



Proposed Residential Development
Land to the South of Funtley Road, Funtley

Highway Note

For

Reside Developments

Document Control Sheet

Proposed Residential Development

Land to the South of Funtley Road, Funtley

Reside Developments

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
25/01/2021	1 st Draft	EU/DM	DM
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1.0 Introduction

- 1.1 This highways note has been prepared in response to comments raised by Hampshire County Council (HCC) in respect of an outline planning application for a residential development on land to the south of Funtley Road, Funtley, Hampshire.
- 1.2 The following section of this note sets out those comments that require addressing, with a suitable response as appropriate.

2.0 Response to Comments Raised

2.1 The following paragraphs set out relevant comments raised by HCC, with a response where necessary.

Promoting Sustainable Travel

2.2 In respect of pedestrian and cycle routes to nearby schools/amenities, HCC stated that:

"Due to the increased levels of pedestrian footfall on the existing network, an NMU audit should be conducted and submitted detailing the acceptability of routes to local amenities and education facilities which are not provided within the development. Particular note should be drawn to the route to Henry Cort Community College as this secondary education facility is at the maximum acceptable walking distance when measured against CIHT recommendations if taking the shortest distance available (that being over the M27 footbridge and along the PRow to the west."

2.3 A NMU Audit has been undertaken, and is submitted as a separate document. The audit seeks to review key walk/cycle routes as requested by HCC, reviewing various criteria to assess the suitability of each route. This includes parameters such as security, width, surface treatment, lighting. The key routes assessed include:

- ▶ Various routes to and from Henry Cort College;
- ▶ Routes to retail facilities on Highland Road; and
- ▶ Facilities within Funtley.

2.4 The NMU audit suggests the following improvements are taken forward:

- ▶ Improvements to the surface treatment for pedestrians walking to Henry Cort college in the vicinity of the Deviation Line. Currently the surface is difficult to pass during winter months. Appropriate surfacing such as a compact stone or gravel treatment would reduce the build-up of mud. This should be implemented between two sets of staircases, and in the vicinity of the underpass leading north under the M27;
- ▶ Improvements to lighting in the vicinity of the staircases and underpass to improve the attractiveness of the route to the college in low light/early evening. Currently there is no lighting. It is envisaged that provided an electrical supply can be achieved to the highway without impacting on third party land, some low level lighting could be introduced to improve the attractiveness and security of the route to all users; and
- ▶ Potential to introduce a cycle rail on each staircase to enable cyclists to wheel their cycle along each staircase. Currently there is no way for a cyclist to access the eastern staircase without carrying the cycle.

2.5 It is envisaged the above could be secured by way of a contribution attached to a condition, or alternatively form part of the Section 106 agreement.

2.6 In respect of public transport access, HCC stated that:

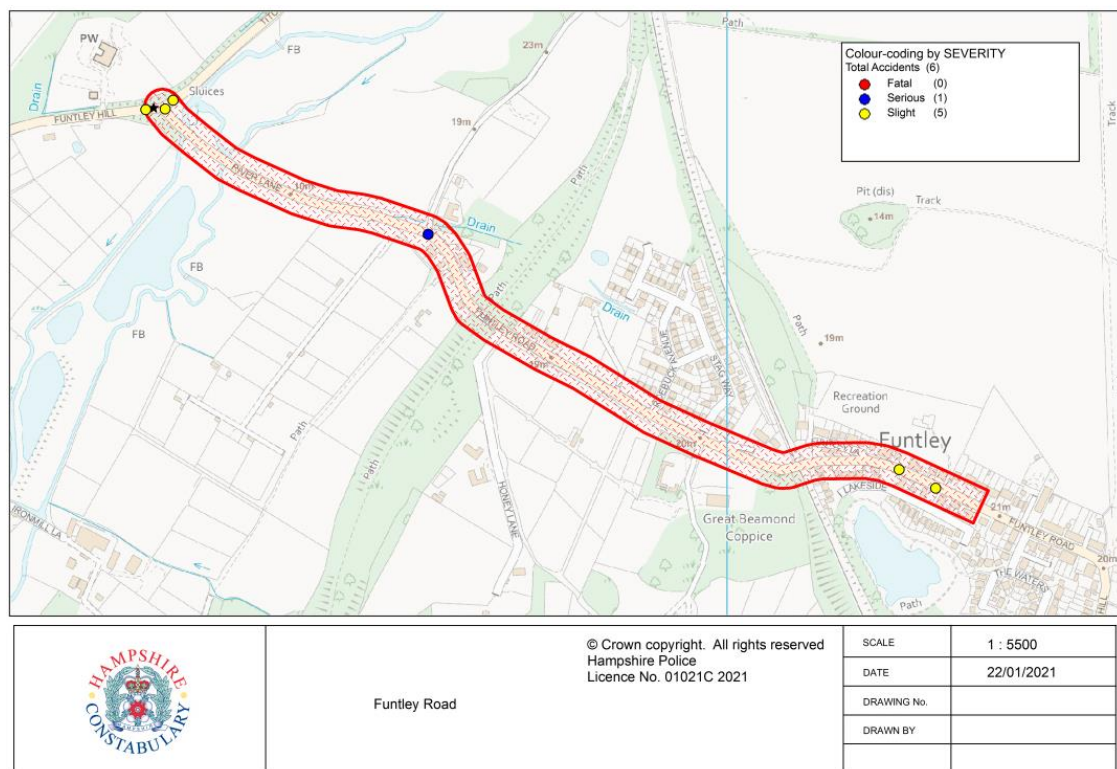
"The applicant should liaise with Hampshire County Council's Passenger Transport Group, Land Trust and service provider to ensure bus provision is reinstated."

2.7 Further discussions have been held with HCC, and a request has been made to provide the route 20 bus service with access into the application site, including suitable turning facilities. This would enable the route to continue to serve Funtley, but not require use of a restricted bridge on Mayles Lane to the north-west of Funtley.

- 2.8 The applicant is prepared to enable suitable access into the site, including the provision of a bus stop/flag and shelter. It is envisaged this could be secured by way of a condition or incorporated into a Section 106 agreement.
- 2.9 At the request of HCC, additional vehicle tracking of a bus has been undertaken to demonstrate the suitability of the proposed access junction. This is included as **Appendix A**, and shows there to be suitable width to enable a bus to turn into and out of the site. Considering the relatively infrequent use of the access, it is not considered necessary to ensure two-way vehicle movement at the access for a bus and car.

Road Safety Review

- 2.10 An assessment of the Personal Injury Accident (PIA) data for the highway surrounding the site has been undertaken. Accident record data for the latest five-year period has been acquired from Hampshire Constabulary, and is attached as **Appendix B**.
- 2.11 The PIA study area includes Funtley Road and River Lane, as well as sections of Funtley Hill, Fontley Road and Titchfield Lane. During the five-year period a total of six incidents were recorded within the study area, of which five resulted in slight injuries, and one a serious injury. The accident locations are shown below.



- 2.12 The serious incident involved a pedal cyclist losing control and sustaining an injury. No other vehicles were involved, whilst the accident occurred in dark and icy conditions. The report states that the rider was travelling too quickly on an icy road, and is therefore likely a result of driver error.
- 2.13 Two 'slight' accidents occurred along Funtley Road to the east of the site, one involving a collision between a car and motorcyclist, with the second incident involving a collision between a car and cyclist. The collision with the cyclist was reportedly caused by a car breaking sharply, with the cyclist colliding with the rear of the car. The second incident involved a car turning out of Lakeside and colliding with the

motorcyclist. The report states that the drivers visibility was obstructed by a parked car, although there are double yellow lines on Funtley Road in both directions restricting informal parking from taking place.

- 2.14 A total of three accidents occurred at the junction of River Lane with Fontley Road, all of which were slight in nature. One incident involved a motorcyclist skidding on ice, resulting in the driver falling off. The report states that the poor weather is the likely causation of the incident. A second accident at the junction involved a rear shunt between four vehicles, as the first vehicle attempted to turn right into River Lane. The fourth vehicle failed to stop, causing a four car collision. The report states that the driver of vehicle four was driving carelessly/was in a hurry. Observations show that there is suitable forward visibility for a driver approaching the junction from the south, allowing sufficient time for a driver to stop should a second car be turning into River Lane. Therefore it is considered likely that the causation stated (the driver was driving carelessly) is more applicable than an issue with the highway itself.
- 2.15 The third slight incident involved a cyclist losing control and falling into the carriageway. The report states that conditions were slippery due to the wet weather. Again, there is nothing to suggest that the highway itself is deficient, as there will always be an increased risk of a cyclist losing control in wet weather.
- 2.16 The PIA data suggests that there is no perceived accident problem or 'hot-spot' on the roads surrounding the proposed site. The proposals, by opening up a cycle route across the M27 south towards Funtley would assist in avoiding the need for cyclists to travel along local roads. Therefore the number of incidents reported, particularly those involving cyclists, is not expected to increase as a result of the proposals.

Vehicle Tracking

- 2.17 In respect of vehicle tracking at the site access, HCC stated that:

"As the site access will see an increase in private car use, additional tracking drawings demonstrating that cars can carry out right / left turns into the site with a car waiting at the give way line to turn right out of the site is required."

- 2.18 Additional vehicle tracking has been undertaken, which is attached as **Appendix C**. The drawing shows more than sufficient width to enable a car to turn left or right into the site whilst a further car waits to turn right out.

Visibility Splays at the Site Access

- 2.19 In respect of vehicle speeds past the site access and resultant implications on visibility splays, HCC state that:

"It is also noted that the submitted speed surveys are over 5 years old, and these should be updated. In terms of conducting speed surveys, the Highway Authority does not have any additional restrictions to these being carried out due to the Covid-19 pandemic."

- 2.20 A further speed survey by way of a traffic counter has been undertaken between 11th and 17th January 2021, with the raw data attached as **Appendix D**. Relevant 85th percentile speeds are shown below:

- ▶ Eastbound 85th percentile speed = 38.7 mph; and
- ▶ Westbound 85th percentile speed = 38.0 mph.

- 2.21 Visibility requirements have been assessed based on recorded speeds using the formula contained within MfS. It also accounts for recent guidance in Design Manual for Roads and Bridges by not applying any reductions to speeds to account for wet weather. The required visibility splays are as follows:

- ▶ Visibility Splay to the east (for westbound speeds) = 60.6 metres; and
- ▶ Visibility Splay to the west (for eastbound speeds) = 6.23 metres.

- 2.22 The proposed site access drawing included at **Appendix E** illustrates the required visibility splays noted above. Visibility splays can be achieved in both directions with some very minor removal of the existing hedgerow/vegetation. This is fully located within the public highway or on land under the client's ownership.

Travel Plan

- 2.23 In respect of the Travel Plan, HCC state that:

"Although the Travel Plan is generally of a high standard, it does not meet the minimum standards required by HCC to be accepted."

- 2.24 HCC set out a list of required amendments in their response, which have been incorporated into a revised Travel Plan. A copy is submitted separate to this Technical Note.

Development Traffic Distribution

- 2.25 In respect of traffic distribution, HCC stated that:

"...the analysis does not assume any traffic from the site will travel east towards the A32 Wickham Road to access Eastleigh and Winchester and should be amended. Furthermore, the assessment does not include consideration of improvements to M27 Junction 10 to an all moves junction associated with the Welborne development. This should be considered."

- 2.26 The traffic distribution contained within the TA assumes that any traffic heading towards Eastleigh or Winchester would route west from the site. This reflects the distance and time duration to reach junction 9 of the M27 of the west as opposed to heading east to junction 11. This is supported by Google Maps journey times, which suggests that a driver departing the site and travelling towards Eastleigh or Winchester would route west as opposed to accessing the Kiln Road/ Park Lane junction.

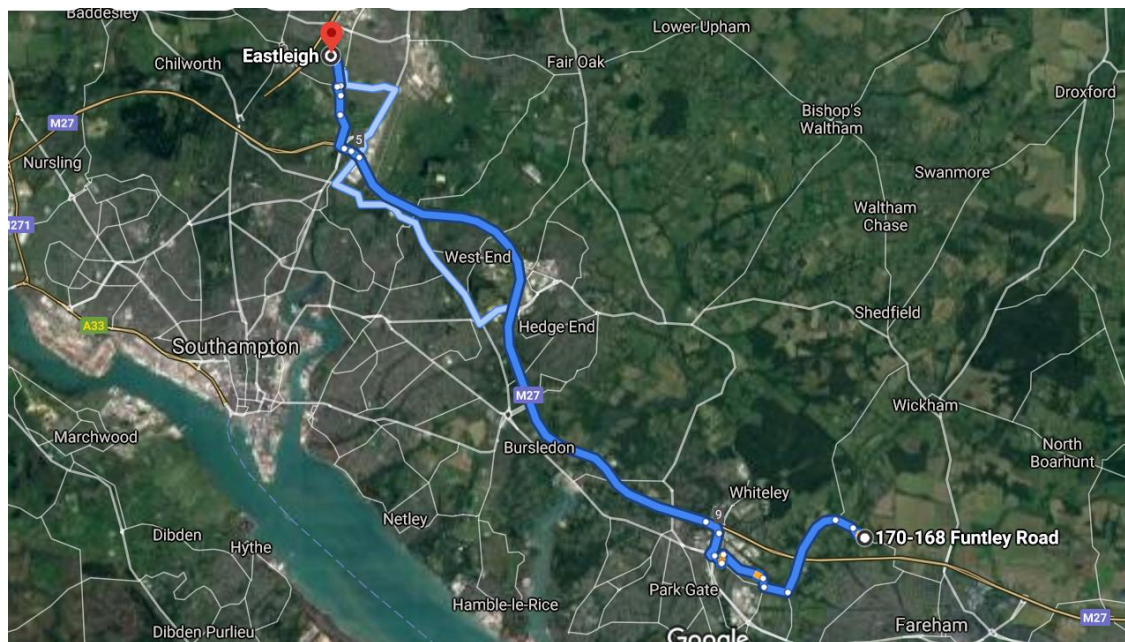


Figure 2.1 – Routing of Vehicles from the Application Site

- 2.27 On this basis, it is considered appropriate to route Eastleigh and Winchester traffic west from the site in the future scenario without the all-movement junction 10 upgrade works being in place. It is however acknowledged that with junction 10 improvements in place, some drivers will route east to then travel westbound on the M27.

- 2.28 The only traffic likely to access the A32 Wickham Road are those vehicles routing into Fareham. However the A32 is only one such route to access central Fareham, as Park Lane also provides a direct route to the south. This is illustrated below, where Google Maps journey time data suggests that Park Lane is more likely to be utilised than the A32.

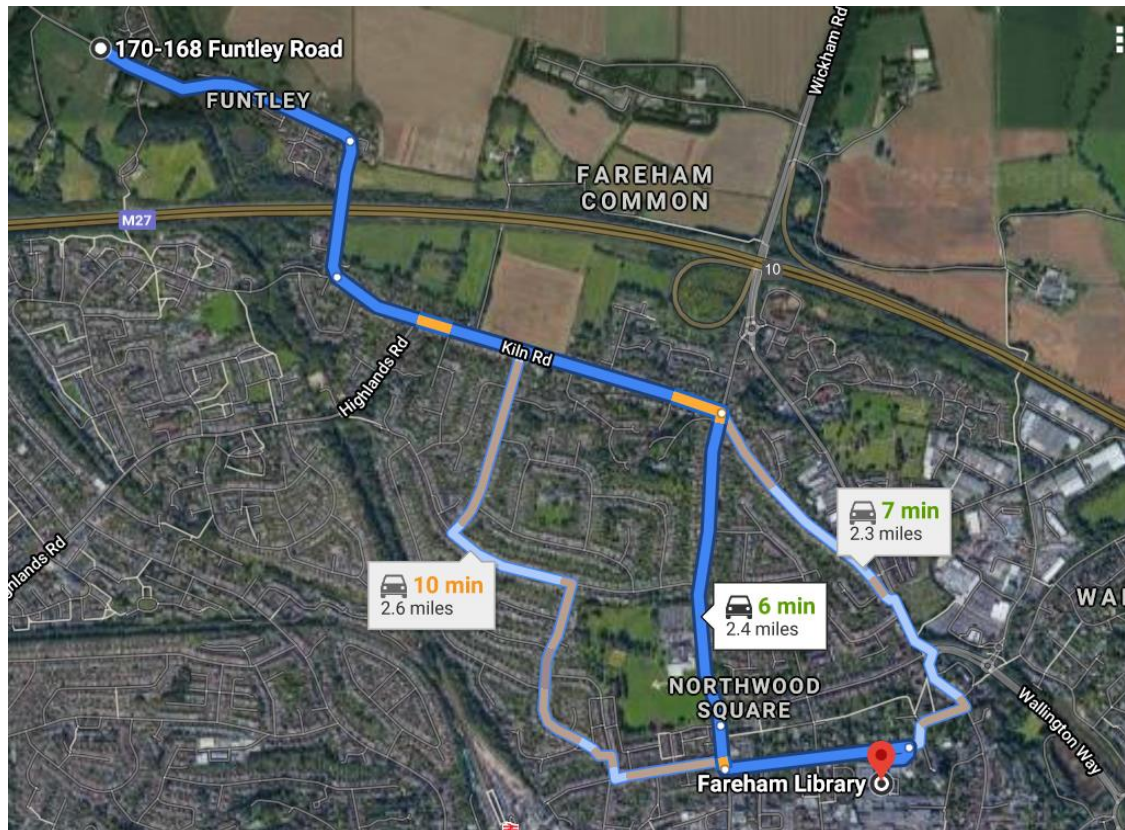


Figure 2.2 – Routes into Fareham Centre

- 2.29 The TA assumed all trips heading into Fareham would turn south on Park Lane, however the revised assessment splits trips into Fareham 50/50 between Park Lane and Old Turnpike.
- 2.30 The Welbourne development proposals include an improvement to the Kiln Road/Park Lane junction, which includes the removal of Old Turnpike from the signal operation. Therefore trips heading to the site from Fareham will do so via Park Lane.
- 2.31 For the 2036 scenario, 50% of those development trips previously routed west from the site are instead routed east to the Kiln Road junction. This is on the basis of the M27 junction 10 being operational in 2036, which will attract some of those trips to Eastleigh, Southampton, and Winchester, which previously routed west from the site.
- 2.32 Revised development trips flow diagrams for the 2026 and 2036 morning and evening peak hours are shown within Figures TN01-TN04.

Traffic Modelling

- 2.33 In respect of wider traffic modelling, HCC state that:

"The TA and modelling should be updated to review the approved Welborne modelling and mitigation package as submitted in the July 2019 TA. Any proposed mitigation should also take into account the full implications of the Welborne proposals. The modelling should also assess the impact of the development

before and after the installation of the proposed improvement to an all-moves junction at Junction 10 of the M27, as this will likely impact the proposed distribution.”

- 2.34 The Welbourne TA and supplementary documents set out how the wider road network will perform in both 2026 and 2036. The 2026 scenario assumes a particular quantum of built development, relating to circa 1,100 homes (plus some retail and employment floorspace). The 2026 scenario assumes many highway improvement measures will be in place with the exception of the new M27 junction 10. The 2026 scenario does however assume changes to the Kiln Road junction will be in place, focusing on the removal of Old Turnpike from the signal junction arrangement.
- 2.35 The Welbourne documentation includes revised 2026 and 2036 traffic flow diagrams, which include redistributed traffic flows to account for the changes to the road network. The Welbourne TA includes baseline trips, a breakdown of redistributed trips, plus development trips. For the purposes of the assessment contained in this report, the full traffic data for each scenario (i.e. observed plus redistributed plus Welbourne development flows) has been assessed and is shown within **Figures TN05 -TN08**. Considering the wider redistribution of traffic flow on the network, this is considered to allow a more representative assessment of development trips for Land South of Funtley Road.
- 2.36 The 2026 and 2036 future 'with development' scenarios including both the baseline (including Welbourne) plus developments trips is shown within **Figures TN09 – TN12**.
- 2.37 It is noteworthy that the revised junction arrangement for the Kiln Road/Park Lane junction includes widening of the Kiln Road approach lane to 3.6 metres. The Welbourne assessment also assumes the pedestrian phase is called every third cycle, which is viewed as a robust assumption when considering current and future pedestrian flow predictions. This is replicated in the revised model assessed in this note.
- 2.38 Tables 62.1 and 2.2 below summarise the junction operation in the 2026 baseline (including Welbourne) and 'with development' scenarios for the weekday morning and evening peak hours respectively. Again, this assumes the revised Kiln Road junction arrangement is in place (i.e. no Old Turnpike), although the M27 junction 10 junction has not been built.. The LinSig results for these scenarios are included within the output at **Appendix F**.

Arm	2026 Baseline		2026 with Development	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
North Hill	88.1%	16	91.8%	17
Park Lane	87.9%	11	89.4%	11
Kiln Road	88.1%	28	93.2%	34

Table 2.1: 2026 Weekday Morning Peak Hour LinSig Results Summary

Arm	2026 Baseline		2026 with Development	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
North Hill	82.6%	24	86.0%	26
Park Lane	82.0%	12	86.1%	14
Kiln Road	82.3%	11	85.8%	12

Table 2.2: 2026 Weekday Evening Peak Hour LinSig Results Summary

- 2.39 Tables 2.1 and 2.2 illustrate how the junction, with the improvements put forward by the Welbourne development, will operate within capacity both with and without development. Minor increases in queuing are evident, although in the context of the junction as a whole they are minor and will clear in each cycle. Total delay over all lanes (PCU/hour) increases by 4-5 vehicles in the morning peak hour.

- 2.40 The 2036 assessment includes the M27 junction 10, which results in a notable redistribution of traffic flow on the wider road network. This is incorporated into the baseline using the Welbourne assessment. Development traffic (as set out previously) has been largely redistributed towards this junction, as more residents are likely to route to the new junction 10 in order to travel west towards Winchester and Eastleigh. However some residents will still travel west via Titchfield to reach junction 9 since the time difference is negligible. Relevant outputs are included at **Appendix G**.

Arm	2036 Baseline		2036 with Development	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
North Hill	95.2%	25	100.6%	34
Park Lane	94.7%	15	99.5%	18
Kiln Road	96.4%	34	101.2%	47

Table 2.3: 2036 Weekday Morning Peak Hour LinSig Results Summary

Arm	2036 Baseline		2036 with Development	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
North Hill	93.1%	32	97.0%	37
Park Lane	91.3%	15	96.8%	18
Kiln Road	91.8%	18	96.1%	21

Table 2.4: 2036 Weekday Evening Peak Hour LinSig Results Summary

- 2.41 Tables 2.3 and 2.4 illustrates how the junction will operate closer to capacity in 2036, with increased levels of queuing. The development will increase queuing, with the junction operating at capacity in the morning peak hour. The evening peak hour would continue to operate in capacity with minimal increases in queuing.
- 2.42 Despite the morning peak hour experiencing increases in queuing, total delay across all arms is shown within the Linsig Output to reach 22 PCU per hour.
- 2.43 The above assessment is considered robust when considering the likely shift away from car trips resulting from the improvements to pedestrian and cycle connections brought about by mitigation proposed as part of this application as well as the recent improvements to the M27 bridge. The Travel Plan will also have the effect of reducing car trips over its five year period.

Railway Bridge Signal Operation

- 2.44 In respect of the signal operation over the railway bridge to the east of the development site, HCC stated that:
- "It is noted that the signalised shuttle working over the rail line on Funtley Road to the east of the site has not been modelled; this is required as part of this application."*
- 2.45 A review of the operation has been undertaken for 2025 (five years post-submission) using the traffic data set out within the application Transport Assessment. This is considered more accurate than the 2026/2036 Welbourne data, as the Welbourne assessment does not extend to Funtley Road. Development traffic has been distributed so that 100% of trips route east from the site for robustness.

Arm	2025 Baseline		2025 with Development	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
Eastbound	33.4%	3	43.0%	3
Westbound	34.5%	2	43.2%	3

Table 2.5: 2025 Weekday Morning Peak Hour LinSig Results Summary

Arm	2025 Baseline		2025 with Development	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
Eastbound	48.5%	4	62.7%	6
Westbound	50.5%	4	62.1%	5

Table 2.6: 2025 Weekday Evening Peak Hour LinSig Results Summary

- 2.46 Tables 2.5 and 2.6 illustrate how the signal operation over the railway bridge will continue to operate well within capacity, even when assessed in 2025 with all development related traffic. The low background traffic flow along Funtley Road, coupled with the signal operation only operating with two phases (thus minimising intergreens) mean that queuing does not exceed more than three vehicles in the 2025 base. Including all development traffic increases queuing by 1-2 vehicles, however this would not impact on the capacity of the signals with the highest degree of saturation only reaching 62.7% in 2025. The output is attached as **Appendix H**.
- 2.47 On this basis, it is considered that the development proposal will have no impact on the continued operation of the signal phasing over the railway bridge.

Wider Contributions

- 2.48 Within the response from HCC, a request is made for a contribution of £42,000 towards school Travel Plans. This contribution is accepted.
- 2.49 HCC also refer to contributions sought as part of the consented 55 unit residential scheme, which includes a contribution of £5,000 towards reducing the speed limit on Funtley Road, as well as a contribution of £15,000 towards school Travel Plans. Whilst the majority of the contributions sought as part of the previous consent are still relevant, the latest request for a contribution of £42,000 towards school Travel Plans is assumed to supersede the previous £15,000 contribution.
- 2.50 On this basis the applicant is prepared to offer a contribution towards all previously sought contributions with the exception of the £15,000 school Travel Plan contribution. The school Travel Plan contribution would instead amount to £42,000. The applicant is also prepared to offer a contribution towards all measures established within the NMU Audit, as well as fully funding the site Travel Plan (and relevant cycle/bus voucher contributions).
- 2.51 The above is considered an extensive list of contributions to mitigate the impact of the development.

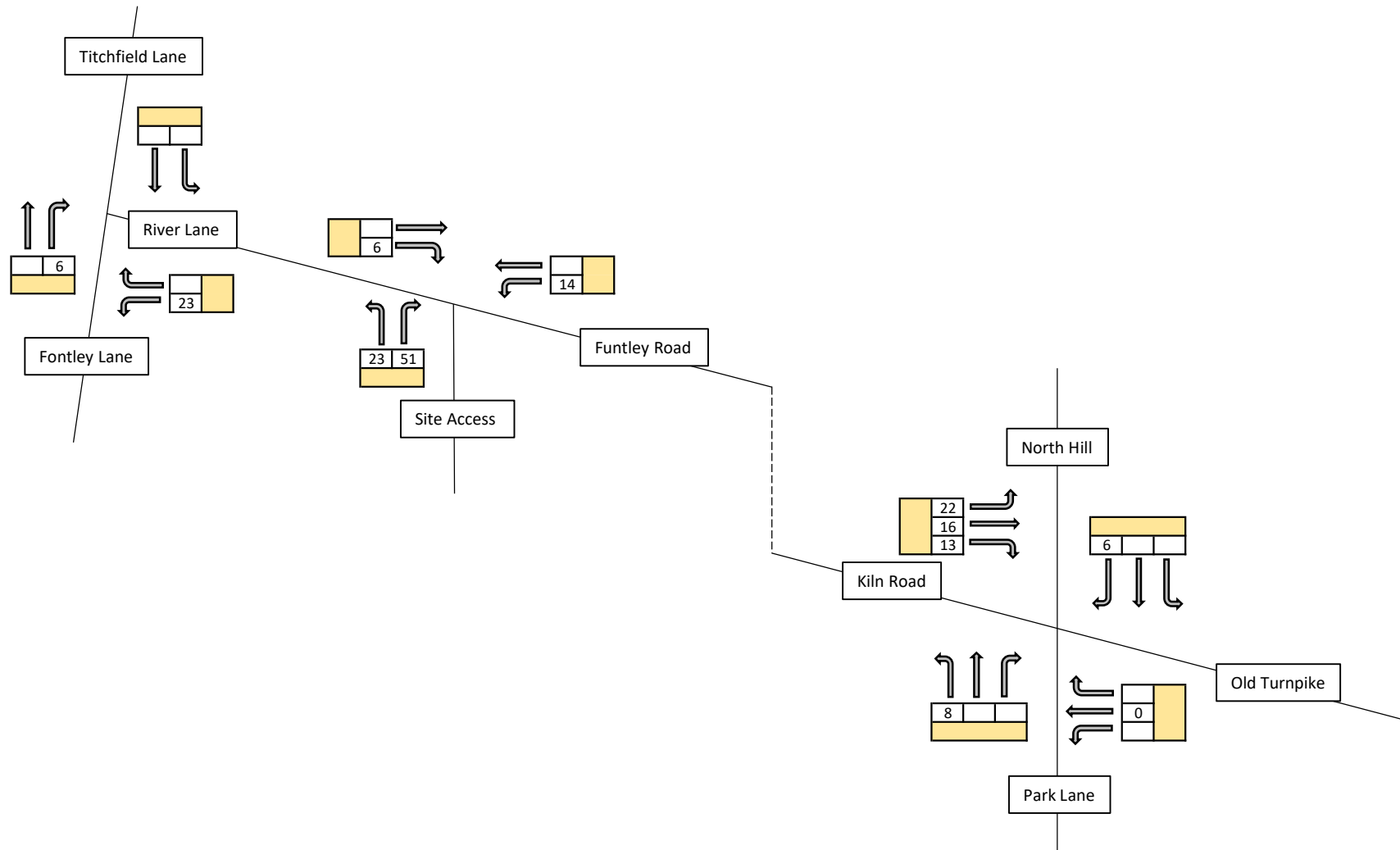
3.0 Summary and Conclusions

- 3.1 This highway note sets out a response to comments raised by HCC in respect of an outline planning application for a residential development on land to the south of Funtley Road, Funtley, Hampshire.
- 3.2 The note illustrates the following:
- ▶ Measures can be implemented to footpaths near the site to improve access to amenities by non-car modes. This includes footway resurfacing, lighting, and improved cycle access, based on the findings of a NMU audit;
 - ▶ The site will accommodate the required infrastructure to enable the number 20 bus service to turn on site, this ensuring the service can operate within Funtley;
 - ▶ A review of relevant road safety data does not highlight any existing issues that would be exacerbated by the development proposal;
 - ▶ The proposed access junction can accommodate two-way vehicle movement and suitable visibility splays based on recorded speed data;
 - ▶ A revised Travel Plan is submitted which addresses comments raised;
 - ▶ Development traffic has been redistributed based on comments raised by HCC;
 - ▶ Revised junction modelling has been undertaken of the Kiln Road/Park Lane junction based on the findings and improvement works proposed by the Welbourne scheme. This shows some increase in delay resulting from the development in 2036, although this is not considered significant or severe in terms of the findings of the NPPF. This is particularly relevant when considering the robust distribution of development traffic undertaken, and wider measures promoted to increase the usage of non-car modes of travel;
 - ▶ Junction modelling has been undertaken of the signal operation at the railway bridge to the east of the site, which shows that the signals will operate well within capacity inclusive of development related traffic flow; and
 - ▶ An extensive list of contributions will be provided as requested by HCC to mitigate the impacts of the development.
- 3.3 In view of the above, the proposed development is considered to be acceptable in transport policy terms and meets with national and local policy criteria. The assessment work undertaken has indicated that there would be no demonstrable harm arising from the proposed scheme and there are no identifiable severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

Land South of Funtley Road, Funtley

Weekday Morning Peak Hour (07:45 - 08:45) Development Trips 2026

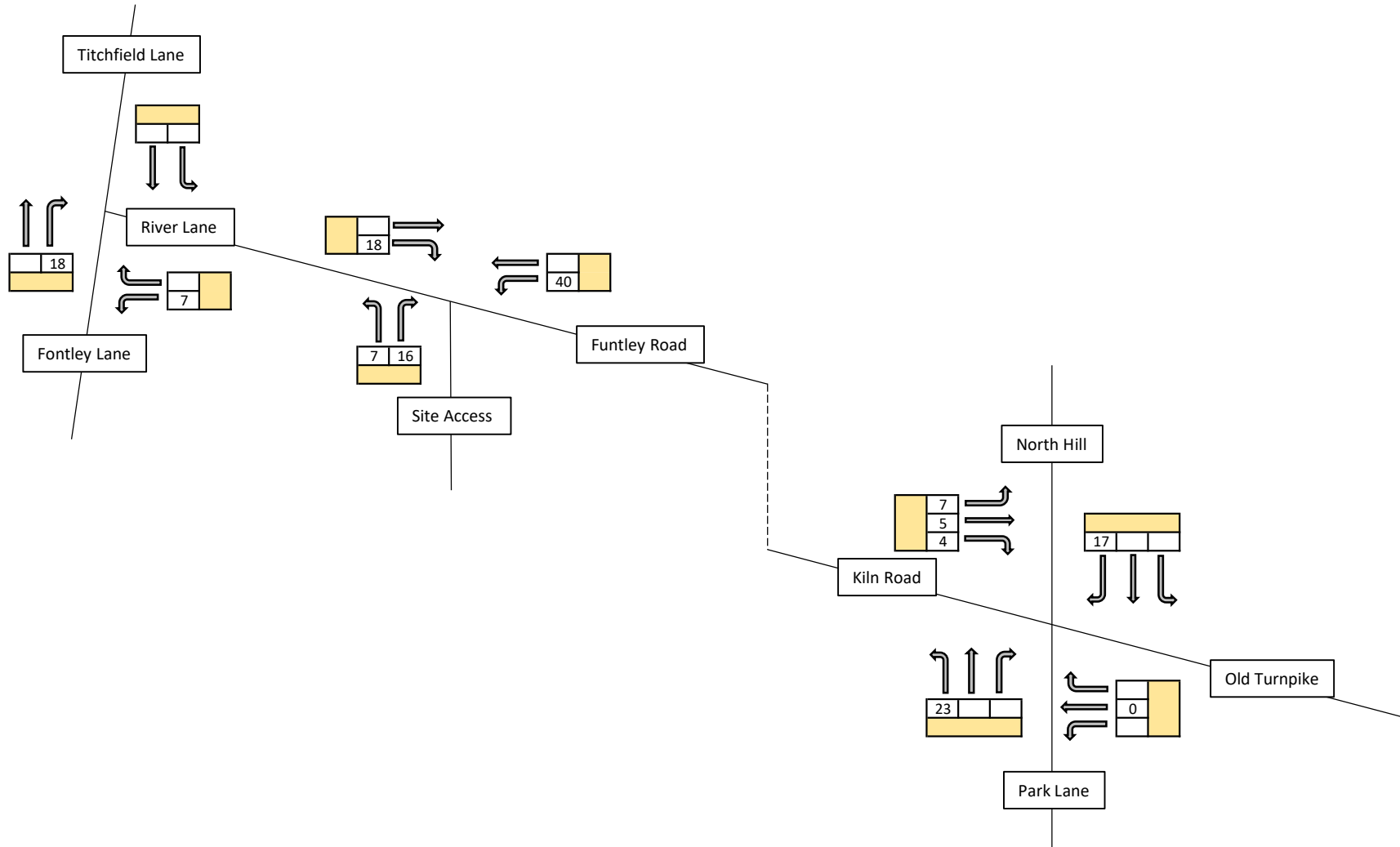
Figure TN01



Land South of Funtley Road, Funtley

Weekday Evening Peak Hour (16:45 - 17:45) Development Trips 2026

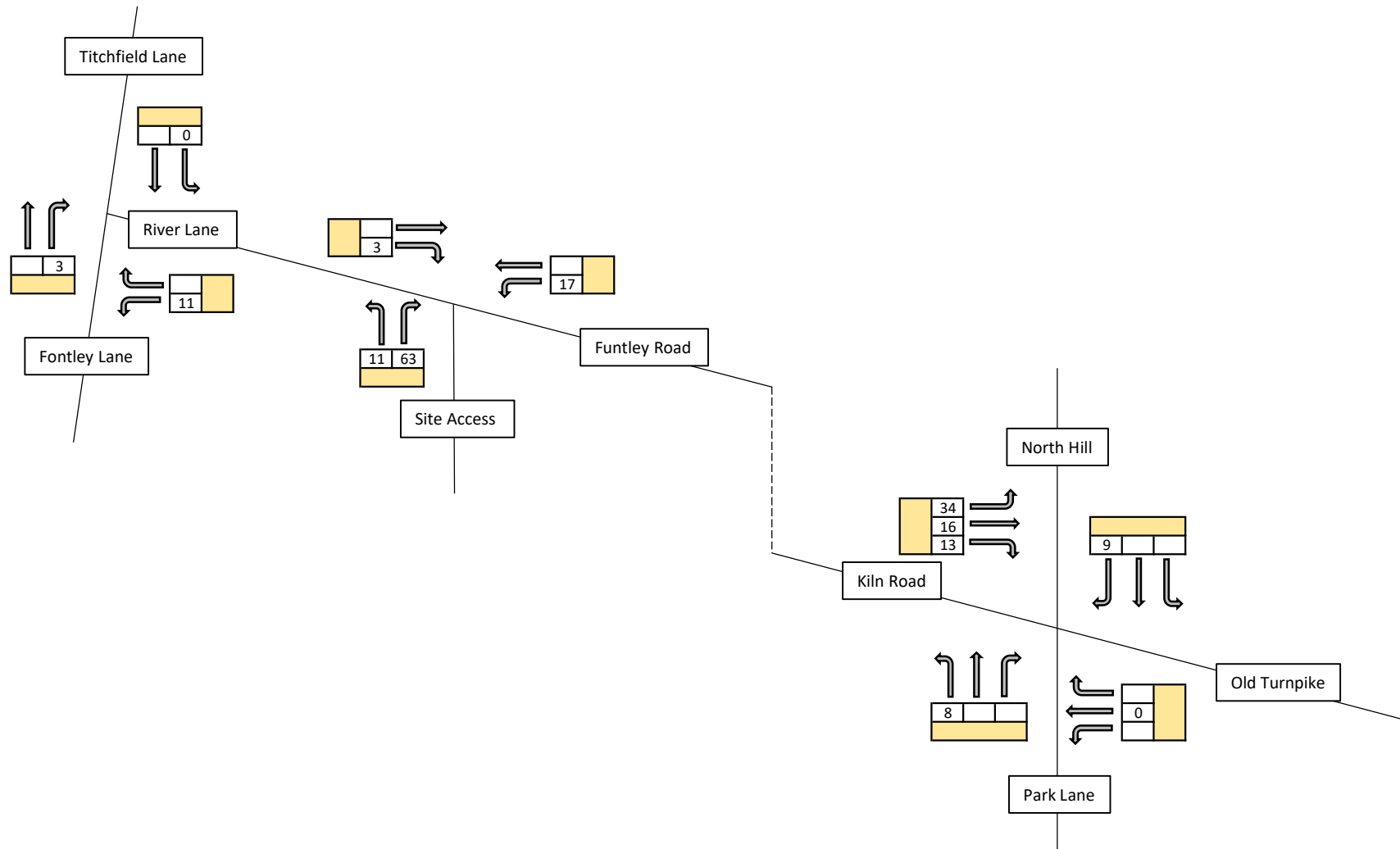
Figure TN02



Land South of Funtley Road, Funtley

Weekday Morning Peak Hour (07:45 - 08:45) Development Trips 2036

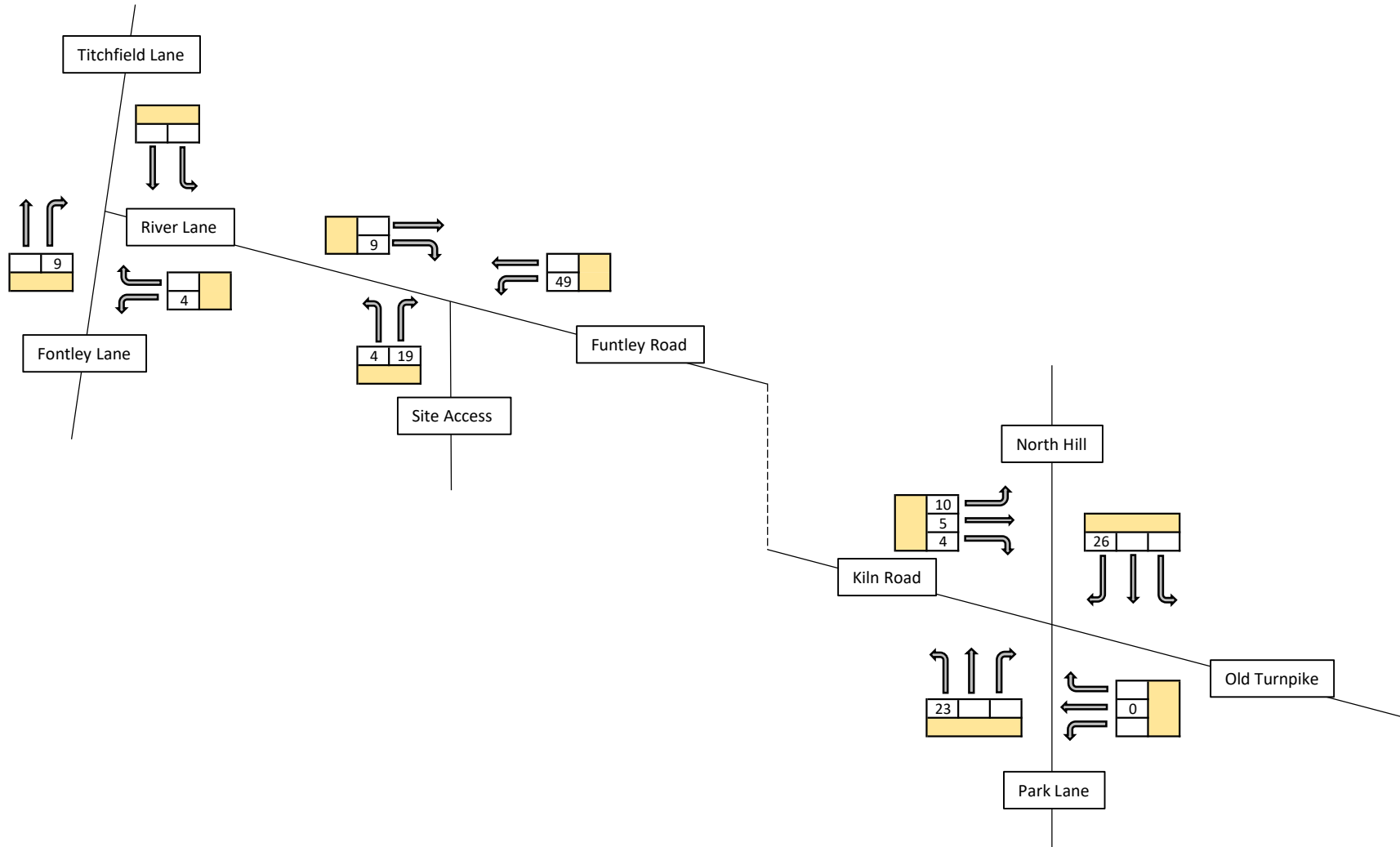
Figure TN03



Land South of Funtley Road, Funtley

Weekday Evening Peak Hour (16:45 - 17:45) Development Trips 2036

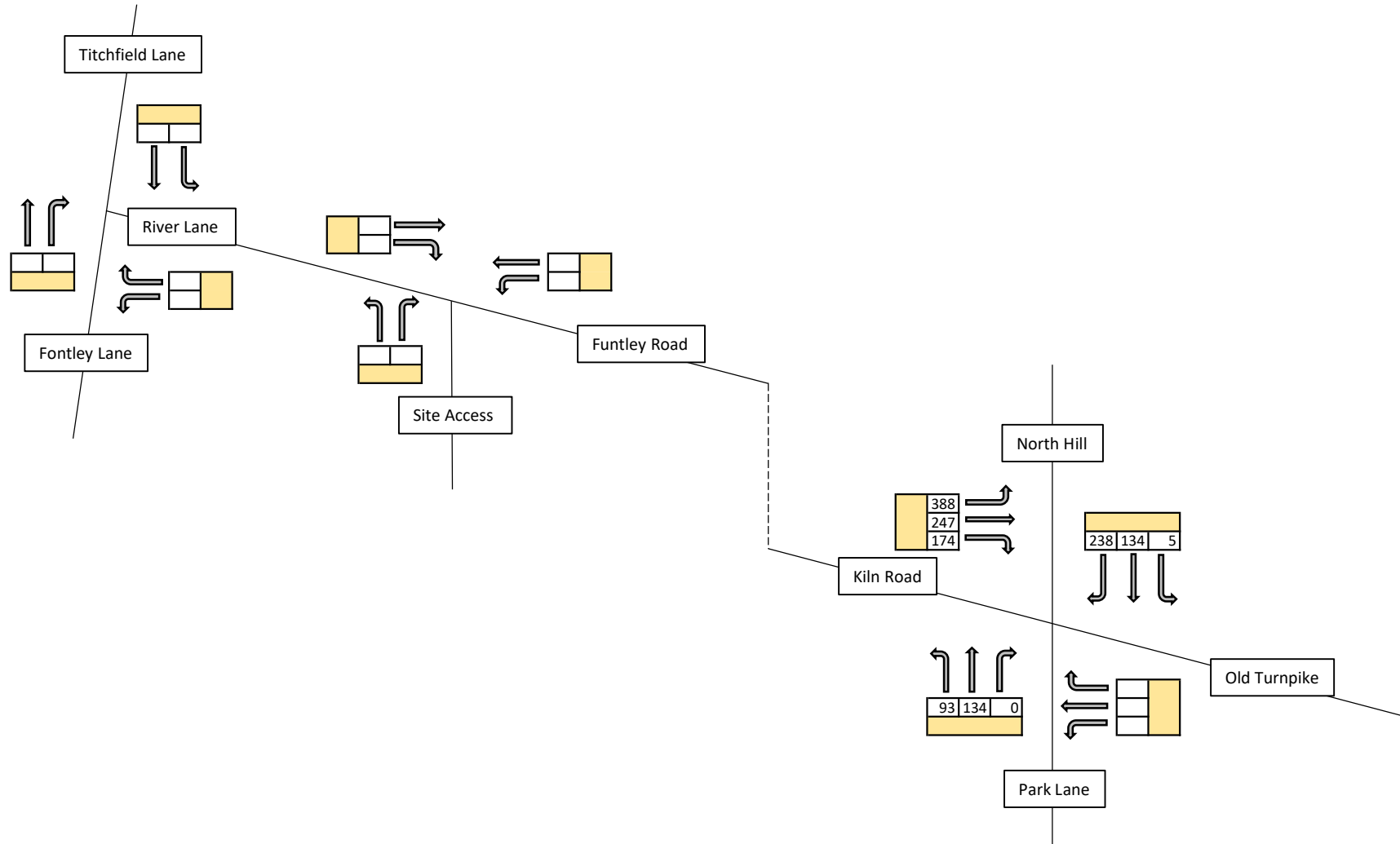
Figure TN04



Land South of Funtley Road, Funtley

Weekday Morning Peak Hour Welbourne Traffic Flow Data 2026

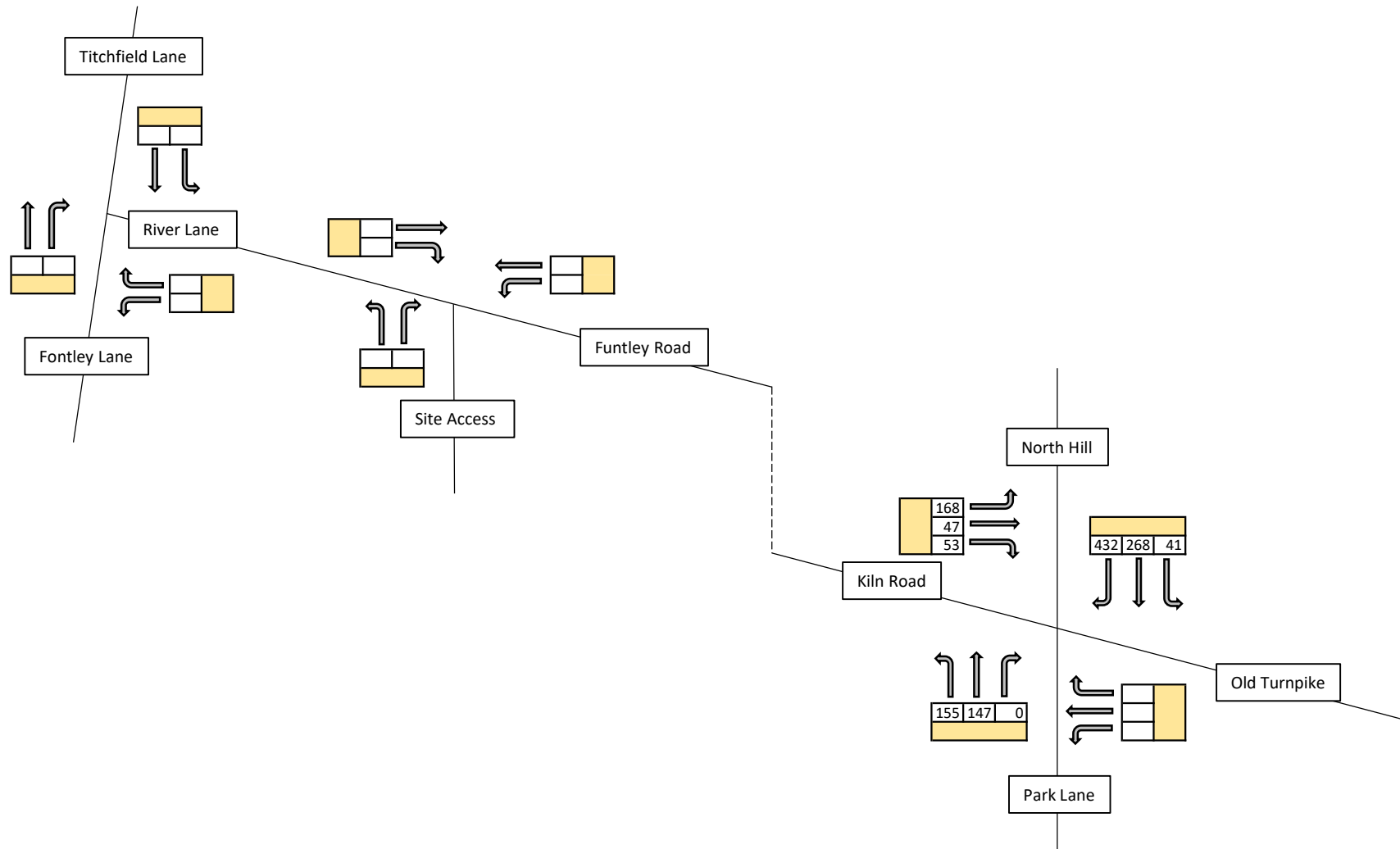
Figure TN05



Land South of Funtley Road, Funtley

Weekday Evening Peak Hour Welbourne Traffic Flow Data 2026

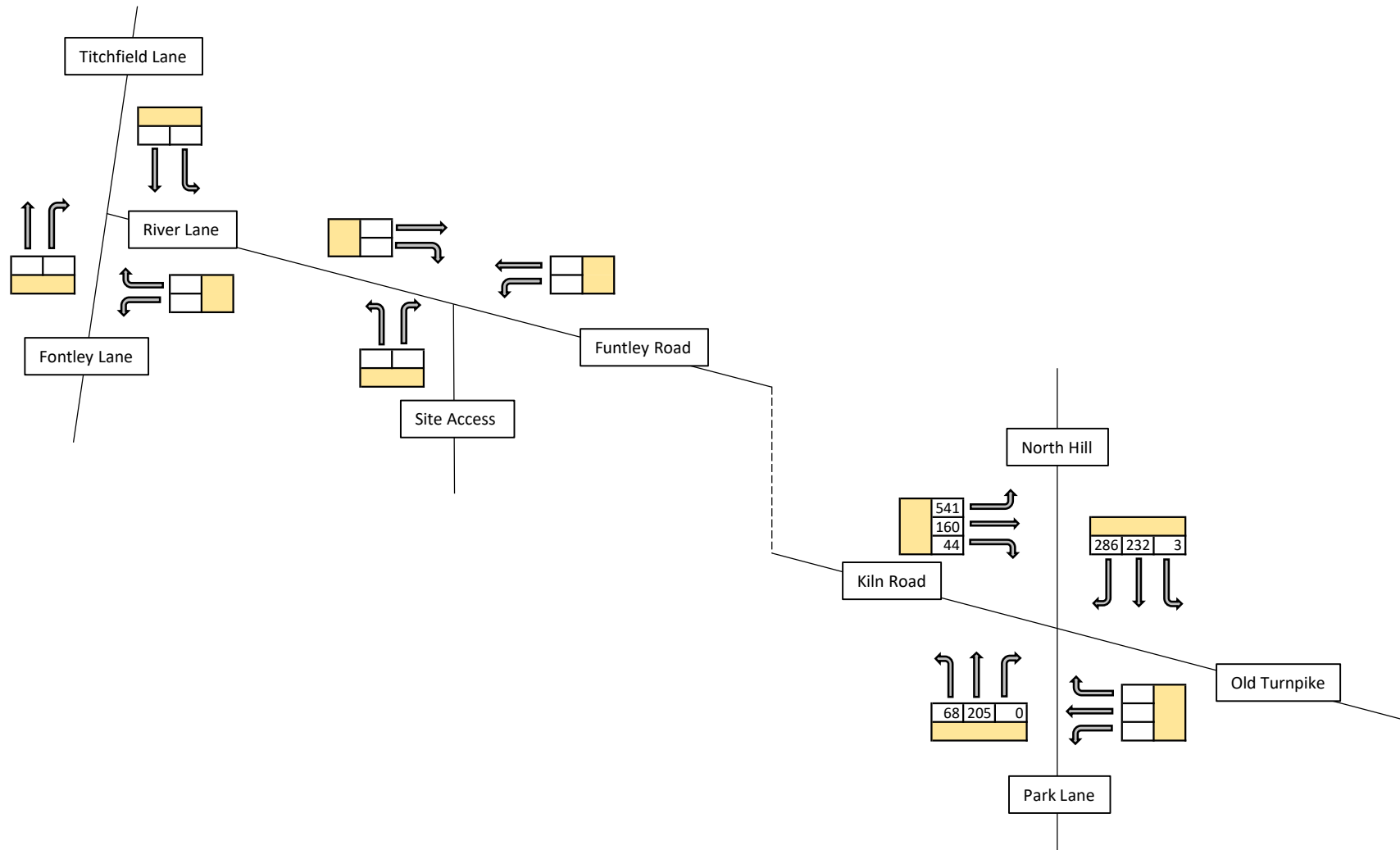
Figure TN06



Land South of Funtley Road, Funtley

Weekday Morning Peak Hour Welbourne Traffic Flow Data 2036

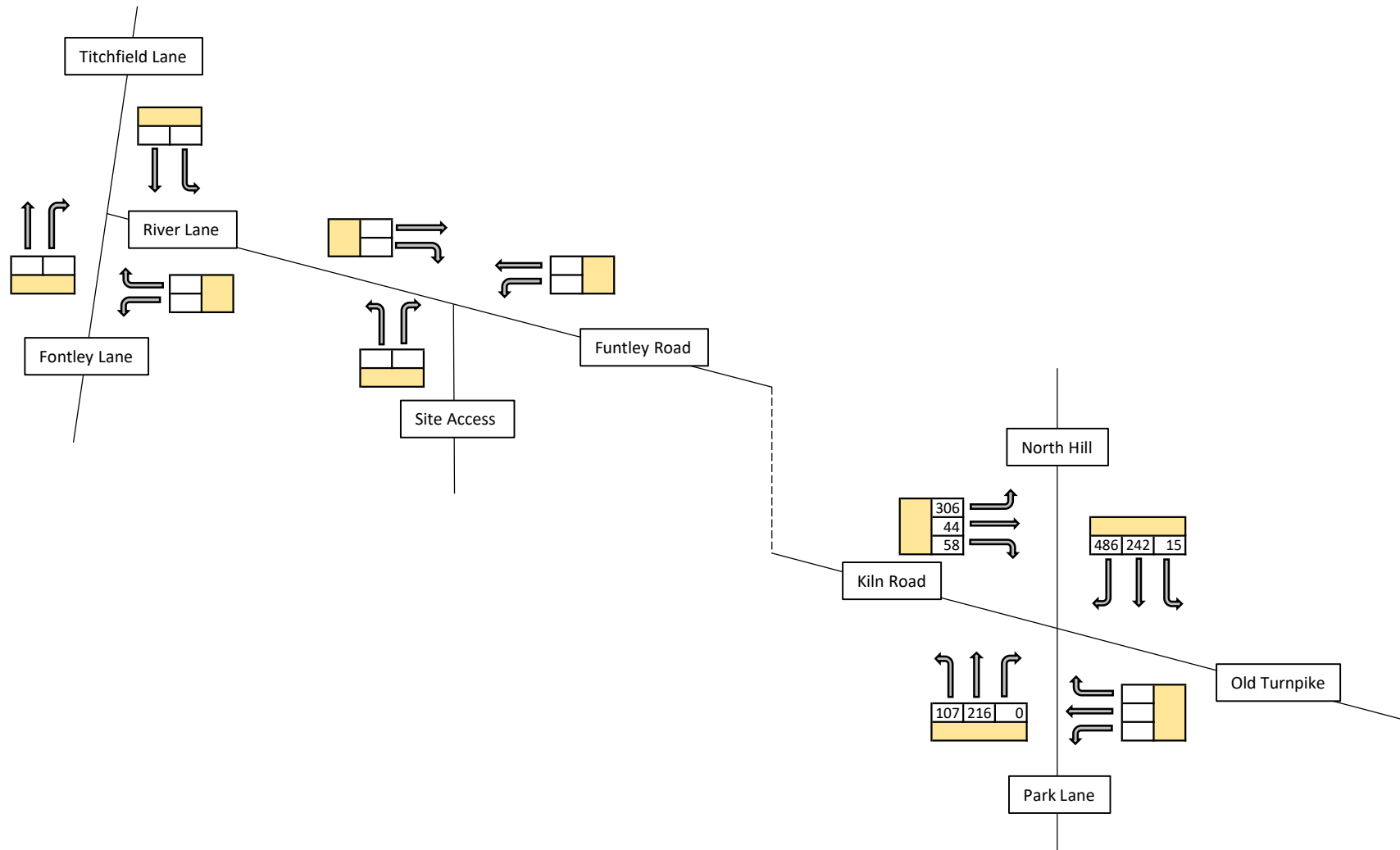
Figure TN07



Land South of Funtley Road, Funtley

Weekday Evening Peak Hour Welbourne Traffic Flow Data 2036

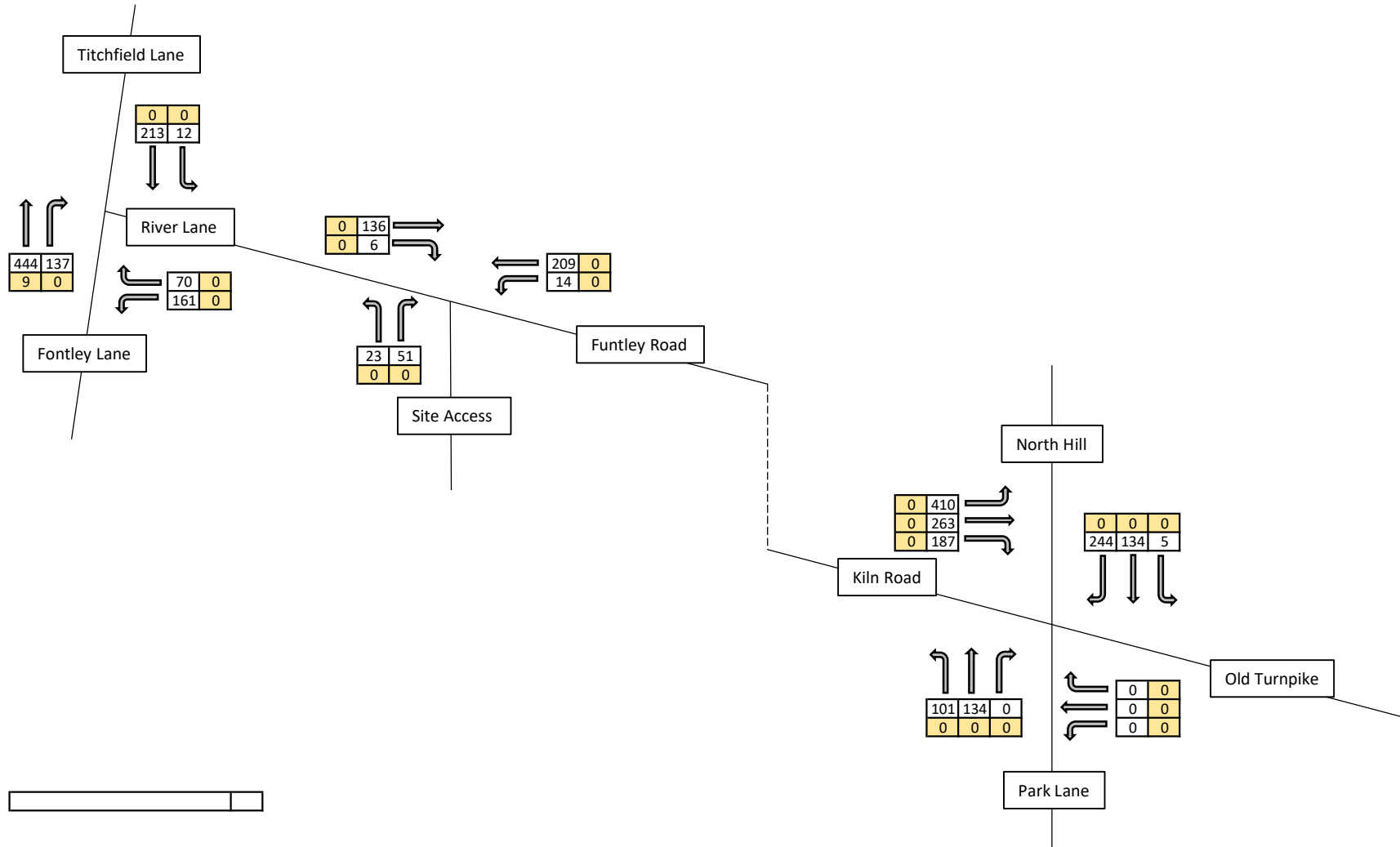
Figure TN08



Land South of Funtley Road, Funtley

2026 Weekday Morning Peak Hour With Committed and Development Traffic

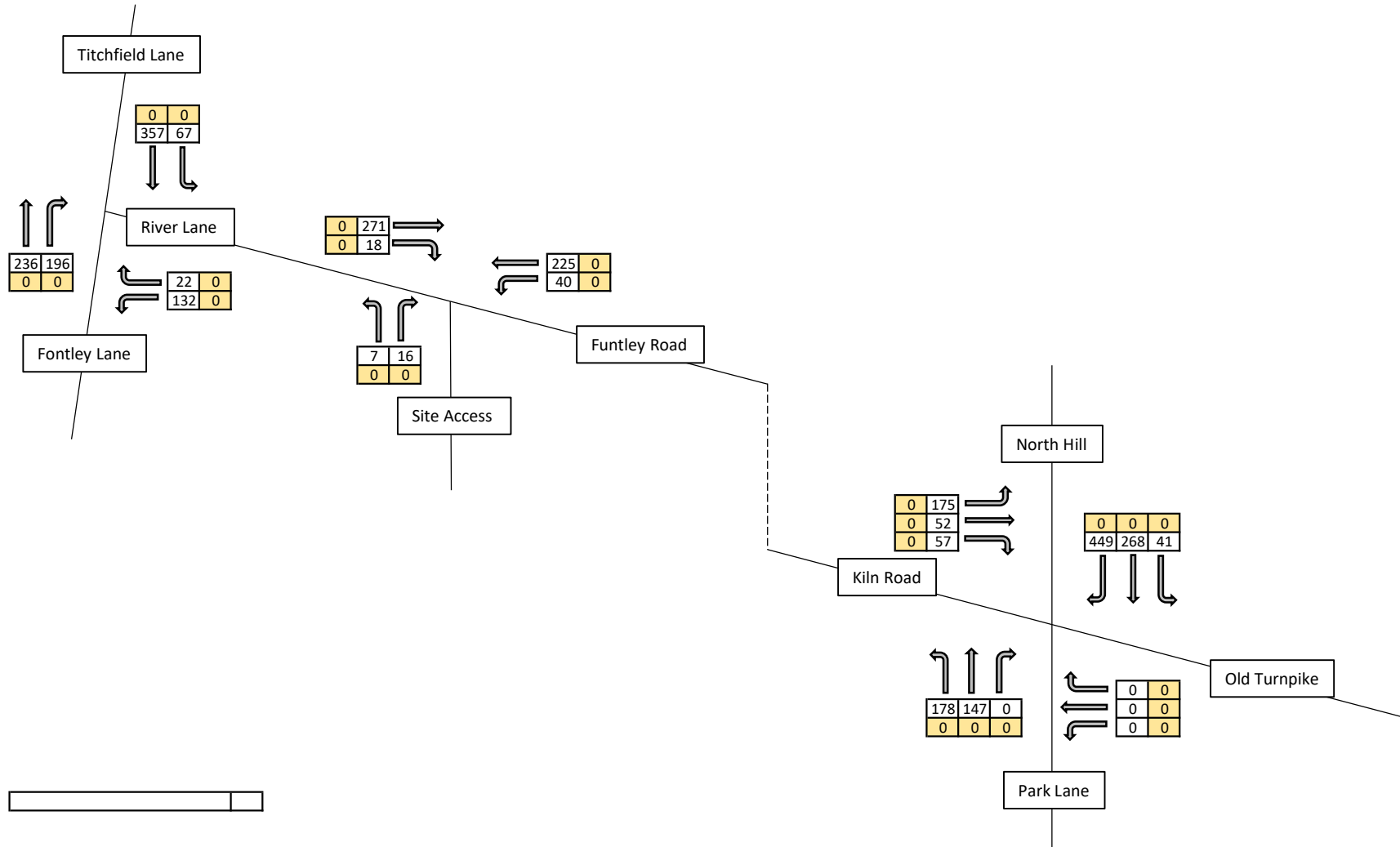
Figure TN09



Land South of Funtley Road, Funtley

2026 Weekday Evening Peak Hour With Committed and Development Traffic

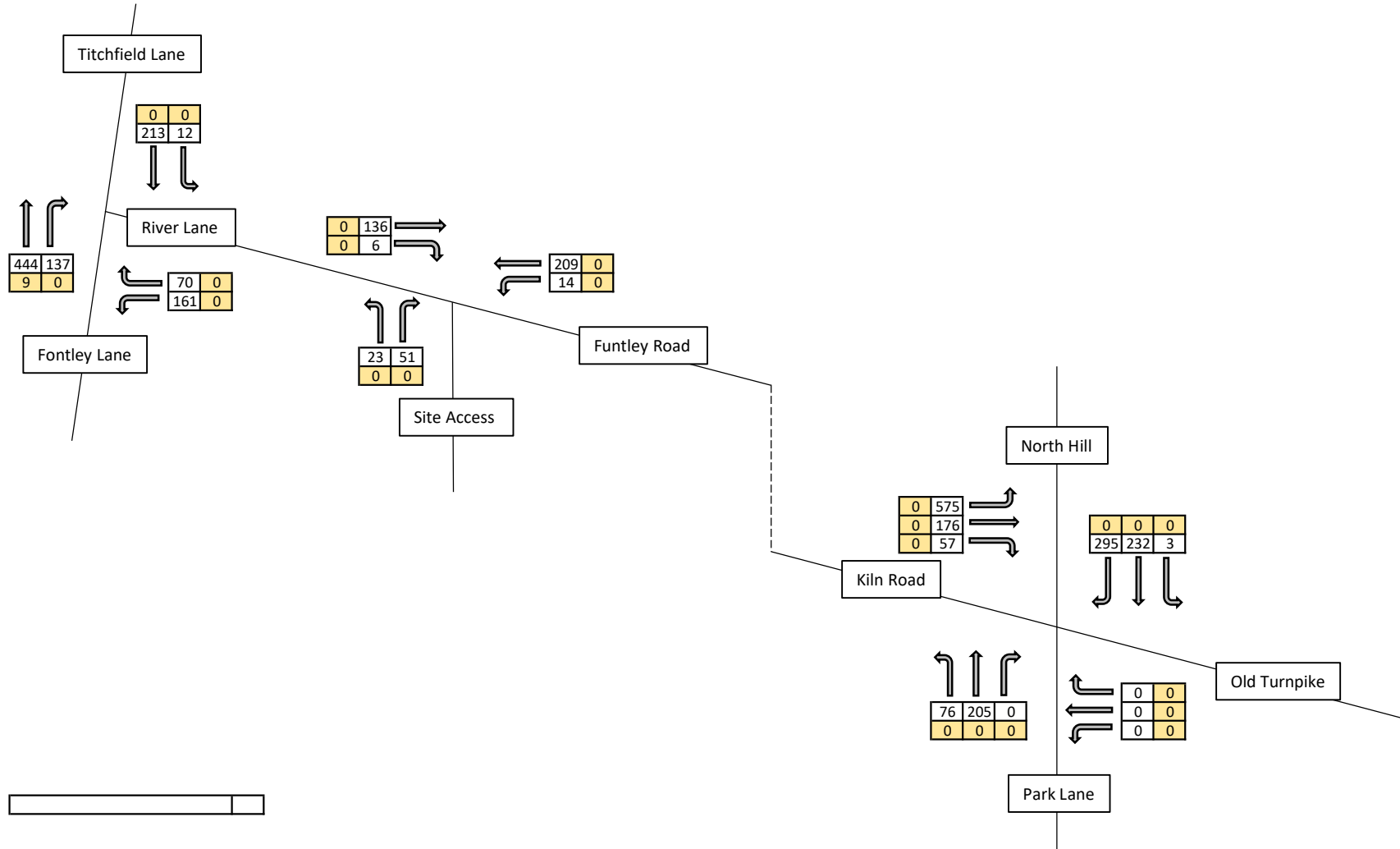
Figure TN10



Land South of Funtley Road, Funtley

2036 Weekday Morning Peak Hour With Committed and Development Traffic

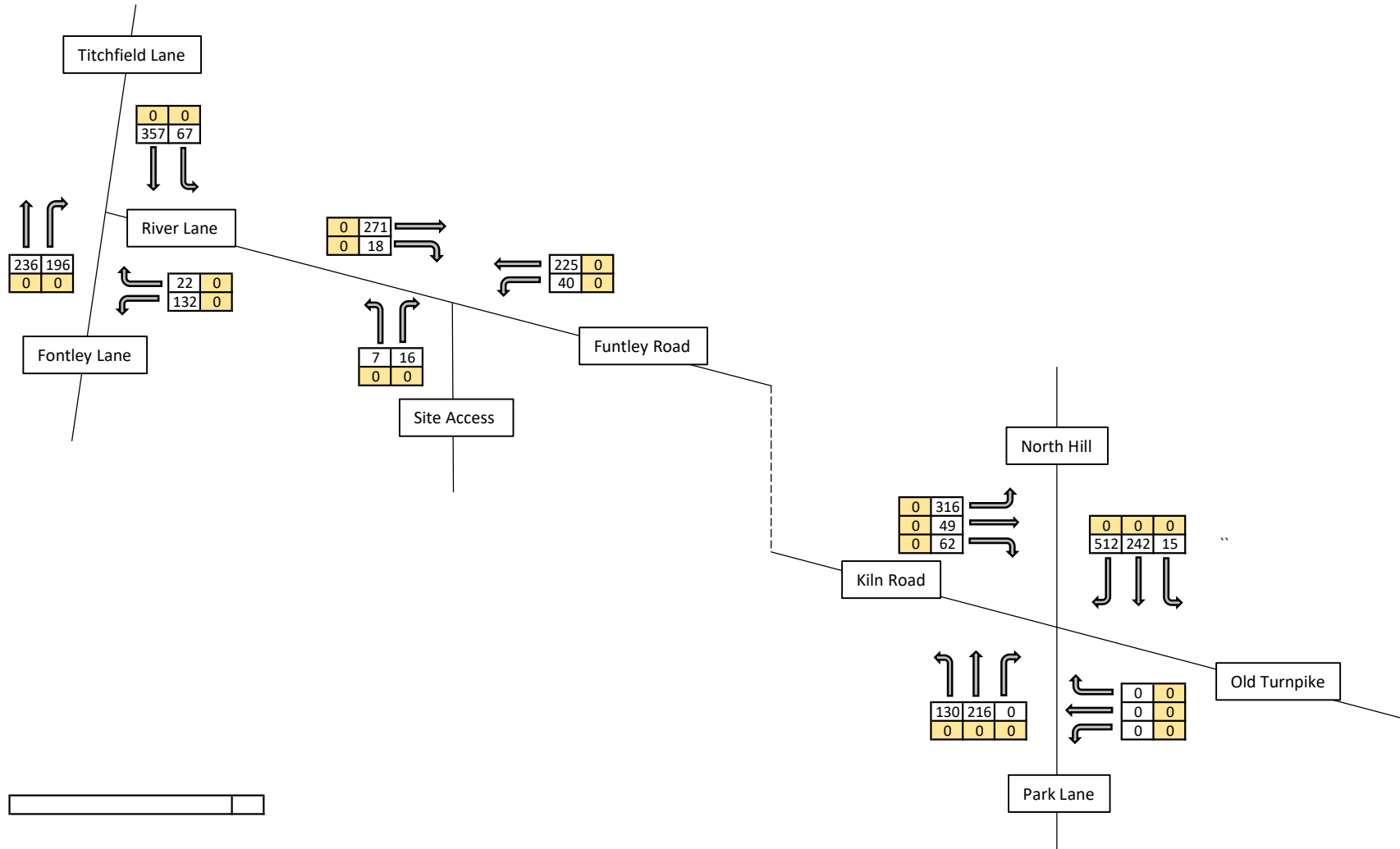
Figure TN11



Land South of Funtley Road, Funtley

2036 Weekday Evening Peak Hour With Committed and Development Traffic

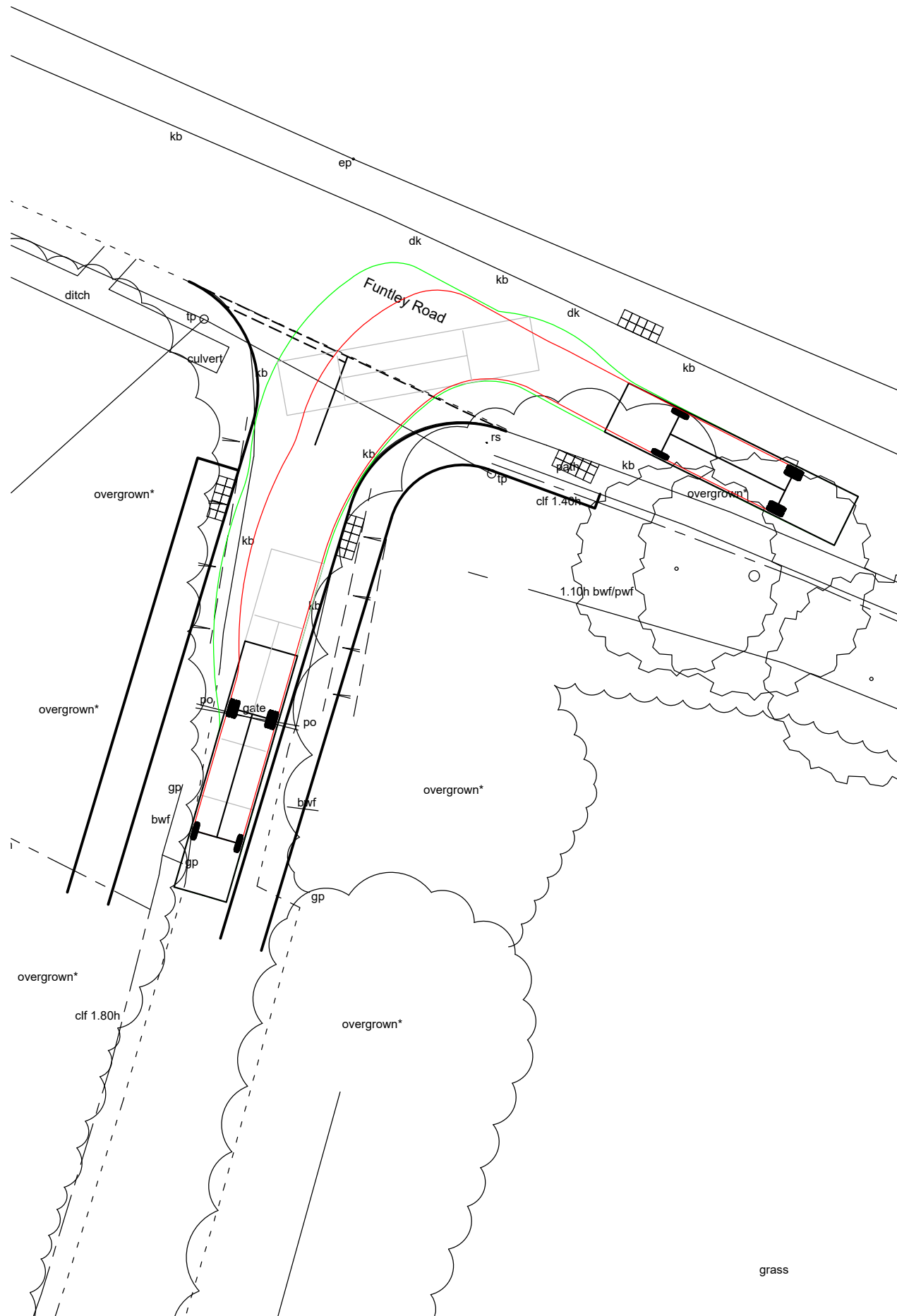
Figure 12



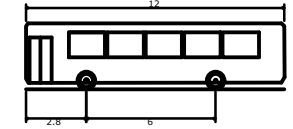
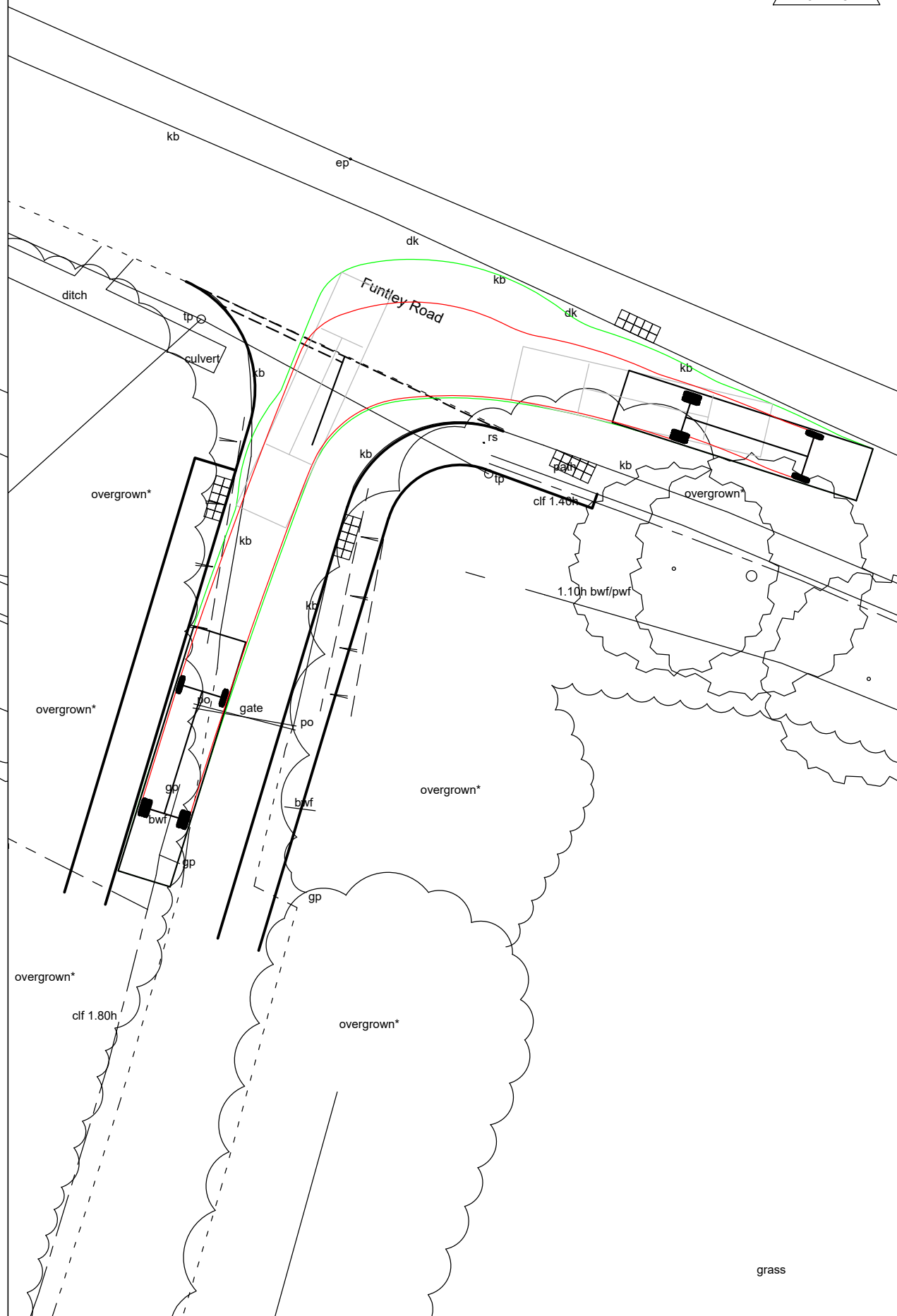
Appendix A

Vehicle Tracking of a Bus

Entry Movement



Exit Movement



'Standard' Rigid Bus	12.000m
Overall Length	2.550m
Overall Width	3.069m
Overall Body Height	0.309m
Min Body Ground Clearance	2.350m
Track Width	4.00s
Lock to lock time	10.771m
Wall to Wall Turning Radius	



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 Surrey
 GU1 4AU

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 8 Duncannon Street
 London
 WC2N 4JF

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www.motion.co.uk

Project:
Land at Funtley Road, Funtley

Title:
**Swept Path Analysis
 Standard Rigid Bus**

Scale: 1:250 (@ A3)

Drawing: **1908016-TK03** Revision: -

Appendix B

Personal Injury Accident (PIA) Data

Accidents between dates 01/10/2015 and 30/09/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD ("SJ
Funtley Road BACSSR0121001")

Selected Polygon: SJ Funtley Road BACSSR0121001

150356194 13/10/2015 Time 1917 Vehicles 2 Casualties 1 Slight
E:456240 N: 108251 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Sudden braking	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NW ALONG FUNTLEY ROAD OVERTOOK VEH 2 (P/CYCLE) AND THEN BRAKED SHARPLY, CAUSING VEH 2 TO COLLIDE WITH THE REAR OF VEH 1.

Occurred on FUNTLEY ROAD OUTSIDE NUMBER 116, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 52 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/10/2015 and 30/09/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD ("SJ
Funtley Road BACSSR0121001")

160163481 01/05/2016 Time 1000 Vehicles 2 Casualties 1 Slight
E:456291 N:108225 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Junction restart	Vehicle 1	Possible
2nd: Stationary or parked vehicle	Vehicle 1	Very Likely
3rd: Stationary or parked vehicle	Vehicle 2	
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NE ALONG LAKESIDE INTENDING TO TURN RIGHT ONTO FUNTLEY ROAD MOVING FORWARD DUE TO RESTRICTED VIEW FROM PARKED VEH'S, SUDDENLY STOPS AS VEH 2 (M/CYCLE) TRAVELLING NW ALONG FUNTLEY ROAD AND COLLIDES.

Occurred on FUNTLEY ROAD AT JUNCTION WITH LAKESIDE, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2015 and 30/09/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD ("SJ
Funtley Road BACSSR0121001")

44170481316 12/12/2017 Time 0730 Vehicles 1 Casualties 1 Serious
E:455583 N:108579 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (P/CYCLE) TRAVELLING NW ALONG RIVER LANE AROUND LEFT HAND BEND TRAVELLING TOO QUICKLY ON THE ICEY ROAD CAUSING THE RIDER TO FALL OFF.
Occurred on RIVER LANE AT JUNCTION WITH MAYLES LANE, TICHFIELD, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead left bend
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/10/2015 and 30/09/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD ("SJ
Funtley Road BACSSR0121001")

44180047187 05/02/2018 Time 0800 Vehicles 1 Casualties 1 Slight
E:455227 N:108766 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG TITCHFIELD LANE SLIPS ON A LARGE PATCH OF ICE, THE RIDER IS UNABLE TO RECOVER VEH 1 AND THE RIDER IS THROWN OFF ONTO THE ROAD.
Occurred on TITCHFIELD LANE AT JUNCTION WITH RIVER LANE, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Not requested Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2015 and 30/09/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD ("SJ
Funtley Road BACSSR0121001")

44180097423 15/03/2018 Time 0845 Vehicles 4 Casualties 3 Slight
E:455189 N:108753 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 4	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ON FONTLEY ROAD SLOWED TO TURN RIGHT ONTO RIVER LANE. VEH2 (CAR) AND VEH3 (CAR) FOLLOWED SUIT. VEH4 (CAR) FAILED TO SLOW AND COLLIDIED WITH THE REAR OF VEH3, PUSHING IT INTO VEH2, WHICH COLLIDED WITH THE REAR OF VEH1.

Occurred on FONTLEY ROAD, AT JUNCTION WITH RIVER LANE, WHITELEY, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2015 and 30/09/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD ("SJ
Funtley Road BACSSR0121001")

Vehicle Reference 3 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 31 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 3 Age: 7 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Casualty Reference: 3 Vehicle: 3 Age: 5 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Vehicle Reference 4 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2015 and 30/09/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD ("SJ
Funtley Road BACSSR0121001")

44190007893 07/01/2019 Time 1700 Vehicles 1 Casualties 1 Slight
E:455216 N:108754 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (P/CYCLE) TRAVELLING SW ALONG TITCHFIELD LANE TURNED LEFT INTO RIVER LANE. RIDER
LOSE THE BIKE FROM UNDER HIM AND FELL INTO THE CARRIAGEWAY.
Occurred on TITCHFIELD LANE AT JUNCTION WITH RIVER LANE, FONTLEY, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Turning left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/10/2015** and **30/09/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Stats Requests - OLD ("SJ Funtley Road BACSSR0121001")

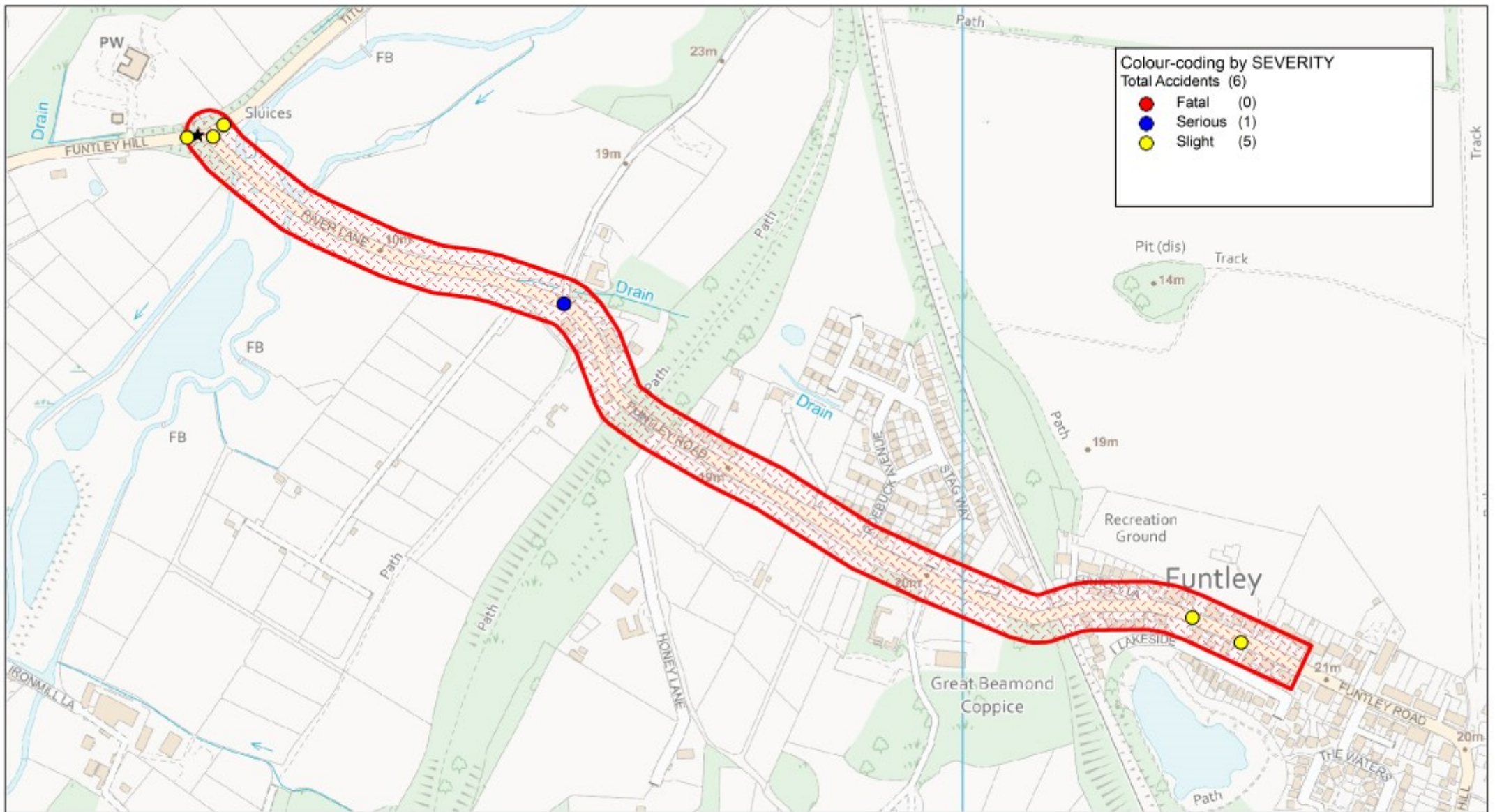
Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	0	1	5	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	2	2
Motorcycle rider	0	0	2	2
Cyclist	0	1	2	3
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	7	8



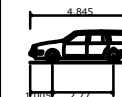
Funtley Road

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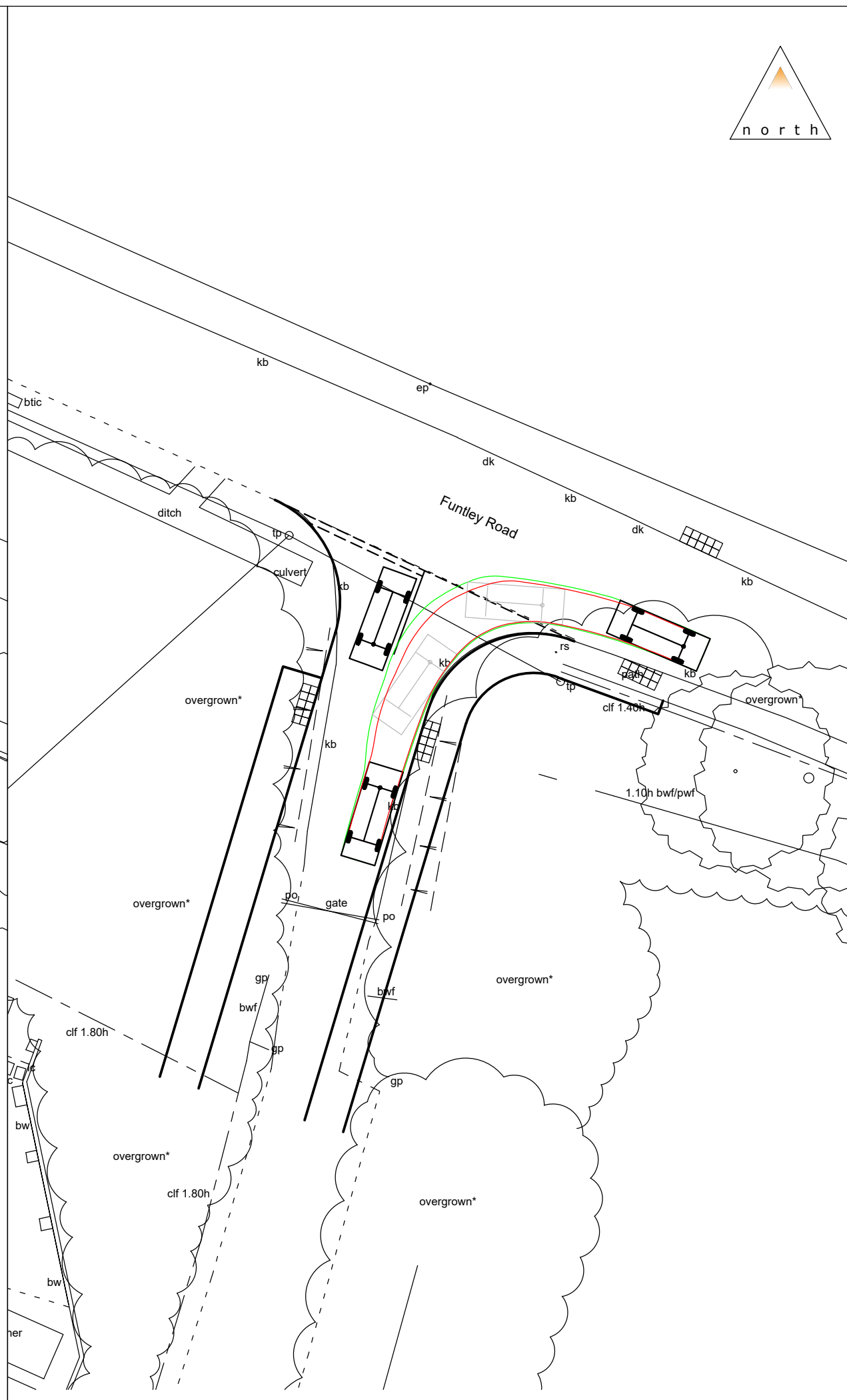
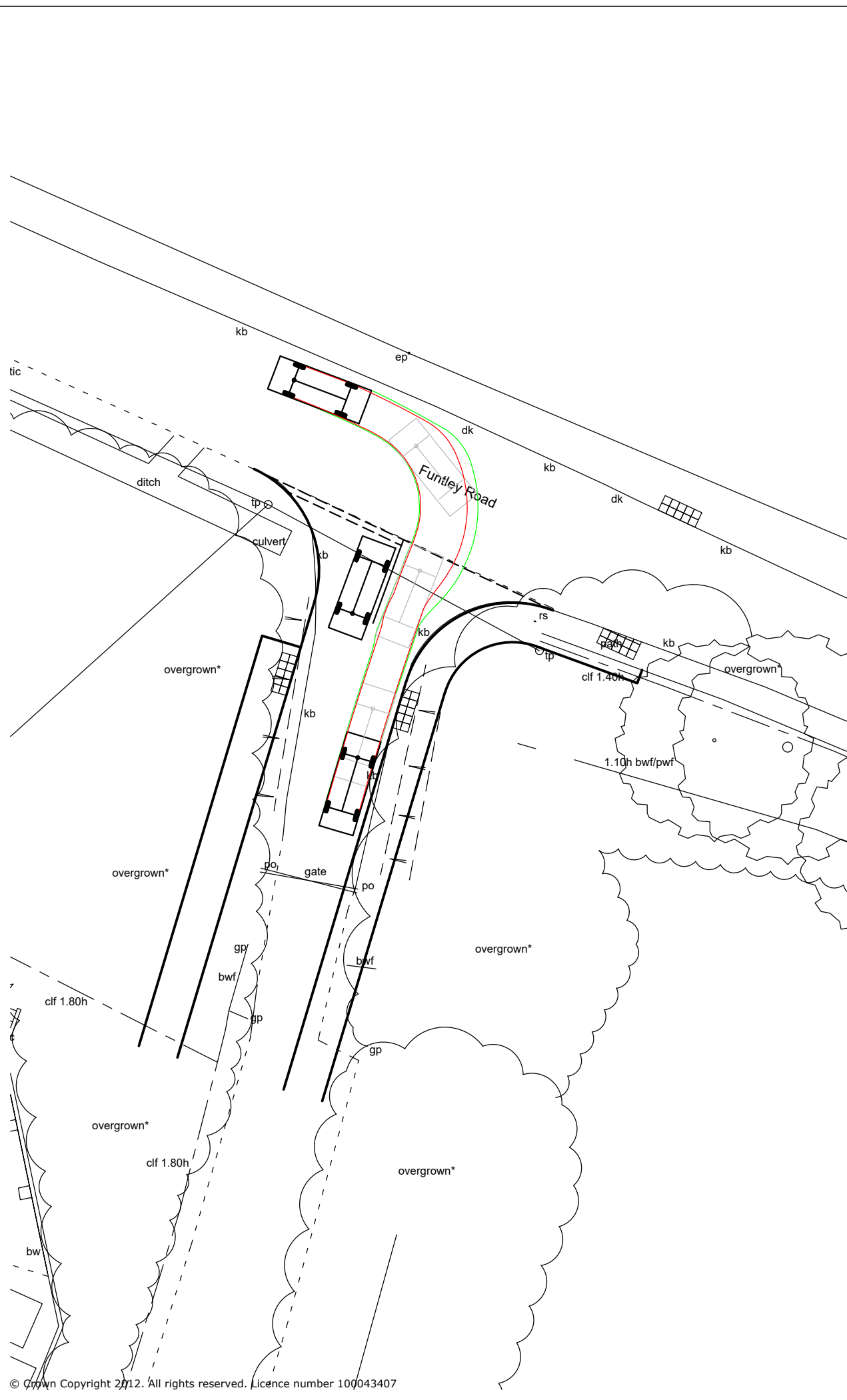
SCALE	1 : 5500
DATE	22/01/2021
DRAWING No.	
DRAWN BY	

Appendix C

Vehicle Tracking of Two Cars at the Access



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.139m
Max Track Width 1.655m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m



84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 01483 531 300 T: 020 7031 8141

www.motion.co.uk

Project:
Land at Funtley Road, Funtley

Title:
Swept Path Analysis
Estate Car

Scale: 1:250 (@ A3)

Drawing: 1908016-TK04
Revision: -

Appendix D

Automatic Traffic Survey Data

VEHICLE CLASSIFICATION AND SPEED SURVEY – FUNTLEY ROAD, FAREHAM PO15 6DL.

DATASETS:

Site: [Funtley] Funtley Road, on t.pole opp j/w Stag Way

Direction: 6 - West bound A>B, East bound B>A. Lane: 0

Survey Duration: 10:48 10 January 2021 => 09:33 19 January 2021

File: Funtley19Jan2021.ECO (Plus)

Algorithm: Advanced.

PROFILE:

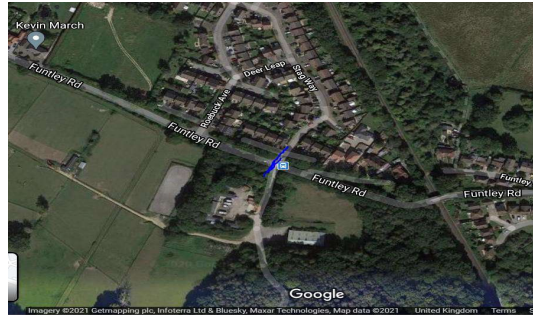
Filter time: 11 January 2021 - 17 January 2021.

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 0 - 80 mph.

Method: Vehicle classification.

Units: Non-Metric (ft, mi, f/s, mph, lb, ton).



DEFINITIONS / ABBREVIATIONS*

Time - Time period commencing. (1-hour summaries given).

Total - Total number of vehicles counted in time period.

RunTot - Running or cumulative total of vehicles over survey period.

Vbin

30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).

35

Mean - Mean speed.

Vmin - Minimum speed.

Vmax - Maximum speed.

n> PSL 30 - Number of vehicles exceeding Posted Speed Limit (30 mph).

%> PSL 30 - Percentage of vehicles exceeding Posted Speed Limit (30 mph).

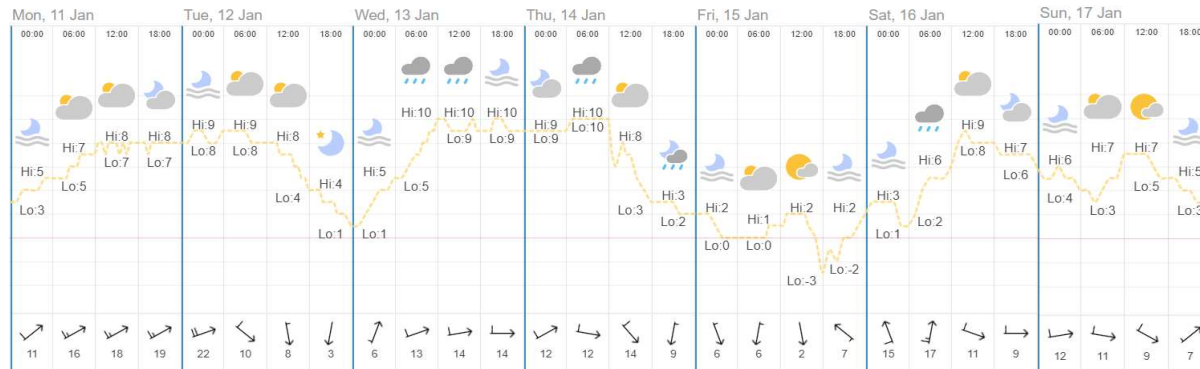
Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

- 1 Bicycle**
- 2 Motor Cycle**
- 3 Car / Van** (cars and vans - without trailer).
- 4 Car / Van (T)** (cars and vans towing trailer).
- 5 R2 / Bus** (HGV / bus 2-axle rigid).
- 6 R3 / Bus** (HGV / bus 3-axle rigid).
- 7 R4** (HGV 4-axle rigid).
- 8 A3** (HGV 3-axle articulated).
- 9 A4** (HGV 4-axle articulated).
- 10 A5** (HGV 5-axle articulated).
- 11 A6** (HGV 6-axle articulated).
- 12 A6 [2]** (HGV 6-axle articulated comprising two trailers).
- 13 A7 [2]** (HGV 7 + axle articulated comprising two trailers).

Seven Day Weather Report



[Weather Station Data Link](#)

Benchmark Data Collection

Mon 11 Time	January Total	2021 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	24.6	24.6	24.6	0	0	-
0100	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	31.3	31.3	31.3	1	100	-
0200	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	35.6	35.6	35.6	1	100	-
0300	2	5	0	0	2	0	0	0	0	0	0	0	0	0	0	31.9	36.1	40.3	2	100	-
0400	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	11	16	0	0	10	0	1	0	0	0	0	0	0	0	0	29.3	39	46.9	10	90.9	42.3
0600	41	57	1	3	37	0	0	0	0	0	0	0	0	0	0	20.3	35.7	46.5	39	95.1	40
0700	81	138	0	1	65	0	15	0	0	0	0	0	0	0	0	23	34.9	48.6	68	84	39.4
0800	97	235	2	0	82	0	12	0	0	0	0	0	1	0	0	16.3	33.6	48	81	83.5	37.6
0900	69	304	3	0	58	0	8	0	0	0	0	0	0	0	0	7	32.9	48.3	51	73.9	39.1
1000	55	359	3	0	44	1	7	0	0	0	0	0	0	0	0	19.7	33.2	48.8	41	74.5	38.5
1100	67	426	0	0	55	2	9	1	0	0	0	0	0	0	0	5.5	32.4	54.9	54	80.6	36.9
1200	81	507	4	1	65	0	11	0	0	0	0	0	0	0	0	19.2	32.2	43	53	65.4	37.6
1300	58	565	3	0	46	1	8	0	0	0	0	0	0	0	0	9.1	30.7	43.5	33	56.9	36.2
1400	72	637	3	0	60	1	8	0	0	0	0	0	0	0	0	19.2	31.9	47.2	50	69.4	36.5
1500	91	728	0	0	75	1	12	2	0	1	0	0	0	0	0	7.4	31	42.5	56	61.5	36.9
1600	73	801	0	1	65	0	7	0	0	0	0	0	0	0	0	6.4	31.8	48.9	46	63	36.9
1700	64	865	2	0	60	0	2	0	0	0	0	0	0	0	0	18.7	32.7	47.9	46	71.9	37.6
1800	33	898	1	0	30	0	2	0	0	0	0	0	0	0	0	18.4	35.6	46.3	31	93.9	41.4
1900	11	909	0	0	11	0	0	0	0	0	0	0	0	0	0	22.9	35.7	64.7	8	72.7	38.9
2000	14	923	1	1	11	0	1	0	0	0	0	0	0	0	0	18.5	31.4	35.7	11	78.6	34.2
2100	10	933	0	0	9	0	1	0	0	0	0	0	0	0	0	28	34.5	43.6	8	80	-
2200	5	938	0	1	4	0	0	0	0	0	0	0	0	0	0	28.6	33.6	42.8	3	60	-
2300	3	941	0	0	3	0	0	0	0	0	0	0	0	0	0	38	39.7	41.9	3	100	-
07-19	841	941	21	3	705	6	101	3	0	1	0	0	1	0	0	5.5	32.6	54.9	610	72.5	37.6
06-22	917	941	23	7	773	6	103	3	0	1	0	0	1	0	0	5.5	32.8	64.7	676	73.7	37.8
06-00	925	941	23	8	780	6	103	3	0	1	0	0	1	0	0	5.5	32.8	64.7	682	73.7	37.8
00-00	941	941	23	8	795	6	104	3	0	1	0	0	1	0	0	5.5	32.9	64.7	696	74	38

Benchmark Data Collection

Tue 12	January	2021	Westbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
			Cycle	Cycle																	
0000	2	943	0	0	1	0	1	0	0	0	0	0	0	0	0	39	40.2	41.4	2	100	-
0100	0	943	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	944	0	0	0	0	1	0	0	0	0	0	0	0	0	25.7	25.7	25.7	0	0	-
0300	2	946	0	0	2	0	0	0	0	0	0	0	0	0	0	33.3	33.7	34.1	2	100	-
0400	2	948	0	0	1	0	1	0	0	0	0	0	0	0	0	31.8	40.6	49.5	2	100	-
0500	14	962	0	0	13	0	1	0	0	0	0	0	0	0	0	28.8	39.2	46.8	13	92.9	44.5
0600	38	1000	1	2	32	0	2	1	0	0	0	0	0	0	0	18.4	34.4	43.6	34	89.5	38.5
0700	91	1091	0	1	76	0	14	0	0	0	0	0	0	0	0	22.4	34.3	61	79	86.8	37.4
0800	96	1187	1	0	79	0	14	0	2	0	0	0	0	0	0	7.6	32.5	45.1	67	69.8	38
0900	61	1248	0	0	55	1	5	0	0	0	0	0	0	0	0	25.8	33.5	48.8	48	78.7	39.1
1000	63	1311	2	0	50	0	8	1	0	2	0	0	0	0	0	15.2	31	42.9	36	57.1	35.6
1100	66	1377	0	0	57	0	9	0	0	0	0	0	0	0	0	15.1	31.8	42.6	44	66.7	37.8
1200	69	1446	1	0	59	0	9	0	0	0	0	0	0	0	0	18.7	33.4	49.4	52	75.4	37.8
1300	63	1509	2	0	50	0	9	0	0	0	1	1	0	0	0	18.1	33.3	41.6	51	81	37.1
1400	75	1584	3	1	62	1	8	0	0	0	0	0	0	0	0	8.1	33.2	51.8	58	77.3	39.4
1500	84	1668	2	2	72	1	6	0	0	1	0	0	0	0	0	14.8	32.9	44.5	64	76.2	36.7
1600	78	1746	0	1	65	0	10	2	0	0	0	0	0	0	0	7.8	31.5	42	52	66.7	36.7
1700	59	1805	2	2	55	0	0	0	0	0	0	0	0	0	0	16.5	32.5	57.8	38	64.4	37.8
1800	42	1847	1	0	37	0	4	0	0	0	0	0	0	0	0	17.7	32.6	42.5	27	64.3	39.4
1900	22	1869	0	0	21	0	1	0	0	0	0	0	0	0	0	22.1	36.1	46.5	17	77.3	40
2000	16	1885	1	0	12	0	3	0	0	0	0	0	0	0	0	19.4	32.7	59.6	11	68.8	36
2100	2	1887	0	1	1	0	0	0	0	0	0	0	0	0	0	27.8	28	28.3	0	0	-
2200	4	1891	0	0	4	0	0	0	0	0	0	0	0	0	0	26.8	33.1	37.8	3	75	-
2300	1	1892	0	0	1	0	0	0	0	0	0	0	0	0	0	27.7	27.7	27.7	0	0	-
07-19	847	1892	14	7	717	3	96	3	2	3	1	1	0	0	0	7.6	32.8	61	616	72.7	37.8
06-22	925	1892	16	10	783	3	102	4	2	3	1	1	0	0	0	7.6	32.9	61	678	73.3	37.8
06-00	930	1892	16	10	788	3	102	4	2	3	1	1	0	0	0	7.6	32.9	61	681	73.2	37.8
00-00	951	1892	16	10	805	3	106	4	2	3	1	1	0	0	0	7.6	33	61	700	73.6	38

Benchmark Data Collection

Wed 13 Time	January Total	2021 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	1893	0	0	1	0	0	0	0	0	0	0	0	0	0	28.2	28.2	28.2	0	0	-
0100	1	1894	0	0	1	0	0	0	0	0	0	0	0	0	0	36.6	36.6	36.6	1	100	-
0200	0	1894	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	1895	0	0	1	0	0	0	0	0	0	0	0	0	0	33.8	33.8	33.8	1	100	-
0400	0	1895	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	11	1906	0	0	10	0	1	0	0	0	0	0	0	0	0	30.6	38.1	42.8	11	100	41.6
0600	42	1948	1	3	35	0	3	0	0	0	0	0	0	0	0	19.4	35.6	48.3	38	90.5	41.4
0700	84	2032	2	2	67	0	13	0	0	0	0	0	0	0	0	16.5	33.4	50.2	67	79.8	38.7
0800	89	2121	3	0	70	0	13	2	0	0	0	0	1	0	0	11.6	31.8	41.5	61	68.5	37.1
0900	77	2198	2	0	67	0	7	0	0	1	0	0	0	0	0	20.6	33.2	43.7	62	80.5	36.9
1000	53	2251	1	0	37	0	15	0	0	0	0	0	0	0	0	9.5	32.3	42.2	38	71.7	38.3
1100	72	2323	1	0	65	0	6	0	0	0	0	0	0	0	0	19.5	32.7	49.4	49	68.1	37.6
1200	67	2390	1	1	52	1	10	1	1	0	0	0	0	0	0	19.7	32.2	41	46	68.7	37.4
1300	75	2465	3	2	56	0	14	0	0	0	0	0	0	0	0	17.5	32.7	45.2	58	77.3	37.6
1400	84	2549	1	0	71	0	11	0	0	1	0	0	0	0	0	8.3	31.1	45.5	53	63.1	35.1
1500	83	2632	3	0	67	1	10	0	1	1	0	0	0	0	0	16.8	32.4	44.3	57	68.7	37.4
1600	81	2713	1	0	70	0	10	0	0	0	0	0	0	0	0	7	32.4	45.1	59	72.8	35.6
1700	46	2759	1	0	45	0	0	0	0	0	0	0	0	0	0	19.4	34.2	58.6	33	71.7	39.6
1800	32	2791	2	1	28	0	1	0	0	0	0	0	0	0	0	18.1	32.7	43.2	22	68.8	38.9
1900	23	2814	1	0	21	0	1	0	0	0	0	0	0	0	0	15.6	31.5	47.1	13	56.5	40.3
2000	15	2829	1	0	13	0	1	0	0	0	0	0	0	0	0	17.7	32	44.5	9	60	37.4
2100	4	2833	0	1	3	0	0	0	0	0	0	0	0	0	0	15.5	28.1	36.6	2	50	-
2200	4	2837	0	0	3	0	1	0	0	0	0	0	0	0	0	31.4	34	37.7	4	100	-
2300	4	2841	0	0	4	0	0	0	0	0	0	0	0	0	0	35.8	39.6	42.7	4	100	-
07-19	843	2841	21	6	695	2	110	3	2	3	0	0	1	0	0	7	32.5	58.6	605	71.8	37.6
06-22	927	2841	24	10	767	2	115	3	2	3	0	0	1	0	0	7	32.6	58.6	667	72	37.6
06-00	935	2841	24	10	774	2	116	3	2	3	0	0	1	0	0	7	32.7	58.6	675	72.2	37.6
00-00	949	2841	24	10	787	2	117	3	2	3	0	0	1	0	0	7	32.7	58.6	688	72.5	37.8

Benchmark Data Collection

Thu 14 Time	January Total	2021 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	2	2843	0	1	1	0	0	0	0	0	0	0	0	0	0	25	26.4	27.7	0	0	-
0100	1	2844	0	0	0	0	1	0	0	0	0	0	0	0	0	39.5	39.5	39.5	1	100	-
0200	0	2844	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	3	2847	0	0	3	0	0	0	0	0	0	0	0	0	0	31.9	34.9	37	3	100	-
0400	0	2847	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	13	2860	1	0	11	0	1	0	0	0	0	0	0	0	0	21	37	43	12	92.3	41.8
0600	46	2906	1	2	41	0	2	0	0	0	0	0	0	0	0	19.4	35.4	50	42	91.3	39.8
0700	76	2982	3	1	63	0	9	0	0	0	0	0	0	0	0	17.7	33.5	47.7	58	76.3	38.3
0800	82	3064	2	0	64	0	16	0	0	0	0	0	0	0	0	7.9	32.2	43.1	60	73.2	37.8
0900	57	3121	1	0	45	0	11	0	0	0	0	0	0	0	0	17	32.3	41.3	42	73.7	36.5
1000	63	3184	1	0	54	0	8	0	0	0	0	0	0	0	0	14.9	33.2	54.6	44	69.8	37.6
1100	66	3250	0	0	56	0	9	1	0	0	0	0	0	0	0	8.2	31.8	44.4	39	59.1	36
1200	66	3316	0	0	56	0	8	1	0	0	1	0	0	0	0	24.6	32.6	40.7	48	72.7	36.7
1300	61	3377	0	0	51	0	10	0	0	0	0	0	0	0	0	12.5	32.4	44.2	40	65.6	38
1400	68	3445	2	0	53	2	10	0	0	1	0	0	0	0	0	15.5	32.4	52.8	47	69.1	36.9
1500	81	3526	4	0	66	0	10	1	0	0	0	0	0	0	0	4.5	31.8	47.2	51	63	38.5
1600	79	3605	1	0	69	0	9	0	0	0	0	0	0	0	0	17.7	32.4	44.4	57	72.2	36.9
1700	59	3664	2	3	52	0	2	0	0	0	0	0	0	0	0	15.3	33.1	48.7	46	78	36.7
1800	30	3694	2	0	26	0	2	0	0	0	0	0	0	0	0	18.5	33	47.6	23	76.7	38.7
1900	18	3712	0	0	18	0	0	0	0	0	0	0	0	0	0	29.5	35.8	48.6	17	94.4	37.6
2000	12	3724	3	0	8	0	1	0	0	0	0	0	0	0	0	12.9	31.8	45.5	8	66.7	41.8
2100	5	3729	0	0	5	0	0	0	0	0	0	0	0	0	0	31.3	34.8	39.7	5	100	-
2200	4	3733	0	0	4	0	0	0	0	0	0	0	0	0	0	31.3	34.1	38.3	4	100	-
2300	4	3737	0	1	3	0	0	0	0	0	0	0	0	0	0	27.3	32.5	39.7	2	50	-
07-19	788	3737	18	4	655	2	104	3	0	1	1	0	0	0	0	4.5	32.5	54.6	555	70.4	37.6
06-22	869	3737	22	6	727	2	107	3	0	1	1	0	0	0	0	4.5	32.8	54.6	627	72.2	37.8
06-00	877	3737	22	7	734	2	107	3	0	1	1	0	0	0	0	4.5	32.8	54.6	633	72.2	37.8
00-00	896	3737	23	8	749	2	109	3	0	1	1	0	0	0	0	4.5	32.8	54.6	649	72.4	38

Benchmark Data Collection

Fri 15 Time	January Total	2021 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	3738	0	0	1	0	0	0	0	0	0	0	0	0	0	36.8	36.8	36.8	1	100	-
0100	0	3738	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	3739	0	0	1	0	0	0	0	0	0	0	0	0	0	36.2	36.2	36.2	1	100	-
0300	1	3740	0	0	0	0	0	0	0	0	1	0	0	0	0	26.7	26.7	26.7	0	0	-
0400	2	3742	0	0	1	0	1	0	0	0	0	0	0	0	0	27.9	31.3	34.7	1	50	-
0500	12	3754	0	0	11	0	1	0	0	0	0	0	0	0	0	29.7	38.8	49.3	11	91.7	42.3
0600	34	3788	1	2	29	0	2	0	0	0	0	0	0	0	0	20.2	37.4	60.1	32	94.1	42.9
0700	84	3872	1	1	73	0	8	0	0	0	1	0	0	0	0	16.7	34.8	43.9	69	82.1	38.9
0800	83	3955	3	0	68	0	12	0	0	0	0	0	0	0	0	13.1	33.7	52.1	67	80.7	37.8
0900	79	4034	1	1	70	0	7	0	0	0	0	0	0	0	0	20.5	33.6	46.9	66	83.5	37.8
1000	80	4114	4	0	61	0	12	2	1	0	0	0	0	0	0	8.6	31.7	46	56	70	35.8
1100	91	4205	3	0	69	0	17	1	1	0	0	0	0	0	0	15.4	31.9	62	58	63.7	37.4
1200	88	4293	11	1	68	0	5	0	1	1	1	0	0	0	0	16.5	31	49.4	50	56.8	35.8
1300	78	4371	5	1	66	0	4	0	2	0	0	0	0	0	0	16.5	31.8	43.9	56	71.8	36.5
1400	82	4453	2	1	64	1	14	0	0	0	0	0	0	0	0	7.8	31.9	44.7	61	74.4	36.5
1500	96	4549	2	0	85	0	9	0	0	0	0	0	0	0	0	24	33.9	49.3	76	79.2	38.7
1600	81	4630	2	2	68	0	8	1	0	0	0	0	0	0	0	17	32.1	48.9	50	61.7	38
1700	56	4686	0	0	53	0	3	0	0	0	0	0	0	0	0	19.4	32.5	58.8	37	66.1	36
1800	33	4719	1	0	30	0	2	0	0	0	0	0	0	0	0	12.2	31.9	42.6	22	66.7	38.3
1900	23	4742	1	1	20	0	1	0	0	0	0	0	0	0	0	14.4	33	51	16	69.6	39.8
2000	18	4760	1	1	14	0	2	0	0	0	0	0	0	0	0	18	31.6	42.5	10	55.6	36.9
2100	8	4768	0	0	7	0	1	0	0	0	0	0	0	0	0	29.2	34.9	41.6	7	87.5	-
2200	5	4773	0	1	4	0	0	0	0	0	0	0	0	0	0	36.2	41.9	47.7	5	100	-
2300	6	4779	0	2	4	0	0	0	0	0	0	0	0	0	0	27.8	35.2	43.7	4	66.7	-
07-19	931	4779	35	7	775	1	101	4	5	1	2	0	0	0	0	7.8	32.6	62	668	71.8	37.8
06-22	1014	4779	38	11	845	1	107	4	5	1	2	0	0	0	0	7.8	32.8	62	733	72.3	38
06-00	1025	4779	38	14	853	1	107	4	5	1	2	0	0	0	0	7.8	32.8	62	742	72.4	38
00-00	1042	4779	38	14	867	1	109	4	5	1	3	0	0	0	0	7.8	32.9	62	756	72.6	38.3

Benchmark Data Collection

Sat 16 Time	January Total	2021 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	4780	0	0	1	0	0	0	0	0	0	0	0	0	0	42.2	42.2	42.2	1	100	-
0100	1	4781	0	1	0	0	0	0	0	0	0	0	0	0	0	19.7	19.7	19.7	0	0	-
0200	1	4782	0	0	0	0	1	0	0	0	0	0	0	0	0	39	39	39	1	100	-
0300	2	4784	0	0	2	0	0	0	0	0	0	0	0	0	0	35.7	35.8	35.8	2	100	-
0400	0	4784	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	5	4789	0	0	5	0	0	0	0	0	0	0	0	0	0	29.6	34.2	40.7	4	80	-
0600	11	4800	0	0	11	0	0	0	0	0	0	0	0	0	0	29.9	35.5	41.9	10	90.9	38.3
0700	20	4820	0	0	18	0	1	0	1	0	0	0	0	0	0	20.8	34.6	49.3	18	90	37.1
0800	23	4843	1	0	19	0	3	0	0	0	0	0	0	0	0	15.1	31.9	41.7	17	73.9	38.7
0900	50	4893	0	0	43	0	7	0	0	0	0	0	0	0	0	19.7	34.5	45.4	44	88	39.4
1000	59	4952	1	0	53	1	4	0	0	0	0	0	0	0	0	6.2	30.6	51.1	36	61	36.9
1100	54	5006	0	0	51	1	2	0	0	0	0	0	0	0	0	10.8	32.5	45.4	37	68.5	37.1
1200	68	5074	1	0	58	1	6	0	2	0	0	0	0	0	0	15.8	30.6	43.7	41	60.3	36.9
1300	64	5138	1	0	59	0	4	0	0	0	0	0	0	0	0	19.7	33.1	42.5	55	85.9	36.9
1400	70	5208	3	0	63	0	4	0	0	0	0	0	0	0	0	17.5	31.7	42.8	50	71.4	36.7
1500	70	5278	2	0	63	1	4	0	0	0	0	0	0	0	0	22	31.9	42.5	45	64.3	36.2
1600	55	5333	0	0	51	0	4	0	0	0	0	0	0	0	0	23.9	32.8	42.5	42	76.4	38
1700	34	5367	0	0	34	0	0	0	0	0	0	0	0	0	0	27.6	33.3	43.7	25	73.5	36.5
1800	31	5398	0	0	25	0	6	0	0	0	0	0	0	0	0	23.7	33.6	47	22	71	40
1900	27	5425	0	1	26	0	0	0	0	0	0	0	0	0	0	26.9	35.7	48.1	23	85.2	40.7
2000	19	5444	1	0	15	0	3	0	0	0	0	0	0	0	0	17.7	31.6	42.1	14	73.7	34.9
2100	6	5450	0	0	6	0	0	0	0	0	0	0	0	0	0	16.6	32.2	48.7	4	66.7	-
2200	2	5452	0	1	1	0	0	0	0	0	0	0	0	0	0	30.5	34.5	38.5	2	100	-
2300	4	5456	0	0	4	0	0	0	0	0	0	0	0	0	0	28.4	34.1	41.2	3	75	-
07-19	598	5456	9	0	537	4	45	0	3	0	0	0	0	0	0	6.2	32.3	51.1	432	72.2	37.4
06-22	661	5456	10	1	595	4	48	0	3	0	0	0	0	0	0	6.2	32.5	51.1	483	73.1	37.6
06-00	667	5456	10	2	600	4	48	0	3	0	0	0	0	0	0	6.2	32.5	51.1	488	73.2	37.6
00-00	677	5456	10	3	608	4	49	0	3	0	0	0	0	0	0	6.2	32.6	51.1	496	73.3	37.6

Benchmark Data Collection

Sun 17 Time	January Total	2021 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	3	5459	0	0	2	0	1	0	0	0	0	0	0	0	0	27.6	32.2	36.1	2	66.7	-
0100	0	5459	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	5459	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	5459	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	5459	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	5461	0	0	2	0	0	0	0	0	0	0	0	0	0	30.8	32.6	34.4	2	100	-
0600	8	5469	1	0	7	0	0	0	0	0	0	0	0	0	0	19.8	32.3	38.3	7	87.5	-
0700	12	5481	1	0	9	0	1	0	0	0	1	0	0	0	0	22.6	35.8	53.3	10	83.3	40.5
0800	15	5496	1	0	14	0	0	0	0	0	0	0	0	0	0	19.4	35.5	41.4	14	93.3	40.7
0900	49	5545	5	1	41	0	0	0	2	0	0	0	0	0	0	17.6	32.6	48.5	37	75.5	39.8
1000	80	5625	17	2	51	0	7	0	3	0	0	0	0	0	0	12.5	29.6	42.6	42	52.5	38
1100	88	5713	14	2	69	0	3	0	0	0	0	0	0	0	0	16.3	30.4	47.4	52	59.1	36
1200	93	5806	16	0	74	1	1	0	1	0	0	0	0	0	0	8.5	30.2	44.7	58	62.4	36.2
1300	73	5879	6	2	61	0	3	0	1	0	0	0	0	0	0	16.9	30.6	43	44	60.3	35.8
1400	77	5956	7	2	64	1	1	1	1	0	0	0	0	0	0	13.2	29.4	44.5	43	55.8	35.8
1500	66	6022	3	4	58	0	0	0	1	0	0	0	0	0	0	7.3	31.5	47.3	44	66.7	37.6
1600	47	6069	2	0	41	1	3	0	0	0	0	0	0	0	0	10.7	32.2	46.4	32	68.1	36.7
1700	29	6098	1	1	26	0	1	0	0	0	0	0	0	0	0	21.4	32.3	54.7	19	65.5	36.7
1800	20	6118	0	0	19	1	0	0	0	0	0	0	0	0	0	29.7	35.2	49.9	18	90	40
1900	14	6132	0	0	14	0	0	0	0	0	0	0	0	0	0	24.7	34.4	51.2	11	78.6	35.8
2000	12	6144	1	0	10	0	1	0	0	0	0	0	0	0	0	18.1	35.1	45.7	9	75	40
2100	5	6149	0	0	5	0	0	0	0	0	0	0	0	0	0	27.3	35.6	45.2	3	60	-
2200	5	6154	0	1	4	0	0	0	0	0	0	0	0	0	0	26.9	34.2	41.4	3	60	-
2300	3	6157	0	0	2	0	1	0	0	0	0	0	0	0	0	26.5	32.3	35.2	2	66.7	-
07-19	649	6157	73	14	527	4	20	1	9	0	1	0	0	0	0	7.3	31	54.7	413	63.6	37.4
06-22	688	6157	75	14	563	4	21	1	9	0	1	0	0	0	0	7.3	31.2	54.7	443	64.4	37.6
06-00	696	6157	75	15	569	4	22	1	9	0	1	0	0	0	0	7.3	31.2	54.7	448	64.4	37.6
00-00	701	6157	75	15	573	4	23	1	9	0	1	0	0	0	0	7.3	31.2	54.7	452	64.5	37.6
Summary																					
Total			Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
6157	6157	209	68	5184	22	617	18	21	9	6	1	2	0	0	4.5	32.7	64.7	4437	72.1	38	

Benchmark Data Collection

Mon 11 Time	January Total	2021 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
			Bicycle	Motor Cycle																	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	27.3	42.3	57.3	1	50	-
0200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	4	6	0	0	4	0	0	0	0	0	0	0	0	0	0	22.9	28	34.5	2	50	-
0600	17	23	0	0	16	0	0	0	0	0	0	1	0	0	0	25.8	32.2	44.4	10	58.8	35.6
0700	51	74	1	0	40	1	9	0	0	0	0	0	0	0	0	10.4	32.5	41.4	35	68.6	37.4
0800	78	152	1	0	68	0	9	0	0	0	0	0	0	0	0	15.8	33.2	48	57	73.1	38.3
0900	64	216	1	0	55	0	7	0	1	0	0	0	0	0	0	7	31.9	46.1	46	71.9	39.1
1000	49	265	0	0	37	0	11	0	1	0	0	0	0	0	0	12	33.4	45	35	71.4	39.6
1100	75	340	2	0	60	2	11	0	0	0	0	0	0	0	0	5.5	31.8	46.9	51	68	37.4
1200	79	419	0	1	61	1	16	0	0	0	0	0	0	0	0	20.8	32.4	47.9	49	62	37.4
1300	67	486	1	0	59	1	6	0	0	0	0	0	0	0	0	14.2	31.6	46	45	67.2	35.6
1400	79	565	0	0	66	1	12	0	0	0	0	0	0	0	0	23.1	34.4	53.8	58	73.4	39.4
1500	86	651	2	1	73	1	9	0	0	0	0	0	0	0	0	7.4	30.9	45.3	61	70.9	37.8
1600	112	763	0	0	98	0	13	0	0	0	1	0	0	0	0	24.3	33.8	47.2	87	77.7	37.8
1700	105	868	1	2	95	0	7	0	0	0	0	0	0	0	0	15.8	32.3	50.6	64	61	37.1
1800	50	918	0	0	48	0	2	0	0	0	0	0	0	0	0	23.9	34.6	54.3	39	78	40.5
1900	22	940	1	0	21	0	0	0	0	0	0	0	0	0	0	12.6	31.7	43.1	13	59.1	36.5
2000	14	954	0	0	12	0	2	0	0	0	0	0	0	0	0	23.3	35.6	47.3	11	78.6	42.3
2100	8	962	0	0	8	0	0	0	0	0	0	0	0	0	0	30.9	36.6	52.1	8	100	-
2200	2	964	0	0	2	0	0	0	0	0	0	0	0	0	0	33.6	42.4	51.1	2	100	-
2300	1	965	0	0	1	0	0	0	0	0	0	0	0	0	0	37.1	37.1	37.1	1	100	-
07-19	895	965	9	4	760	7	112	0	2	0	1	0	0	0	0	5.5	32.7	54.3	627	70.1	38.3
06-22	956	965	10	4	817	7	114	0	2	0	1	1	0	0	0	5.5	32.8	54.3	669	70	38.3
06-00	959	965	10	4	820	7	114	0	2	0	1	1	0	0	0	5.5	32.8	54.3	672	70.1	38.3
00-00	965	965	10	4	826	7	114	0	2	0	1	1	0	0	0	5.5	32.8	57.3	675	69.9	38.3

Benchmark Data Collection

Tue 12 Time	January Total	2021 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	965	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	966	0	0	1	0	0	0	0	0	0	0	0	0	0	27	27	27	0	0	-
0200	1	967	0	0	0	0	1	0	0	0	0	0	0	0	0	51.5	51.5	51.5	1	100	-
0300	0	967	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	968	0	1	0	0	0	0	0	0	0	0	0	0	0	34.4	34.4	34.4	1	100	-
0500	6	974	1	0	5	0	0	0	0	0	0	0	0	0	0	11.4	28.9	40.4	3	50	-
0600	21	995	1	0	18	0	2	0	0	0	0	0	0	0	0	13.3	30	42.6	8	38.1	37.1
0700	49	1044	2	1	40	0	6	0	0	0	0	0	0	0	0	10.2	31.7	49.8	28	57.1	37.1
0800	69	1113	0	0	58	0	9	0	1	0	1	0	0	0	0	7.6	30.8	46.8	46	66.7	35.8
0900	64	1177	0	0	52	1	11	0	0	0	0	0	0	0	0	18.6	33	44.5	46	71.9	38.3
1000	61	1238	0	0	46	0	15	0	0	0	0	0	0	0	0	20.8	34.1	50.2	47	77	39.6
1100	59	1297	0	0	49	0	10	0	0	0	0	0	0	0	0	15.1	31.3	42.8	40	67.8	35.6
1200	69	1366	1	0	58	0	10	0	0	0	0	0	0	0	0	10.8	33.6	47.8	53	76.8	40
1300	60	1426	1	0	54	0	5	0	0	0	0	0	0	0	0	7.1	32.7	51.4	42	70	38
1400	68	1494	0	0	58	2	8	0	0	0	0	0	0	0	0	17	33.6	46.2	53	77.9	39.1
1500	89	1583	0	0	80	0	8	0	0	0	1	0	0	0	0	7.8	33.9	48.8	67	75.3	40.3
1600	96	1679	0	2	82	0	12	0	0	0	0	0	0	0	0	7.8	32.4	48.6	70	72.9	37.4
1700	118	1797	0	4	105	0	9	0	0	0	0	0	0	0	0	21.3	33	55.6	83	70.3	38.7
1800	47	1844	0	1	43	0	2	0	1	0	0	0	0	0	0	18.4	33.6	51	32	68.1	38.9
1900	25	1869	1	1	22	0	1	0	0	0	0	0	0	0	0	11.7	33.2	46.7	17	68	38.9
2000	18	1887	0	0	15	0	3	0	0	0	0	0	0	0	0	21.2	32.9	48	12	66.7	37.1
2100	7	1894	0	0	6	0	1	0	0	0	0	0	0	0	0	23	30.4	36.9	4	57.1	-
2200	5	1899	0	0	4	0	1	0	0	0	0	0	0	0	0	28.3	35.2	48.5	4	80	-
2300	3	1902	0	0	3	0	0	0	0	0	0	0	0	0	0	39.3	47.5	59.8	3	100	-
07-19	849	1902	4	8	725	3	105	0	2	0	2	0	0	0	0	7.1	32.8	55.6	607	71.5	38.5
06-22	920	1902	6	9	786	3	112	0	2	0	2	0	0	0	0	7.1	32.8	55.6	648	70.4	38.5
06-00	928	1902	6	9	793	3	113	0	2	0	2	0	0	0	0	7.1	32.8	59.8	655	70.6	38.5
00-00	937	1902	7	10	799	3	114	0	2	0	2	0	0	0	0	7.1	32.8	59.8	660	70.4	38.5

Benchmark Data Collection

Wed 13 Time	January Total	2021 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	2	1904	0	0	2	0	0	0	0	0	0	0	0	0	0	36.3	38.6	40.9	2	100	-
0100	1	1905	0	0	1	0	0	0	0	0	0	0	0	0	0	22.6	22.6	22.6	0	0	-
0200	0	1905	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1905	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1905	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	5	1910	0	0	5	0	0	0	0	0	0	0	0	0	0	24.4	29.1	37.4	1	20	-
0600	11	1921	1	0	8	0	2	0	0	0	0	0	0	0	0	15.6	29.6	40.6	7	63.6	35.3
0700	44	1965	1	0	36	0	7	0	0	0	0	0	0	0	0	9.9	31	41.9	25	56.8	37.4
0800	75	2040	0	0	63	0	10	0	1	1	0	0	0	0	0	11.6	33.5	46.8	53	70.7	40
0900	48	2088	0	0	36	0	11	1	0	0	0	0	0	0	0	11	33	47.8	33	68.8	39.6
1000	64	2152	0	0	50	0	14	0	0	0	0	0	0	0	0	18.3	33.4	57	45	70.3	38.5
1100	62	2214	0	0	50	0	11	1	0	0	0	0	0	0	0	14.5	33.3	45.3	42	67.7	38.9
1200	62	2276	0	0	51	1	10	0	0	0	0	0	0	0	0	9.8	34.4	51	47	75.8	41.2
1300	82	2358	2	1	67	0	10	1	1	0	0	0	0	0	0	5.2	31.3	46.7	52	63.4	36.7
1400	74	2432	0	0	68	0	6	0	0	0	0	0	0	0	0	8.3	34	46.2	56	75.7	38.9
1500	83	2515	1	1	64	1	15	1	0	0	0	0	0	0	0	14.9	32.1	42	56	67.5	36.9
1600	116	2631	0	0	106	0	10	0	0	0	0	0	0	0	0	7	34	54.7	89	76.7	40
1700	119	2750	0	2	110	0	7	0	0	0	0	0	0	0	0	20.8	33.6	51.8	87	73.1	38.3
1800	35	2785	1	3	29	0	2	0	0	0	0	0	0	0	0	13.8	33.1	46.5	23	65.7	40.3
1900	37	2822	1	0	30	0	6	0	0	0	0	0	0	0	0	11.4	32.4	46.4	23	62.2	39.8
2000	14	2836	0	0	13	0	1	0	0	0	0	0	0	0	0	23	33.6	41.6	11	78.6	39.6
2100	11	2847	1	0	9	0	1	0	0	0	0	0	0	0	0	13.5	34.2	52.4	7	63.6	39.1
2200	6	2853	0	0	3	0	3	0	0	0	0	0	0	0	0	24.8	33.9	41.3	5	83.3	-
2300	1	2854	0	0	1	0	0	0	0	0	0	0	0	0	0	43.5	43.5	43.5	1	100	-
07-19	864	2854	5	7	730	2	113	4	2	1	0	0	0	0	0	5.2	33.2	57	608	70.4	38.9
06-22	937	2854	8	7	790	2	123	4	2	1	0	0	0	0	0	5.2	33.1	57	656	70	39.1
06-00	944	2854	8	7	794	2	126	4	2	1	0	0	0	0	0	5.2	33.1	57	662	70.1	39.1
00-00	952	2854	8	7	802	2	126	4	2	1	0	0	0	0	0	5.2	33.1	57	665	69.9	39.1

Benchmark Data Collection

Thu 14 Time	January Total	2021 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	2854	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	2856	0	0	1	0	1	0	0	0	0	0	0	0	0	26	34.1	42.3	1	50	-
0200	1	2857	0	0	1	0	0	0	0	0	0	0	0	0	0	23	23	23	0	0	-
0300	1	2858	1	0	0	0	0	0	0	0	0	0	0	0	0	14.6	14.6	14.6	0	0	-
0400	1	2859	0	0	1	0	0	0	0	0	0	0	0	0	0	38.1	38.1	38.1	1	100	-
0500	5	2864	1	0	3	0	1	0	0	0	0	0	0	0	0	12	23.8	36.2	2	40	-
0600	17	2881	0	0	15	0	2	0	0	0	0	0	0	0	0	26.2	33.4	39.6	11	64.7	36.7
0700	47	2928	1	0	41	0	4	1	0	0	0	0	0	0	0	9.4	30.4	43.4	26	55.3	37.1
0800	61	2989	1	0	48	1	9	1	0	1	0	0	0	0	0	7.9	31.9	46.2	38	62.3	38.7
0900	40	3029	1	0	27	0	11	1	0	0	0	0	0	0	0	10.8	33.1	53.2	29	72.5	39.1
1000	51	3080	2	0	40	0	9	0	0	0	0	0	0	0	0	12.3	33.3	44.9	40	78.4	39.1
1100	71	3151	0	0	56	0	15	0	0	0	0	0	0	0	0	8.2	34.6	54.9	56	78.9	40.7
1200	55	3206	1	0	48	0	6	0	0	0	0	0	0	0	0	14.1	33.3	46.3	42	76.4	39.1
1300	59	3265	1	0	53	0	5	0	0	0	0	0	0	0	0	12.4	31.1	42.2	41	69.5	36.9
1400	75	3340	1	0	65	0	8	1	0	0	0	0	0	0	0	11.7	32.7	49.8	51	68	38.5
1500	68	3408	2	0	61	1	3	1	0	0	0	0	0	0	0	7.3	32.5	46.3	50	73.5	39.4
1600	102	3510	2	0	88	1	11	0	0	0	0	0	0	0	0	12.1	33.3	45.9	70	68.6	38.9
1700	107	3617	0	2	97	0	8	0	0	0	0	0	0	0	0	18.9	33.9	51.1	77	72	39.4
1800	46	3663	0	1	41	0	4	0	0	0	0	0	0	0	0	23.3	32.8	53	30	65.2	38.3
1900	19	3682	1	0	17	0	1	0	0	0	0	0	0	0	0	12.1	34.4	57.5	15	78.9	42.7
2000	13	3695	1	0	12	0	0	0	0	0	0	0	0	0	0	14	33	42.4	10	76.9	37.4
2100	8	3703	0	0	8	0	0	0	0	0	0	0	0	0	0	27.3	35	41.7	6	75	-
2200	7	3710	0	1	6	0	0	0	0	0	0	0	0	0	0	27.8	35.3	50.9	5	71.4	-
2300	3	3713	0	0	3	0	0	0	0	0	0	0	0	0	0	31.3	38.5	43.5	3	100	-
07-19	782	3713	12	3	665	3	93	5	0	1	0	0	0	0	0	7.3	32.9	54.9	550	70.3	39.1
06-22	839	3713	14	3	717	3	96	5	0	1	0	0	0	0	0	7.3	33	57.5	592	70.6	39.1
06-00	849	3713	14	4	726	3	96	5	0	1	0	0	0	0	0	7.3	33	57.5	600	70.7	39.1
00-00	859	3713	16	4	732	3	98	5	0	1	0	0	0	0	0	7.3	32.9	57.5	604	70.3	39.1

Benchmark Data Collection

Fri 15	January	2021	Eastbound		Car /	Car /	R2 /	R3 /	R4	A3	A4	A5	A6	A6	A7	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
Time	Total	RunTot	Bicycle	Motor	Van	Van (T)	Bus	Bus						[2]	[2]				30	30	85
			Cycle	Cycle																	
0000	0	3713	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	3714	0	0	1	0	0	0	0	0	0	0	0	0	0	22.7	22.7	22.7	0	0	-
0200	2	3716	0	0	2	0	0	0	0	0	0	0	0	0	0	37.1	38.4	39.7	2	100	-
0300	1	3717	1	0	0	0	0	0	0	0	0	0	0	0	0	15.1	15.1	15.1	0	0	-
0400	0	3717	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	4	3721	0	0	4	0	0	0	0	0	0	0	0	0	0	29.2	34.3	40.4	3	75	-
0600	10	3731	0	0	9	1	0	0	0	0	0	0	0	0	0	26.2	33	53.8	7	70	-
0700	36	3767	0	0	30	0	6	0	0	0	0	0	0	0	0	23	31.1	41.2	21	58.3	36.7
0800	68	3835	0	0	58	0	8	0	0	1	1	0	0	0	0	15.5	33.5	49.9	52	76.5	38
0900	65	3900	0	0	52	1	12	0	0	0	0	0	0	0	0	22.3	34.3	51.7	52	80	39.1
1000	68	3968	1	0	55	0	12	0	0	0	0	0	0	0	0	8.6	32.6	53.6	47	69.1	39.8
1100	69	4037	4	0	49	0	16	0	0	0	0	0	0	0	0	11.7	31.2	45.1	41	59.4	37.6
1200	94	4131	1	0	79	1	12	1	0	0	0	0	0	0	0	13.9	33.7	51.4	73	77.7	40
1300	91	4222	2	1	77	0	11	0	0	0	0	0	0	0	0	6.7	33.1	46.2	66	72.5	38.5
1400	94	4316	2	0	82	1	9	0	0	0	0	0	0	0	0	7.8	32.3	47.4	71	75.5	37.8
1500	98	4414	3	2	80	0	13	0	0	0	0	0	0	0	0	6.8	32.9	48.9	71	72.4	38
1600	116	4530	1	1	101	0	13	0	0	0	0	0	0	0	0	10.2	33.7	50.9	88	75.9	38.9
1700	103	4633	2	3	88	0	10	0	0	0	0	0	0	0	0	7.9	33.3	44	83	80.6	38.3
1800	46	4679	0	0	45	0	1	0	0	0	0	0	0	0	0	23.2	34	52.5	31	67.4	40.3
1900	34	4713	0	2	30	0	2	0	0	0	0	0	0	0	0	23.3	33	52.1	23	67.6	38.7
2000	19	4732	0	1	17	0	1	0	0	0	0	0	0	0	0	26.1	33.1	47.2	14	73.7	39.6
2100	13	4745	0	0	13	0	0	0	0	0	0	0	0	0	0	28.3	34.4	45.6	12	92.3	37.4
2200	2	4747	0	1	1	0	0	0	0	0	0	0	0	0	0	34.9	41.3	47.6	2	100	-
2300	0	4747	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	948	4747	16	7	796	3	123	1	0	1	1	0	0	0	0	6.7	33.1	53.6	696	73.4	38.5
06-22	1024	4747	16	10	865	4	126	1	0	1	1	0	0	0	0	6.7	33.1	53.8	752	73.4	38.5
06-00	1026	4747	16	11	866	4	126	1	0	1	1	0	0	0	0	6.7	33.1	53.8	754	73.5	38.7
00-00	1034	4747	17	11	873	4	126	1	0	1	1	0	0	0	0	6.7	33.1	53.8	759	73.4	38.7

Benchmark Data Collection

Sat 16 Time	January Total	2021 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	2	4749	0	0	2	0	0	0	0	0	0	0	0	0	0	26.9	34.1	41.3	1	50	-
0100	0	4749	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	2	4751	0	0	1	0	1	0	0	0	0	0	0	0	0	24.5	25.4	26.3	0	0	-
0300	2	4753	1	0	1	0	0	0	0	0	0	0	0	0	0	14.9	21.2	27.6	0	0	-
0400	0	4753	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	4753	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	8	4761	0	0	8	0	0	0	0	0	0	0	0	0	0	30.3	33.5	39.8	8	100	-
0700	14	4775	1	0	10	0	3	0	0	0	0	0	0	0	0	9.6	30.1	41.7	7	50	34.2
0800	29	4804	0	0	21	0	7	1	0	0	0	0	0	0	0	11.8	32.4	42.3	22	75.9	39.1
0900	22	4826	0	0	19	0	3	0	0	0	0	0	0	0	0	25.1	34.1	40.7	16	72.7	38.9
1000	58	4884	0	0	56	0	1	1	0	0	0	0	0	0	0	6.2	31.4	60	37	63.8	36.7
1100	58	4942	0	0	54	0	4	0	0	0	0	0	0	0	0	22.8	32.7	46	43	74.1	37.6
1200	63	5005	0	0	57	0	6	0	0	0	0	0	0	0	0	20.5	33.7	48.8	46	73	39.1
1300	63	5068	0	0	61	0	2	0	0	0	0	0	0	0	0	22.5	35.6	55.8	55	87.3	40.9
1400	65	5133	1	1	57	0	6	0	0	0	0	0	0	0	0	9.9	33.3	45.2	50	76.9	37.8
1500	58	5191	1	0	53	0	2	1	1	0	0	0	0	0	0	10.9	31.8	43.4	40	69	36.2
1600	59	5250	2	1	53	1	2	0	0	0	0	0	0	0	0	10.6	33.1	45	43	72.9	38.7
1700	40	5290	0	0	36	0	4	0	0	0	0	0	0	0	0	23.4	33.3	45	27	67.5	39.4
1800	38	5328	0	0	37	0	1	0	0	0	0	0	0	0	0	21.5	32	40	29	76.3	36.7
1900	24	5352	0	0	23	0	1	0	0	0	0	0	0	0	0	21.5	31.4	50.5	12	50	37.6
2000	11	5363	0	0	11	0	0	0	0	0	0	0	0	0	0	27.8	33.8	40.4	8	72.7	37.1
2100	9	5372	0	0	8	0	1	0	0	0	0	0	0	0	0	24.7	33.4	41	7	77.8	-
2200	9	5381	0	1	8	0	0	0	0	0	0	0	0	0	0	34	38.7	50.9	9	100	-
2300	3	5384	0	0	3	0	0	0	0	0	0	0	0	0	0	30.8	36.3	39.8	3	100	-
07-19	567	5384	5	2	514	1	41	3	1	0	0	0	0	0	0	6.2	33	60	415	73.2	38.7
06-22	619	5384	5	2	564	1	43	3	1	0	0	0	0	0	0	6.2	33	60	450	72.7	38.7
06-00	631	5384	5	3	575	1	43	3	1	0	0	0	0	0	0	6.2	33.1	60	462	73.2	38.9
00-00	637	5384	6	3	579	1	44	3	1	0	0	0	0	0	0	6.2	33	60	463	72.7	38.9

Benchmark Data Collection

Sun 17 Time	January Total	2021 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	5	5389	0	0	5	0	0	0	0	0	0	0	0	0	0	38.3	39.4	40.9	5	100	-
0100	0	5389	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	5389	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	5389	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	5390	0	0	0	0	1	0	0	0	0	0	0	0	0	41.4	41.4	41.4	1	100	-
0500	1	5391	0	0	1	0	0	0	0	0	0	0	0	0	0	21.6	21.6	21.6	0	0	-
0600	1	5392	0	0	1	0	0	0	0	0	0	0	0	0	0	31.3	31.3	31.3	1	100	-
0700	10	5402	0	0	10	0	0	0	0	0	0	0	0	0	0	26.8	34.7	42.5	7	70	-
0800	12	5414	1	0	9	0	2	0	0	0	0	0	0	0	0	15	34.2	50.1	10	83.3	39.1
0900	36	5450	3	1	28	0	3	1	0	0	0	0	0	0	0	11.2	30.7	45.2	23	63.9	36.2
1000	52	5502	4	3	39	2	4	0	0	0	0	0	0	0	0	11	31.2	47.5	32	61.5	37.4
1100	74	5576	6	2	63	0	2	0	1	0	0	0	0	0	0	10.8	30.4	41.4	46	62.2	36.2
1200	78	5654	7	0	70	0	0	0	1	0	0	0	0	0	0	6.5	31	46.8	43	55.1	39.4
1300	72	5726	1	2	65	0	2	0	2	0	0	0	0	0	0	11	31.7	53.4	42	58.3	36.9
1400	74	5800	1	0	69	0	2	1	1	0	0	0	0	0	0	11.6	30.7	50.3	44	59.5	36.9
1500	61	5861	3	0	56	0	1	0	1	0	0	0	0	0	0	7.3	30.4	44	42	68.9	35.8
1600	55	5916	0	2	51	0	2	0	0	0	0	0	0	0	0	20	34	47.8	40	72.7	39.6
1700	29	5945	0	0	27	0	2	0	0	0	0	0	0	0	0	23	33.2	53.8	19	65.5	38.7
1800	19	5964	0	0	19	0	0	0	0	0	0	0	0	0	0	18.1	34.7	46.2	15	78.9	40
1900	14	5978	0	1	13	0	0	0	0	0	0	0	0	0	0	24.1	33.8	38.6	10	71.4	38
2000	14	5992	0	0	14	0	0	0	0	0	0	0	0	0	0	19.1	35.3	46	13	92.9	40.7
2100	14	6006	0	0	14	0	0	0	0	0	0	0	0	0	0	24.1	32.5	49.2	8	57.1	36.2
2200	4	6010	0	0	4	0	0	0	0	0	0	0	0	0	0	29.5	41.9	62.6	3	75	-
2300	0	6010	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	572	6010	26	10	506	2	20	2	6	0	0	0	0	0	0	6.5	31.6	53.8	363	63.5	38
06-22	615	6010	26	11	548	2	20	2	6	0	0	0	0	0	0	6.5	31.7	53.8	395	64.2	38
06-00	619	6010	26	11	552	2	20	2	6	0	0	0	0	0	0	6.5	31.8	62.6	398	64.3	38.3
00-00	626	6010	26	11	558	2	21	2	6	0	0	0	0	0	0	6.5	31.8	62.6	404	64.5	38.5
Summary	Total	RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	6010	6010	90	50	5169	22	643	15	13	3	4	1	0	0	0	5.2	32.8	62.6	4230	70.4	38.7

Weekly Vehicle Count - Westbound

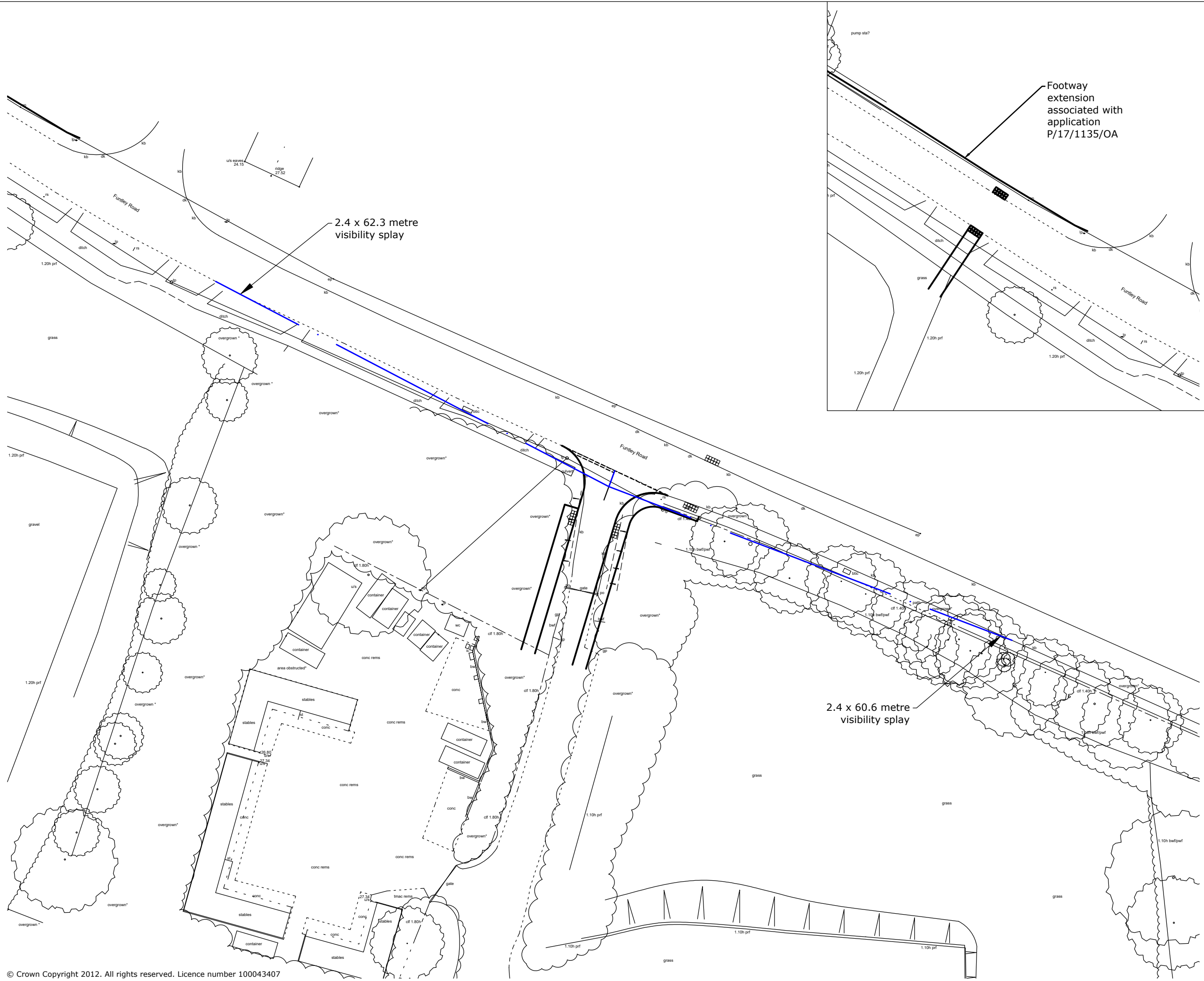
Hour	MON	TUE	WED	THU	FRI	SAT	SUN	<u>Averages</u>	
								Mon - Fri	Mon - Sun
0000-0100	1	2	1	2	1	1	3	1.4	1.6
0100-0200	1	0	1	1	0	1	0	0.6	0.6
0200-0300	1	1	0	0	1	1	0	0.6	0.6
0300-0400	2	2	1	3	1	2	0	1.8	1.6
0400-0500	0	2	0	0	2	0	0	0.8	0.6
0500-0600	11	14	11	13	12	5	2	12.2	9.7
0600-0700	41	38	42	46	34	11	8	40.2	31.4
0700-0800	81	91	84	76	84	20	12	83.2	64
0800-0900	97.0<	96.0<	89.0<	82.0<	83	23	15	89.4<	69.3
0900-1000	69	61	77	57	79	50	49	68.6	63.1
1000-1100	55	63	53	63	80	59.0<	80	62.8	64.7
1100-1200	67	66	72	66	91.0<	54	88	72.4	72.0<
1200-1300	81	69	67	66	88	68	93	74.2	76
1300-1400	58	63	75	61	78	64	73	67	67.4
1400-1500	72	75	84.0<	68	82	70	77	76.2	75.4
1500-1600	91.0<	84.0<	83	81.0<	96.0<	70.0<	66	87.0<	81.6<
1600-1700	73	78	81	79	81	55	47	78.4	70.6
1700-1800	64	59	46	59	56	34	29	56.8	49.6
1800-1900	33	42	32	30	33	31	20	34	31.6
1900-2000	11	22	23	18	23	27	14	19.4	19.7
2000-2100	14	16	15	12	18	19	12	15	15.1
2100-2200	10	2	4	5	8	6	5	5.8	5.7
2200-2300	5	4	4	4	5	2	5	4.4	4.1
2300-2400	3	1	4	4	6	4	3	3.6	3.6
<hr/>									
Totals									
0700-1900	841	847	843	788	931	598	649	850	785.3
0600-2200	917	925	927	869	1014	661	688	930.4	857.3
0600-0000	925	930	935	877	1025	667	696	938.4	865
0000-0000	941	951	949	896	1042	677	701	955.8	879.6
AM Peak	0800	0800	0800	0800	1100	1000	1100		
	97	96	89	82	91	59	88		
PM Peak	1500	1500	1400	1500	1500	1500	1200		
	91	84	84	81	96	70	93		

Weekly Vehicle Count - Eastbound

Hour	MON	TUE	WED	THU	FRI	SAT	SUN	<u>Averages</u>	
								Mon - Fri	Mon - Sun
0000-0100	0	0	2	0	0	2	5	0.4	1.3
0100-0200	2	1	1	2	1	0	0	1.4	1
0200-0300	0	1	0	1	2	2	0	0.8	0.9
0300-0400	0	0	0	1	1	2	0	0.4	0.6
0400-0500	0	1	0	1	0	0	1	0.4	0.4
0500-0600	4	6	5	5	4	0	1	4.8	3.6
0600-0700	17	21	11	17	10	8	1	15.2	12.1
0700-0800	51	49	44	47	36	14	10	45.4	35.9
0800-0900	78.0<	69.0<	75.0<	61	68	29	12	70.2<	56
0900-1000	64	64	48	40	65	22	36	56.2	48.4
1000-1100	49	61	64	51	68	58	52	58.6	57.6
1100-1200	75	59	62	71.0<	69.0<	58.0<	74	67.2	66.9<
1200-1300	79	69	62	55	94	63	78	71.8	71.4
1300-1400	67	60	82	59	91	63	72	71.8	70.6
1400-1500	79	68	74	75	94	65.0<	74	78	75.6
1500-1600	86	89	83	68	98	58	61	84.8	77.6
1600-1700	112.0<	96	116	102	116.0<	59	55	108.4	93.7<
1700-1800	105	118.0<	119.0<	107.0<	103	40	29	110.4<	88.7
1800-1900	50	47	35	46	46	38	19	44.8	40.1
1900-2000	22	25	37	19	34	24	14	27.4	25
2000-2100	14	18	14	13	19	11	14	15.6	14.7
2100-2200	8	7	11	8	13	9	14	9.4	10
2200-2300	2	5	6	7	2	9	4	4.4	5
2300-2400	1	3	1	3	0	3	0	1.6	1.6
<hr/>									
Totals									
0700-1900	895	849	864	782	948	567	572	867.6	782.4
0600-2200	956	920	937	839	1024	619	615	935.2	844.3
0600-0000	959	928	944	849	1026	631	619	941.2	850.9
0000-0000	965	937	952	859	1034	637	626	949.4	858.6
AM Peak	0800	0800	0800	1100	1100	1100	1100		
	78	69	75	71	69	58	74		
PM Peak	1600	1700	1700	1700	1600	1400	1200		
	112	118	119	107	116	65	78		

Appendix E

Proposed Visibility Splays at the Access Junction



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 7031 8141

www.motion.co.uk

Project:
Land at Funtley Road, Funtley

Title:
**Proposed Site Access Junction
with Visibility Splays**

Scale: 1:500 (@ A3)

Drawing:
1908016-01

Revision:
A

Appendix F

Junction Modelling Output – Kiln Road Junction (2026 Assessment)

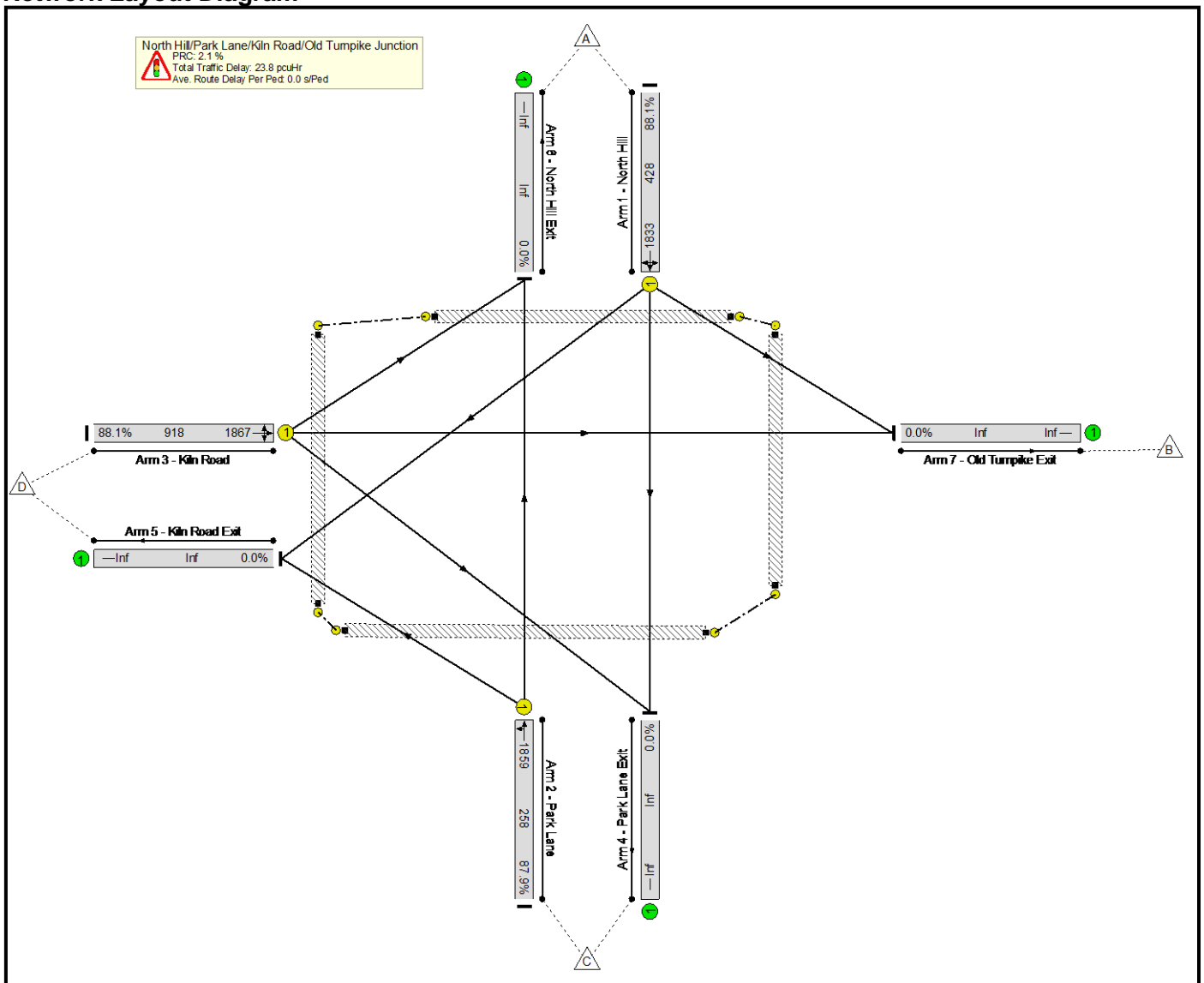
North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output
North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

User and Project Details

Project:	North Hill/Park Lane/Kiln Road/Old Turnpike Junction, Fareham
Title:	
Location:	
Additional detail:	
File name:	M01 - Kiln Lane-Old Turnpike-North Hill-Park Lane Linsig (2021).lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2026 Baseline AM' (FG1: '2026 Baseline AM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram

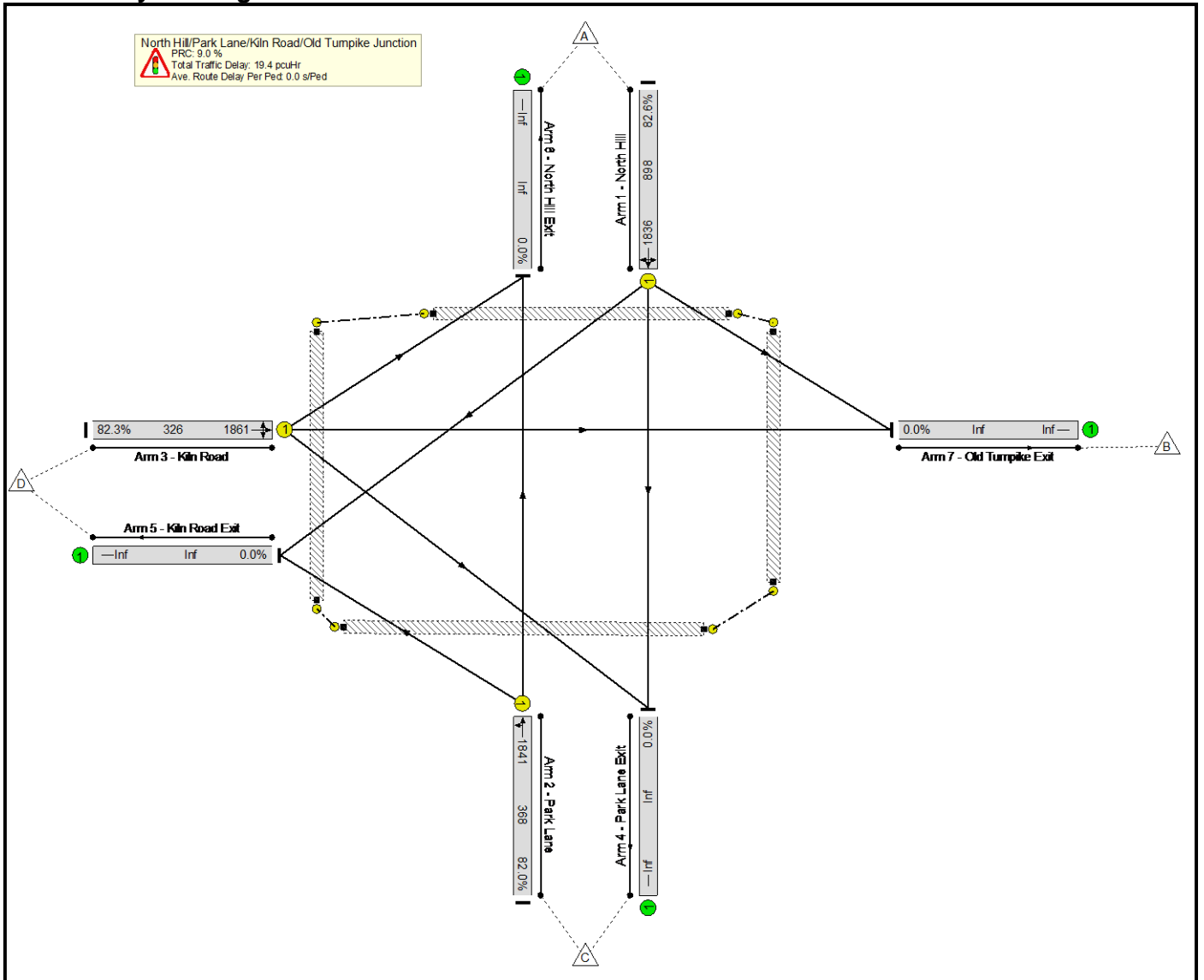


North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	88.1%	0	0	0	23.8	-	-
North Hill/Park Lane/Kiln Road/Old Turnpike Junction	-	-	-		-	-	-	-	-	-	88.1%	0	0	0	23.8	-	-
1/1	North Hill Ahead Right Left	U	A		3	81	-	377	1833	428	88.1%	-	-	-	8.0	76.0	16.3
2/1	Park Lane Left Ahead	U	C		3	47	-	227	1859	258	87.9%	-	-	-	6.2	99.0	10.7
3/1	Kiln Road Right Left Ahead	U	B		3	174	-	809	1867	918	88.1%	-	-	-	9.6	42.9	28.4
Ped Link: P1	North Hill Peds	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Old Turnpike Peds	-	E		3	48	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Park Lane Peds	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Kiln Road Peds	-	G		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
C1							PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):			23.84	Cycle Time (s): 360				
							PRC Over All Lanes (%):	2.1	Total Delay Over All Lanes(pcuHr):			23.84					

North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output
Scenario 2: '2026 Baseline PM' (FG2: '2026 Baseline PM', Plan 3: 'Network Control Plan 3')
Network Layout Diagram

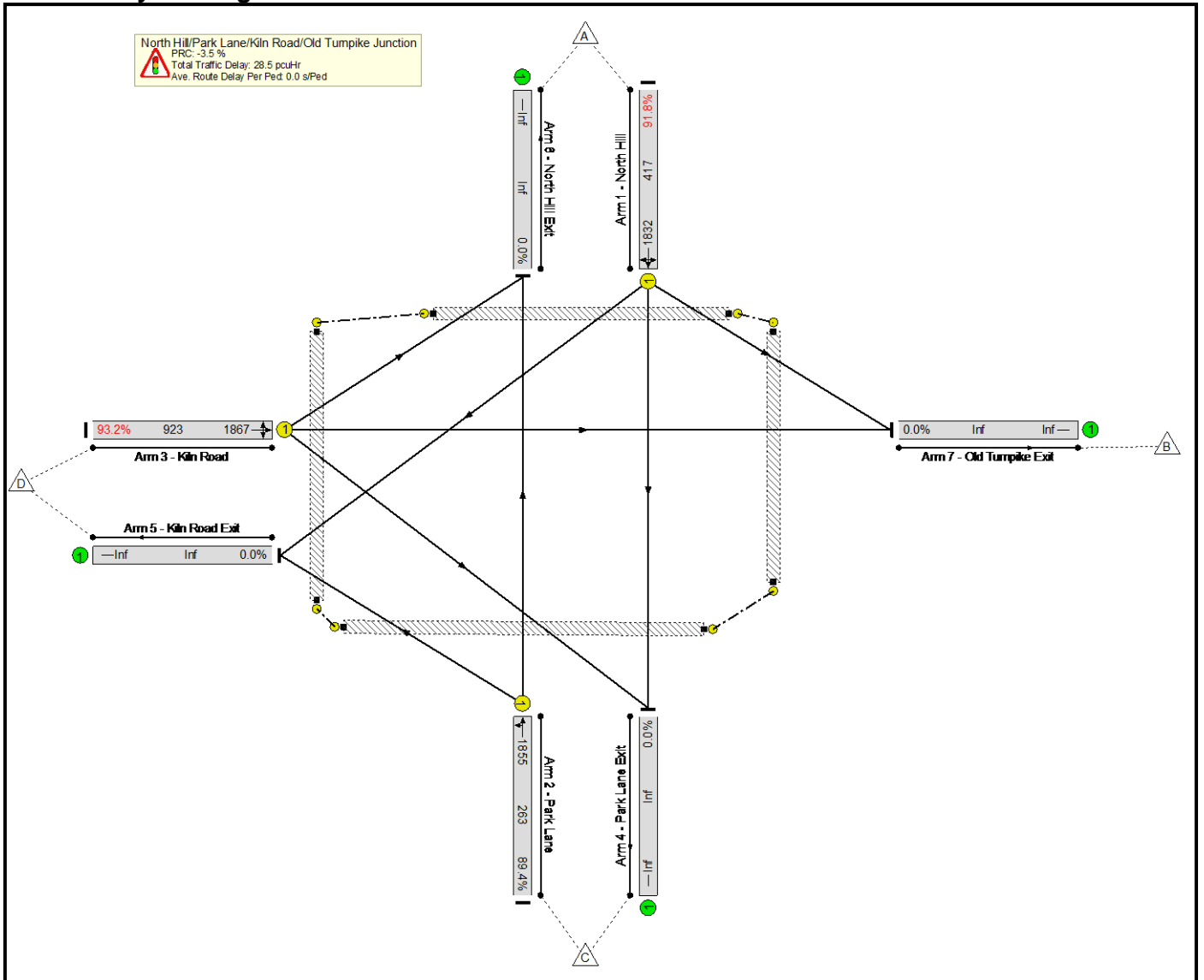


North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.6%	0	0	0	19.4	-	-
North Hill/Park Lane/Kiln Road/Old Turnpike Junction	-	-	-		-	-	-	-	-	-	82.6%	0	0	0	19.4	-	-
1/1	North Hill Ahead Right Left	U	A		3	173	-	741	1836	898	82.6%	-	-	-	7.7	37.5	23.9
2/1	Park Lane Left Ahead	U	C		3	69	-	302	1841	368	82.0%	-	-	-	6.0	71.5	12.0
3/1	Kiln Road Right Left Ahead	U	B		3	60	-	268	1861	326	82.3%	-	-	-	5.7	76.8	10.9
Ped Link: P1	North Hill Peds	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Old Turnpike Peds	-	E		3	70	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Park Lane Peds	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Kiln Road Peds	-	G		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
C1							PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):			19.43	Cycle Time (s): 360				
							PRC Over All Lanes (%):	9.0	Total Delay Over All Lanes(pcuHr):			19.43					

North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output
Scenario 3: '2026 + Development AM' (FG5: '2026 with Development AM', Plan 3: 'Network Control Plan 3')
Network Layout Diagram



North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

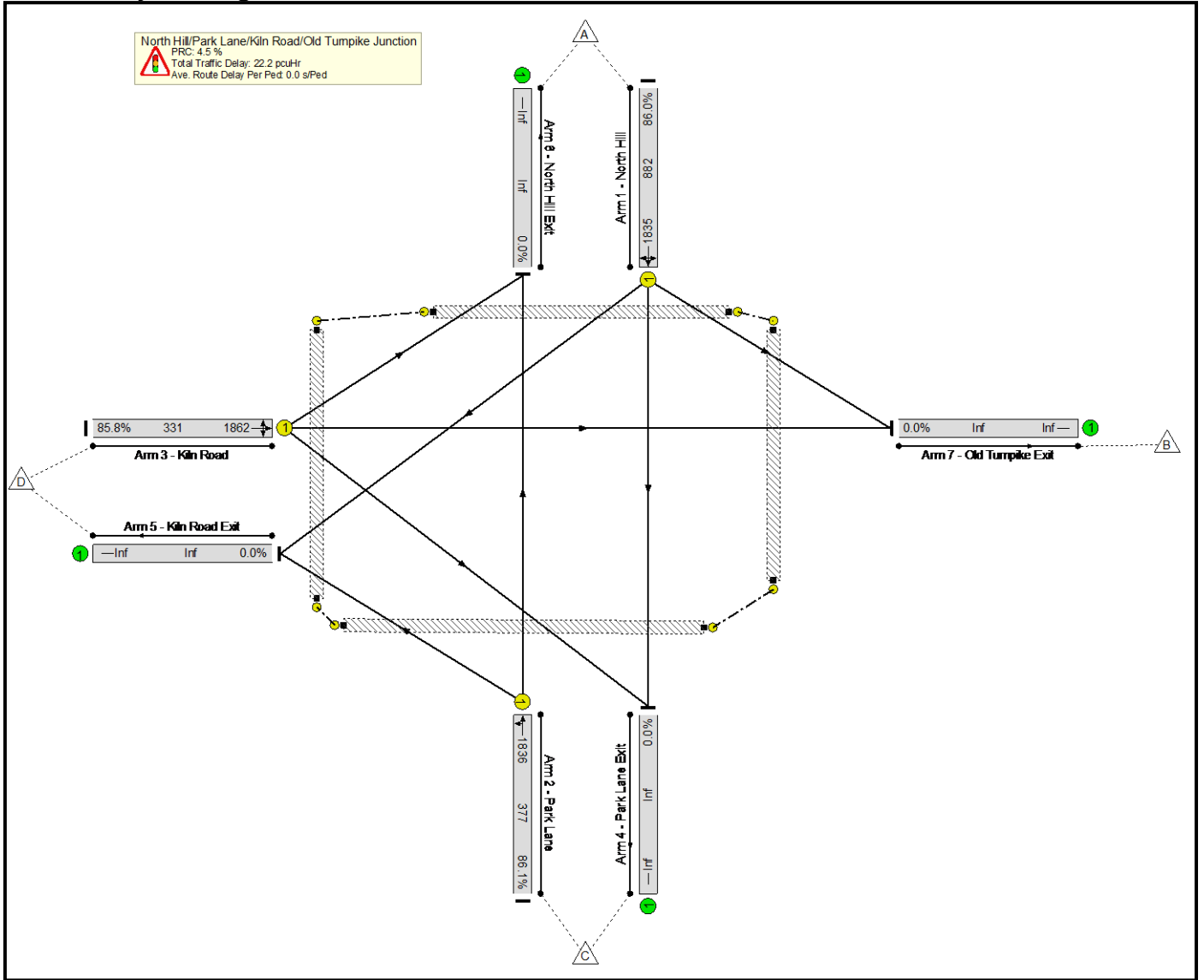
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	93.2%	0	0	0	28.5	-	-
North Hill/Park Lane/Kiln Road/Old Turnpike Junction	-	-	-		-	-	-	-	-	-	93.2%	0	0	0	28.5	-	-
1/1	North Hill Ahead Right Left	U	A		3	79	-	383	1832	417	91.8%	-	-	-	9.3	87.0	17.4
2/1	Park Lane Left Ahead	U	C		3	48	-	235	1855	263	89.4%	-	-	-	6.7	102.7	11.2
3/1	Kiln Road Right Left Ahead	U	B		3	175	-	860	1867	923	93.2%	-	-	-	12.6	52.6	33.9
Ped Link: P1	North Hill Peds	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Old Turnpike Peds	-	E		3	49	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Park Lane Peds	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Kiln Road Peds	-	G		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		-3.5		Total Delay for Signalled Lanes (pcuHr):		28.53		Cycle Time (s):		360				
			PRC Over All Lanes (%):		-3.5		Total Delay Over All Lanes(pcuHr):		28.53								

North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

Scenario 4: '2026 + Development PM' (FG6: '2026 with Development PM', Plan 3: 'Network Control Plan 3')

Network Layout Diagram



North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

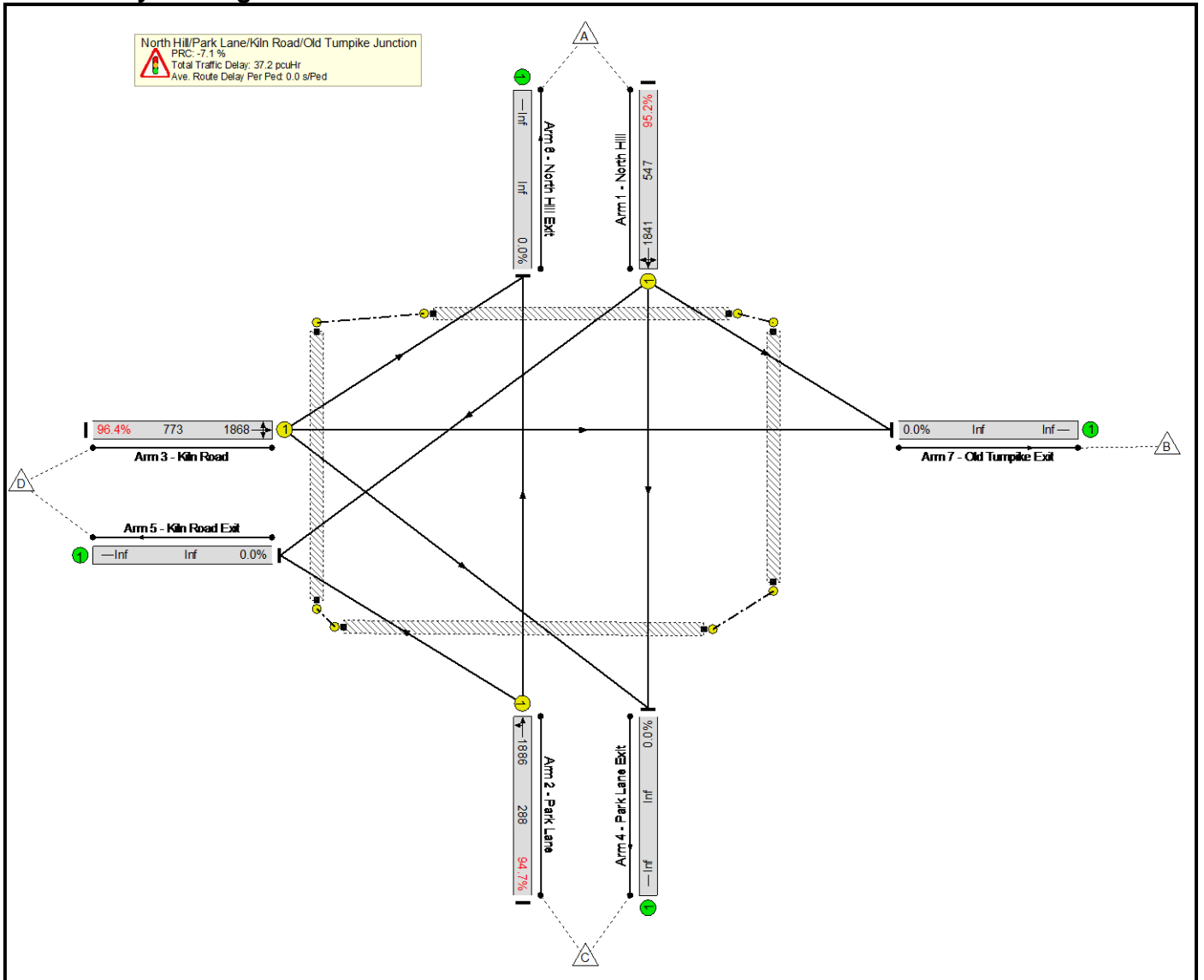
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	86.1%	0	0	0	22.2	-	-
North Hill/Park Lane/Kiln Road/Old Turnpike Junction	-	-	-		-	-	-	-	-	-	86.1%	0	0	0	22.2	-	-
1/1	North Hill Ahead Right Left	U	A		3	170	-	758	1835	882	86.0%	-	-	-	8.7	41.5	26.1
2/1	Park Lane Left Ahead	U	C		3	71	-	325	1836	377	86.1%	-	-	-	7.0	77.1	13.6
3/1	Kiln Road Right Left Ahead	U	B		3	61	-	284	1862	331	85.8%	-	-	-	6.5	82.2	12.2
Ped Link: P1	North Hill Peds	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Old Turnpike Peds	-	E		3	72	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Park Lane Peds	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Kiln Road Peds	-	G		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%):		4.5		Total Delay for Signalled Lanes (pcuHr):		22.18		Cycle Time (s):		360				
			PRC Over All Lanes (%):		4.5		Total Delay Over All Lanes(pcuHr):		22.18								

Appendix G

Junction Modelling Output – Kiln Road Junction (2036 Assessment)

North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output
Scenario 5: '2036 Baseline AM' (FG7: '2036 Baseline AM', Plan 3: 'Network Control Plan 3')
Network Layout Diagram

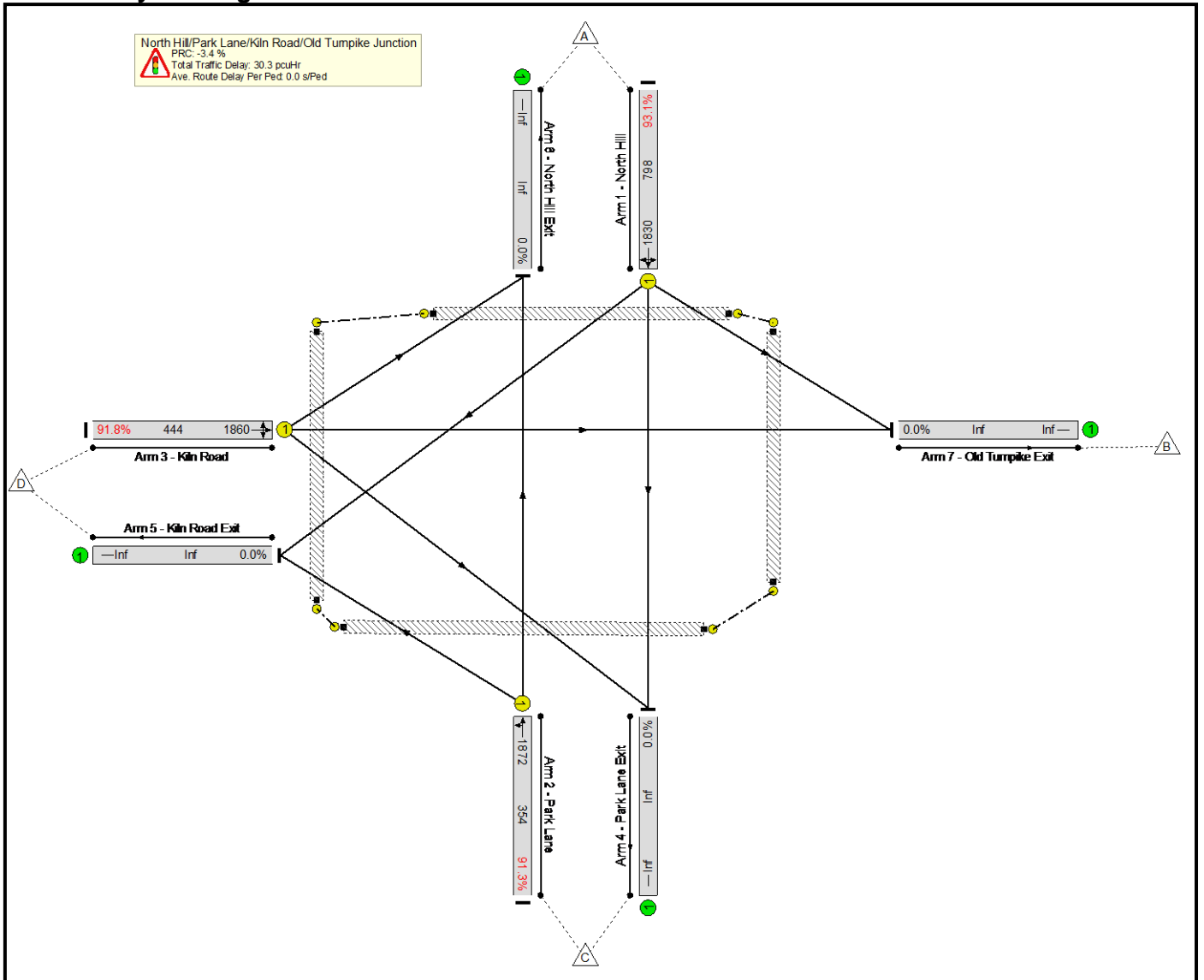


North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	96.4%	0	0	0	37.2	-	-	
North Hill/Park Lane/Kiln Road/Old Turnpike Junction	-	-	-		-	-	-	-	-	-	96.4%	0	0	0	37.2	-	-	
1/1	North Hill Ahead Right Left	U	A		3	104	-	521	1841	547	95.2%	-	-	-	12.6	87.2	25.3	
2/1	Park Lane Left Ahead	U	C		3	52	-	273	1886	288	94.7%	-	-	-	9.1	120.3	14.6	
3/1	Kiln Road Right Left Ahead	U	B		3	146	-	745	1868	773	96.4%	-	-	-	15.4	74.6	34.0	
Ped Link: P1	North Hill Peds	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P2	Old Turnpike Peds	-	E		3	53	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P3	Park Lane Peds	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P4	Kiln Road Peds	-	G		1	4	-	0	-	0	0.0%	-	-	-	-	-	-	
		C1	PRC for Signalled Lanes (%):				-7.1	Total Delay for Signalled Lanes (pcuHr):				37.18	Cycle Time (s):		360			
			PRC Over All Lanes (%):				-7.1	Total Delay Over All Lanes(pcuHr):				37.18						

North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output
Scenario 6: '2036 Baseline PM' (FG8: '2036 Baseline PM', Plan 3: 'Network Control Plan 3')
Network Layout Diagram

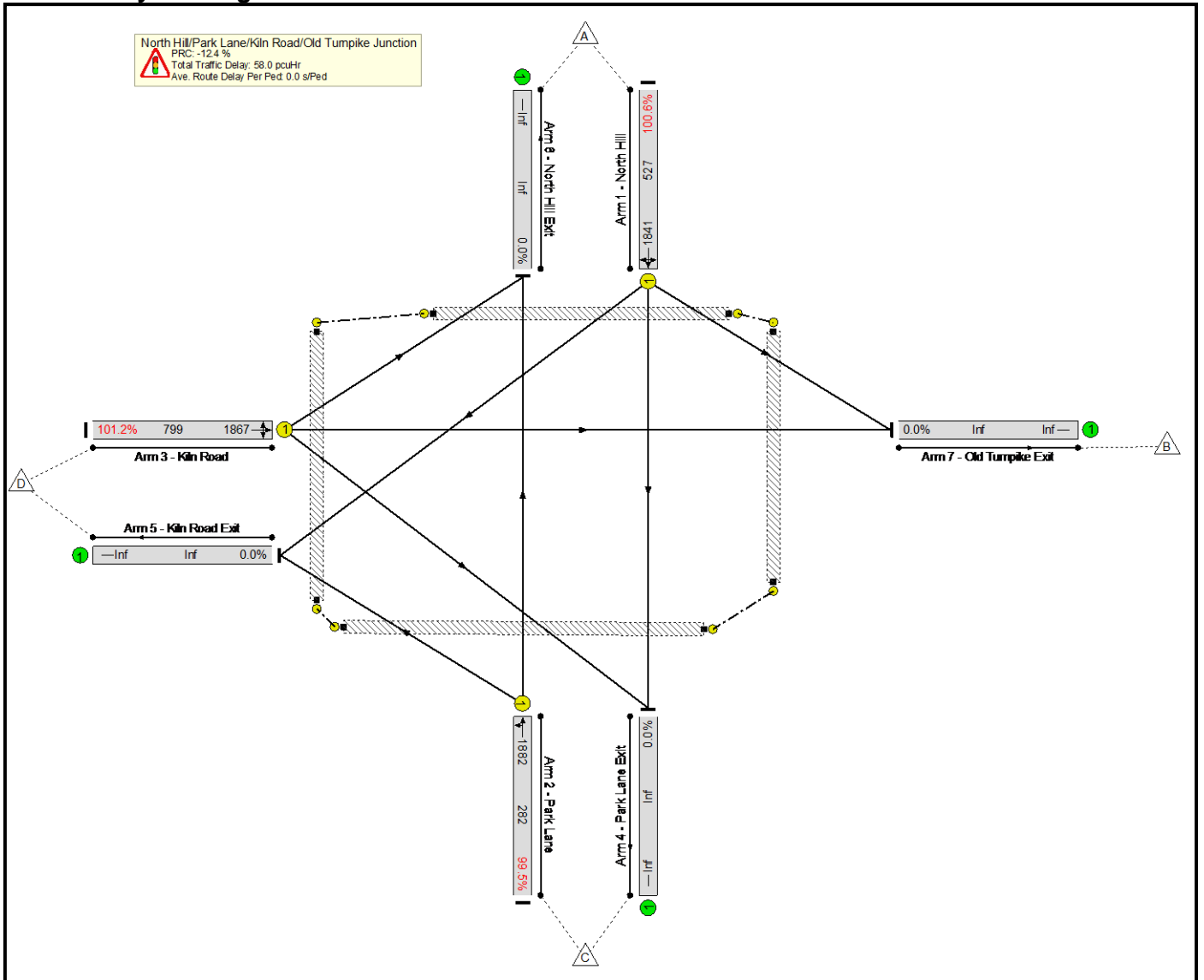


North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	93.1%	0	0	0	30.3	-	-
North Hill/Park Lane/Kiln Road/Old Turnpike Junction	-	-	-		-	-	-	-	-	-	93.1%	0	0	0	30.3	-	-
1/1	North Hill Ahead Right Left	U	A		3	154	-	743	1830	798	93.1%	-	-	-	12.3	59.5	31.6
2/1	Park Lane Left Ahead	U	C		3	65	-	323	1872	354	91.3%	-	-	-	8.4	94.0	14.8
3/1	Kiln Road Right Left Ahead	U	B		3	83	-	408	1860	444	91.8%	-	-	-	9.6	84.3	18.1
Ped Link: P1	North Hill Peds	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Old Turnpike Peds	-	E		3	66	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Park Lane Peds	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Kiln Road Peds	-	G		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
C1							PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):			30.26	Cycle Time (s): 360				
							PRC Over All Lanes (%):	-3.4	Total Delay Over All Lanes(pcuHr):			30.26					

North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output
Scenario 7: '2036 + Development AM' (FG11: '2036 with Development AM', Plan 3: 'Network Control Plan 3')
Network Layout Diagram

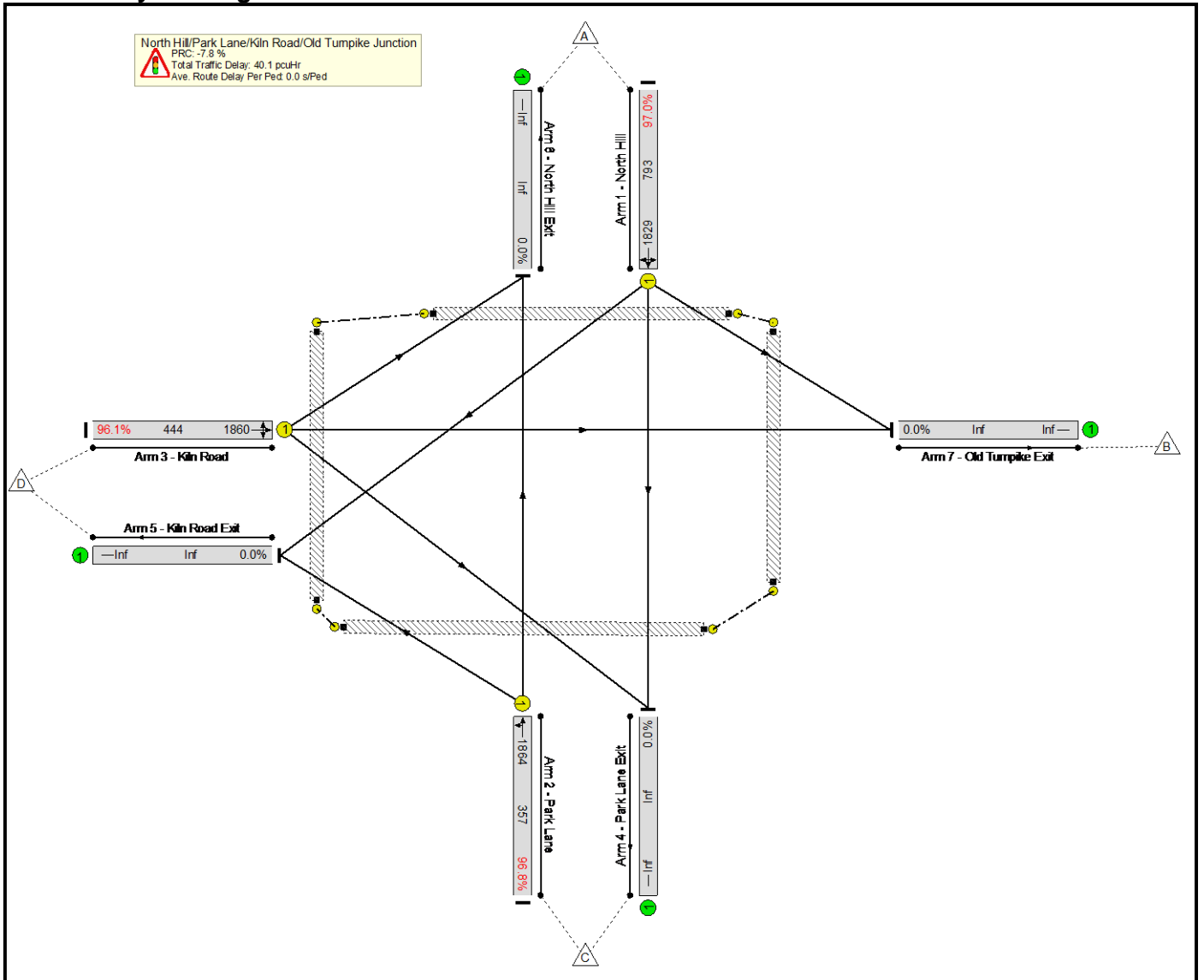


North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	101.2%	0	0	0	58.0	-	-
North Hill/Park Lane/Kiln Road/Old Turnpike Junction	-	-	-		-	-	-	-	-	-	101.2%	0	0	0	58.0	-	-
1/1	North Hill Ahead Right Left	U	A		3	100	-	530	1841	527	100.6%	-	-	-	19.5	132.3	33.5
2/1	Park Lane Left Ahead	U	C		3	51	-	281	1882	282	99.5%	-	-	-	12.1	155.3	17.8
3/1	Kiln Road Right Left Ahead	U	B		3	151	-	808	1867	799	101.2%	-	-	-	26.4	117.7	47.1
Ped Link: P1	North Hill Peds	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Old Turnpike Peds	-	E		3	52	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Park Lane Peds	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Kiln Road Peds	-	G		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		-12.4		Total Delay for Signalled Lanes (pcuHr):		58.02		Cycle Time (s): 360					
				PRC Over All Lanes (%):		-12.4		Total Delay Over All Lanes(pcuHr):		58.02							

North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output
Scenario 8: '2036 + Development PM' (FG12: '2036 with Development PM', Plan 3: 'Network Control Plan 3')
Network Layout Diagram



North Hill/Kiln Road/Park Lane/Old Turnpike LinSig Output

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	97.0%	0	0	0	40.1	-	-	
North Hill/Park Lane/Kiln Road/Old Turnpike Junction	-	-	-		-	-	-	-	-	-	97.0%	0	0	0	40.1	-	-	
1/1	North Hill Ahead Right Left	U	A		3	153	-	769	1829	793	97.0%	-	-	-	16.3	76.4	37.2	
2/1	Park Lane Left Ahead	U	C		3	66	-	346	1864	357	96.8%	-	-	-	11.5	119.9	18.4	
3/1	Kiln Road Right Left Ahead	U	B		3	83	-	427	1860	444	96.1%	-	-	-	12.2	103.1	21.1	
Ped Link: P1	North Hill Peds	-	D		1	8	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P2	Old Turnpike Peds	-	E		3	67	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P3	Park Lane Peds	-	F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P4	Kiln Road Peds	-	G		1	4	-	0	-	0	0.0%	-	-	-	-	-	-	
		C1	PRC for Signalled Lanes (%):				-7.8	Total Delay for Signalled Lanes (pcuHr):				40.08	Cycle Time (s):		360			
			PRC Over All Lanes (%):				-7.8	Total Delay Over All Lanes(pcuHr):				40.08						

Appendix H

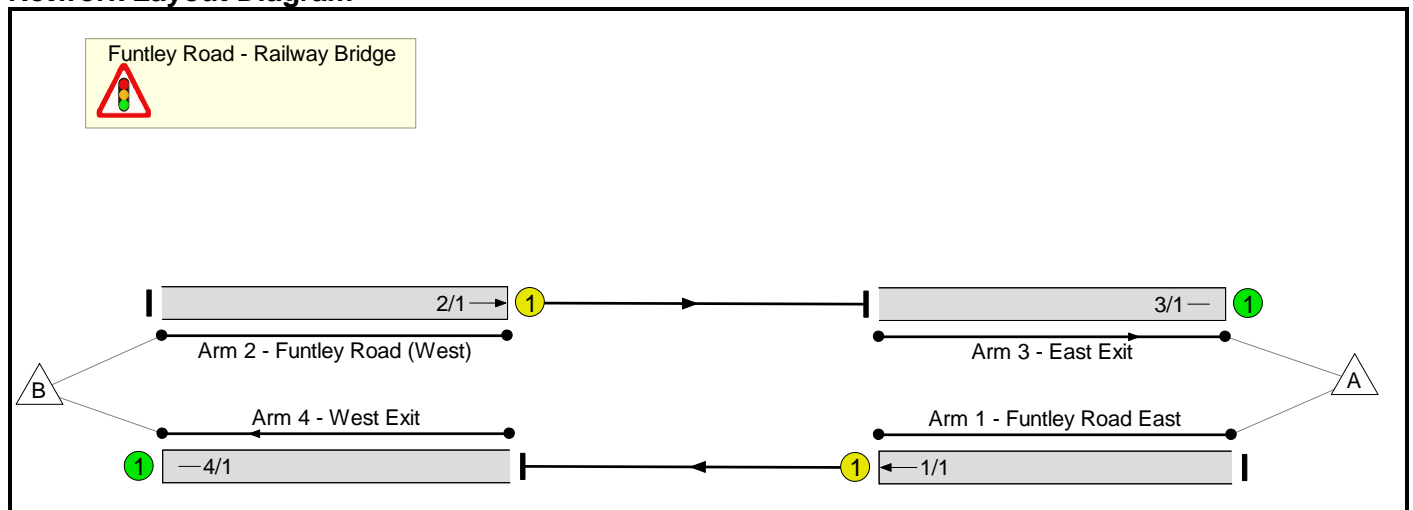
Junction Modelling Output – Railway Bridge Signal Operation

Full Input Data And Results
Full Input Data And Results

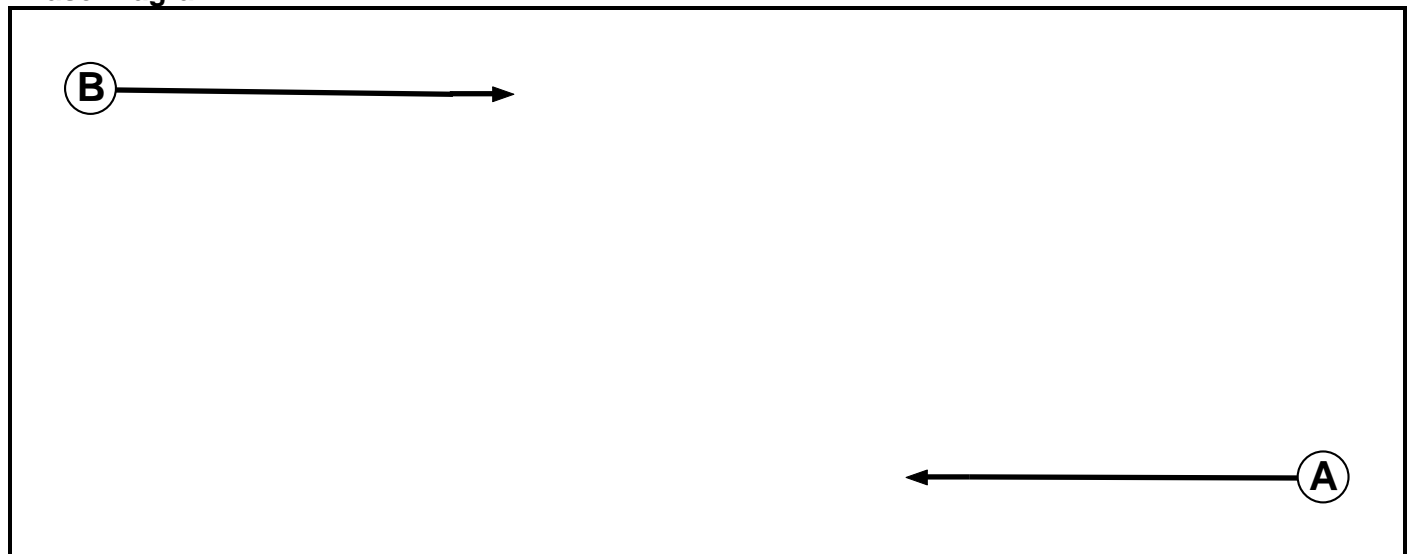
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Funtley Rd LinSig Model (1).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7

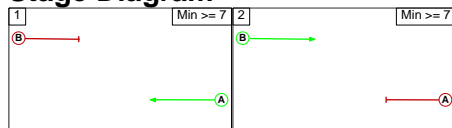
Phase Intergreens Matrix

	Starting Phase	
Terminating Phase	A	B
	A	15
	B	15

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage	
From Stage	1	2
	1	15
	2	15

Full Input Data And Results

Give-Way Lane Input Data

Junction: Funtley Road - Railway Bridge

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Funtley Road - Railway Bridge												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Funtley Road East)	U	A	2	3	60.0	Geom	-	2.65	0.00	Y	Arm 4 Ahead	Inf
2/1 (Funtley Road (West))	U	B	2	3	60.0	Geom	-	2.85	0.00	Y	Arm 3 Ahead	Inf
3/1 (East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Uplifted AM Peak'	07:45	08:45	01:00	
2: '2025 Uplifted PM Peak'	16:45	17:45	01:00	
3: '2025 AM Peak With Dev'	07:45	08:45	01:00	
4: '2025 PM Peak With Dev'	16:45	17:45	01:00	

Scenario 1: '2025 AM Peak' (FG1: '2025 Uplifted AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination			Tot.
	A	B	Tot.	
A	0	209	209	
B	131	0	131	
Tot.	131	209	340	

Traffic Lane Flows

Lane	Scenario 1: 2025 AM Peak
Junction: Funtley Road - Railway Bridge	
1/1	209
2/1	131
3/1	131
4/1	209

Full Input Data And Results

Lane Saturation Flows

Junction: Funtley Road - Railway Bridge								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Funtley Road East)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
2/1 (Funtley Road (West))	2.85	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1900	1900
3/1 (East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 PM Peak' (FG2: '2025 Uplifted PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination			
	A	B	Tot.	
Origin	A	0	228	228
	B	272	0	272
	Tot.	272	228	500

Traffic Lane Flows

Lane	Scenario 2: 2025 PM Peak
Junction: Funtley Road - Railway Bridge	
1/1	228
2/1	272
3/1	272
4/1	228

Lane Saturation Flows

Junction: Funtley Road - Railway Bridge								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Funtley Road East)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
2/1 (Funtley Road (West))	2.85	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1900	1900
3/1 (East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2025 AM Peak With Dev' (FG3: '2025 AM Peak With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination			
	A	B	Tot.	
Origin	A	0	229	229
	B	205	0	205
	Tot.	205	229	434

Traffic Lane Flows

Lane	Scenario 3: 2025 AM Peak With Dev
Junction: Funtley Road - Railway Bridge	
1/1	229
2/1	205
3/1	205
4/1	229

Lane Saturation Flows

Junction: Funtley Road - Railway Bridge								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Funtley Road East)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
2/1 (Funtley Road (West))	2.85	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1900	1900
3/1 (East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2025 PM Peak With Dev' (FG4: '2025 PM Peak With Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination			
	A	B	Tot.	
Origin	A	0	334	334
	B	295	0	295
	Tot.	295	334	629

Full Input Data And Results

Traffic Lane Flows

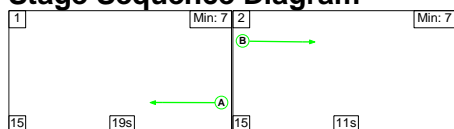
Lane	Scenario 4: 2025 PM Peak With Dev
Junction: Funtley Road - Railway Bridge	
1/1	334
2/1	295
3/1	295
4/1	334

Lane Saturation Flows

Junction: Funtley Road - Railway Bridge								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Funtley Road East)	2.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1880	1880
2/1 (Funtley Road (West))	2.85	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1900	1900
3/1 (East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 AM Peak' (FG1: '2025 Uplifted AM Peak', Plan 1: 'Network Control Plan 1')

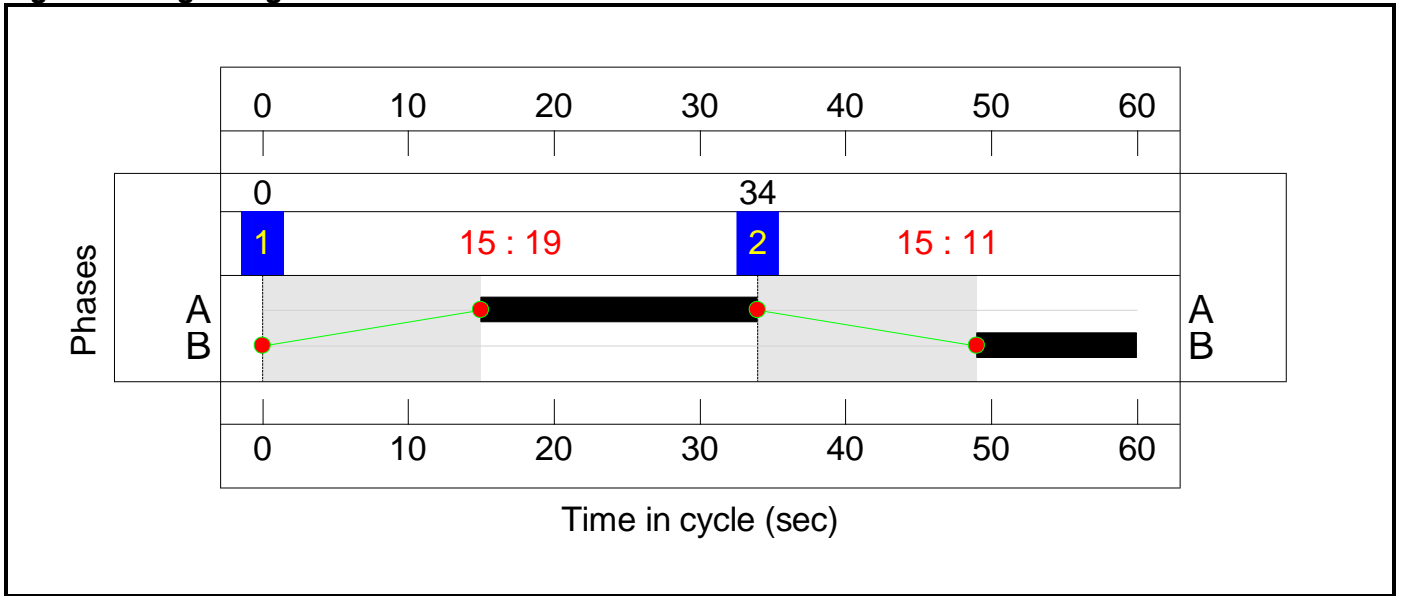
Stage Sequence Diagram



Stage Timings

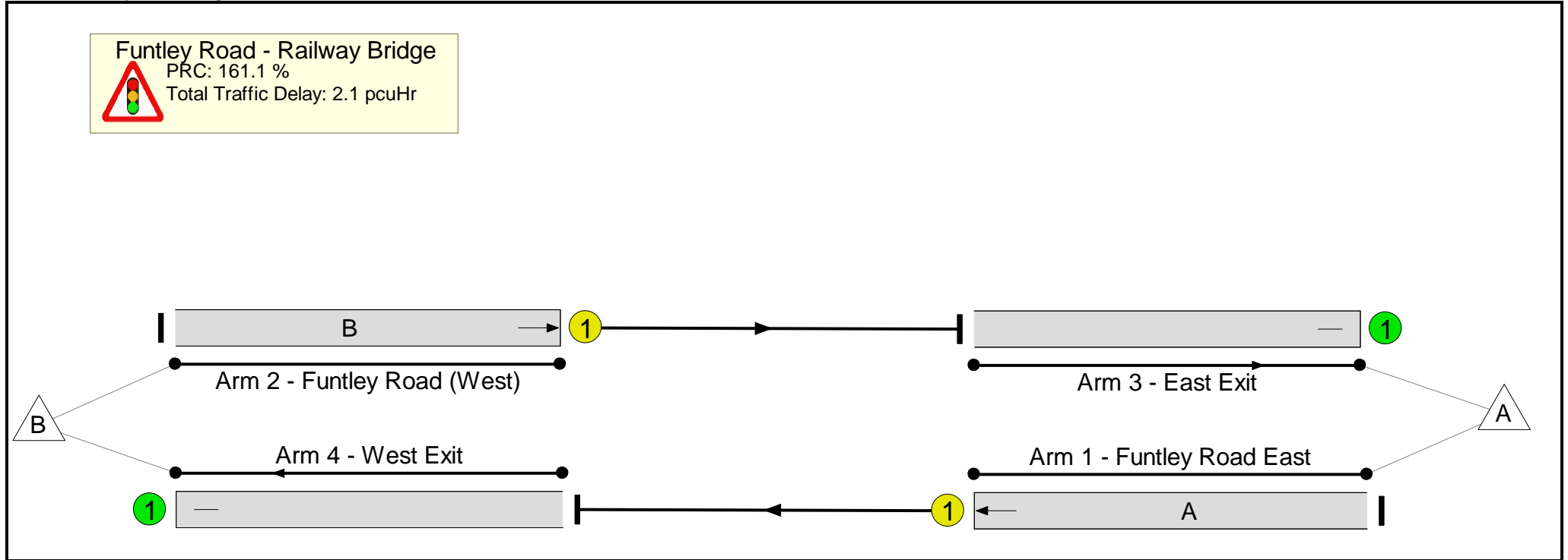
Stage	1	2
Duration	19	11
Change Point	0	34

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	34.5%
Funtley Road - Railway Bridge	-	-	N/A	-	-		-	-	-	-	-	-	34.5%
1/1	Funtley Road East Ahead	U	N/A	N/A	A		1	19	-	209	1880	627	33.4%
2/1	Funtley Road (West) Ahead	U	N/A	N/A	B		1	11	-	131	1900	380	34.5%
3/1	East Exit	U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
4/1	West Exit	U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%

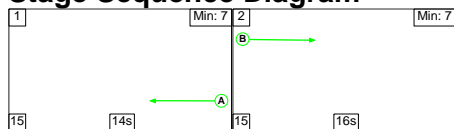
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	1.6	0.5	0.0	2.1	-	-	-	-
Funtley Road - Railway Bridge	-	-	0	0	0	1.6	0.5	0.0	2.1	-	-	-	-
1/1	209	209	-	-	-	0.9	0.2	-	1.1	19.3	2.6	0.2	2.9
2/1	131	131	-	-	-	0.8	0.3	-	1.0	27.9	1.9	0.3	2.1
3/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 161.1 Total Delay for Signalled Lanes (pcuHr): 2.13 Cycle Time (s): 60 PRC Over All Lanes (%): 161.1 Total Delay Over All Lanes(pcuHr): 2.13</p>													

Full Input Data And Results

Scenario 2: '2025 PM Peak' (FG2: '2025 Uplifted PM Peak', Plan 1: 'Network Control Plan 1')

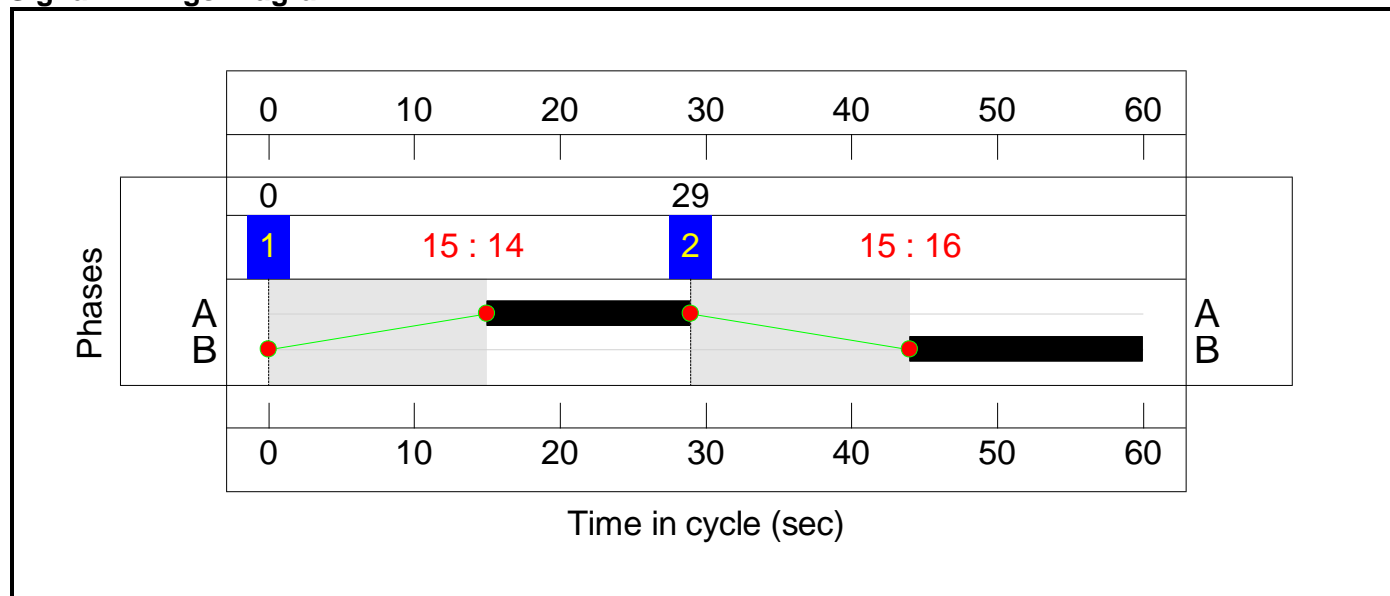
Stage Sequence Diagram



Stage Timings

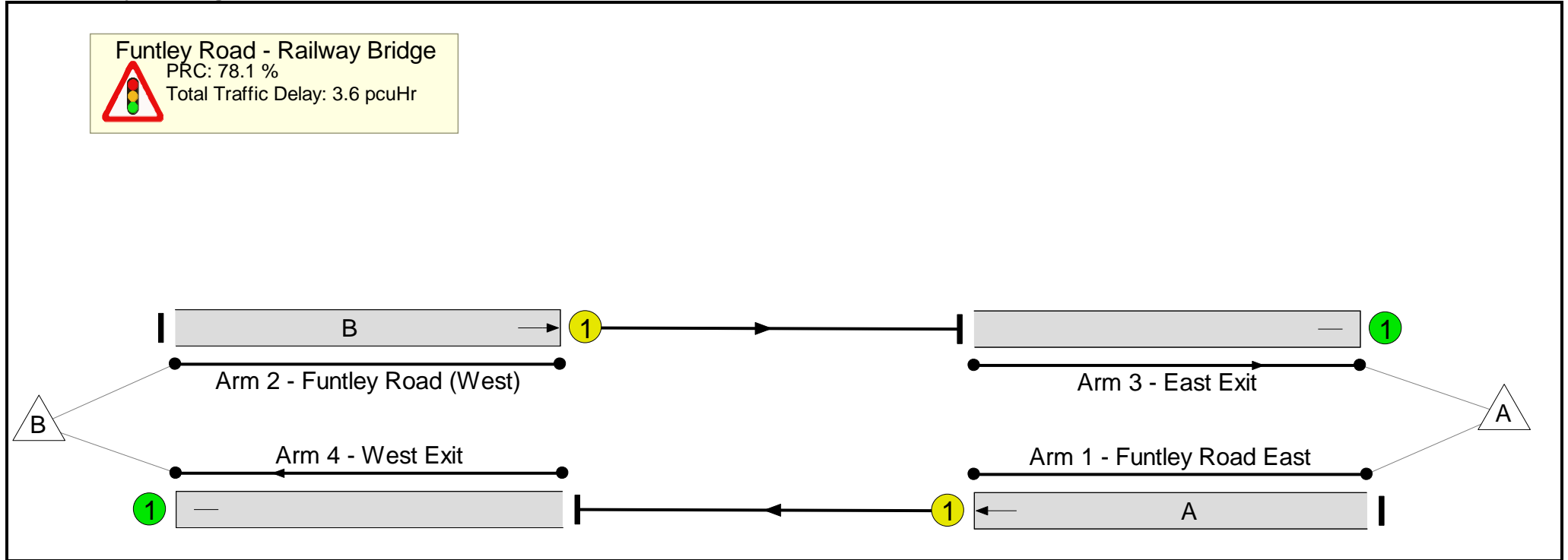
Stage	1	2
Duration	14	16
Change Point	0	29

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	50.5%
Funtley Road - Railway Bridge	-	-	N/A	-	-		-	-	-	-	-	-	50.5%
1/1	Funtley Road East Ahead	U	N/A	N/A	A		1	14	-	228	1880	470	48.5%
2/1	Funtley Road (West) Ahead	U	N/A	N/A	B		1	16	-	272	1900	538	50.5%
3/1	East Exit	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
4/1	West Exit	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%

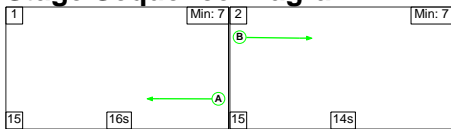
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	2.6	1.0	0.0	3.6	-	-	-	-
Funtley Road - Railway Bridge	-	-	0	0	0	2.6	1.0	0.0	3.6	-	-	-	-
1/1	228	228	-	-	-	1.2	0.5	-	1.7	26.6	3.2	0.5	3.7
2/1	272	272	-	-	-	1.4	0.5	-	1.9	24.7	3.8	0.5	4.3
3/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 78.1 Total Delay for Signalled Lanes (pcuHr): 3.55 Cycle Time (s): 60 PRC Over All Lanes (%): 78.1 Total Delay Over All Lanes(pcuHr): 3.55</p>													

Full Input Data And Results

Scenario 3: '2025 AM Peak With Dev' (FG3: '2025 AM Peak With Dev', Plan 1: 'Network Control Plan 1')

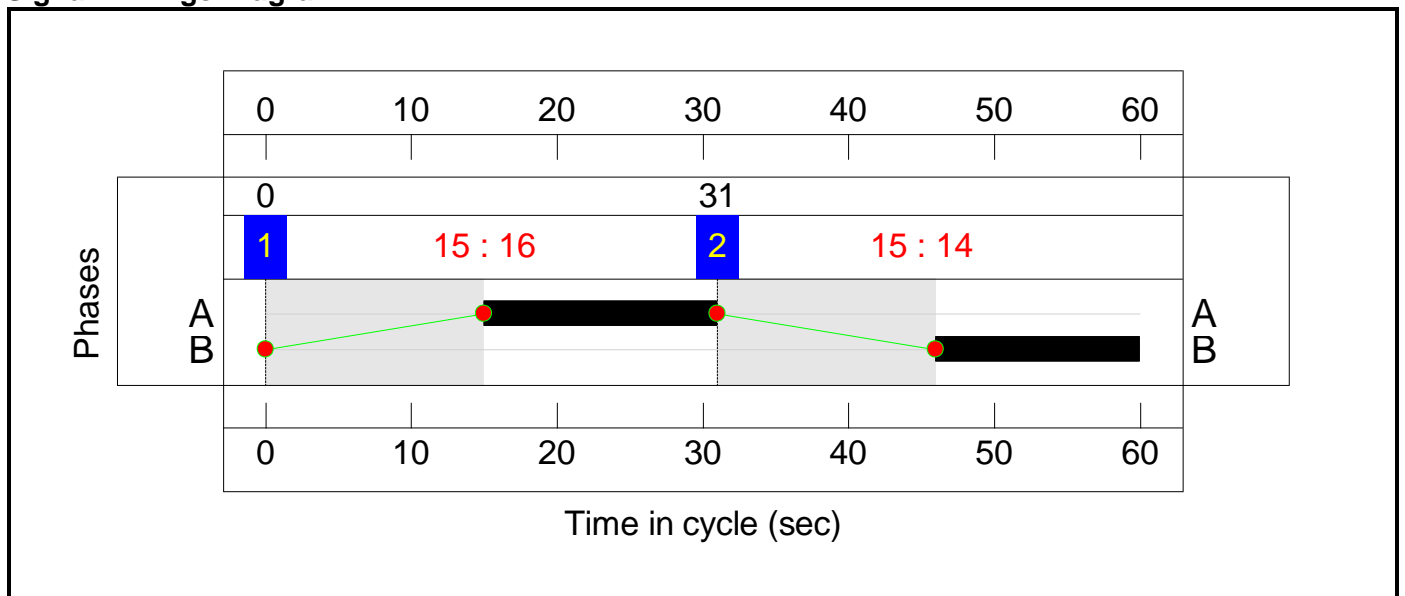
Stage Sequence Diagram



Stage Timings

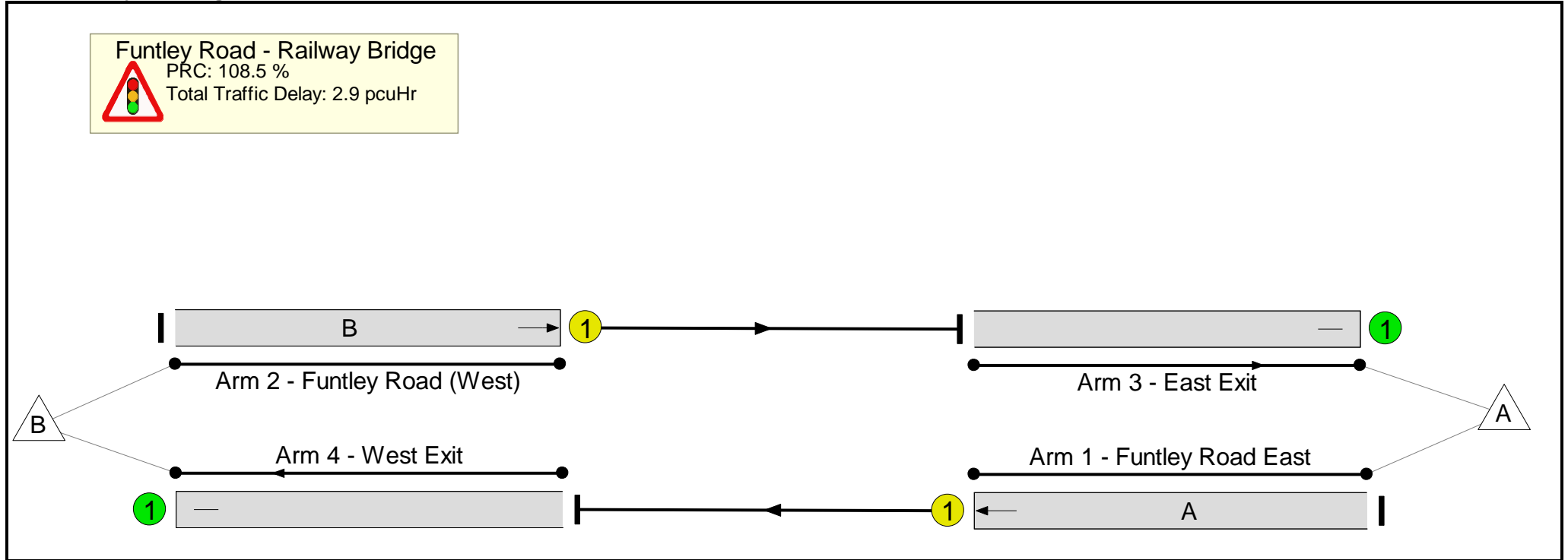
Stage	1	2
Duration	16	14
Change Point	0	31

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	43.2%
Funtley Road - Railway Bridge	-	-	N/A	-	-		-	-	-	-	-	-	43.2%
1/1	Funtley Road East Ahead	U	N/A	N/A	A		1	16	-	229	1880	533	43.0%
2/1	Funtley Road (West) Ahead	U	N/A	N/A	B		1	14	-	205	1900	475	43.2%
3/1	East Exit	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
4/1	West Exit	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%

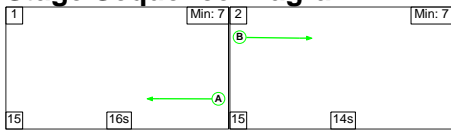
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	2.2	0.8	0.0	2.9	-	-	-	-
Funtley Road - Railway Bridge	-	-	0	0	0	2.2	0.8	0.0	2.9	-	-	-	-
1/1	229	229	-	-	-	1.1	0.4	-	1.5	23.5	3.1	0.4	3.4
2/1	205	205	-	-	-	1.1	0.4	-	1.5	25.6	2.8	0.4	3.2
3/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 108.5 Total Delay for Signalled Lanes (pcuHr): 2.95 Cycle Time (s): 60 PRC Over All Lanes (%): 108.5 Total Delay Over All Lanes(pcuHr): 2.95</p>													

Full Input Data And Results

Scenario 4: '2025 PM Peak With Dev' (FG4: '2025 PM Peak With Dev', Plan 1: 'Network Control Plan 1')

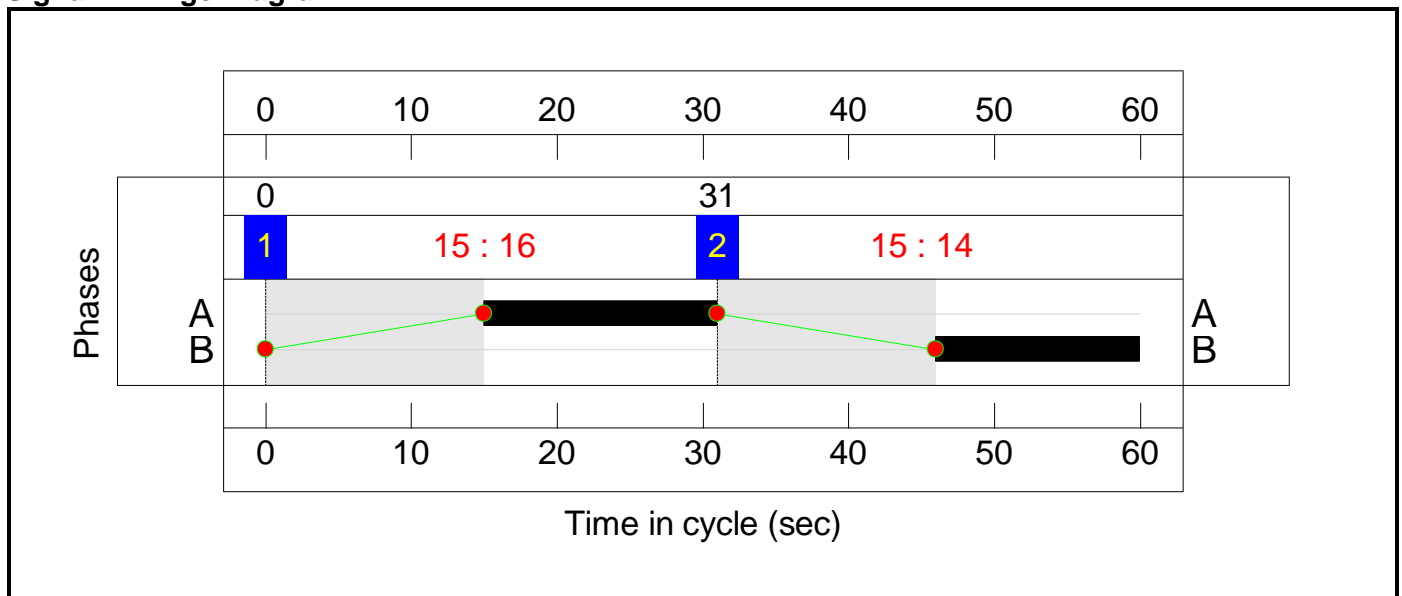
Stage Sequence Diagram



Stage Timings

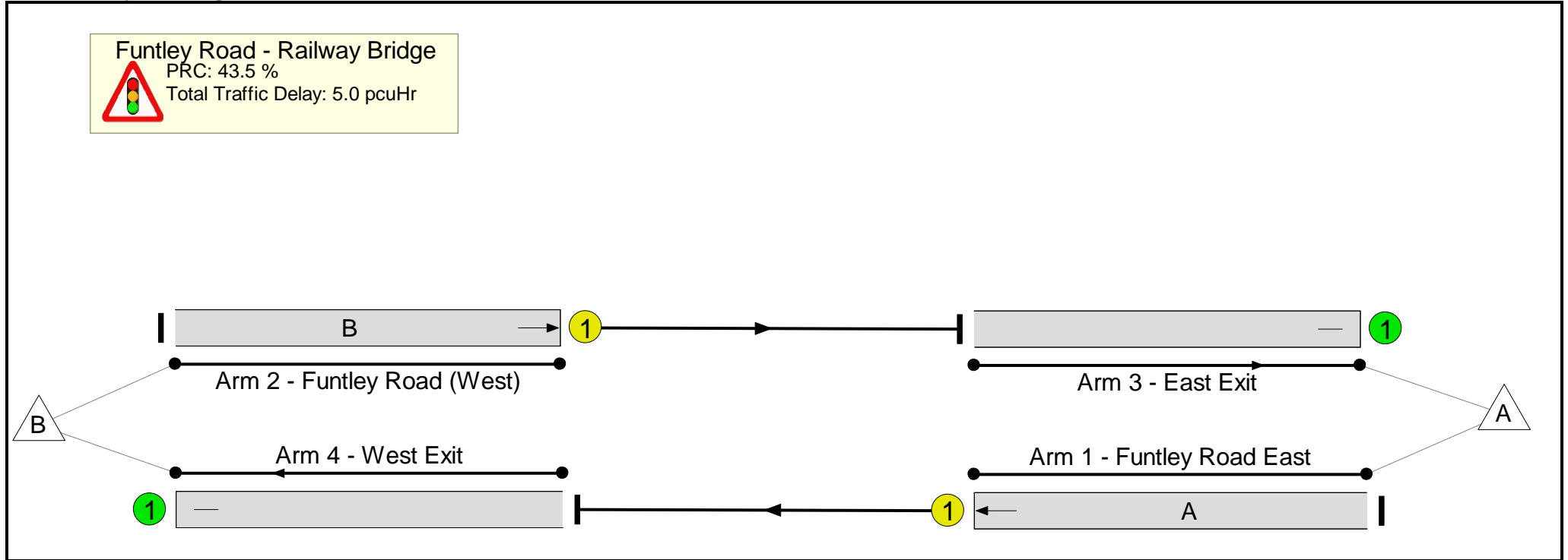
Stage	1	2
Duration	16	14
Change Point	0	31

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	62.7%
Funtley Road - Railway Bridge	-	-	N/A	-	-		-	-	-	-	-	-	62.7%
1/1	Funtley Road East Ahead	U	N/A	N/A	A		1	16	-	334	1880	533	62.7%
2/1	Funtley Road (West) Ahead	U	N/A	N/A	B		1	14	-	295	1900	475	62.1%
3/1	East Exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	West Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	3.4	1.6	0.0	5.0	-	-	-	-
Funtley Road - Railway Bridge	-	-	0	0	0	3.4	1.6	0.0	5.0	-	-	-	-
1/1	334	334	-	-	-	1.7	0.8	-	2.6	27.7	4.8	0.8	5.7
2/1	295	295	-	-	-	1.6	0.8	-	2.4	29.9	4.3	0.8	5.2
3/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 43.5 Total Delay for Signalled Lanes (pcuHr): 5.02 Cycle Time (s): 60 PRC Over All Lanes (%): 43.5 Total Delay Over All Lanes(pcuHr): 5.02</p>													