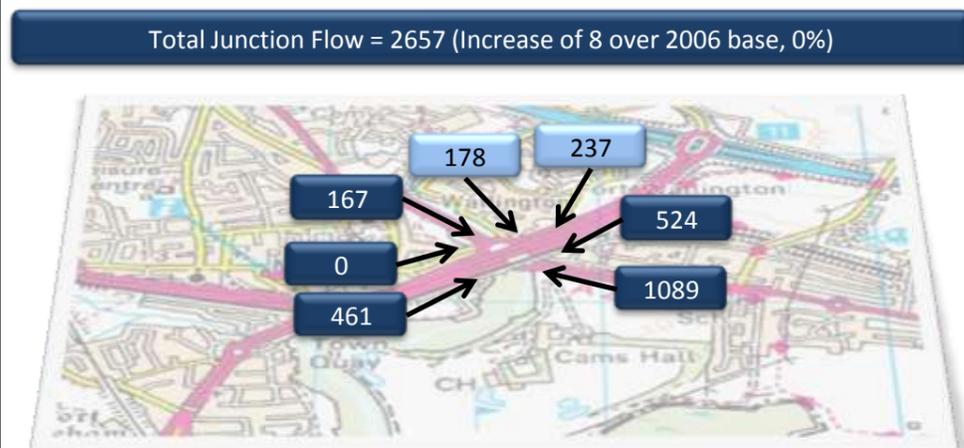


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2006 (Base) Origin of Traffic at Junction

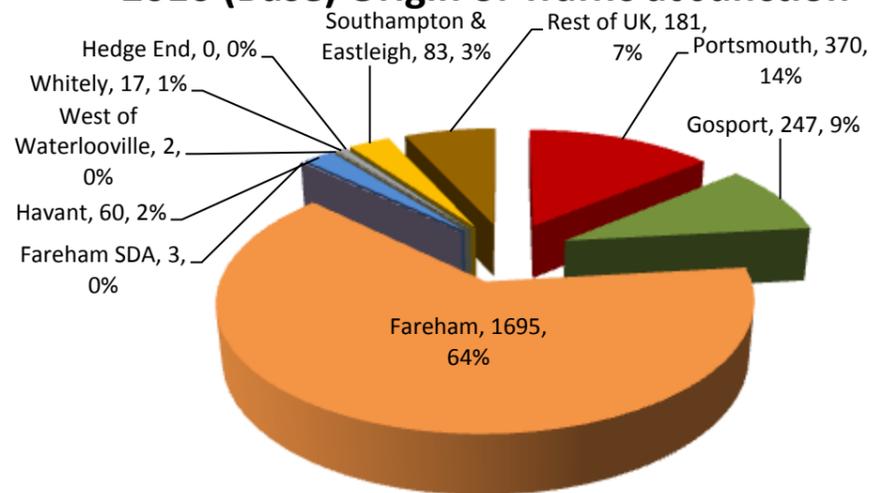


2016 Base Flows

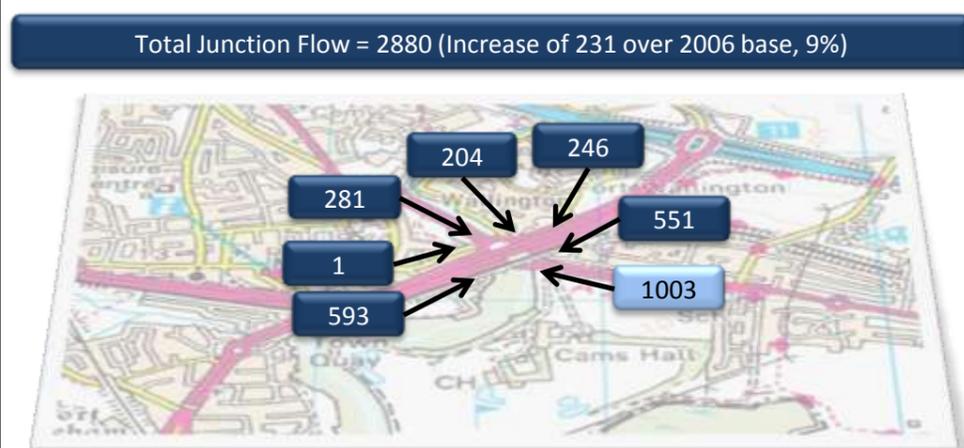


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2016 (Base) Origin of Traffic at Junction

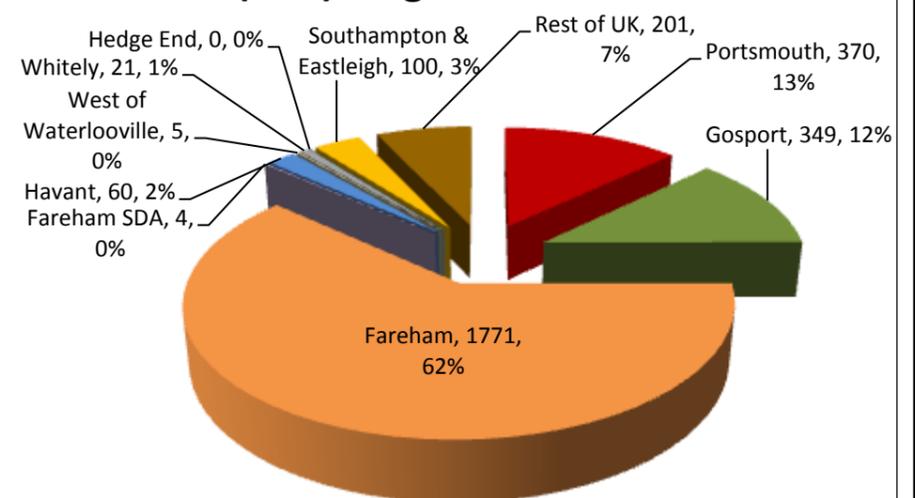


2016 Flows (Base + Development)



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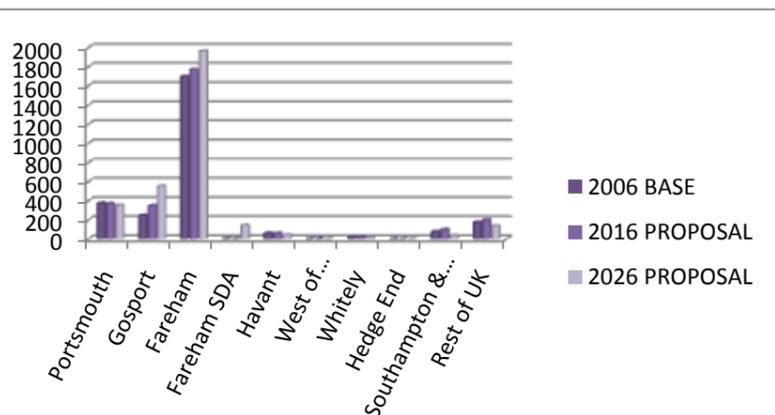
2016 (Dev) Origin of Traffic at Junction



Summary Table

Zones	2006 Base	2016 Base	% diff on 06 base	2016 (Dev)	% diff on 06 base
Portsmouth	374	370	-1%	370	-1%
Gosport	246	247	0%	349	42%
Fareham	1698	1695	0%	1771	4%
Fareham SDA	3	3	0%	4	36%
Havant	61	60	-2%	60	-2%
West of Waterlooville	2	2	2%	5	117%
Whitely	16	17	6%	21	30%
Hedge End	0	0	0%	0	0%
Southampton & Eastleigh	76	83	8%	100	31%
Rest of UK	173	181	4%	201	16%
Total	2649	2657	0%	2880	9%

Graph of predicted impact on junction by origin



19962/001 - Evaluation of the Harbour Authorities LDF

Summary of Wallington Roundabout Results

Page 1 of 2

Date: 10/06/2009

Creator: PW

Checked By: PL

Sheet Reference:

Revision

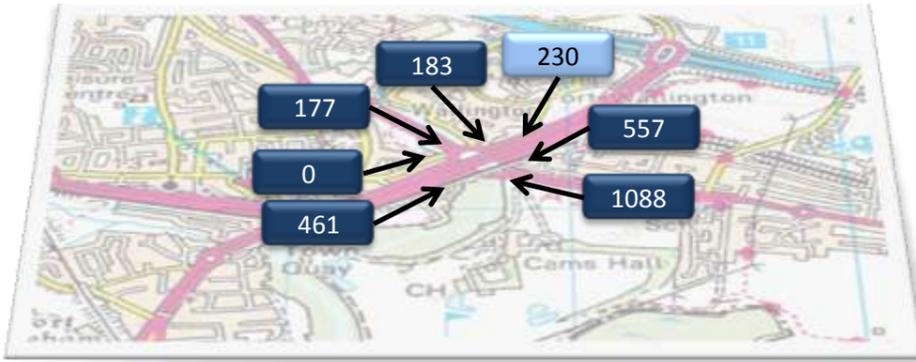
Results Sheet 22

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Wallington Roundabout

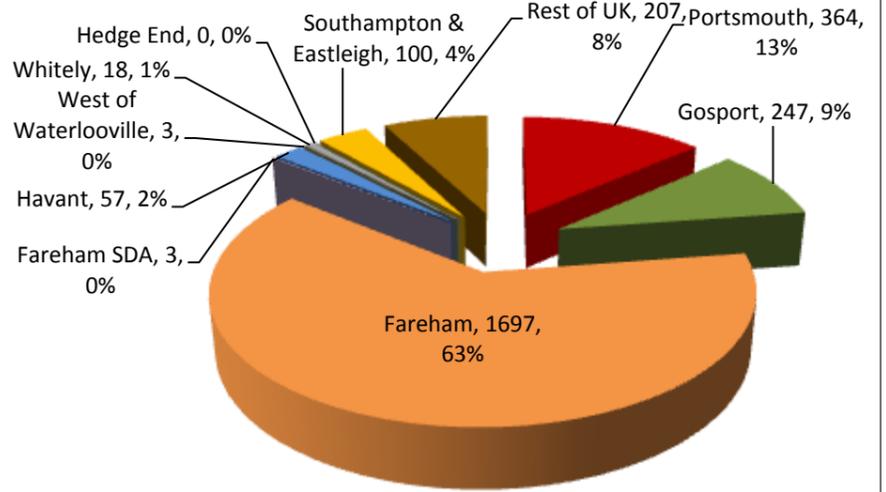
2026 Base Flows

Total Junction Flow = 2696 (Increase of 47 over 2006 base, 2%)



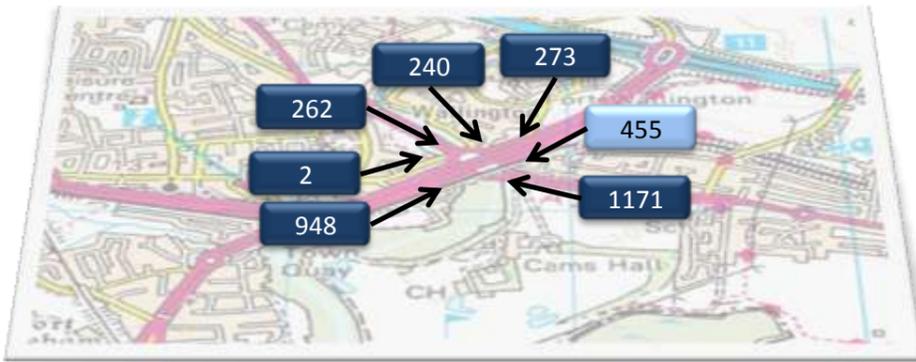
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2026 (Base) Origin of Traffic at Junction



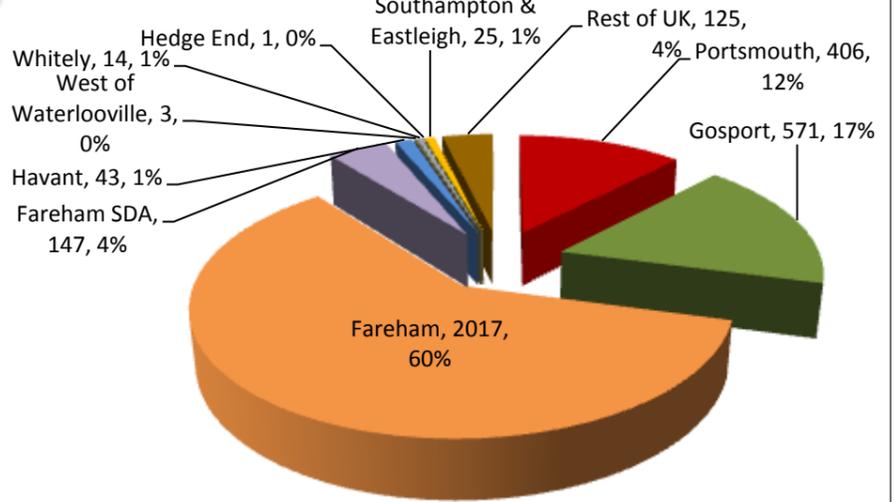
2026 Flows (Base + Development)

Total Junction Flow = 3351 (Increase of 702 over 2006 base, 26%)



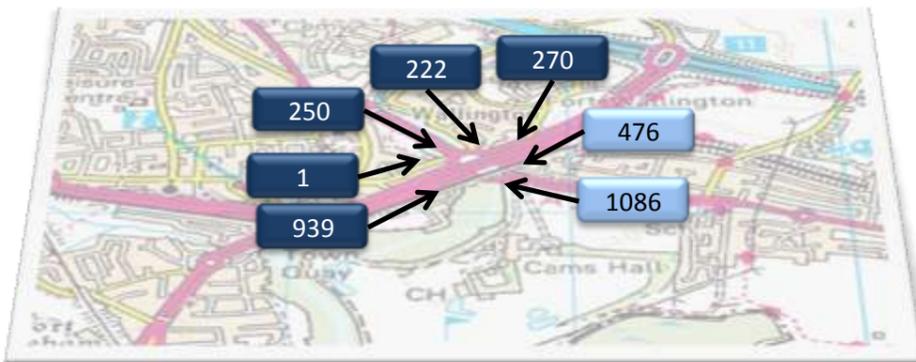
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2026 (Dev) Origin of Traffic at Junction



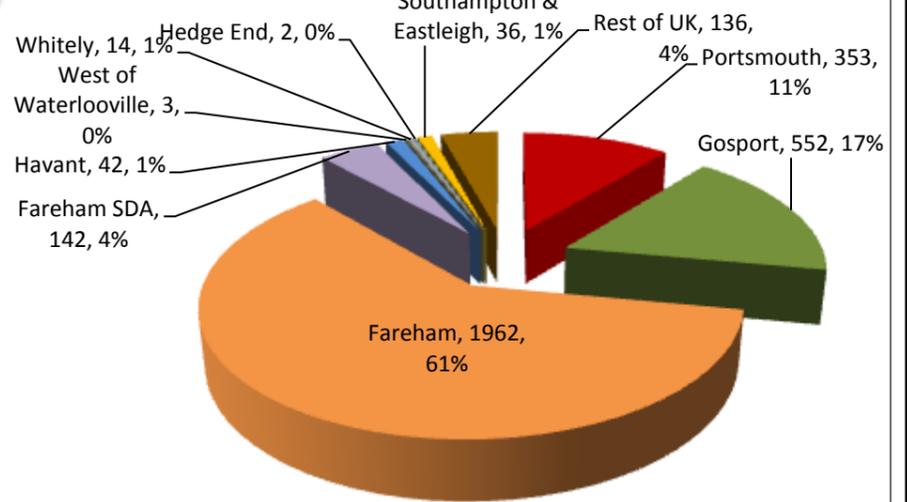
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3243 (Increase of 594 over 2006 base, 22%)

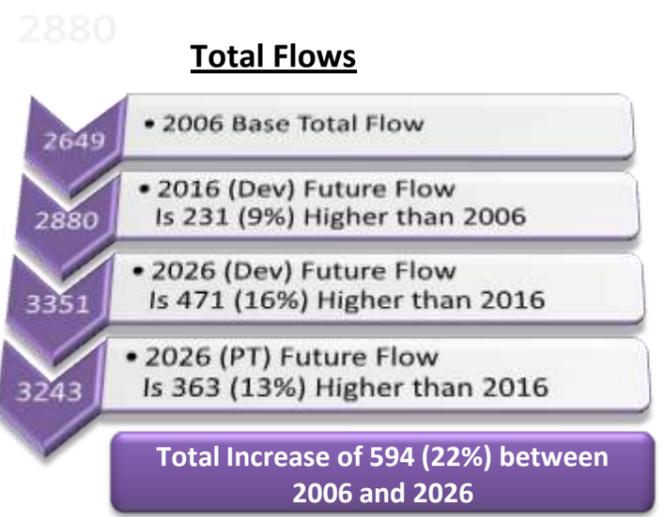


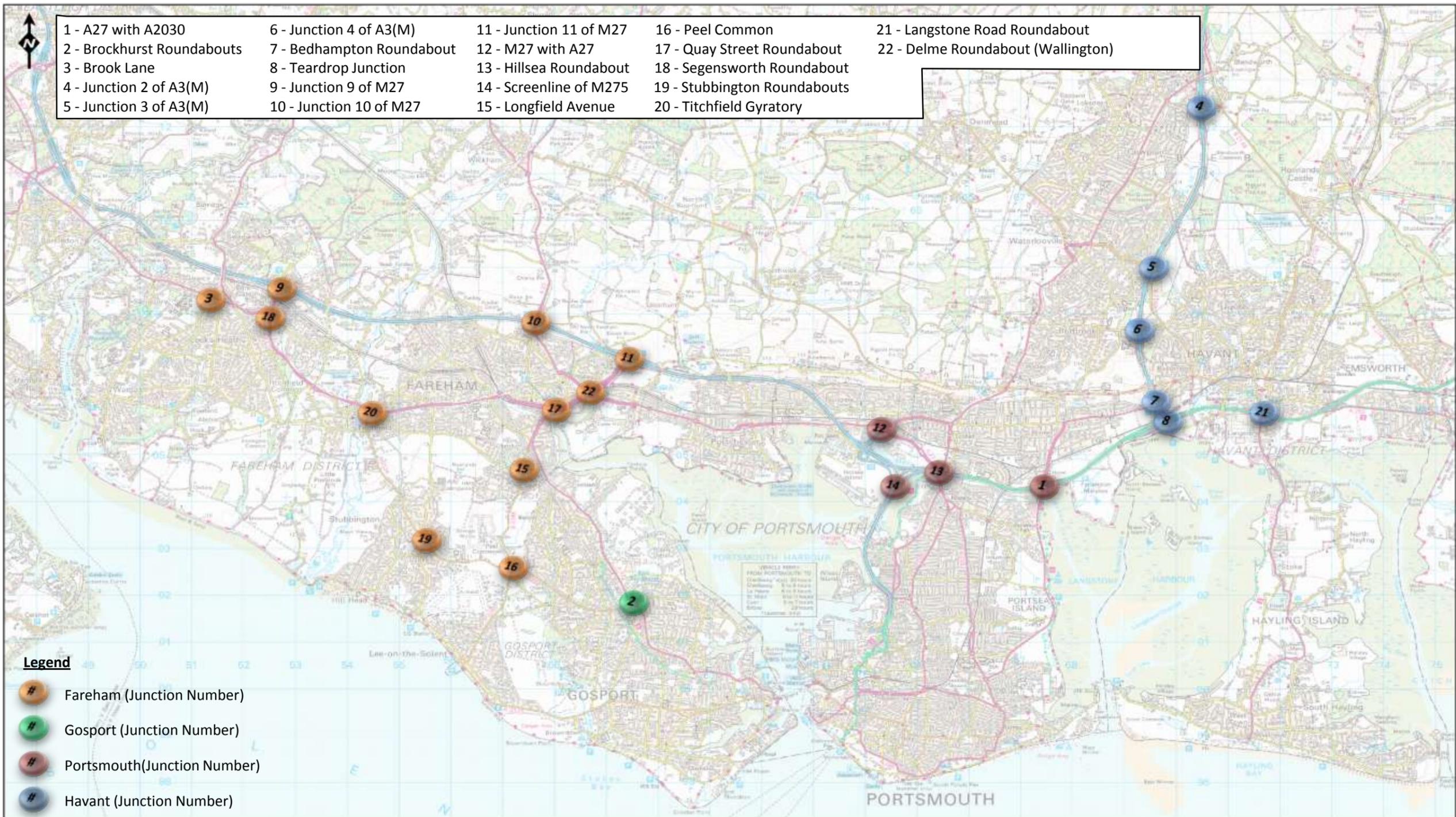
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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	364	-3%	406	9%	353	-6%
Gosport	247	0%	571	131%	552	124%
Fareham	1697	0%	2017	19%	1962	16%
Fareham SDA	3	10%	147	>500%	142	>500%
Havant	57	-7%	43	-32%	42	-33%
West of Waterlooville	3	9%	3	32%	3	38%
Whiteley	18	13%	14	-12%	14	-7%
Hedge End	0	0%	1	0%	2	0%
Southampton & Eastleigh	100	24%	25	-51%	36	-41%
Rest of UK	207	16%	125	-24%	136	-18%
Total	2696	2%	3351	26%	3243	22%





Legend

- Fareham (Junction Number)
- Gosport (Junction Number)
- Portsmouth (Junction Number)
- Havant (Junction Number)

pba
peterbrett

Peter Brett Associates LLP
Date: June 2008
Drawn By: PMW
Checked by: PL
Coordinate System: British National Grid

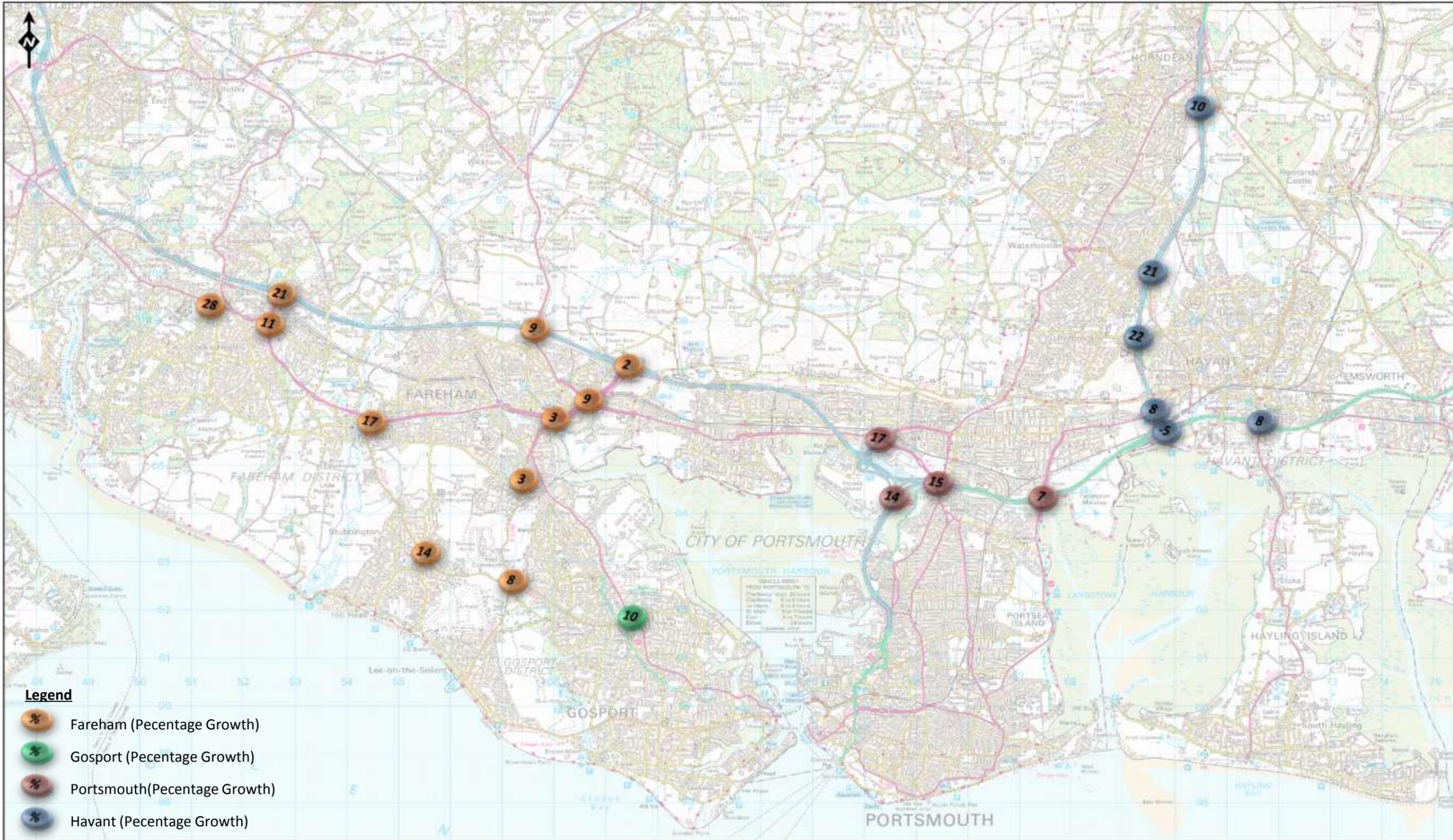
19962/001 - Evaluation of the Harbour Authorities LDF
Junction Locations and Reference Numbers

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Figure Number	Revision
Results Sheet 23	—

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Coordinate System:
British National Grid

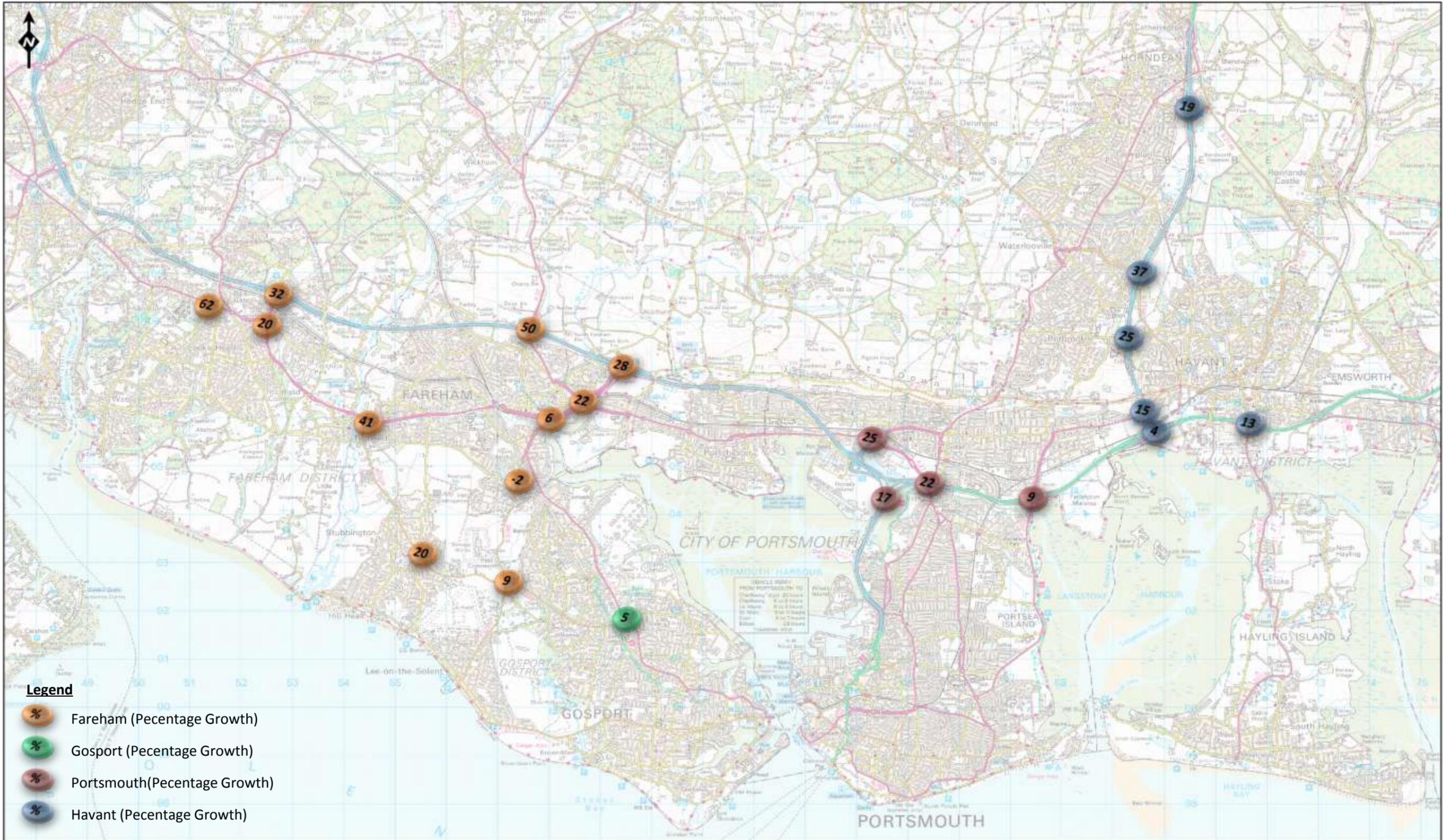
19962/001 - Evaluation of the Harbour Authorities LDF
Percentage Growth from 2006 to 2016 with Full Development

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Figure Number	Revision
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19962/001 - Evaluation of the Harbour Authorities LDF
 Percentage Growth from 2006 to 2026 with Full Development

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Figure Number	Revision
Results Sheet 25	—

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