CANFORD RESOURCE PARK, WIMBORNE

TRANSPORT ASSESSMENT

May 2023

MVV Environment Ltd

ENERGY FROM WASTE COMBINED HEAT & POWER FACILITY
CANFORD RESOURCE PARK
WIMBORNE

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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Prepared by:	Jessica Harding	November 2022
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MVV Environment Ltd (the applicant)
Devonport EfW CHP Facility
Creek Road
Plymouth
Devon
PL5 1FL

Paul Basham Associates Ltd
Suite 4 Hitching Court
Blacklands Way
Abingdon Business Park
Abingdon
OX14 1RG

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WIMBORNE

TRANSPORT ASSESSMENT

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1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of MVV Environment Ltd (the applicant) to support a full planning application for a Carbon Capture Retrofit Ready (CCRR) Energy for Waste Combined Heat and Power (EfW CHP) Facility at Canford Resource Park (CRP), off Magna Road, in the northern part of Poole. The Proposed Development also encompasses the associated CHP Connection, Distribution Network Connection (DNC) and Temporary Construction Compounds (TCCs).

1.2 The primary purpose of the Proposed Development is to treat Local Authority Collected Household (LACH) residual waste and similar Commercial and Industrial (C&I) waste from Bournemouth, Christchurch, Poole (BCP) and surrounding areas, that cannot be recycled, reused or composted and that would otherwise be exported to alternative EfW facilities in the UK or Europe, or landfilled.

1.3 The Proposed Development would recover useful energy in the form of electricity and hot water from up to 260,000 tonnes of LACH residual waste and similar residual C&I waste each year. The Proposed Development has a generating capacity of approximately 31 megawatts (MW), exporting around 28.5 MW of electricity to the grid. The Proposed Development will have the capability to export heat (hot water) and electricity to Magna Business Park.

1.4 The Proposed Development site is located north of Poole and is situated within an integrated waste management park known as Canford Resource Park, off Magna Road. The EfW CHP facility Site itself is currently occupied by an implemented, but not operational, low carbon gasification and pyrolysis energy from waste facility, with a processing capacity of 100,000tpa. The approximate site location is shown in **Figure 1** with a copy of the proposed site layout within **Appendix A.**

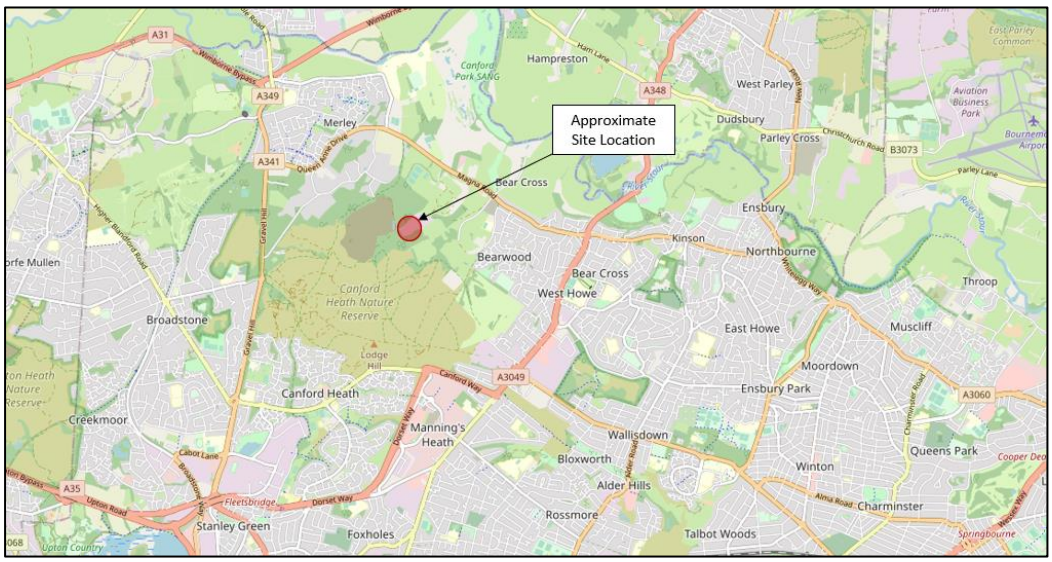


Figure 1: Approximate Site Location

1.5 The applicant is part of the MVV Energie AG group of companies. MVV Energie AG is one of Germany's leading energy companies, employing approx. 6,500 people with assets of around €5 billion and annual sales of around €4.1 billion.

1.6 The company has over 50-years' experience in constructing, operating and maintaining EfW CHP facilities in Germany and the UK. MVV Energie's portfolio includes a 700,000 tonnes per annum residual EfW CHP facility in Mannheim, Germany.

1.7 MVV's largest project in the UK is the Devonport EfW CHP Facility in Plymouth. Since 2015, this modern and efficient facility has been using up to 265,000 tonnes of municipal, commercial and industrial residual waste per year to generate electricity and heat, notably for His Majesty's Naval Base Devonport in Plymouth, and export electricity to the grid.

1.8 This TA has been produced in accordance with the relevant national guidance, as set out within the National Planning Policy Framework (NPPF) 2021 and accompanying planning practice guidance on Travel Plans, Transport Assessments and Statements. Paul Basham Associates have also prepared a Travel Plan (TP) in conjunction with this TA.

1.9 The scope of the highways input required for this application has been discussed through a pre-app application with BCP Transport Development Management as the local highway authority. A summary of the pre-application discussions is attached as Appendix B.

2. POLICY REVIEW

2.1 This section of the TA reviews the following national and local policy documents relevant to transport related matters. The following national and local guidance has been deemed relevant:

- National Planning Policy Framework (NPPF) 2021;
- Planning Practice Guidance (PPG);
- Bournemouth, Poole, Dorset Local Transport Plan (2011-2026);
- Poole Local Plan 2018; and,
- Bournemouth, Christchurch, Poole & Dorset Waste Plan (2019).

National Policy - Revised National Planning Policy Framework (NPPF)

2.2 The NPPF was updated in July 2021 and acts as the central guidance for development planning. The following key NPPF extracts are relevant to this TA:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) The potential impacts of development on transport networks can be addressed;
b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised...
c) Opportunities to promote walking, cycling & public transport use are identified and pursued;
d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high-quality places. **(NPPF Para. 104)**

...It should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) Safe and suitable access to the site can be achieved for all users; and
c) The design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance, including the National Design Guide and the National Model Design Code; and
d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. **(NPPF Para. 110)**

Development should only be prevented or refused on highways grounds if there would be an

unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. **(NPPF Para. 111)**
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. **(NPPF Para. 113)**

Planning Practice Guidance (PPG)

2.3 The PPG (2014) provides an overarching framework within which the transport implications of development should be considered. It provides advice on the preparation of Transport Assessments, Transport Statements and Travel Plans.

Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans) **(PPG Para. 3)**

2.4 The key principles within which Travel Plans, Transport Assessments and Statements should be undertaken are detailed as follows:

- Proportionate to the size and scope of the development to which they relate and build on existing information wherever possible;
- Established at the earliest possible stage of a development proposal;
- Be tailored to particular local circumstances; and,
- Be brought forward through collaborative ongoing working between the Local Planning Authority, Transport Authority, transport operators and other relevant bodies.

2.5 The guidance emphasises the importance of consulting the relevant local authority at the outset in order to scope the Transport Assessment work on the basis of the principles highlighted above.

Bournemouth, Poole, & Dorset Local Transport Plan (2011-2026)

2.6 The Bournemouth, Poole & Dorset Local Transport Plan sets out to provide greater choice of realistic alternatives to the car and encourage sustainable travel patterns. The vision is:

'…for a safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environment assets…'

2.7 The LTP sets out 7 key approaches. Given the nature of the scheme, only some are relevant as summarised below.

Approach 1 – Reducing the need to travel …By locating and designing new homes, offices and other development in ways that people can access services with less need to travel and in sustainable ways.
Approach 3 – Active Travel and Greener Travel Choices …Which widen opportunities for healthy lifestyles and provide supporting infrastructure for walking and cycling …Which promote Smarter Choices and support 'Green Technology' to encourage low carbon travel behaviour and transfer to non-car alternatives
Approach 4 – Public Transport Alternatives to the Car …Which build upon existing public transport to improve the availability, quality, reliability and punctuality of services

Poole Local Plan (2018)

2.8 The 2018 Poole Local Plan sets out a long-term vision for how Poole will respond to challenges and meet its development needs over the period 2013-2033. Extracts from relevant policies are set out below.

Policy PP34 – Transport Strategy The Council will manage growth and improve accessibility for all users to key services by: - Managing the road space along sustainable transport corridors in order to improve the quality, reliability, safety and attractiveness of alternatives to the private car, in particular walking, cycling and public transport; - Ensuring new development does not prejudice the potential for the future transport schemes
Policy PP35 – A safe, connected and accessible transport network <u>New Development</u> Proposals for new development will be required to: a) Maximise the use of sustainable forms of travel; b) Provide safe access to the highway; c) Contribute positively to the retention and creation of attractive, safe and accessible places, and safe, convenient pedestrian and cycling routes. d) Improve safety and convenience of travel, including improved access to local services and facilities by foot, cycle and public transport; e) Accord with the Parking & Highway Layout in New Development SPD

Bournemouth, Christchurch, Poole & Dorset Waste Plan (2019)

2.9 The adopted waste plan for the area includes several policies that are relevant to the site and Proposed Development. Specifically, Policy 3 allocates the existing permitted waste site at Canford Magna, Magna Road, Poole for intensification and re-development. No specific development considerations are identified in relation to transport for the site allocation, aside from the need to comply with other policies in the plan, the most relevant being:

Policy 2 – Integrated waste management facilities

Proposals for waste management facilities which… are co-located with complementary activities will be supported unless there would be an unacceptable cumulative impact on the local area.

Policy 12 – Transport & Access

Proposals for waste management facilities which could have an adverse impact as a consequence of the traffic generated will be permitted where it is demonstrated, through either a Transport Assessment or a Transport Statement as appropriate that:

a. a safe access to the proposed site is provided; and

b. the development makes provision for any highway and transport network improvements necessary to mitigate or compensate for any significant adverse impacts on the safety, capacity and use of the strategic, primary and/or local road network, railway, cycle way or public right of way. Improvements will be delivered in a timely manner to the satisfaction of the relevant Highway Authority;

Where possible, proposals should have direct access or suitable links with the Dorset Advisory Lorry Route Network. Where this is not possible, appropriate routes to the strategic road network should be utilised.

Sustainable transportation should be explored and used where possible, practical and environmentally acceptable. This could include minimising distances travelled by road and maximising the use of alternative transport modes to road transport. Where proposals are likely to generate significant employment opportunities they should enable the use of public transport where practical

2.10 This TA for the Proposed Development has been developed in accordance with these policy principles.

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Existing Conditions

3.1 The Proposed Development site is located north of Poole and is situated within an integrated waste management park known as Canford Resource Park (CRP), off Magna Road. The development site itself is currently occupied by an implemented, but not operational, low carbon gasification and pyrolysis energy from waste facility, with processing capacity of 100,000t pa. The site forms part of land allocated in the Waste Local Plan for future waste management use.

3.2 As well as the site of the proposed EfW CHP Facility, the Red Line Boundary extends to include the existing access road to Canford Resource Park (known as Arena Way) and connection to the public highway at Magna Road, two potential locations for the TCC, the DNC to the National Electricity Transmission Network, and the CHP Connection to the nearby Magna Business Park. The Red Line Boundary and the component parts of the Proposed Development are presented in **Figure 2.**

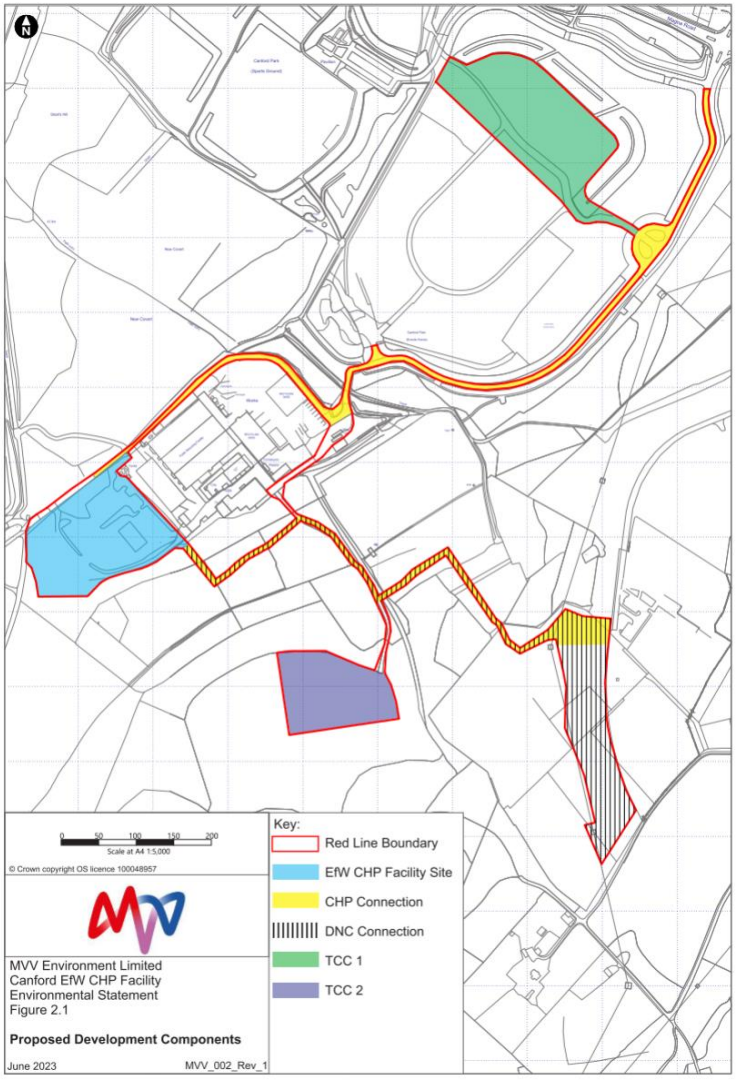


Figure 2: Red Line Boundary and Proposed Development components

3.3 Arena Way meets the public highway at a signalised crossroads, formed of Magna Road (A341) and access to Canford Magna Garden Centre. Arena Way provides access to CRP, Canford Park Sports Pitches and Canford Park Arena.

3.4 Arena Way is approximately 7.5m in width and is subject to a 20mph speed limit, with speed reduction measures including give-way arrangements formed by three hinged gates. The existing conditions along Arena Way are shown in **Photographs 1 and 2**.

Photograph 1: Traffic Calming on Arena Way

Photograph 2: Arena Way beyond access to sports pitches

3.5 Access to Canford Park Arena is provided via a priority junction, with an additional junction either side formed by a servicing loop. This access, shown in **Photograph 3**, would serve TCC1, which is one of two possible locations.

Photograph 3: Access to Canford Park Arena

3.6 Arena Way continues past the Canford Park Arena access, connecting to CRP itself. Access to the proposed EfW CHP Facility would be provided via an existing service road that runs along the northern boundary of CRP. This can be seen in **Photograph 4**. In addition, where utilised, a route to the alternative TCC2 would be created along an existing track as shown in **Photograph 5**.

Photograph 4: Service Road along northern boundary of the EfW CHP Facility site

Photograph 5: Route to alternative construction compound (TCC2)

Local Road Network

3.7 Arena Way meets Magna Road (A341) and the access to a garden centre at a signalised crossroads. Dedicated left and right turn lanes are provided from Magna Road for vehicles wishing to access Arena Way. The junction can be seen in **Photographs 6 and 7**.

Photograph 6: Signalised junction from Arena Way

Photograph 7: Signalised junction from SW corner

3.8 Magna Road (A341) varies in width but is approximately 6m wide. In the vicinity of the site access junction, the speed limit is 40mph, although this reduces to 30mph within Bear Cross to the east. Double yellow lines prevent parking on the A341 in the vicinity of the site access.

3.9 The A341 connects to Gravel Hill (part of the A349) at a signalised junction to the west. At this point, the A341 is known as Queen Anne Drive, and separate right and left turn lanes are provided onto the A349. From here, access is provided to the A31 to the north via two roundabouts, and to Poole to the south. To the east of the site, the A341 meets the A348 at Bear Cross roundabout, from which connections towards Bournemouth, Christchurch and the A31 are provided.

Sustainable Travel Facilities

3.10 A pedestrian footway runs parallel to Arena Way, providing access to CRP. Staggered pedestrian crossings with tactile paving and dropped kerbs are in place over the southern, western and northern arms of the Arena Way/Magna Road/Garden Centre junction offering controlled pedestrian facilities. Advance stop lines are in place for cyclists at the signalised crossroads. The existing infrastructure at this junction is demonstrated in **Photographs 8 and 9.**

Photograph 8: Signalised pedestrian crossing (W)

Photograph 9: Signalised pedestrian crossing (S)

3.11 Furthermore, BCP are in the process of improving facilities for pedestrians, cyclists and bus users across various parts of the road network, as part of their Transforming Travel scheme. This includes the A341 from Gravel Hill to Bear Cross roundabout and beyond.

3.12 At the time of writing, work had been completed along the A341 from Gravel Hill to Knighton Lane. The works include implementation of a shared use path on the northern side of Queen Anne Drive and on the northern side of Magna Road between the Hamworthy Club and Arena Way. To the east of Arena Way, the existing footway on the northern side of Magna Road has been converted to a shared cycling/walking path and the existing shared path on the south side of Magna Road has been widened, up to Knighton Lane. Improvements at junctions with side roads to assist pedestrians/cyclists have been completed and bus stop facilities have been provided with raised access. It is understood that the highway authority is currently evaluating the impact of works at the Magna Road/Canford Magna junction on driver delay. Further work is planned between Knighton Lane and Bear Cross roundabout.

3.13 The closest bus stops to the site are the 'Canford Business Park' and 'Canford Arena' bus stops with a timetable, flag and bus cage. The 'Canford Business Park' bus stops are located on the A341 approximately 170m northwest of Arena Way and the 'Canford Arena' bus stops are situated on the A341 approximately 170m southeast.

3.14 The 'Canford Business Park' bus stop comprises a timetable, flagpole and road demarcation and the 'Canford Arena' bus stop comprises similar aspects including a flagpole, timetable and road demarcations. A summary of the bus services provided within the vicinity of the site are outlined within **Table 1.**

Service	Route	Operator	Frequency		
			M-F	Sat	Sun
6	Wimborne – Bournemouth	Morebus	1 per hour First bus 06:47, Last Bus 22:12		No Service
32	Poole – Bournemouth	Morebus	2 per day First Bus 09:58, Last Bus 14:56		No Service

Table 1: Summary of Local Bus Services

3.15 In addition, the Proposed Development is situated within close proximity to Public Rights of Way as shown in **Figure 3**. Bridleway 118 runs east to west along the north-eastern boundary CRP, connecting to other routes around Canford Heath.

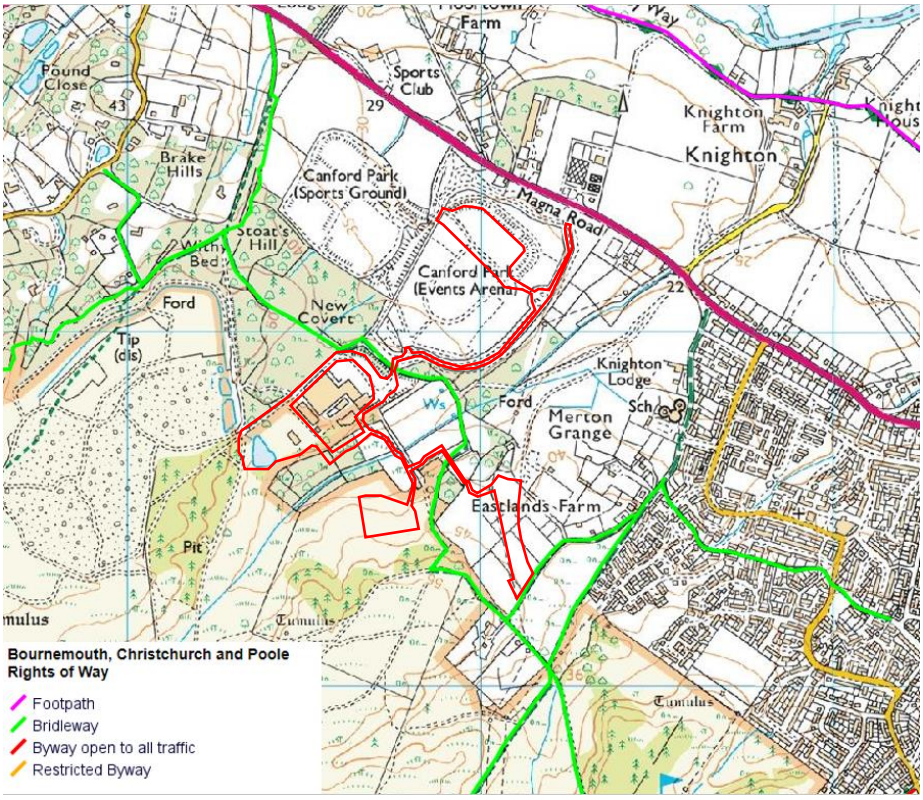


Figure 3: Public Rights of Way Map

Personal Injury Accident Data

3.16 Personal Injury Accident (PIA) data for the most recent 5-year period (2017-2021) has been obtained to consider the existing safety conditions on the local road network. A summary of the incidents within the survey area is shown in **Figure 4.**

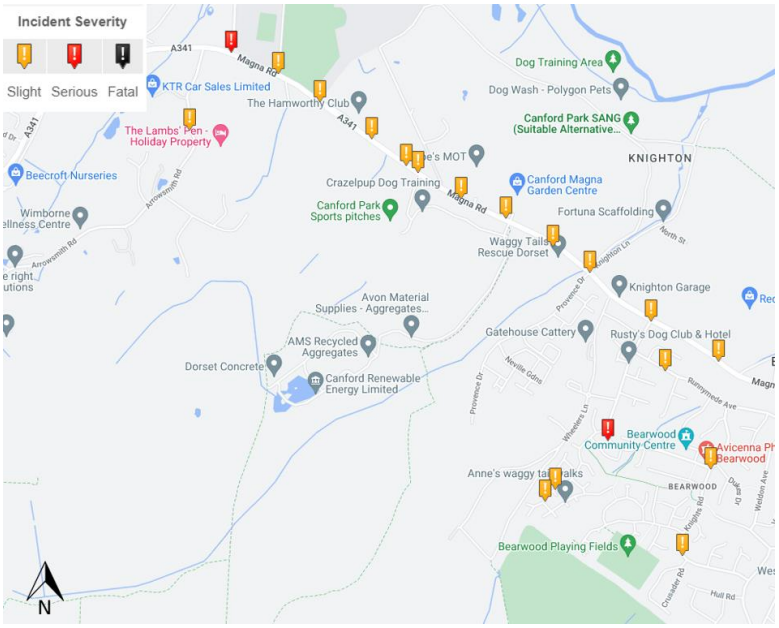


Figure 4: Personal Injury Accident Data (2017-2021)

3.17 PIA assessment is based upon a Study Area along Magna Road, 500m east and west of the Arena Way/Magna Road signalised junction. The PIA data indicates that there have been 6 accidents within the vicinity of the site along Magna Road (A314) which are all 'slight' in nature. Outside of the Study Area, 2 more 'slight' accidents were recorded east, and 3 'slight' and 1 'serious' accident was recorded west. Whilst any accident is regrettable, the incidents that occurred within the 500m study area are not concentrated in one location occurring sporadically along the carriageway. Furthermore, the sustainable travel facilities have recently been improved by the local authorities. Therefore, the PIA data does not indicate any specific highways concern that would worsen as a result of the Proposed Development or pose a threat to future site users.

Summary of Site Accessibility

3.18 The Proposed Development site connects to the local pedestrian and cycle network which has recently been improved and provides access to local residential areas. There are good opportunities to promote sustainable travel to the staff of the Proposed Development. Due to the nature of the scheme, the majority of movements are associated with material import/export and cannot therefore be shifted to more sustainable modes.

4. PROPOSED DEVELOPMENT

4.1 The Proposed Development comprises a CCRR EfW CHP Facility, CHP Connection, DNC and TCCs. The existing low carbon gasification and pyrolysis EfW facility would be removed.

4.2 The EfW CHP Facility complements the existing uses at CRP, which include a Mechanical Biological Treatment (MBT) facility, a landfill gas engine generator compound, a Materials Recovery Facility (MRF), and an inert waste recycling facility.

4.3 The primary purpose of the Proposed Development is to treat LACH residual waste and similar residual C&I waste from Bournemouth, Christchurch, Poole and surrounding areas, that cannot be recycled, reused or composted and that would otherwise be exported to alternative EfW facilities further afield in the UK or Europe, or landfilled.

4.4 The Proposed Development would recover useful energy in the form of electricity and hot water from up to 260,000 tonnes of LACH residual waste and similar residual C&I waste each year. The Proposed Development has a generating capacity of approximately 31 megawatts (MW), exporting around 28.5 MW of electricity to the grid. Subject to commercial contracts, the Proposed Development will have the capability to export heat (hot water) and electricity to Magna Business Park.

4.5 The incoming residual waste would be transported either by Refuse Collection Vehicles (RCV) if carrying LACW or larger articulated HGVs. The incoming waste would be combusted and the heat used to generate steam. This drives a turbine to generate electricity. The steam turbine would also be used to generate hot water. Solid residues are left following combustion in the form of Incinerator Bottom Ash (IBA) and Air Pollution Control Residues (APCr). IBA is exported to a suitably licenced facility for recycling, and APCr to a suitably licenced facility for disposal.

4.6 Given the nature of the Proposed Development, the majority of vehicular movements are via HGV. However, a Staff Travel Plan (TP) has been prepared by Paul Basham Associates to set out measures to encourage staff to travel sustainably.

4.7 Up to 32 full-time equivalent (FTE) roles would be created by the facility, both directly and indirectly. The facility would be operated by a team of 12 skilled operators, working in shifts of two at a time to cover 24-hour operation. Other staff that would predominantly be on-site during standard office hours include operations manager, facility manager, a quality health safety and environment manager, maintenance team, waste acceptance team, and business support staff.

Access Arrangements

4.8 Access onto the public highway would be provided at the signalised junction of Magna Road/Arena Way/Garden Centre, as existing. Arena Way is a 7.5m wide private road built to adoptable standard. Given this is as per the existing arrangement and that no substantive accident record is recorded where Arena Way meets the public highway, it is considered this will remain suitable to serve the Proposed Development during construction, operational and decommissioning phases. A small number of construction vehicles would also need to temporarily access the site via Provence Drive to facilitate construction of the DNC.

Internal Layout

4.9 The proposed layout of the EfW CHP Facility Site is attached as **Appendix A** and full details are provided in the Planning Statement but summarised here for context to understand the likely highway impact of the scheme.

4.10 Within CRP, access and egress to/from the facility would be provided at two points from an existing service road that runs along the northern boundary of the park. Upon arriving at the EfW CHP Facility, vehicles arrive at a weighbridge, before they enter the tipping hall. HGV queuing space and a dedicated layby are available when required. Once unloaded, the waste transport vehicles leave site via the weighbridge.

4.11 A similar process is followed for vehicles transporting IBA, APCr and consumables away from the site, except that they arrive empty, drive through the loading enclosure and leave fully laden. Access for fire service vehicles and onsite operational vehicles is maintained around the perimeter. Dedicated water tanks are provided.

4.12 A separate access from the existing service road is provided for private vehicles associated with staff and visitors. Parking areas are provided on the northwest side of the building, adjacent to administrative building, workshop and stores, to separate such movements from those by HGVs. 31 parking spaces, including 2 for disabled users, at least 3 EV charging points and 10 bicycle spaces would be provided. This is based on the Applicant's operational experience and anticipated staffing levels/shift patterns, in the absence of any relevant local standards.

4.13 After weighing in at the weighbridge (if required), vehicles would travel along the two-way internal access road, running clockwise along the southern boundary of the site to reach the tipping hall. Upon exiting the tipping hall, vehicles would travel back along the same road and weigh out at the weighbridge before exiting back onto the service road. An internal access road would be used by onsite operational vehicles.

5. TRIP GENERATION AND DISTRIBUTION

5.1 This section of the TA assesses the likely vehicular trip generation associated with the Proposed Development.

Existing Site Trip Generation

5.2 The existing low carbon gasification and pyrolysis EfW facility has consent to process up to 100,000tpa of waste. However, as the site is not currently operational, for the purpose of this TA, it is assumed that there are no existing trips generated by the site and the following analysis is therefore considered robust.

Proposed Development Trip Generation

HGVs

5.3 The application seeks permission to process up to 260,000tpa of waste. Given the nature of the scheme, the estimates of trip generation have been calculated on a first principles basis, informed by data from the Applicant's existing facilities in the UK. This approach was agreed with BCP during pre-app discussions. The possible waste sources are as follows:

- LACH waste from BCP
- LACH waste from Dorset
- C&I waste from BCP & Dorset

5.4 The LACH waste can either be directly delivered by RCV or delivered from Waste Transfer Stations by articulated HGV (known as a walking floor). The C&I waste is also either delivered by RCV or walking floor (WF).

5.5 Assuming that all trips will be new and not already coming to the wider CRP, the applicant anticipates that the likely proportion of waste sources will be as per **Table 2**. This also shows the average net weight of each vehicle entering existing MVV facilities, which has been derived from weighbridge data. It is therefore possible to quantify the number of vehicles that would be generated per annum.

Source	Vehicle	Volume (tonnes)	Average weight	Vehicles pa
C&I	RCV	54,000	10	5400
	WF	54,000	24	2250
LACH	RCV	77,000	8	9,625
	WF	75,000	23	3,261
	Total	260,000	-	20,536

Table 2: Calculation of annual vehicle movements

5.10 By dividing the annual vehicle numbers by the number of working days (261 for LACH and 241 for C&I), making an allowance for 5% of RCVs and 20% of WFs to deliver on Saturday/Sunday, it is estimated that on weekdays, 56 RCVs (including Direct C&I) and 17 WFs could visit the site. In addition, 11 HGVs could visit the site per day associated with collection of IBA, APCr and delivery of consumables. Therefore, the overall number of HGVs visiting the EfW CHP Facility per day could be 85.

LGVs/cars

5.11 Based on the Applicant's estimates, there could be approximately 8 LGVs visiting the facility per day, associated with delivery of parts or general maintenance activities. Again, based on the Applicant's experience at existing facilities, it is anticipated that 39 cars would visit the site per day across various shift patterns and timings, and for robustness it is assumed that they all drive individually.

5.12 A total of 132 vehicles are therefore anticipated to visit the facility each weekday. The trips associated with these vehicles, and their anticipated spread across the day, is shown in **Table 3**. This is on the basis that HGV movements are spread evenly across the day, from 0700-2000, and the LGVs/car movements are based on experience from existing EfW facilities and the proposed shift pattern.

Time	HGVs	LGVs	Cars	**Total**
0600	0	0	8	**8**
0700	13	4	10	**27**
0800	13	4	10	**27**
0900	13	0	2	**15**
1000	13	2	0	**15**
1100	13	0	0	**13**
1200	13	2	0	**15**
1300	13	0	0	**13**
1400	13	4	0	**17**
1500	13	0	2	**15**
1600	13	0	4	**17**
1700	13	0	10	**23**
1800	13	0	6	**19**
1900	13	0	10	**23**
2000	0	0	16	**16**
Total	**169**	**16**	**78**	**264**

Table 3: Development Trip Generation

5.13 The impact of the Proposed Development upon the highway network has been assessed on this basis. This is considered to be highly robust, because it assumes all vehicle movements associated with the EfW CHP Facility would be new to the local road network. However, the realistic scenario is that much of the 260,000tpa inputs would come from the adjacent uses within CRP.

5.14 Two existing uses are relevant in this regard, namely the MRF and the MBT facility. The outputs from these facilities are ideal inputs to the proposed EfW CHP Facility. The transport and disposal costs to the operators of the MRF and MBT would be significantly reduced if they were to utilise the adjacent EfW CHP Facility and so for commercial reasons it is likely that a significant proportion of the inputs to the proposed EfW CHP Facility would come from the MRF and MBT.

5.15 The greater the proportion of EfW CHP Facility input that comes from the MRF and MBT, the lower number of new vehicle trips associated with the EfW CHP Facility will be. For example, a 23t HGV bringing "new" waste to the EfW CHP Facility would generate 2 x trips on the local road network. However, if these 23t HGVs are instead derived from the MRF or MBT, no new trips on the public highway will be generated for the delivery. There would be additional trips within CRP, but these would have no impact on the public highway. On a network wide basis, the co-location of the EfW CHP Facility with the MRF and MBT would reduce trips because the need for waste to be transported from the MRF and MBT to an alternative disposal facility is removed.

5.16 Based on information from the Environment Agency's Waste Data Interrogator, it is likely that of the 260,000tpa capacity of the EfW CHP Facility, the sources would be:

- 30,000-tpa from the adjacent MRF
- 110,500-tpa from the adjacent MBT
- 119,500-tpa from elsewhere

5.17 It is therefore likely that only 46% (119.5/260ktpa) of the waste delivered to the proposed EfW CHP Facility would generate new trips on the public highway. However, since the existing facilities at CRP are not currently operating to their maximum permitted capacity, the proportion of residual waste generated by existing on-site waste treatment facilities at CRP could be substantially higher. Consequently, further reductions beyond 54% in associated off-site vehicle movements could be achieved.

5.18 The HGV movements associated with the delivery of consumables/collection of residues, LGV movements and car movements would remain unchanged. A comparison of the scenario used in the transport modelling and the realistic scenario is set out in **Table 4.** The numbers below are vehicles per day and should be doubled to calculate the number of two-way trips per day.

Vehicle Type	Movement Type	Scenario 1	Scenario 2
HGVs	Delivery of waste to EfW CHP Facility	74	34
	Delivery of consumables/Collection of residues	11	11
LGVs	Parts/Spare	8	8
Cars	Staff	39	39
	Total	132	92

Table 4: Scenario Comparison - Vehicles per day

5.19 For the avoidance of doubt, the assessment of the impact upon the highway network assumes that all deliveries of waste to the EfW CHP Facility constitute new trips on the local road network (Scenario 1). The assessment is therefore considered to be robust and this approach was agreed with BCP during pre-app discussions.

Trip Distribution

5.20 Vehicle trips were distributed onto the local road network based on the origin of the waste, as set out in **Table 2**. For example, any waste from Poole would travel to/from the west on Magna Road, and south on Gravel Hill. The overall split at the Arena Way/Magna Road/Garden Centre junction is 57% west and 43% east. The full trip distribution diagram is attached as **Appendix C**. For simplicity, this distribution has also been applied to LGVs and cars.

5.21 The extent of the network to be assessed was agreed with BCP during pre-app discussions. This includes the following junctions which are identified in **Figure 5**.

- Magna Road (A341)/Arena Way (Canford Resource Park)
- Queen Anne Drive (A341)/ Gravel Hill (A349)
- Oakley Hill (A349)/A349/ Oakley Hill (B3073)
- Merley Roundabout (A349/A31)
- Magna Road (A341)/Provence Drive/Knighton Lane
- Bear Cross Roundabout (A341/A348)

Figure 5: Junctions to be assessed

Existing Traffic Flows

5.22 Manual Classified Counts (MCC) were undertaken at the above 6 junctions on Tuesday 21st June 2022, between 0700-1000 and 1600-1900. This date was chosen to avoid local public and private school holidays. It is considered that the requirements of the DfT's Transport Analysis Guidance (TAG) on Data Sources and Surveys (May 2020) are therefore complied with. The survey data is attached as **Appendix D**. The peak periods were identified 0730-0830 and 1645-1745, and the flows from these hour periods have been used in the assessment.

5.23 There was a rail strike on the day of the survey which could potentially affect traffic conditions. Some commuters may have instead travelled by car, whilst others may have worked from home. The nearest train stations are around 5km to the south, and it is considered that in this instance the impact on traffic flows is likely to have been negligible. Indeed, an ATC was installed on Magna Road 19th – 25th June to inform the EIA, and there is no significant difference in flow between the 21st and the other weekdays.

Committed Development

5.24 The requirement to incorporate committed development flows within the assessment was discussed at pre-application stage. As such, traffic flows from the following schemes have been incorporated:

- UE1 North of Merley – 600 dwellings & 62 bed care home (19/00955/P)
- UE2 North of Magna Road – 695 dwellings, community hub & 60 bed care home (19/00237/P)
- Land west of Wheelers Lane – 45 dwellings (21/00620/F)
- Canford Paddock – 324 dwellings (17/00008/F)
- Canford Magna Golf Club – Bournemouth FC Training Ground (17/01196/F)

5.25 The traffic flow information for each of the committed developments has been derived from the Transport Assessments submitted with each planning application. In some cases, the extent of the network assessed for the committed developments did not fully cover the study area for the present scheme, and therefore assumptions have been made as detailed in the traffic flow diagrams in **Appendix C**. Finally, the Canford Paddock development was 88% occupied at the time of the June 2022 traffic surveys, and therefore only 12% of that development's traffic flows have been added to avoid double counting.

Scenarios

5.26 In order to assess the impact of the development upon the local road network, assessment years of 2027 & 2033 have been used. This is on the basis that 2027 is the likely opening date of the facility, whilst 2033 represents the end of both the Poole Local Plan period and the BCP & Dorset Waste Plan period. The scenarios are as follows:

- 2027 + Committed Development
- 2027 + Committed Development + Proposed Development
- 2033 + Committed Development
- 2033 + Committed Development + Proposed Development

5.27 In order to forecast traffic levels in 2027 & 2033, growth factors have been derived from TEMPro. The factors are shown in **Table 5** and are NTEM adjusted, for the Poole 001 area and urban roads.

	AM Peak	PM Peak
2022-2027	1.0513	1.0519
2022-2033	1.0958	1.0987

Table 5: TEMPro Growth Factors

5.28 It should also be noted that TEMPRO traffic growth rates already account for local committed developments and therefore there is likely to be an element of 'double-counting' of the traffic generated by these developments exists within the scenarios tested. Nevertheless, local committed development has been specifically considered to provide an even more robust assessment.

6. IMPACT ON THE HIGHWAY NETWORK

6.1 In order to quantify the impact of the Proposed Development upon junctions within the study area, a percentage impact assessment has been undertaken. This has been undertaken using the forecast development flows at each junction and calculating this as a percentage of the forecast flow at the junction in the future 'without development' scenarios.

6.2 The baseline traffic flows and the Proposed Development flows were converted to PCUs in order to ensure the results are reflective of the high proportion of Proposed Development traffic that would be HGVs. The results for 2027 are presented in **Table 6**, and the full outputs including results for 2033 are in **Appendix C**. This is on the basis that the percentage increases would only reduce in 2033 as the base figure increases.

	AM Peak			PM Peak		
	2027 Base + CD	Dev	%	2027 Base + CD	Dev	%
Magna Road/Arena Way/Garden Centre	2105	40	1.9	2090	36	1.7
Queen Anne Drive/Gravel Hill	3180	23	0.7	3434	21	0.6
Oakley Hill/A349/Oakley Hill	3050	18	0.6	3050	16	0.5
Merley Roundabout	3742	18	0.5	3450	16	0.5
Magna Road/Provence Drive/Knighton Lane	2344	17	0.7	2435	15	0.6
Bear Cross Roundabout	4118	17	0.4	4043	15	0.4

Table 6: Percentage Impact Assessment

6.3 The percentage increase in PCUs attributable to the development is considered to be negligible across all junctions in the study area, despite the robust approach taken to the estimation of development trip generation. Data from the aforementioned ATC on Magna Road shows that there is approx. 5% deviation from the average weekday flows in the AM and PM peak periods. On this basis, it is considered that no further assessment is necessary. However, it has been agreed with BCP that it would be sensible to model the Magna Road/Arena Way/Garden Centre junction, despite the low percentage increase in PCUs forecast.

Junction Modelling

6.4 The existing layout of the Magna Road/Arena Way/Garden Centre signalised junction has been modelled using LinSig, the industry standard for assessing the capacity of signalised junctions. It provides a Degree of Saturation (DoS) which identifies the percentage of the junction's total capacity that is in use. DoS values exceeding 90% indicate that the junction is close to capacity, whilst DoS values of 100% or greater indicate that the junction is operating over capacity, and not all queuing vehicles will be able to clear the junction within one signal cycle. LinSig software also outputs vehicle delay and queue values to provide indicative details on the operational performance of the junction.

6.5 Information on the staging and phasing of the signals has been obtained from BCP, which is reflected within the model. The junction operates using MOVA and therefore the timings vary as the controller responds to traffic conditions. The results of the junction capacity assessment are shown within **Table 7** and the full modelling outputs are attached within **Appendix E.**

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue[1]	Delay[2]	Sat %[3]	Queue[1]	Delay[2]	Sat %[3]
2027 + CD (Future scenario without Proposed Development)						
Site Access	1.5	52.8	20.6%	1.3	52.6	17.8%
Magna Road (West)	20.7	26.1	72.9%	77.8	139.5	104.5%
Garden Centre	0.3	68.2	7.2%	0.9	71.7	20.6%
Magna Road (East – Left)	0.7	14.3	4.1%	0.1	14.1	0.8%
Magna Road (East – Ahead/Right)	40.8	43.7	93.4%	19.7	22.9	66.8%
2027 + CD + PD (Future scenario with Proposed Development)						
Site Access	1.8	53.1	24.7%	1.6	52.9	21.5%
Magna Road (West)	20.9	26.6	73.5%	81.5	149.1	105.2%
Garden Centre	0.3	68.2	7.2%	0.9	71.7	20.6%
Magna Road (East – Left)	0.8	14.4	5.0%	0.2	14.1	1.5%
Magna Road (East – Ahead/Right)	40.8	43.7	93.4%	19.7	22.9	66.8%
2033 + CD (Future scenario without Proposed Development)						
Site Access	1.6	52.9	21.5%	1.4	52.7	18.8%
Magna Road (West)	22.0	27.1	75.3%	100.9	201.7	108.6%
Garden Centre	0.4	68.3	8.0%	0.9	71.7	20.6%
Magna Road (East – Left)	0.7	14.3	4.3%	0.1	14.1	0.9%
Magna Road (East – Ahead/Right)	47.1	55.4	96.7%	21.1	23.8	69.7%
2033 + CD + PD (Future scenario with Proposed Development)						
Site Access	1.9	53.2	25.6%	1.6	52.9	22.0%
Magna Road (West)	22.4	27.7	76%	104.6	210.8	109.2%
Garden Centre	0.4	68.3	8.0%	0.9	71.7	20.6%
Magna Road (East – Left)	0.8	14.4	5.1%	0.3	14.1	1.6%
Magna Road (East – Ahead/Right)	47.1	55.4	96.7%	21.1	23.8	69.7%

Table 7: Magna Road/Arena Way/Garden Centre Junction Modelling Scenarios and Results

Notes:
1. The mean maximum queue predicted by the model across all cycles for the whole time period.
2. The mean delay Seconds per PCU (Passenger Car Unit) predicted by the model for the whole time period.
3. The Degree of Saturation predicted by the model for the time period.

6.6 The modelling results demonstrate that the Proposed Development would result in small increases in delays & queues at the junction. In the AM peak, the largest increase in queue would be in 2033 on Magna Road (West) at 0.4 PCUs, with a corresponding delay increase of 0.6 seconds. The equivalent in the PM peak is also on Magna Road (West) at 3.7 PCUs and 9.6 seconds. These are considered to be insignificant.

6.7 The junction operates within theoretical capacity in all scenarios in the AM peak, with the maximum DoS being 96.7%, in 2033. This is identical with and without the Proposed Development traffic, such that the impact is negligible. In the PM peak, the junction is over theoretical capacity in 2027 before Proposed Development traffic is added, at 104.5%. When the Proposed Development traffic is added, the increase in DoS is marginally worse, at 105.2%. A similar increase is seen when comparing the 2033 with and without Development scenarios.

6.8 Although the modelling results show the junction operating over capacity, the impact of the Proposed Development is considered to be minimal. The results are likely to be overly pessimistic given:

- The worst case approach taken to Proposed Development trip generation
- The potential double counting of trips associated with committed developments
- The garden centre arm runs every cycle, despite only 10 and 25 trips using that arm in the AM and PM peak respectively

6.9 Additional scenarios have therefore been considered within the Linsig model, to reflect the likely reduced frequency of activation of the garden centre arm. If this arm is run every other cycle, rather than every cycle, the junction operates within capacity in both the AM & PM peak in all scenarios as shown in Table 8. Only the scenario with the most traffic has been shown (i.e. 2033 + CD + PD) for simplicity.

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue[1]	Delay[2]	Sat %[3]	Queue[1]	Delay[2]	Sat %[3]
2033 + CD + PD (Future scenario with Proposed Development)						
Site Access	1.9	53.2	25.6%	1.8	54.1	22.0%
Magna Road (West)	22.0	21.2	68.6%	59.4	61.8	98.5%
Garden Centre	0.7	146.9	16.0%	2.0	163.2	41.2%
Magna Road (East – Left)	0.8	10.3	4.4%	0.3	10.2	1.4%
Magna Road (East – Ahead/Right)	40.5	29.2	87.2%	20.8	18.0	62.8%

Notes:
1. The mean maximum queue predicted by the model across all cycles for the whole time period.
2. The mean delay Seconds per PCU (Passenger Car Unit) predicted by the model for the whole time period.
3. The Degree of Saturation predicted by the model for the time period.

6.10 Given the minimal increase in flows and negligible impact on queues, delays and junction capacity, despite the worst-case approach taken, it is considered that the impact of the Proposed Development on the local road network will be negligible. Even if this were not the case, it is not considered appropriate to increase highway capacity at the junction, given the council's focus and recent investment on increasing sustainable & active travel along the Magna Road corridor.

7. SUMMARY AND CONCLUSIONS

7.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of the Applicant to support a full planning application for a CCRC EfW CHP Facility at Canford Resource Park, off Magna Road, in the northern part of Poole. The Proposed Development also encompasses the associated CHP Connection, DNC and TCCs.

7.2 The Proposed Development is connected to the local pedestrian and cycle network which gives access to local facilities and wider areas like Poole. The site area benefits from good pedestrian and cycle infrastructure. A review of the accident data suggests there is no inherent safety issue with the local road network.

7.3 Access onto the public highway would be provided at the signalised junction of Magna Road/Arena Way/Garden Centre, as is the case for the existing Canford Resource Park. Arena Way is a 7.5m wide private road built to adoptable standard. Given this is as per the existing arrangement and that no substantive accident record is recorded where Arena Way meets the public highway, it is considered this will remain suitable to serve the Proposed Development.

7.4 A comprehensive assessment has been undertaken to quantify the likely impact of the Proposed Development on the local road network. The percentage increase in flows across junctions in the study area would be negligible. In addition, modelling of the Arena Way/Magna Road/Garden Centre junction shows that the impact upon queues, delays and capacity would be minimal, despite the robust approach taken.

7.5 It is therefore considered that safe and suitable access has been provided, and that the impact of the Proposed Development upon the road network would not be severe. We would therefore encourage Bournemouth, Christchurch and Poole highway authority to look favourably upon this application.

Appendix A

PROPOSED SITE PLAN

SCALE 1 : 500 @ A1

KEY

- PLANNING RED LINE BOUNDARY
- PROPOSED 2.4m HIGH PALADIN TYPE PERIMETER FENCE
- CANFORD HEATH NATURE RESERVE BOUNDARY
- EXISTING TREES
- PROPOSED TREES & SHRUBS

LEVELS

- XX.XXXm — EXISTING LEVELS - AOD
- XX.XXXm — PROPOSED LEVELS - AOD

SCALE

1:500 — 5m 0 5m 10m 15m 20m 25m

N

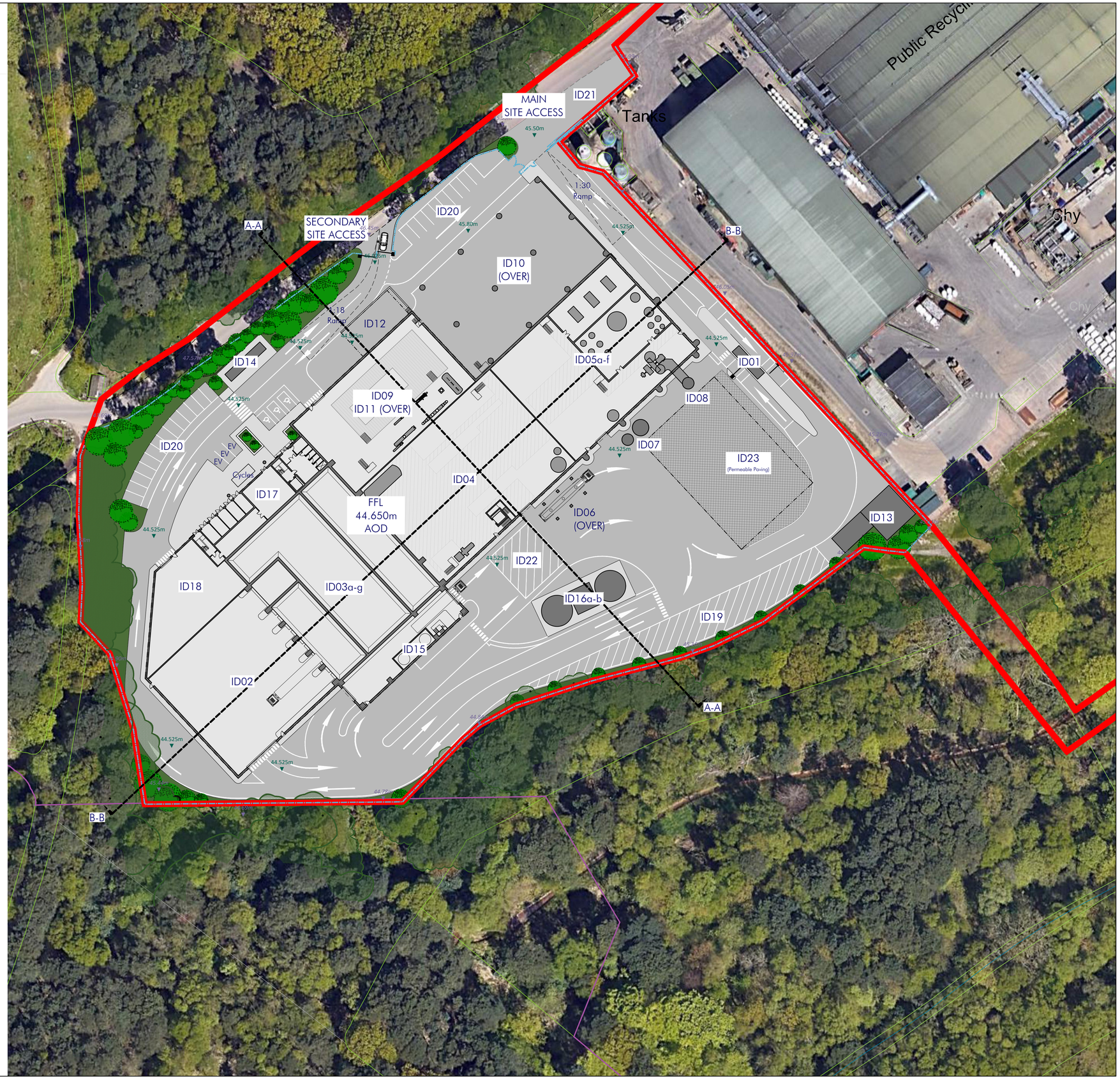
LEGEND

ID01: Gatehouse / weighbridges
ID02: Tipping hall
ID03: Waste bunker building
- (ID03a): Tipping bunker
- (ID03b): Main waste bunker
- (ID03c): Waste chute platform
- (ID03d): Crane maintenance area
- (ID03e): IBA Bunker
- (ID03f): IBA loading enclosure
- (ID03g): Back loading hatch

ID04: Boiler house
ID05: Air pollution control building
- (ID05a): APC plant and reactor
- (ID05b): Bag filter house
- (ID05c): Induced draft (ID) fan
- (ID05d): Compressed air station
- (ID05e): Water treatment plant
- (ID05f): Urea tank

ID06: APCr silos
ID07: Lime & activated carbon silos
ID08: Chimney & CEMS platform
ID09: Turbine hall
ID10: Air cooled condenser (ACC)
ID11: Water re-cooling system
ID12: Future district heating equipment area
ID13: Main transformer & switchgear
ID14: Emergency diesel generator
ID15: Diesel tanks
ID16: Fire water tank & pump enclosure
- (ID16a): Fire water tanks
- (ID16b): Fire pump enclosure

ID17: Switchgear building, administration building and control room
ID18: Workshop & stores
ID19: Lay-by area
ID20: Parking areas
ID21: HGV out of hours parking area
ID22: Mobile crane slab
ID23: Laydown / maintenance & future environmental requirements area



NOTES
Figured dimensions are to be used in preference to scaled dimensions. Do not scale from this drawing. Contractors MUST CHECK ALL dimensions and levels on site and any discrepancies must be reported to the Architect. If in doubt consult the Architect.

rev	date	comment

Savage + Chadwick Architects

Armitage House
Lord Street
Douglas
Isle of Man
IM1 1LE
t 01624 672050
f 01624 629237
www.savagechadwick.com

client: MVV

project: ENERGY FROM WASTE, COMBINED HEAT & POWER FACILITY. CANFORD.

drawing: Proposed Site Plan

scale	paper size
1:500	A1
date	drawn
23/02/23	NAB

project no.	drawing no.	rev.
SC1643/PL	10-01	

KEY

- PLANNING RED LINE BOUNDARY
- PROPOSED 2.4m HIGH PALADIN TYPE PERIMETER FENCE
- CANFORD HEATH NATURE RESERVE BOUNDARY
- EXISTING TREES
- PROPOSED TREES & SHRUBS

LEVELS

- XX.XXXm ▼ EXISTING LEVELS - AOD
- XX.XXXm ▼ PROPOSED LEVELS - AOD

SCALE

1:500
5m 0 5m 10m 15m 20m 25m

N

LEGEND

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ID11: Water re-cooling system
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ID14: Emergency diesel generator
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- (ID16a): Fire water tanks
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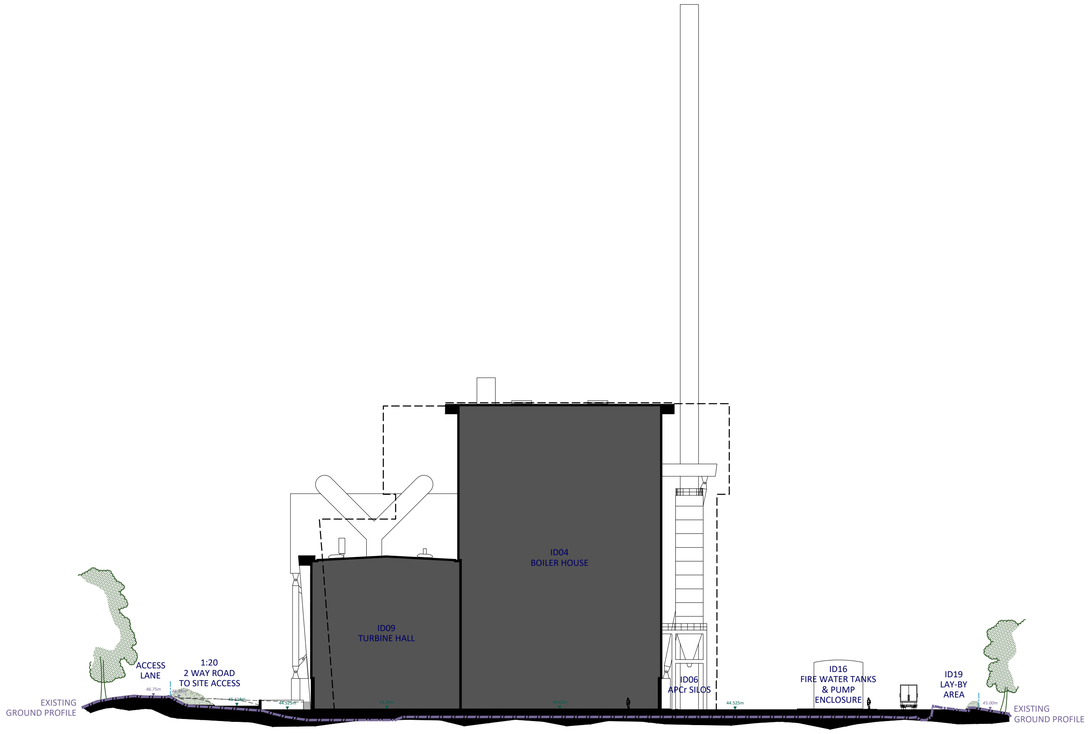
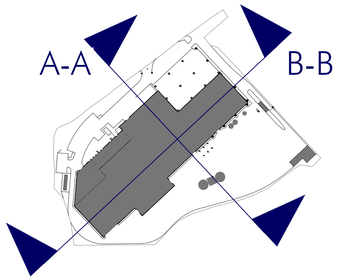
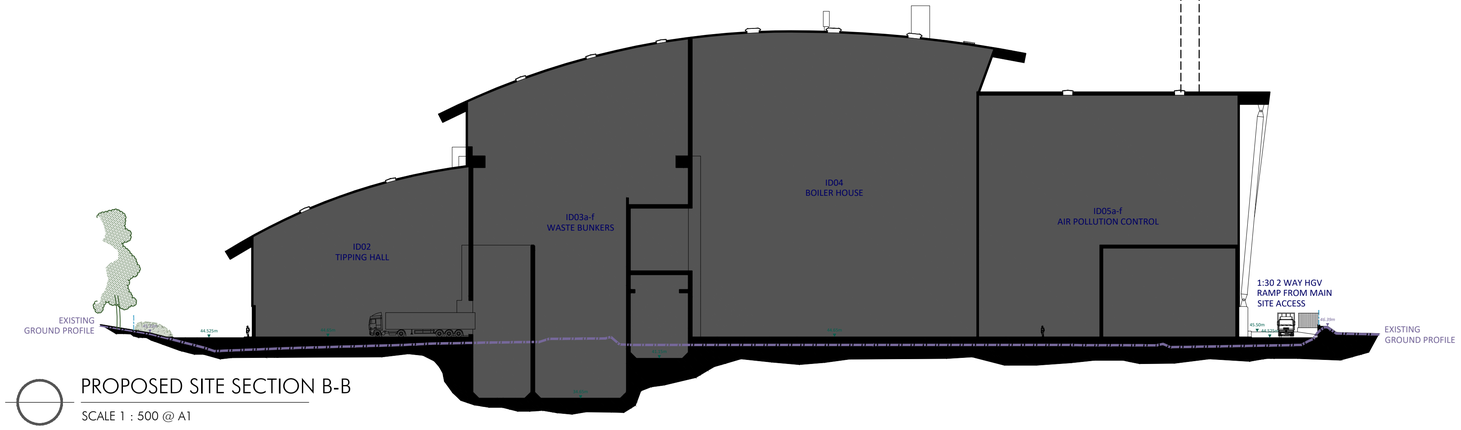
ID18: Workshop & stores
ID19: Lay-by area
ID20: Parking areas
ID21: HGV out of hours parking area
ID22: Mobile crane slab
ID23: Laydown / maintenance & future environmental requirements area



PROPOSED SITE SECTION A-A
SCALE 1 : 500 @ A1





PROPOSED SITE SECTION B-B
SCALE 1 : 500 @ A1

NOTES
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Savage + Chadwick Architects
Armitage House
Lord Street
Douglas
Isle of Man
IM1 1LE
t 01624 672050
f 01624 629237
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client
MVV

project
ENERGY FROM WASTE, COMBINED HEAT & POWER FACILITY. CANFORD.

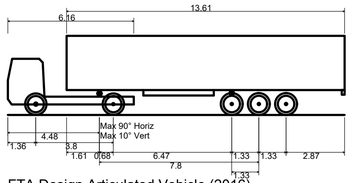
drawing
Proposed Site Sections

scale	paper size
1:500	A1
date	drawn
23/02/23	NAB

project no.	drawing no.	rev.
SC1643/PL	11-01	

SITE VEHICLE TRACKING

SCALE 1 : 500 @ A1

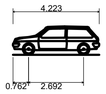


FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

VEHICLE CONFIGURATION 1

SCALE 1 : 150 @ A1



DB32 Private Car

Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m

VEHICLE CONFIGURATION 2

SCALE 1 : 150 @ A1

NOTES
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Armitage House
Lord Street
Douglas
Isle of Man
IM1 1LE
t 01624 672050
f 01624 629237
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MVV

project
ENERGY FROM WASTE, COMBINED HEAT & POWER FACILITY. CANFORD.

drawing
Vehicle Tracking

scale	paper size
1:150/500	A1
date	**drawn**
23/02/23	NAB

project no.	drawing no.	rev.
SC1643/PL	10-02	

Appendix B

[redacted]

From: [redacted]@bcpcouncil.gov.uk>
Sent: 14 June 2022 14:26
To: James Rand
Cc: [redacted]
Subject: RE: EfW Canford

Hi,
Those notes look ok.

[redacted]

[redacted]
Transport Development Management Team Leader
Transport and Engineering
T. [redacted]
[redacted]
I am currently permanently homeworking as are the rest of the Poole area Transport Development Management team. Virtual meetings can be arranged using Microsoft Teams if required.
bcpcouncil.gov.uk

From: [redacted]@paulbashamassociates.com>
Sent: 14 June 2022 13:05
To: [redacted]@bcpcouncil.gov.uk>
Cc: Tom Peters <t.peters@paulbashamassociates.com>
Subject: EfW Canford

Hi [redacted]

Thanks very much for your time today discussing the scope of assessment for the proposed EfW plant.

Please could you confirm that you are happy the following notes reflect the key points?

- Trip generation estimates based on operator assumptions / detail from other UK sites are appropriate
- We will present a worst case, as if all 260,000 tpa were carried by vehicles new to the network, albeit this will overestimate the impact given consented use on site, opportunity for trips to divert from adjacent uses and existing circulation of waste vehicles on the BCP network
- Based on our assumptions of likely origin/destination of vehicles, the geographical scope of assessment should cover from the A31 to Bear Cross roundabout
- Junction modelling not required if the % increase in flows is low
- Review whether any existing operational issues with the site access/Magna Road junction – i.e. HGVs clipping street furniture etc.
- Committed developments should include UE1, UE2, Land west of Wheelers Lane, BDW scheme to east and Bournemouth FC training ground
- Years of assessment to be reviewed – suggest follow same approach as UE2

I'm sure we may be in touch as we progress our work to discuss other considerations, but thanks again for finding time so promptly in order that we can get surveys organised before the school holidays.

Kind regards,

[redacted]
Principal Transport Planner
BSc (Hons) MSc MCIHT

paulbasham associates

Oxford Office
t [redacted]
dd
m
p Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG
w www.paulbashamassociates.com
Fareham | Oxford | Bristol | Cambridge

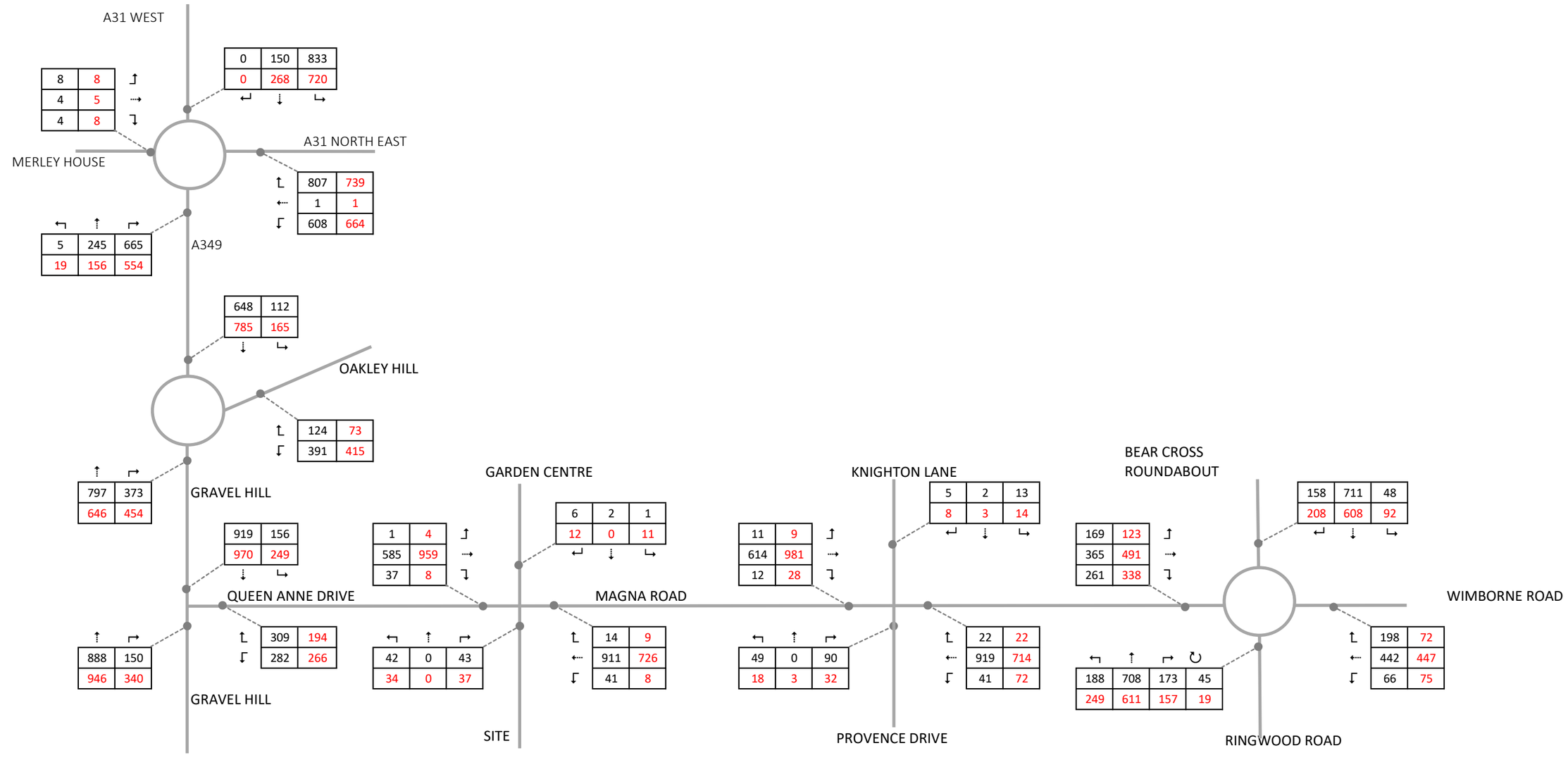
Appendix C

Project Name: Canford EfW
Project Number: 028.0076
Drawn By: JR
Approved By:

Scenario: 2022 Baseline PCU

XXX AM
XXX PM

Notes: uses actual peak flows from surveys of 0730-0830 and 1645-1745. Values are PCUs. Negligible no. u-turns excluded

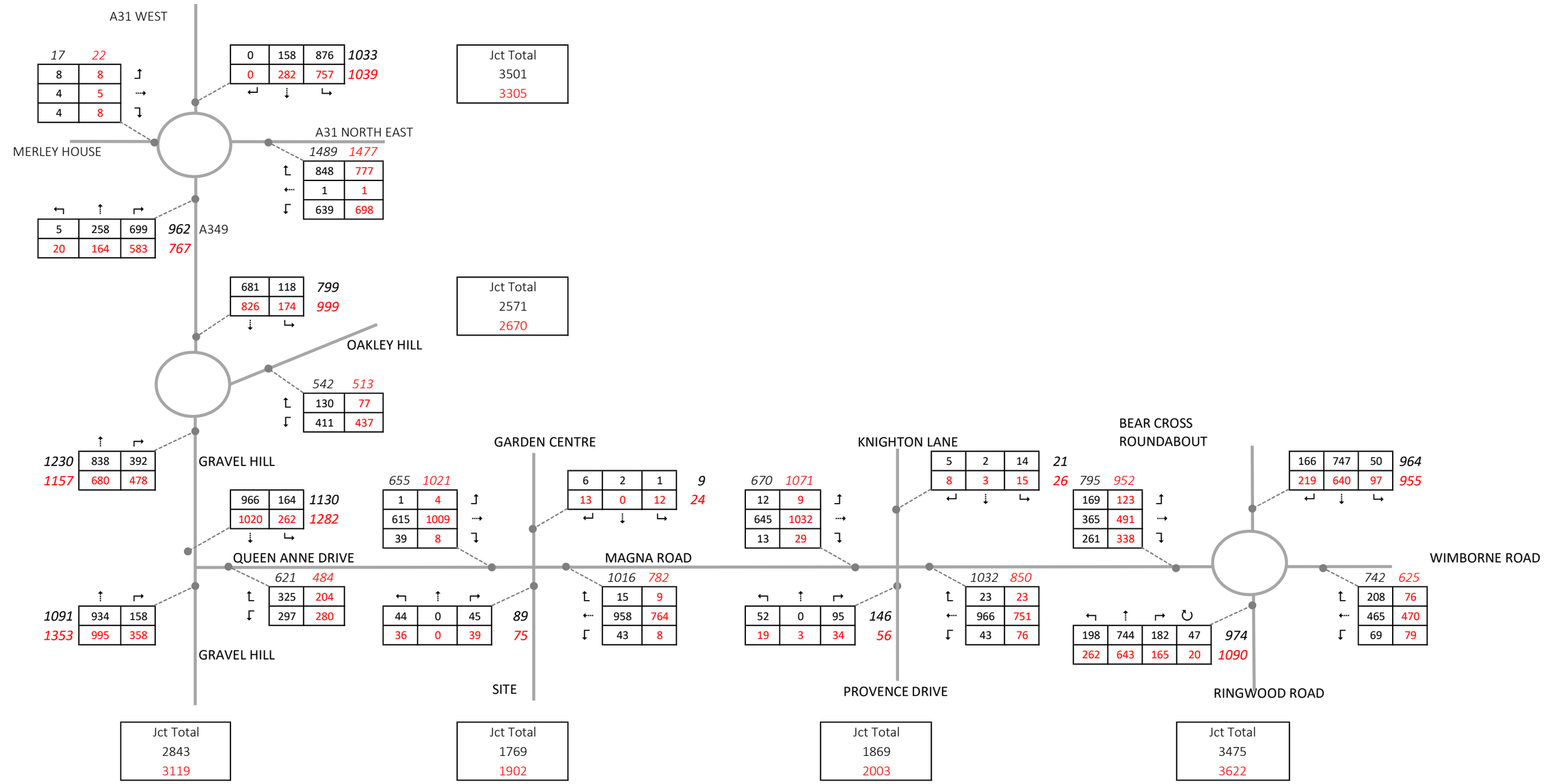


Project Name: Canford EfW
Project Number: 028.0076
Drawn By: JR
Approved By:

Scenario: 2027 Baseline PCU

xxx *Total*
XXX AM
XXX PM

Notes: uses actual peak flows from surveys of 0730-0830 and 1645-1745. Values are PCUs. Negligible no. u-turns excluded

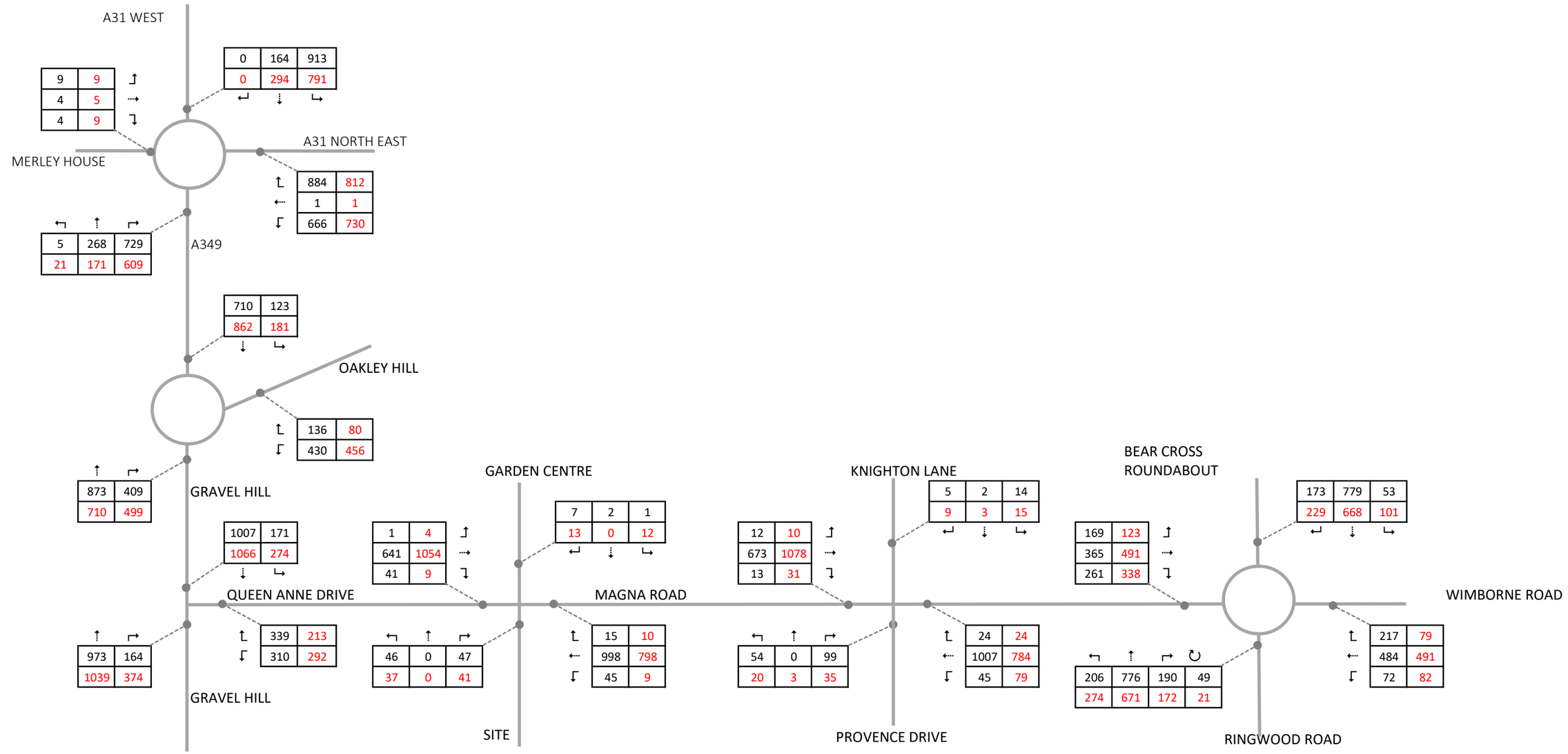


Project Name: Canford EfW
Project Number: 028.0076
Drawn By: JR
Approved By:

Scenario: 2033 Baseline PCU

XXX AM
XXX PM

Notes: uses actual peak flows from surveys of 0730-0830 and 1645-1745. Values are PCUs. Negligible no. u-turns excluded

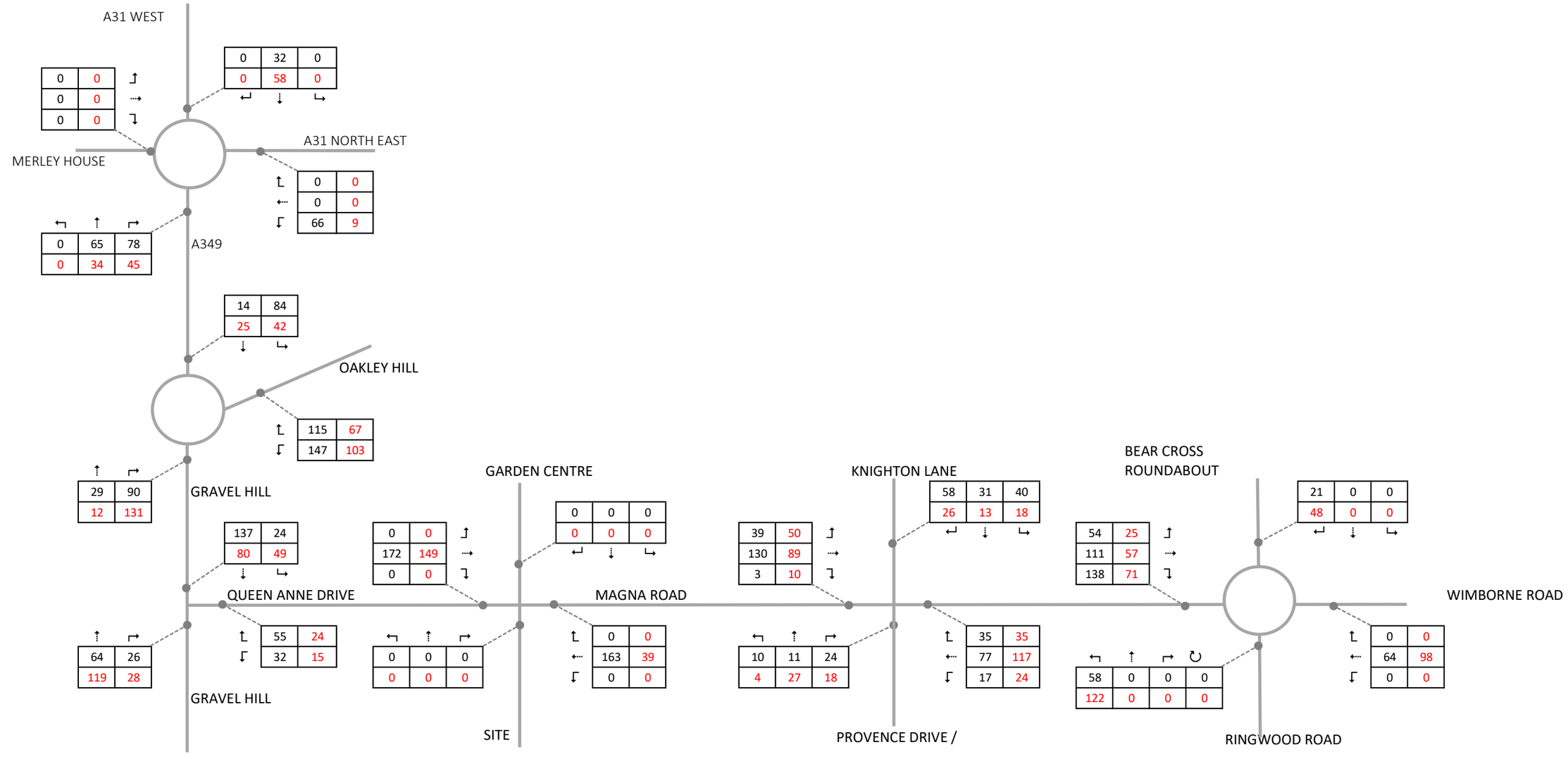


Project Name: Canford EfW
Project Number: 028.0076
Drawn By: JR
Approved By:

Scenario: Total Committed Development Flows

Notes:

XXX AM
XXX PM

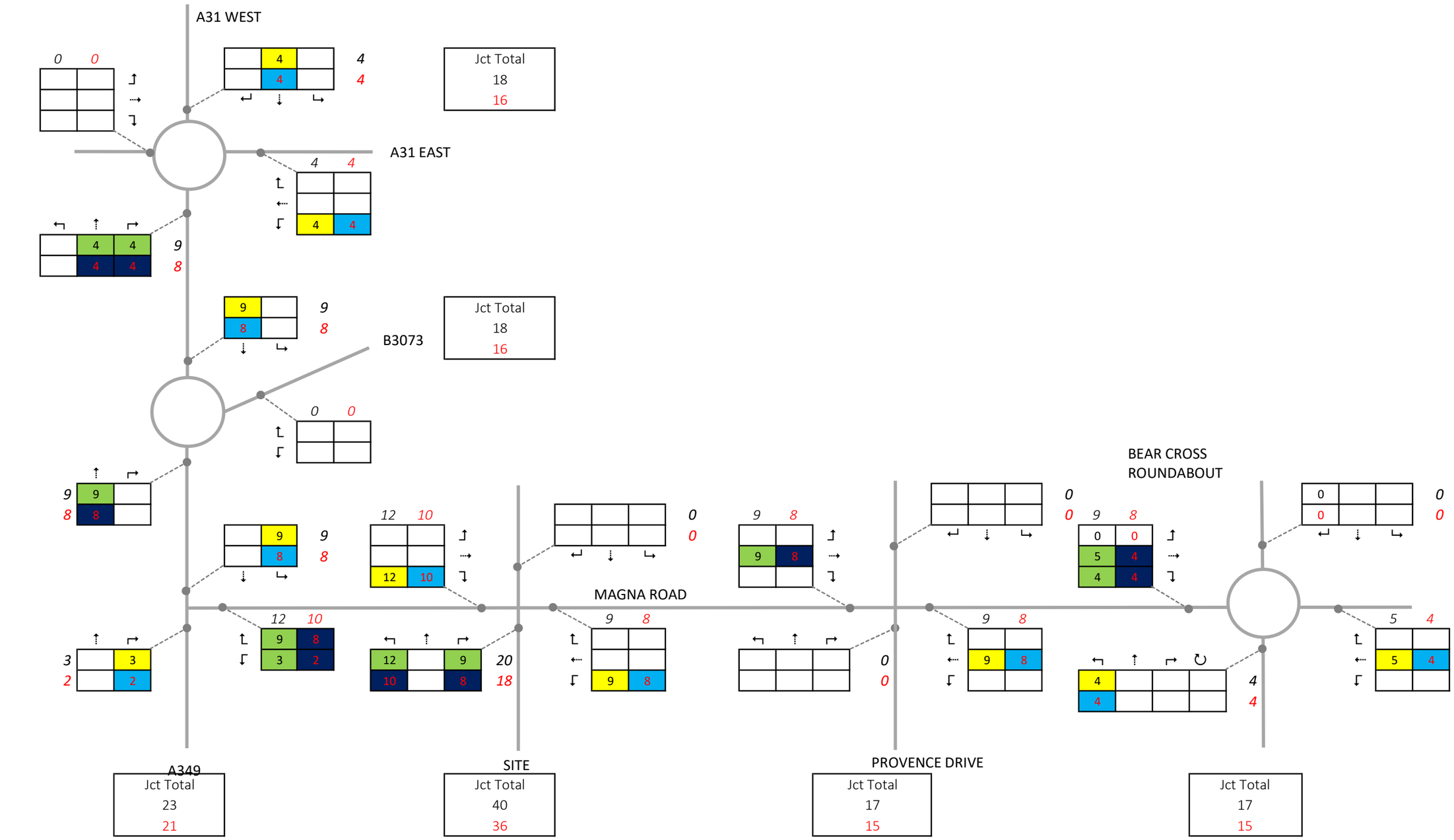


Project Name: Canford EfW
Project Number: 028.0076
Drawn By: TP
Approved By:

Scenario: Development Trips PCU

20 AM Arrivals
20 AM Departures
18 PM Arrivals
18 PM Departures

Notes:

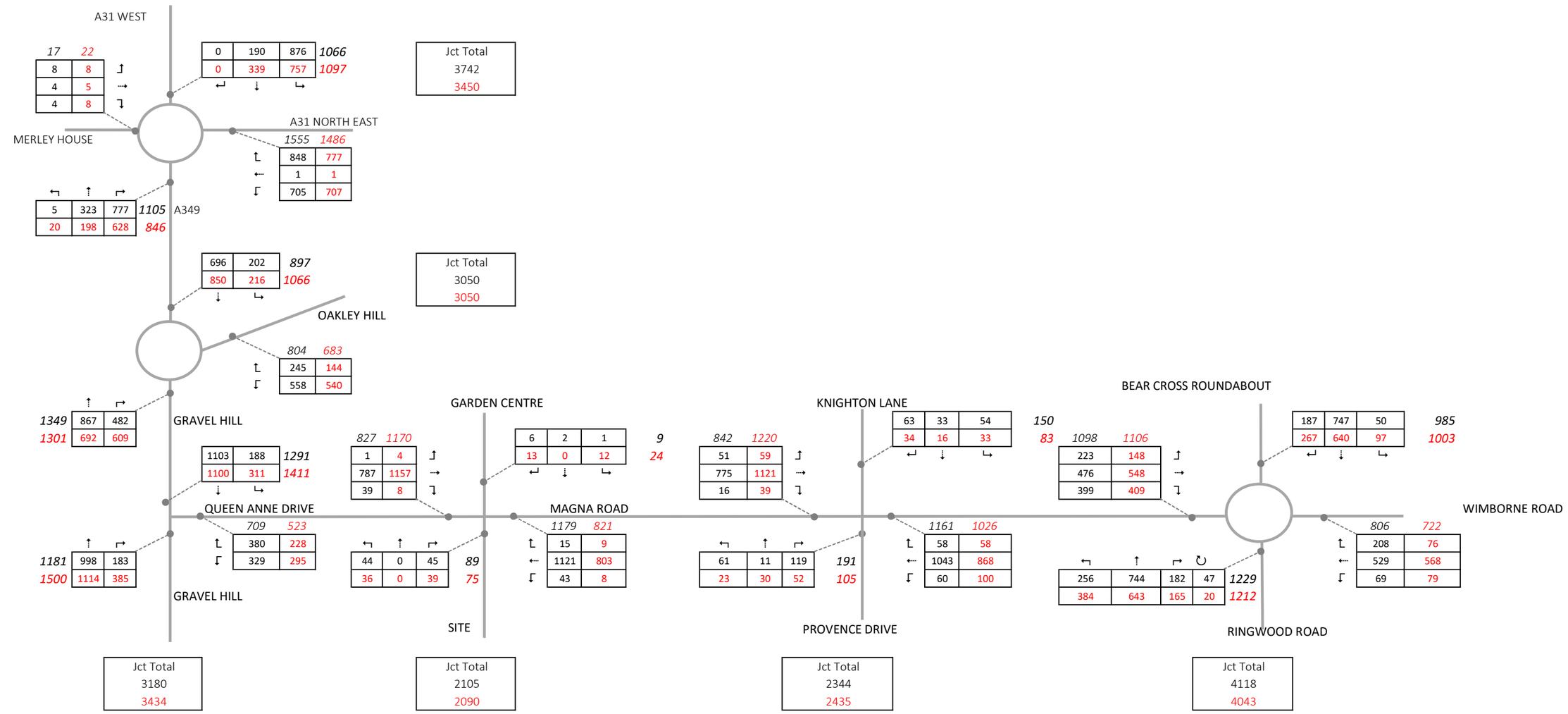


Project Name: Canford EfW
Project Number: 028.0076
Drawn By: JR
Approved By:

Scenario: 2027 Baseline + CD PCU

XXX AM
XXX PM

Notes: uses actual peak flows from surveys of 0730-0830 and 1645-1745. Values are PCUs. Negligible no. u-turns excluded

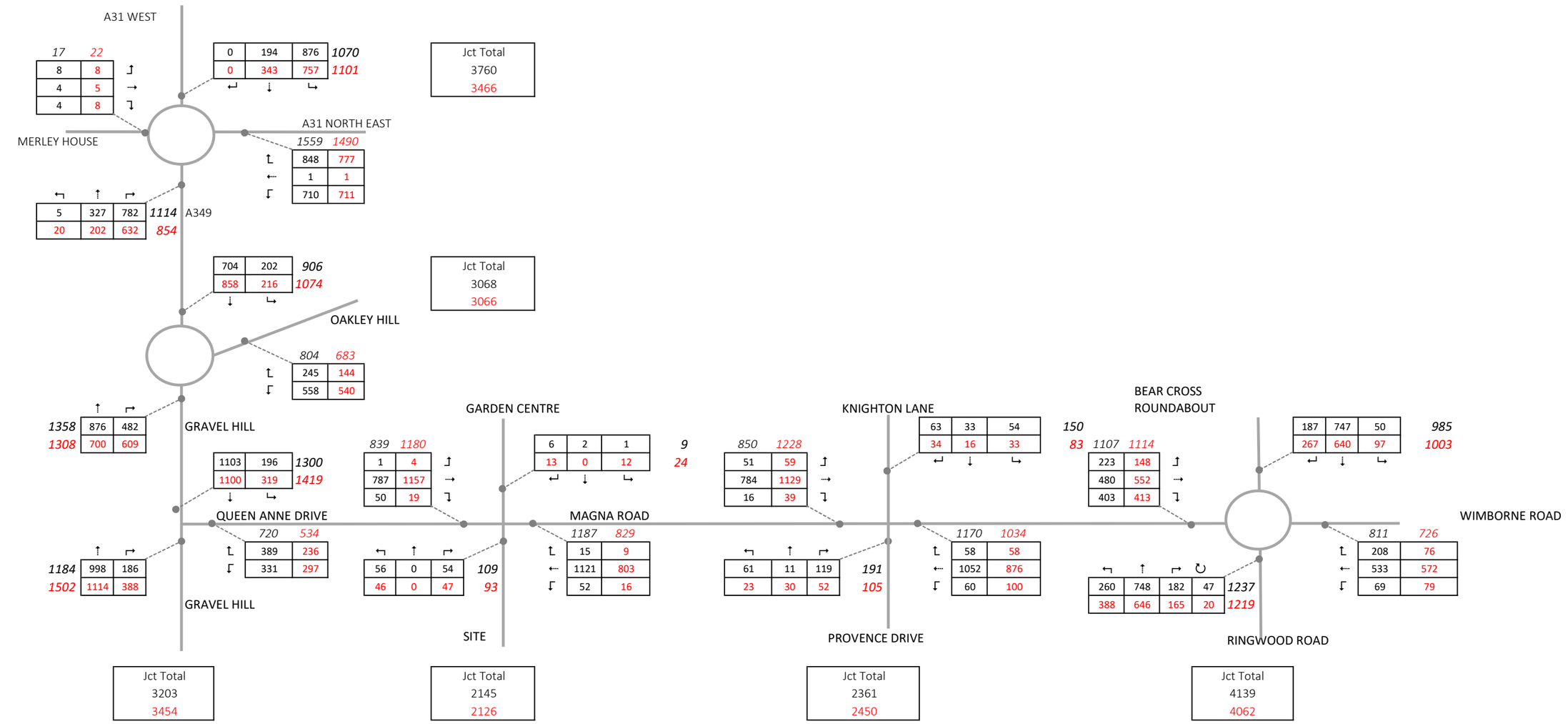


Project Name: Canford EfW
Project Number: 028.0076
Drawn By: JR
Approved By:

Scenario: 2027 Baseline + CD + PD PCU

XXX AM
XXX PM

Notes: uses actual peak flows from surveys of 0730-0830 and 1645-1745.
Values are PCUs. Negligible no. u-turns excluded

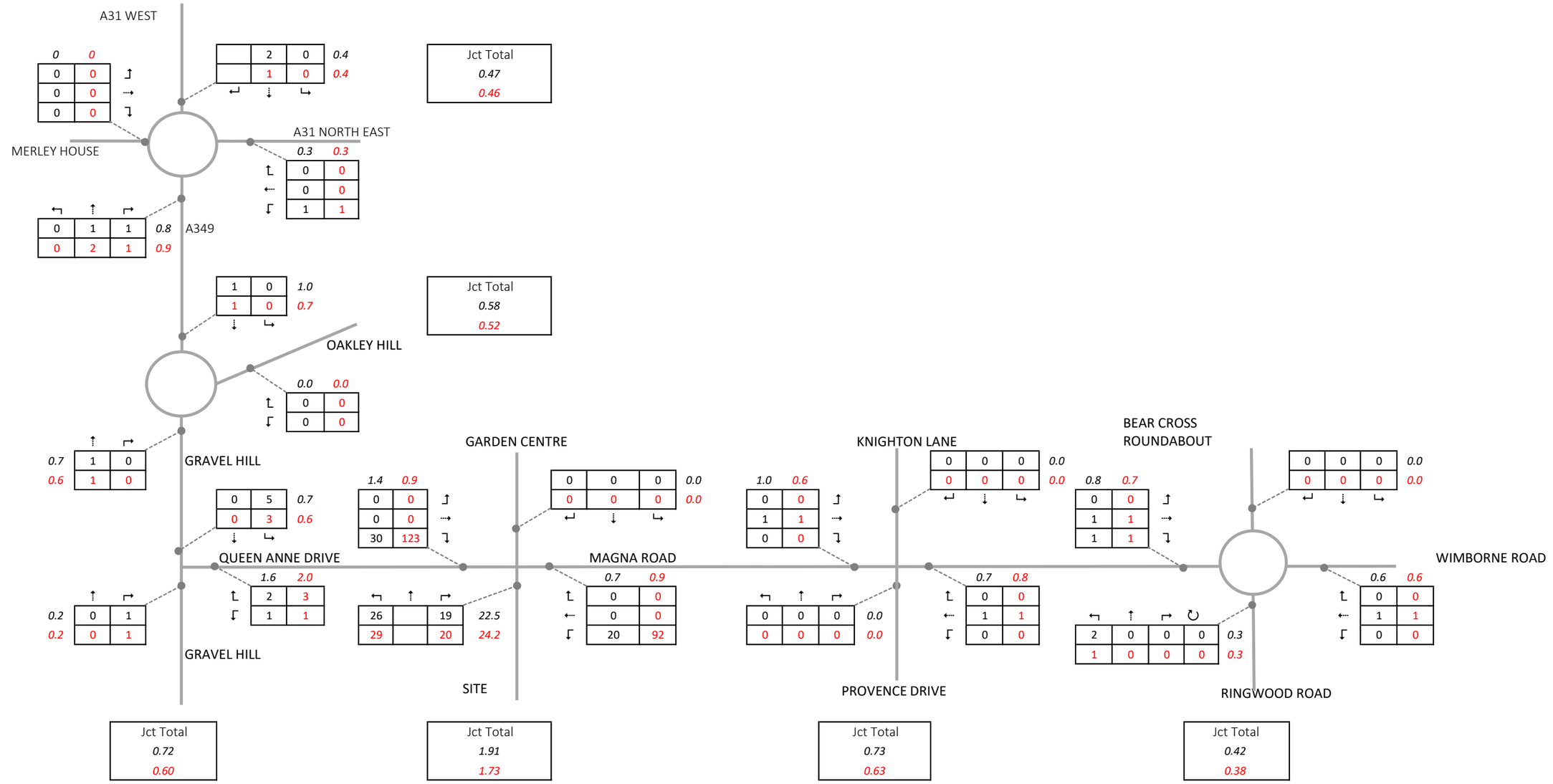


Project Name: Canford EfW
Project Number: 028.0076
Drawn By: JR
Approved By:

Scenario: 2027 % Increase PCU

XXX AM
XXX PM

Notes: ### = division by 0. kept so formulas maintained

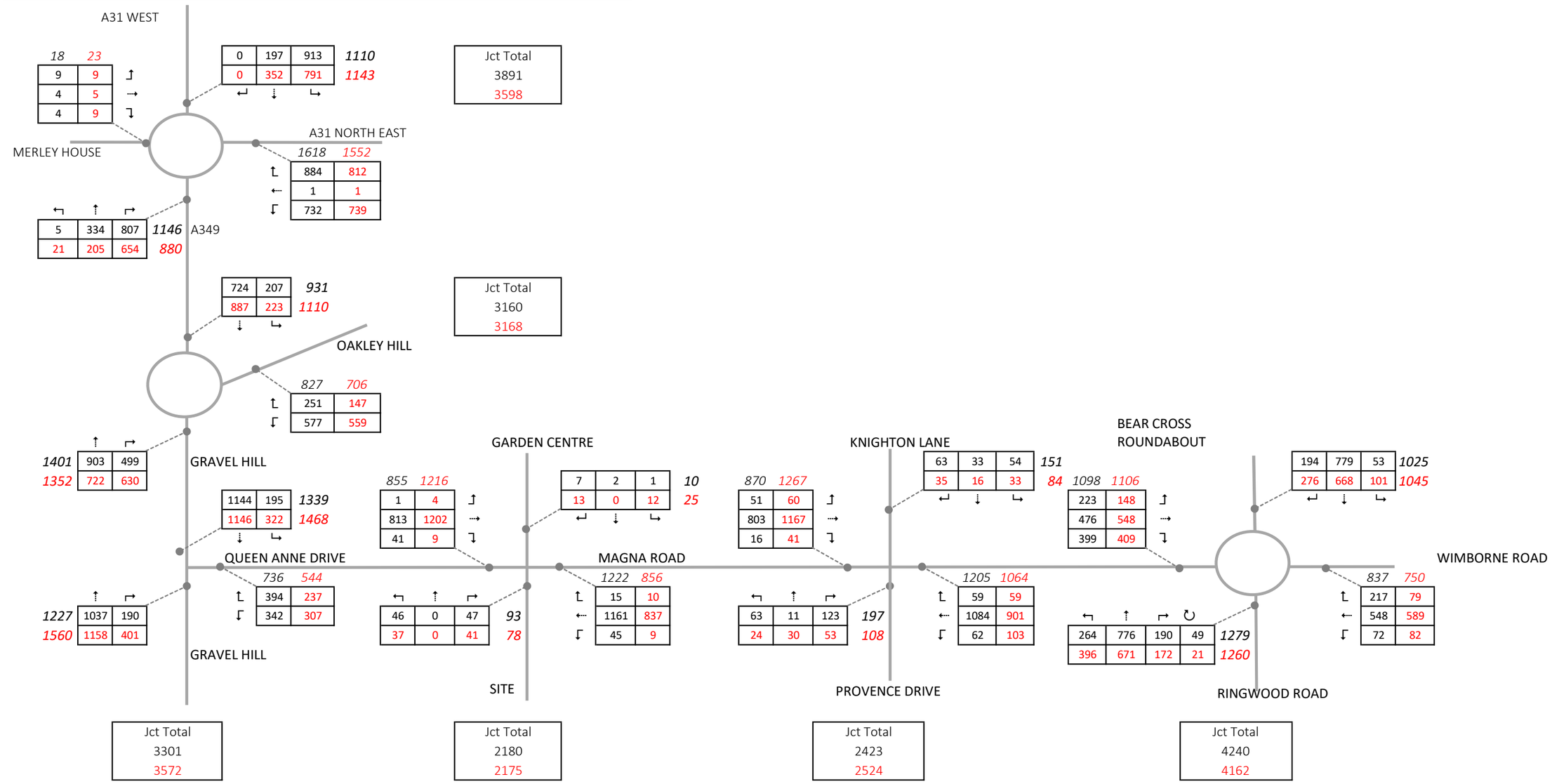


Project Name: Canford EfW
Project Number: 028.0076
Drawn By: JR
Approved By:

Scenario: 2033 Baseline + CD PCU

XXX AM
XXX PM

Notes: uses actual peak flows from surveys of 0730-0830 and 1645-1745. Values are PCUs. Negligible no. u-turns excluded

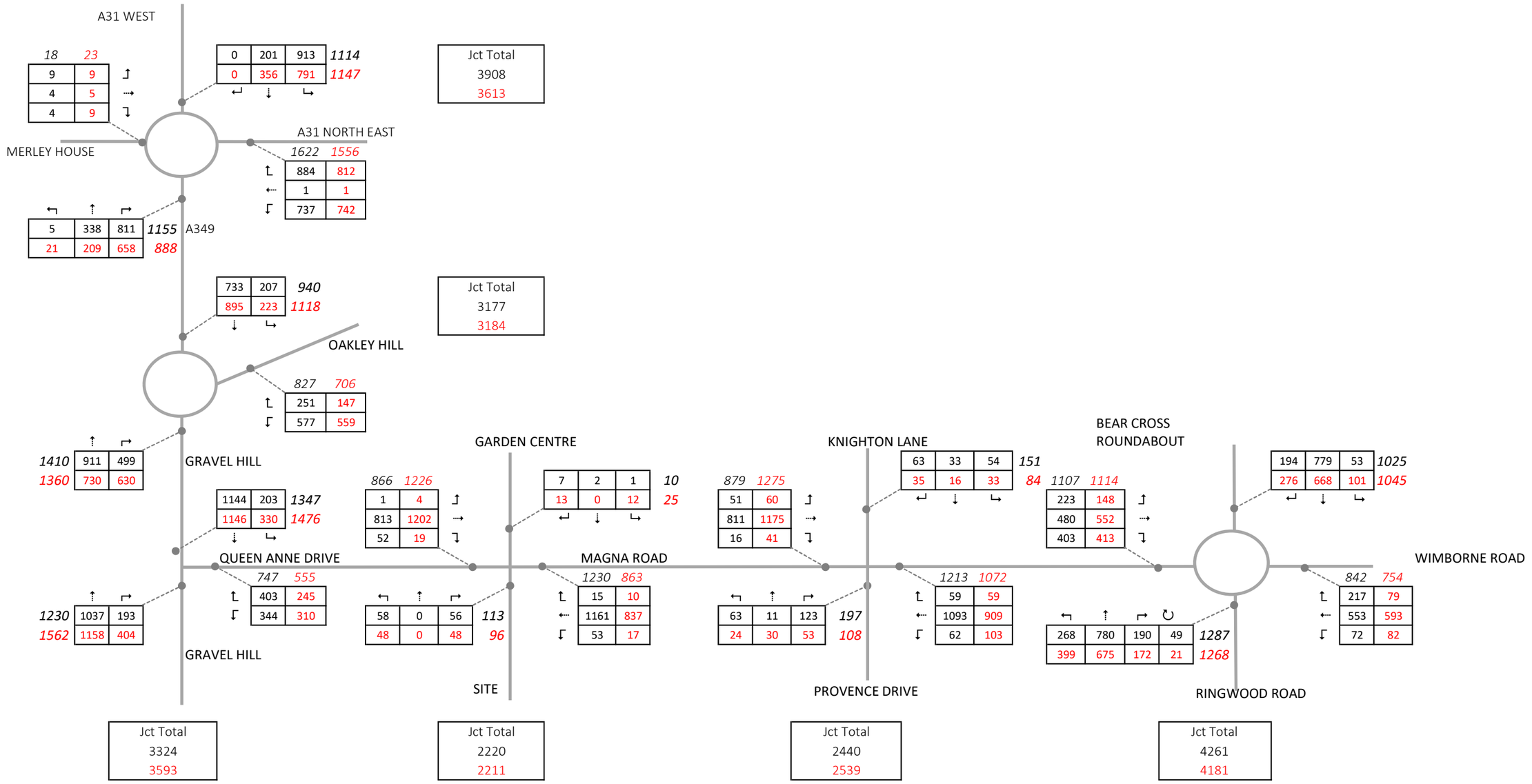


Project Name: Canford EfW
Project Number: 028.0076
Drawn By: JR
Approved By:

Scenario: 2033 Baseline + CD + PD PCU

XXX AM
XXX PM

Notes: uses actual peak flows from surveys of 0730-0830 and 1645-1745. Values are PCUs. Negligible no. u-turns excluded



Appendix D

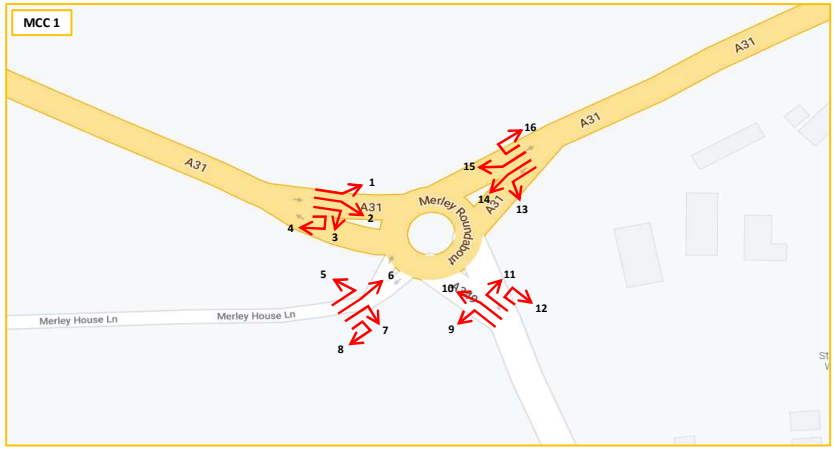
CHARGE SURVEYS

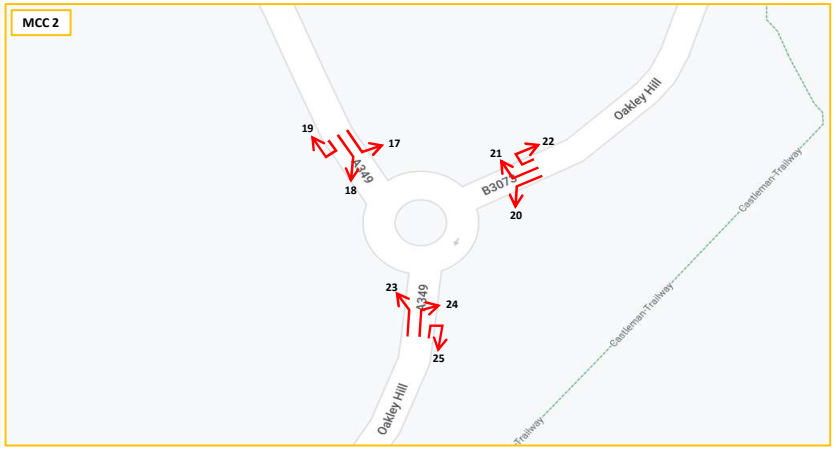
Sites: 1 - 6

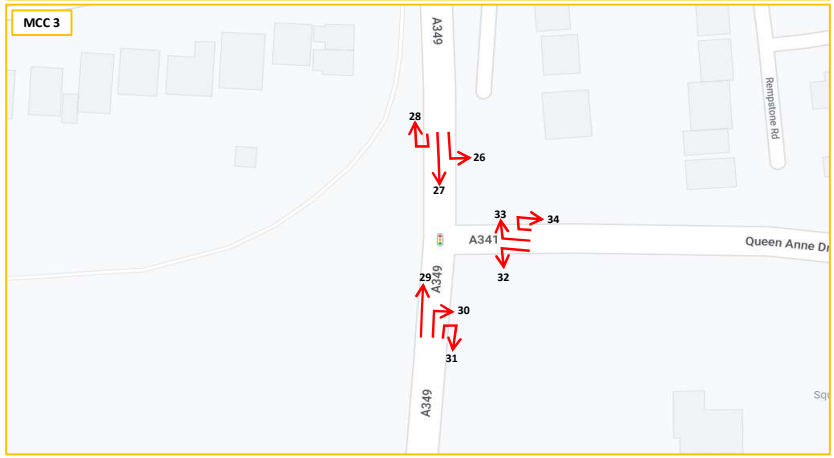
Location: Poole Junctions (6) - BH21 1XE

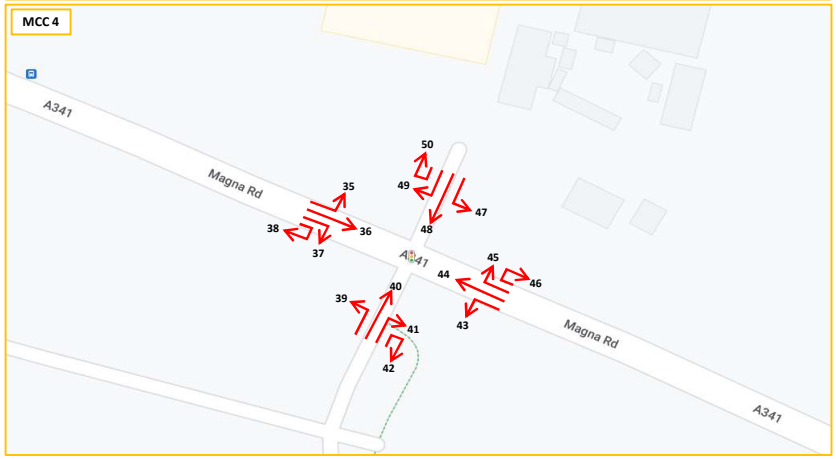
Date: Tuesday 21st June 2022

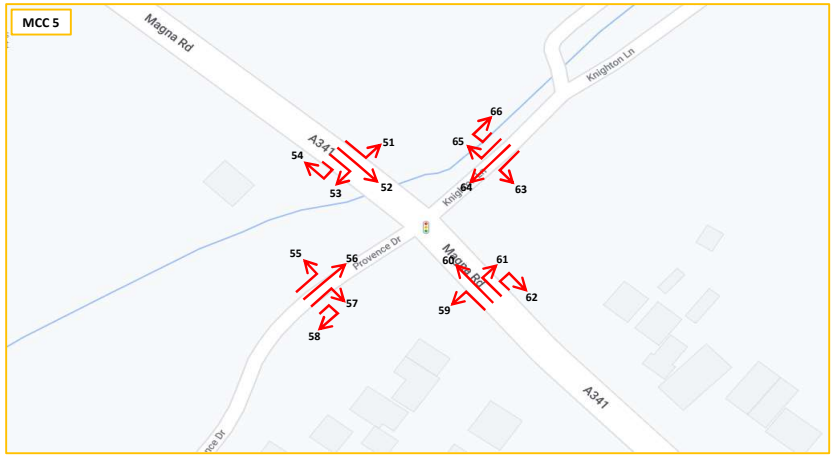
Time: 07:00-10:00, 16:00-19:00

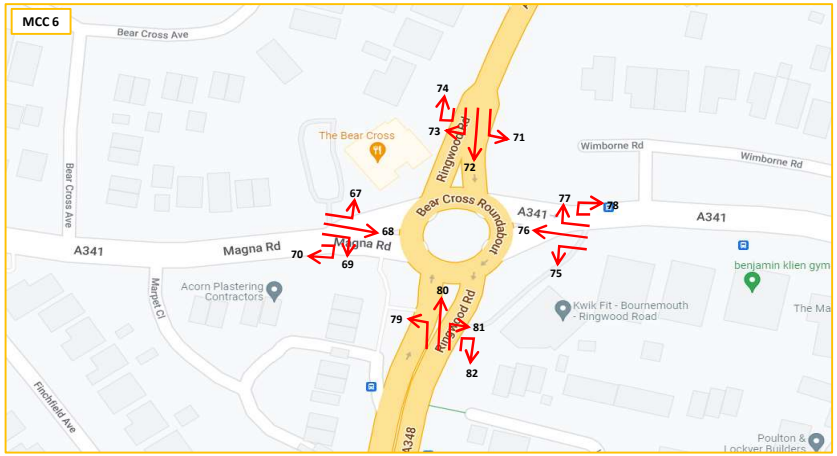












CHARGE SURVEYS

Site: 1 - Merley Roundabout

Location: Broadstone (50.786888, -1.979019)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Merley Roundabout (0700-1000) AM Peak

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4							
	FROM A31 (WEST) LEFT TURN TO A31 (NORTHEAST)								FROM A31 (WEST) STRAIGHT AHEAD TO A349								FROM A31 (WEST) RIGHT TURN TO MERLEY HOUSE LANE								FROM A31 (WEST) U-TURN BACK TO A31 (WEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	571	170	29	31	1	9	1	**812**	79	11	8	6	0	1	0	**105**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
0715-0815	553	159	35	35	1	6	1	**790**	96	17	8	6	0	3	0	**130**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
0730-0830	560	132	35	31	1	7	0	**766**	99	16	9	7	0	3	0	**134**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
0745-0845	532	119	35	24	1	3	0	**714**	114	19	12	6	2	2	0	**155**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
0800-0900	481	107	33	27	1	3	0	**652**	106	23	9	6	2	2	0	**148**	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
0815-0915	481	111	33	38	2	3	0	**668**	95	21	7	9	2	0	0	**134**	5	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**
0830-0930	429	109	34	43	2	3	0	**620**	100	26	9	9	2	0	0	**146**	6	0	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**
0845-0945	440	107	38	46	1	4	0	**636**	90	24	9	9	0	1	0	**133**	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**
0900-1000	436	89	40	40	1	3	0	**609**	103	22	9	8	0	1	0	**143**	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Merley Roundabout (1600-1900) PM Peak

	MOVEMENT 1								MOVEMENT 2								MOVEMENT 3								MOVEMENT 4							
	FROM A31 (WEST) LEFT TURN TO A31 (NORTHEAST)								FROM A31 (WEST) STRAIGHT AHEAD TO A349								FROM A31 (WEST) RIGHT TURN TO MERLEY HOUSE LANE								FROM A31 (WEST) U-TURN BACK TO A31 (WEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	544	134	21	21	4	8	0	**732**	177	45	3	2	1	5	0	**233**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1615-1715	535	140	19	21	4	7	0	**726**	200	51	3	2	1	6	0	**263**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
1630-1730	507	134	15	22	4	6	0	**688**	212	49	3	1	1	5	0	**271**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	**1**
1645-1745	513	129	12	21	3	6	0	**684**	215	47	0	0	1	4	0	**267**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	2	**2**
1700-1800	511	110	9	21	2	6	0	**659**	210	36	0	0	2	1	0	**249**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	2	**3**
1715-1815	530	105	8	21	1	8	0	**673**	192	26	1	0	1	2	0	**222**	1	0	0	0	0	0	0	**1**	1	0	0	1	0	0	2	**4**
1730-1830	523	83	7	18	0	7	0	**638**	163	22	3	0	1	2	0	**191**	5	0	0	0	0	0	0	**5**	1	0	0	1	0	0	1	**3**
1745-1845	465	74	8	17	0	8	0	**572**	136	13	3	0	1	3	0	**156**	6	0	0	0	0	0	0	**6**	2	0	0	1	0	0	0	**3**
1800-1900	420	63	6	21	1	7	0	**518**	131	11	3	0	0	5	0	**150**	6	0	0	0	0	0	0	**6**	1	0	0	1	0	0	0	**2**
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

CHARGE SURVEYS

Site: 1 - Merley Roundabout

Location: Broadstone (50.786888, -1.979019)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Merley Roundabout (0700-1000) AM Peak

	MOVEMENT 5 FROM MERLEY HOUSE LANE LEFT TURN TO A31 (WEST)								MOVEMENT 6 FROM MERLEY HOUSE LANE STRAIGHT AHEAD TO A31 (NORTHEAST)								MOVEMENT 7 FROM MERLEY HOUSE LANE RIGHT TURN TO A349								MOVEMENT 8 FROM MERLEY HOUSE LANE U-TURN BACK TO MERLEY HOUSE LANE							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	3	0	0	0	0	0	0	**3**	5	1	0	0	0	0	0	**6**	6	3	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
0715-0815	4	0	0	0	0	0	0	**4**	4	0	0	0	0	0	0	**4**	4	2	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
0730-0830	8	0	0	0	0	0	0	**8**	4	0	0	0	0	0	0	**4**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
0745-0845	9	0	0	0	0	0	0	**9**	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
0800-0900	10	0	0	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
0815-0915	11	0	0	0	0	0	0	**11**	2	0	0	0	0	0	0	**2**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
0830-0930	7	1	0	0	0	0	0	**8**	1	0	0	0	0	0	0	**1**	9	1	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
0845-0945	5	1	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	14	3	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**
0900-1000	5	1	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	17	3	0	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Merley Roundabout (1600-1900) PM Peak

	MOVEMENT 5 FROM MERLEY HOUSE LANE LEFT TURN TO A31 (WEST)								MOVEMENT 6 FROM MERLEY HOUSE LANE STRAIGHT AHEAD TO A31 (NORTHEAST)								MOVEMENT 7 FROM MERLEY HOUSE LANE RIGHT TURN TO A349								MOVEMENT 8 FROM MERLEY HOUSE LANE U-TURN BACK TO MERLEY HOUSE LANE							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	6	2	0	0	0	0	0	**8**	3	1	0	0	0	0	0	**4**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
1615-1715	9	0	0	0	0	0	0	**9**	3	0	0	0	0	0	0	**3**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
1630-1730	7	0	0	0	0	0	0	**7**	3	0	0	0	0	0	0	**3**	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
1645-1745	8	0	0	0	0	0	0	**8**	4	1	0	0	0	0	0	**5**	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
1700-1800	7	0	0	0	0	0	0	**7**	3	1	0	0	0	0	0	**4**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
1715-1815	2	0	0	0	0	0	0	**2**	2	1	0	0	0	0	0	**3**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
1730-1830	2	0	0	0	0	0	0	**2**	3	1	0	0	0	0	0	**4**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
1745-1845	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
1800-1900	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

CHARGE SURVEYS

Site: 1 - Merley Roundabout

Location: Broadstone (50.786888, -1.979019)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Merley Roundabout (0700-1000) AM Peak

	MOVEMENT 9 FROM A349 LEFT TURN TO MERLEY HOUSE LANE								MOVEMENT 10 FROM A349 STRAIGHT AHEAD TO A31 (WEST)								MOVEMENT 11 FROM A349 RIGHT TURN TO A31 (NORTHEAST)								MOVEMENT 12 FROM A349 U-TURN BACK TO A349							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	1	0	0	0	0	0	0	**1**	144	43	7	5	2	4	0	**205**	464	119	14	25	2	9	1	**634**	1	1	0	0	0	0	0	**2**
0715-0815	3	0	0	0	0	0	0	**3**	151	31	7	6	3	3	1	**202**	467	122	18	22	2	10	1	**642**	1	1	0	0	0	0	0	**2**
0730-0830	7	0	0	0	0	0	0	**7**	185	25	6	8	3	0	1	**228**	449	121	14	27	1	10	1	**623**	1	0	0	0	0	0	0	**1**
0745-0845	9	0	0	0	0	0	0	**9**	191	20	8	9	3	0	1	**232**	442	115	19	27	0	10	1	**614**	0	0	0	0	0	0	0	**0**
0800-0900	11	0	0	0	0	0	0	**11**	182	24	8	7	2	1	1	**225**	406	115	26	20	1	7	1	**576**	0	0	0	0	0	0	0	**0**
0815-0915	18	1	0	0	0	0	1	**20**	175	30	7	8	1	1	0	**222**	370	100	20	23	1	5	1	**520**	0	0	0	0	0	0	0	**0**
0830-0930	21	1	0	0	0	0	1	**23**	139	24	7	7	2	1	0	**180**	322	91	18	19	1	3	0	**454**	1	0	0	0	0	0	0	**1**
0845-0945	24	1	0	0	0	0	1	**26**	123	22	3	8	1	1	0	**158**	299	87	19	16	1	1	0	**423**	1	0	0	0	0	0	0	**1**
0900-1000	21	1	0	0	0	0	1	**23**	110	21	2	13	1	0	0	**147**	267	81	15	20	0	1	0	**384**	1	0	0	0	0	0	0	**1**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Merley Roundabout (1600-1900) PM Peak

	MOVEMENT 9 FROM A349 LEFT TURN TO MERLEY HOUSE LANE								MOVEMENT 10 FROM A349 STRAIGHT AHEAD TO A31 (WEST)								MOVEMENT 11 FROM A349 RIGHT TURN TO A31 (NORTHEAST)								MOVEMENT 12 FROM A349 U-TURN BACK TO A349							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	13	0	0	0	0	0	0	**13**	128	21	6	2	0	2	1	**160**	377	78	22	10	2	9	0	**498**	3	2	0	0	0	1	0	**6**
1615-1715	15	0	0	0	0	0	0	**15**	130	22	6	1	0	2	1	**162**	383	77	18	8	3	11	0	**500**	0	1	0	0	0	1	0	**2**
1630-1730	14	2	0	0	0	0	0	**16**	134	17	5	0	0	3	1	**160**	401	64	15	8	3	9	0	**500**	0	1	0	0	0	1	0	**2**
1645-1745	17	2	0	0	0	0	0	**19**	128	16	4	0	0	3	1	**152**	428	55	14	13	4	9	0	**523**	1	0	0	0	0	1	0	**2**
1700-1800	12	2	0	0	0	0	0	**14**	122	12	2	1	0	4	0	**141**	414	53	6	13	2	8	0	**496**	2	0	0	0	0	0	0	**2**
1715-1815	11	3	0	0	0	0	0	**14**	115	11	0	1	0	7	0	**134**	433	37	6	13	1	5	0	**495**	2	0	0	0	0	0	0	**2**
1730-1830	12	1	0	0	0	0	0	**13**	98	14	0	1	0	5	0	**118**	402	35	3	17	1	6	0	**464**	2	0	0	0	0	0	0	**2**
1745-1845	10	1	0	0	0	0	0	**11**	93	9	0	2	0	5	0	**109**	349	30	3	11	0	4	0	**397**	1	0	0	0	0	0	0	**1**
1800-1900	14	1	0	0	0	0	0	**15**	83	10	1	1	0	5	1	**101**	316	28	4	10	0	3	0	**361**	1	0	0	0	0	0	0	**1**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

CHARGE SURVEYS

Site: 1 - Merley Roundabout

Location: Broadstone (50.786888, -1.979019)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Merley Roundabout (0700-1000) AM Peak

	MOVEMENT 13 FROM A31 (NORTHEAST) LEFT TURN TO A349								MOVEMENT 14 FROM A31 (NORTHEAST) STRAIGHT AHEAD TO MERLEY HOUSE LANE								MOVEMENT 15 FROM A31 (NORTHEAST) RIGHT TURN TO A31 (WEST)								MOVEMENT 16 FROM A31 (NORTHEAST) U-TURN BACK TO A31 (NORTHEAST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0800	413	134	22	16	0	8	0	**593**	2	0	0	0	0	0	0	**2**	395	200	57	30	2	5	0	**689**	0	0	0	0	0	0	0	**0**	3061
0715-0815	398	120	25	16	1	9	0	**569**	1	0	0	0	0	0	0	**1**	432	183	53	33	2	4	0	**707**	0	0	0	0	0	0	0	**0**	3060
0730-0830	383	106	31	23	1	9	0	**553**	1	0	0	0	0	0	0	**1**	438	178	58	34	2	3	0	**713**	0	0	0	0	0	0	0	**0**	3042
0745-0845	357	96	34	19	2	5	0	**513**	1	0	0	0	0	0	0	**1**	447	159	48	37	2	2	0	**695**	0	0	0	0	0	0	0	**0**	2950
0800-0900	329	85	31	23	2	4	0	**474**	2	1	0	0	0	1	0	**4**	453	167	36	27	1	0	0	**684**	0	0	0	0	0	0	0	**0**	2794
0815-0915	331	90	30	20	1	3	0	**475**	2	2	0	0	0	1	0	**5**	406	162	37	31	1	0	0	**637**	0	0	0	0	0	0	0	**0**	2705
0830-0930	314	93	24	14	2	2	0	**449**	1	2	0	0	0	1	0	**4**	412	142	30	34	4	2	0	**624**	0	0	0	0	0	0	0	**0**	2527
0845-0945	305	96	22	18	3	2	0	**446**	2	4	0	0	0	1	0	**7**	406	130	26	41	6	2	0	**611**	2	0	0	0	0	0	0	**2**	2474
0900-1000	296	97	22	14	3	2	0	**434**	1	3	0	0	0	0	0	**4**	430	114	30	47	6	2	0	**629**	2	0	0	0	0	0	0	**2**	2407
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								

Merley Roundabout (1600-1900) PM Peak

	MOVEMENT 13 FROM A31 (NORTHEAST) LEFT TURN TO A349								MOVEMENT 14 FROM A31 (NORTHEAST) STRAIGHT AHEAD TO MERLEY HOUSE LANE								MOVEMENT 15 FROM A31 (NORTHEAST) RIGHT TURN TO A31 (WEST)								MOVEMENT 16 FROM A31 (NORTHEAST) U-TURN BACK TO A31 (NORTHEAST)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1700	426	96	11	19	4	16	0	**572**	2	0	0	0	0	0	0	**2**	546	112	7	15	0	11	0	**691**	0	0	0	0	0	0	0	**0**	2927
1615-1715	465	88	11	11	3	19	0	**597**	2	0	0	0	0	0	0	**2**	569	108	7	11	0	12	0	**707**	0	0	0	0	0	0	0	**0**	2992
1630-1730	500	94	9	12	2	26	0	**643**	0	0	0	0	0	0	0	**0**	571	98	10	13	0	16	0	**708**	0	0	0	0	0	0	0	**0**	3007
1645-1745	515	85	6	10	1	30	0	**647**	1	0	0	0	0	0	0	**1**	573	96	15	12	0	16	0	**712**	0	0	0	0	0	0	0	**0**	3030
1700-1800	511	72	3	5	1	32	1	**625**	1	0	0	0	0	0	0	**1**	588	101	13	11	2	12	0	**727**	0	0	0	0	0	0	0	**0**	2934
1715-1815	483	66	5	6	2	43	1	**606**	1	0	0	0	0	0	0	**1**	546	93	11	9	2	12	0	**673**	0	0	0	0	0	0	0	**0**	2834
1730-1830	450	54	7	6	2	46	1	**566**	1	0	0	0	0	0	0	**1**	540	90	8	4	2	6	0	**650**	0	0	0	0	0	0	0	**0**	2663
1745-1845	421	45	9	8	2	43	2	**530**	0	0	0	0	0	0	0	**0**	503	88	4	8	2	4	0	**609**	2	0	0	0	0	0	0	**2**	2408
1800-1900	379	36	9	13	2	39	1	**479**	0	1	0	0	0	0	0	**1**	443	76	3	10	1	5	0	**538**	2	1	0	0	0	0	0	**3**	2189
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								

Site: 2 - A349 Northwest / Oakley Hill Northeast / Oakley Hill South

Location: Broadstone (50.785500, -1.977816)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

A349 Northwest / Oakley Hill Northeast / Oakley Hill South (0700-1000) AM Peak

	MOVEMENT 17 FROM A349 (NORTHWEST) LEFT TURN TO OAKLEY HILL (NORTHEAST)								MOVEMENT 18 FROM A349 (NORTHWEST) RIGHT TURN TO OAKLEY HILL (SOUTH)								MOVEMENT 19 FROM A349 (NORTHWEST) U-TURN BACK TO A349 (NORTHWEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	46	14	4	2	0	1	0	**67**	456	137	26	20	0	8	0	**647**	0	0	0	0	0	0	0	**0**
0715-0815	71	14	4	3	0	3	0	**95**	426	126	29	19	1	9	0	**610**	0	0	0	0	0	0	0	**0**
0730-0830	77	14	5	4	0	3	0	**103**	407	108	35	26	1	9	0	**586**	1	0	0	0	0	0	0	**1**
0745-0845	84	16	5	4	0	2	0	**111**	385	99	41	21	4	5	0	**555**	1	0	0	0	0	0	0	**1**
0800-0900	90	14	5	2	0	2	0	**113**	343	92	35	27	4	4	0	**505**	1	0	0	0	0	0	0	**1**
0815-0915	76	15	6	2	0	0	0	**99**	355	97	31	26	3	3	0	**515**	1	0	0	0	0	0	0	**1**
0830-0930	85	17	5	2	0	0	0	**109**	339	104	28	21	4	2	0	**498**	0	0	0	0	0	0	0	**0**
0845-0945	86	16	7	2	0	1	0	**112**	322	105	24	25	1	2	0	**479**	0	0	0	0	0	0	0	**0**
0900-1000	84	21	5	3	1	1	0	**115**	337	104	26	19	2	2	0	**490**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**							

A349 Northwest / Oakley Hill Northeast / Oakley Hill South (1600-1900) PM Peak

	MOVEMENT 17 FROM A349 (NORTHWEST) LEFT TURN TO OAKLEY HILL (NORTHEAST)								MOVEMENT 18 FROM A349 (NORTHWEST) RIGHT TURN TO OAKLEY HILL (SOUTH)								MOVEMENT 19 FROM A349 (NORTHWEST) U-TURN BACK TO A349 (NORTHWEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	105	28	1	0	2	2	1	**139**	505	111	13	21	3	20	0	**673**	1	1	0	0	0	0	0	**2**
1615-1715	111	30	1	0	2	3	1	**148**	570	109	13	13	2	23	0	**730**	1	1	0	0	0	0	0	**2**
1630-1730	126	28	1	0	2	4	0	**161**	593	116	11	13	1	28	0	**762**	0	1	0	0	0	0	0	**1**
1645-1745	132	28	0	0	1	3	0	**164**	614	105	6	10	1	32	0	**768**	0	1	0	0	0	0	0	**1**
1700-1800	127	18	1	0	1	2	1	**150**	604	93	2	5	2	31	0	**737**	0	0	0	0	0	0	0	**0**
1715-1815	118	13	1	0	0	1	1	**134**	564	80	5	6	3	44	0	**702**	0	0	0	0	0	0	0	**0**
1730-1830	103	13	2	0	0	0	1	**119**	523	64	8	6	3	48	0	**652**	0	0	0	0	0	0	0	**0**
1745-1845	91	6	2	0	0	0	2	**101**	475	51	10	8	3	46	0	**593**	0	0	0	0	0	0	0	**0**
1800-1900	88	8	1	0	0	0	1	**98**	434	42	11	13	2	44	0	**546**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**							

Site: 2 - A349 Northwest / Oakley Hill Northeast / Oakley Hill South

Location: Broadstone (50.785500, -1.977816)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

A349 Northwest / Oakley Hill Northeast / Oakley Hill South (0700-1000) AM Peak

	MOVEMENT 20 FROM OAKLEY HILL (NORTHEAST) LEFT TURN TO OAKLEY HILL (SOUTH)								MOVEMENT 21 FROM OAKLEY HILL (NORTHEAST) RIGHT TURN TO A349 (NORTHWEST)								MOVEMENT 22 FROM OAKLEY HILL (NORTHEAST) U-TURN BACK TO OAKLEY HILL (NORTHEAST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	321	61	9	2	1	7	2	**403**	87	16	1	0	2	0	1	**107**	1	0	0	0	0	0	0	**1**
0715-0815	312	64	13	2	1	5	1	**398**	96	11	0	0	3	0	1	**111**	1	0	0	0	0	0	0	**1**
0730-0830	306	57	10	1	1	4	0	**379**	109	8	0	0	3	0	1	**121**	1	0	0	0	0	0	0	**1**
0745-0845	315	44	9	0	1	1	0	**370**	101	7	2	0	2	0	1	**113**	0	0	0	0	0	0	0	**0**
0800-0900	333	38	6	1	0	0	0	**378**	91	7	3	0	1	1	1	**104**	0	0	0	0	0	0	0	**0**
0815-0915	372	33	5	1	1	0	0	**412**	81	11	3	1	0	1	2	**99**	0	0	0	0	0	0	0	**0**
0830-0930	386	44	8	2	4	1	0	**445**	70	13	3	2	0	1	1	**90**	0	0	0	0	0	0	0	**0**
0845-0945	344	48	10	2	4	2	0	**410**	70	12	1	3	0	1	1	**88**	0	0	0	0	0	0	0	**0**
0900-1000	310	48	10	1	4	3	0	**376**	65	14	0	4	0	0	1	**84**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**							

A349 Northwest / Oakley Hill Northeast / Oakley Hill South (1600-1900) PM Peak

	MOVEMENT 20 FROM OAKLEY HILL (NORTHEAST) LEFT TURN TO OAKLEY HILL (SOUTH)								MOVEMENT 21 FROM OAKLEY HILL (NORTHEAST) RIGHT TURN TO A349 (NORTHWEST)								MOVEMENT 22 FROM OAKLEY HILL (NORTHEAST) U-TURN BACK TO OAKLEY HILL (NORTHEAST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	344	67	3	0	2	5	2	**423**	57	6	5	0	0	2	0	**70**	1	1	0	0	0	0	0	**2**
1615-1715	345	60	3	0	2	9	2	**421**	60	7	2	0	0	2	0	**71**	1	1	0	0	0	0	0	**2**
1630-1730	352	54	1	0	2	13	1	**423**	71	5	1	0	0	1	0	**78**	1	0	0	0	0	0	0	**1**
1645-1745	341	53	2	0	1	14	1	**412**	66	5	0	0	0	2	0	**73**	1	0	0	0	0	0	0	**1**
1700-1800	352	44	3	0	1	13	2	**415**	68	3	0	0	0	2	0	**73**	1	0	0	0	0	0	0	**1**
1715-1815	351	35	6	0	1	14	2	**409**	75	3	0	0	0	2	0	**80**	1	0	0	0	0	0	0	**1**
1730-1830	345	29	7	0	1	11	2	**395**	69	3	0	0	0	2	0	**74**	0	0	0	0	0	0	0	**0**
1745-1845	319	24	5	0	2	18	2	**370**	71	3	0	0	0	1	0	**75**	0	0	0	0	0	0	0	**0**
1800-1900	284	22	4	0	1	23	0	**334**	67	4	0	0	0	0	0	**71**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**							

Site: 2 - A349 Northwest / Oakley Hill Northeast / Oakley Hill South

Location: Broadstone (50.785500, -1.977816)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

A349 Northwest / Oakley Hill Northeast / Oakley Hill South (0700-1000) AM Peak

	MOVEMENT 23 FROM OAKLEY HILL (SOUTH) LEFT TURN TO A349 (NORTHWEST)								MOVEMENT 24 FROM OAKLEY HILL (SOUTH) RIGHT TURN TO OAKLEY HILL (NORTHEAST)								MOVEMENT 25 FROM OAKLEY HILL (SOUTH) U-TURN BACK TO OAKLEY HILL (SOUTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0800	539	149	20	31	2	13	0	**754**	199	65	3	2	0	6	3	**278**	2	0	0	1	0	0	0	**3**	2260
0715-0815	536	137	26	29	2	14	1	**745**	238	70	4	2	0	5	3	**322**	2	1	0	1	0	0	0	**4**	2286
0730-0830	530	138	23	35	1	10	1	**738**	285	66	5	2	1	3	3	**365**	2	1	0	0	0	0	0	**3**	2297
0745-0845	528	129	25	36	1	10	1	**730**	320	51	2	1	1	2	3	**380**	1	1	0	0	0	0	0	**2**	2262
0800-0900	496	132	31	28	2	7	1	**697**	350	48	4	0	1	3	4	**410**	1	1	0	0	0	0	0	**2**	2210
0815-0915	466	126	23	30	2	4	0	**651**	341	47	7	0	1	2	5	**403**	0	0	0	0	0	0	0	**0**	2180
0830-0930	413	107	19	22	3	3	0	**567**	327	42	7	0	0	1	4	**381**	0	0	0	0	0	0	0	**0**	2090
0845-0945	379	99	21	21	2	1	0	**523**	311	49	12	0	0	3	3	**378**	1	0	0	0	0	0	0	**1**	1991
0900-1000	337	89	17	30	1	1	0	**475**	296	49	11	0	0	2	2	**360**	2	0	0	0	0	0	0	**2**	1902
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								

A349 Northwest / Oakley Hill Northeast / Oakley Hill South (1600-1900) PM Peak

	MOVEMENT 23 FROM OAKLEY HILL (SOUTH) LEFT TURN TO A349 (NORTHWEST)								MOVEMENT 24 FROM OAKLEY HILL (SOUTH) RIGHT TURN TO OAKLEY HILL (NORTHEAST)								MOVEMENT 25 FROM OAKLEY HILL (SOUTH) U-TURN BACK TO OAKLEY HILL (SOUTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1700	467	94	23	13	2	10	0	**609**	380	52	8	0	0	4	3	**447**	6	0	0	0	0	0	0	**6**	2371
1615-1715	468	90	23	9	3	11	0	**604**	377	46	7	0	0	5	5	**440**	4	0	0	0	0	0	0	**4**	2422
1630-1730	477	78	19	10	3	13	0	**600**	371	44	6	0	0	7	8	**436**	3	0	0	0	0	0	0	**3**	2465
1645-1745	503	67	15	13	4	12	0	**614**	376	47	6	0	0	10	9	**448**	1	0	0	0	0	0	0	**1**	2482
1700-1800	490	64	8	13	2	12	0	**589**	363	38	4	0	0	12	11	**428**	1	0	0	0	0	0	0	**1**	2394
1715-1815	483	53	5	15	1	11	0	**568**	365	33	3	0	0	11	9	**421**	2	0	0	0	0	0	0	**2**	2317
1730-1830	440	45	3	16	1	8	0	**513**	364	27	4	1	0	14	5	**415**	2	0	0	0	0	0	0	**2**	2170
1745-1845	378	36	3	13	0	7	0	**437**	313	18	3	1	0	17	4	**356**	2	0	0	0	0	0	0	**2**	1934
1800-1900	337	32	5	11	0	6	1	**392**	306	19	3	1	0	17	6	**352**	1	0	0	0	0	0	0	**1**	1794
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								

Site: 3 - Gravel Hill North / Gravel Hill South / Queen Anne Drive

Location: Wimborne (50.777918, -1.977856)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Gravel Hill North / Gravel Hill South / Queen Anne Drive (0700-1000) AM Peak

	MOVEMENT 26								MOVEMENT 27								MOVEMENT 28							
	FROM GRAVEL HILL (NORTH) LEFT TURN TO QUEEN ANNE DRIVE								FROM GRAVEL HILL (NORTH) STRAIGHT AHEAD TO GRAVEL HILL (SOUTH)								FROM GRAVEL HILL (NORTH) U-TURN BACK TO GRAVEL HILL (NORTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	77	16	6	9	0	2	0	**110**	667	180	24	14	1	12	0	**898**	0	0	0	0	0	0	0	**0**
0715-0815	86	24	9	9	0	2	0	**130**	683	175	31	15	2	12	0	**918**	0	0	0	0	0	0	0	**0**
0730-0830	94	28	9	7	0	2	0	**140**	641	151	35	20	2	13	0	**862**	0	0	0	0	0	0	0	**0**
0745-0845	97	27	11	7	2	0	0	**144**	641	137	38	16	2	8	0	**842**	0	0	0	0	0	0	0	**0**
0800-0900	106	29	10	5	2	0	0	**152**	606	117	36	22	1	4	0	**786**	0	0	0	0	0	0	0	**0**
0815-0915	102	21	7	8	2	0	0	**140**	628	117	32	19	1	3	0	**800**	0	0	0	0	0	0	0	**0**
0830-0930	111	21	8	7	2	0	0	**149**	630	128	30	13	5	2	0	**808**	0	0	0	0	0	0	0	**0**
0845-0945	115	22	9	10	0	0	0	**156**	562	122	24	15	5	3	0	**731**	0	0	0	0	0	0	0	**0**
0900-1000	116	23	9	11	0	0	0	**159**	551	127	26	10	6	4	0	**724**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Gravel Hill North / Gravel Hill South / Queen Anne Drive (1600-1900) PM Peak

	MOVEMENT 26								MOVEMENT 27								MOVEMENT 28							
	FROM GRAVEL HILL (NORTH) LEFT TURN TO QUEEN ANNE DRIVE								FROM GRAVEL HILL (NORTH) STRAIGHT AHEAD TO GRAVEL HILL (SOUTH)								FROM GRAVEL HILL (NORTH) U-TURN BACK TO GRAVEL HILL (NORTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	174	52	6	2	1	5	0	**240**	670	138	12	18	4	16	2	**860**	0	0	0	0	0	0	0	**0**
1615-1715	179	50	4	2	0	6	0	**241**	729	133	12	15	4	24	2	**919**	0	0	0	0	0	0	0	**0**
1630-1730	193	52	4	2	0	4	0	**255**	752	131	11	11	3	35	1	**944**	0	0	0	0	0	0	0	**0**
1645-1745	194	45	2	1	0	4	0	**246**	775	120	5	9	2	43	0	**954**	0	0	0	0	0	0	0	**0**
1700-1800	187	37	1	0	0	2	0	**227**	775	108	4	7	2	42	0	**938**	0	0	0	0	0	0	0	**0**
1715-1815	181	31	1	0	0	1	0	**214**	753	88	8	6	4	50	0	**909**	0	0	0	0	0	0	0	**0**
1730-1830	161	22	1	0	0	1	0	**185**	736	74	13	6	4	53	0	**886**	0	0	0	0	0	0	0	**0**
1745-1845	137	15	1	0	0	2	0	**155**	682	62	13	8	5	60	0	**830**	0	0	0	0	0	0	0	**0**
1800-1900	122	12	0	0	0	4	0	**138**	628	50	13	13	4	59	0	**767**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Site: 3 - Gravel Hill North / Gravel Hill South / Queen Anne Drive

Location: Wimborne (50.777918, -1.977856)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Gravel Hill North / Gravel Hill South / Queen Anne Drive (0700-1000) AM Peak

	MOVEMENT 29								MOVEMENT 30								MOVEMENT 31							
	FROM GRAVEL HILL (SOUTH) STRAIGHT AHEAD TO GRAVEL HILL (NORTH)								FROM GRAVEL HILL (SOUTH) RIGHT TURN TO QUEEN ANNE DRIVE								FROM GRAVEL HILL (SOUTH) U-TURN BACK TO GRAVEL HILL (SOUTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	613	176	20	23	2	14	1	**849**	100	23	7	3	5	2	1	**141**	0	0	0	0	0	0	0	**0**
0715-0815	610	171	24	19	2	13	1	**840**	101	22	6	3	4	2	1	**139**	0	0	0	0	0	0	0	**0**
0730-0830	621	163	21	22	2	14	0	**843**	92	25	7	4	4	2	1	**135**	0	0	0	0	0	0	0	**0**
0745-0845	624	146	21	21	3	11	0	**826**	110	23	6	4	5	1	0	**149**	0	0	0	0	0	0	0	**0**
0800-0900	597	143	24	17	3	8	0	**792**	141	22	4	4	3	0	0	**174**	0	0	0	0	0	0	0	**0**
0815-0915	584	130	22	21	3	5	0	**765**	153	21	6	4	4	0	0	**188**	0	0	0	0	0	0	0	**0**
0830-0930	538	125	21	15	2	1	0	**702**	161	18	5	7	3	0	0	**194**	0	0	0	0	0	0	0	**0**
0845-0945	533	127	29	17	0	2	0	**708**	160	17	5	6	3	0	0	**191**	0	0	0	0	0	0	0	**0**
0900-1000	501	110	26	22	0	2	0	**661**	137	15	7	7	3	0	0	**169**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Gravel Hill North / Gravel Hill South / Queen Anne Drive (1600-1900) PM Peak

	MOVEMENT 29								MOVEMENT 30								MOVEMENT 31							
	FROM GRAVEL HILL (SOUTH) STRAIGHT AHEAD TO GRAVEL HILL (NORTH)								FROM GRAVEL HILL (SOUTH) RIGHT TURN TO QUEEN ANNE DRIVE								FROM GRAVEL HILL (SOUTH) U-TURN BACK TO GRAVEL HILL (SOUTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	729	119	25	8	2	14	0	**897**	243	41	7	1	3	5	0	**300**	0	0	0	0	0	0	0	**0**
1615-1715	721	115	25	6	3	13	0	**883**	268	41	4	1	3	4	1	**322**	0	0	0	0	0	0	0	**0**
1630-1730	758	105	21	8	3	15	2	**912**	291	35	1	1	1	7	1	**337**	0	0	0	0	0	0	0	**0**
1645-1745	762	99	18	12	4	15	2	**912**	295	29	0	1	3	7	1	**336**	0	0	0	0	0	0	0	**0**
1700-1800	746	84	13	12	2	16	3	**876**	277	29	0	1	2	6	1	**316**	0	0	0	0	0	0	0	**0**
1715-1815	738	68	9	13	1	14	3	**846**	250	18	0	0	2	4	0	**274**	0	0	0	0	0	0	0	**0**
1730-1830	682	55	7	16	1	13	1	**775**	240	22	0	0	3	1	0	**266**	0	0	0	0	0	0	0	**0**
1745-1845	595	40	5	12	0	18	1	**671**	217	19	0	0	1	0	0	**237**	0	0	0	0	0	0	0	**0**
1800-1900	546	36	7	11	0	17	1	**618**	221	18	0	0	3	2	0	**244**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								HOURLY TOTALS								HOURLY TOTALS							

Site: 3 - Gravel Hill North / Gravel Hill South / Queen Anne Drive

Location: Wimborne (50.777918, -1.977856)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Gravel Hill North / Gravel Hill South / Queen Anne Drive (0700-1000) AM Peak

	MOVEMENT 32 – FROM QUEEN ANNE DRIVE – LEFT TURN TO GRAVEL HILL (SOUTH)								MOVEMENT 33 – FROM QUEEN ANNE DRIVE – RIGHT TURN TO GRAVEL HILL (NORTH)								MOVEMENT 34 – FROM QUEEN ANNE DRIVE – U-TURN BACK TO QUEEN ANNE DRIVE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0800	226	44	5	6	2	2	2	**287**	127	51	9	16	0	3	0	**206**	0	0	0	0	0	0	0	**0**	2491
0715-0815	230	45	8	5	1	2	0	**291**	155	51	7	18	0	3	0	**234**	1	0	0	0	0	0	0	**1**	2553
0730-0830	213	39	7	5	2	2	0	**268**	204	48	9	19	0	1	0	**281**	1	0	0	0	0	0	0	**1**	2530
0745-0845	173	34	5	2	1	1	0	**216**	222	40	11	19	0	1	0	**293**	1	0	0	0	0	0	0	**1**	2471
0800-0900	167	22	7	3	2	1	0	**202**	232	39	9	11	0	0	1	**292**	1	0	0	0	0	0	0	**1**	2399
0815-0915	168	19	7	6	2	2	0	**204**	218	37	8	9	0	0	1	**273**	0	0	0	0	0	0	0	**0**	2370
0830-0930	188	18	8	6	2	2	0	**224**	181	26	4	6	1	0	1	**219**	0	0	0	0	0	0	0	**0**	2296
0845-0945	202	22	10	6	3	2	0	**245**	167	23	1	4	1	0	1	**197**	0	0	0	0	0	0	0	**0**	2228
0900-1000	205	24	7	6	3	1	0	**246**	150	26	2	8	1	0	0	**187**	0	0	0	0	0	0	0	**0**	2146
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								

Gravel Hill North / Gravel Hill South / Queen Anne Drive (1600-1900) PM Peak

	MOVEMENT 32 – FROM QUEEN ANNE DRIVE – LEFT TURN TO GRAVEL HILL (SOUTH)								MOVEMENT 33 – FROM QUEEN ANNE DRIVE – RIGHT TURN TO GRAVEL HILL (NORTH)								MOVEMENT 34 – FROM QUEEN ANNE DRIVE – U-TURN BACK TO QUEEN ANNE DRIVE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1700	210	28	6	1	2	2	0	**249**	125	35	3	4	0	3	1	**171**	0	0	0	0	0	0	0	**0**	2717
1615-1715	225	31	6	1	2	3	0	**268**	122	37	4	3	0	2	1	**169**	0	0	0	0	0	0	0	**0**	2802
1630-1730	225	30	8	1	2	4	0	**270**	120	27	4	2	0	8	2	**163**	0	0	0	0	0	0	0	**0**	2881
1645-1745	221	26	5	0	1	7	0	**260**	147	26	3	1	0	11	2	**190**	0	0	0	0	0	0	0	**0**	2898
1700-1800	227	21	4	0	2	5	0	**259**	152	22	1	2	0	13	1	**191**	0	0	0	0	0	0	0	**0**	2807
1715-1815	223	19	4	0	1	4	0	**251**	150	18	0	2	0	14	2	**186**	0	0	0	0	0	0	0	**0**	2680
1730-1830	230	16	0	0	4	7	0	**257**	146	16	0	1	0	12	1	**176**	0	0	0	0	0	0	0	**0**	2545
1745-1845	216	14	0	0	4	4	0	**238**	118	13	0	2	0	8	1	**142**	0	0	0	0	0	0	0	**0**	2273
1800-1900	201	13	2	0	3	5	0	**224**	112	9	0	1	0	6	1	**129**	0	0	0	0	0	0	0	**0**	2120
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								

Site: 4 - Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access

Location: Canford Magna Garden Centre, 170 Magna Rd, Bournemouth, Wimborne BH21 3AP (50.775794, -1.940889)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access (0700-1000) AM Peak

	MOVEMENT 35 FROM MAGNA ROAD (NORTHWEST) LEFT TURN TO CANFORD MAGNA GARDEN CENTRE								MOVEMENT 36 FROM MAGNA ROAD (NORTHWEST) STRAIGHT AHEAD TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 37 FROM MAGNA ROAD (NORTHWEST) RIGHT TURN TO UNNAMED ROAD (SOUTH)								MOVEMENT 38 FROM MAGNA ROAD (NORTHWEST) U-TURN BACK TO MAGNA ROAD (NORTHWEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	0	0	1	0	0	0	0	**1**	394	74	6	3	4	9	8	**498**	7	9	6	7	0	0	0	**29**	1	0	0	0	0	0	0	**1**
0715-0815	1	0	1	0	0	0	0	**2**	434	78	11	3	4	9	9	**548**	5	11	5	8	0	0	0	**29**	1	0	0	0	0	0	0	**1**
0730-0830	1	0	0	0	0	0	0	**1**	453	77	11	3	4	9	10	**567**	7	8	4	7	0	0	0	**26**	1	0	0	0	0	0	0	**1**
0745-0845	5	0	0	0	0	0	0	**5**	457	63	13	3	5	7	6	**554**	8	4	3	9	0	0	0	**24**	0	0	0	0	0	0	0	**0**
0800-0900	10	1	0	0	0	0	0	**11**	479	60	17	3	3	6	6	**574**	7	4	4	6	0	0	0	**21**	0	0	0	0	0	0	0	**0**
0815-0915	10	1	0	0	0	0	0	**11**	465	55	13	2	5	5	6	**551**	6	3	5	6	0	0	0	**20**	0	0	0	0	0	0	0	**0**
0830-0930	12	1	0	0	0	0	0	**13**	440	53	16	3	5	4	4	**525**	7	4	3	10	0	0	0	**24**	0	0	0	0	0	0	0	**0**
0845-0945	10	1	0	0	0	0	0	**11**	433	59	17	2	4	4	3	**522**	6	4	4	11	0	0	0	**25**	0	0	0	0	0	0	0	**0**
0900-1000	7	0	0	0	0	0	0	**7**	387	63	15	2	6	6	1	**480**	5	4	4	14	0	0	0	**27**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access (1600-1900) PM Peak

	MOVEMENT 35 FROM MAGNA ROAD (NORTHWEST) LEFT TURN TO CANFORD MAGNA GARDEN CENTRE								MOVEMENT 36 FROM MAGNA ROAD (NORTHWEST) STRAIGHT AHEAD TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 37 FROM MAGNA ROAD (NORTHWEST) RIGHT TURN TO UNNAMED ROAD (SOUTH)								MOVEMENT 38 FROM MAGNA ROAD (NORTHWEST) U-TURN BACK TO MAGNA ROAD (NORTHWEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	2	1	0	0	0	0	0	**3**	659	156	11	1	3	15	7	**852**	7	2	6	4	0	0	0	**19**	1	0	0	0	0	0	0	**1**
1615-1715	1	0	0	1	0	1	0	**3**	697	156	9	2	2	17	7	**890**	4	2	4	1	0	0	0	**11**	1	0	0	0	0	0	0	**1**
1630-1730	1	0	0	1	0	1	0	**3**	755	143	5	1	2	18	9	**933**	5	2	2	1	0	0	0	**10**	1	0	0	0	0	0	0	**1**
1645-1745	1	0	0	1	0	1	0	**3**	791	132	2	1	0	21	9	**956**	2	2	1	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**
1700-1800	1	0	0	1	0	1	0	**3**	739	118	0	2	1	20	10	**890**	1	2	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**
1715-1815	1	0	0	0	0	0	0	**1**	693	92	0	1	2	14	11	**813**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
1730-1830	0	0	0	0	0	0	0	**0**	618	69	1	1	3	11	9	**712**	1	1	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
1745-1845	0	0	0	0	0	0	0	**0**	545	52	1	1	4	8	7	**618**	1	1	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**
1800-1900	0	0	0	0	0	0	0	**0**	488	40	1	0	4	5	4	**542**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

CHARGE SURVEYS

Site: 4 - Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access

Location: Canford Magna Garden Centre, 170 Magna Rd, Bournemouth, Wimborne BH21 3AP (50.775794, -1.940889)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access (0700-1000) AM Peak

	MOVEMENT 39 FROM UNNAMED ROAD (SOUTH) LEFT TURN TO MAGNA ROAD (NORTHWEST)								MOVEMENT 40 FROM UNNAMED ROAD (SOUTH) STRAIGHT AHEAD TO CANFORD MAGNA GARDEN CENTRE								MOVEMENT 41 FROM UNNAMED ROAD (SOUTH) RIGHT TURN TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 42 FROM UNNAMED ROAD (SOUTH) U-TURN BACK TO UNNAMED ROAD (SOUTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	1	3	5	13	0	0	0	**22**	0	0	0	0	0	0	0	**0**	2	9	11	6	0	0	0	**28**	0	0	0	0	0	0	0	**0**
0715-0815	1	5	7	13	0	0	0	**26**	0	0	0	0	0	0	0	**0**	3	10	12	7	0	0	0	**32**	0	0	0	0	0	0	0	**0**
0730-0830	1	5	6	12	0	0	0	**24**	0	0	0	0	0	0	0	**0**	2	7	10	7	0	0	0	**26**	0	0	0	0	0	0	0	**0**
0745-0845	1	5	6	10	0	0	0	**22**	0	0	0	0	0	0	0	**0**	1	8	10	7	0	0	0	**26**	0	0	0	0	0	0	0	**0**
0800-0900	2	6	7	11	0	0	0	**26**	0	0	0	0	0	0	0	**0**	1	10	7	10	0	0	0	**28**	0	0	0	0	0	0	0	**0**
0815-0915	4	5	4	11	0	0	0	**24**	0	0	0	0	0	0	0	**0**	0	10	8	8	0	0	0	**26**	0	0	0	0	0	0	0	**0**
0830-0930	4	4	4	12	0	0	0	**24**	0	0	0	0	0	0	0	**0**	2	11	13	10	0	0	0	**36**	0	0	0	0	0	0	0	**0**
0845-0945	4	5	3	10	0	0	0	**22**	0	0	0	0	0	0	0	**0**	3	9	11	9	0	0	0	**32**	0	0	0	0	0	0	0	**0**
0900-1000	4	3	1	15	0	0	0	**23**	0	0	0	0	0	0	0	**0**	3	7	13	7	0	0	0	**30**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access (1600-1900) PM Peak

	MOVEMENT 39 FROM UNNAMED ROAD (SOUTH) LEFT TURN TO MAGNA ROAD (NORTHWEST)								MOVEMENT 40 FROM UNNAMED ROAD (SOUTH) STRAIGHT AHEAD TO CANFORD MAGNA GARDEN CENTRE								MOVEMENT 41 FROM UNNAMED ROAD (SOUTH) RIGHT TURN TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 42 FROM UNNAMED ROAD (SOUTH) U-TURN BACK TO UNNAMED ROAD (SOUTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	15	7	2	5	0	1	2	**32**	0	0	0	0	0	0	0	**0**	14	11	8	4	0	0	2	**39**	0	0	0	0	0	0	0	**0**
1615-1715	19	6	1	3	0	1	2	**32**	0	0	0	0	0	0	0	**0**	16	9	6	4	0	1	2	**38**	0	0	0	0	0	0	0	**0**
1630-1730	22	5	1	3	0	1	0	**32**	0	0	0	0	0	0	0	**0**	16	5	5	3	0	1	2	**32**	0	0	0	0	0	0	0	**0**
1645-1745	24	6	0	1	0	1	1	**33**	0	0	0	0	0	0	0	**0**	21	6	3	1	0	1	1	**33**	0	0	0	0	0	0	0	**0**
1700-1800	19	5	0	1	0	0	1	**26**	0	0	0	0	0	0	0	**0**	20	7	2	1	0	1	0	**31**	0	0	0	0	0	0	0	**0**
1715-1815	14	6	0	1	0	0	1	**22**	0	0	0	0	0	0	0	**0**	18	4	2	0	0	0	0	**24**	0	0	0	0	0	0	0	**0**
1730-1830	10	6	0	0	0	0	1	**17**	0	0	0	0	0	0	0	**0**	18	4	0	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**
1745-1845	5	3	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	10	1	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
1800-1900	3	2	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Site: 4 - Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access

Location: Canford Magna Garden Centre, 170 Magna Rd, Bournemouth, Wimborne BH21 3AP (50.775794, -1.940889)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access (0700-1000) AM Peak

	MOVEMENT 43 FROM MAGNA ROAD (SOUTHEAST) LEFT TURN TO UNNAMED ROAD (SOUTH)								MOVEMENT 44 FROM MAGNA ROAD (SOUTHEAST) STRAIGHT AHEAD TO MAGNA ROAD (NORTHWEST)								MOVEMENT 45 FROM MAGNA ROAD (SOUTHEAST) RIGHT TURN TO CANFORD MAGNA GARDEN CENTRE								MOVEMENT 46 FROM MAGNA ROAD (SOUTHEAST) U-TURN BACK TO MAGNA ROAD (SOUTHEAST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	12	19	7	3	0	0	0	**41**	575	171	12	4	3	7	9	**781**	6	3	1	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
0715-0815	8	14	6	5	0	0	1	**34**	654	155	19	4	4	7	8	**851**	6	3	1	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**
0730-0830	6	10	5	7	0	0	1	**29**	709	133	19	4	6	4	7	**882**	8	4	1	0	0	0	0	**13**	1	0	0	0	0	0	0	**1**
0745-0845	6	10	9	10	0	0	1	**36**	689	122	23	4	6	3	12	**859**	7	3	2	0	0	0	0	**12**	1	0	0	0	0	0	0	**1**
0800-0900	4	7	10	9	0	0	1	**31**	624	101	18	4	3	2	10	**762**	8	2	1	0	0	0	0	**11**	1	0	0	0	0	0	0	**1**
0815-0915	5	8	14	11	0	1	0	**39**	548	102	13	3	3	3	14	**686**	12	2	1	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
0830-0930	8	8	12	12	0	1	0	**41**	472	86	11	1	2	4	14	**590**	12	2	1	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
0845-0945	6	11	11	10	0	1	0	**39**	415	68	8	1	4	4	7	**507**	15	4	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**
0900-1000	8	10	15	10	0	1	0	**44**	395	63	10	3	4	3	6	**484**	13	4	0	0	0	0	1	**18**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access (1600-1900) PM Peak

	MOVEMENT 43 FROM MAGNA ROAD (SOUTHEAST) LEFT TURN TO UNNAMED ROAD (SOUTH)								MOVEMENT 44 FROM MAGNA ROAD (SOUTHEAST) STRAIGHT AHEAD TO MAGNA ROAD (NORTHWEST)								MOVEMENT 45 FROM MAGNA ROAD (SOUTHEAST) RIGHT TURN TO CANFORD MAGNA GARDEN CENTRE								MOVEMENT 46 FROM MAGNA ROAD (SOUTHEAST) U-TURN BACK TO MAGNA ROAD (SOUTHEAST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	2	3	3	10	0	0	0	**18**	560	84	10	0	3	12	5	**674**	7	5	1	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**
1615-1715	2	2	2	7	0	0	0	**13**	552	90	12	0	1	15	8	**678**	10	2	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**
1630-1730	2	4	1	5	0	0	0	**12**	580	74	15	0	3	23	10	**705**	9	1	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
1645-1745	1	3	1	1	0	0	0	**6**	592	71	11	0	2	24	13	**713**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
1700-1800	1	3	2	1	0	0	0	**7**	569	60	8	1	2	22	17	**679**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
1715-1815	1	4	2	0	0	0	0	**7**	567	45	5	1	3	20	14	**655**	3	0	1	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
1730-1830	1	2	1	0	0	0	0	**4**	527	41	1	1	1	17	11	**599**	2	0	1	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
1745-1845	2	2	1	0	0	0	0	**5**	459	32	2	1	1	13	11	**519**	1	0	1	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
1800-1900	2	1	0	0	0	0	0	**3**	431	26	1	0	2	11	13	**484**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Site: 4 - Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access

Location: Canford Magna Garden Centre, 170 Magna Rd, Bournemouth, Wimborne BH21 3AP (50.775794, -1.940889)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access (0700-1000) AM Peak

	MOVEMENT 47 FROM CANFORD MAGNA GARDEN CENTRE LEFT TURN TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 48 FROM CANFORD MAGNA GARDEN CENTRE STRAIGHT AHEAD TO UNNAMED ROAD (SOUTH)								MOVEMENT 49 FROM CANFORD MAGNA GARDEN CENTRE RIGHT TURN TO MAGNA ROAD (NORTHWEST)								MOVEMENT 50 FROM CANFORD MAGNA GARDEN CENTRE U-TURN BACK TO CANFORD MAGNA GARDEN CENTRE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0800	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1412
0715-0815	0	1	0	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	1	0	1	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	1538
0730-0830	0	1	0	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	1	1	2	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1576
0745-0845	0	2	1	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**	3	2	2	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	1550
0800-0900	0	1	2	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**	3	2	2	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	1476
0815-0915	2	2	2	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	4	2	1	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	1385
0830-0930	2	3	2	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1280
0845-0945	6	2	1	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1190
0900-1000	6	2	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	5	2	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	1128
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								

Magna Road Northwest / Unnamed Road Southwest / Magna Road Southeast / Canford Magna Garden Centre Access (1600-1900) PM Peak

	MOVEMENT 47 FROM CANFORD MAGNA GARDEN CENTRE LEFT TURN TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 48 FROM CANFORD MAGNA GARDEN CENTRE STRAIGHT AHEAD TO UNNAMED ROAD (SOUTH)								MOVEMENT 49 FROM CANFORD MAGNA GARDEN CENTRE RIGHT TURN TO MAGNA ROAD (NORTHWEST)								MOVEMENT 50 FROM CANFORD MAGNA GARDEN CENTRE U-TURN BACK TO CANFORD MAGNA GARDEN CENTRE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1700	17	6	0	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**	10	3	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	1687
1615-1715	15	5	0	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	10	3	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	1711
1630-1730	14	4	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	10	1	0	0	0	1	0	**12**	0	0	0	0	0	0	0	**0**	1768
1645-1745	9	2	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	1	0	**12**	0	0	0	0	0	0	0	**0**	1782
1700-1800	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	10	0	0	0	0	1	0	**11**	0	0	0	0	0	0	0	**0**	1666
1715-1815	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	8	0	0	0	0	1	0	**9**	0	0	0	0	0	0	0	**0**	1542
1730-1830	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1369
1745-1845	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	1171
1800-1900	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1049
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								

Site: 5 - Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane

Location: Wimborne (50.774041, -1.936513)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane (0700-1000) AM Peak

	MOVEMENT 51								MOVEMENT 52								MOVEMENT 53								MOVEMENT 54							
	FROM MAGNA ROAD (NORTHWEST) LEFT TURN TO KNIGHTON LANE								FROM MAGNA ROAD (NORTHWEST) STRAIGHT AHEAD TO MAGNA ROAD (SOUTHEAST)								FROM MAGNA ROAD (NORTHWEST) RIGHT TURN TO PROVENCE DRIVE								FROM MAGNA ROAD (NORTHWEST) U-TURN BACK TO MAGNA ROAD (NORTHWEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	6	3	1	0	0	0	0	**10**	385	71	16	8	4	9	8	**501**	8	8	0	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
0715-0815	5	2	1	0	0	0	0	**8**	431	80	21	9	4	9	9	**563**	8	5	1	1	0	0	0	**15**	0	0	0	0	0	0	0	**0**
0730-0830	8	1	1	0	0	0	0	**10**	451	82	19	8	4	9	10	**583**	4	4	1	1	0	0	0	**10**	0	0	0	0	0	0	0	**0**
0745-0845	9	1	0	0	0	0	0	**10**	452	70	22	6	5	8	6	**569**	6	2	2	4	0	0	0	**14**	0	0	0	0	0	0	0	**0**
0800-0900	9	1	0	0	0	0	0	**10**	466	70	24	10	3	6	5	**584**	9	0	2	3	0	0	0	**14**	0	0	0	0	0	0	0	**0**
0815-0915	10	2	0	0	0	0	0	**12**	446	63	22	7	5	5	4	**552**	7	2	1	3	0	0	0	**13**	0	0	0	0	0	0	0	**0**
0830-0930	9	6	0	0	0	0	0	**15**	429	55	30	11	5	4	2	**536**	7	3	1	3	0	0	0	**14**	0	0	0	0	0	0	0	**0**
0845-0945	8	6	1	0	0	0	0	**15**	416	55	28	11	4	4	1	**519**	10	4	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**
0900-1000	9	5	1	0	0	0	0	**15**	368	60	26	8	6	4	0	**472**	9	6	1	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane (1600-1900) PM Peak

	MOVEMENT 51								MOVEMENT 52								MOVEMENT 53								MOVEMENT 54							
	FROM MAGNA ROAD (NORTHWEST) LEFT TURN TO KNIGHTON LANE								FROM MAGNA ROAD (NORTHWEST) STRAIGHT AHEAD TO MAGNA ROAD (SOUTHEAST)								FROM MAGNA ROAD (NORTHWEST) RIGHT TURN TO PROVENCE DRIVE								FROM MAGNA ROAD (NORTHWEST) U-TURN BACK TO MAGNA ROAD (NORTHWEST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	3	1	0	0	0	0	0	**4**	662	169	19	5	3	15	10	**883**	17	1	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**
1615-1715	3	0	0	0	0	0	0	**3**	702	171	15	6	2	18	11	**925**	21	1	0	0	0	0	0	**22**	1	0	0	0	0	0	0	**1**
1630-1730	5	0	0	0	0	0	0	**5**	756	149	10	4	2	19	13	**953**	24	1	0	0	0	0	0	**25**	1	0	0	0	0	0	0	**1**
1645-1745	9	0	0	0	0	0	0	**9**	790	142	6	2	0	21	12	**973**	26	1	0	0	0	1	0	**28**	1	0	0	0	0	0	0	**1**
1700-1800	10	0	0	0	0	0	0	**10**	739	128	2	3	1	19	12	**904**	24	2	0	0	0	2	0	**28**	1	0	0	0	0	0	0	**1**
1715-1815	12	0	0	0	0	0	0	**12**	685	98	2	1	2	12	13	**813**	26	2	0	0	0	2	0	**30**	0	0	0	0	0	0	0	**0**
1730-1830	14	1	0	0	0	0	0	**15**	599	77	1	1	3	9	10	**700**	31	1	0	0	0	2	0	**34**	0	0	0	0	0	0	0	**0**
1745-1845	10	1	0	0	0	0	0	**11**	512	56	1	1	4	7	8	**589**	34	1	0	0	0	1	0	**36**	0	0	0	0	0	0	0	**0**
1800-1900	11	1	0	0	0	0	0	**12**	451	40	1	0	4	5	4	**505**	36	0	0	0	0	0	0	**36**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Site: 5 - Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane

Location: Wimborne (50.774041, -1.936513)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane (0700-1000) AM Peak

	MOVEMENT 55 FROM PROVENCE DRIVE LEFT TURN TO MAGNA ROAD (NORTHWEST)								MOVEMENT 56 FROM PROVENCE DRIVE STRAIGHT AHEAD TO KNIGHTON LANE								MOVEMENT 57 FROM PROVENCE DRIVE RIGHT TURN TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 58 FROM PROVENCE DRIVE U-TURN BACK TO PROVENCE DRIVE							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	38	2	1	0	0	0	1	**42**	0	0	0	0	0	0	0	**0**	70	7	1	0	0	2	0	**80**	0	0	0	0	0	0	0	**0**
0715-0815	32	2	1	0	0	0	1	**36**	0	0	0	0	0	0	0	**0**	80	9	1	0	0	1	0	**91**	0	0	0	0	0	0	0	**0**
0730-0830	41	3	1	1	0	0	1	**47**	0	0	0	0	0	0	0	**0**	81	8	0	0	0	1	0	**90**	0	0	0	0	0	0	0	**0**
0745-0845	33	1	1	2	0	0	1	**38**	1	0	0	0	0	0	0	**1**	69	5	1	1	0	1	0	**77**	0	0	0	0	0	0	0	**0**
0800-0900	23	2	0	3	0	0	0	**28**	1	1	0	0	0	0	0	**2**	52	5	1	1	0	1	0	**60**	0	0	0	0	0	0	0	**0**
0815-0915	21	3	0	3	0	0	0	**27**	1	1	0	0	0	0	0	**2**	37	3	1	2	0	1	0	**44**	0	0	0	0	0	0	0	**0**
0830-0930	11	3	0	2	0	0	0	**16**	1	1	0	0	0	0	0	**2**	26	3	1	2	0	1	0	**33**	0	0	0	0	0	0	0	**0**
0845-0945	8	3	0	2	0	0	0	**13**	0	2	0	0	0	0	0	**2**	21	5	0	1	0	0	0	**27**	0	0	0	0	0	0	0	**0**
0900-1000	8	3	1	1	0	0	0	**13**	0	1	0	0	0	0	0	**1**	23	5	0	1	0	0	0	**29**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane (1600-1900) PM Peak

	MOVEMENT 55 FROM PROVENCE DRIVE LEFT TURN TO MAGNA ROAD (NORTHWEST)								MOVEMENT 56 FROM PROVENCE DRIVE STRAIGHT AHEAD TO KNIGHTON LANE								MOVEMENT 57 FROM PROVENCE DRIVE RIGHT TURN TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 58 FROM PROVENCE DRIVE U-TURN BACK TO PROVENCE DRIVE							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	21	8	0	0	0	0	0	**29**	2	0	0	0	0	0	0	**2**	28	8	1	1	0	1	0	**39**	0	0	0	0	0	0	0	**0**
1615-1715	19	8	0	0	0	0	0	**27**	3	0	0	0	0	0	0	**3**	33	9	0	1	0	1	0	**44**	0	0	0	0	0	0	0	**0**
1630-1730	15	4	0	0	0	0	0	**19**	3	0	0	0	0	0	0	**3**	34	6	0	0	0	1	0	**41**	0	0	0	0	0	0	0	**0**
1645-1745	15	3	0	0	0	0	0	**18**	3	0	0	0	0	0	0	**3**	26	6	0	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**
1700-1800	14	3	0	0	0	0	0	**17**	1	0	0	0	0	0	0	**1**	28	4	0	0	0	1	0	**33**	0	0	0	0	0	0	0	**0**
1715-1815	16	0	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	24	2	0	0	0	1	0	**27**	0	0	0	0	0	0	0	**0**
1730-1830	17	0	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	19	3	0	0	0	1	0	**23**	0	0	0	0	0	0	0	**0**
1745-1845	16	0	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	25	3	0	0	0	1	0	**29**	0	0	0	0	0	0	0	**0**
1800-1900	14	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	27	2	0	0	0	0	0	**29**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Site: 5 - Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane

Location: Wimborne (50.774041, -1.936513)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane (0700-1000) AM Peak

	MOVEMENT 59								MOVEMENT 60								MOVEMENT 61								MOVEMENT 62							
	FROM MAGNA ROAD (SOUTHEAST) LEFT TURN TO PROVENCE DRIVE								FROM MAGNA ROAD (SOUTHEAST) STRAIGHT AHEAD TO MAGNA ROAD (NORTHWEST)								FROM MAGNA ROAD (SOUTHEAST) RIGHT TURN TO KNIGHTON LANE								FROM MAGNA ROAD (SOUTHEAST) U-TURN BACK TO MAGNA ROAD (SOUTHEAST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	26	16	3	2	0	0	0	**47**	562	191	18	5	4	6	7	**793**	14	0	1	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
0715-0815	25	19	1	2	0	0	0	**47**	640	170	24	8	4	6	8	**860**	13	1	1	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
0730-0830	21	14	1	2	0	0	0	**38**	682	144	24	9	6	4	11	**880**	18	2	1	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**
0745-0845	16	10	0	1	0	0	0	**27**	671	134	33	12	6	3	14	**873**	18	4	1	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**
0800-0900	14	13	0	0	0	0	0	**27**	604	106	29	9	2	2	12	**764**	25	4	0	0	0	0	0	**29**	0	0	0	0	0	0	0	**0**
0815-0915	12	9	1	0	0	0	0	**22**	536	107	28	9	3	3	16	**702**	28	4	0	0	0	1	0	**33**	0	0	0	0	0	0	0	**0**
0830-0930	11	8	1	0	0	0	0	**20**	480	90	24	11	2	4	14	**625**	26	3	0	0	0	1	0	**30**	0	0	0	0	0	0	0	**0**
0845-0945	15	10	1	0	0	0	0	**26**	429	75	21	9	4	4	8	**550**	33	2	0	0	0	1	0	**36**	0	0	0	0	0	0	0	**0**
0900-1000	13	9	2	0	0	0	0	**24**	402	71	24	12	4	3	8	**524**	29	2	0	0	0	1	0	**32**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane (1600-1900) PM Peak

	MOVEMENT 59								MOVEMENT 60								MOVEMENT 61								MOVEMENT 62							
	FROM MAGNA ROAD (SOUTHEAST) LEFT TURN TO PROVENCE DRIVE								FROM MAGNA ROAD (SOUTHEAST) STRAIGHT AHEAD TO MAGNA ROAD (NORTHWEST)								FROM MAGNA ROAD (SOUTHEAST) RIGHT TURN TO KNIGHTON LANE								FROM MAGNA ROAD (SOUTHEAST) U-TURN BACK TO MAGNA ROAD (SOUTHEAST)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	37	6	0	0	0	2	0	**45**	549	79	14	10	3	12	5	**672**	10	3	0	0	1	0	0	**14**	0	0	0	0	0	0	0	**0**
1615-1715	51	6	0	0	0	3	0	**60**	547	83	14	7	1	15	8	**675**	13	2	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
1630-1730	52	7	0	0	0	3	0	**62**	578	73	16	5	3	22	10	**707**	14	5	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**
1645-1745	65	6	0	0	0	1	0	**72**	577	69	12	1	2	24	14	**699**	13	5	2	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**
1700-1800	69	5	1	0	0	2	0	**77**	556	58	10	2	2	22	17	**667**	15	4	2	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**
1715-1815	65	3	1	0	0	1	1	**71**	547	46	8	1	3	20	14	**639**	21	3	2	0	0	0	0	**26**	0	0	0	0	0	0	0	**0**
1730-1830	69	2	1	0	0	1	1	**74**	504	41	3	1	1	17	11	**578**	31	0	2	0	0	0	0	**33**	0	0	0	0	0	0	0	**0**
1745-1845	57	2	1	0	0	1	1	**62**	440	34	4	1	1	13	12	**505**	32	0	0	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**
1800-1900	62	3	0	0	0	0	1	**66**	407	25	2	0	2	11	14	**461**	34	0	0	0	0	0	0	**34**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

CHARGE SURVEYS

Site: 5 - Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane

Location: Wimborne (50.774041, -1.936513)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane (0700-1000) AM Peak

	MOVEMENT 63 FROM KNIGHTON LANE LEFT TURN TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 64 FROM KNIGHTON LANE STRAIGHT AHEAD TO PROVENCE DRIVE								MOVEMENT 65 FROM KNIGHTON LANE RIGHT TURN TO MAGNA ROAD (NORTHWEST)								MOVEMENT 66 FROM KNIGHTON LANE U-TURN BACK TO KNIGHTON LANE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0800	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	4	0	1	3	0	0	0	**8**	0	0	0	0	0	0	0	**0**	1521
0715-0815	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	2	0	1	3	0	0	0	**6**	0	0	0	0	0	0	0	**0**	1652
0730-0830	12	1	0	0	0	0	0	**13**	0	1	0	0	0	0	0	**1**	3	0	0	1	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1697
0745-0845	15	2	1	0	0	0	0	**18**	0	1	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	1654
0800-0900	20	4	1	0	0	0	0	**25**	0	1	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1549
0815-0915	21	5	1	0	0	0	0	**27**	0	2	0	0	0	0	0	**2**	7	0	0	0	0	1	0	**8**	0	0	0	0	0	0	0	**0**	1444
0830-0930	21	4	2	0	1	0	0	**28**	0	1	0	0	0	0	0	**1**	6	1	0	0	0	1	0	**8**	0	0	0	0	0	0	0	**0**	1328
0845-0945	23	4	1	0	1	0	0	**29**	1	1	0	0	0	0	0	**2**	5	3	0	0	0	1	0	**9**	0	0	0	0	0	0	0	**0**	1242
0900-1000	19	3	1	0	1	0	0	**24**	1	1	0	0	0	0	0	**2**	8	3	0	0	0	1	0	**12**	0	0	0	0	0	0	0	**0**	1165
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								

Magna Road Northwest / Provence Drive / Magna Road Southeast / Knighton Lane (1600-1900) PM Peak

	MOVEMENT 63 FROM KNIGHTON LANE LEFT TURN TO MAGNA ROAD (SOUTHEAST)								MOVEMENT 64 FROM KNIGHTON LANE STRAIGHT AHEAD TO PROVENCE DRIVE								MOVEMENT 65 FROM KNIGHTON LANE RIGHT TURN TO MAGNA ROAD (NORTHWEST)								MOVEMENT 66 FROM KNIGHTON LANE U-TURN BACK TO KNIGHTON LANE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1700	14	3	0	0	1	0	0	**18**	2	0	0	0	0	0	0	**2**	10	3	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	1739
1615-1715	14	3	0	0	0	0	0	**17**	1	0	0	0	0	0	0	**1**	7	3	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	1803
1630-1730	12	1	0	0	0	0	0	**13**	1	0	0	0	0	0	0	**1**	6	2	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	1857
1645-1745	13	1	0	0	0	0	0	**14**	3	0	0	0	0	0	0	**3**	6	2	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	1880
1700-1800	11	2	0	0	0	0	0	**13**	3	0	0	0	0	0	0	**3**	2	2	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1779
1715-1815	9	1	0	0	0	0	0	**10**	3	0	0	0	0	0	0	**3**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1651
1730-1830	11	1	0	0	1	0	0	**13**	2	0	0	0	0	0	0	**2**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	1496
1745-1845	12	3	0	0	1	0	0	**16**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	1302
1800-1900	18	2	0	0	1	0	0	**21**	1	0	0	0	0	0	0	**1**	9	1	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	1189
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								

Site: 6 - Bear Cross Roundabout

Location: Bournemouth BH11 9JY (50.769510, -1.919420)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Bear Cross Roundabout (0700-1000) AM Peak

	MOVEMENT 67 FROM MAGNA ROAD LEFT TURN TO RINGWOOD ROAD (NORTH)								MOVEMENT 68 FROM MAGNA ROAD STRAIGHT AHEAD TO WIMBORNE ROAD								MOVEMENT 69 FROM MAGNA ROAD RIGHT TURN TO RINGWOOD ROAD (SOUTH)								MOVEMENT 70 FROM MAGNA ROAD U-TURN BACK TO MAGNA ROAD							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	141	37	5	4	0	4	1	**192**	255	39	8	1	4	6	5	**318**	160	28	7	3	2	5	0	**205**	0	0	1	0	0	0	0	**1**
0715-0815	121	35	5	3	0	4	1	**169**	271	44	8	3	4	5	4	**339**	192	31	10	3	2	4	0	**242**	0	0	0	0	0	0	0	**0**
0730-0830	116	30	6	2	0	6	1	**161**	292	43	6	2	3	5	3	**354**	199	31	8	3	2	4	1	**248**	1	0	0	0	0	0	0	**1**
0745-0845	114	26	8	2	0	3	0	**153**	277	41	8	2	5	4	2	**339**	208	23	9	2	1	2	1	**246**	1	0	0	0	0	0	0	**1**
0800-0900	99	24	7	3	0	2	0	**135**	259	41	6	3	4	5	2	**320**	202	25	12	5	0	1	1	**246**	2	1	0	0	0	0	0	**3**
0815-0915	106	21	8	4	0	2	0	**141**	258	36	7	2	5	6	3	**317**	199	27	11	3	0	1	1	**242**	2	1	0	0	0	0	0	**3**
0830-0930	112	23	7	6	0	0	0	**148**	225	30	9	3	4	4	3	**278**	188	25	11	4	1	1	0	**230**	2	1	0	0	0	0	0	**3**
0845-0945	112	22	5	5	0	1	0	**145**	215	27	9	3	3	2	2	**261**	179	29	10	5	1	2	0	**226**	2	1	0	0	0	0	0	**3**
0900-1000	110	25	5	5	0	1	0	**146**	215	25	10	3	2	1	1	**257**	178	28	8	2	2	1	0	**219**	2	0	0	0	0	0	0	**2**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Bear Cross Roundabout (1600-1900) PM Peak

	MOVEMENT 67 FROM MAGNA ROAD LEFT TURN TO RINGWOOD ROAD (NORTH)								MOVEMENT 68 FROM MAGNA ROAD STRAIGHT AHEAD TO WIMBORNE ROAD								MOVEMENT 69 FROM MAGNA ROAD RIGHT TURN TO RINGWOOD ROAD (SOUTH)								MOVEMENT 70 FROM MAGNA ROAD U-TURN BACK TO MAGNA ROAD							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	99	29	2	4	0	5	0	**139**	335	109	4	1	5	8	6	**468**	204	50	4	1	1	2	0	**262**	3	0	0	0	0	0	0	**3**
1615-1715	90	26	3	5	0	2	0	**126**	343	114	2	2	4	12	5	**482**	244	48	4	0	0	2	0	**298**	3	0	0	0	0	0	0	**3**
1630-1730	90	20	3	3	0	1	0	**117**	369	100	3	1	3	12	5	**493**	277	41	3	0	0	2	0	**323**	4	0	0	0	0	0	0	**4**
1645-1745	101	15	2	1	0	1	0	**120**	379	82	2	1	2	14	6	**486**	291	40	3	0	0	1	0	**335**	5	0	0	0	0	0	0	**5**
1700-1800	106	19	2	1	0	1	0	**129**	366	64	1	1	3	11	5	**451**	287	37	0	0	0	3	0	**327**	4	0	0	0	0	0	0	**4**
1715-1815	120	16	1	0	0	3	0	**140**	353	43	1	0	4	7	5	**413**	252	27	0	0	1	3	0	**283**	4	0	0	0	0	0	0	**4**
1730-1830	116	13	0	0	0	5	2	**136**	322	32	0	0	3	8	4	**369**	238	21	0	0	2	2	0	**263**	3	0	0	0	0	0	0	**3**
1745-1845	105	10	0	0	1	6	3	**125**	291	26	0	0	4	6	3	**330**	217	19	0	0	2	2	0	**240**	3	0	0	0	0	0	0	**3**
1800-1900	95	5	0	0	1	5	3	**109**	258	21	0	0	3	6	1	**289**	192	15	0	0	2	0	0	**209**	2	0	0	0	0	0	0	**2**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Site: 6 - Bear Cross Roundabout

Location: Bournemouth BH11 9JY (50.769510, -1.919420)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Bear Cross Roundabout (0700-1000) AM Peak

	MOVEMENT 71 FROM RINGWOOD ROAD (NORTH) LEFT TURN TO WIMBORNE ROAD								MOVEMENT 72 FROM RINGWOOD ROAD (NORTH) STRAIGHT AHEAD TO RINGWOOD ROAD (SOUTH)								MOVEMENT 73 FROM RINGWOOD ROAD (NORTH) RIGHT TURN TO MAGNA ROAD								MOVEMENT 74 FROM RINGWOOD ROAD (NORTH) U-TURN BACK TO RINGWOOD ROAD (NORTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	26	5	3	0	0	0	0	**34**	394	93	44	27	5	4	2	**569**	89	35	7	4	0	0	0	**135**	0	0	0	0	0	0	0	**0**
0715-0815	28	10	3	0	1	0	0	**42**	444	104	36	29	4	7	3	**627**	102	35	6	4	0	0	0	**147**	0	0	0	0	0	0	0	**0**
0730-0830	31	11	2	0	1	0	0	**45**	475	101	28	31	5	6	1	**647**	105	31	6	5	0	0	0	**147**	0	0	0	0	0	0	0	**0**
0745-0845	38	13	0	0	1	0	0	**52**	458	91	25	27	4	7	1	**613**	105	34	7	4	0	0	0	**150**	0	0	0	0	0	0	0	**0**
0800-0900	48	14	0	0	1	0	0	**63**	445	87	20	27	3	10	1	**593**	108	34	9	3	0	0	0	**154**	0	0	0	0	0	0	0	**0**
0815-0915	55	14	1	1	0	0	0	**71**	432	79	20	24	2	5	0	**562**	104	28	7	3	0	1	0	**143**	0	0	0	0	0	0	0	**0**
0830-0930	55	16	3	1	0	0	0	**75**	416	91	24	20	4	5	0	**560**	98	25	6	3	0	1	0	**133**	0	0	0	0	0	0	0	**0**
0845-0945	58	15	4	1	0	0	0	**78**	457	99	17	24	7	6	0	**610**	96	20	7	3	0	1	0	**127**	0	0	0	0	0	0	0	**0**
0900-1000	62	18	4	1	0	0	0	**85**	444	103	26	20	7	3	0	**603**	84	14	5	3	0	1	0	**107**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Bear Cross Roundabout (1600-1900) PM Peak

	MOVEMENT 71 FROM RINGWOOD ROAD (NORTH) LEFT TURN TO WIMBORNE ROAD								MOVEMENT 72 FROM RINGWOOD ROAD (NORTH) STRAIGHT AHEAD TO RINGWOOD ROAD (SOUTH)								MOVEMENT 73 FROM RINGWOOD ROAD (NORTH) RIGHT TURN TO MAGNA ROAD								MOVEMENT 74 FROM RINGWOOD ROAD (NORTH) U-TURN BACK TO RINGWOOD ROAD (NORTH)							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	86	14	0	0	0	4	0	**104**	497	103	13	12	2	16	1	**644**	122	19	4	4	0	6	1	**156**	0	0	0	1	0	0	0	**1**
1615-1715	76	15	0	0	0	4	0	**95**	470	98	16	8	1	21	1	**615**	142	21	5	5	0	7	1	**181**	0	0	0	1	0	0	0	**1**
1630-1730	77	13	1	0	0	4	0	**95**	465	87	20	7	1	32	1	**613**	166	24	5	3	0	6	0	**204**	1	0	0	0	0	0	0	**1**
1645-1745	74	14	1	0	0	2	0	**91**	440	78	16	10	1	35	1	**581**	173	24	2	1	0	5	0	**205**	1	0	0	0	0	0	0	**1**
1700-1800	73	14	1	0	0	1	0	**89**	490	86	17	9	1	38	0	**641**	188	21	2	1	0	5	0	**217**	1	0	0	0	0	0	0	**1**
1715-1815	68	17	1	0	0	2	0	**88**	495	81	20	7	2	36	0	**641**	187	18	1	0	0	4	0	**210**	1	0	0	0	0	0	0	**1**
1730-1830	64	17	0	0	0	1	0	**82**	483	70	16	8	1	29	0	**607**	172	15	0	0	0	4	0	**191**	1	0	0	0	0	0	0	**1**
1745-1845	65	15	0	0	0	1	0	**81**	469	61	16	7	1	26	0	**580**	154	13	0	0	0	4	0	**171**	1	0	0	0	0	0	0	**1**
1800-1900	57	16	0	0	0	3	0	**76**	417	60	15	6	1	24	0	**523**	137	17	0	0	0	3	0	**157**	1	0	0	0	0	0	0	**1**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Site: 6 - Bear Cross Roundabout

Location: Bournemouth BH11 9JY (50.769510, -1.919420)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Bear Cross Roundabout (0700-1000) AM Peak

	MOVEMENT 75 FROM WIMBORNE ROAD LEFT TURN TO RINGWOOD ROAD (SOUTH)								MOVEMENT 76 FROM WIMBORNE ROAD STRAIGHT AHEAD TO MAGNA ROAD								MOVEMENT 77 FROM WIMBORNE ROAD RIGHT TURN TO RINGWOOD ROAD (NORTH)								MOVEMENT 78 FROM WIMBORNE ROAD U-TURN BACK TO WIMBORNE ROAD							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
0700-0800	85	23	5	2	2	3	0	**120**	303	95	10	1	2	2	4	**417**	130	43	4	0	2	6	0	**185**	0	0	0	0	0	0	0	**0**
0715-0815	58	18	5	1	0	2	0	**84**	317	85	11	2	3	2	5	**425**	144	43	5	0	1	5	0	**198**	0	0	0	0	0	0	0	**0**
0730-0830	40	9	6	1	1	1	0	**58**	327	78	12	2	1	1	6	**427**	148	35	6	0	0	3	0	**192**	0	0	0	0	0	0	0	**0**
0745-0845	47	14	5	1	1	1	0	**69**	321	66	18	3	2	1	5	**416**	148	34	6	0	0	4	0	**192**	0	0	0	0	0	0	0	**0**
0800-0900	65	17	4	0	1	0	0	**87**	328	60	15	2	2	1	5	**413**	142	28	5	0	0	3	0	**178**	1	0	0	0	0	0	0	**1**
0815-0915	76	19	3	0	1	0	0	**99**	334	60	15	2	1	1	6	**419**	132	27	4	0	0	2	1	**166**	1	0	0	0	0	0	0	**1**
0830-0930	91	25	2	1	1	0	0	**120**	318	46	12	3	1	2	3	**385**	128	24	4	0	0	2	1	**159**	1	0	0	0	0	0	0	**1**
0845-0945	92	19	2	1	1	0	0	**115**	290	43	4	2	3	2	5	**349**	119	18	6	0	0	1	1	**145**	1	0	0	0	0	0	0	**1**
0900-1000	92	18	2	1	1	0	0	**114**	260	38	6	3	3	1	5	**316**	115	12	7	0	0	1	1	**136**	0	0	0	0	0	0	0	**0**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

Bear Cross Roundabout (1600-1900) PM Peak

	MOVEMENT 75 FROM WIMBORNE ROAD LEFT TURN TO RINGWOOD ROAD (SOUTH)								MOVEMENT 76 FROM WIMBORNE ROAD STRAIGHT AHEAD TO MAGNA ROAD								MOVEMENT 77 FROM WIMBORNE ROAD RIGHT TURN TO RINGWOOD ROAD (NORTH)								MOVEMENT 78 FROM WIMBORNE ROAD U-TURN BACK TO WIMBORNE ROAD							
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT
1600-1700	63	18	5	4	0	0	0	**90**	345	45	4	2	3	4	1	**404**	72	8	2	1	1	2	0	**86**	0	0	0	0	0	0	0	**0**
1615-1715	58	13	5	2	0	0	0	**78**	364	50	4	1	3	5	2	**429**	63	10	2	1	0	2	0	**78**	0	0	0	0	0	0	0	**0**
1630-1730	58	8	5	0	0	2	1	**74**	375	41	5	0	4	12	3	**440**	56	10	2	1	0	1	0	**70**	0	0	0	0	0	0	0	**0**
1645-1745	59	9	2	0	0	2	1	**73**	370	44	4	0	3	14	5	**440**	57	10	1	0	0	3	0	**71**	0	0	0	0	0	0	0	**0**
1700-1800	68	9	1	0	1	3	1	**83**	347	34	4	1	2	13	10	**411**	47	8	1	0	0	3	0	**59**	0	0	0	0	0	0	0	**0**
1715-1815	78	7	1	0	1	3	1	**91**	351	31	3	1	3	13	10	**412**	49	8	0	0	0	4	0	**61**	0	0	0	0	0	0	0	**0**
1730-1830	94	13	1	0	3	1	0	**112**	333	31	1	1	2	8	9	**385**	55	8	0	0	0	7	0	**70**	0	0	0	0	0	0	0	**0**
1745-1845	107	13	1	0	3	1	0	**125**	314	20	1	1	3	4	8	**351**	60	6	0	0	0	5	0	**71**	1	0	0	0	0	0	0	**1**
1800-1900	114	13	1	0	2	2	0	**132**	288	14	0	0	4	4	6	**316**	65	6	0	0	0	4	1	**76**	1	0	0	0	0	0	0	**1**
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**							

CHARGE SURVEYS

Site: 6 - Bear Cross Roundabout

Location: Bournemouth BH11 9JY (50.769510, -1.919420)

Date: Tuesday 21st June 2022

Time: 07:00-10:00, 16:00-19:00

Bear Cross Roundabout (0700-1000) AM Peak

	MOVEMENT 79 FROM RINGWOOD ROAD (SOUTH) LEFT TURN TO MAGNA ROAD								MOVEMENT 80 FROM RINGWOOD ROAD (SOUTH) STRAIGHT AHEAD TO RINGWOOD ROAD (NORTH)								MOVEMENT 81 FROM RINGWOOD ROAD (SOUTH) RIGHT TURN TO WIMBORNE ROAD								MOVEMENT 82 FROM RINGWOOD ROAD (SOUTH) U-TURN BACK TO RINGWOOD ROAD (SOUTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
0700-0800	117	41	4	1	1	0	0	**164**	436	168	26	20	2	13	2	**667**	102	29	8	2	3	7	0	**151**	17	5	1	1	0	0	0	**24**	3182
0715-0815	121	37	7	2	2	0	0	**169**	423	157	32	24	3	13	2	**654**	113	26	7	2	2	6	0	**156**	25	6	1	0	0	0	0	**32**	3284
0730-0830	132	34	6	3	2	0	0	**177**	415	144	40	25	3	13	0	**640**	129	26	3	2	1	6	0	**167**	41	4	0	0	0	0	0	**45**	3309
0745-0845	137	37	6	5	2	0	1	**188**	392	117	43	23	3	12	0	**590**	155	28	1	0	0	3	0	**187**	41	3	0	0	0	0	0	**44**	3240
0800-0900	133	37	4	4	1	0	1	**180**	369	120	41	24	2	8	1	**565**	151	27	2	0	1	5	0	**186**	44	2	0	0	0	0	0	**46**	3170
0815-0915	126	45	4	5	0	1	1	**182**	350	114	44	20	2	5	1	**536**	143	28	1	1	1	5	0	**179**	37	3	0	0	0	1	0	**41**	3102
0830-0930	114	39	7	5	1	1	1	**168**	365	110	43	15	7	4	1	**545**	132	26	2	1	1	4	0	**166**	23	3	0	0	0	1	0	**27**	2998
0845-0945	109	37	7	4	2	1	0	**160**	374	121	38	21	6	5	1	**566**	111	18	5	2	1	3	0	**140**	26	3	0	0	0	1	0	**30**	2956
0900-1000	112	37	9	7	2	1	0	**168**	412	113	38	17	6	5	0	**591**	114	13	4	2	0	0	0	**133**	28	4	1	0	0	2	0	**35**	2912
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								

Bear Cross Roundabout (1600-1900) PM Peak

	MOVEMENT 79 FROM RINGWOOD ROAD (SOUTH) LEFT TURN TO MAGNA ROAD								MOVEMENT 80 FROM RINGWOOD ROAD (SOUTH) STRAIGHT AHEAD TO RINGWOOD ROAD (NORTH)								MOVEMENT 81 FROM RINGWOOD ROAD (SOUTH) RIGHT TURN TO WIMBORNE ROAD								MOVEMENT 82 FROM RINGWOOD ROAD (SOUTH) U-TURN BACK TO RINGWOOD ROAD (SOUTH)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOT	
1600-1700	194	36	6	2	4	5	1	**248**	396	84	11	11	6	8	1	**517**	121	18	4	0	0	4	0	**147**	20	6	0	0	0	1	0	**27**	3296
1615-1715	193	32	7	3	2	5	1	**243**	424	67	7	13	4	10	1	**526**	128	14	3	0	0	6	0	**151**	19	2	0	0	0	0	0	**21**	3327
1630-1730	198	32	4	2	1	5	0	**242**	457	57	5	16	2	13	1	**551**	135	13	2	0	0	5	0	**155**	20	0	0	0	0	0	0	**20**	3402
1645-1745	205	27	5	1	1	3	0	**242**	495	56	6	15	1	15	1	**589**	134	15	2	0	0	4	0	**155**	19	0	0	0	0	0	0	**19**	3413
1700-1800	207	20	7	1	1	5	0	**241**	495	48	8	15	1	19	1	**587**	141	13	0	0	0	3	0	**157**	17	2	0	0	0	0	0	**19**	3416
1715-1815	202	17	6	0	1	5	0	**231**	474	52	10	10	1	20	2	**569**	140	14	0	0	0	2	0	**156**	21	3	0	0	0	0	0	**24**	3324
1730-1830	194	11	4	0	0	3	0	**212**	450	52	10	6	1	20	3	**542**	146	15	0	0	1	1	0	**163**	23	4	0	0	0	0	0	**27**	3163
1745-1845	185	10	3	0	0	3	0	**201**	402	49	9	4	2	17	4	**487**	156	12	0	1	1	1	0	**171**	23	4	0	0	0	0	0	**27**	2965
1800-1900	175	10	0	0	1	1	0	**187**	378	49	6	5	2	15	4	**459**	147	11	2	1	2	1	0	**164**	23	4	0	0	0	0	0	**27**	2728
	HOURLY TOTALS								**HOURLY TOTALS**								**HOURLY TOTALS**								**HOURLY TOTALS**								

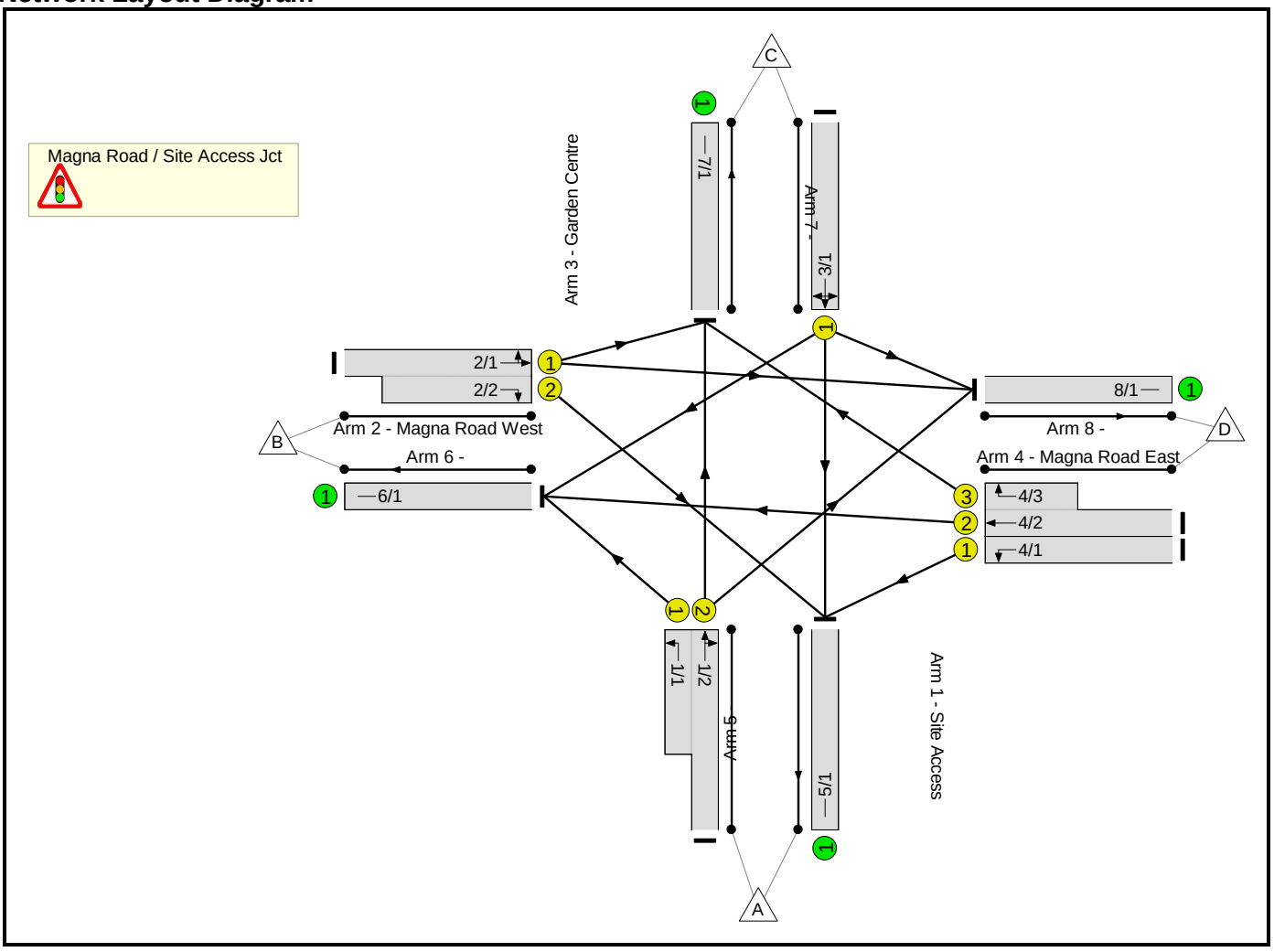
Appendix E

Full Input Data And Results

User and Project Details

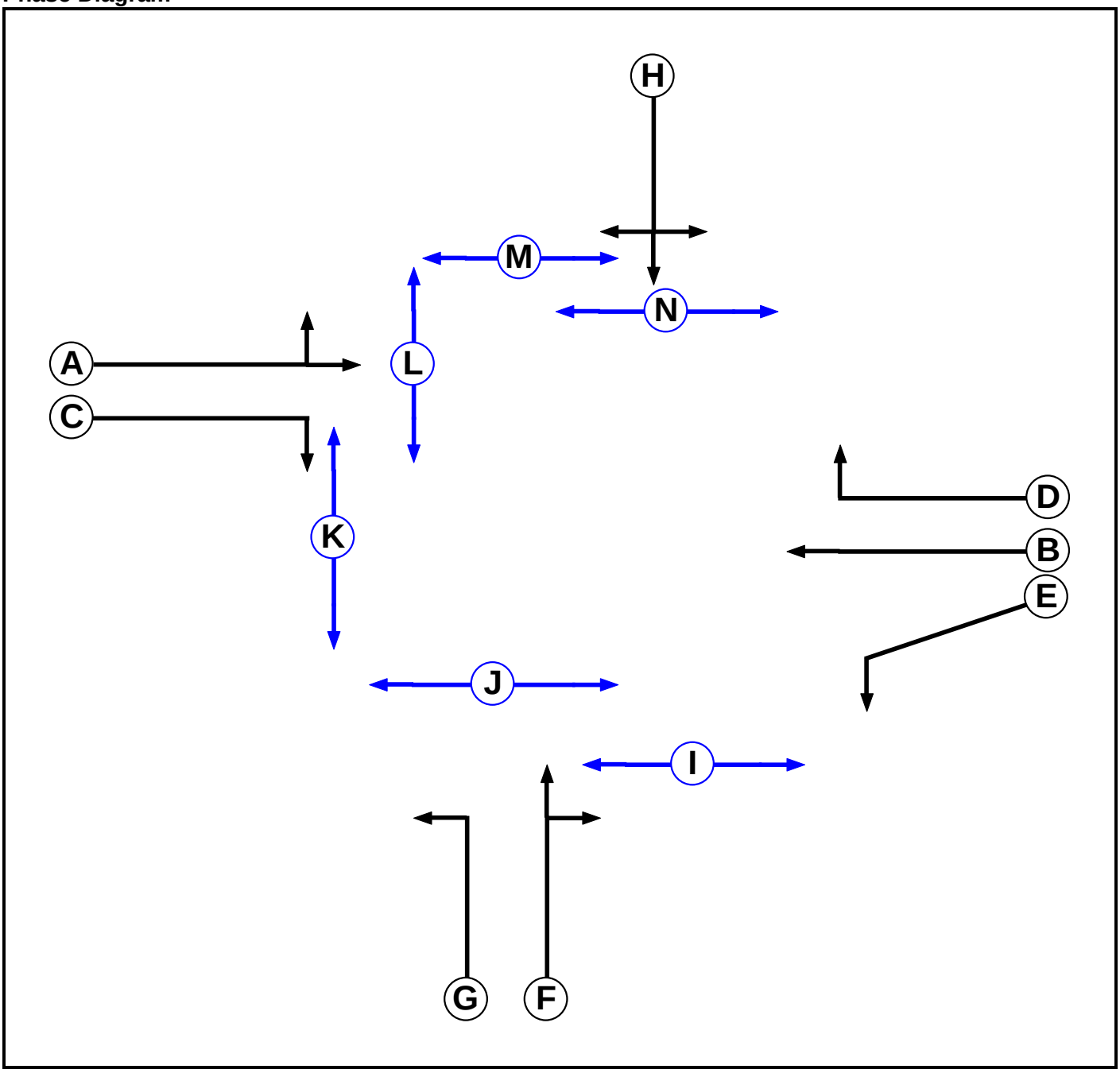
Project:	
Title:	
Location:	
Additional detail:	
File name:	Magna Road Site Access Jct.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

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
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Pedestrian		7	7
M	Pedestrian		7	7
N	Pedestrian		7	7

Phase Intergreens Matrix

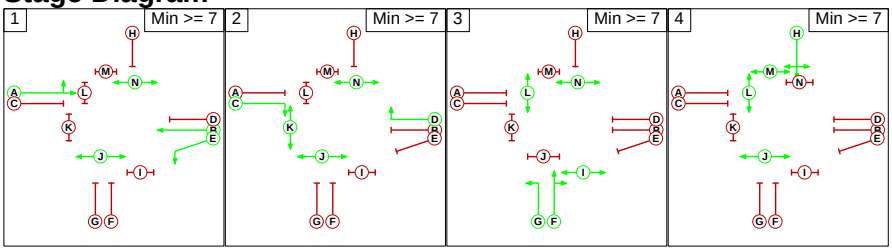
		Starting Phase													
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
Terminating Phase	A		-	-	5	-	5	-	7	-	-	-	5	8	-
	B	-		5	-	-	5	6	5	-	-	9	-	-	-
	C	-	5		-	9	5	-	5	10	-	-	5	-	-
	D	6	-	-		-	5	-	5	-	-	-	-	9	-
	E	-	-	5	-		-	-	5	5	-	-	-	-	-
	F	5	5	5	5	-		-	8	-	5	-	-	8	-
	G	-	5	-	-	-	-		5	-	5	7	-	-	-
	H	5	5	5	5	7	5	7		8	-	10	-	-	5
	I	-	-	0	-	0	-	-	0		-	-	-	-	-
	J	-	-	-	-	-	0	0	-	-		-	-	-	-
	K	-	0	-	-	-	-	0	0	-	-		-	-	-
	L	0	-	0	-	-	-	-	-	-	-	-		-	-
	M	0	-	-	0	-	0	-	-	-	-	-	-		-
	N	-	-	-	-	-	-	-	0	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B E J N
2	C D J K N
3	F G I L N
4	H J L M

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage				
		1	2	3	4
From Stage	1		9	6	8
	2	9		10	9
	3	5	7		8
	4	7	10	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Magna Road / Site Access Jct
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Magna Road / Site Access Jct												
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 (Site Access)	U	G	2	3	7.0	Geom	-	3.20	0.00	N	Arm 6 Left	19.00
1/2 (Site Access)	U	F	2	3	60.0	Geom	-	4.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	22.00
2/1 (Magna Road West)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Left	19.00
											Arm 8 Ahead	Inf
2/2 (Magna Road West)	U	C	2	3	12.2	Geom	-	3.50	0.00	N	Arm 5 Right	23.00
3/1 (Garden Centre)	U	H	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	19.00
											Arm 8 Left	12.00
4/1 (Magna Road East)	U	E	2	3	10.4	Geom	-	4.00	0.00	Y	Arm 5 Left	22.00
4/2 (Magna Road East)	U	B	2	3	60.0	Geom	-	3.70	0.00	N	Arm 6 Ahead	Inf
4/3 (Magna Road East)	U	D	2	3	5.2	Geom	-	3.30	0.00	N	Arm 7 Right	19.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2027 + CD AM'	08:00	09:00	01:00	
2: '2027 + CD PM'	17:00	18:00	01:00	
3: '2027 + CD + PD AM'	08:00	09:00	01:00	
4: '2027 + CD + PD PM'	17:00	18:00	01:00	
5: '2033 + CD AM'	08:00	09:00	01:00	
6: '2033 + CD PM'	17:00	18:00	01:00	
7: '2033 + CD + PD AM'	08:00	09:00	01:00	
8: '2033 + CD + PD PM'	17:00	18:00	01:00	

Scenario 1: '2027 + CD AM' (FG1: '2027 + CD AM', Plan 1: 'GC every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	44	0	45	89
	B	39	0	1	787	827
	C	2	6	0	1	9
	D	43	1121	15	0	1179
	Tot.	84	1171	16	833	2104

Traffic Lane Flows

Lane	Scenario 1: 2027 + CD AM
Junction: Magna Road / Site Access Jct	
1/1 (short)	44
1/2 (with short)	89(In) 45(Out)
2/1 (with short)	827(In) 788(Out)
2/2 (short)	39
3/1	9
4/1	43
4/2 (with short)	1136(In) 1121(Out)
4/3 (short)	15
5/1	84
6/1	1171
7/1	16
8/1	833

Full Input Data And Results

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.1 %	1965	1965
				Arm 8 Ahead	Inf	99.9 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	22.2 %	1880	1880
				Arm 6 Right	19.00	66.7 %		
				Arm 8 Left	12.00	11.1 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2027 + CD PM' (FG2: '2027 + CD PM', Plan 1: 'GC every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	36	0	39	75
	B	8	0	4	1157	1169
	C	0	13	0	12	25
	D	8	803	9	0	820
	Tot.	16	852	13	1208	2089

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2027 + CD PM
Junction: Magna Road / Site Access Jct	
1/1 (short)	36
1/2 (with short)	75(In) 39(Out)
2/1 (with short)	1169(In) 1161(Out)
2/2 (short)	8
3/1	25
4/1	8
4/2 (with short)	812(In) 803(Out)
4/3 (short)	9
5/1	16
6/1	852
7/1	13
8/1	1208

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.3 %	1964	1964
				Arm 8 Ahead	Inf	99.7 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1821	1821
				Arm 6 Right	19.00	52.0 %		
				Arm 8 Left	12.00	48.0 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2027 + CD + PD AM' (FG3: '2027 + CD + PD AM', Plan 1: 'GC every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	56	0	54	110
	B	50	0	1	787	838
	C	2	6	0	1	9
	D	52	1121	15	0	1188
	Tot.	104	1183	16	842	2145

Traffic Lane Flows

Lane	Scenario 3: 2027 + CD + PD AM
Junction: Magna Road / Site Access Jct	
1/1 (short)	56
1/2 (with short)	110(In) 54(Out)
2/1 (with short)	838(In) 788(Out)
2/2 (short)	50
3/1	9
4/1	52
4/2 (with short)	1136(In) 1121(Out)
4/3 (short)	15
5/1	104
6/1	1183
7/1	16
8/1	842

Full Input Data And Results

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.1 %	1965	1965
				Arm 8 Ahead	Inf	99.9 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	22.2 %	1880	1880
				Arm 6 Right	19.00	66.7 %		
				Arm 8 Left	12.00	11.1 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 + CD + PD PM' (FG4: '2027 + CD + PD PM', Plan 1: 'GC every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	46	0	47	93
	B	19	0	4	1157	1180
	C	0	13	0	12	25
	D	16	803	9	0	828
	Tot.	35	862	13	1216	2126

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2027 + CD + PD PM
Junction: Magna Road / Site Access Jct	
1/1 (short)	46
1/2 (with short)	93(In) 47(Out)
2/1 (with short)	1180(In) 1161(Out)
2/2 (short)	19
3/1	25
4/1	16
4/2 (with short)	812(In) 803(Out)
4/3 (short)	9
5/1	35
6/1	862
7/1	13
8/1	1216

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.3 %	1964	1964
				Arm 8 Ahead	Inf	99.7 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1821	1821
				Arm 6 Right	19.00	52.0 %		
				Arm 8 Left	12.00	48.0 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2033 + CD AM' (FG5: '2033 + CD AM', Plan 1: 'GC every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	46	0	47	93
	B	41	0	1	813	855
	C	2	7	0	1	10
	D	45	1161	15	0	1221
	Tot.	88	1214	16	861	2179

Traffic Lane Flows

Lane	Scenario 5: 2033 + CD AM
Junction: Magna Road / Site Access Jct	
1/1 (short)	46
1/2 (with short)	93(In) 47(Out)
2/1 (with short)	855(In) 814(Out)
2/2 (short)	41
3/1	10
4/1	45
4/2 (with short)	1176(In) 1161(Out)
4/3 (short)	15
5/1	88
6/1	1214
7/1	16
8/1	861

Full Input Data And Results

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.1 %	1965	1965
				Arm 8 Ahead	Inf	99.9 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	20.0 %	1878	1878
				Arm 6 Right	19.00	70.0 %		
				Arm 8 Left	12.00	10.0 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2033 + CD PM' (FG6: '2033 + CD PM', Plan 1: 'GC every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	37	0	41	78
	B	9	0	4	1202	1215
	C	0	13	0	12	25
	D	9	837	10	0	856
	Tot.	18	887	14	1255	2174

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2033 + CD PM
Junction: Magna Road / Site Access Jct	
1/1 (short)	37
1/2 (with short)	78(In) 41(Out)
2/1 (with short)	1215(In) 1206(Out)
2/2 (short)	9
3/1	25
4/1	9
4/2 (with short)	847(In) 837(Out)
4/3 (short)	10
5/1	18
6/1	887
7/1	14
8/1	1255

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.3 %	1964	1964
				Arm 8 Ahead	Inf	99.7 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1821	1821
				Arm 6 Right	19.00	52.0 %		
				Arm 8 Left	12.00	48.0 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2033 + CD + PD AM' (FG7: '2033 + CD + PD AM', Plan 1: 'GC every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	58	0	56	114
	B	52	0	1	813	866
	C	2	7	0	1	10
	D	53	1161	15	0	1229
	Tot.	107	1226	16	870	2219

Traffic Lane Flows

Lane	Scenario 7: 2033 + CD + PD AM
Junction: Magna Road / Site Access Jct	
1/1 (short)	58
1/2 (with short)	114(In) 56(Out)
2/1 (with short)	866(In) 814(Out)
2/2 (short)	52
3/1	10
4/1	53
4/2 (with short)	1176(In) 1161(Out)
4/3 (short)	15
5/1	107
6/1	1226
7/1	16
8/1	870

Full Input Data And Results

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.1 %	1965	1965
				Arm 8 Ahead	Inf	99.9 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	20.0 %	1878	1878
				Arm 6 Right	19.00	70.0 %		
				Arm 8 Left	12.00	10.0 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2033 + CD + PD PM' (FG8: '2033 + CD + PD PM', Plan 1: 'GC every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	48	0	48	96
	B	19	0	4	1202	1225
	C	0	13	0	12	25
	D	17	837	10	0	864
	Tot.	36	898	14	1262	2210

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2033 + CD + PD PM
Junction: Magna Road / Site Access Jct	
1/1 (short)	48
1/2 (with short)	96(In) 48(Out)
2/1 (with short)	1225(In) 1206(Out)
2/2 (short)	19
3/1	25
4/1	17
4/2 (with short)	847(In) 837(Out)
4/3 (short)	10
5/1	36
6/1	898
7/1	14
8/1	1262

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.3 %	1964	1964
				Arm 8 Ahead	Inf	99.7 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1821	1821
				Arm 6 Right	19.00	52.0 %		
				Arm 8 Left	12.00	48.0 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Alt 2033 + CD + PD AM' (FG7: '2033 + CD + PD AM', Plan 2: 'GC every other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	58	0	56	114
	B	52	0	1	813	866
	C	2	7	0	1	10
	D	53	1161	15	0	1229
	Tot.	107	1226	16	870	2219

Traffic Lane Flows

Lane	Scenario 9: Alt 2033 + CD + PD AM
Junction: Magna Road / Site Access Jct	
1/1 (short)	58
1/2 (with short)	114(In) 56(Out)
2/1 (with short)	866(In) 814(Out)
2/2 (short)	52
3/1	10
4/1	53
4/2 (with short)	1176(In) 1161(Out)
4/3 (short)	15
5/1	107
6/1	1226
7/1	16
8/1	870

Full Input Data And Results

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.1 %	1965	1965
				Arm 8 Ahead	Inf	99.9 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	20.0 %	1878	1878
				Arm 6 Right	19.00	70.0 %		
				Arm 8 Left	12.00	10.0 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Alt 2033 + CD + PD PM' (FG8: '2033 + CD + PD PM', Plan 2: 'GC every other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	48	0	48	96
	B	19	0	4	1202	1225
	C	0	13	0	12	25
	D	17	837	10	0	864
	Tot.	36	898	14	1262	2210

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Alt 2033 + CD + PD PM
Junction: Magna Road / Site Access Jct	
1/1 (short)	48
1/2 (with short)	96(In) 48(Out)
2/1 (with short)	1225(In) 1206(Out)
2/2 (short)	19
3/1	25
4/1	17
4/2 (with short)	847(In) 837(Out)
4/3 (short)	10
5/1	36
6/1	898
7/1	14
8/1	1262

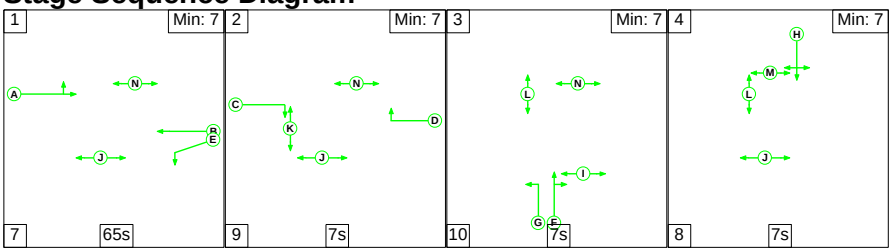
Full Input Data And Results

Lane Saturation Flows

Junction: Magna Road / Site Access Jct								
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 (Site Access)	3.20	0.00	N	Arm 6 Left	19.00	100.0 %	1923	1923
1/2 (Site Access)	4.00	0.00	N	Arm 7 Ahead	Inf	0.0 %	2017	2017
				Arm 8 Right	22.00	100.0 %		
2/1 (Magna Road West)	3.50	0.00	Y	Arm 7 Left	19.00	0.3 %	1964	1964
				Arm 8 Ahead	Inf	99.7 %		
2/2 (Magna Road West)	3.50	0.00	N	Arm 5 Right	23.00	100.0 %	1976	1976
3/1 (Garden Centre)	3.90	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1821	1821
				Arm 6 Right	19.00	52.0 %		
				Arm 8 Left	12.00	48.0 %		
4/1 (Magna Road East)	4.00	0.00	Y	Arm 5 Left	22.00	100.0 %	1886	1886
4/2 (Magna Road East)	3.70	0.00	N	Arm 6 Ahead	Inf	100.0 %	2125	2125
4/3 (Magna Road East)	3.30	0.00	N	Arm 7 Right	19.00	100.0 %	1932	1932
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2027 + CD AM' (FG1: '2027 + CD AM', Plan 1: 'GC every')

Stage Sequence Diagram

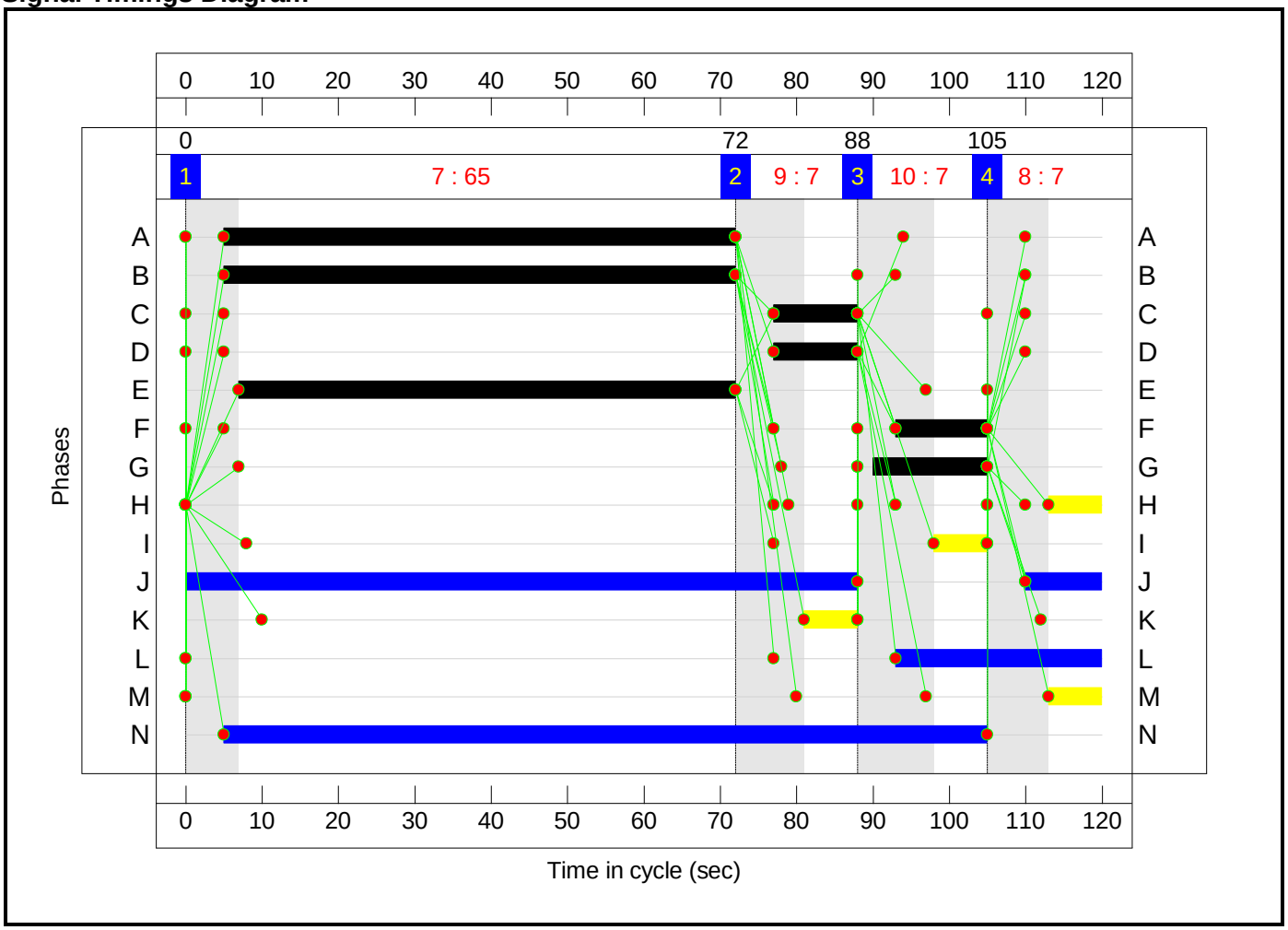


Stage Timings

Stage	1	2	3	4
Duration	65	7	7	7
Change Point	0	72	88	105

Full Input Data And Results

Signal Timings Diagram



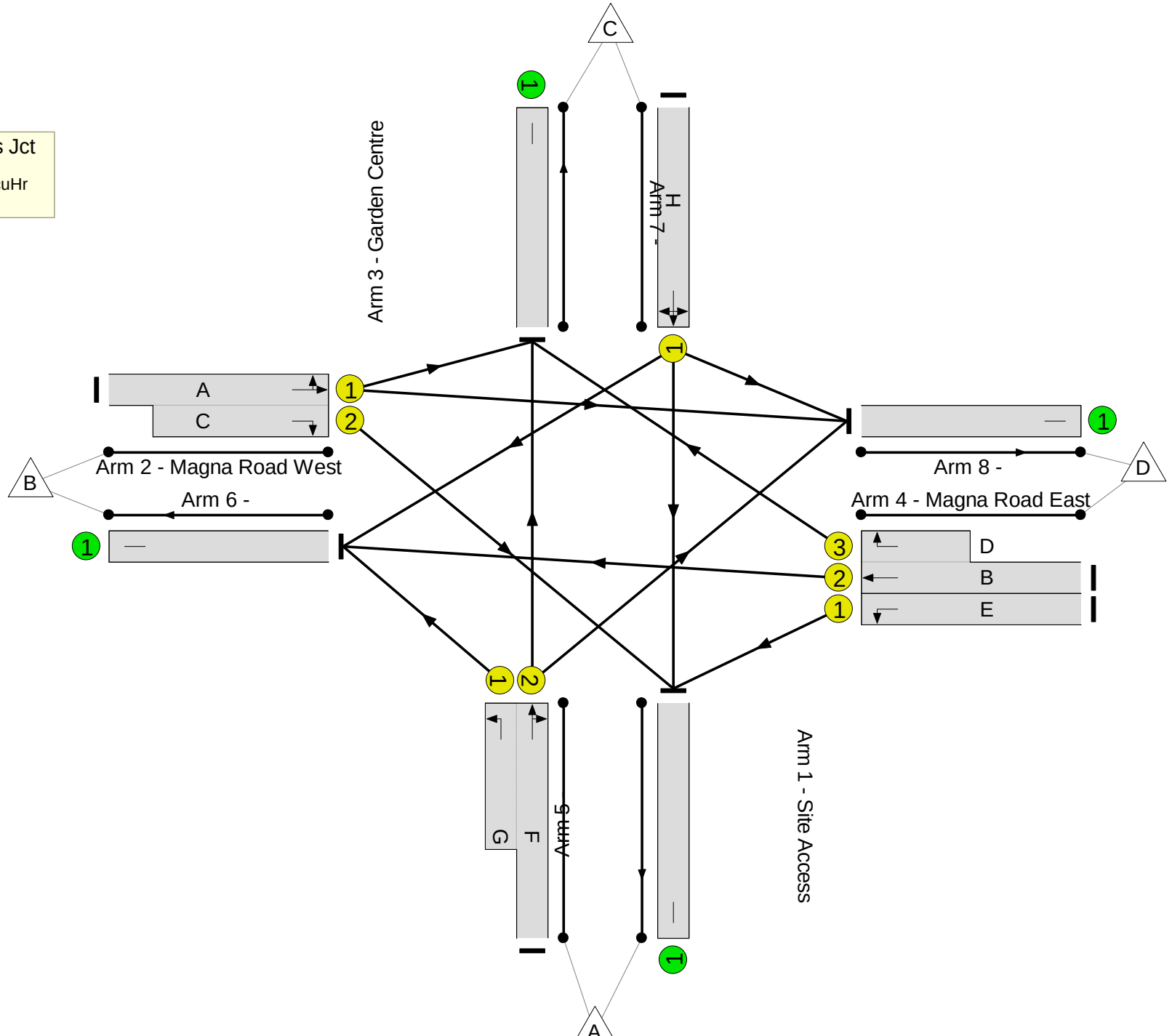
Full Input Data And Results

Network Layout Diagram

Magna Road / Site Access Jct

PRC: -3.8 %

Total Traffic Delay: 21.4 pcuHr



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.4%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.4%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		1	12:15	-	89	2017:1923	218+213	20.6 : 20.6%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		1	67:11	-	827	1965:1976	1081+53	72.9 : 72.9%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	9	1880	125	7.2%
4/1	Magna Road East Left	U	N/A	N/A	E		1	65	-	43	1886	1037	4.1%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		1	67:11	-	1136	2125:1932	1200+16	93.4 : 93.4%
5/1		U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1171	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%

Full Input Data And Results

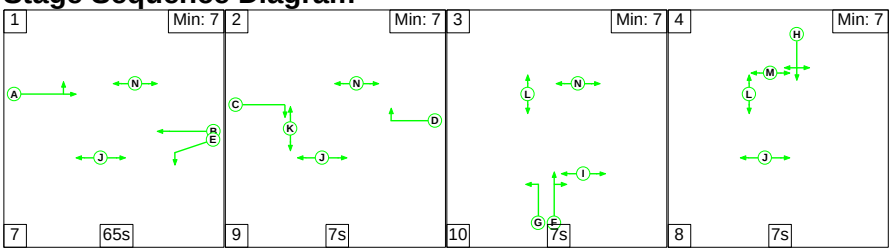
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**13.8**	**7.7**	**0.0**	**21.4**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**13.8**	**7.7**	**0.0**	**21.4**	**-**	**-**	**-**	**-**
1/2+1/1	89	89	-	-	-	1.2	0.1	-	1.3	52.8	1.4	0.1	1.5
2/1+2/2	827	827	-	-	-	4.7	1.3	-	6.0	26.1	19.4	1.3	20.7
3/1	9	9	-	-	-	0.1	0.0	-	0.2	68.2	0.3	0.0	0.3
4/1	43	43	-	-	-	0.1	0.0	-	0.2	14.3	0.7	0.0	0.7
4/2+4/3	1136	1136	-	-	-	7.6	6.2	-	13.8	43.7	34.6	6.2	40.8
5/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -3.8 Total Delay for Signalled Lanes (pcuHr): 21.45 Cycle Time (s): 120
PRC Over All Lanes (%): -3.8 Total Delay Over All Lanes(pcuHr): 21.45

Full Input Data And Results

Scenario 2: '2027 + CD PM' (FG2: '2027 + CD PM', Plan 1: 'GC every')

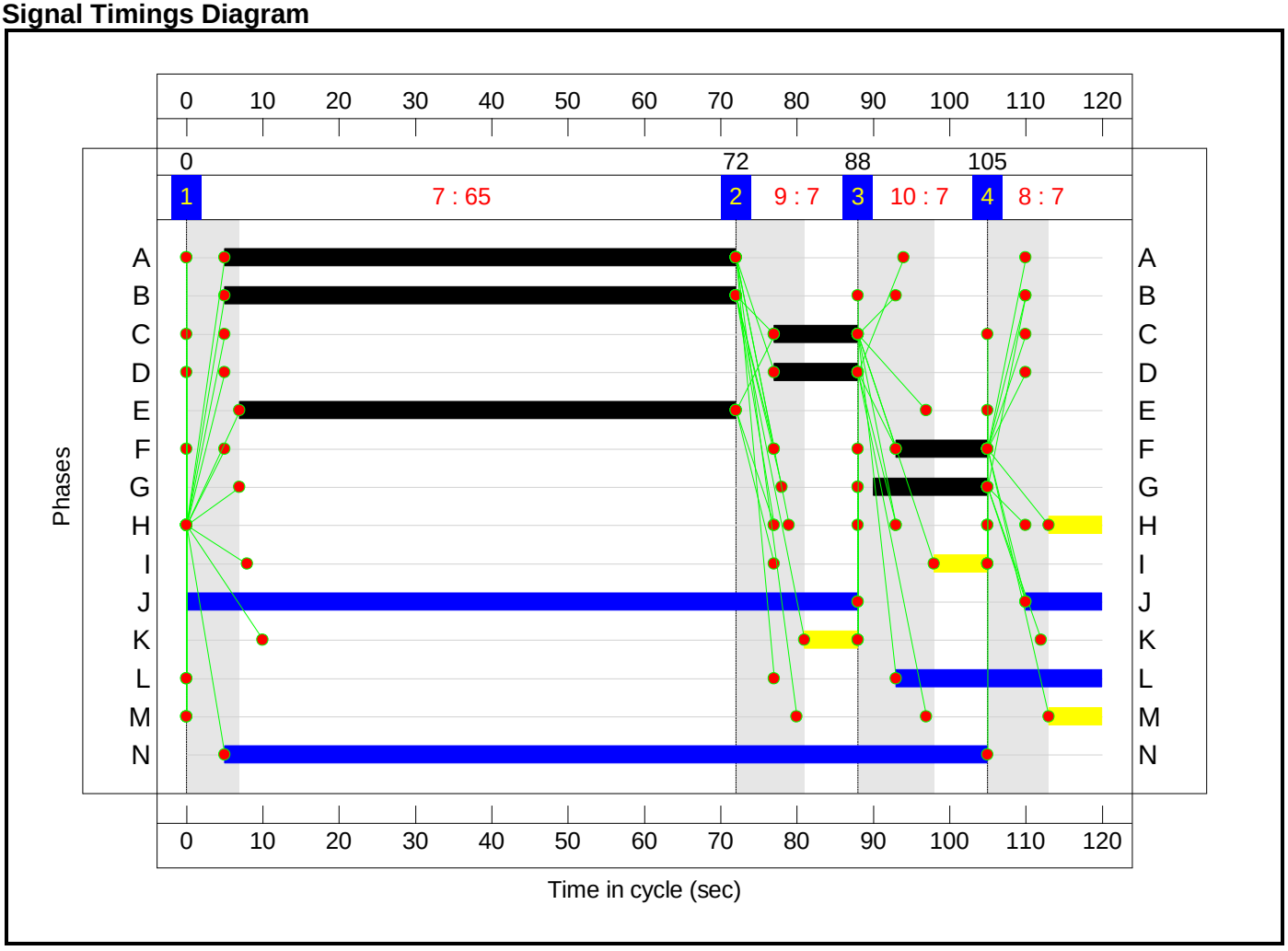
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	65	7	7	7
Change Point	0	72	88	105

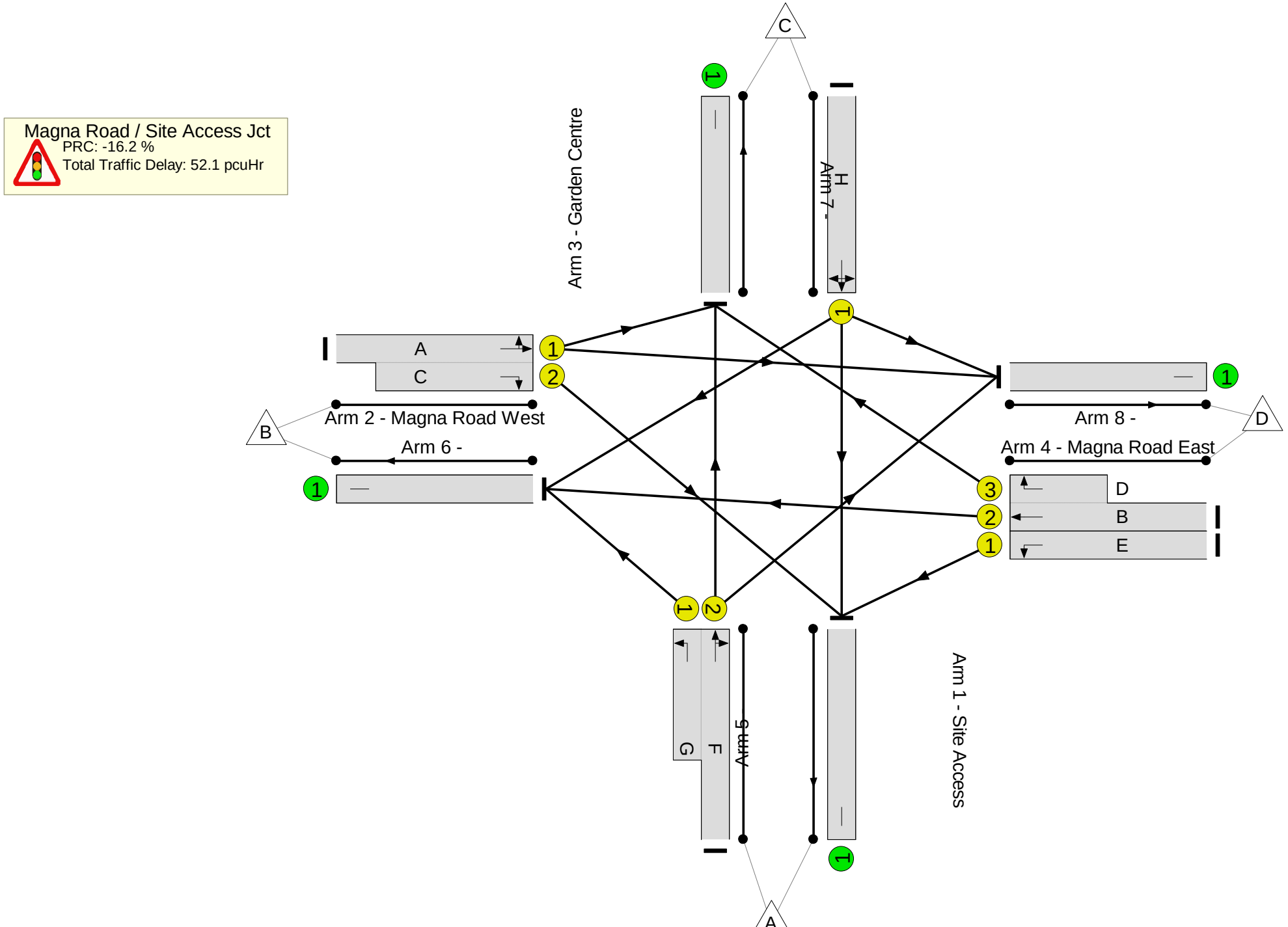
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.5%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.5%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		1	12:15	-	75	2017:1923	219+202	17.8 : 17.8%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		1	67:11	-	1169	1964:1976	1111+8	104.5 : 104.5%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	25	1821	121	20.6%
4/1	Magna Road East Left	U	N/A	N/A	E		1	65	-	8	1886	1037	0.8%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		1	67:11	-	812	2125:1932	1202+13	66.8 : 66.8%
5/1		U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1208	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**	**16.8**	**35.3**	**0.0**	**52.1**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**16.8**	**35.3**	**0.0**	**52.1**	**-**	**-**	**-**	**-**
1/2+1/1	75	75	-	-	-	1.0	0.1	-	1.1	52.6	1.2	0.1	1.3
2/1+2/2	1169	1119	-	-	-	11.3	34.0	-	45.3	139.5	43.8	34.0	77.8
3/1	25	25	-	-	-	0.4	0.1	-	0.5	71.7	0.8	0.1	0.9
4/1	8	8	-	-	-	0.0	0.0	-	0.0	14.1	0.1	0.0	0.1
4/2+4/3	812	812	-	-	-	4.2	1.0	-	5.2	22.9	18.7	1.0	19.7
5/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1158	1158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -16.2
PRC Over All Lanes (%): -16.2

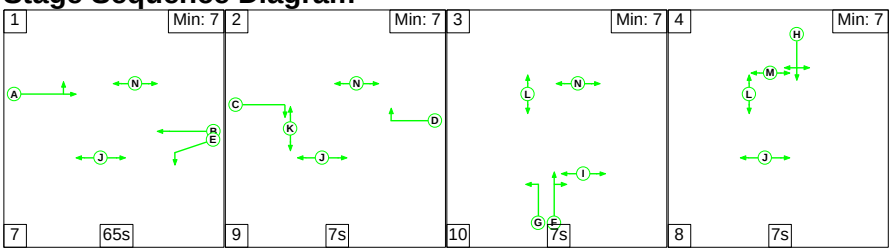
Total Delay for Signalled Lanes (pcuHr): 52.08
Total Delay Over All Lanes(pcuHr): 52.08

Cycle Time (s): 120

Full Input Data And Results

Scenario 3: '2027 + CD + PD AM' (FG3: '2027 + CD + PD AM', Plan 1: 'GC every')

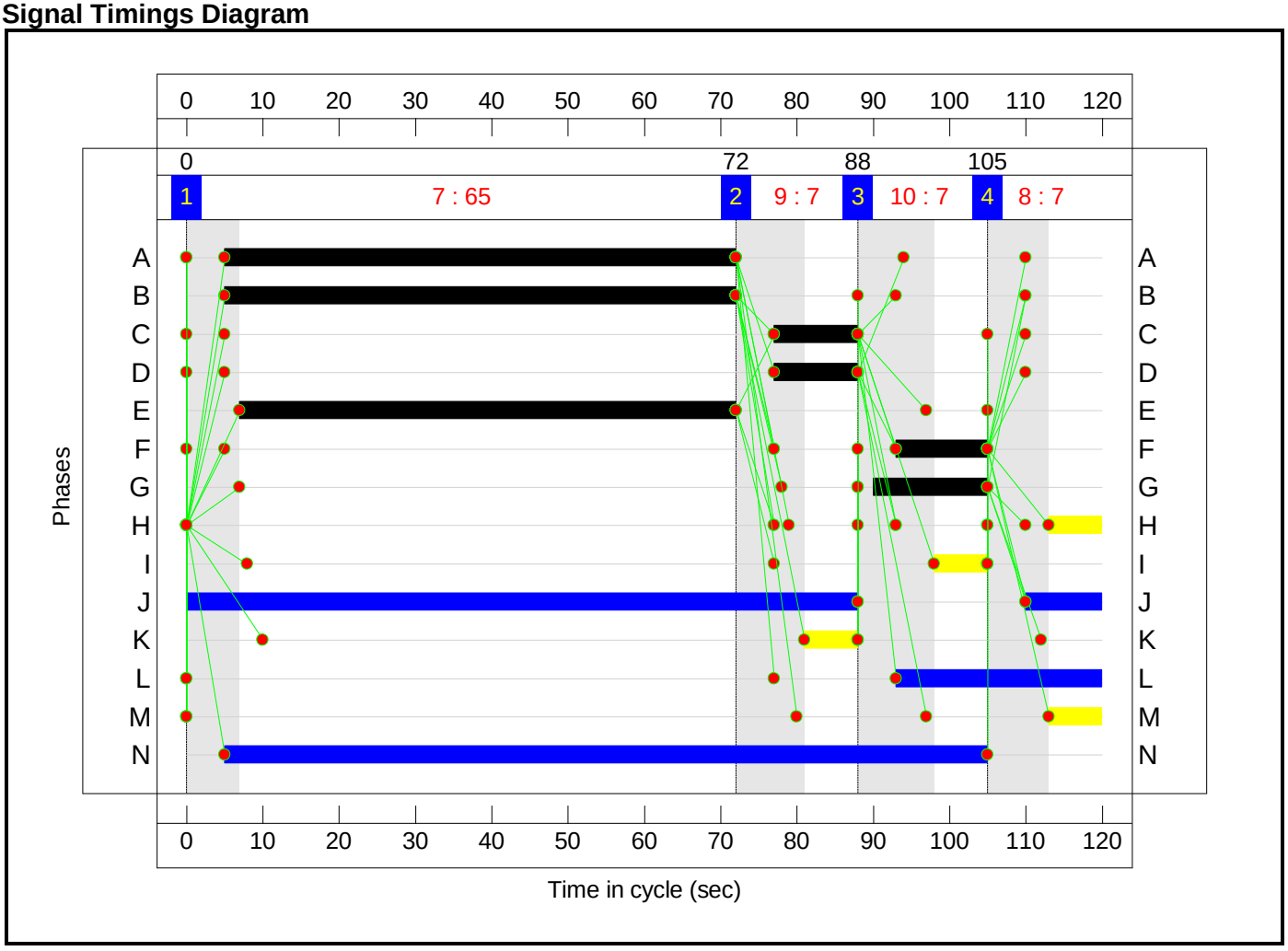
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	65	7	7	7
Change Point	0	72	88	105

Signal Timings Diagram



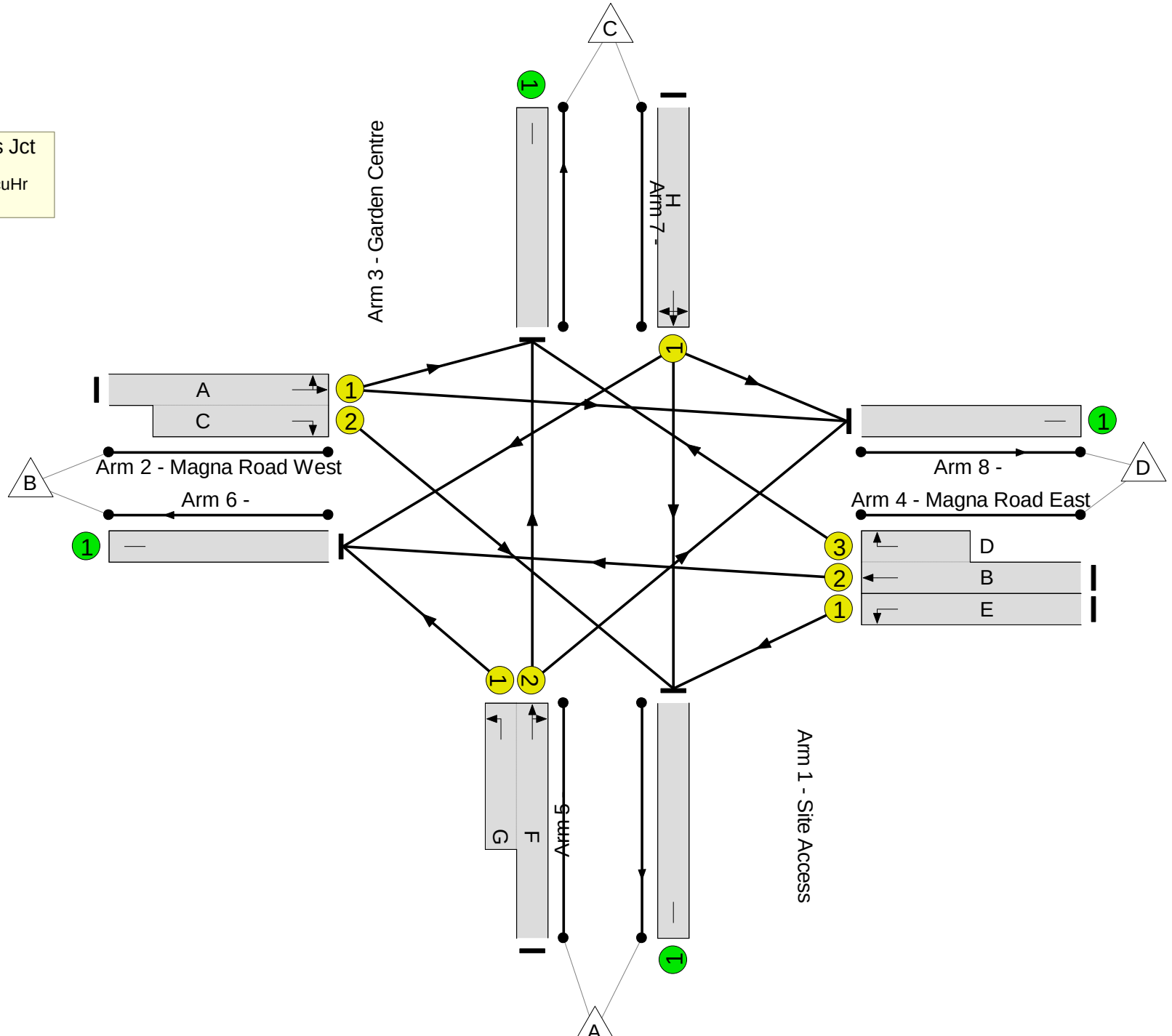
Full Input Data And Results

Network Layout Diagram

Magna Road / Site Access Jct

PRC: -3.8 %

Total Traffic Delay: 22.0 pcuHr



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.4%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.4%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		1	12:15	-	110	2017:1923	219+227	24.7 : 24.7%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		1	67:11	-	838	1965:1976	1072+68	73.5 : 73.5%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	9	1880	125	7.2%
4/1	Magna Road East Left	U	N/A	N/A	E		1	65	-	52	1886	1037	5.0%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		1	67:11	-	1136	2125:1932	1200+16	93.4 : 93.4%
5/1		U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1183	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	842	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**	**14.2**	**7.8**	**0.0**	**22.0**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**14.2**	**7.8**	**0.0**	**22.0**	**-**	**-**	**-**	**-**
1/2+1/1	110	110	-	-	-	1.5	0.2	-	1.6	53.1	1.7	0.2	1.8
2/1+2/2	838	838	-	-	-	4.8	1.4	-	6.2	26.6	19.5	1.4	20.9
3/1	9	9	-	-	-	0.1	0.0	-	0.2	68.2	0.3	0.0	0.3
4/1	52	52	-	-	-	0.2	0.0	-	0.2	14.4	0.8	0.0	0.8
4/2+4/3	1136	1136	-	-	-	7.6	6.2	-	13.8	43.7	34.6	6.2	40.8
5/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1183	1183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -3.8
PRC Over All Lanes (%): -3.8

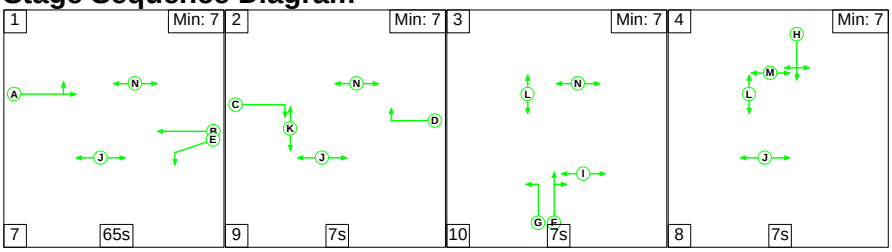
Total Delay for Signalled Lanes (pcuHr): 22.00
Total Delay Over All Lanes(pcuHr): 22.00

Cycle Time (s): 120

Full Input Data And Results

Scenario 4: '2027 + CD + PD PM' (FG4: '2027 + CD + PD PM', Plan 1: 'GC every')

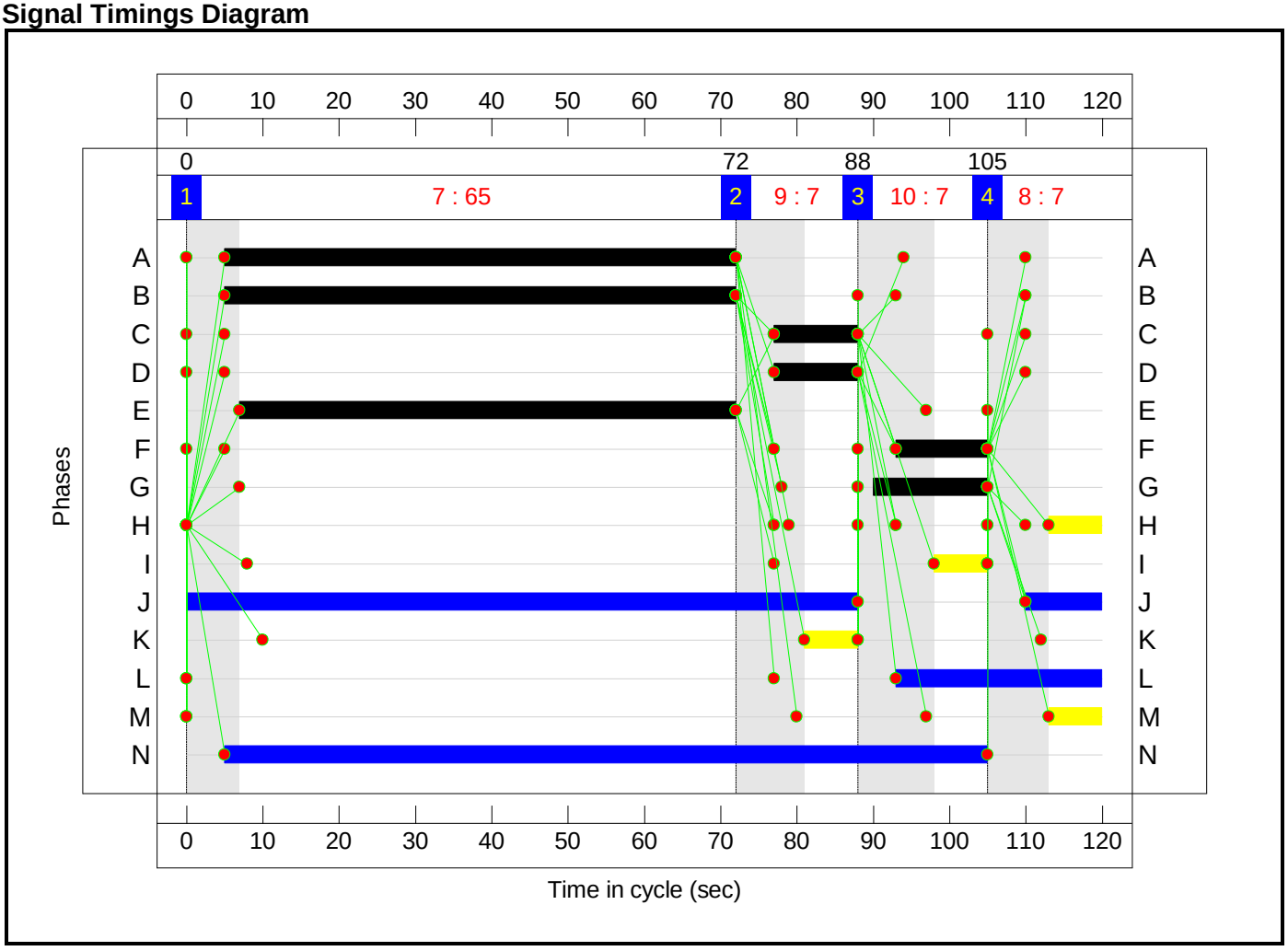
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	65	7	7	7
Change Point	0	72	88	105

Signal Timings Diagram



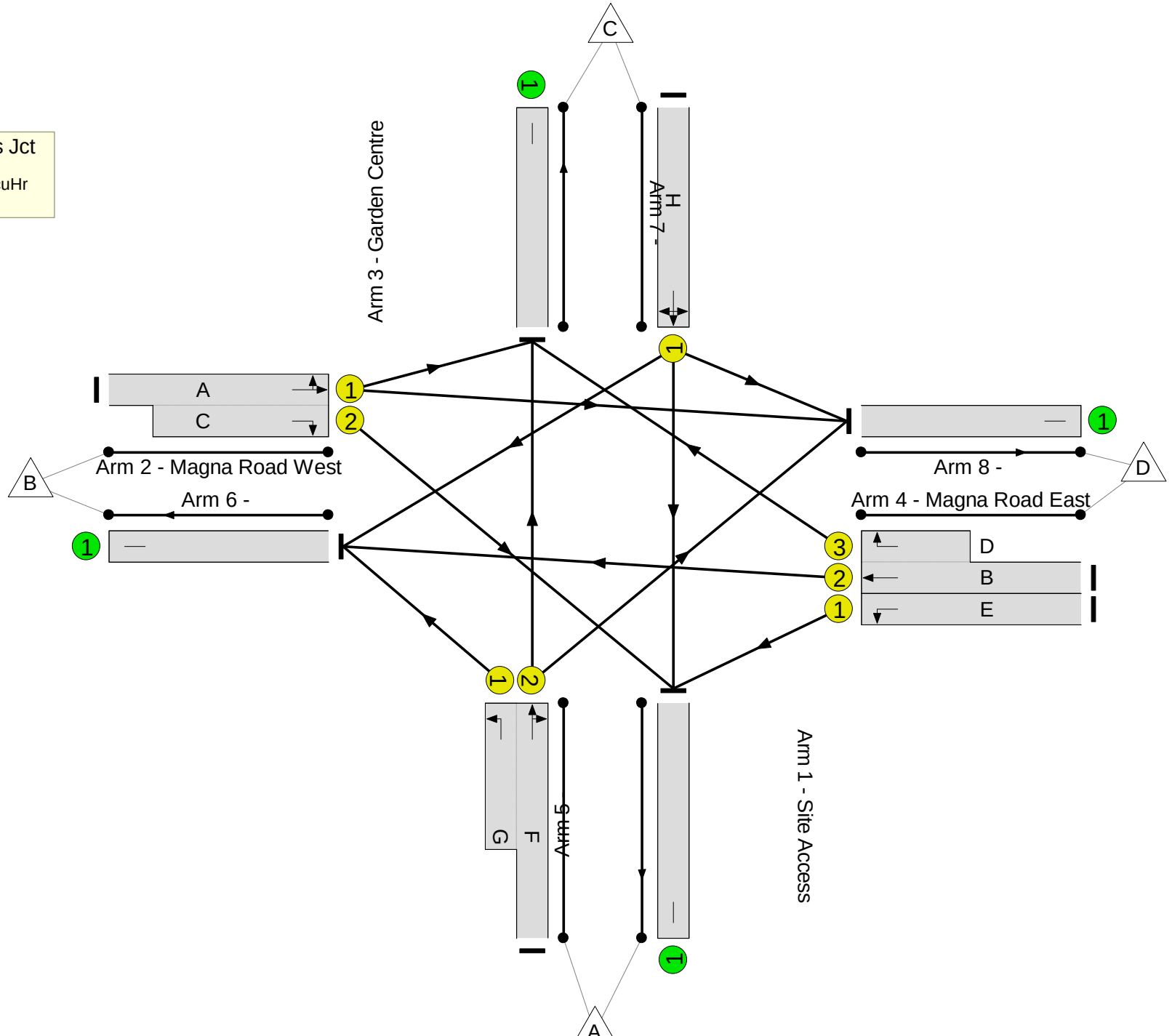
Full Input Data And Results

Network Layout Diagram

Magna Road / Site Access Jct

PRC: -16.9 %

Total Traffic Delay: 56.0 pcuHr



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.2%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.2%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		1	12:15	-	93	2017:1923	218+214	21.5 : 21.5%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		1	67:11	-	1180	1964:1976	1104+18	105.2 : 105.2%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	25	1821	121	20.6%
4/1	Magna Road East Left	U	N/A	N/A	E		1	65	-	16	1886	1037	1.5%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		1	67:11	-	812	2125:1932	1202+13	66.8 : 66.8%
5/1		U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	13	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1216	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**	**17.6**	**38.4**	**0.0**	**56.0**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**17.6**	**38.4**	**0.0**	**56.0**	**-**	**-**	**-**	**-**
1/2+1/1	93	93	-	-	-	1.2	0.1	-	1.4	52.9	1.4	0.1	1.6
2/1+2/2	1180	1122	-	-	-	11.8	37.1	-	48.9	149.1	44.4	37.1	81.5
3/1	25	25	-	-	-	0.4	0.1	-	0.5	71.7	0.8	0.1	0.9
4/1	16	16	-	-	-	0.1	0.0	-	0.1	14.1	0.2	0.0	0.2
4/2+4/3	812	812	-	-	-	4.2	1.0	-	5.2	22.9	18.7	1.0	19.7
5/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1159	1159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -16.9
PRC Over All Lanes (%): -16.9

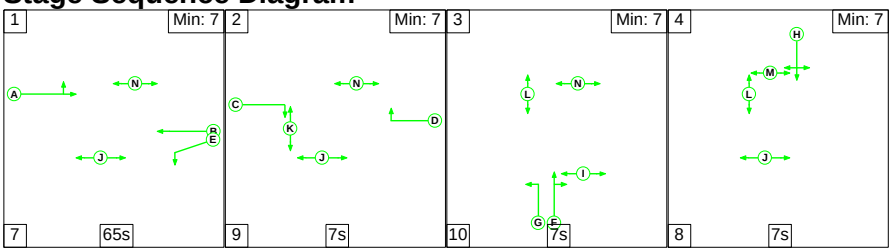
Total Delay for Signalled Lanes (pcuHr): 55.98
Total Delay Over All Lanes(pcuHr): 55.98

Cycle Time (s): 120

Full Input Data And Results

Scenario 5: '2033 + CD AM' (FG5: '2033 + CD AM', Plan 1: 'GC every')

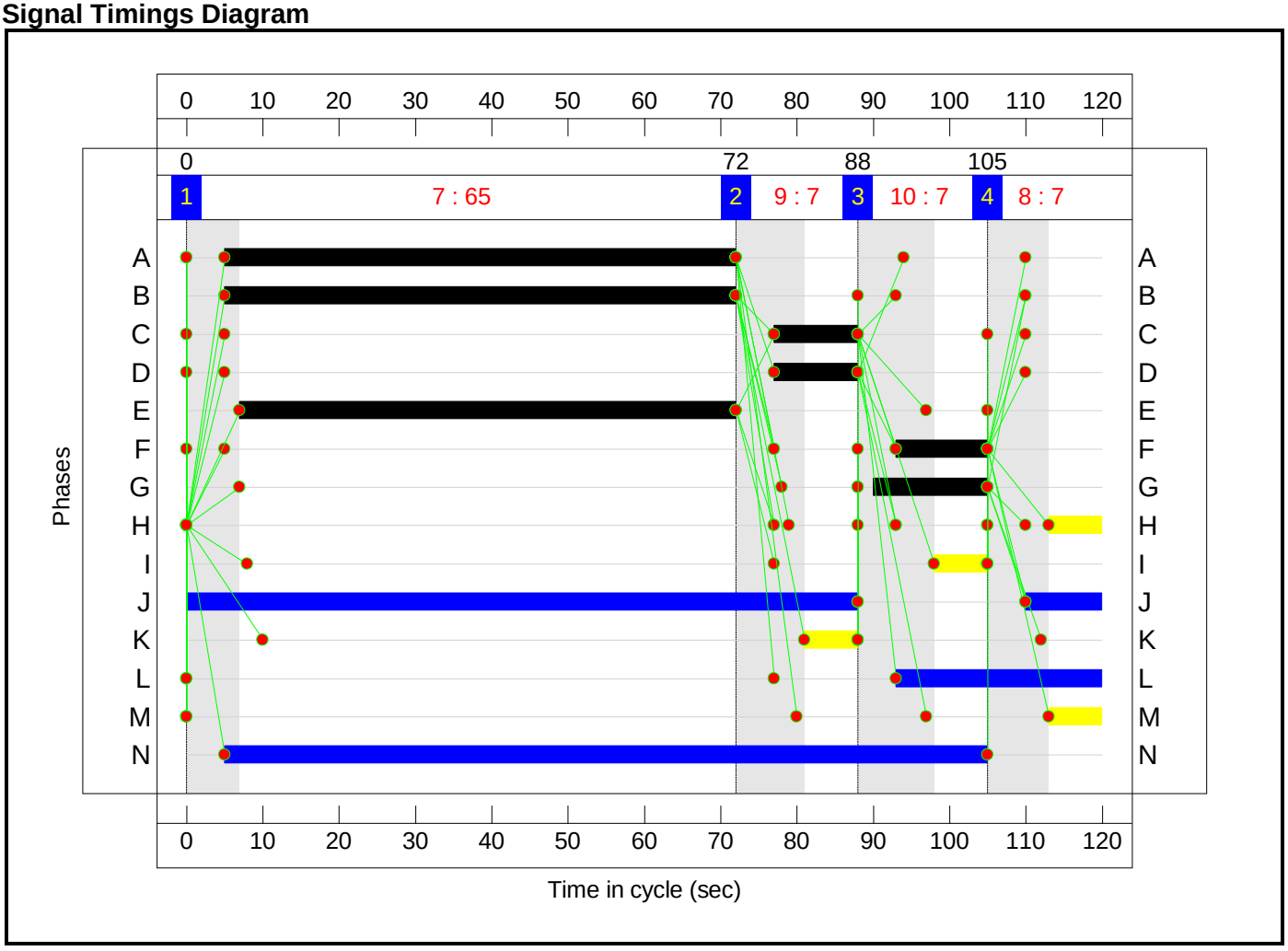
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	65	7	7	7
Change Point	0	72	88	105

Signal Timings Diagram



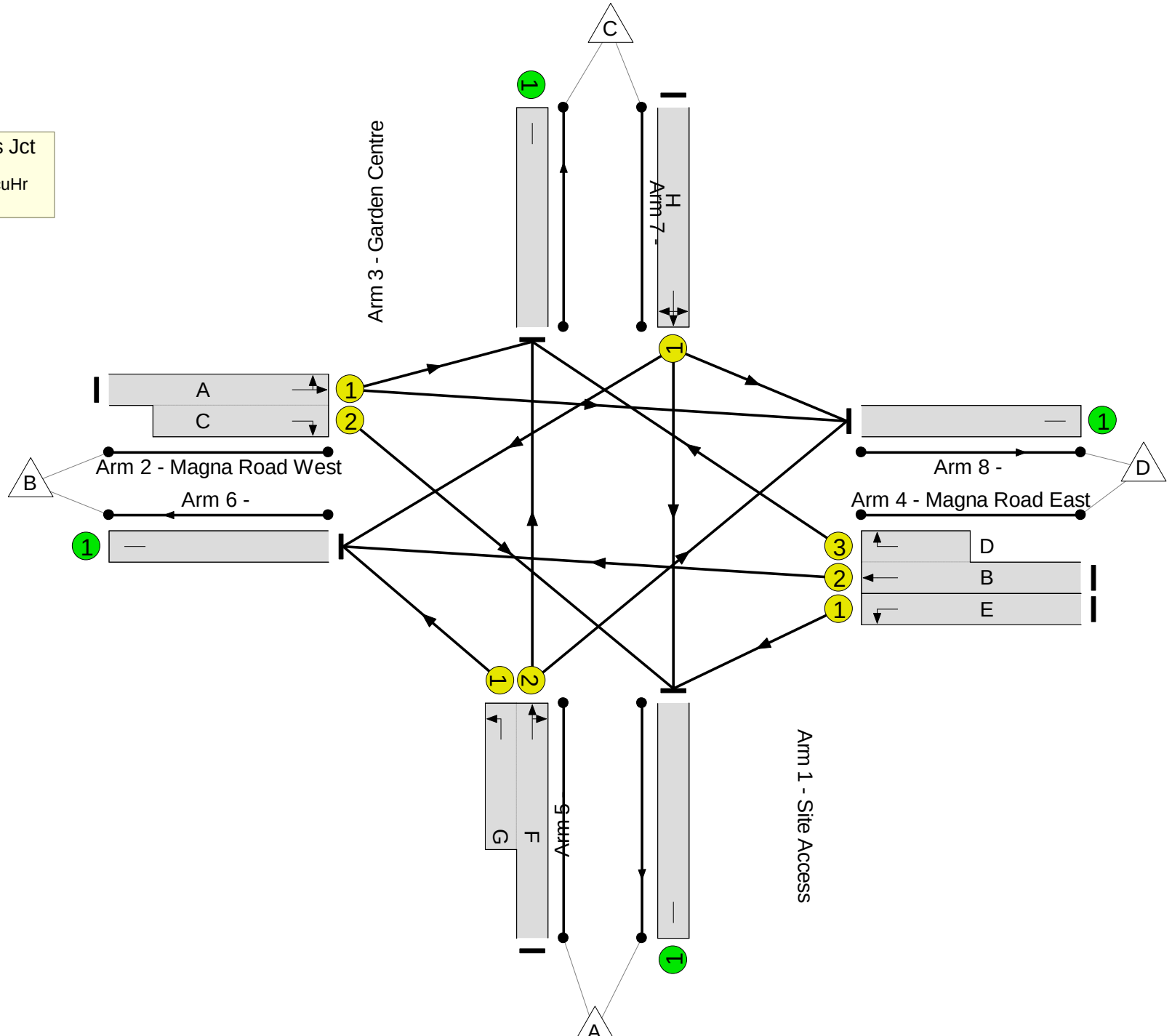
Full Input Data And Results

Network Layout Diagram

Magna Road / Site Access Jct

PRC: -7.5 %

Total Traffic Delay: 26.3 pcuHr



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.7%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.7%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		1	12:15	-	93	2017:1923	218+214	21.5 : 21.5%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		1	67:11	-	855	1965:1976	1080+54	75.3 : 75.3%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	10	1878	125	8.0%
4/1	Magna Road East Left	U	N/A	N/A	E		1	65	-	45	1886	1037	4.3%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		1	67:11	-	1176	2125:1932	1200+16	96.7 : 96.7%
5/1		U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1214	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%

Full Input Data And Results

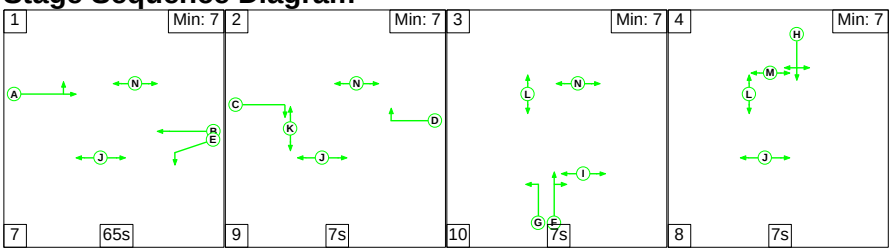
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**14.7**	**11.6**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**14.7**	**11.6**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
1/2+1/1	93	93	-	-	-	1.2	0.1	-	1.4	52.9	1.4	0.1	1.6
2/1+2/2	855	855	-	-	-	4.9	1.5	-	6.4	27.1	20.5	1.5	22.0
3/1	10	10	-	-	-	0.1	0.0	-	0.2	68.3	0.3	0.0	0.4
4/1	45	45	-	-	-	0.2	0.0	-	0.2	14.3	0.7	0.0	0.7
4/2+4/3	1176	1176	-	-	-	8.2	9.9	-	18.1	55.4	37.2	9.9	47.1
5/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1214	1214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.5 Total Delay for Signalled Lanes (pcuHr): 26.29 Cycle Time (s): 120
PRC Over All Lanes (%): -7.5 Total Delay Over All Lanes(pcuHr): 26.29

Full Input Data And Results

Scenario 6: '2033 + CD PM' (FG6: '2033 + CD PM', Plan 1: 'GC every')

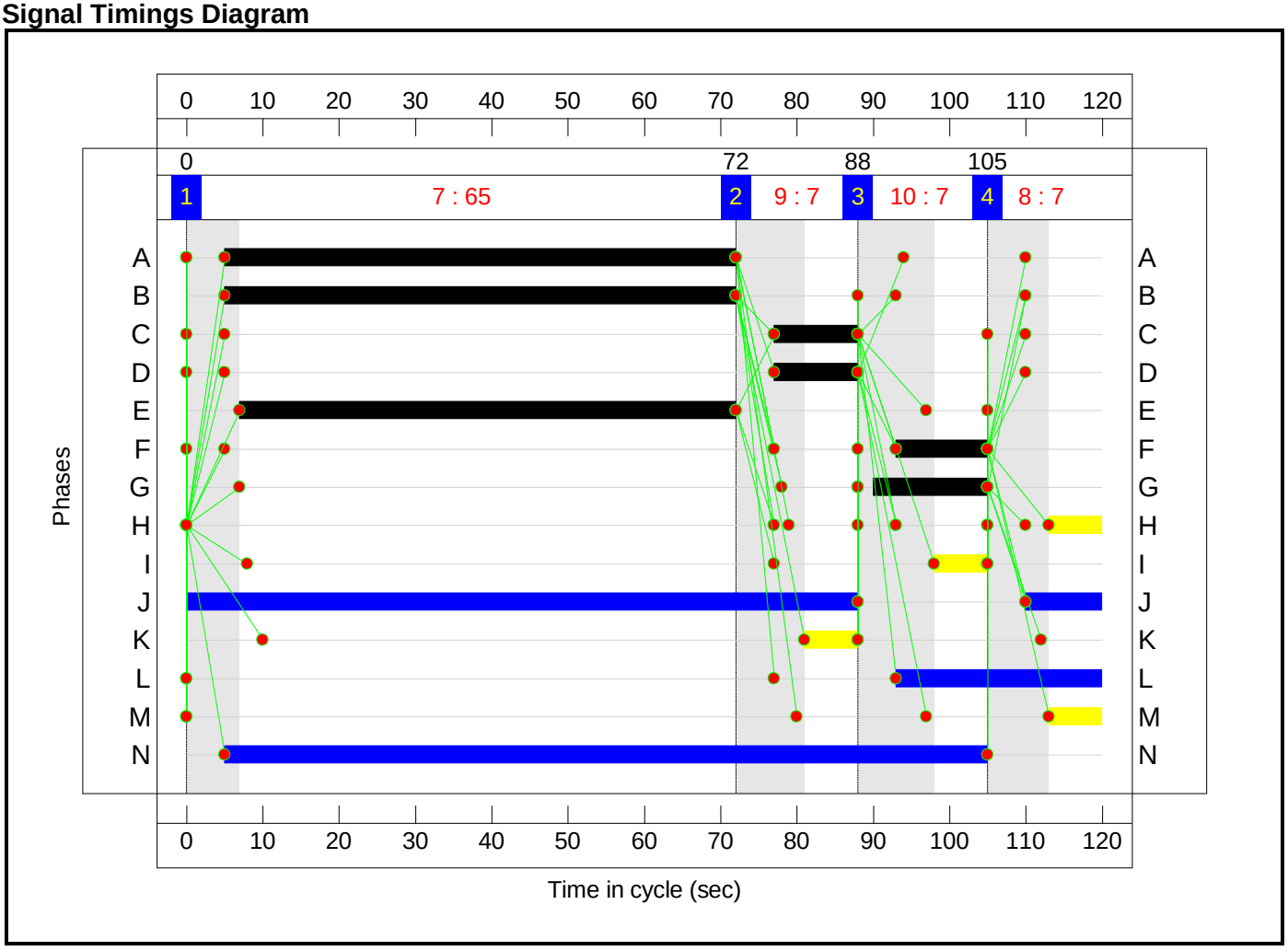
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	65	7	7	7
Change Point	0	72	88	105

Signal Timings Diagram



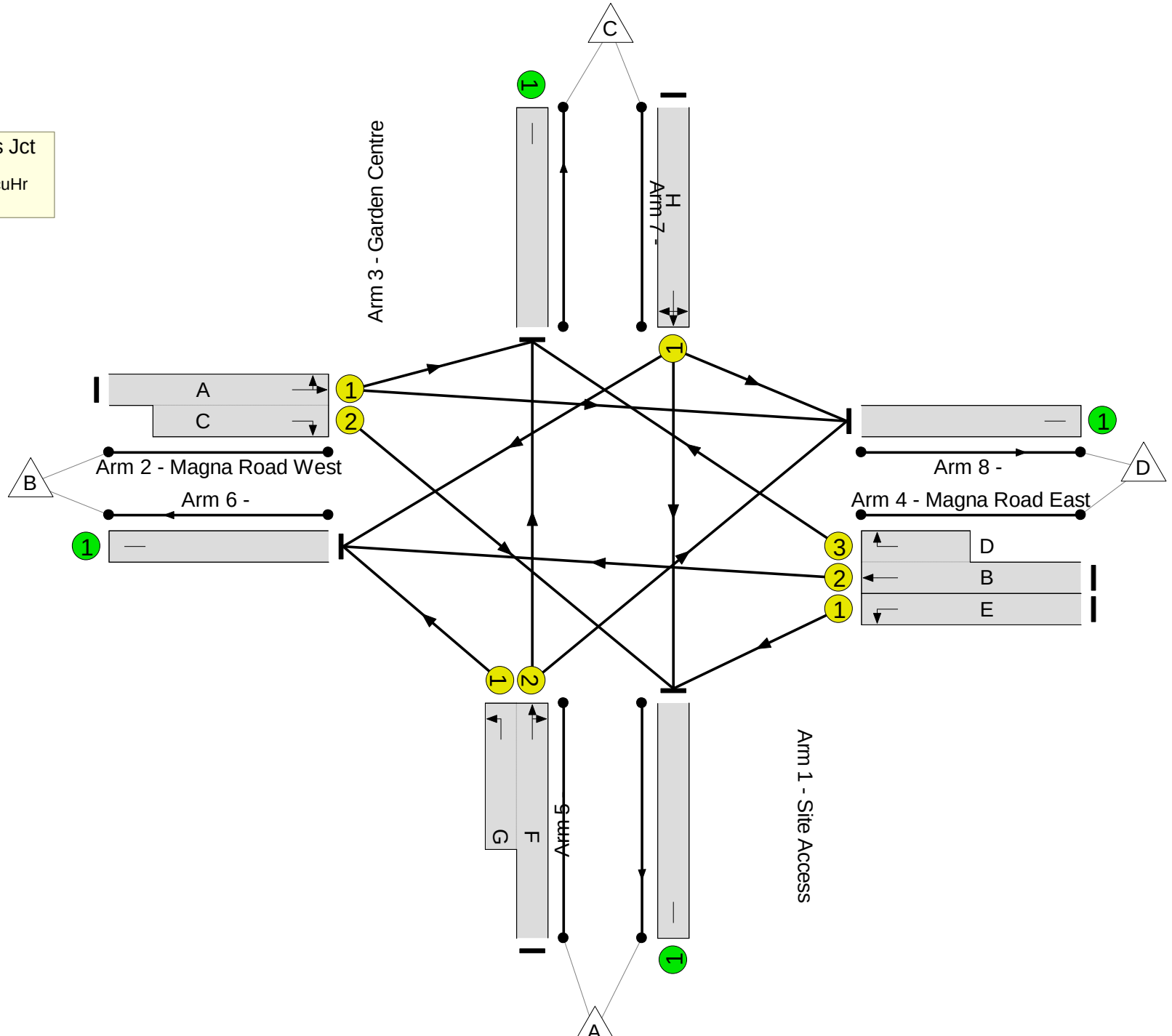
Full Input Data And Results

Network Layout Diagram

Magna Road / Site Access Jct

PRC: -20.7 %

Total Traffic Delay: 75.4 pcuHr



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.6%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**108.6%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		1	12:15	-	78	2017:1923	219+197	18.8 : 18.8%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		1	67:11	-	1215	1964:1976	1110+8	108.6 : 108.6%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	25	1821	121	20.6%
4/1	Magna Road East Left	U	N/A	N/A	E		1	65	-	9	1886	1037	0.9%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		1	67:11	-	847	2125:1932	1201+14	69.7 : 69.7%
5/1		U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1255	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**	**20.0**	**55.3**	**0.0**	**75.4**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**20.0**	**55.3**	**0.0**	**75.4**	**-**	**-**	**-**	**-**
1/2+1/1	78	78	-	-	-	1.0	0.1	-	1.1	52.7	1.2	0.1	1.4
2/1+2/2	1215	1118	-	-	-	14.1	53.9	-	68.1	201.7	47.0	53.9	100.9
3/1	25	25	-	-	-	0.4	0.1	-	0.5	71.7	0.8	0.1	0.9
4/1	9	9	-	-	-	0.0	0.0	-	0.0	14.1	0.1	0.0	0.1
4/2+4/3	847	847	-	-	-	4.5	1.1	-	5.6	23.8	19.9	1.1	21.1
5/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1159	1159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -20.7
PRC Over All Lanes (%): -20.7

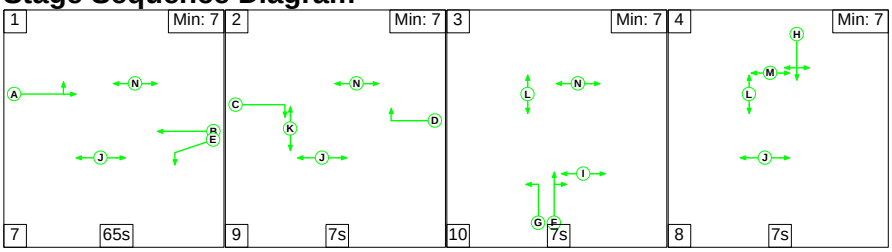
Total Delay for Signalled Lanes (pcuHr): 75.36
Total Delay Over All Lanes(pcuHr): 75.36

Cycle Time (s): 120

Full Input Data And Results

Scenario 7: '2033 + CD + PD AM' (FG7: '2033 + CD + PD AM', Plan 1: 'GC every')

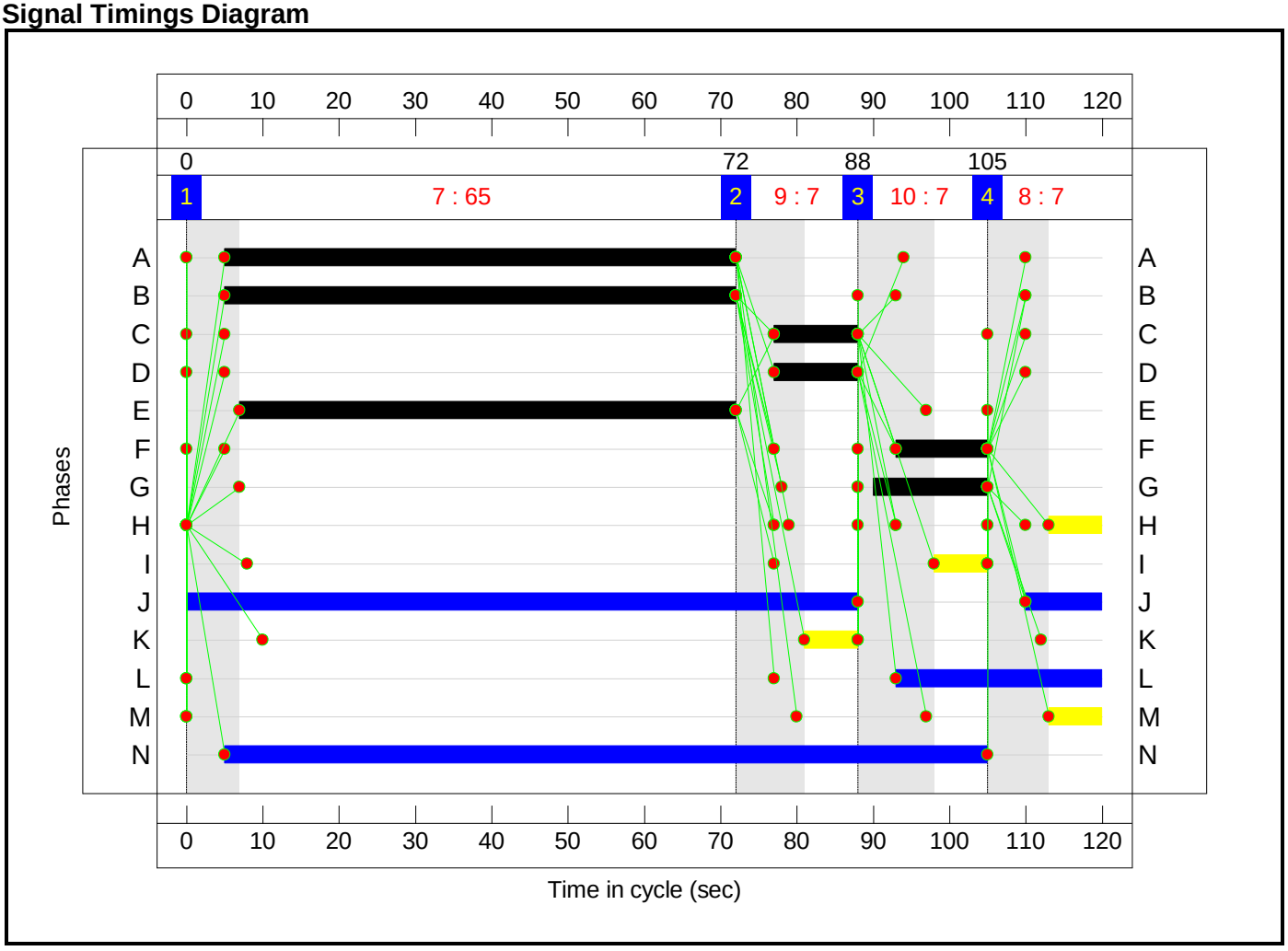
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	65	7	7	7
Change Point	0	72	88	105

Signal Timings Diagram



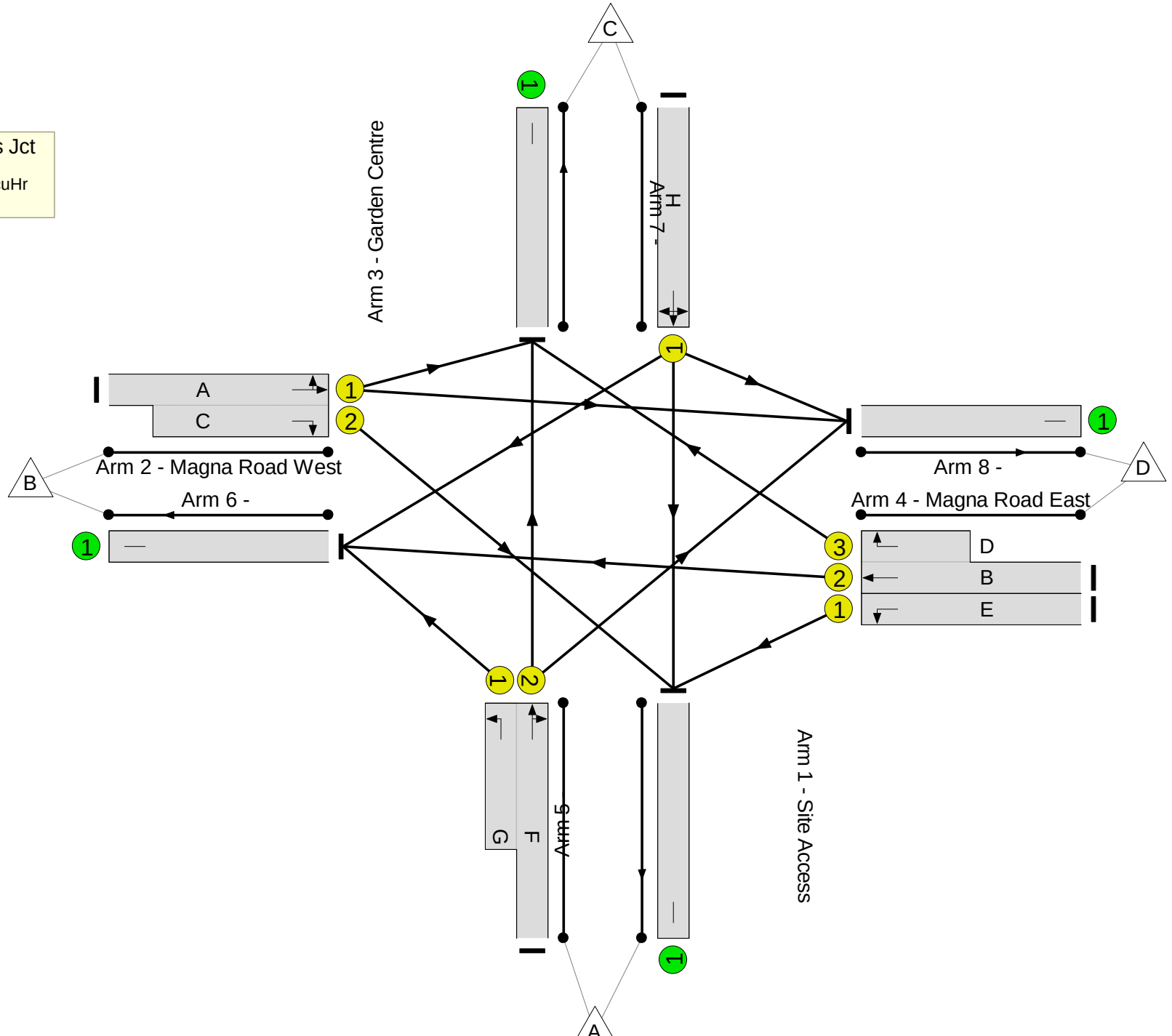
Full Input Data And Results

Network Layout Diagram

Magna Road / Site Access Jct

PRC: -7.5 %

Total Traffic Delay: 26.9 pcuHr



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.7%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.7%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		1	12:15	-	114	2017:1923	219+226	25.6 : 25.6%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		1	67:11	-	866	1965:1976	1071+68	76.0 : 76.0%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	10	1878	125	8.0%
4/1	Magna Road East Left	U	N/A	N/A	E		1	65	-	53	1886	1037	5.1%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		1	67:11	-	1176	2125:1932	1200+16	96.7 : 96.7%
5/1		U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1226	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	870	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**	**15.2**	**11.7**	**0.0**	**26.9**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**15.2**	**11.7**	**0.0**	**26.9**	**-**	**-**	**-**	**-**
1/2+1/1	114	114	-	-	-	1.5	0.2	-	1.7	53.2	1.7	0.2	1.9
2/1+2/2	866	866	-	-	-	5.1	1.6	-	6.7	27.7	20.9	1.6	22.4
3/1	10	10	-	-	-	0.1	0.0	-	0.2	68.3	0.3	0.0	0.4
4/1	53	53	-	-	-	0.2	0.0	-	0.2	14.4	0.8	0.0	0.8
4/2+4/3	1176	1176	-	-	-	8.2	9.9	-	18.1	55.4	37.2	9.9	47.1
5/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -7.5
PRC Over All Lanes (%): -7.5

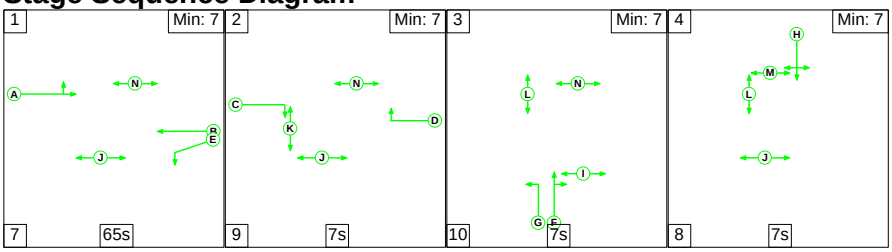
Total Delay for Signalled Lanes (pcuHr): 26.85
Total Delay Over All Lanes(pcuHr): 26.85

Cycle Time (s): 120

Full Input Data And Results

Scenario 8: '2033 + CD + PD PM' (FG8: '2033 + CD + PD PM', Plan 1: 'GC every')

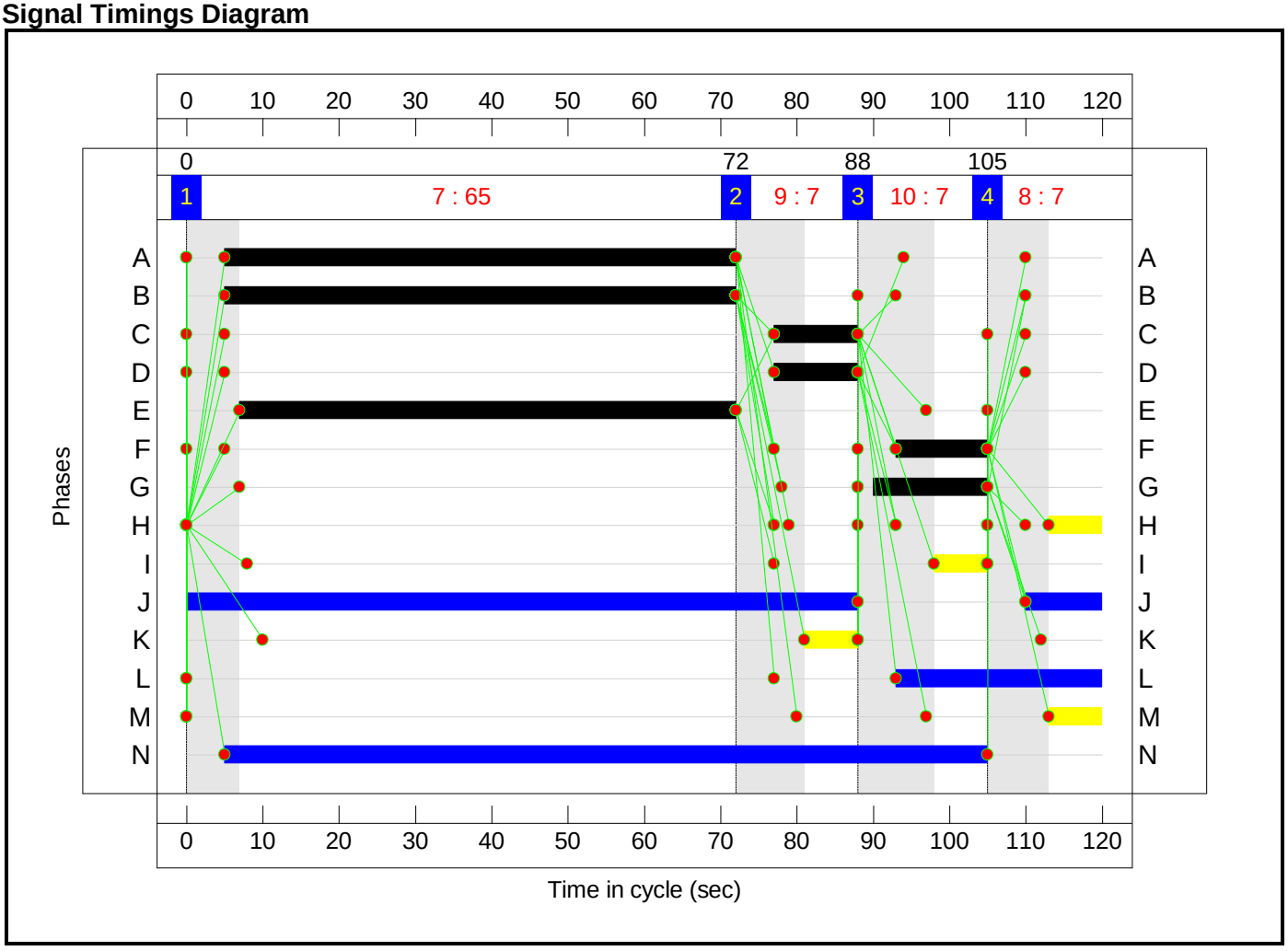
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	65	7	7	7
Change Point	0	72	88	105

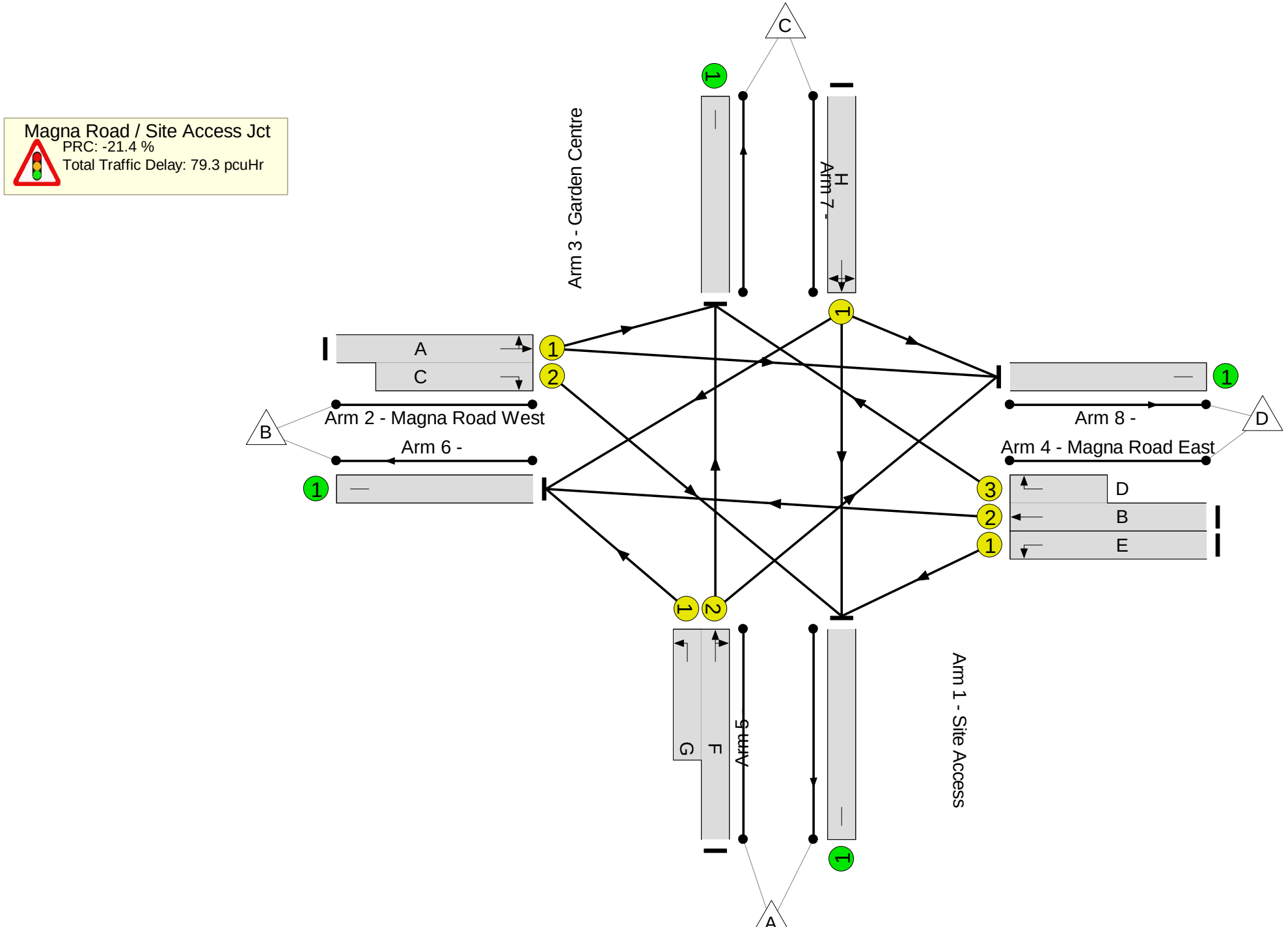
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.2%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**109.2%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		1	12:15	-	96	2017:1923	218+218	22.0 : 22.0%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		1	67:11	-	1225	1964:1976	1104+17	109.2 : 109.2%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	25	1821	121	20.6%
4/1	Magna Road East Left	U	N/A	N/A	E		1	65	-	17	1886	1037	1.6%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		1	67:11	-	847	2125:1932	1201+14	69.7 : 69.7%
5/1		U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1262	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**	**20.8**	**58.5**	**0.0**	**79.3**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**20.8**	**58.5**	**0.0**	**79.3**	**-**	**-**	**-**	**-**
1/2+1/1	96	96	-	-	-	1.3	0.1	-	1.4	52.9	1.5	0.1	1.6
2/1+2/2	1225	1121	-	-	-	14.6	57.1	-	71.7	210.8	47.5	57.1	104.6
3/1	25	25	-	-	-	0.4	0.1	-	0.5	71.7	0.8	0.1	0.9
4/1	17	17	-	-	-	0.1	0.0	-	0.1	14.1	0.3	0.0	0.3
4/2+4/3	847	847	-	-	-	4.5	1.1	-	5.6	23.8	19.9	1.1	21.1
5/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1160	1160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -21.4
PRC Over All Lanes (%): -21.4

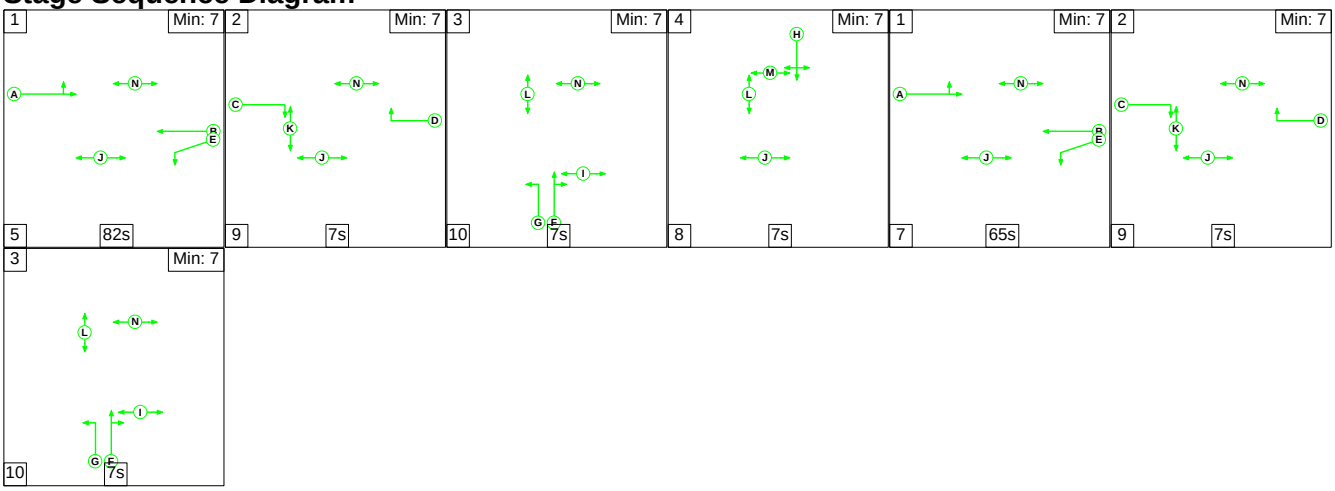
Total Delay for Signalled Lanes (pcuHr): 79.30
Total Delay Over All Lanes(pcuHr): 79.30

Cycle Time (s): 120

Full Input Data And Results

Scenario 9: 'Alt 2033 + CD + PD AM' (FG7: '2033 + CD + PD AM', Plan 2: 'GC every other')

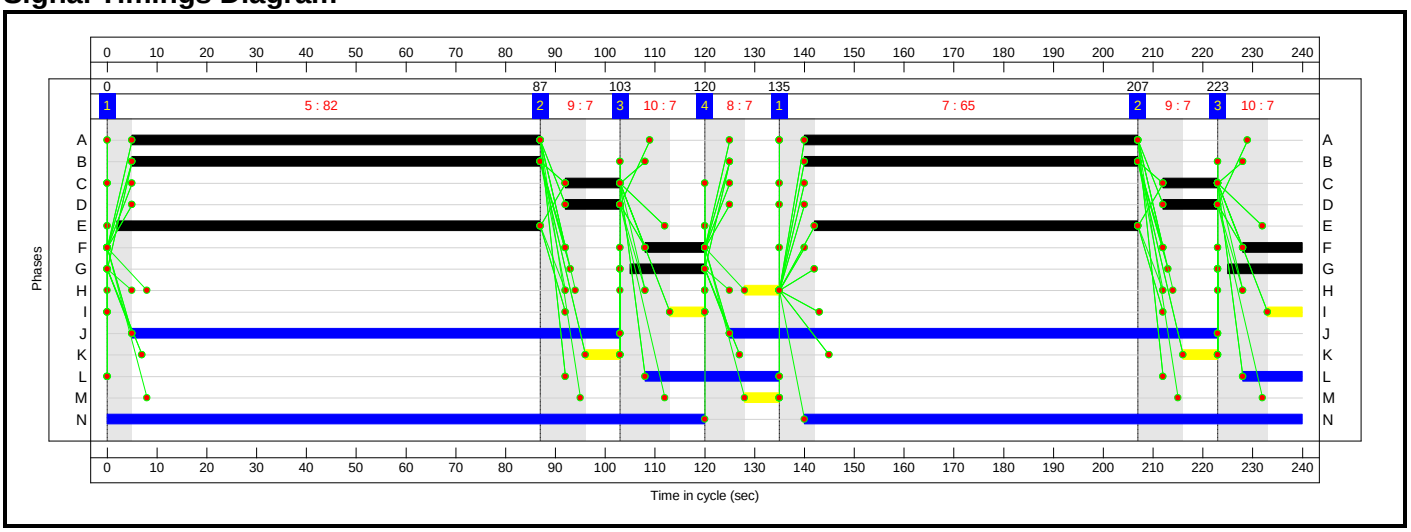
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	82	7	7	7	65	7	7
Change Point	0	87	103	120	135	207	223

Signal Timings Diagram



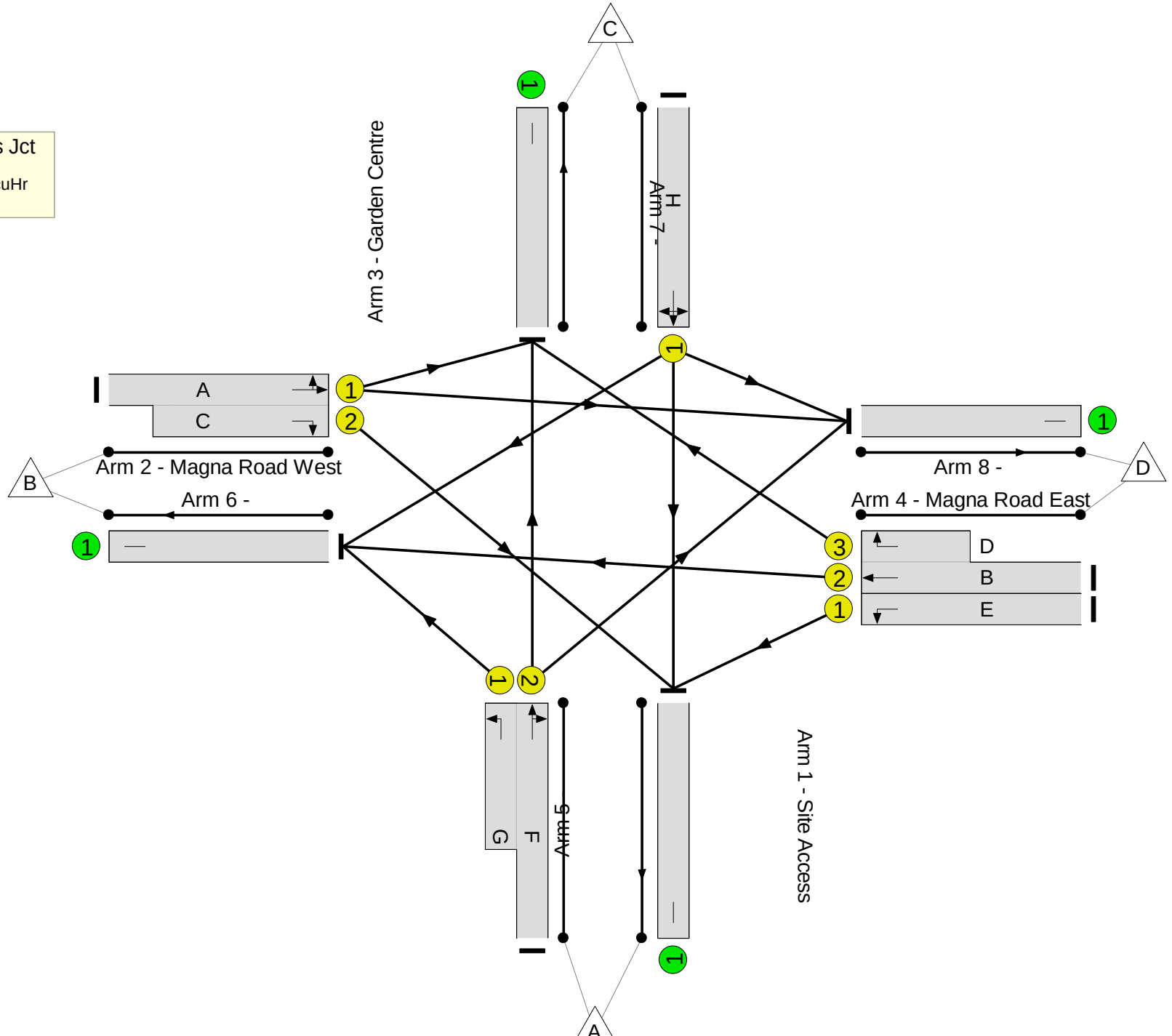
Full Input Data And Results

Network Layout Diagram

Magna Road / Site Access Jct

PRC: 3.2 %

Total Traffic Delay: 16.9 pcuHr



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		2	24:30	-	114	2017:1923	219+226	25.6 : 25.6%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		2	149:22	-	866	1965:1976	1187+76	68.6 : 68.6%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	10	1878	63	16.0%
4/1	Magna Road East Left	U	N/A	N/A	E		2	150	-	53	1886	1194	4.4%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		2	149:22	-	1176	2125:1932	1331+17	87.2 : 87.2%
5/1		U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1226	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%

Full Input Data And Results

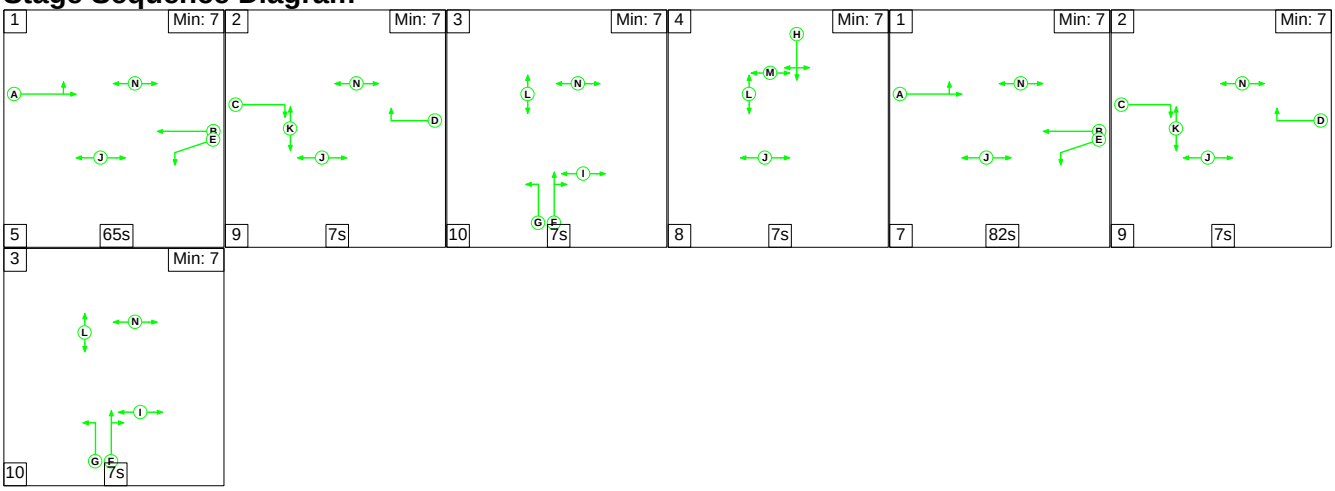
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**12.2**	**4.7**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**12.2**	**4.7**	**0.0**	**16.9**	**-**	**-**	**-**	**-**
1/2+1/1	114	114	-	-	-	1.5	0.2	-	1.7	53.2	1.7	0.2	1.9
2/1+2/2	866	866	-	-	-	4.0	1.1	-	5.1	21.2	20.9	1.1	22.0
3/1	10	10	-	-	-	0.3	0.1	-	0.4	146.9	0.6	0.1	0.7
4/1	53	53	-	-	-	0.1	0.0	-	0.2	10.3	0.8	0.0	0.8
4/2+4/3	1176	1176	-	-	-	6.2	3.3	-	9.5	29.2	37.2	3.3	40.5
5/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.2 Total Delay for Signalled Lanes (pcuHr): 16.86 Cycle Time (s): 240
PRC Over All Lanes (%): 3.2 Total Delay Over All Lanes(pcuHr): 16.86

Full Input Data And Results

Scenario 10: 'Alt 2033 + CD + PD PM' (FG8: '2033 + CD + PD PM', Plan 2: 'GC every other')

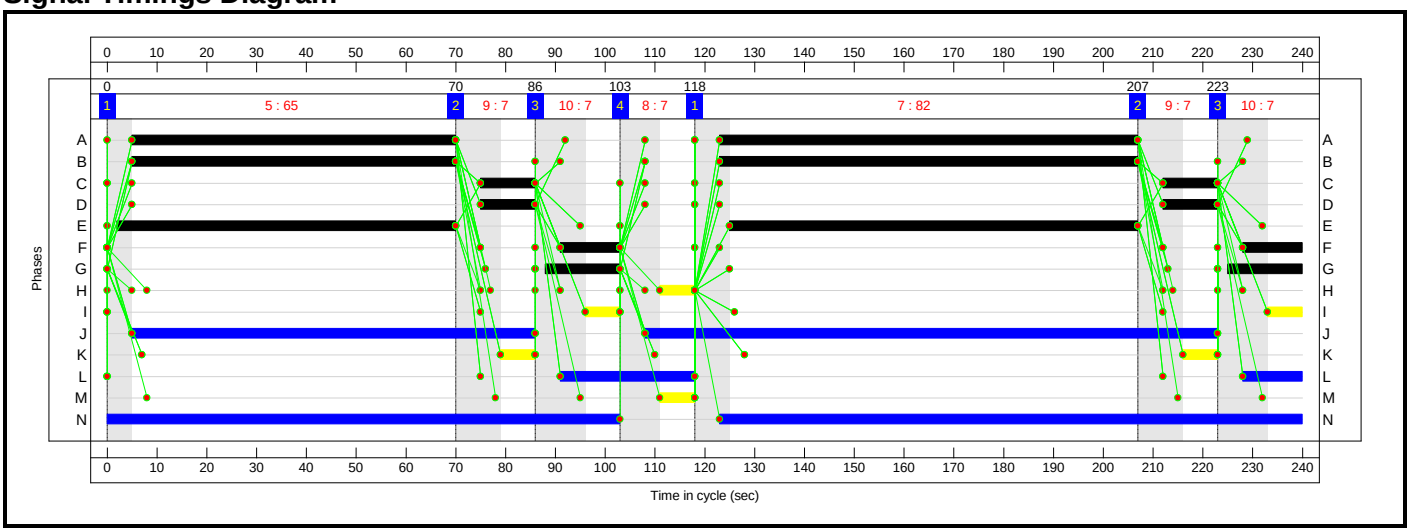
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	1	2	3
Duration	65	7	7	7	82	7	7
Change Point	0	70	86	103	118	207	223

Signal Timings Diagram



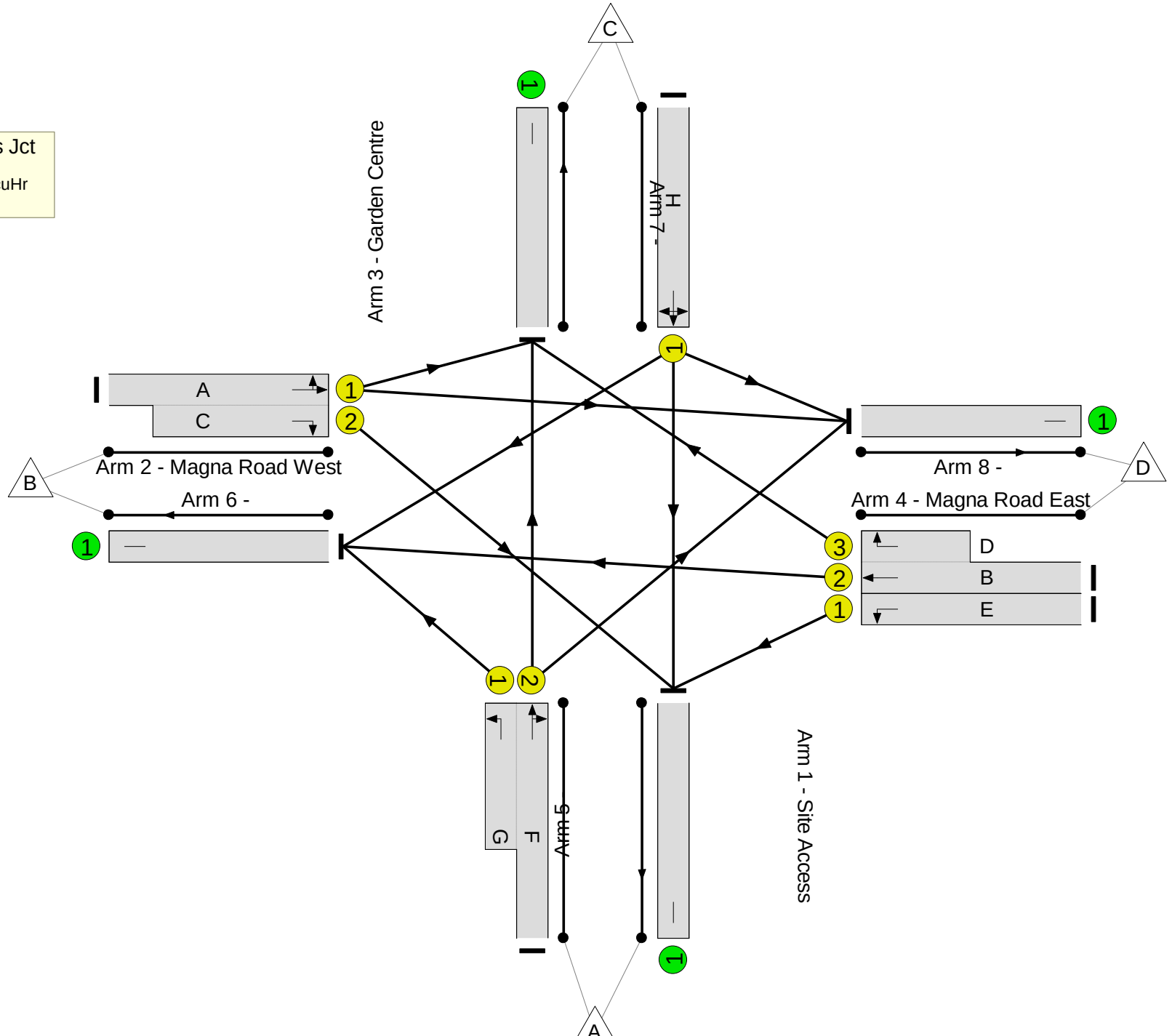
Full Input Data And Results

Network Layout Diagram

Magna Road / Site Access Jct

PRC: -9.4 %

Total Traffic Delay: 27.9 pcuHr



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.5%**
Magna Road / Site Access Jct	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.5%**
1/2+1/1	Site Access Left Ahead Right	U	N/A	N/A	F G		2	24:30	-	96	2017:1923	218+218	22.0 : 22.0%
2/1+2/2	Magna Road West Right Left Ahead	U	N/A	N/A	A C		2	149:22	-	1225	1964:1976	1225+19	98.5 : 98.5%
3/1	Garden Centre Ahead Right Left	U	N/A	N/A	H		1	7	-	25	1821	61	41.2%
4/1	Magna Road East Left	U	N/A	N/A	E		2	150	-	17	1886	1194	1.4%
4/2+4/3	Magna Road East Ahead Right	U	N/A	N/A	B D		2	149:22	-	847	2125:1932	1332+16	62.8 : 62.8%
5/1		U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	898	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1262	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**	**13.2**	**14.7**	**0.0**	**27.9**	**-**	**-**	**-**	**-**
Magna Road / Site Access Jct	**-**	**-**	**0**	**0**	**0**	**13.2**	**14.7**	**0.0**	**27.9**	**-**	**-**	**-**	**-**
1/2+1/1	96	96	-	-	-	1.3	0.1	-	1.4	54.1	1.7	0.1	1.8
2/1+2/2	1225	1225	-	-	-	7.7	13.3	-	21.0	61.8	46.1	13.3	59.4
3/1	25	25	-	-	-	0.8	0.3	-	1.1	163.2	1.6	0.3	2.0
4/1	17	17	-	-	-	0.0	0.0	-	0.0	10.2	0.3	0.0	0.3
4/2+4/3	847	847	-	-	-	3.4	0.8	-	4.2	18.0	19.9	0.8	20.8
5/1	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -9.4
PRC Over All Lanes (%): -9.4

Total Delay for Signalled Lanes (pcuHr): 27.89
Total Delay Over All Lanes(pcuHr): 27.89

Cycle Time (s): 240