







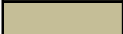







Appendix B

JUNCTION RESULT SHEETS

Legend to Summary Result Sheets

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

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

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

† Also includes no change over base.

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

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

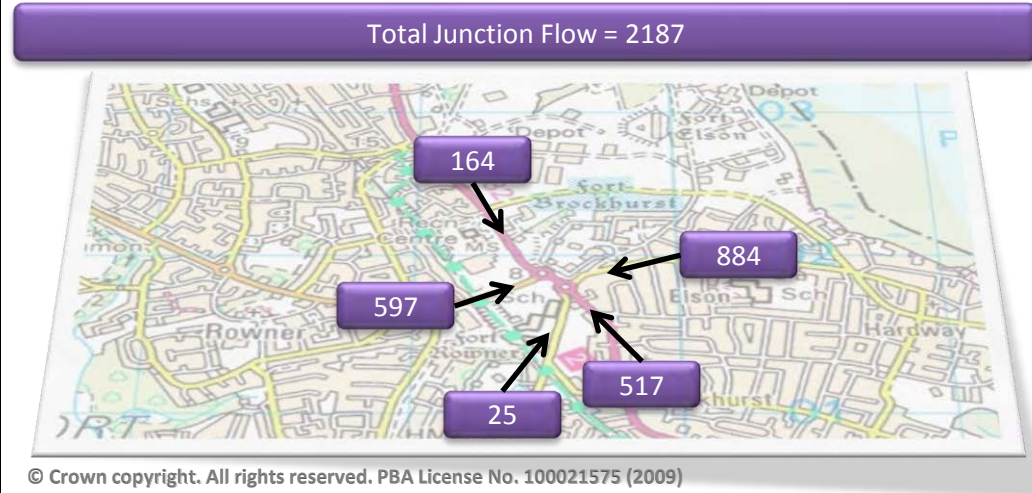


North Brockhurst Roundabouts

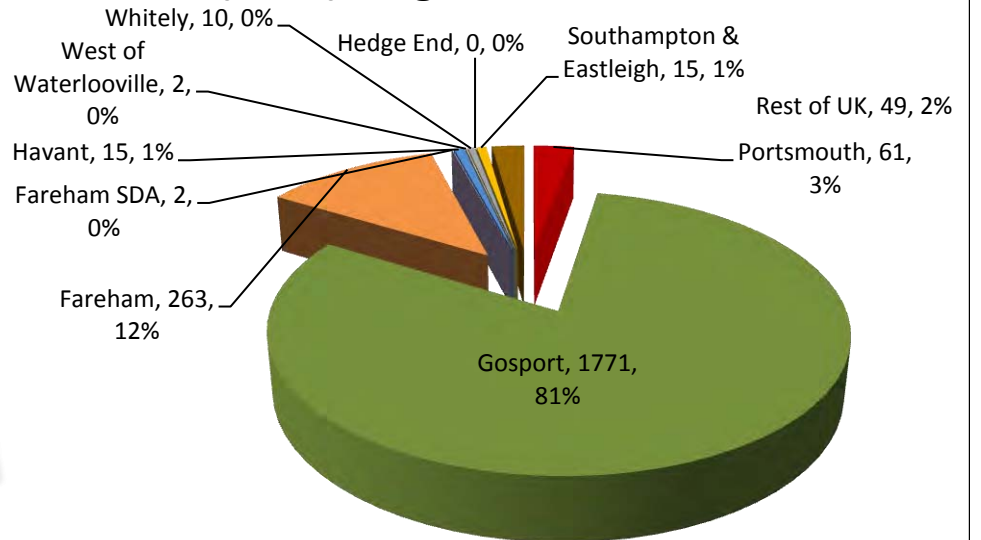
Existing Junction Details

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

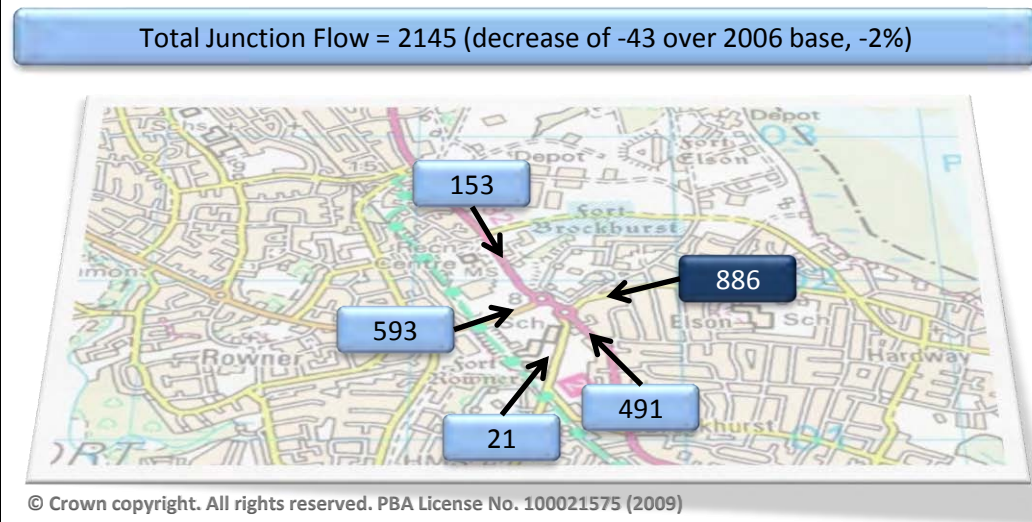
2006 Base Flows



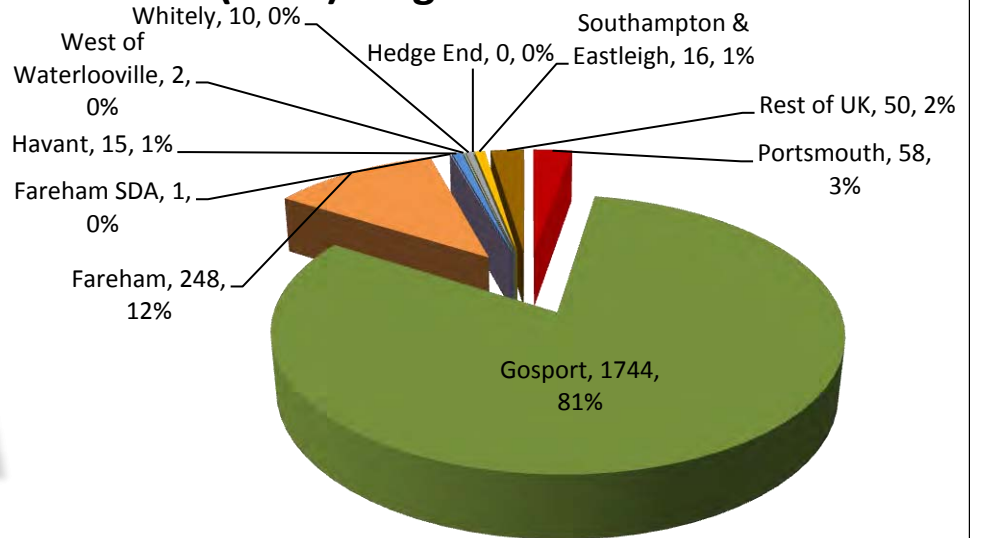
2006 (Base) Origin of Traffic at Junction



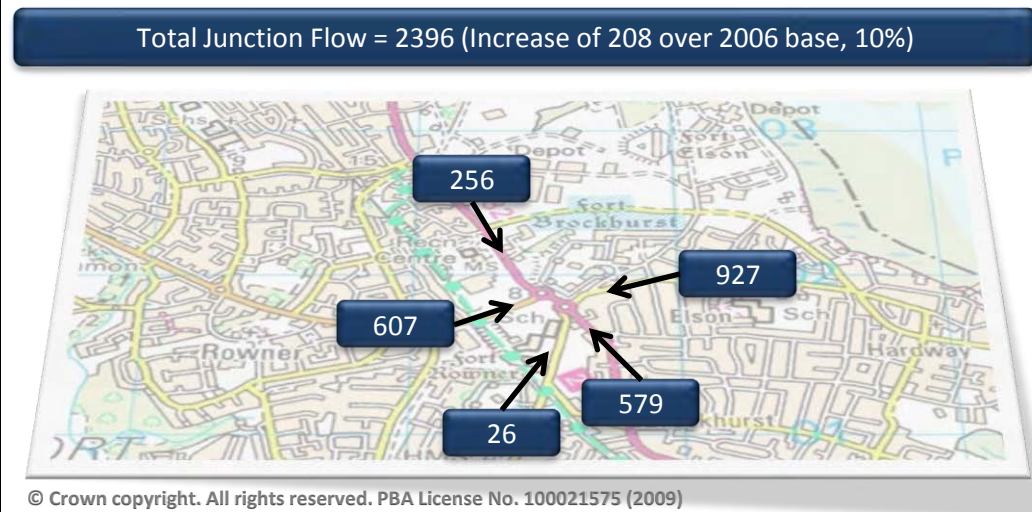
2016 Base Flows



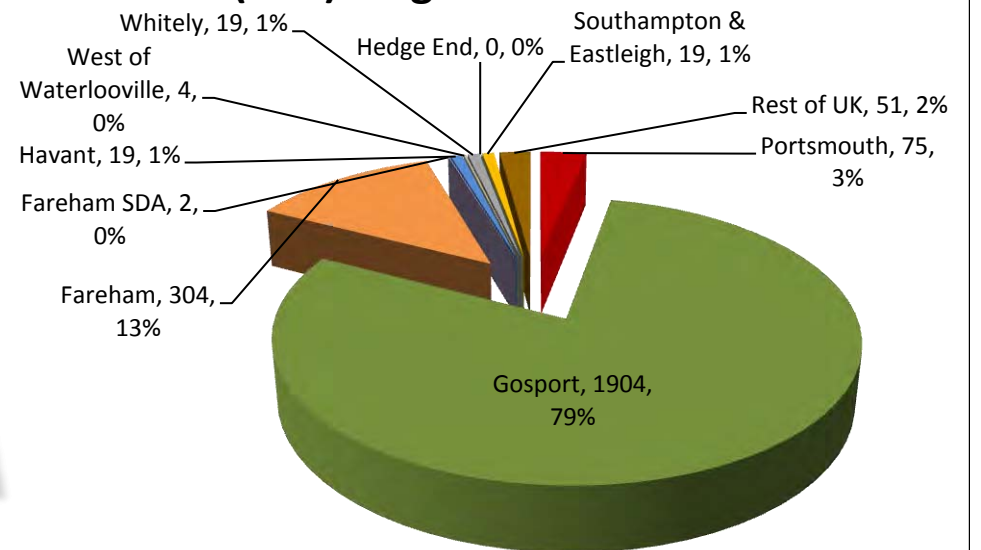
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



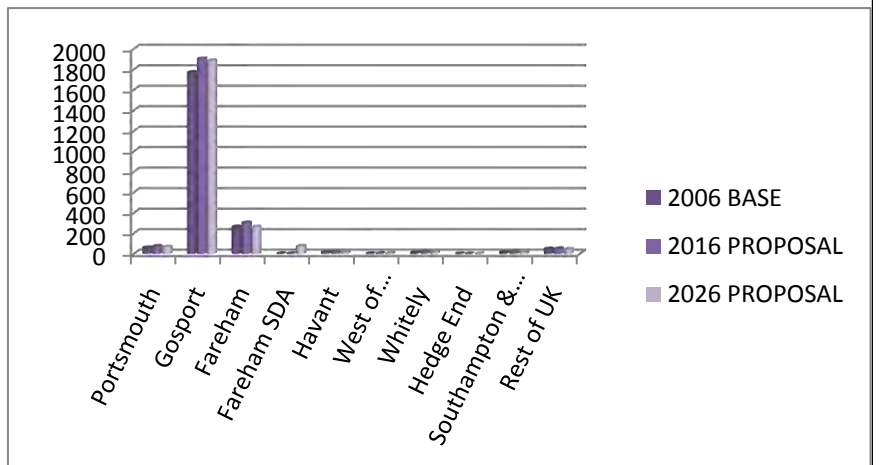
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of North Brockhurst Roundabouts Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

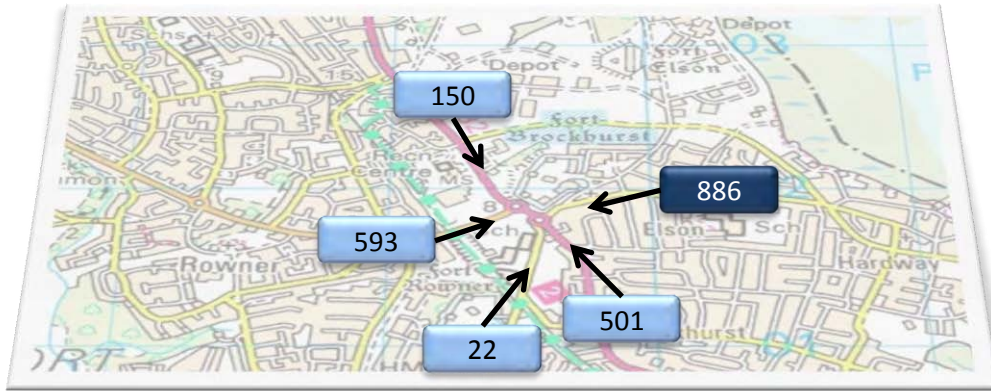
Results Sheet 2

C

North Brockhurst Roundabouts

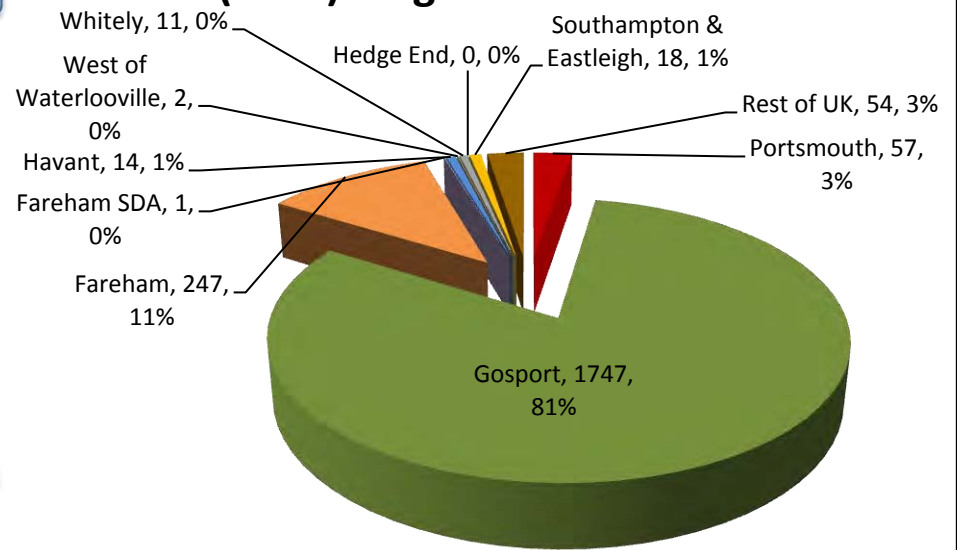
2026 Base Flows

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



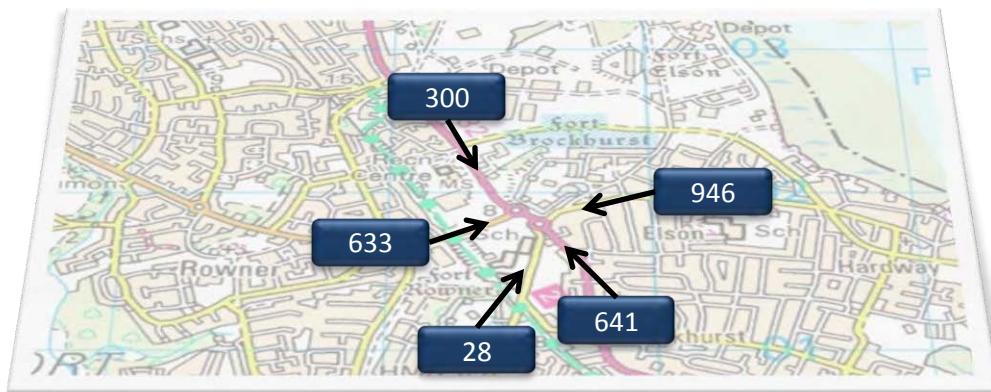
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2026 (Base) Origin of Traffic at Junction



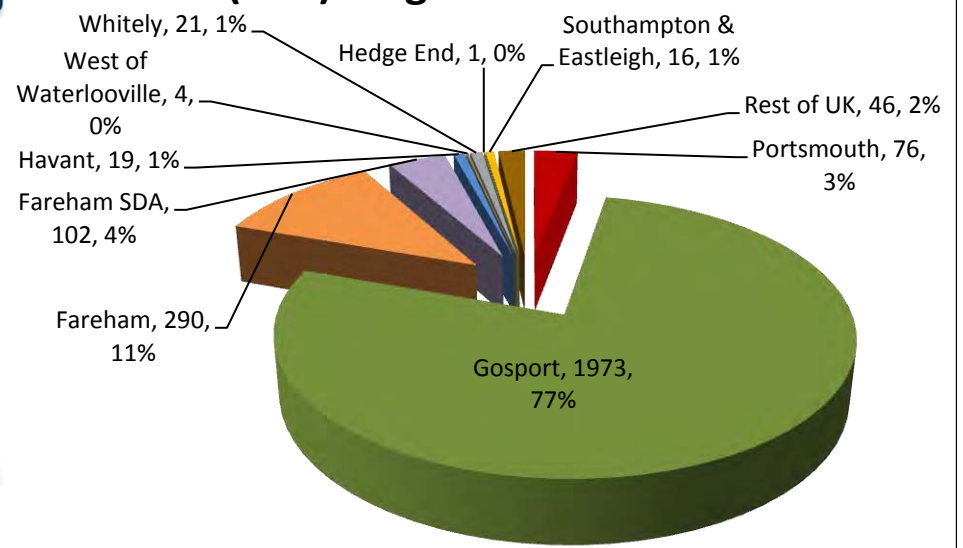
2026 Flows (Base + Development)

Total Junction Flow = 2547 (Increase of 360 over 2006 base, 16%)



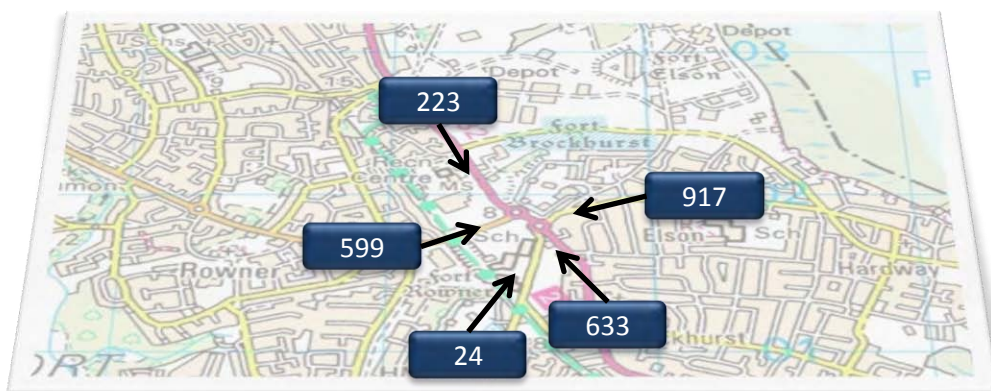
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2026 (Dev) Origin of Traffic at Junction



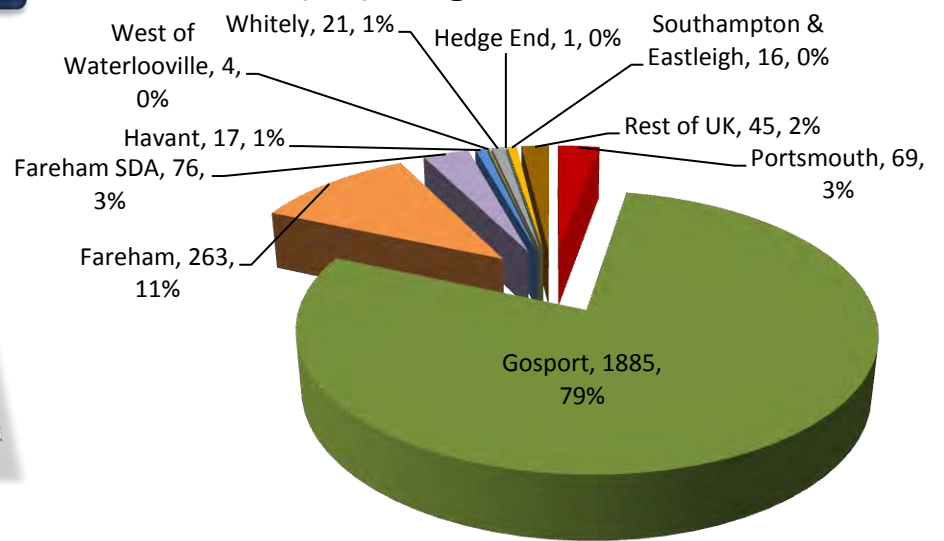
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 2397 (Increase of 209 over 2006 base, 10%)



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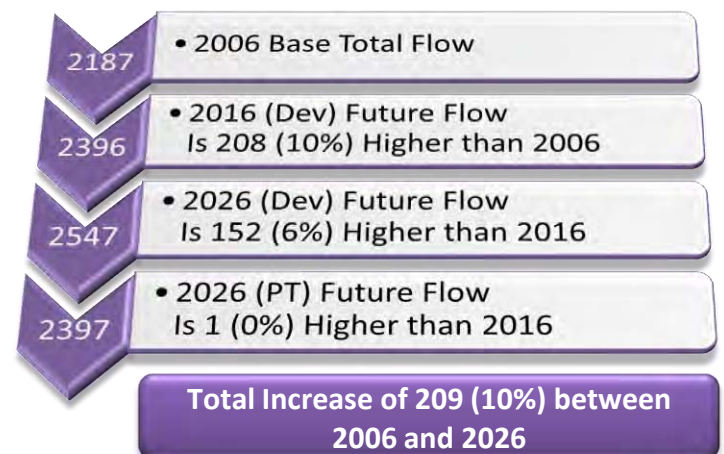
2026 (PT) Origin of Traffic at Junction



Summary Table

Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	57	-6%	76	27%	69	14%
Gosport	1747	-1%	1973	12%	1885	7%
Fareham	247	-7%	290	11%	263	0%
Fareham SDA	1	-6%	102	>500%	76	>500%
Havant	14	-8%	19	27%	17	14%
West of Waterlooville	2	6%	4	100%	4	86%
Whitely	11	9%	21	97%	21	98%
Hedge End	0	0%	1	0%	1	0%
Southampton & Eastleigh	18	16%	16	5%	16	4%
Rest of UK	54	10%	46	-5%	45	-7%
Total	2152	-2%	2547	17%	2397	10%

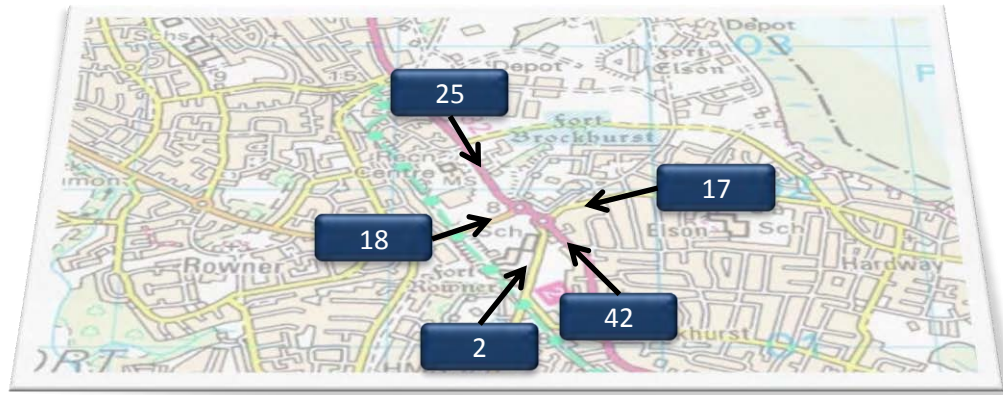
Total Flows



North Brockhurst Roundabouts

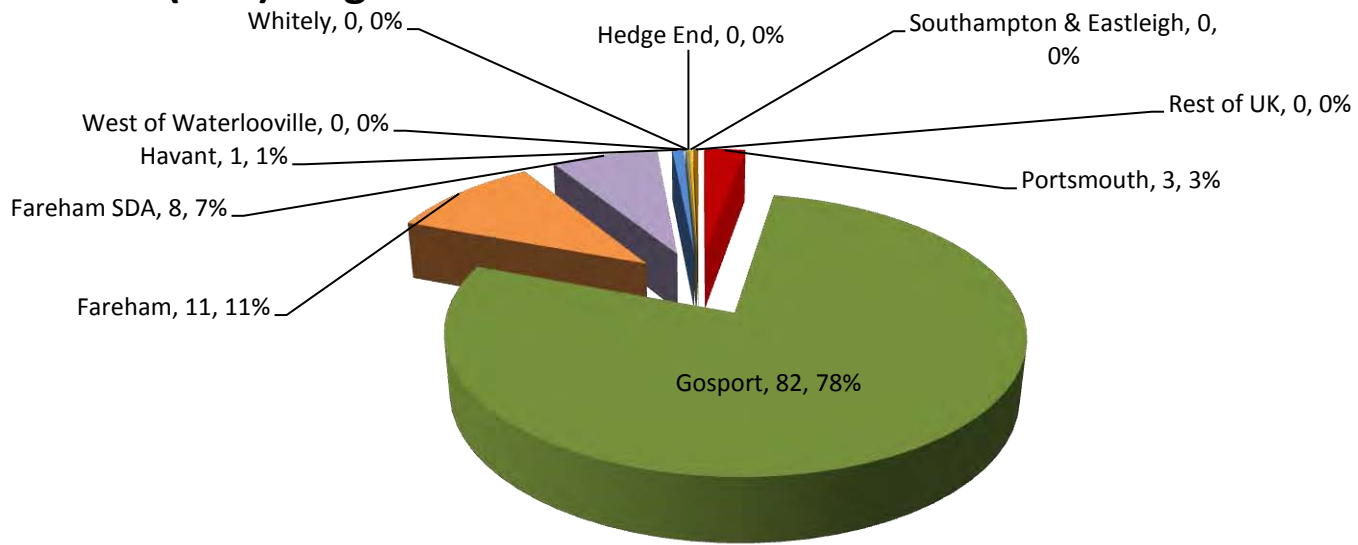
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = 105 (Increase of 105 over previous 2026 assignment, 5%)



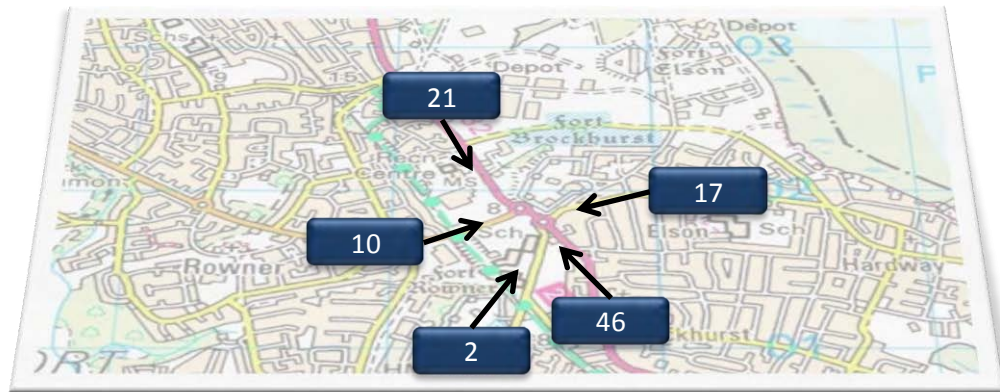
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2026 (Dev) Origin of Traffic at Junction



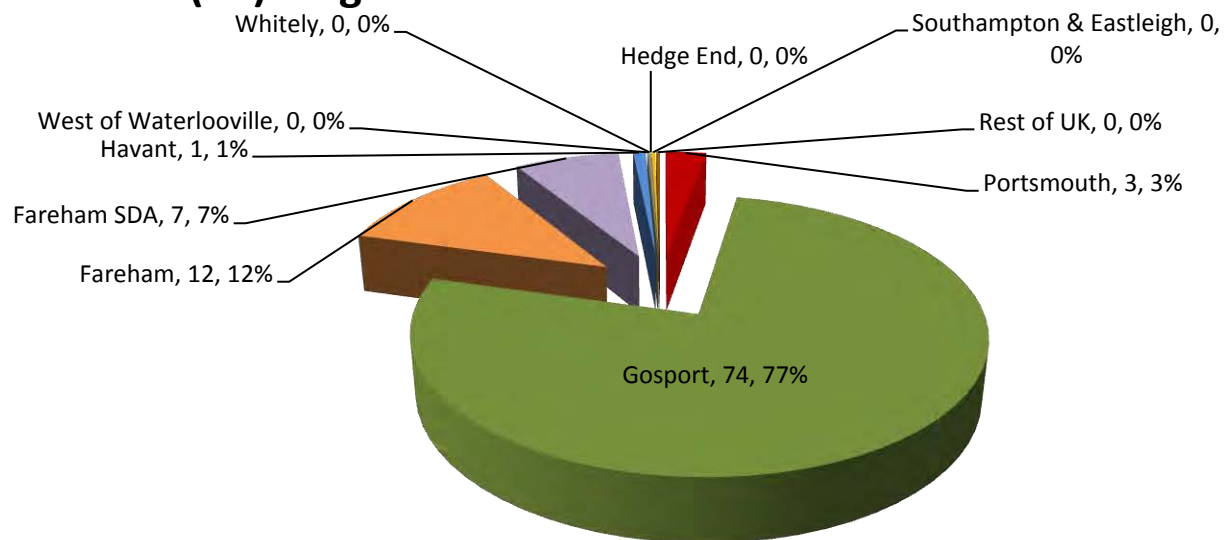
2026 Flows (Difference attributed to Increased Housing in Gosport + PT Adjustment)

Total Change in Flow = 96 (Increase of 96 over previous 2026 assignment + PT, 4%)



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2026 (PT) Origin of Traffic at Junction



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

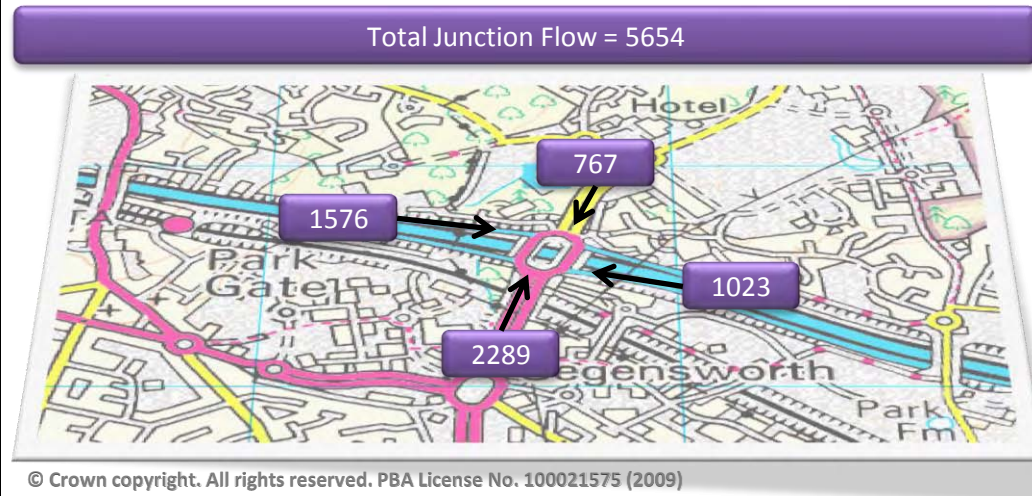


Junction 9 of M27

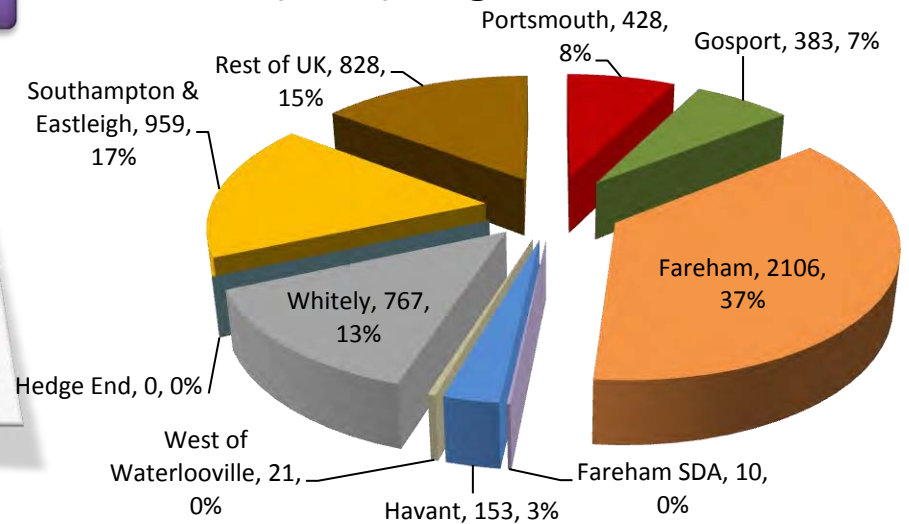
Existing Junction Details

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

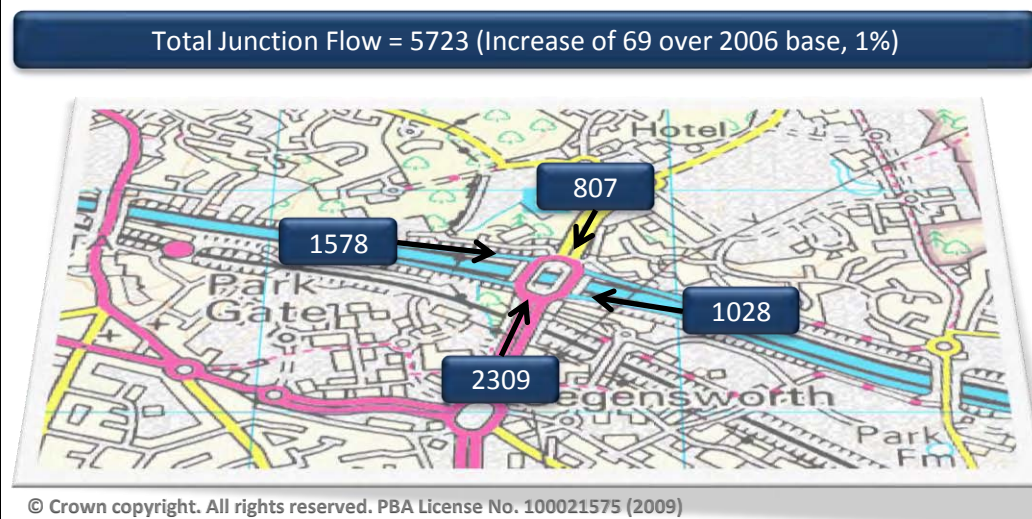
2006 Base Flows



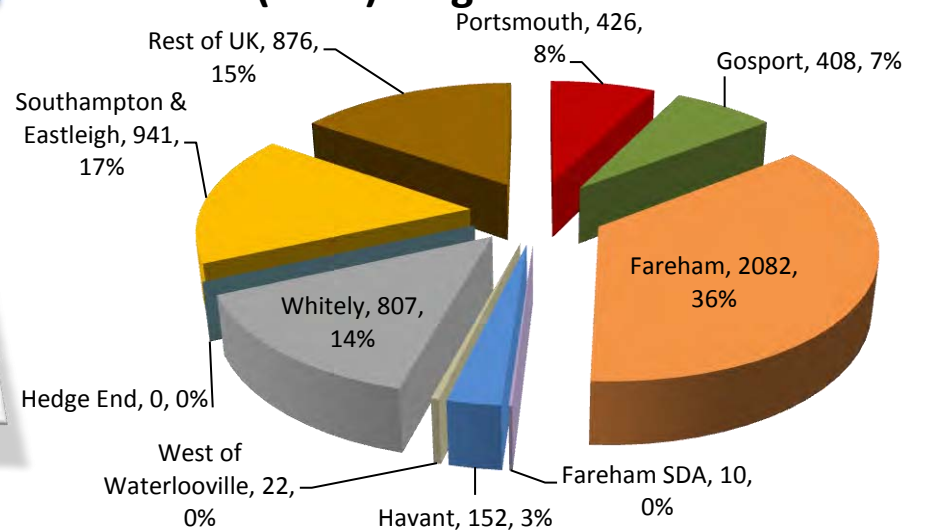
2006 (Base) Origin of Traffic at Junction



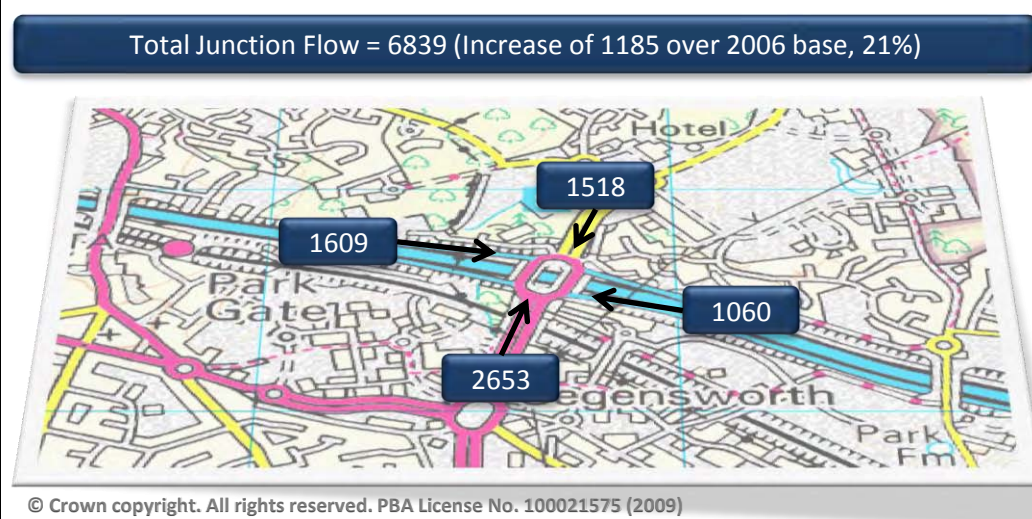
2016 Base Flows



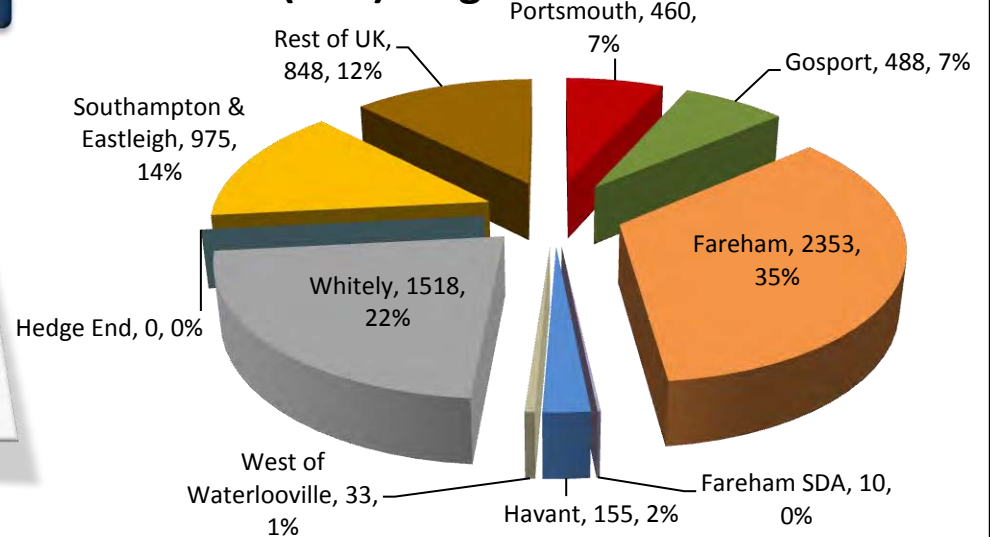
2016 (Base) Origin of Traffic at Junction



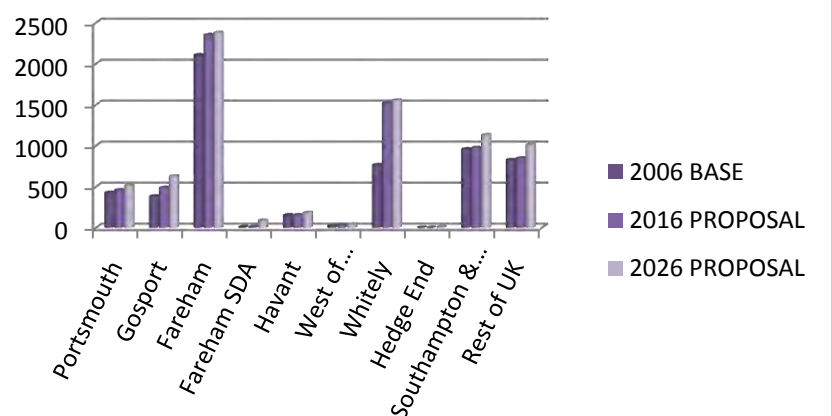
2016 Flows (Base + Development)



2016 (Dev) Origin of Traffic at Junction



Graph of predicted impact on junction by origin



Summary Table

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



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Junction 9 of M27 Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

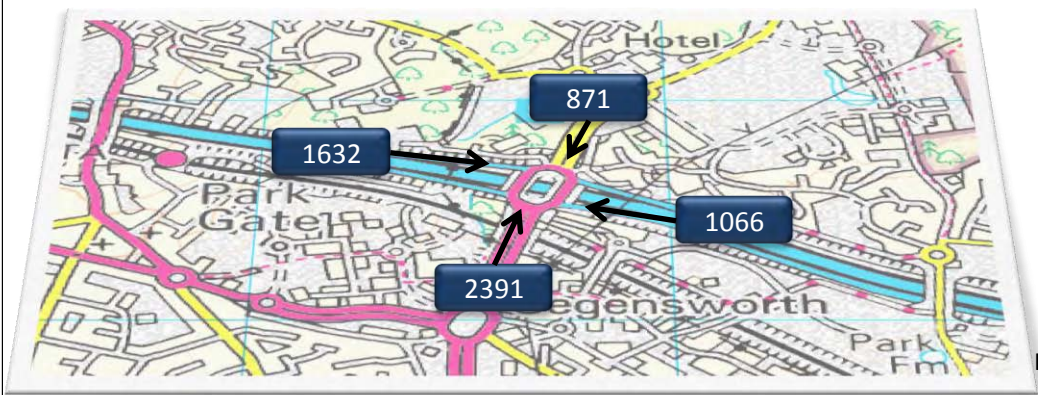
Results Sheet 9

C

Junction 9 of M27

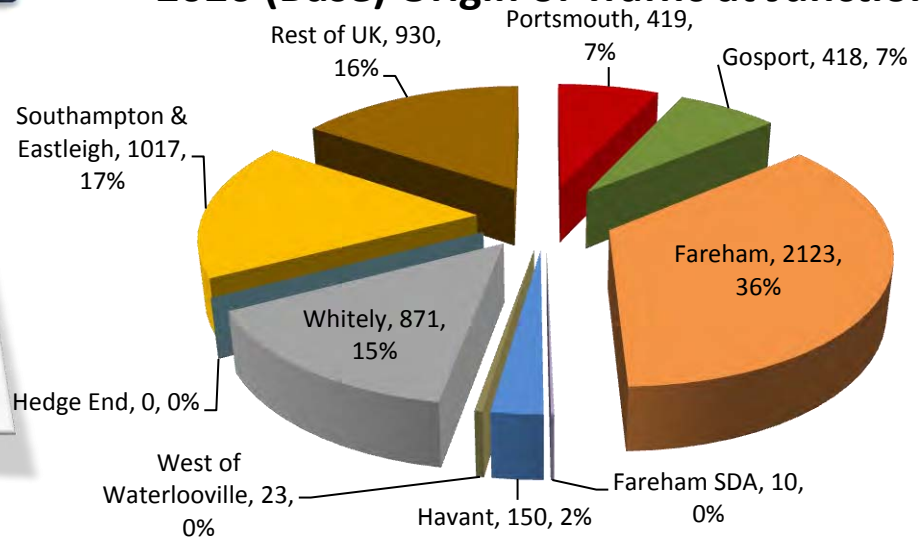
2026 Base Flows

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



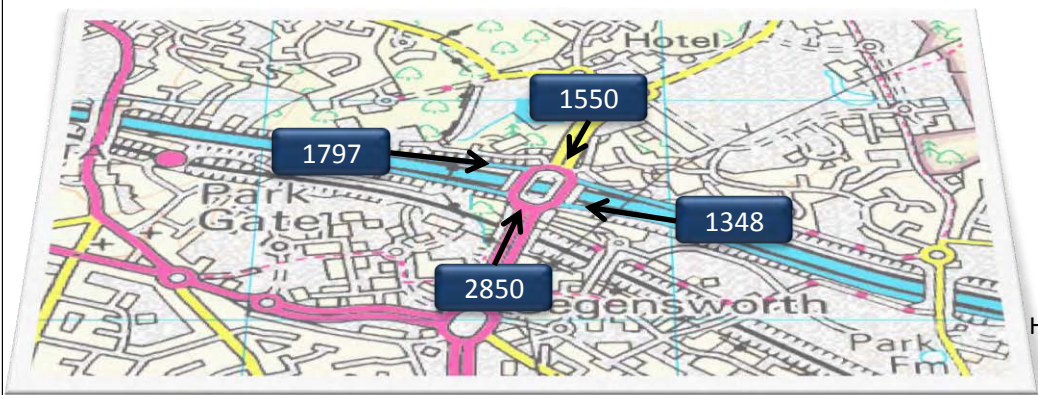
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2026 (Base) Origin of Traffic at Junction



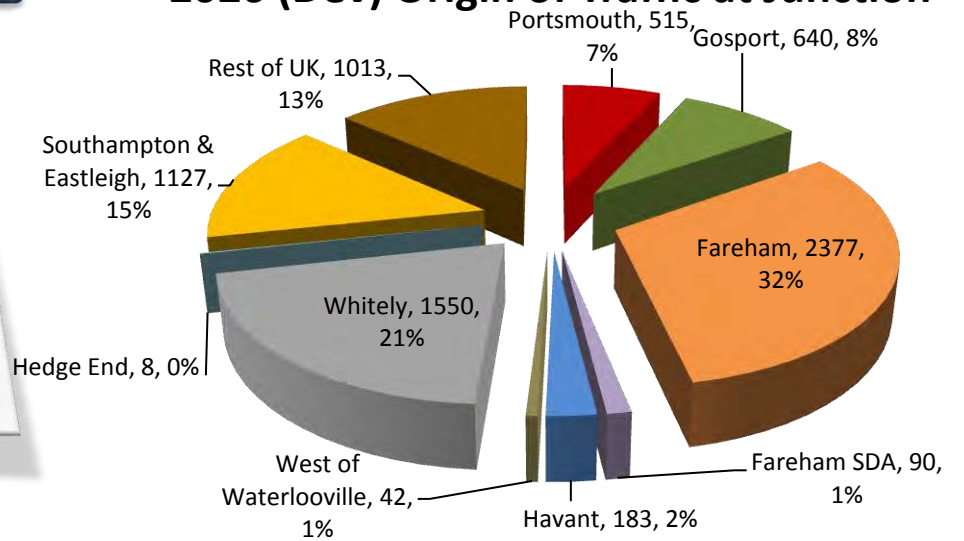
2026 Flows (Base + Development)

Total Junction Flow = 7544 (Increase of 1890 over 2006 base, 33%)



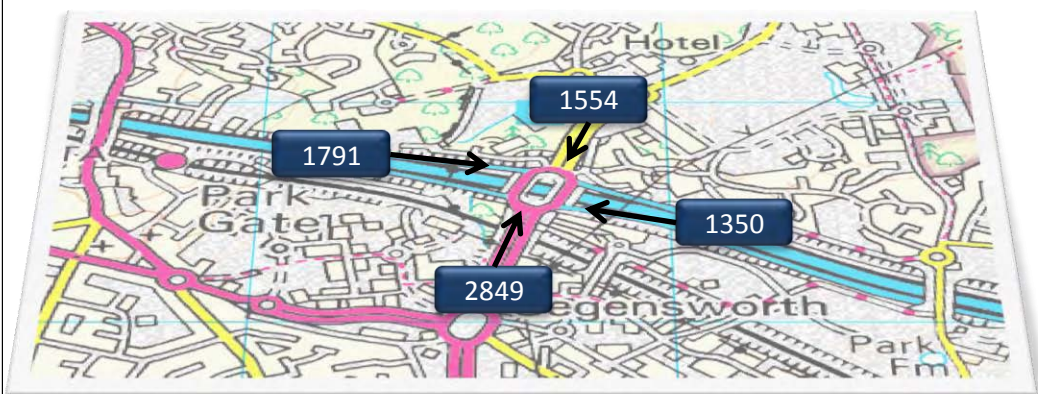
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2026 (Dev) Origin of Traffic at Junction



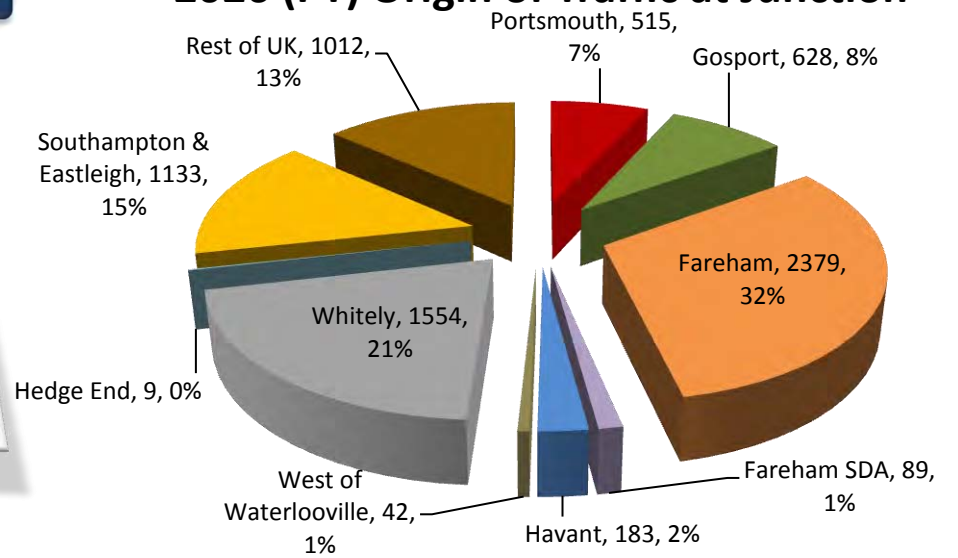
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 7545 (Increase of 1891 over 2006 base, 33%)



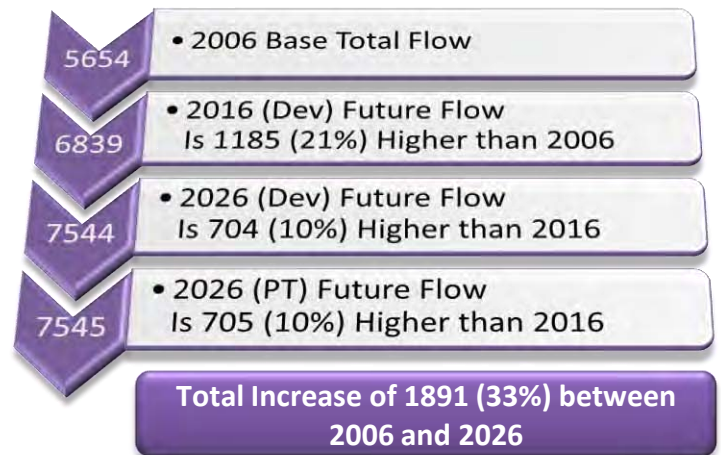
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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	419	-2%	515	21%	515	21%
Gosport	418	8%	640	62%	628	59%
Fareham	2123	1%	2377	13%	2379	13%
Fareham SDA	10	0%	90	>500%	89	>500%
Havant	150	-2%	183	20%	183	20%
West of Waterlooville	23	9%	42	92%	42	92%
Whitely	871	12%	1550	90%	1554	90%
Hedge End	0	0%	8	0%	9	0%
Southampton & Eastleigh	1017	6%	1127	17%	1133	17%
Rest of UK	930	11%	1013	20%	1012	20%
Total	5961	5%	7544	32%	7545	32%

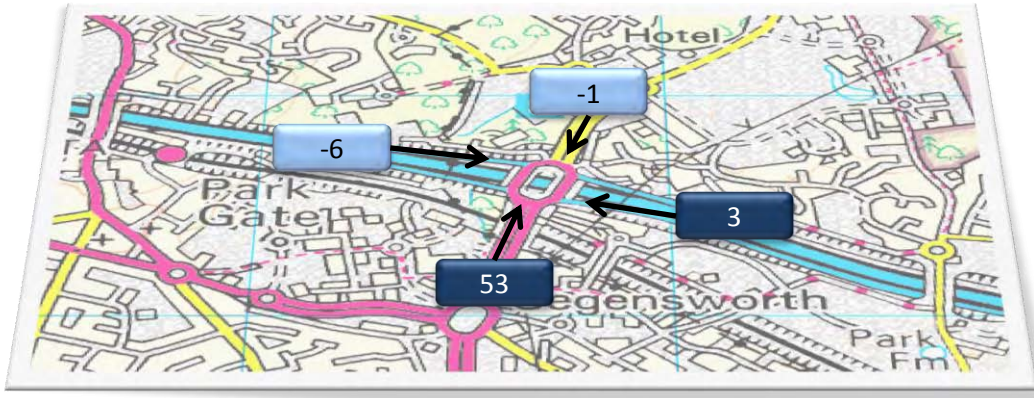
Total Flows



Junction 9 of M27

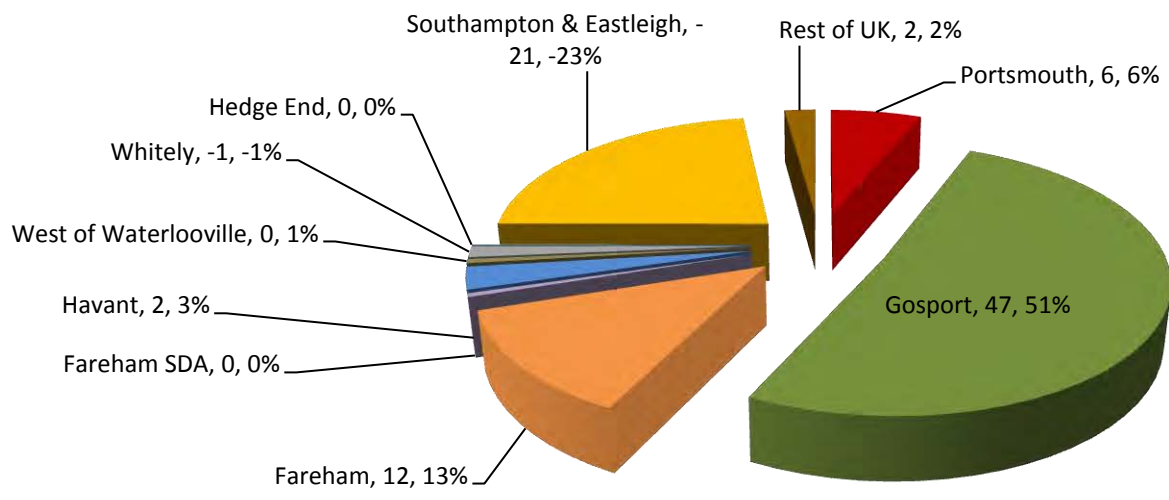
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = 48 (Increase of 48 over previous 2026 assignment, 1%)



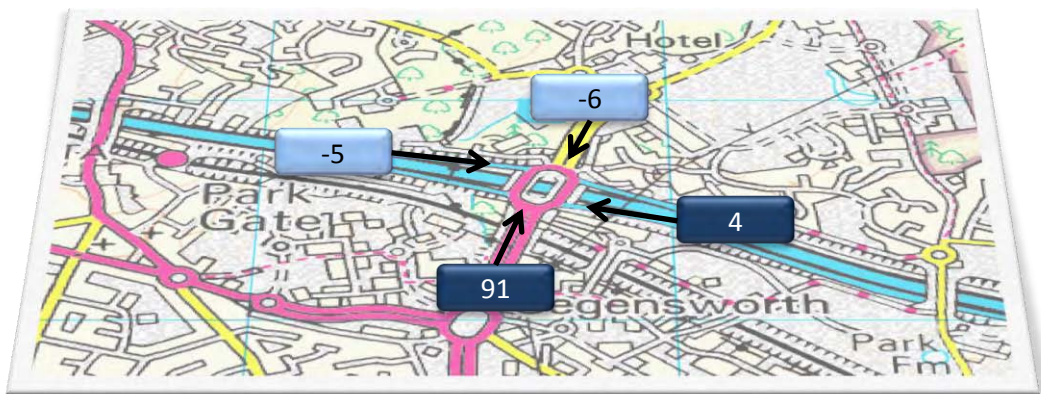
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2026 (Dev) Origin of Traffic at Junction



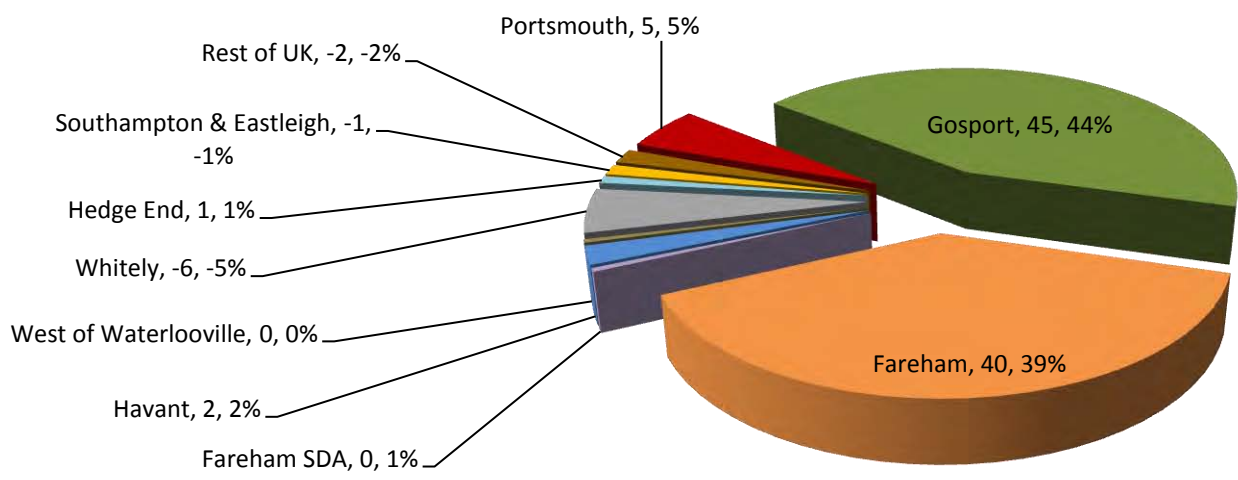
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = 84 (Increase of 84 over previous 2026 assignment + PT, 1%)



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2026 (PT) Origin of Traffic at Junction



J:\23850 Gosport Housing LDF\001 Transport\Modelling\Results\Junction 9

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Transport Assessment

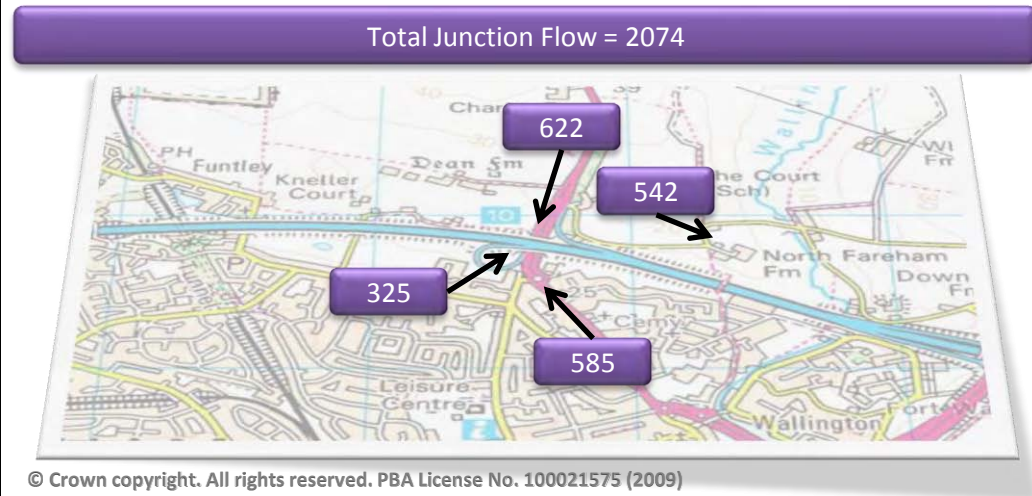


Junction 10 of M27

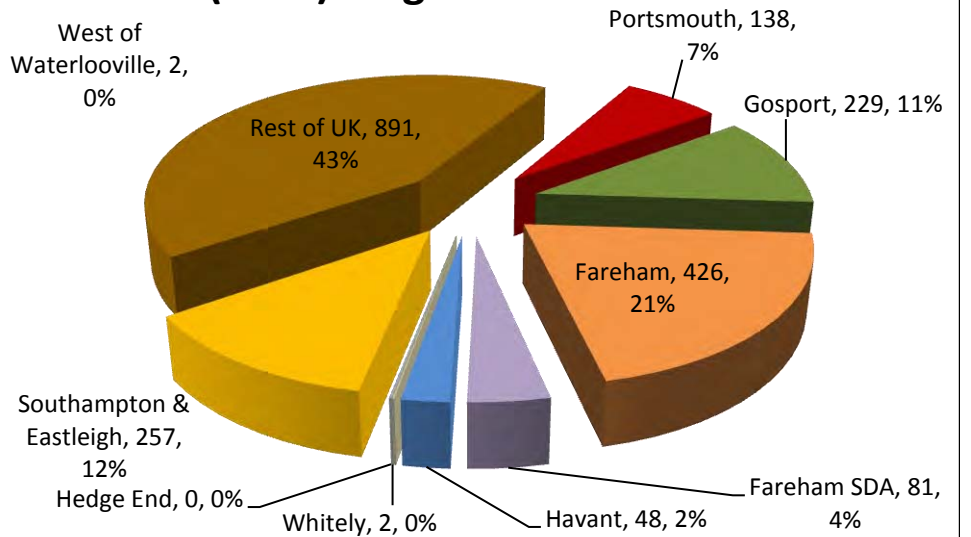
Existing Junction Details

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

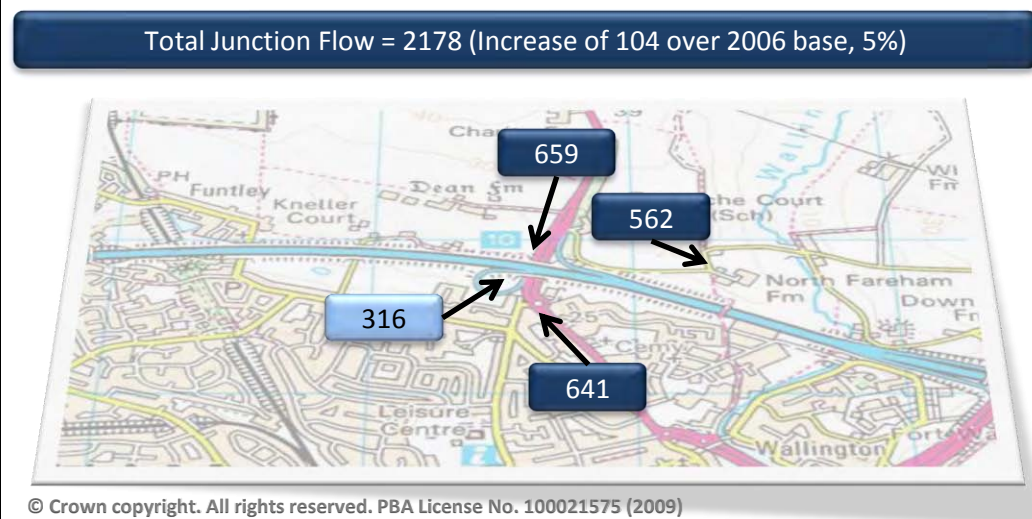
2006 Base Flows



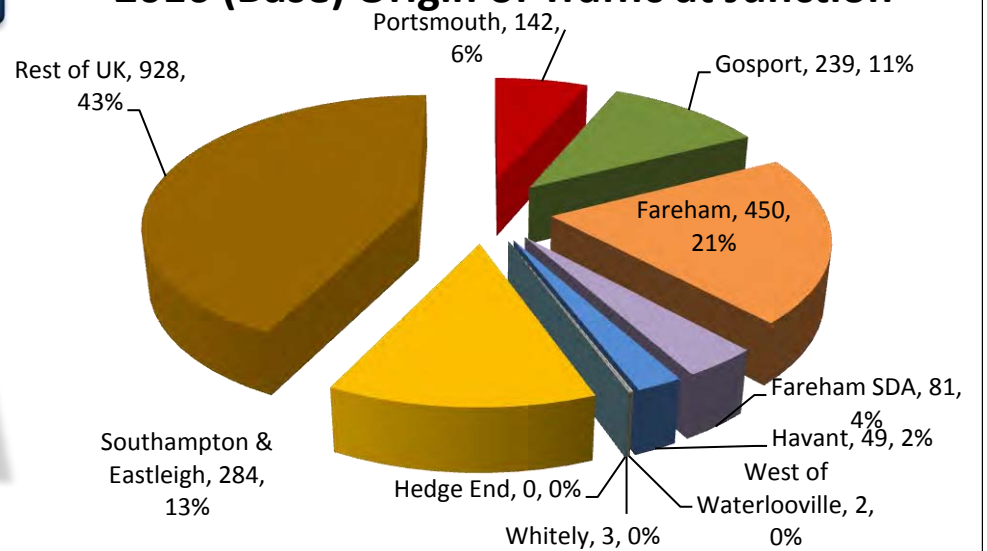
2006 (Base) Origin of Traffic at Junction



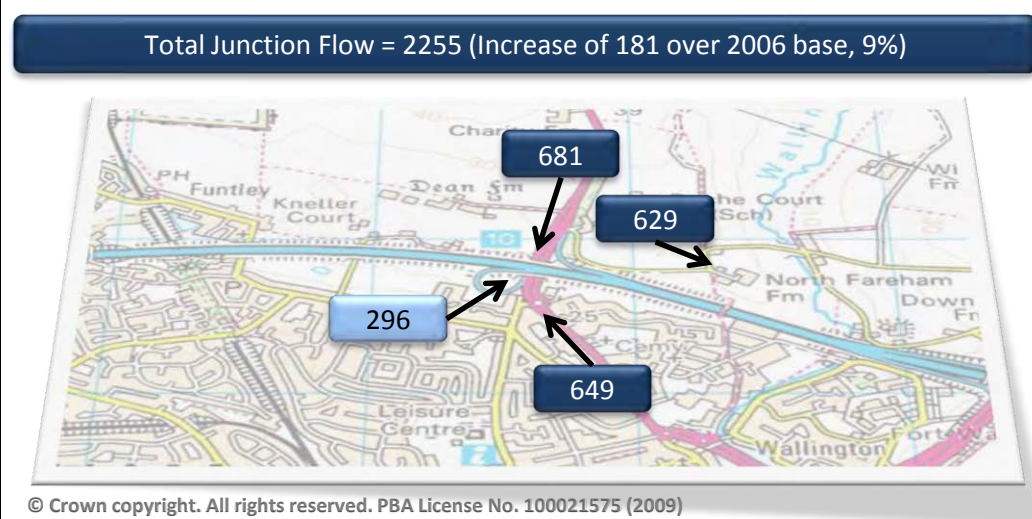
2016 Base Flows



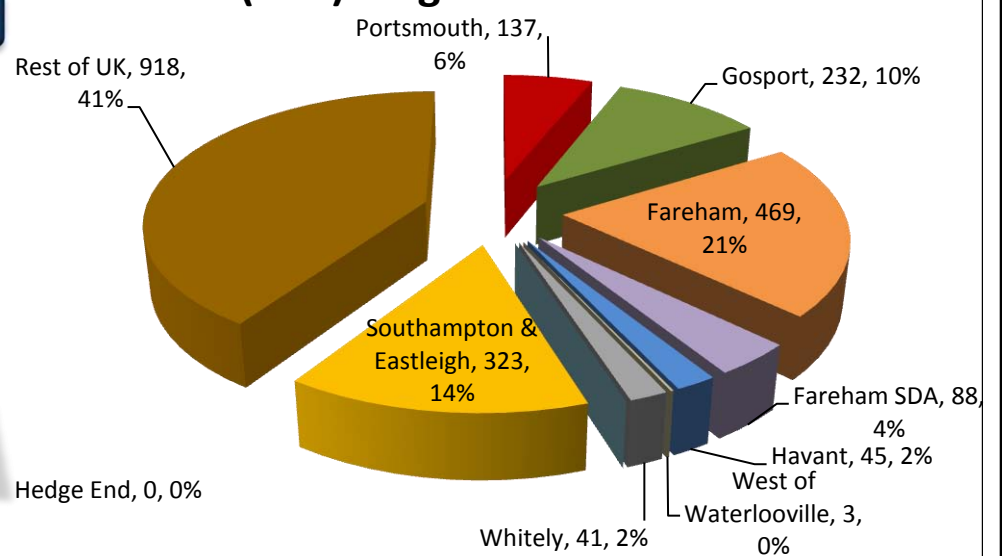
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



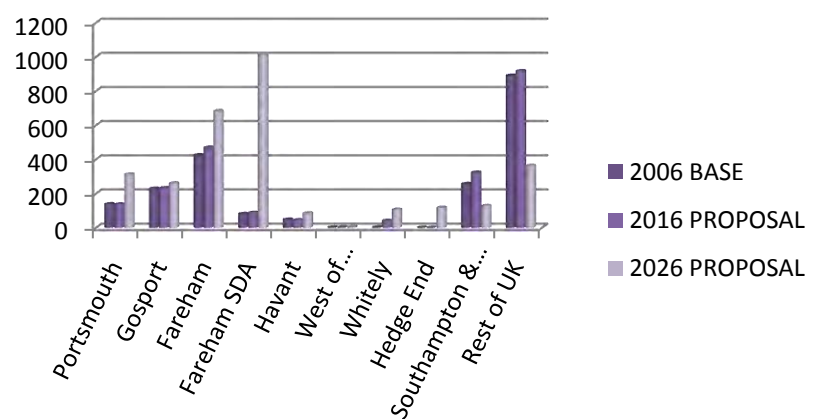
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



Peter Brett Associates LLP

23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Junction 10 of M27 Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

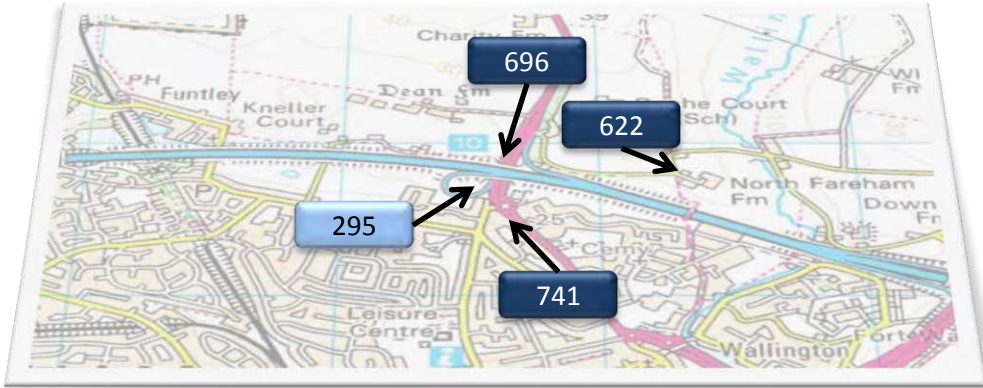
Results Sheet 10

C

Junction 10 of M27

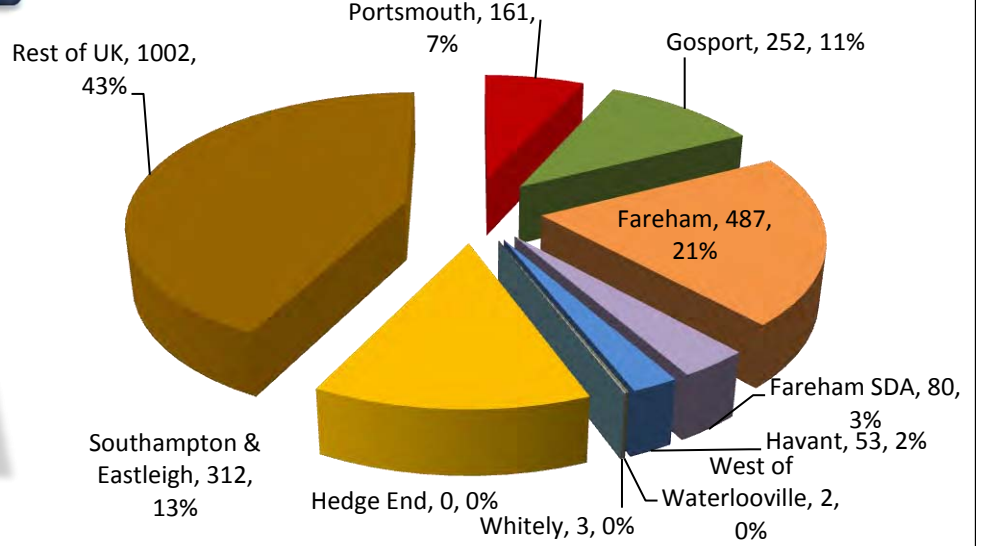
2026 Base Flows

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



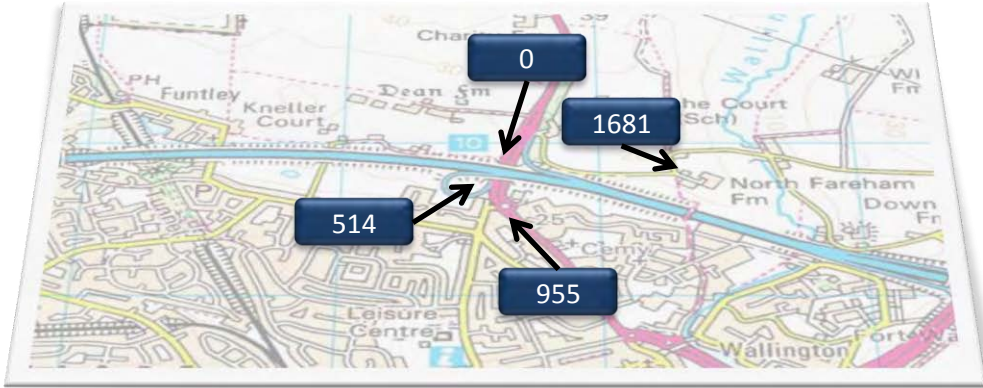
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2026 (Base) Origin of Traffic at Junction



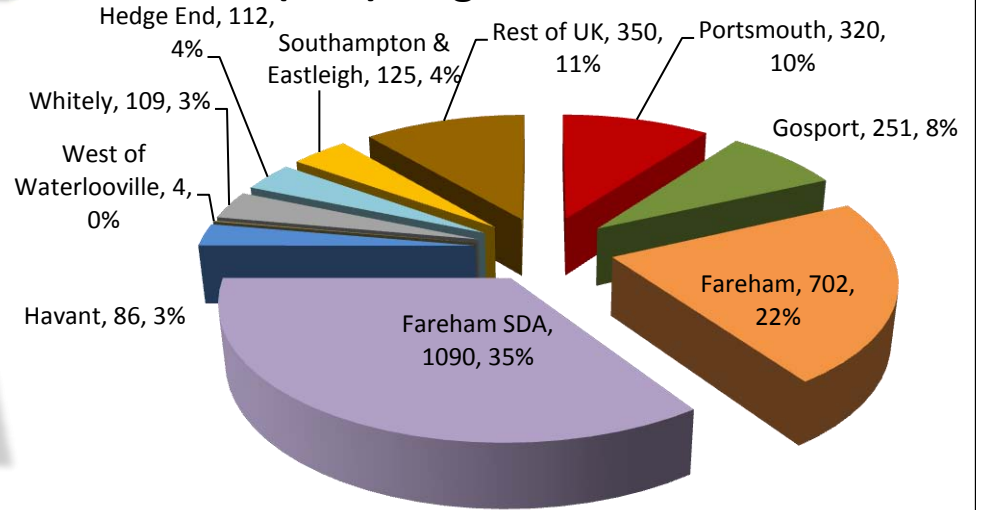
2026 Flows (Base + Development)

Total Junction Flow = 3149 (Increase of 1075 over 2006 base, 52%)



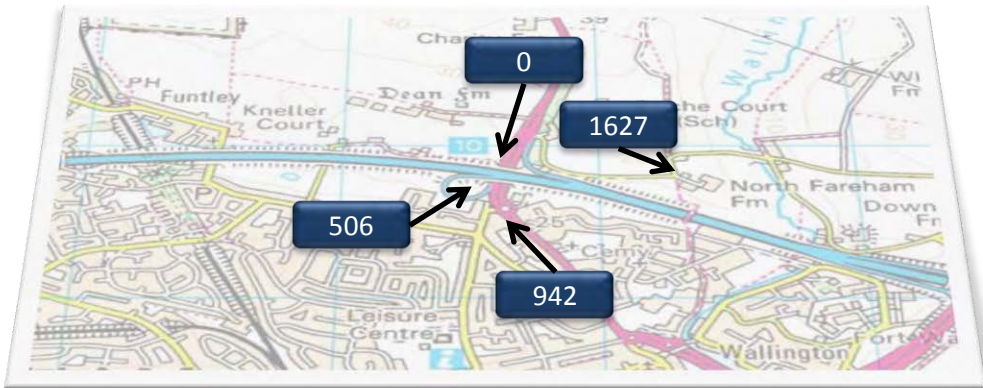
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2026 (Dev) Origin of Traffic at Junction



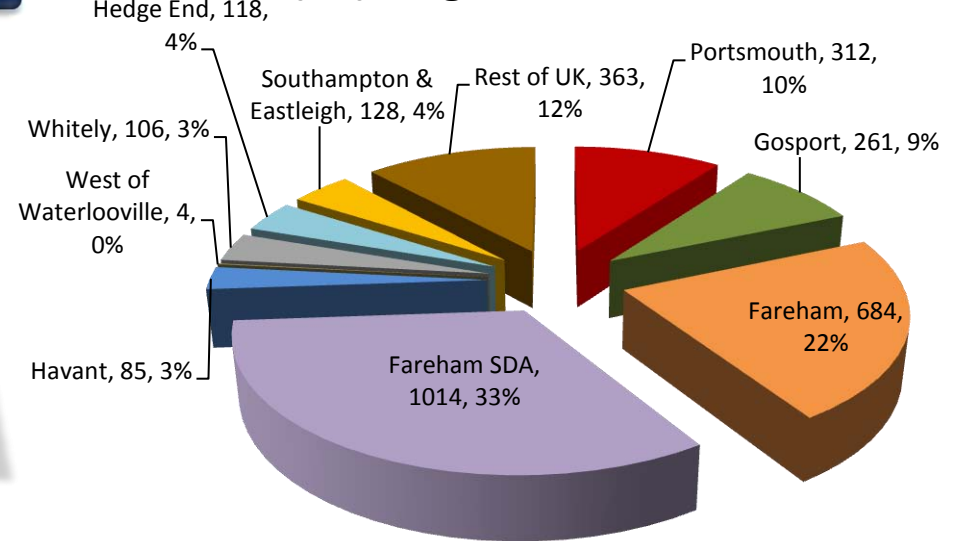
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3074 (Increase of 1000 over 2006 base, 48%)

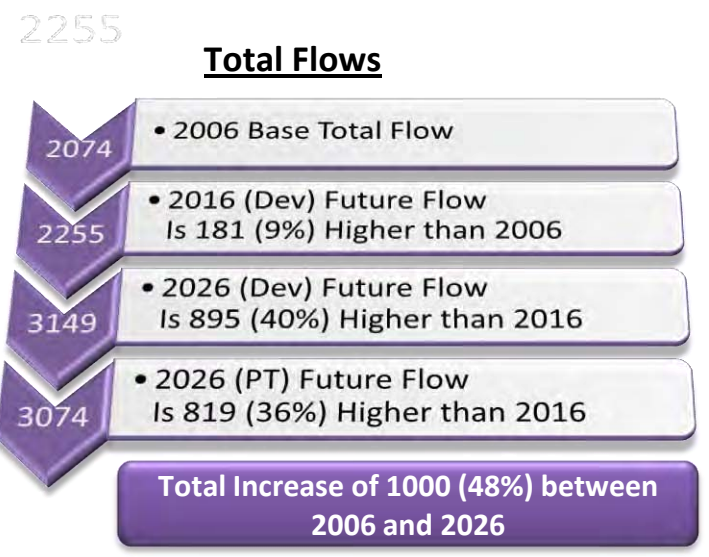


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2026 (PT) Origin of Traffic at Junction



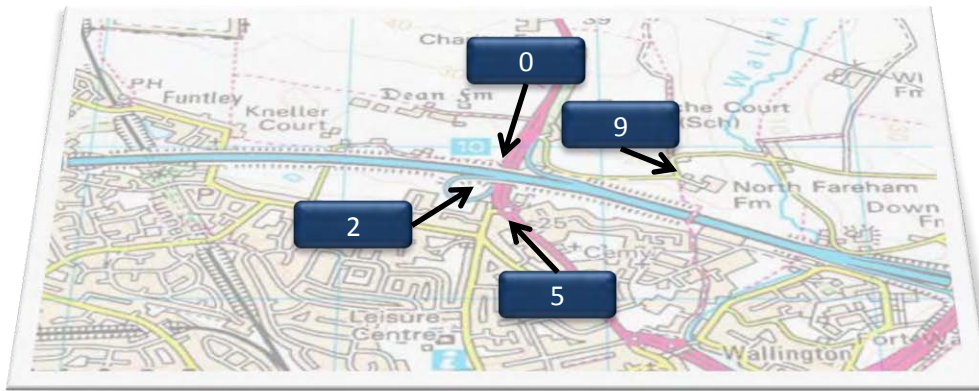
Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	161	15%	320	113%	312	108%
Gosport	252	9%	251	8%	261	12%
Fareham	487	13%	702	57%	684	53%
Fareham SDA	80	-1%	1090	>500%	1014	>500%
Havant	53	10%	86	71%	85	69%
West of Waterlooville	2	12%	4	112%	4	94%
Whitely	3	7%	109	>500%	106	>500%
Hedge End	0	0%	112	0%	118	0%
Southampton & Eastleigh	312	18%	125	-42%	128	-41%
Rest of UK	1002	11%	350	-54%	363	-53%
Total	2354	12%	3149	46%	3074	42%



Junction 10 of M27

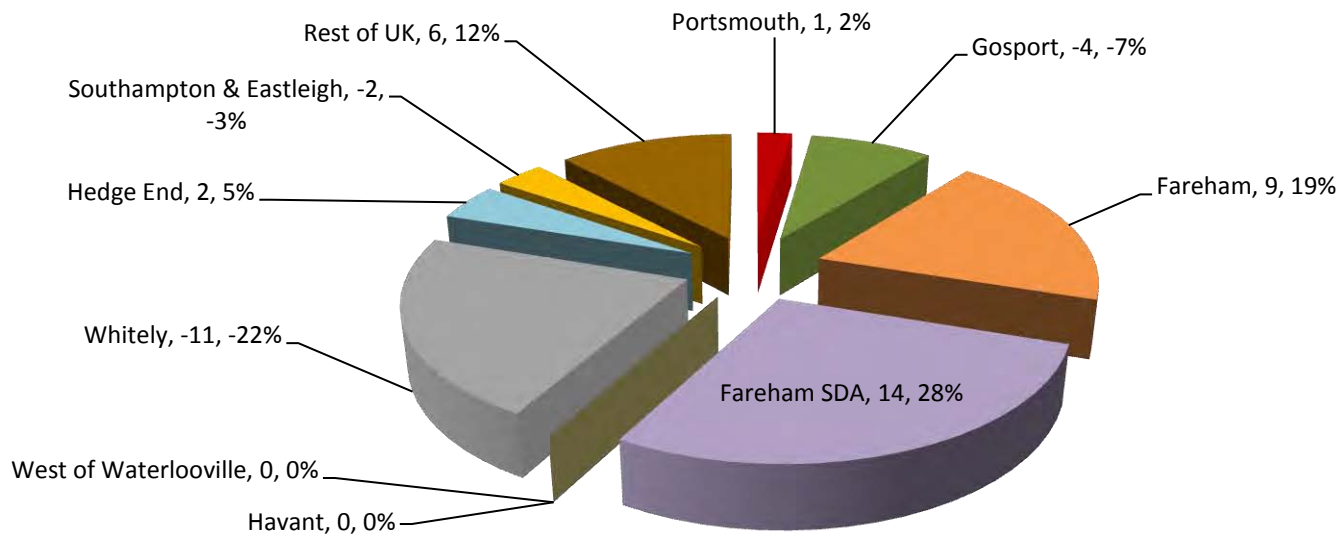
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = 16 (Increase of 16 over previous 2026 assignment, 1%)



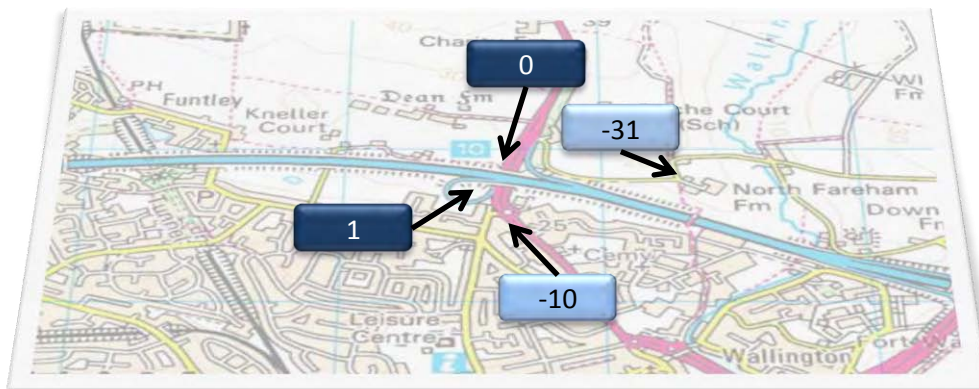
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2026 (Dev) Origin of Traffic at Junction



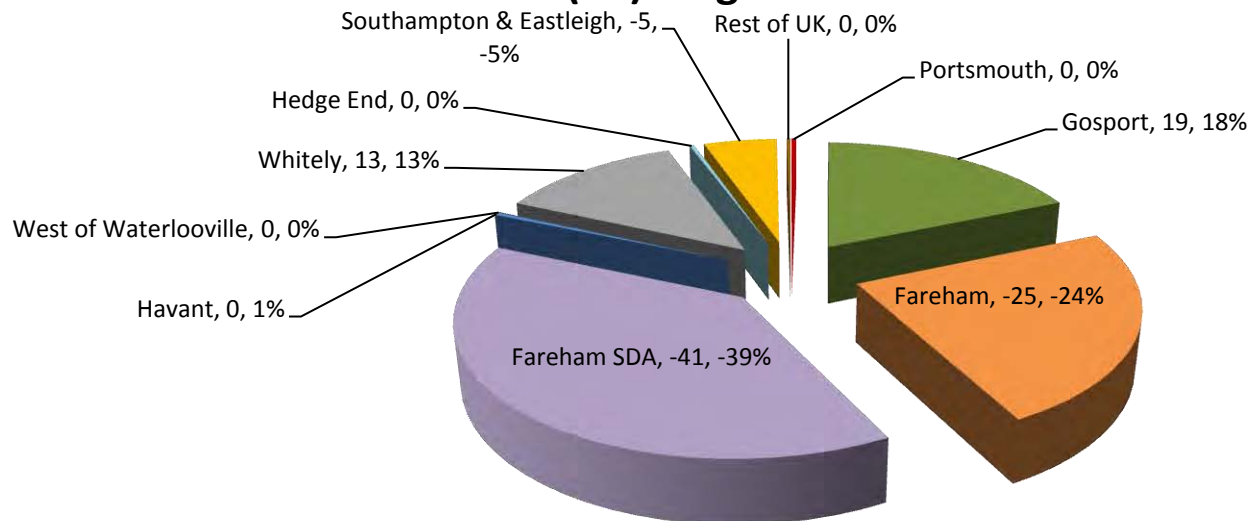
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = -40 (decrease of -40 over previous 2026 assignment + PT, -2%)



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2026 (PT) Origin of Traffic at Junction



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Junction 10 of M27 Results

Page 3 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

Results Sheet 10

C

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

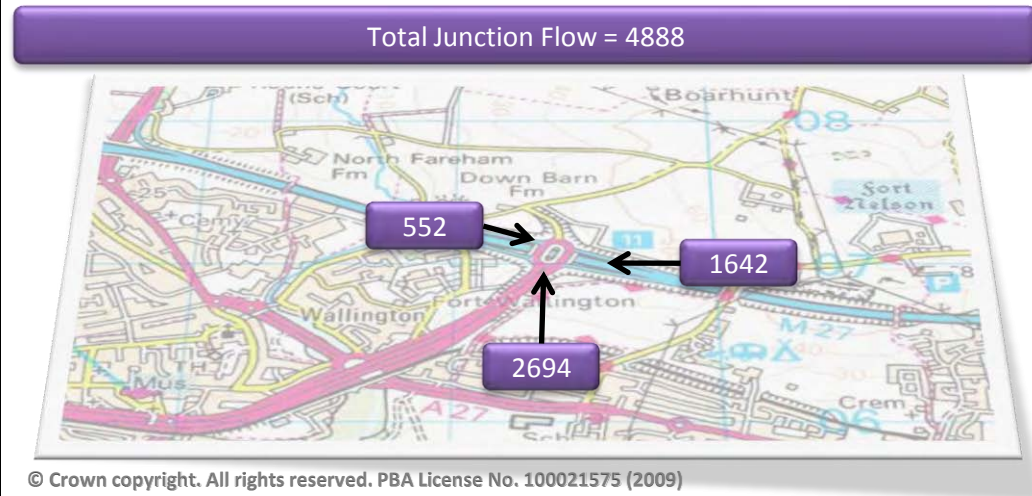


Junction 11 of the M27

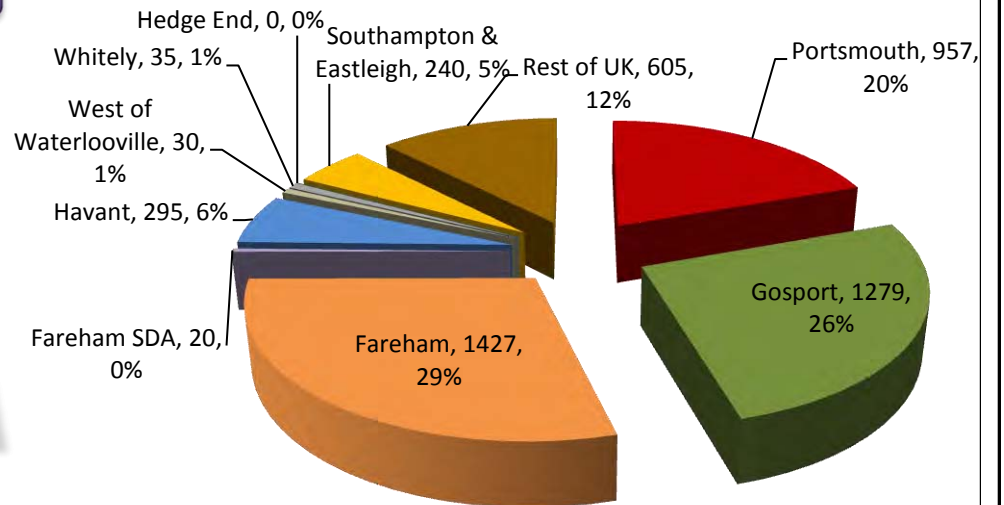
Existing Junction Details

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

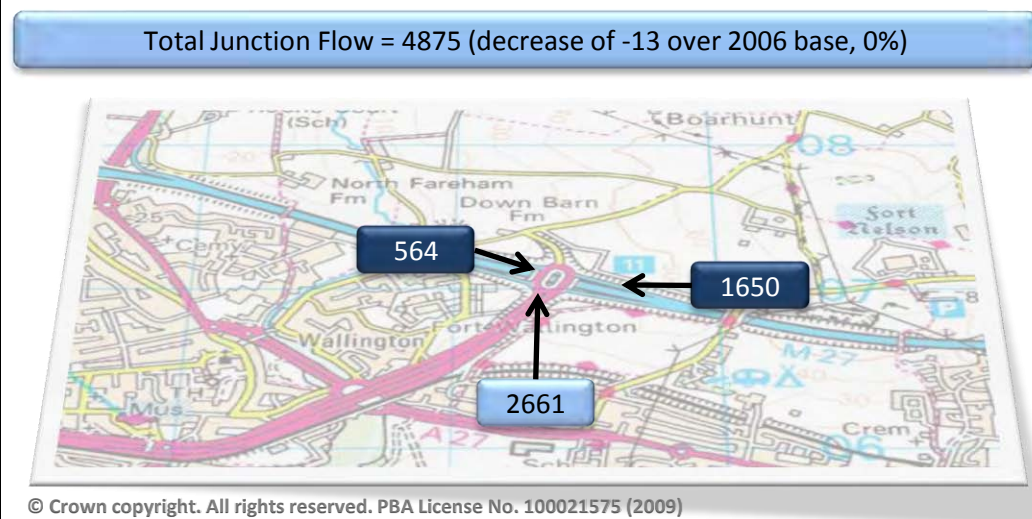
2006 Base Flows



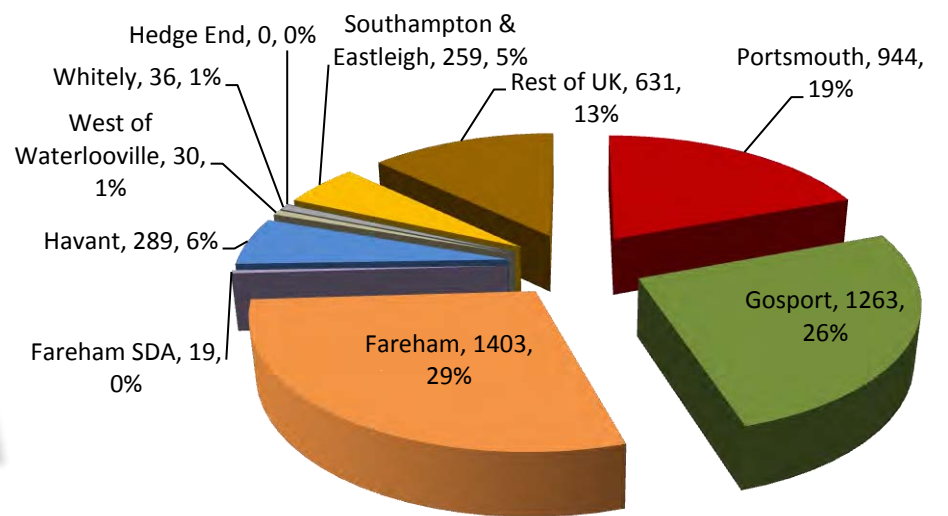
2006 (Base) Origin of Traffic at Junction



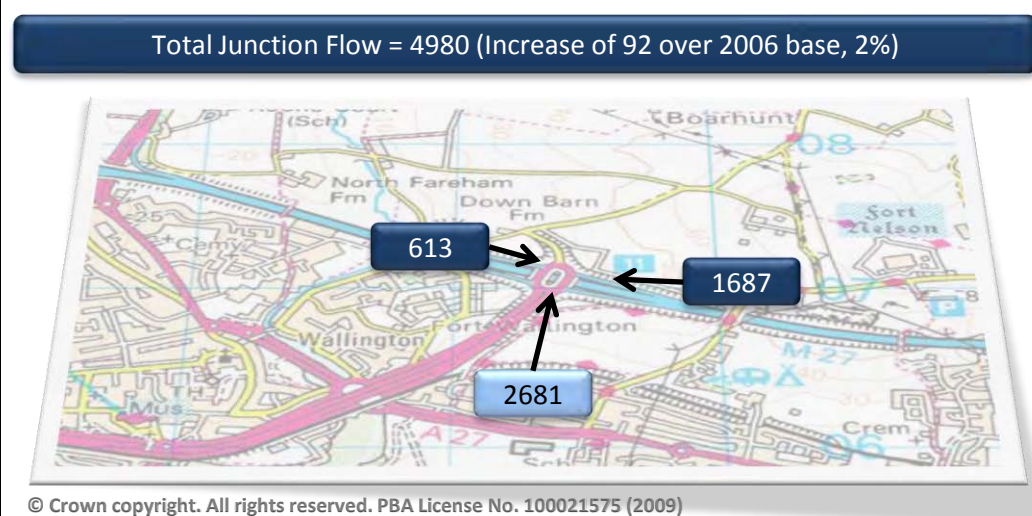
2016 Base Flows



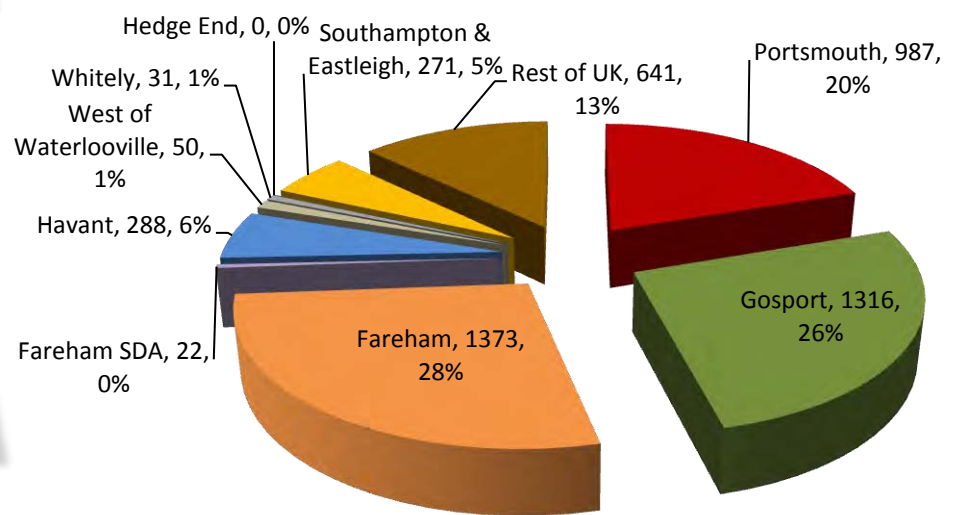
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



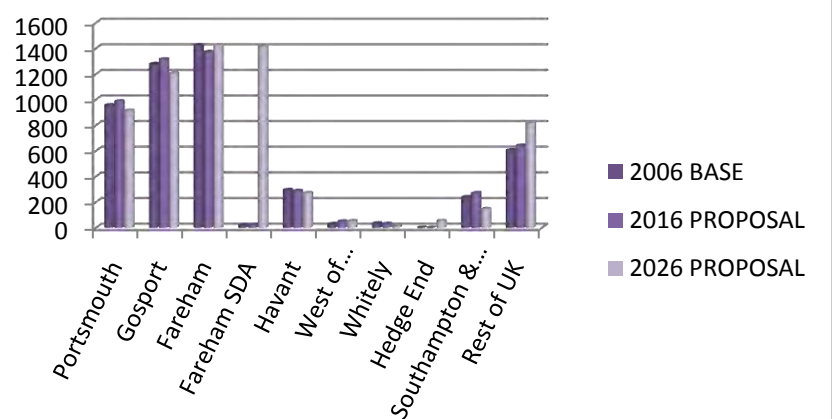
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Junction 11 of the M27 Results

Page 1 of 3

Date: 28/04/2010

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Revision

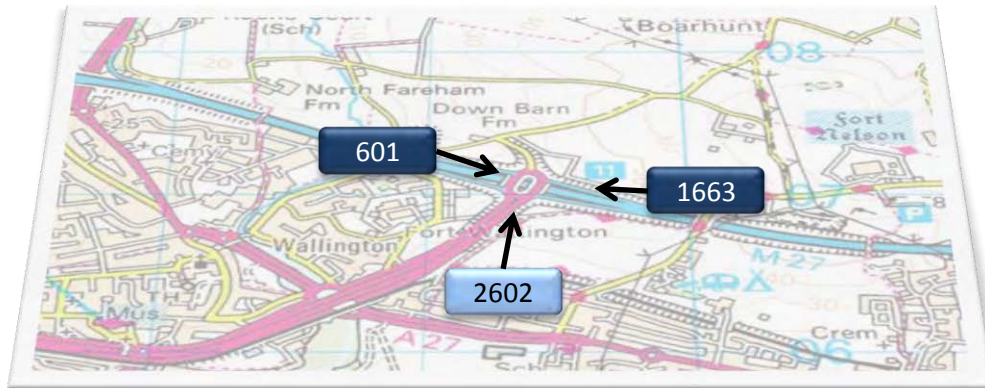
Results Sheet 11

C

Junction 11 of the M27

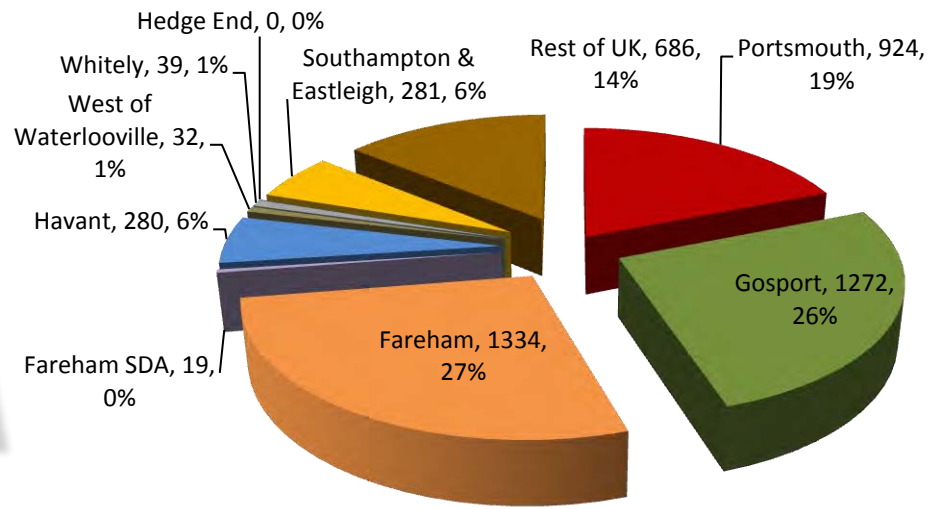
2026 Base Flows

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



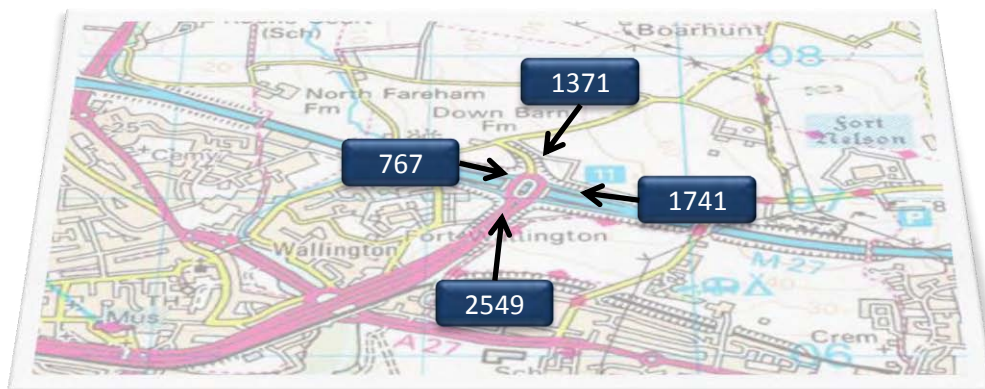
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2026 (Base) Origin of Traffic at Junction



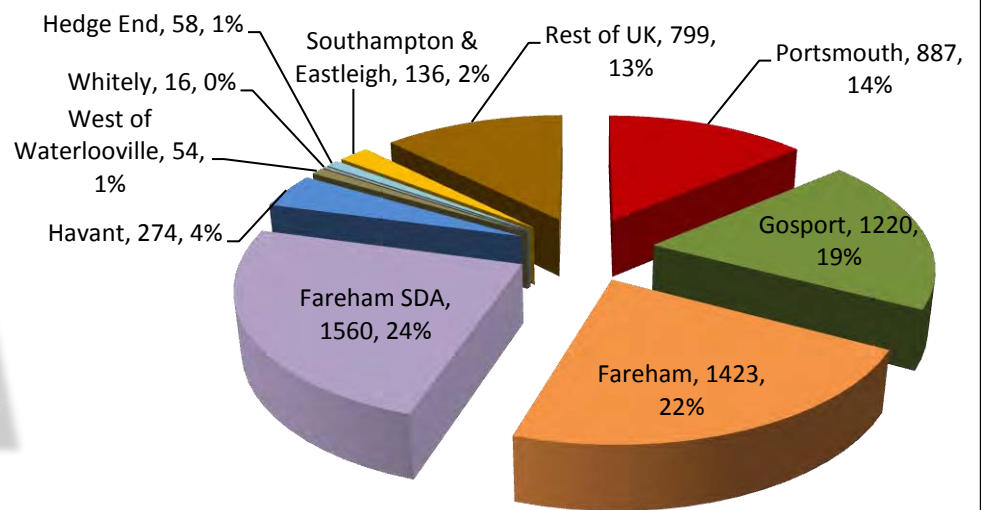
2026 Flows (Base + Development)

Total Junction Flow = 6427 (Increase of 1540 over 2006 base, 31%)



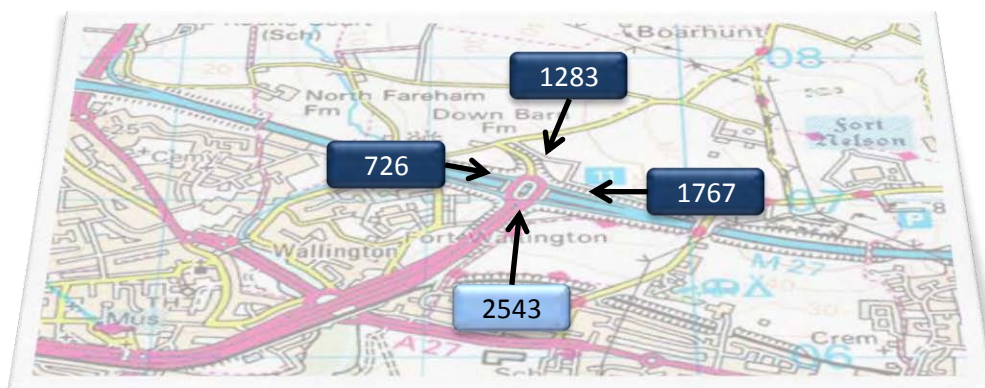
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2026 (Dev) Origin of Traffic at Junction



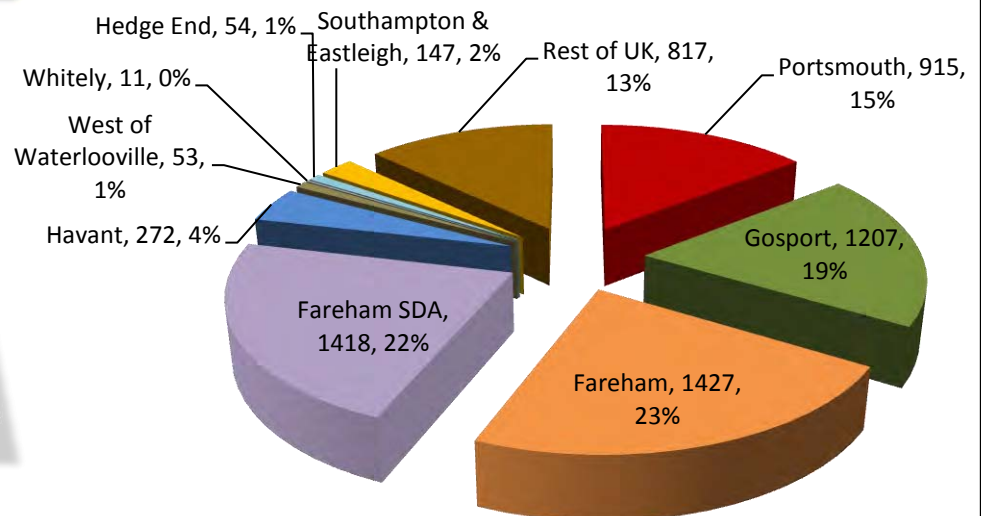
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 6320 (Increase of 1432 over 2006 base, 29%)



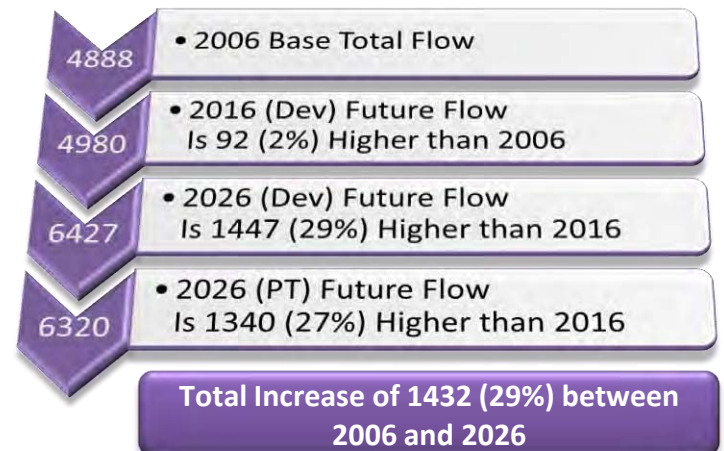
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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	924	-4%	887	-8%	915	-5%
Gosport	1272	-1%	1220	-5%	1207	-6%
Fareham	1334	-7%	1423	0%	1427	0%
Fareham SDA	19	-6%	1560	>500%	1418	>500%
Havant	280	-5%	274	-8%	272	-8%
West of Waterlooville	32	7%	54	78%	53	72%
Whitely	39	10%	16	-49%	11	-60%
Hedge End	0	0%	58	0%	54	0%
Southampton & Eastleigh	281	15%	136	-37%	147	-33%
Rest of UK	686	12%	799	28%	817	31%
Total	4866	0%	6427	32%	6320	29%

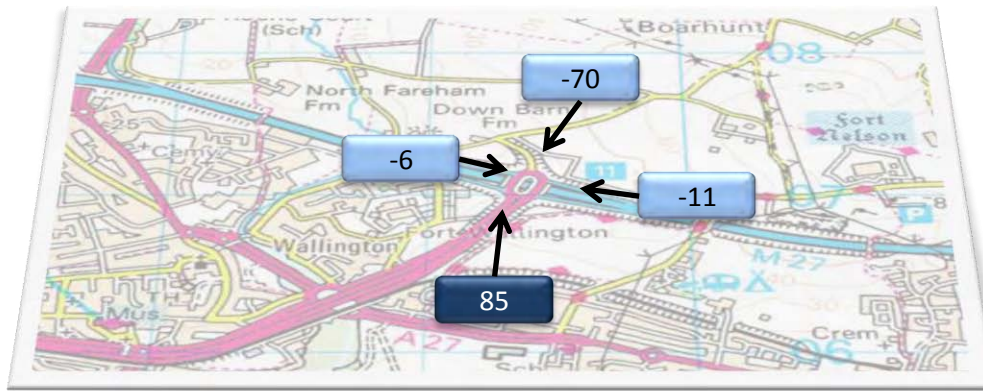
Total Flows



Junction 11 of the M27

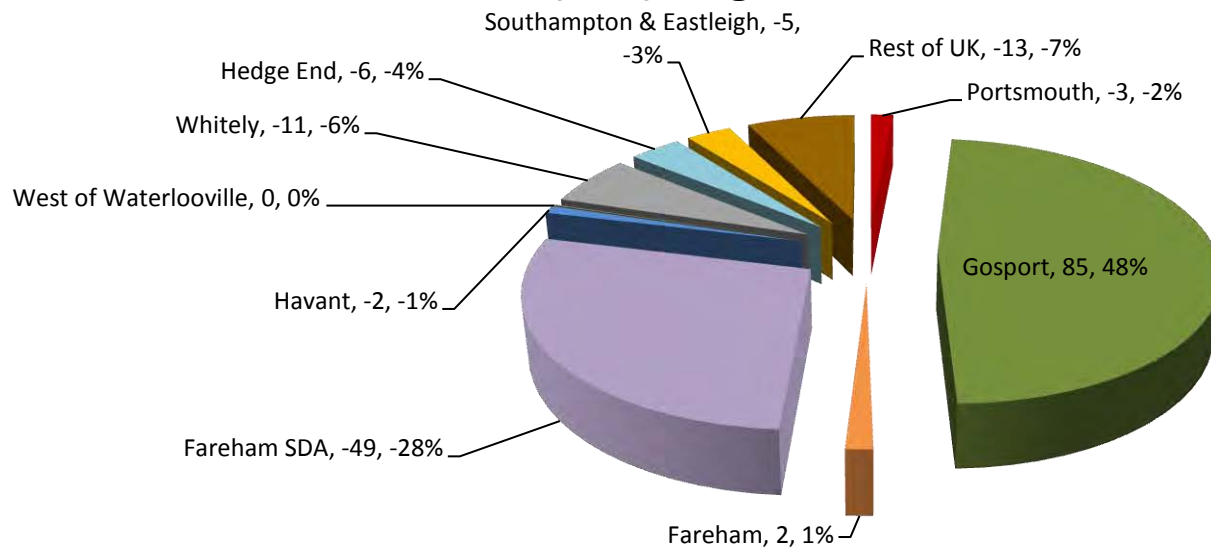
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = -2 (decrease of -2 over previous 2026 assignment, 0%)



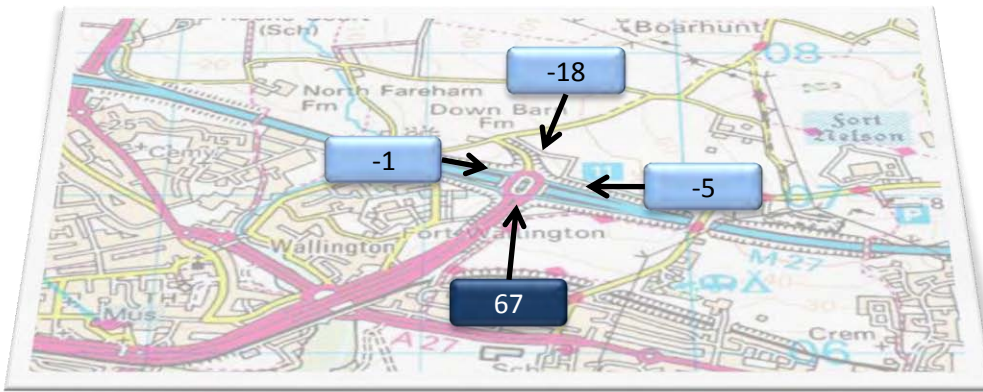
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2026 (Dev) Origin of Traffic at Junction



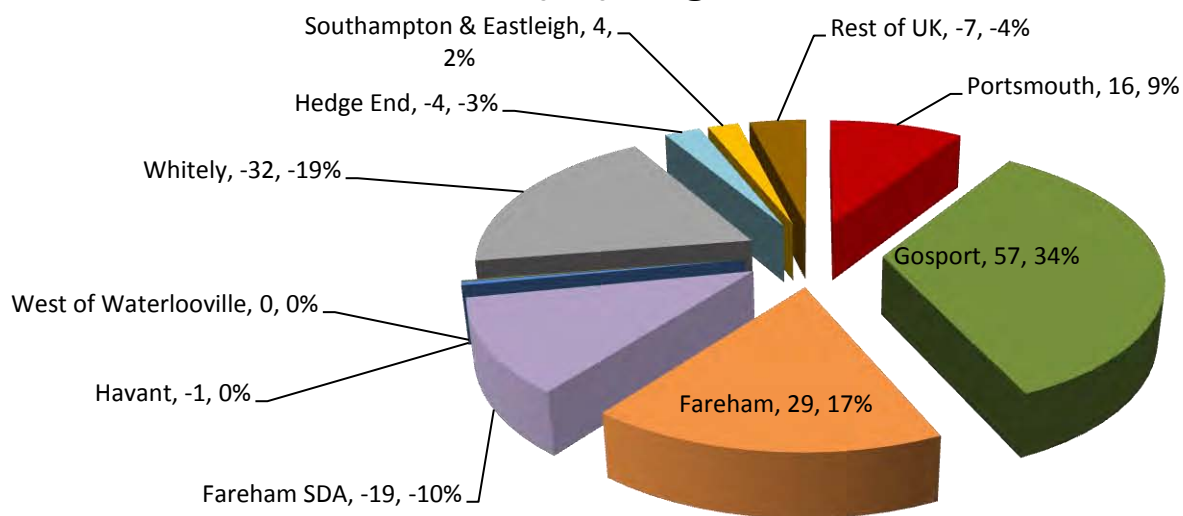
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = 43 (Increase of 43 over previous 2026 assignment + PT, 1%)



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2026 (PT) Origin of Traffic at Junction



	23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals	Page 3 of 3	
	Summary of Junction 11 of the M27 Results	Date: 28/04/2010 Creator: PW Checked By: RMD	Sheet Reference: Revision
Peter Brett Associates LLP	J:\23850 Gosport Housing LDF\001 Transport\Modelling\Results\Junction 11	Results Sheet 11	C

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

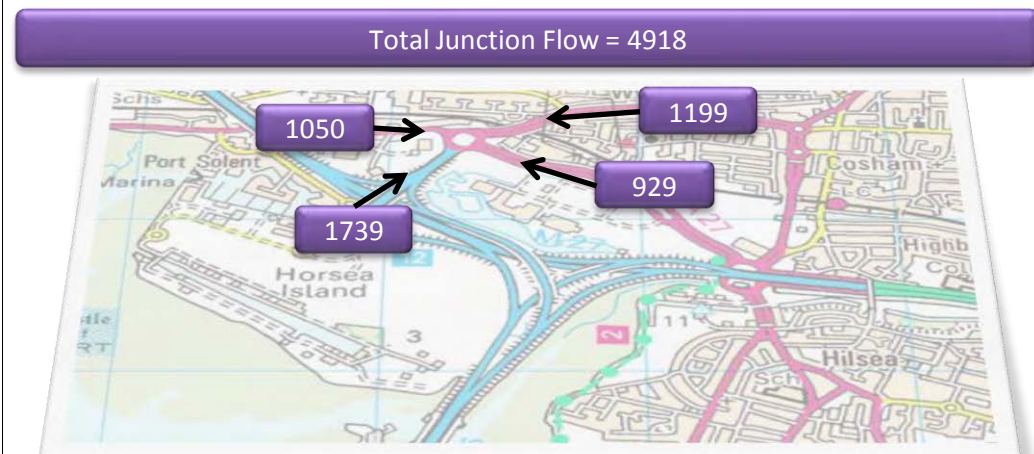


M27/A27 Intersection

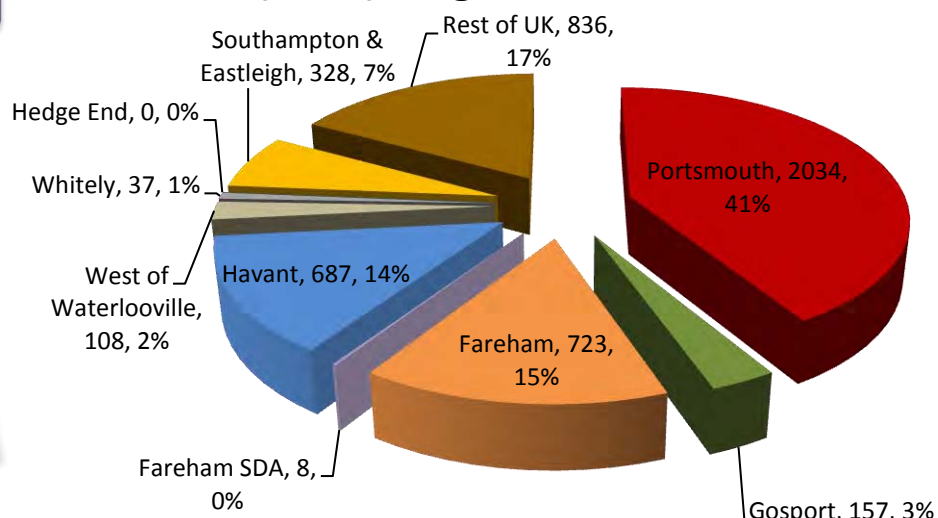
Existing Junction Details

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

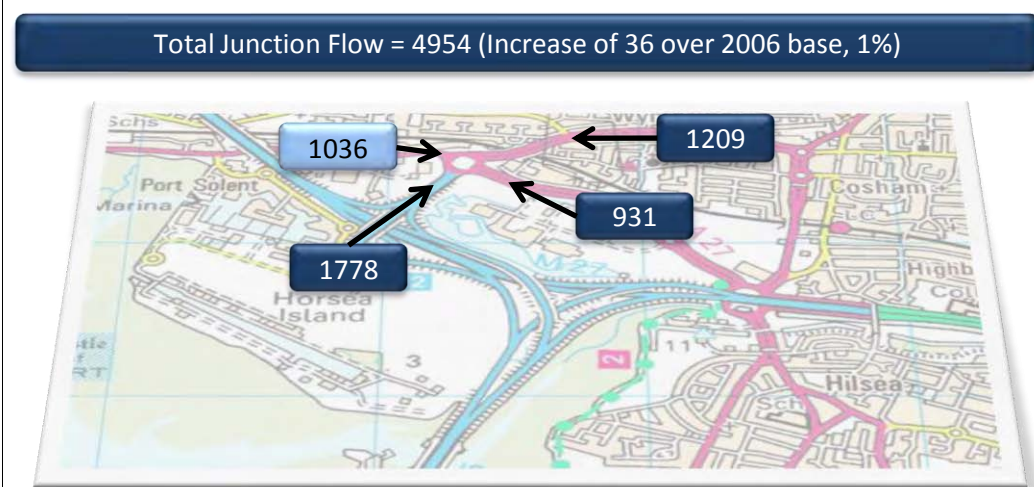
2006 Base Flows



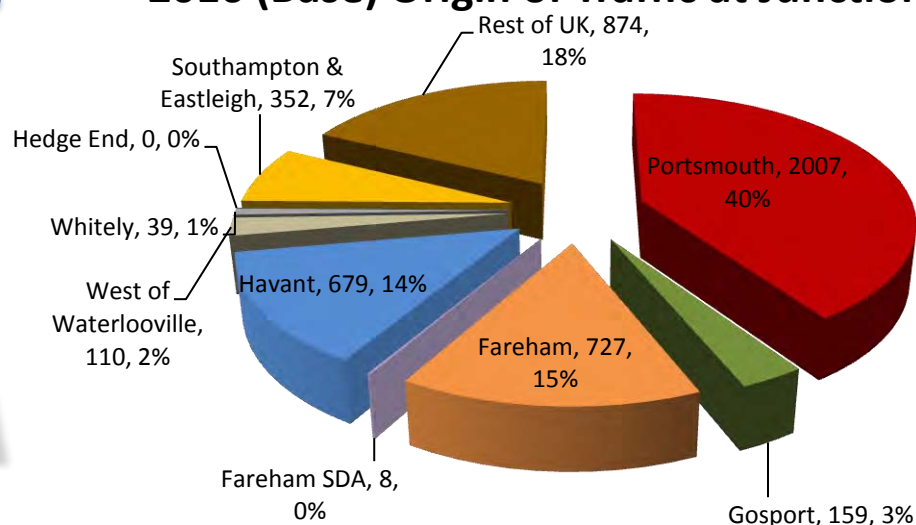
2006 (Base) Origin of Traffic at Junction



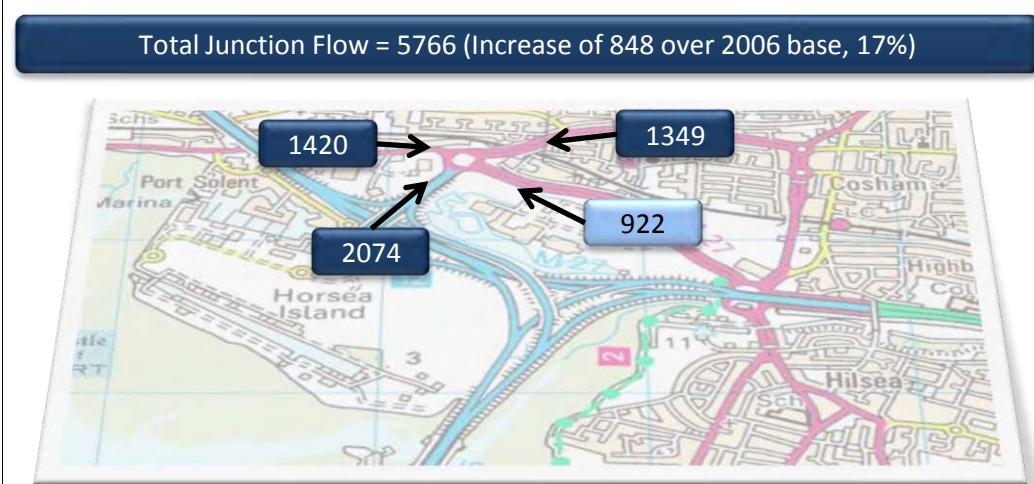
2016 Base Flows



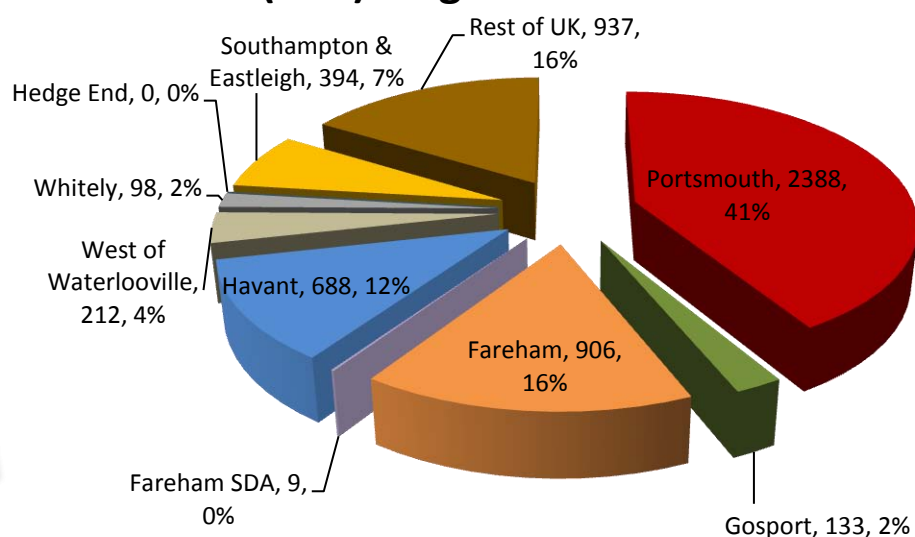
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



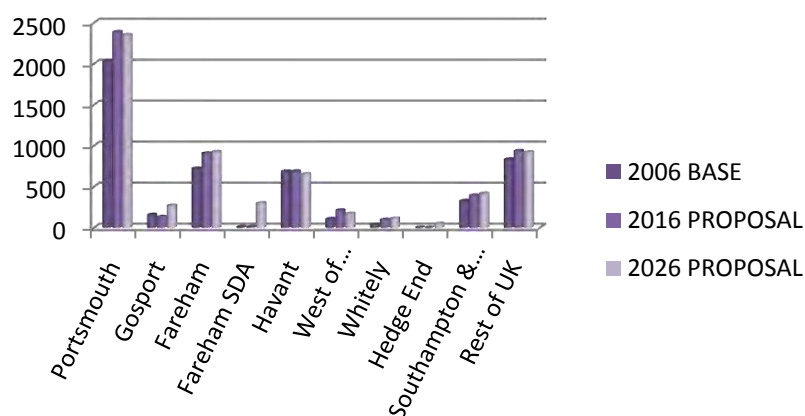
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of M27/A27 Intersection Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

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Sheet Reference:

Revision

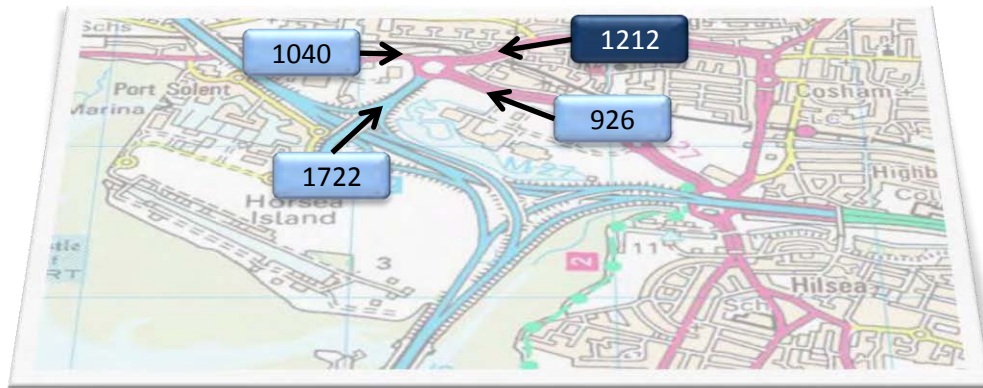
Results Sheet 12

C

M27/A27 Intersection

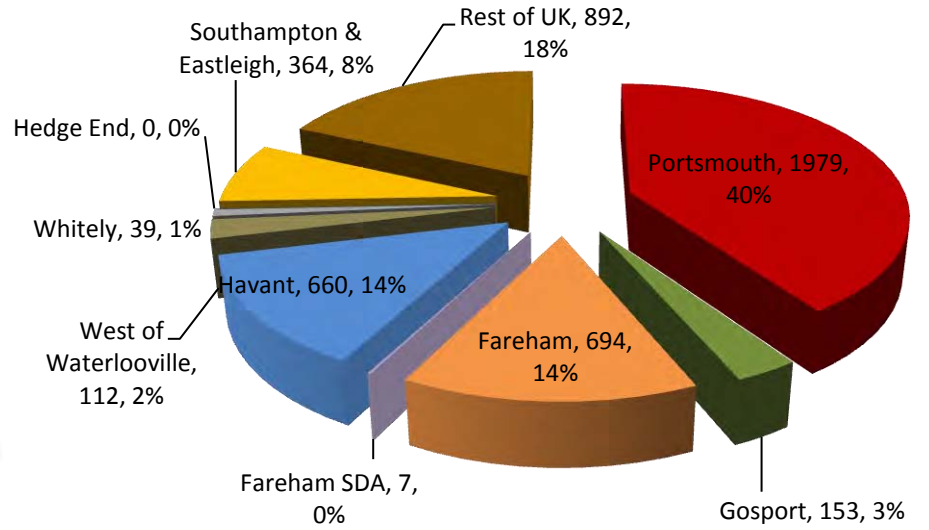
2026 Base Flows

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



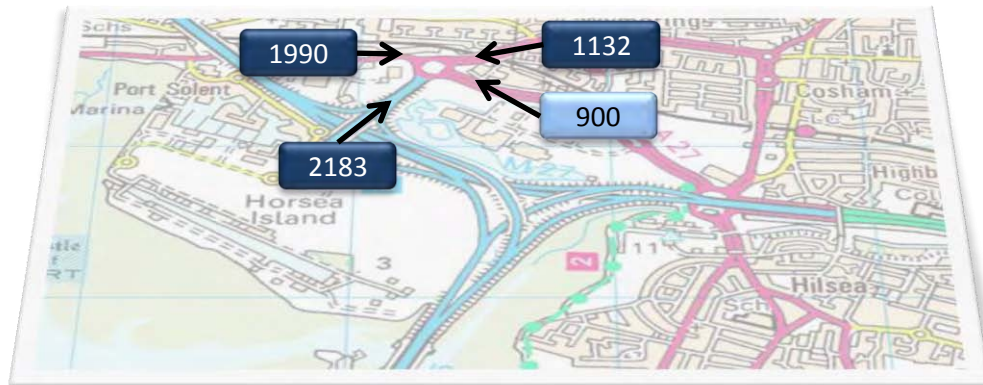
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2026 (Base) Origin of Traffic at Junction



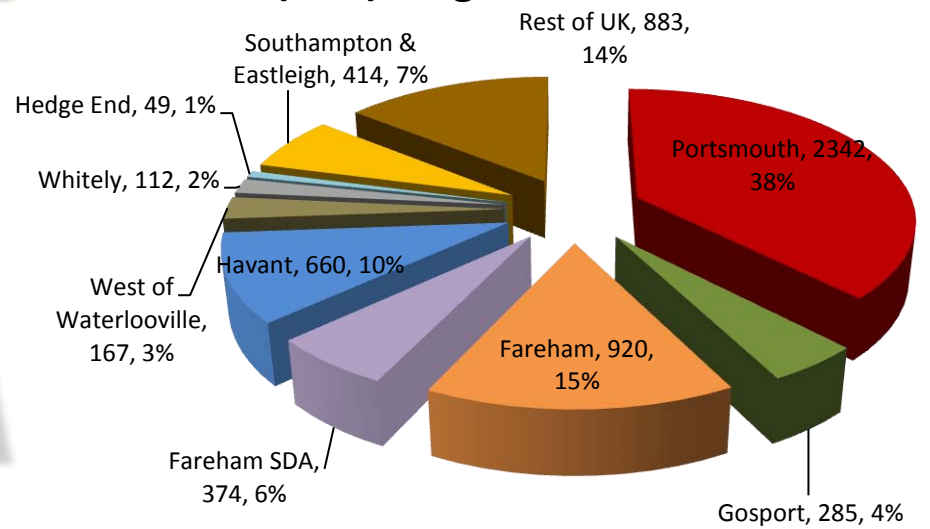
2026 Flows (Base + Development)

Total Junction Flow = 6205 (Increase of 1287 over 2006 base, 26%)



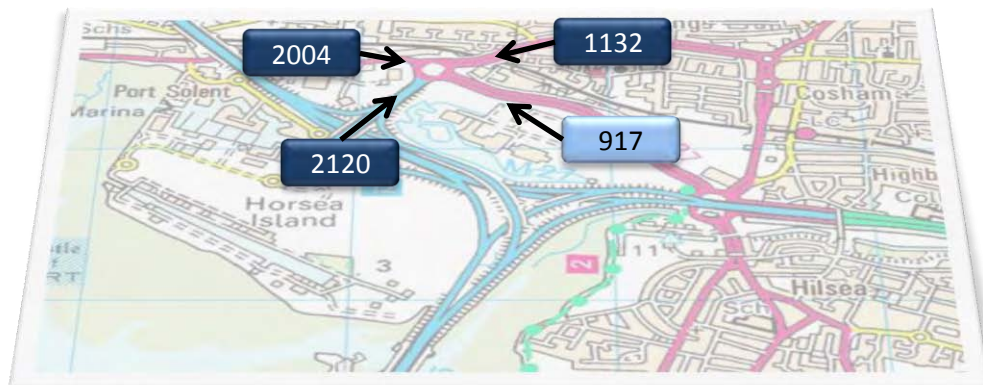
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2026 (Dev) Origin of Traffic at Junction



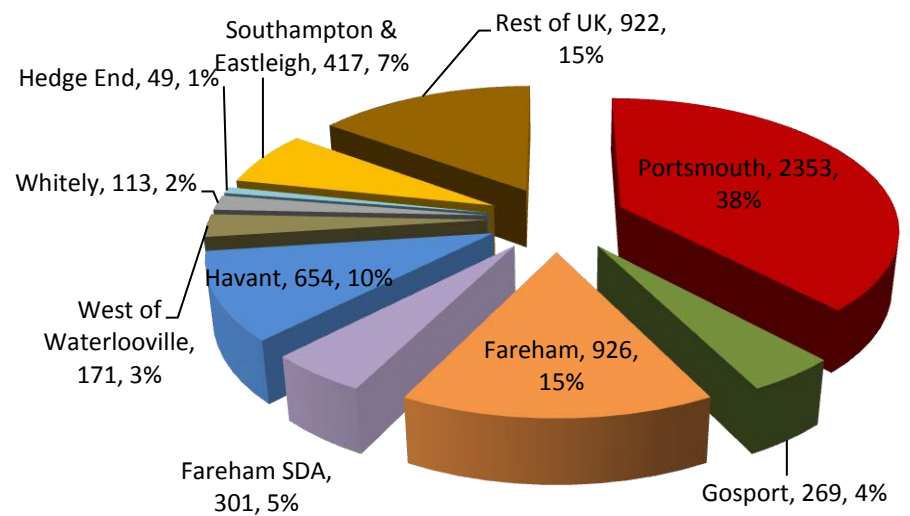
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 6173 (Increase of 1255 over 2006 base, 26%)



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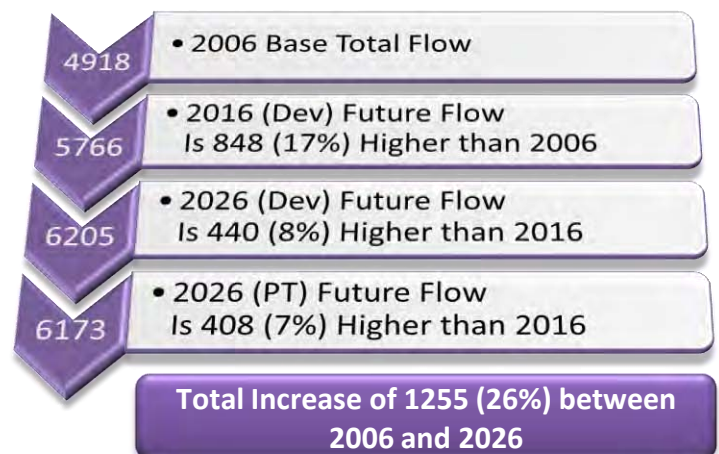
2026 (PT) Origin of Traffic at Junction



Summary Table

Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	1979	-3%	2342	16%	2353	16%
Gosport	153	-3%	285	84%	269	73%
Fareham	694	-4%	920	28%	926	29%
Fareham SDA	7	-9%	374	>500%	301	>500%
Havant	660	-4%	660	-4%	654	-5%
West of Waterlooville	112	4%	167	53%	171	57%
Whitely	39	5%	112	190%	113	192%
Hedge End	0	0%	49	0%	49	0%
Southampton & Eastleigh	364	10%	414	24%	417	24%
Rest of UK	892	6%	883	5%	922	10%
Total	4900	0%	6205	26%	6173	26%

Total Flows



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of M27/A27 Intersection Results

Page 2 of 3

Date: 28/04/2010

Creator: PW

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Sheet Reference:

Revision

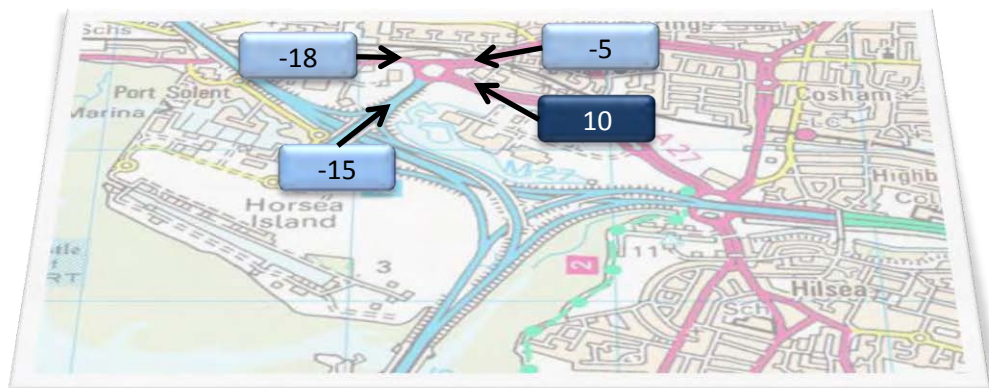
Results Sheet 12

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M27/A27 Intersection

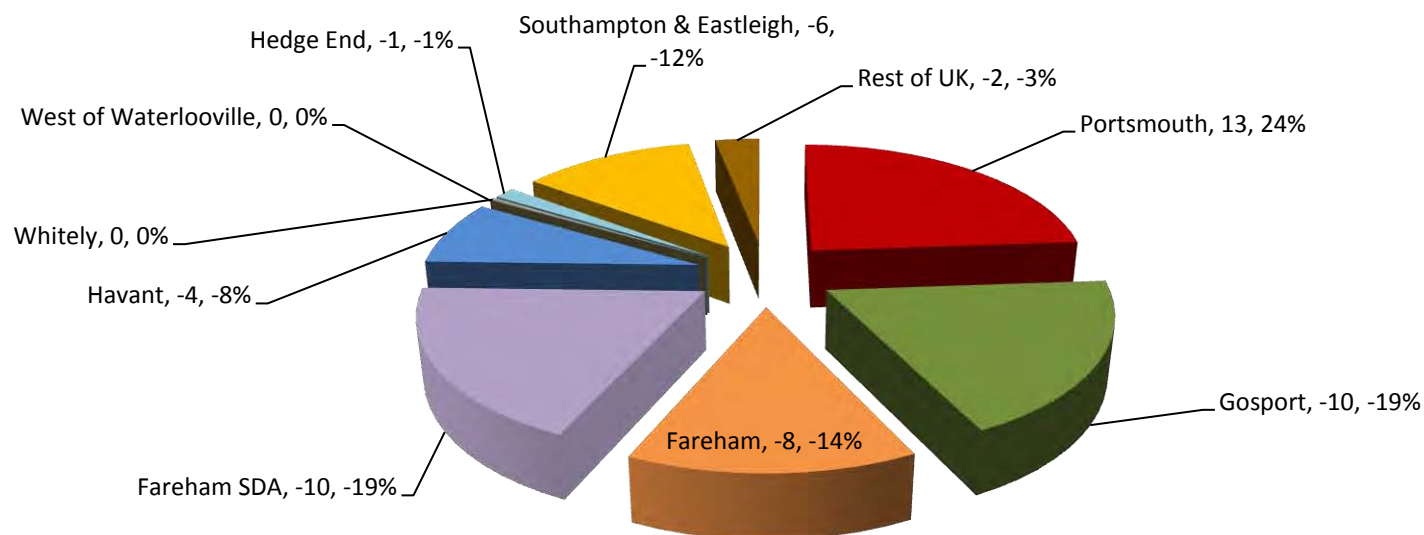
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = -29 (decrease of -29 over previous 2026 assignment, -1%)



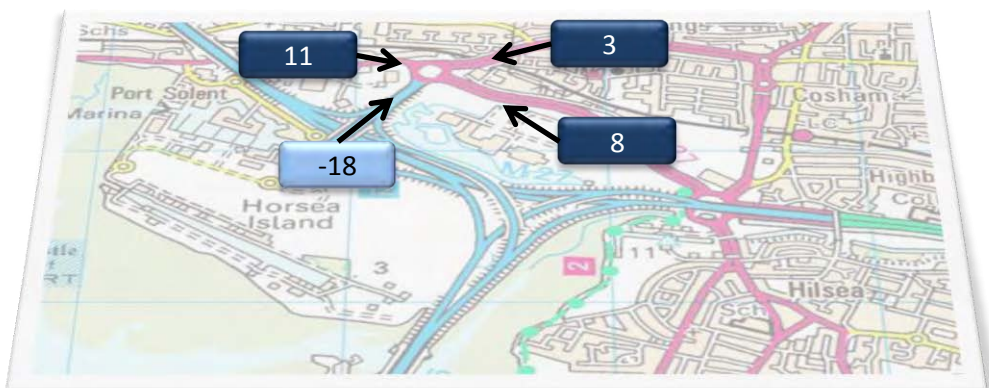
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2026 (Dev) Origin of Traffic at Junction



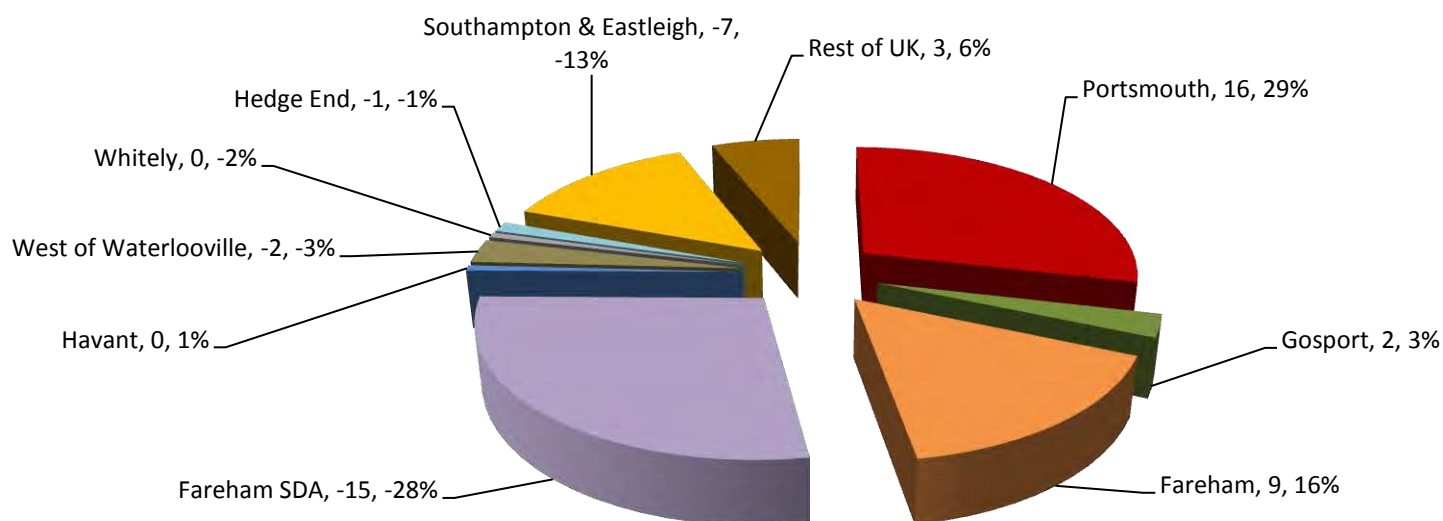
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = 5 (Increase of 5 over previous 2026 assignment + PT, 0%)



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2026 (PT) Origin of Traffic at Junction



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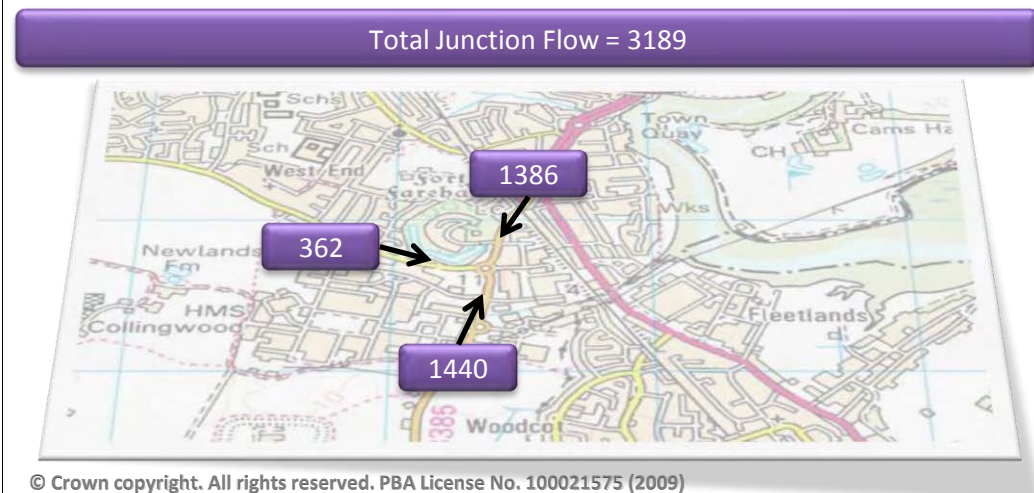


Longfield Avenue/Newgate Lane Roundabout

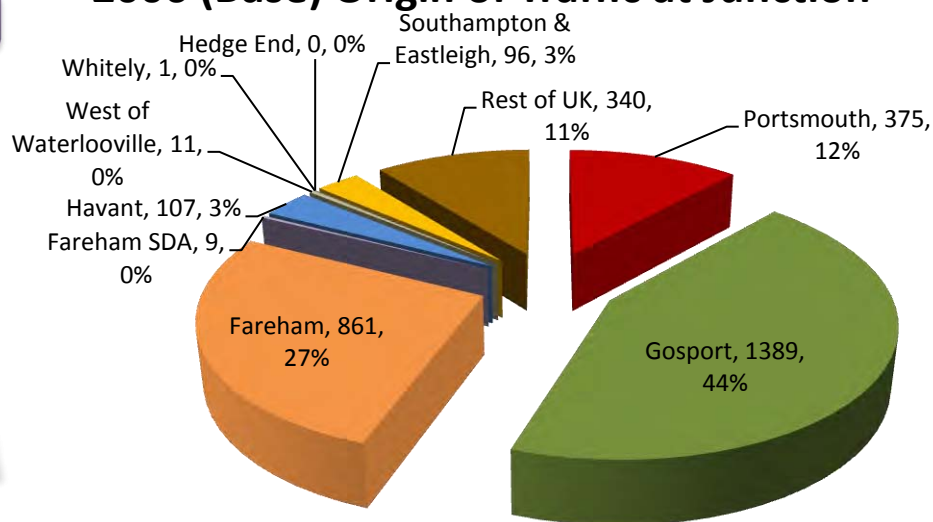
Existing Junction Details

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

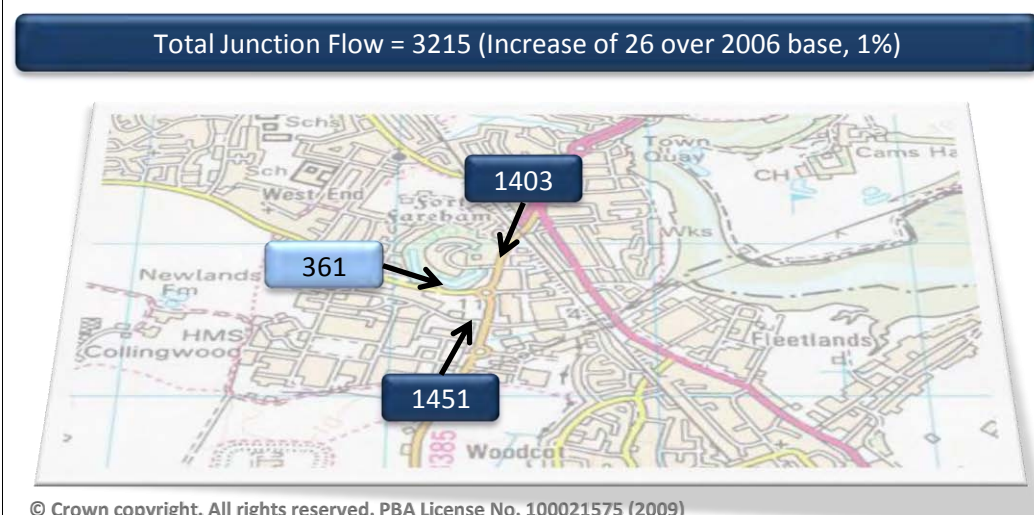
2006 Base Flows



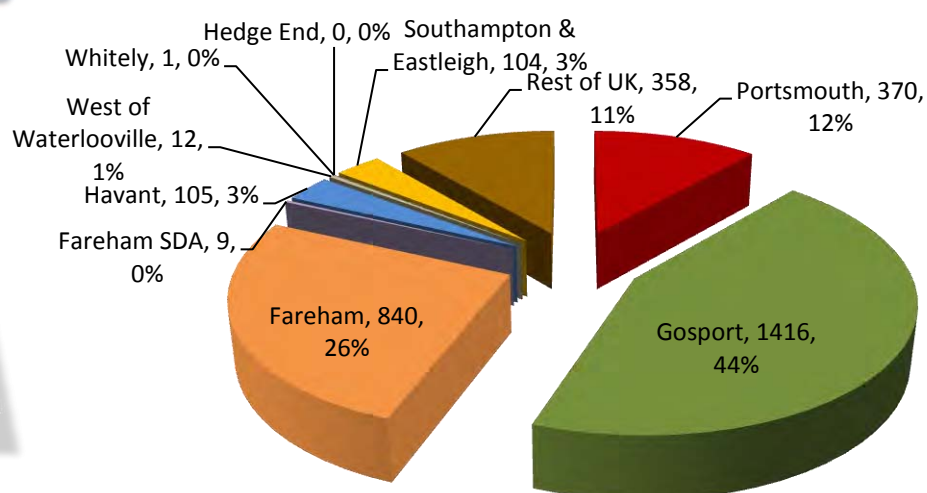
2006 (Base) Origin of Traffic at Junction



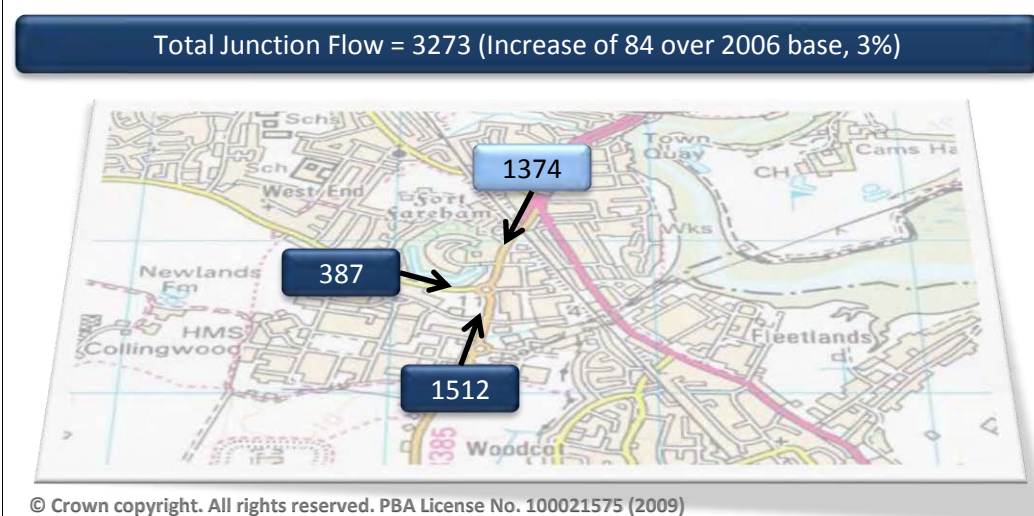
2016 Base Flows



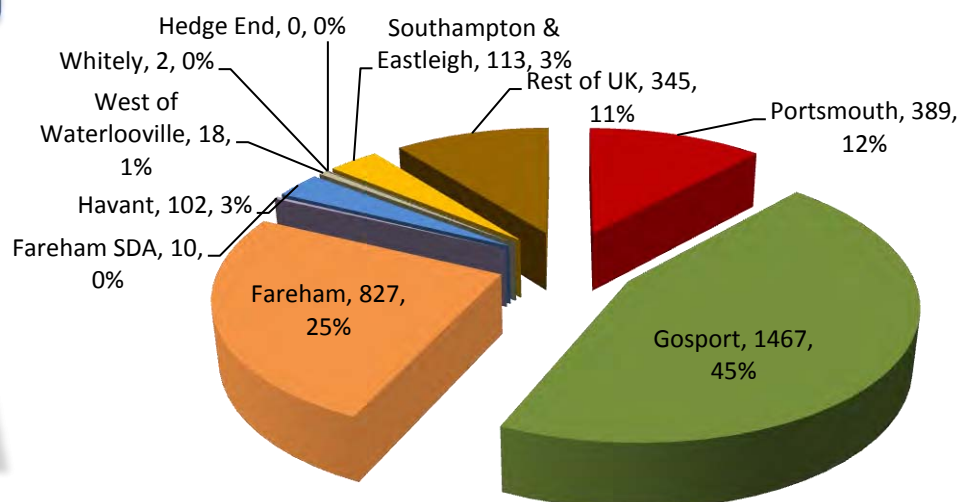
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



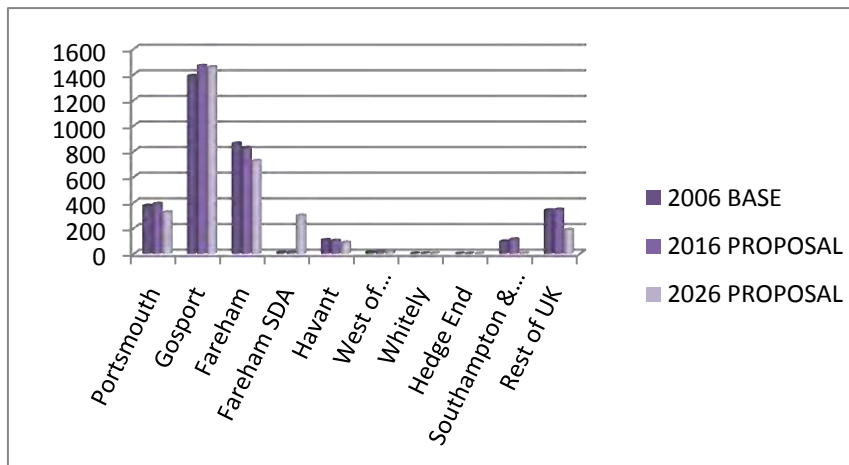
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Longfield Avenue/Newgate Lane Roundabout Results

Peter Brett Associates LLP

J:\23850 Gosport Housing LDF\001 Transport\Modelling\Results\Junction 15

Page 1 of 3

Date: 28/04/2010

Creator: PW

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Sheet Reference:

Revision

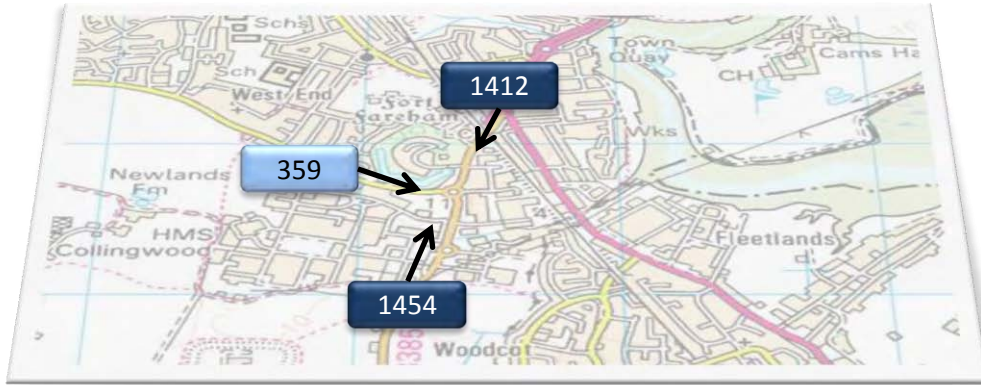
Results Sheet 15

C

Longfield Avenue/Newgate Lane Roundabout

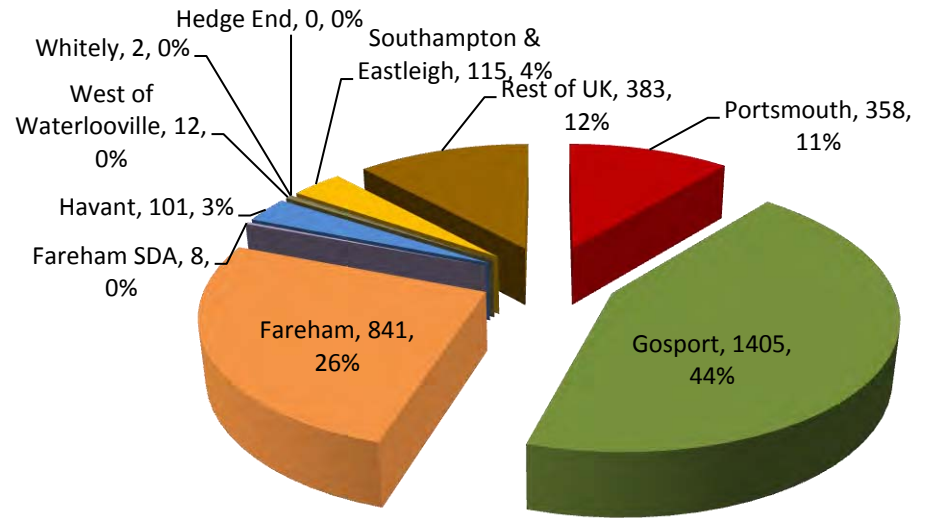
2026 Base Flows

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



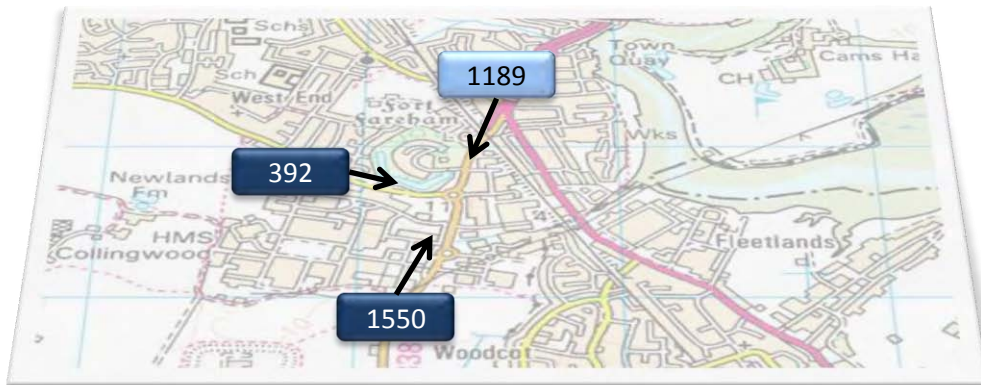
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2026 (Base) Origin of Traffic at Junction



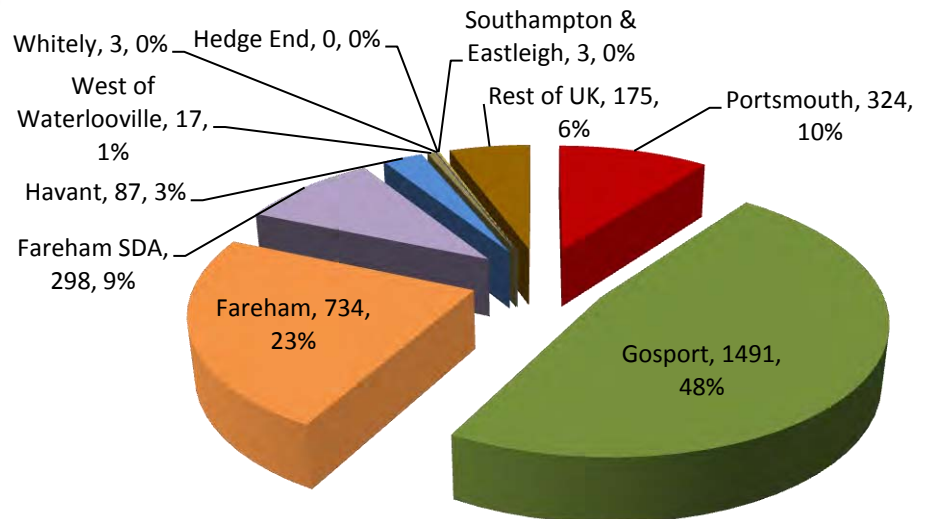
2026 Flows (Base + Development)

Total Junction Flow = 3131 (decrease of -57 over 2006 base, -2%)



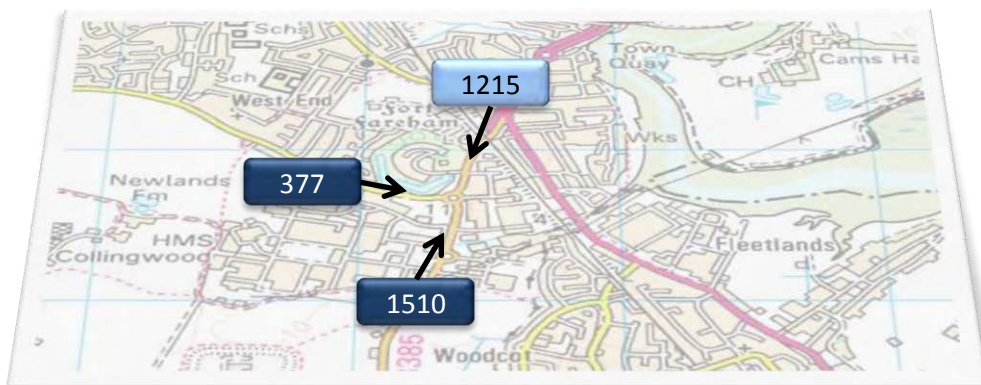
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2026 (Dev) Origin of Traffic at Junction



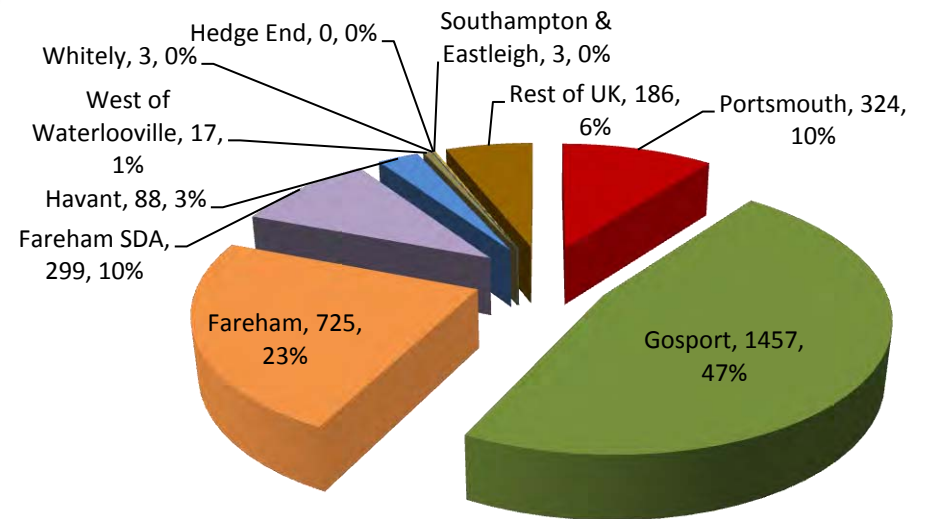
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3102 (decrease of -87 over 2006 base, -3%)



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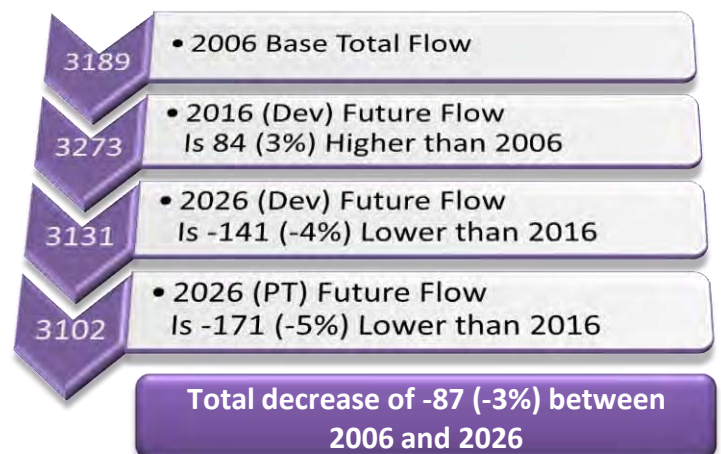
2026 (PT) Origin of Traffic at Junction



Summary Table

Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	358	-5%	324	-14%	324	-14%
Gosport	1405	1%	1491	7%	1457	5%
Fareham	841	-2%	734	-15%	725	-16%
Fareham SDA	8	-4%	298	>500%	299	>500%
Havant	101	-6%	87	-20%	88	-19%
West of Waterlooville	12	4%	17	48%	17	47%
Whitely	2	33%	3	88%	3	89%
Hedge End	0	0%	0	0%	0	0%
Southampton & Eastleigh	115	16%	3	-81%	3	-81%
Rest of UK	383	11%	175	-43%	186	-40%
Total	3225	1%	3131	-2%	3102	-3%

Total Flows



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Longfield Avenue/Newgate Lane Roundabout Results

Page 2 of 3

Date: 28/04/2010

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Sheet Reference:

Revision

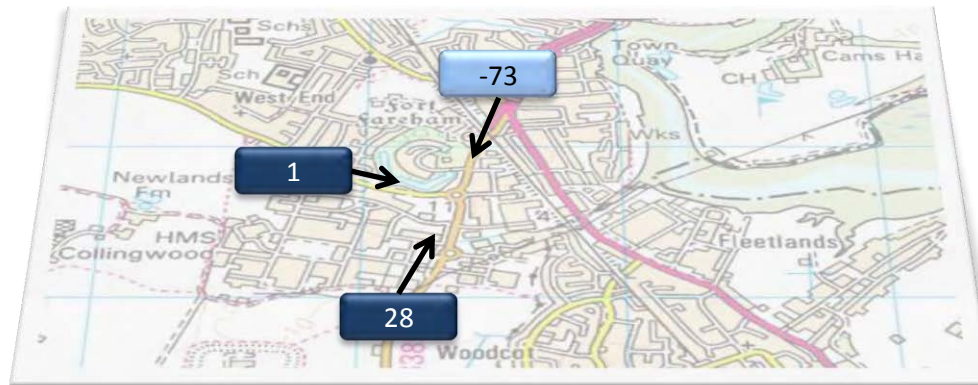
Results Sheet 15

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Longfield Avenue/Newgate Lane Roundabout

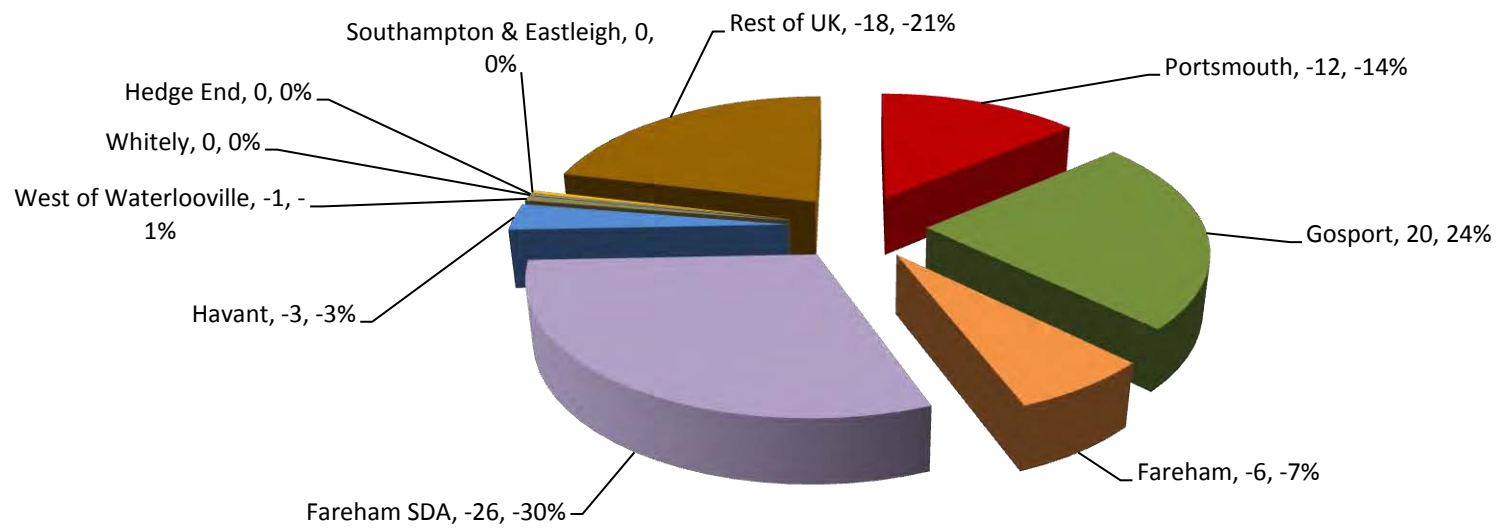
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = -45 (decrease of -45 over previous 2026 assignment, -2%)



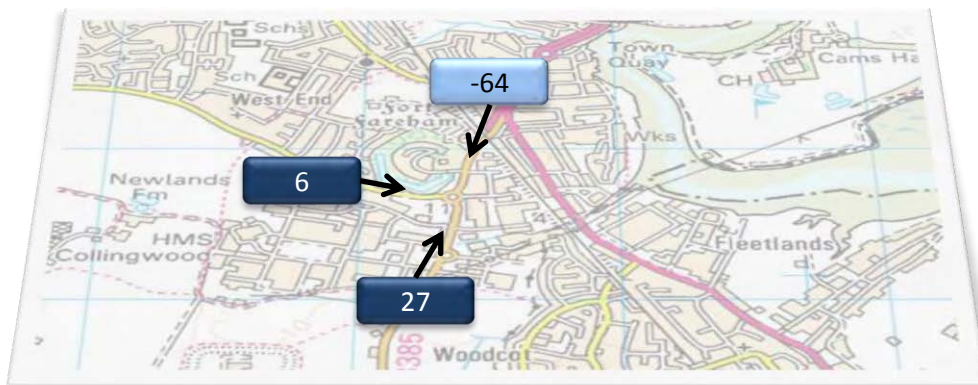
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2026 (Dev) Origin of Traffic at Junction



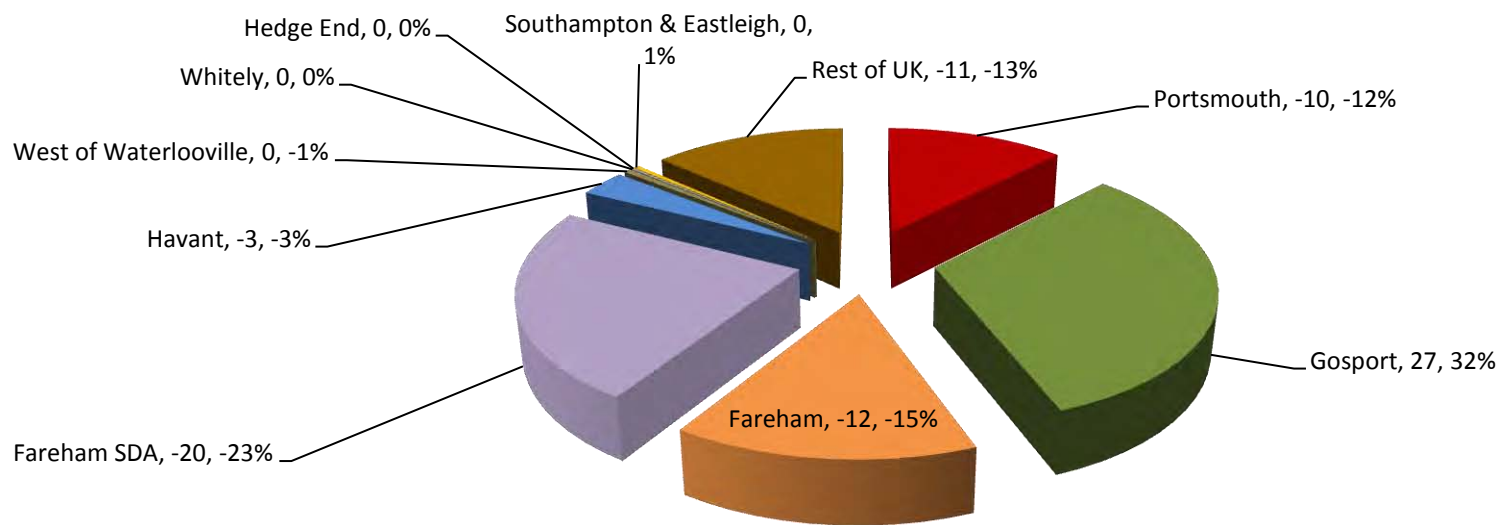
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = -30 (decrease of -30 over previous 2026 assignment + PT, -1%)



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2026 (PT) Origin of Traffic at Junction



	23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals	Page 3 of 3	
	Summary of Longfield Avenue/Newgate Lane Roundabout Results	Date: 28/04/2010 Creator: PW Checked By: RMD	
Peter Brett Associates LLP		Sheet Reference:	Revision
		Results Sheet 15	C

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

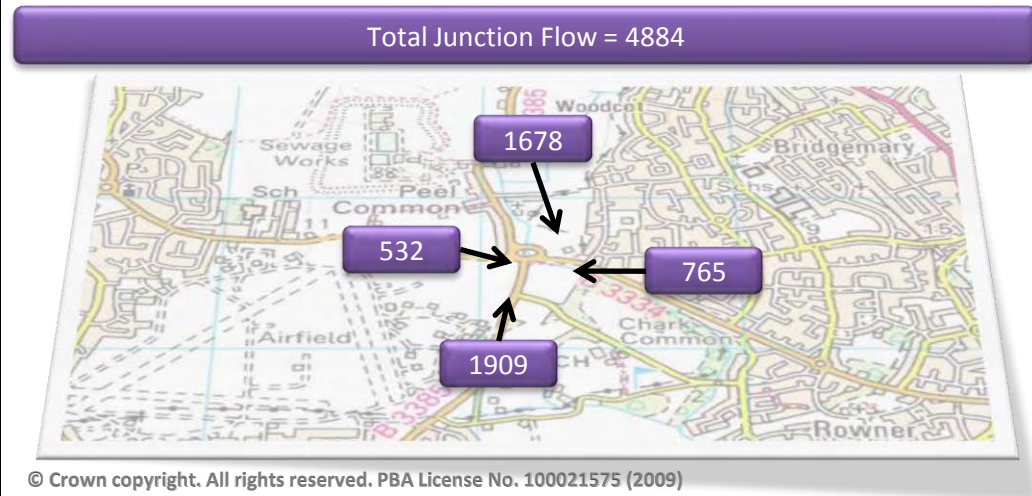


Peel Common Roundabout

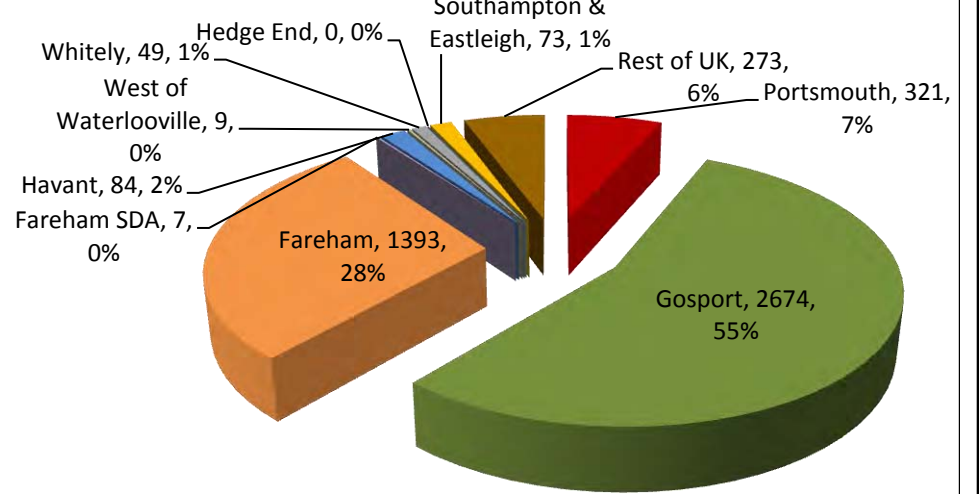
Existing Junction Details

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

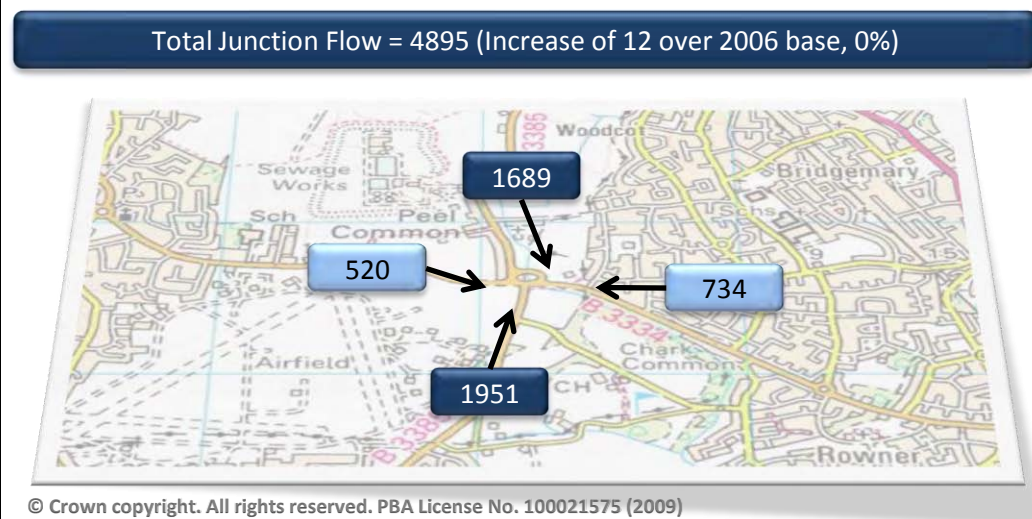
2006 Base Flows



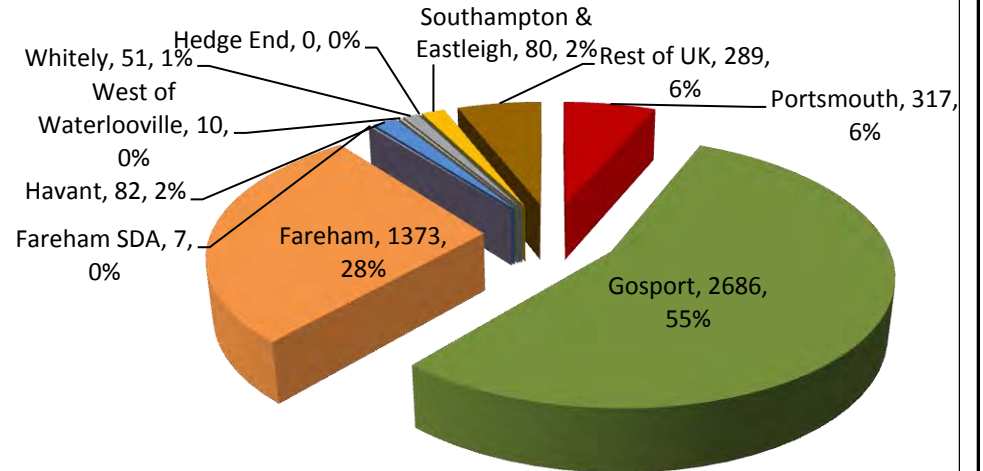
2006 (Base) Origin of Traffic at Junction



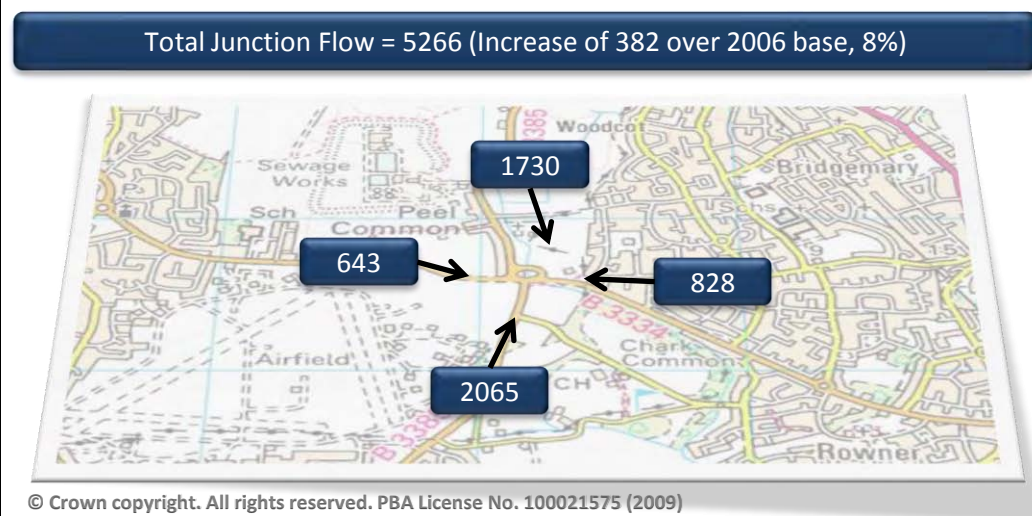
2016 Base Flows



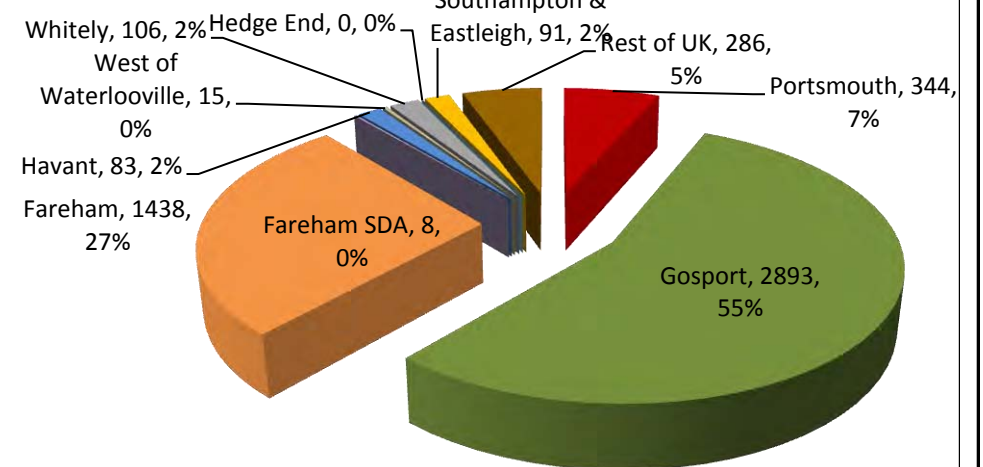
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



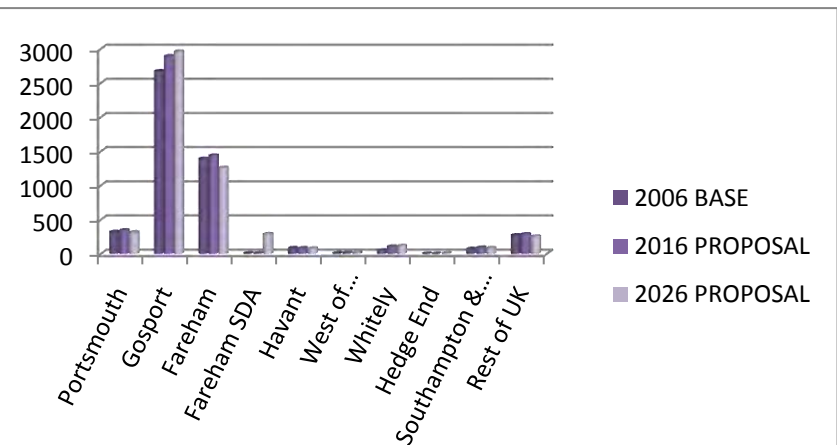
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Peel Common Roundabout Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

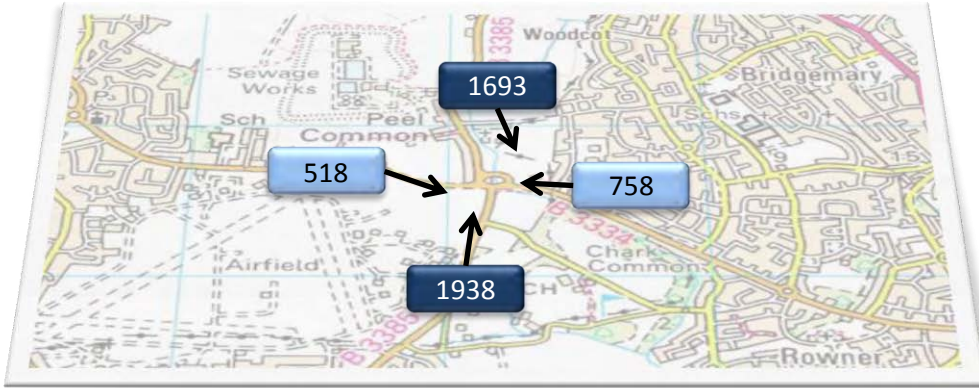
Results Sheet 16

C

Peel Common Roundabout

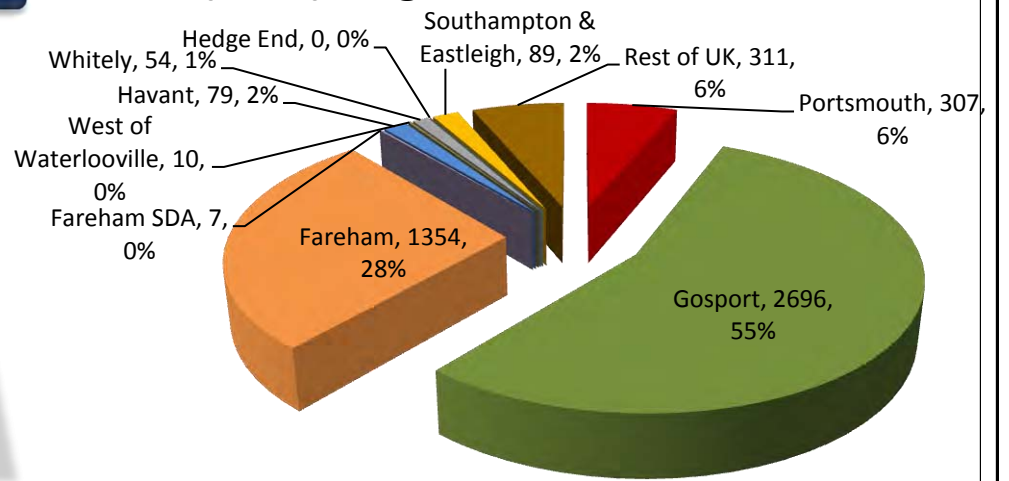
2026 Base Flows

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



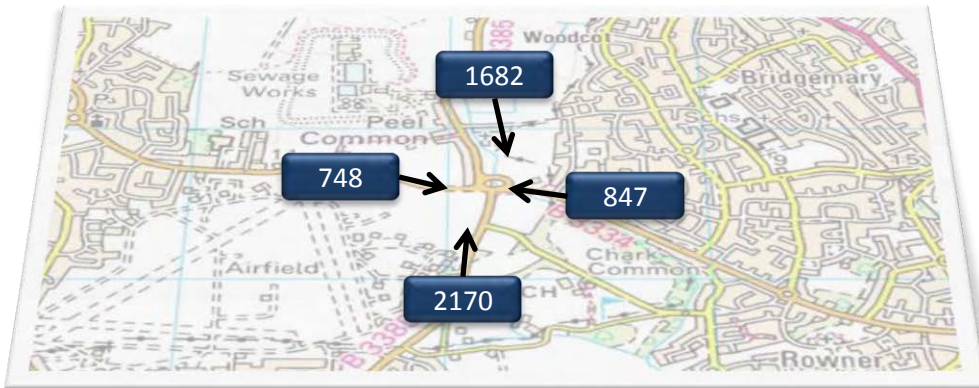
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2026 (Base) Origin of Traffic at Junction



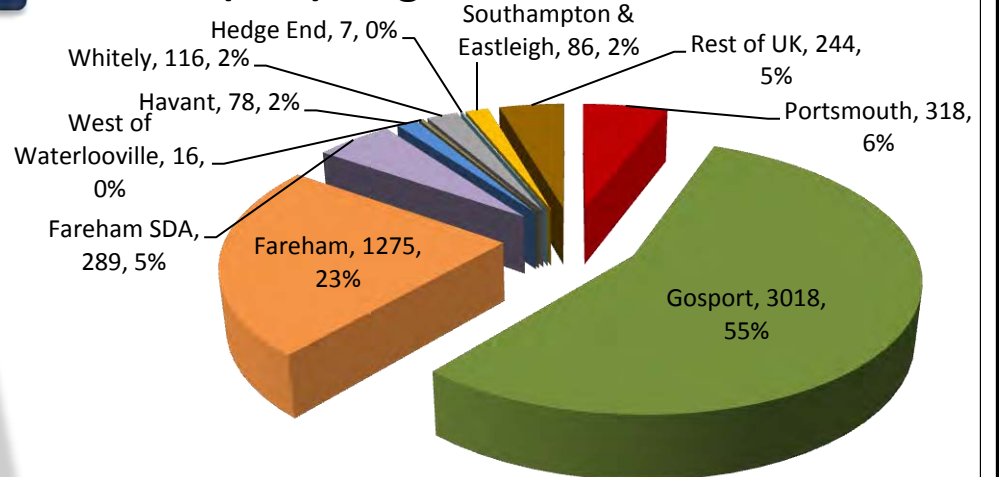
2026 Flows (Base + Development)

Total Junction Flow = 5447 (Increase of 564 over 2006 base, 12%)



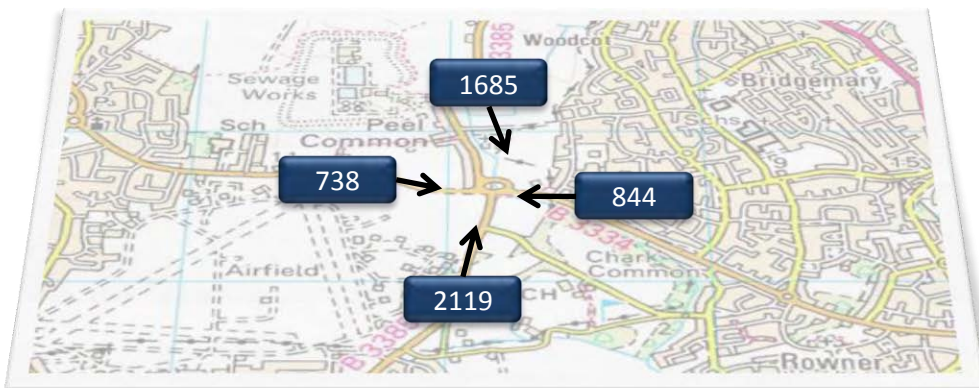
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2026 (Dev) Origin of Traffic at Junction



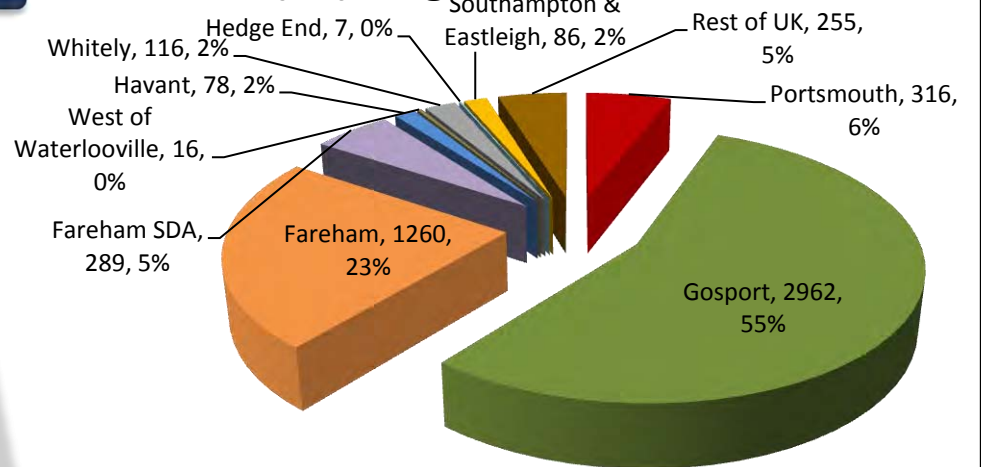
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 5385 (Increase of 502 over 2006 base, 10%)



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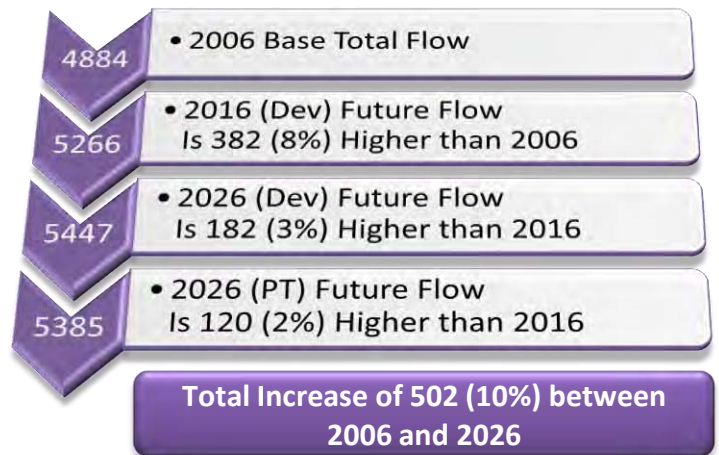
2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	307	-5%	318	-1%	316	-2%
Gosport	2696	1%	3018	13%	2962	11%
Fareham	1354	-3%	1275	-9%	1260	-10%
Fareham SDA	7	-4%	289	>500%	289	>500%
Havant	79	-7%	78	-8%	78	-7%
West of Waterlooville	10	4%	16	71%	16	68%
Whitely	54	9%	116	123%	116	123%
Hedge End	0	0%	7	0%	7	0%
Southampton & Eastleigh	89	18%	86	15%	86	14%
Rest of UK	311	12%	244	-9%	255	-6%
Total	4906	0%	5447	11%	5385	10%

5266

Total Flows



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Peel Common Roundabout Results

Page 2 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

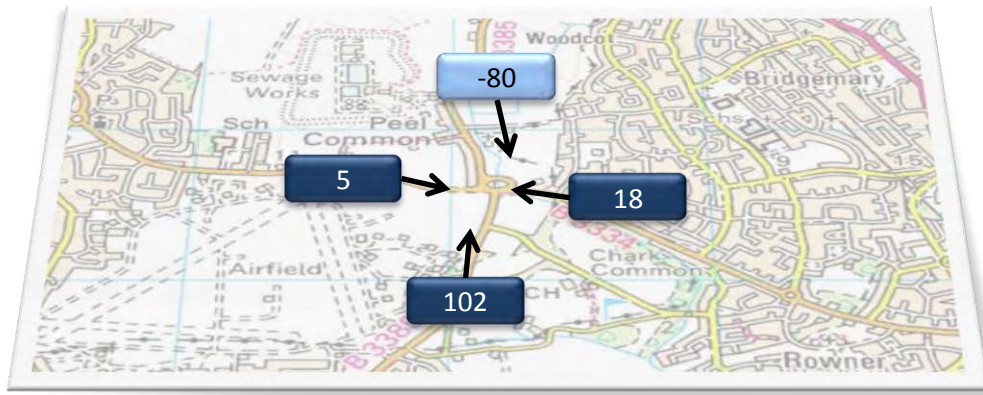
Results Sheet 16

C

Peel Common Roundabout

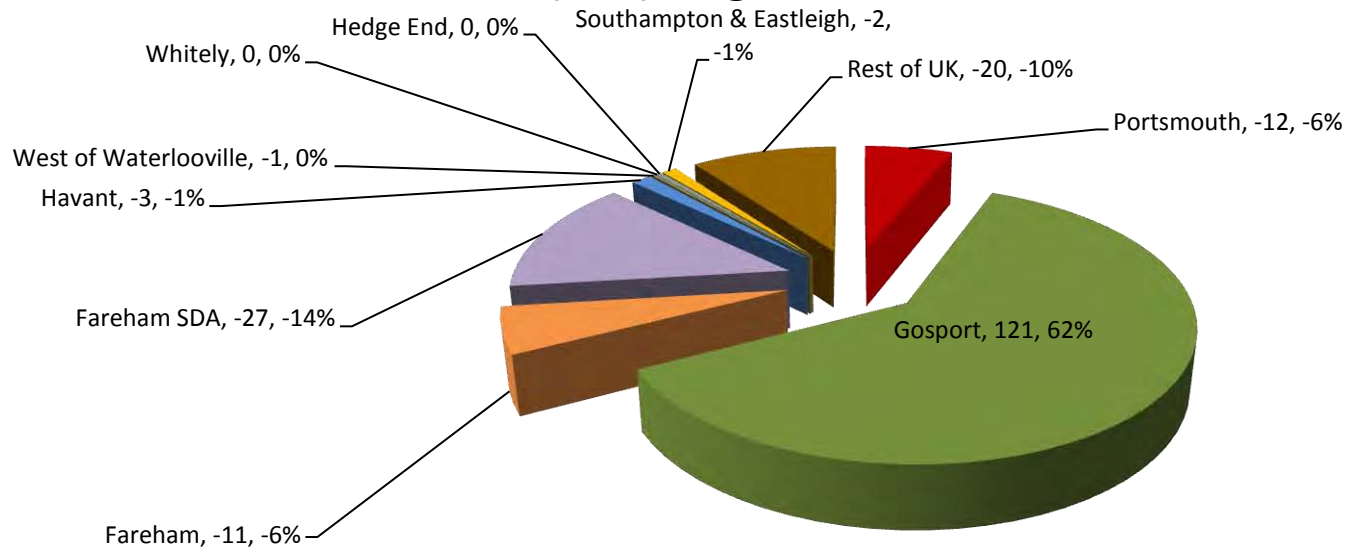
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = 46 (Increase of 46 over previous 2026 assignment, 2%)



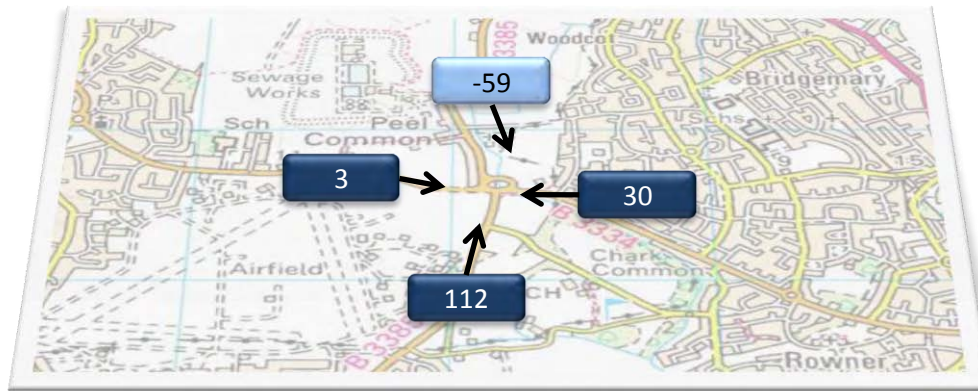
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2026 (Dev) Origin of Traffic at Junction



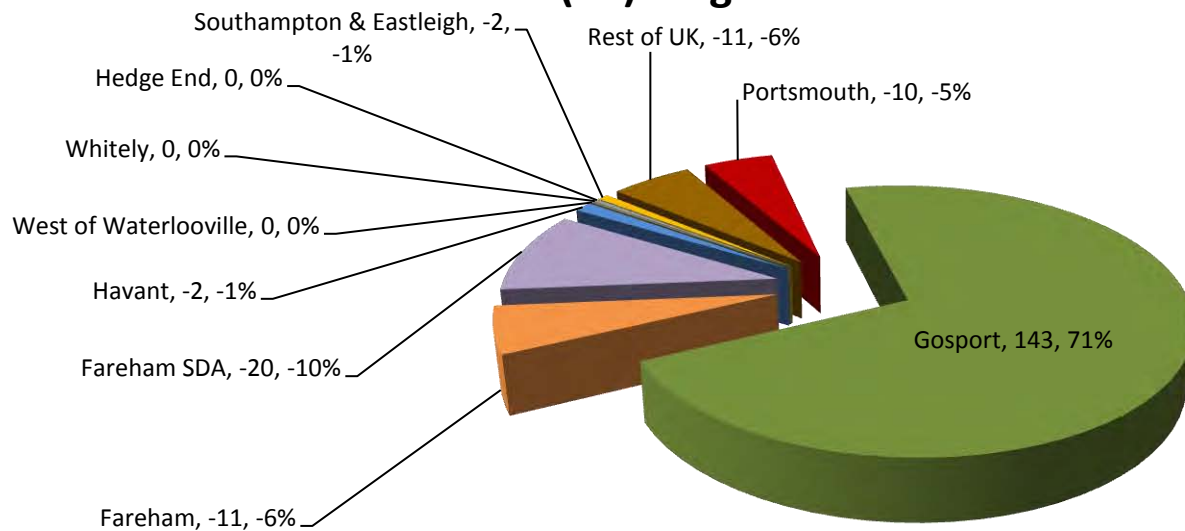
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = 87 (Increase of 87 over previous 2026 assignment + PT, 4%)



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2026 (PT) Origin of Traffic at Junction



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

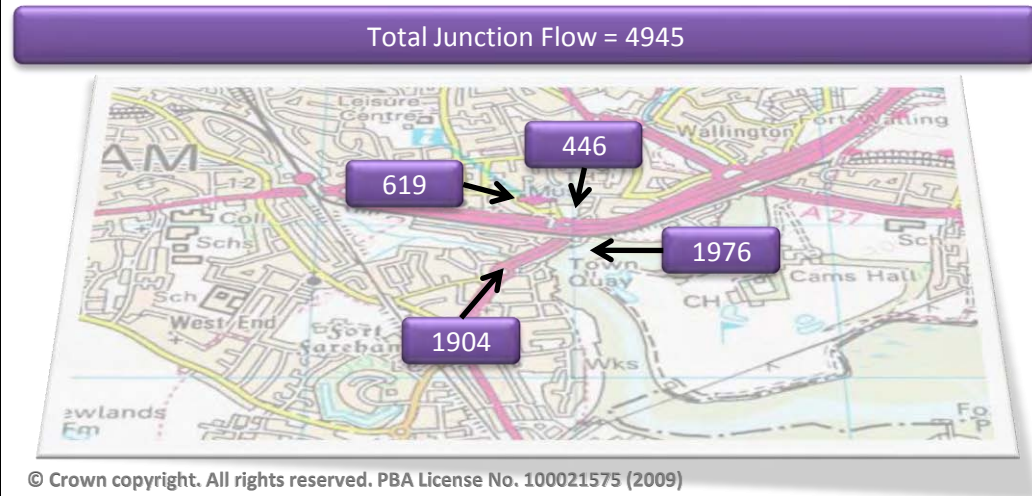


Quay Street Roundabout

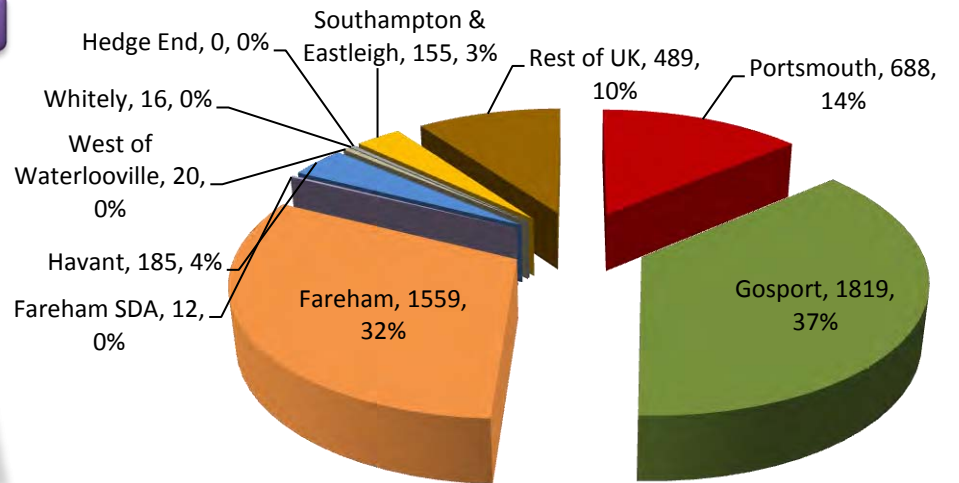
Existing Junction Details

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

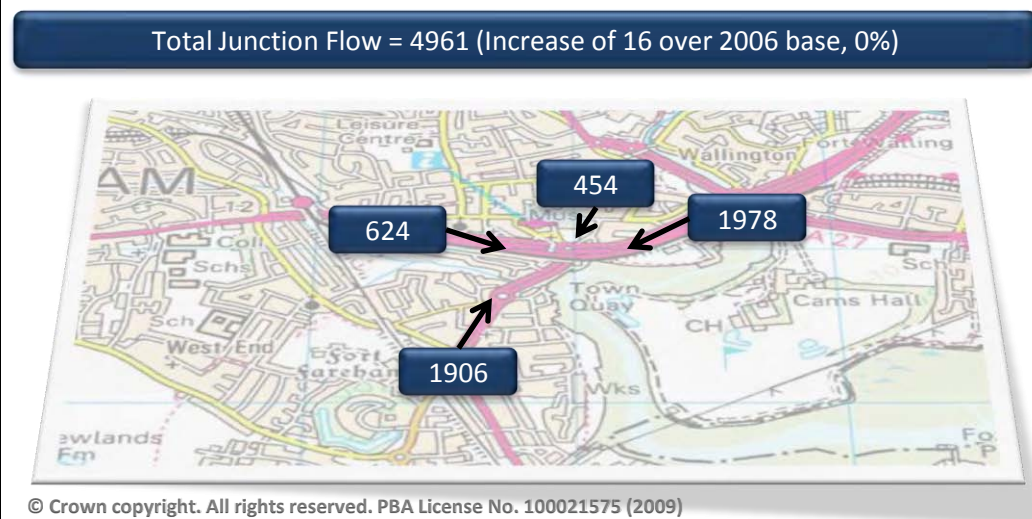
2006 Base Flows



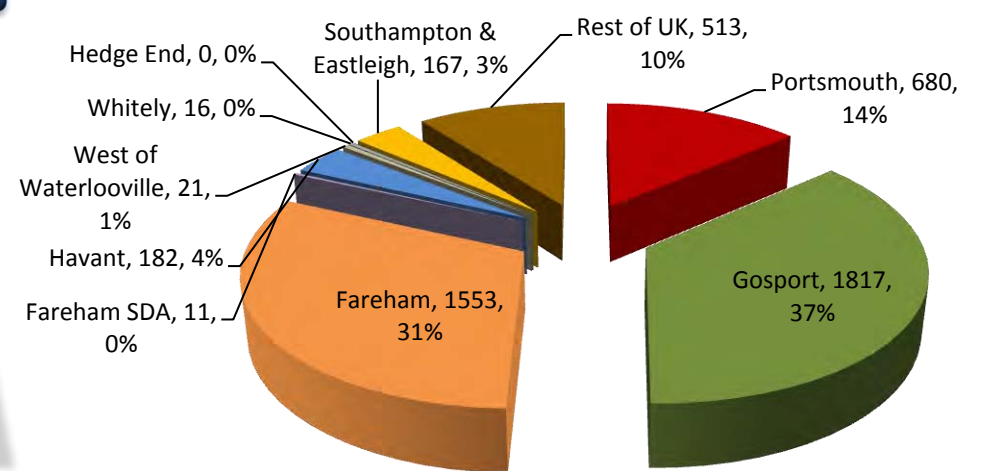
2006 (Base) Origin of Traffic at Junction



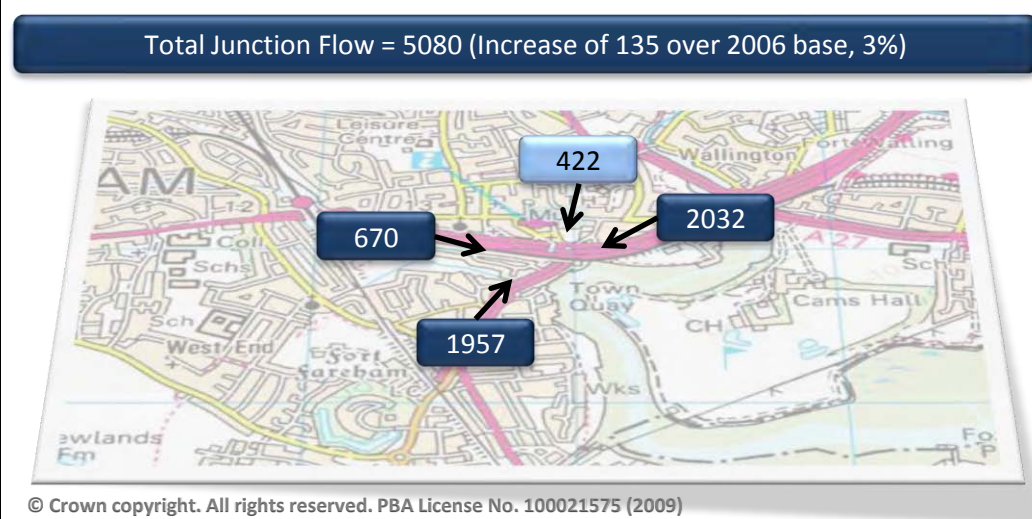
2016 Base Flows



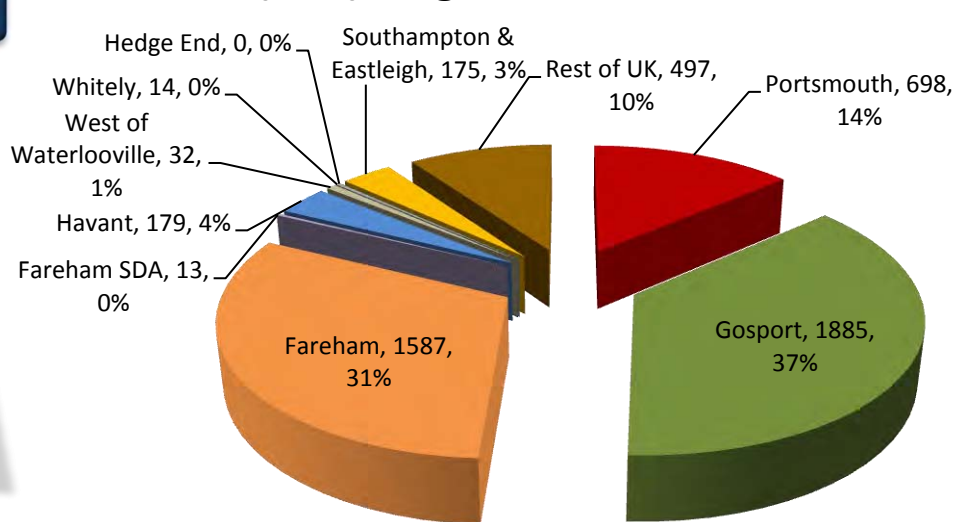
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



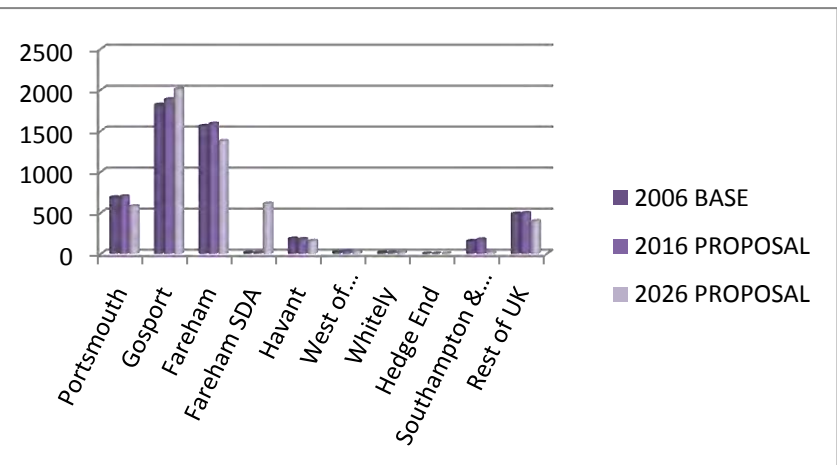
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Quay Street Roundabout Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

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Sheet Reference:

Revision

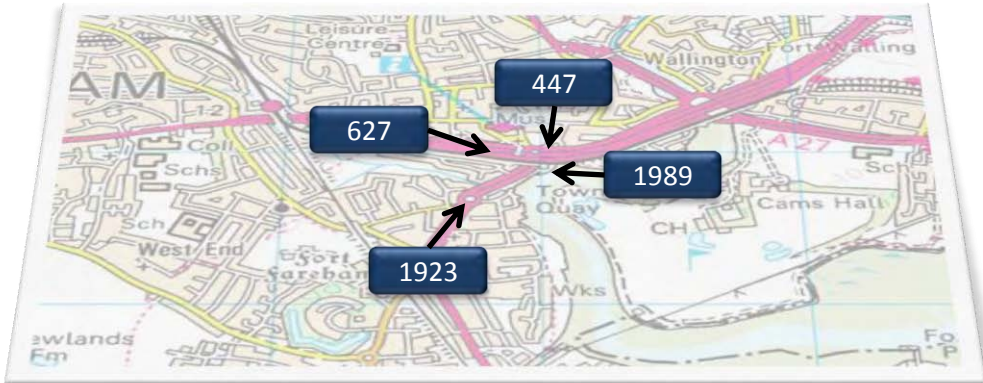
Results Sheet 17

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Quay Street Roundabout

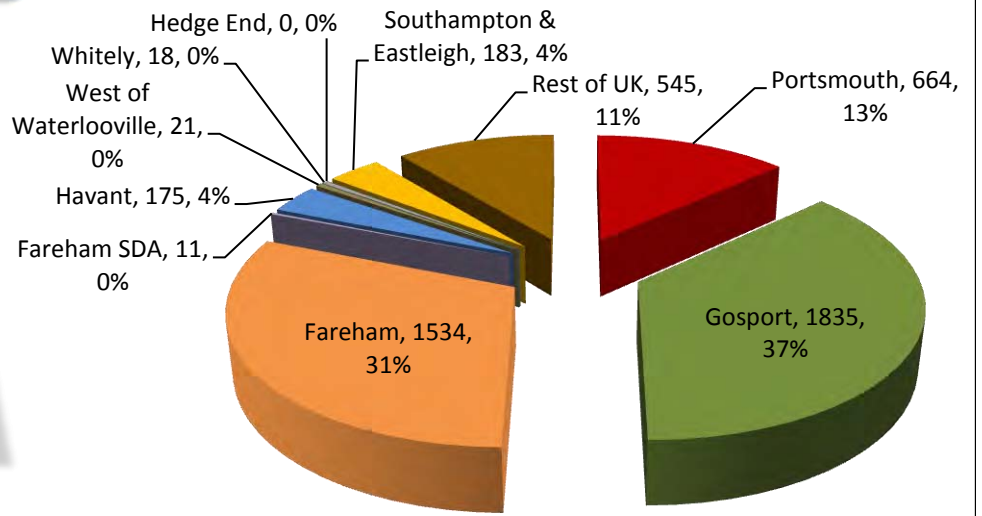
2026 Base Flows

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



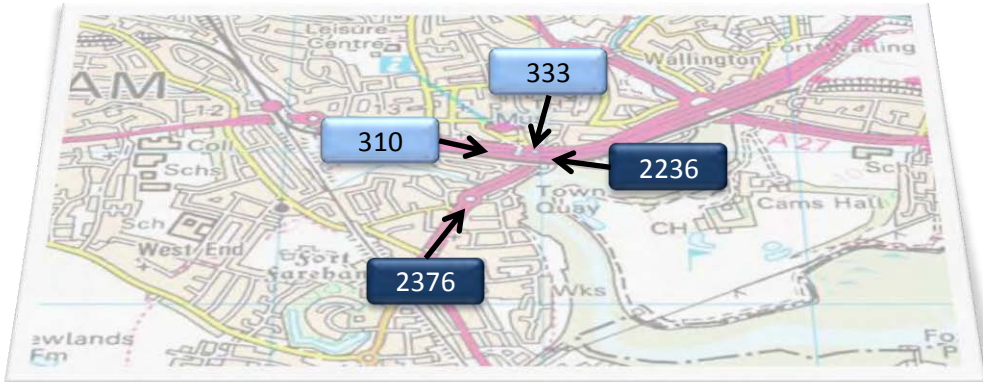
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2026 (Base) Origin of Traffic at Junction



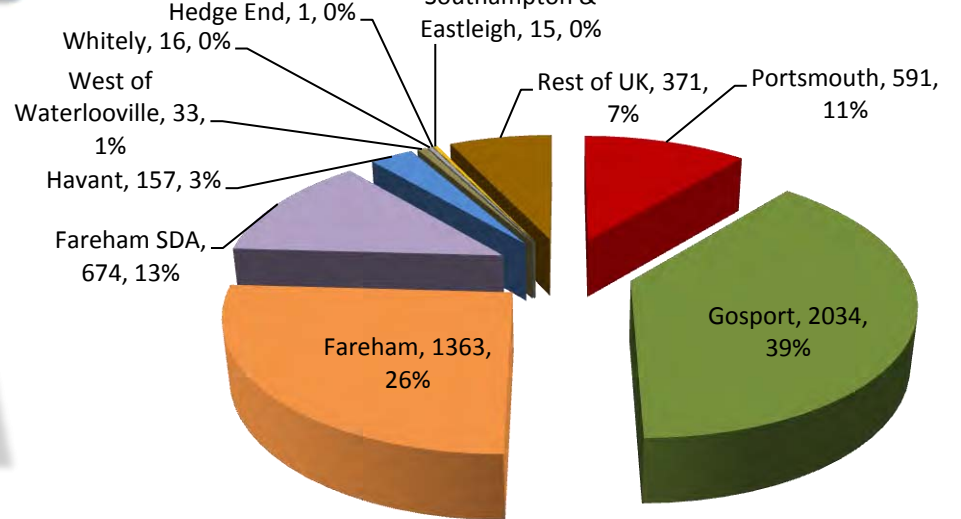
2026 Flows (Base + Development)

Total Junction Flow = 5255 (Increase of 310 over 2006 base, 6%)



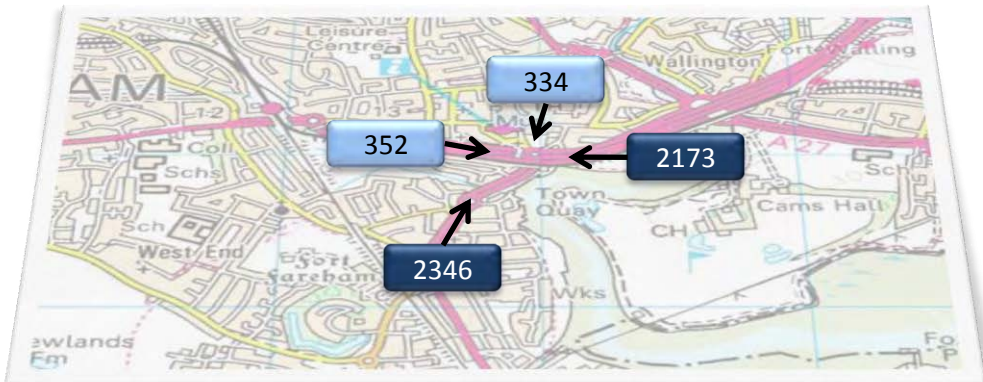
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2026 (Dev) Origin of Traffic at Junction



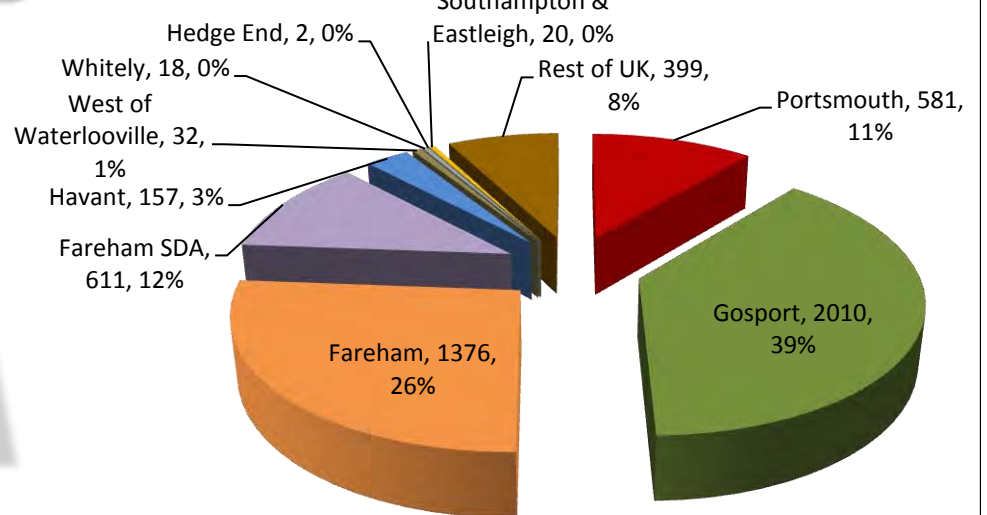
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 5206 (Increase of 261 over 2006 base, 5%)



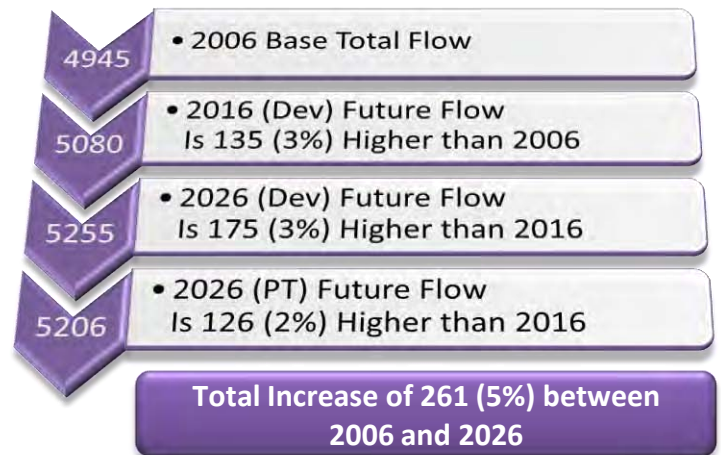
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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	664	-4%	591	-15%	581	-16%
Gosport	1835	1%	2034	12%	2010	10%
Fareham	1534	-2%	1363	-13%	1376	-12%
Fareham SDA	11	-4%	674	>500%	611	>500%
Havant	175	-6%	157	-16%	157	-16%
West of Waterlooville	21	5%	33	59%	32	54%
Whitely	18	10%	16	-3%	18	12%
Hedge End	0	0%	1	0%	2	0%
Southampton & Eastleigh	183	15%	15	-77%	20	-74%
Rest of UK	545	10%	371	-22%	399	-17%
Total	4986	1%	5255	6%	5206	5%

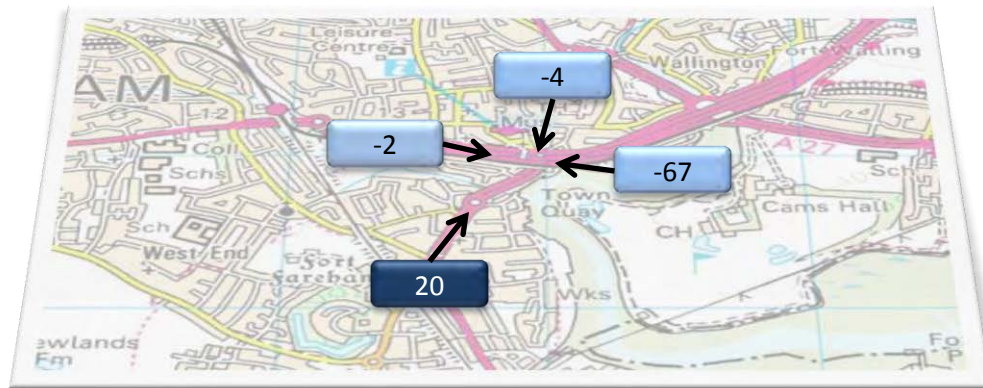
Total Flows



Quay Street Roundabout

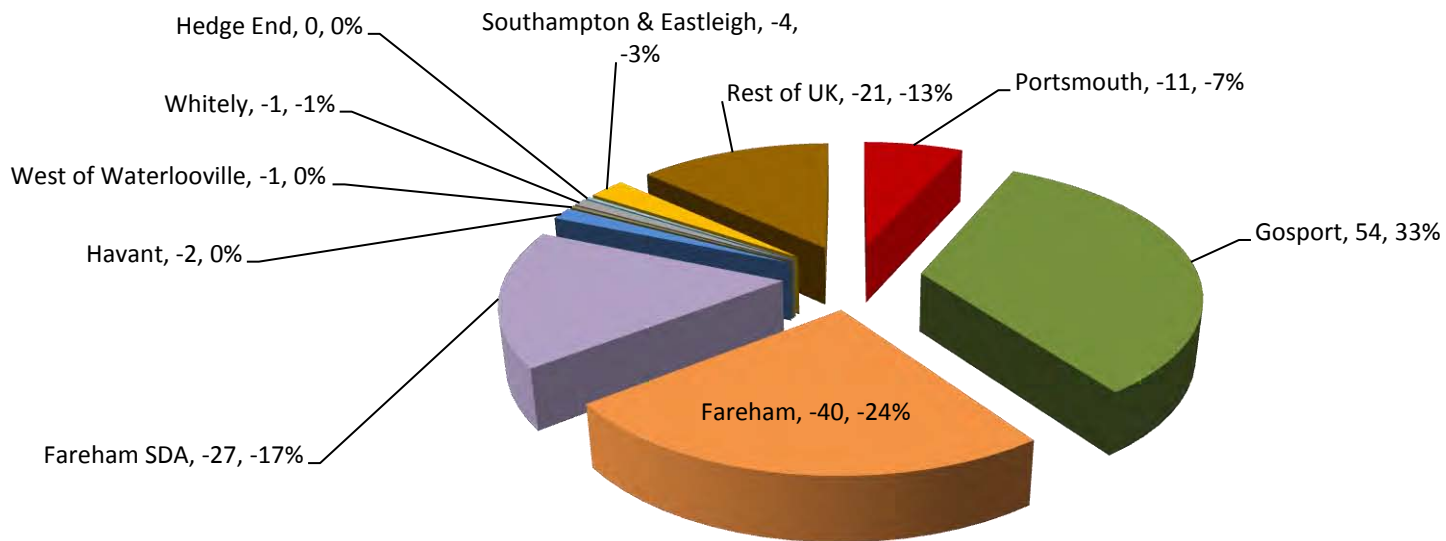
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = -54 (decrease of -54 over previous 2026 assignment, -1%)



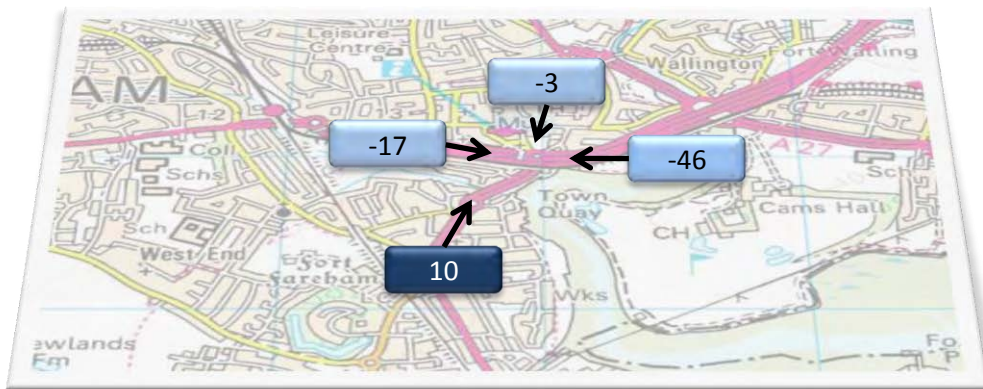
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2026 (Dev) Origin of Traffic at Junction



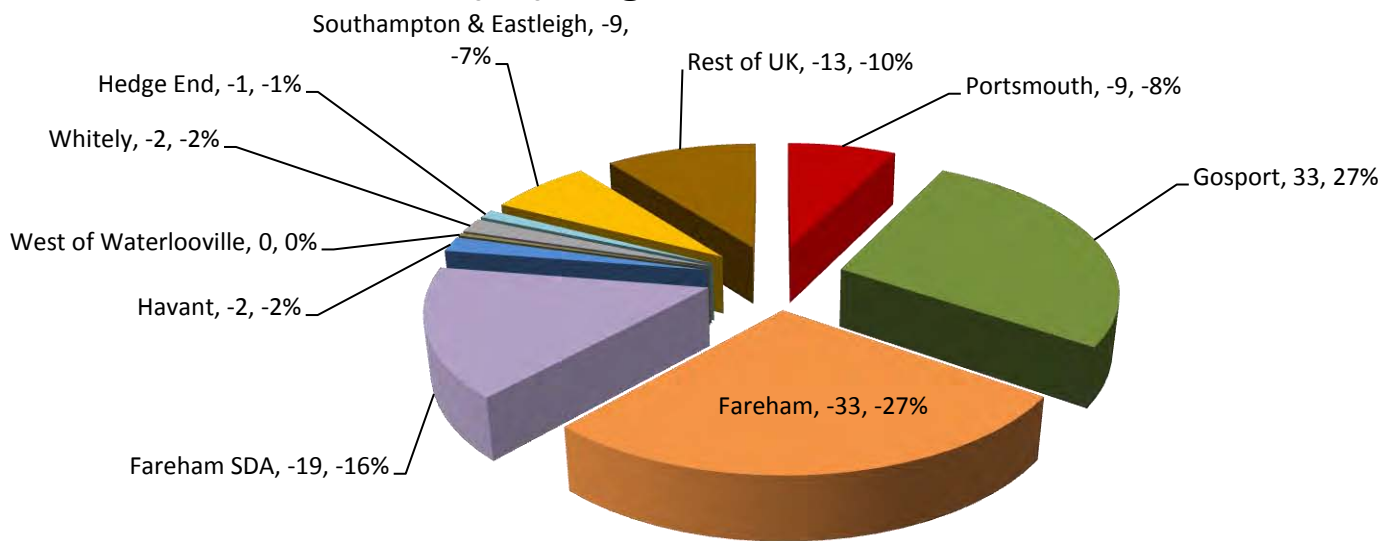
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = -56 (decrease of -56 over previous 2026 assignment + PT, -1%)



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2026 (PT) Origin of Traffic at Junction



	23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals	Page 3 of 3	
	Summary of Quay Street Roundabout Results	Date: 28/04/2010 Creator: PW Checked By: RMD	Sheet Reference: Revision
Peter Brett Associates LLP	J:\23850 Gosport Housing LDF\001 Transport\Modelling\Results\Junction 17	Results Sheet 17	C

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

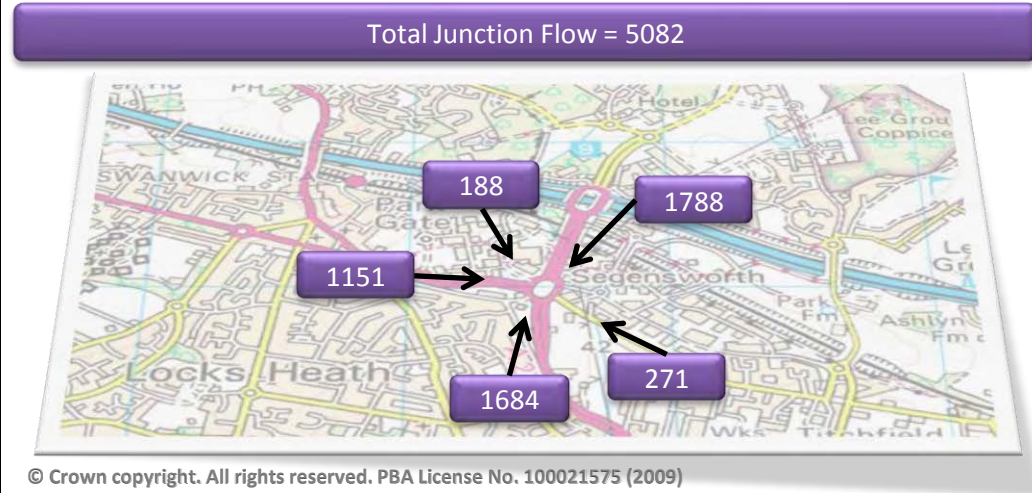


Segensworth Roundabout

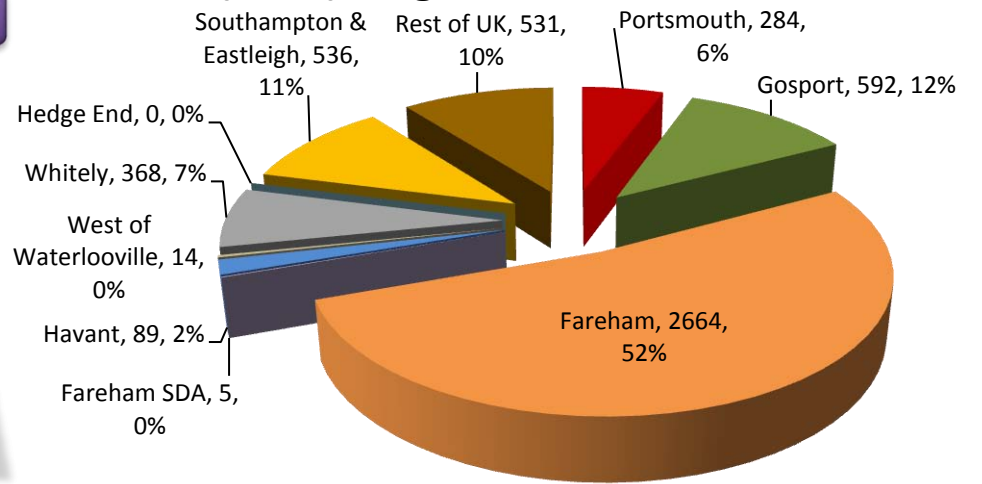
Existing Junction Details

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

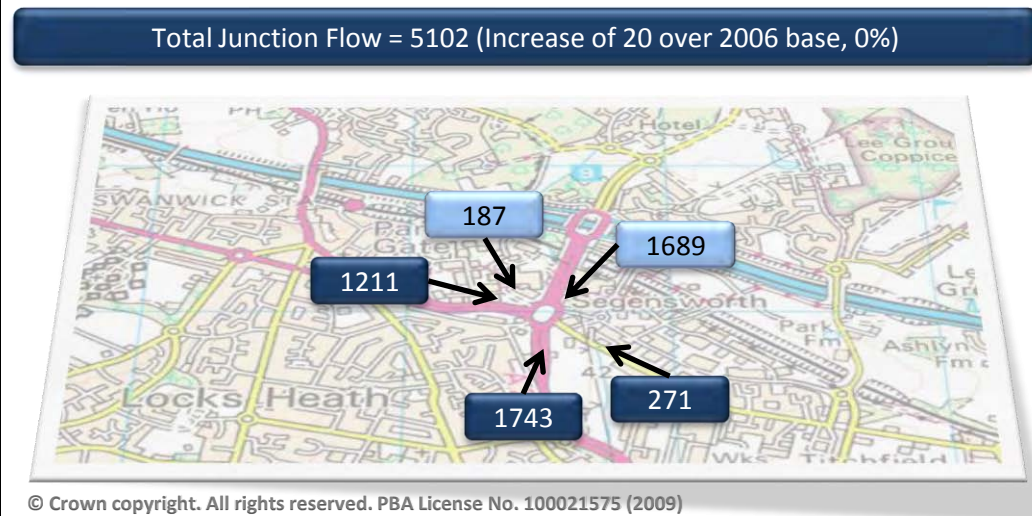
2006 Base Flows



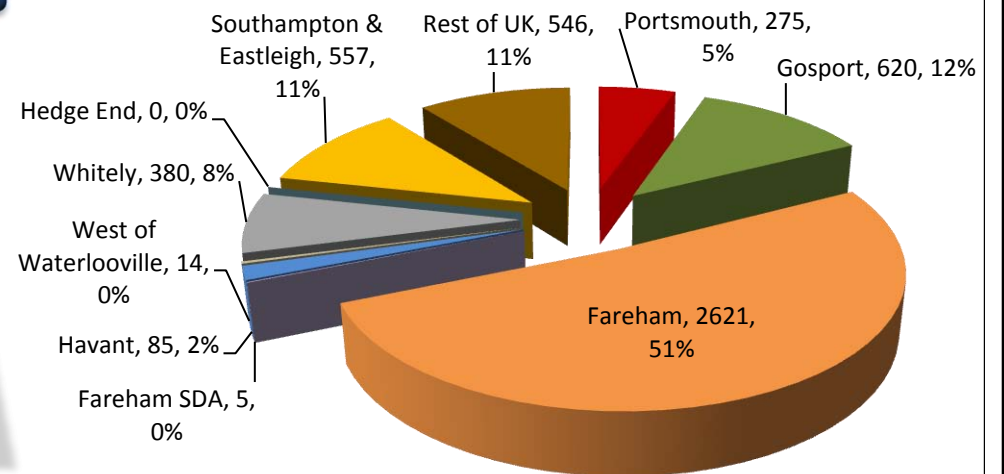
2006 (Base) Origin of Traffic at Junction



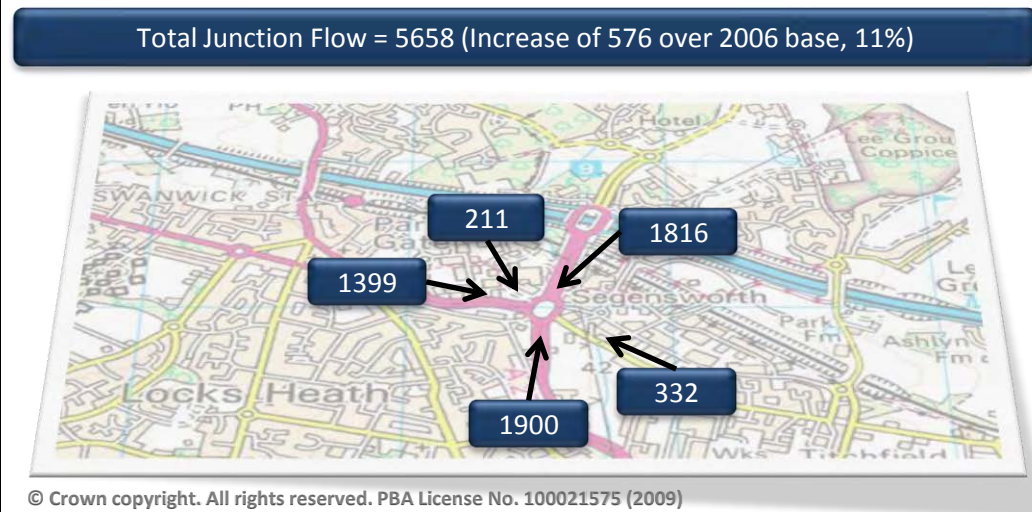
2016 Base Flows



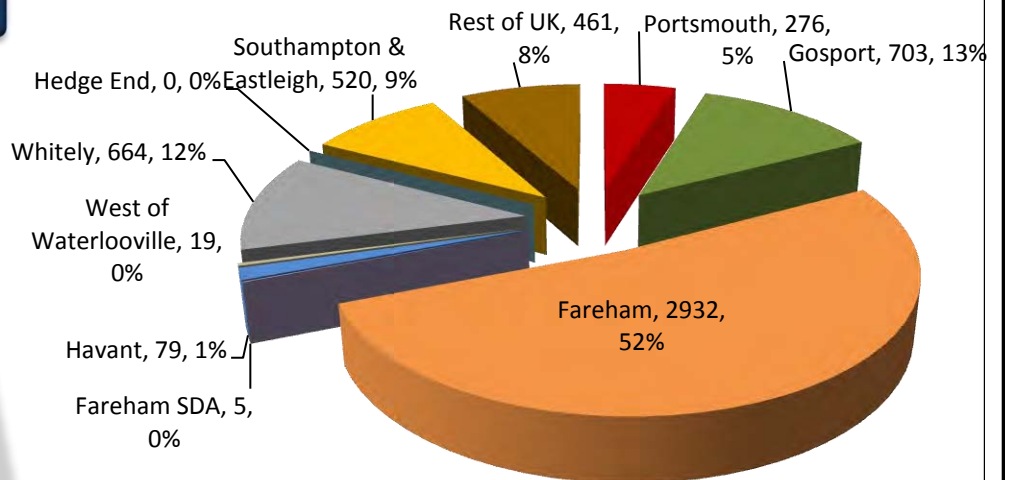
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



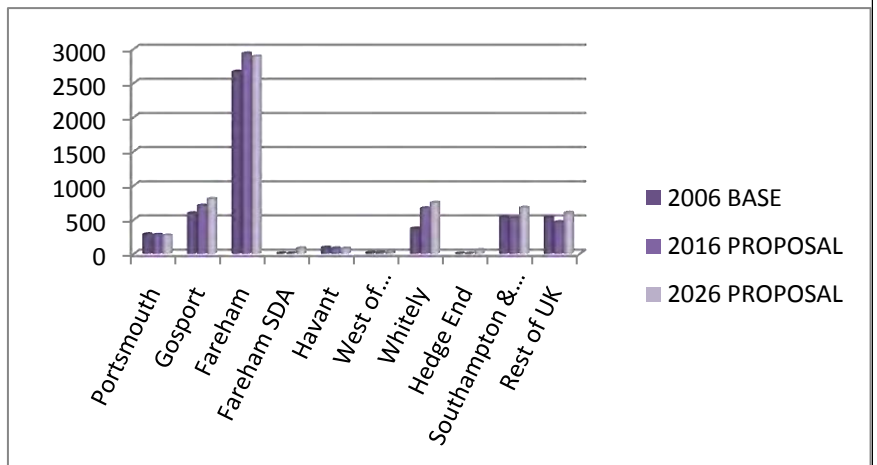
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Segensworth Roundabout Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

Results Sheet 18

C

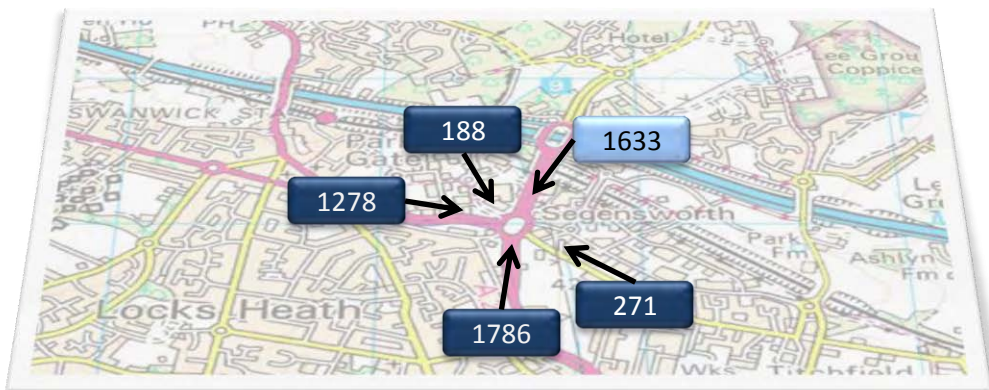
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Segensworth Roundabout

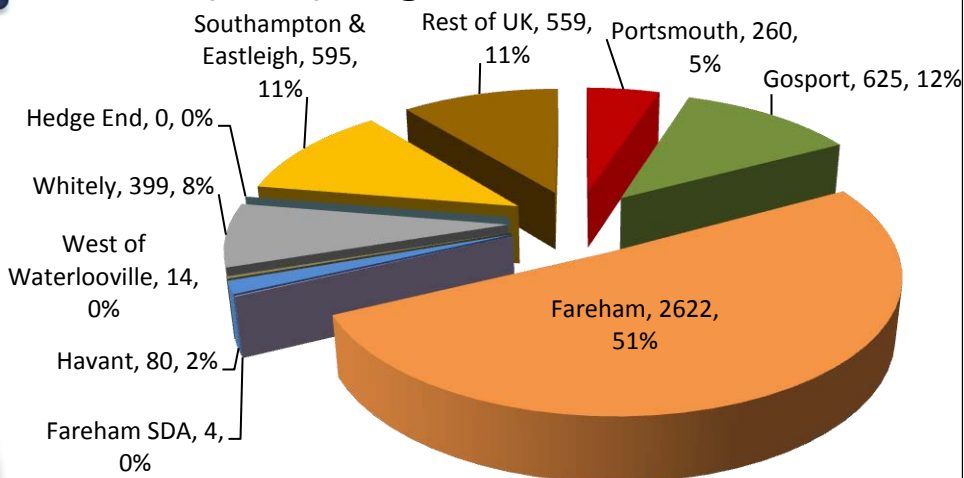
2026 Base Flows

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



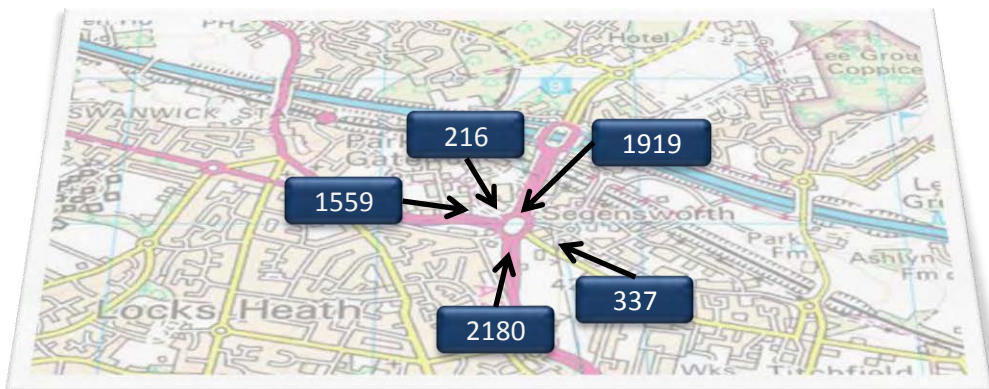
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2026 (Base) Origin of Traffic at Junction



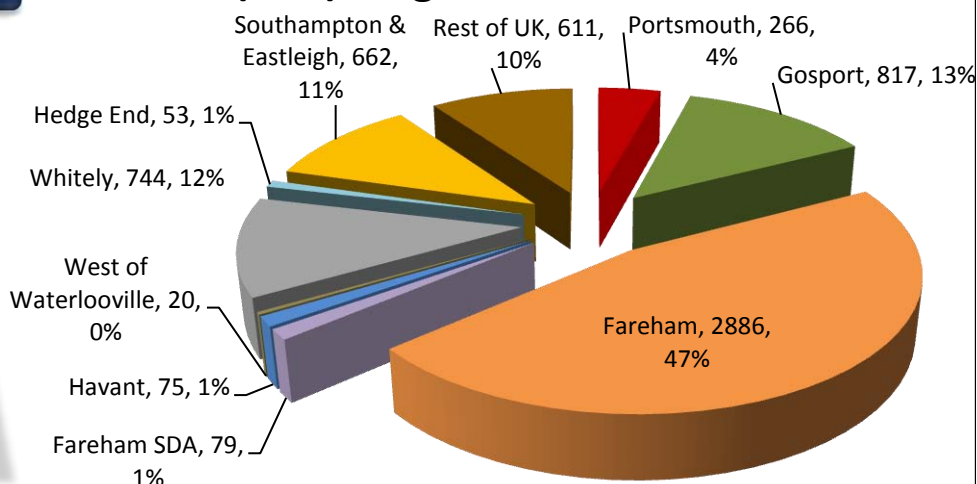
2026 Flows (Base + Development)

Total Junction Flow = 6212 (Increase of 1130 over 2006 base, 22%)



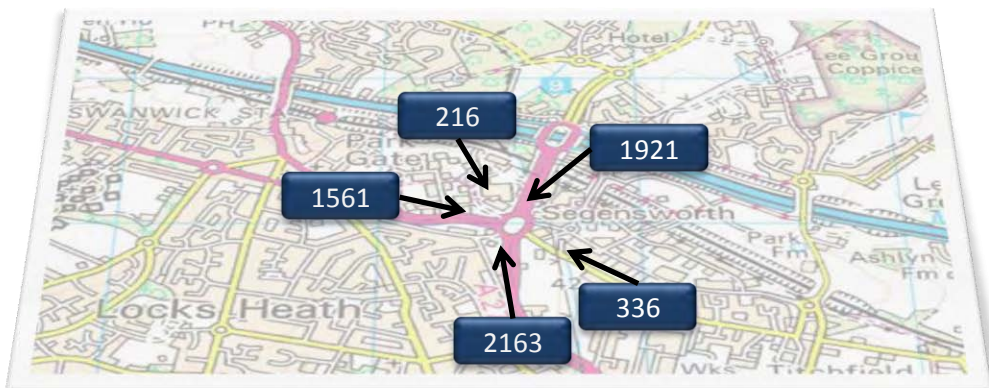
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2026 (Dev) Origin of Traffic at Junction



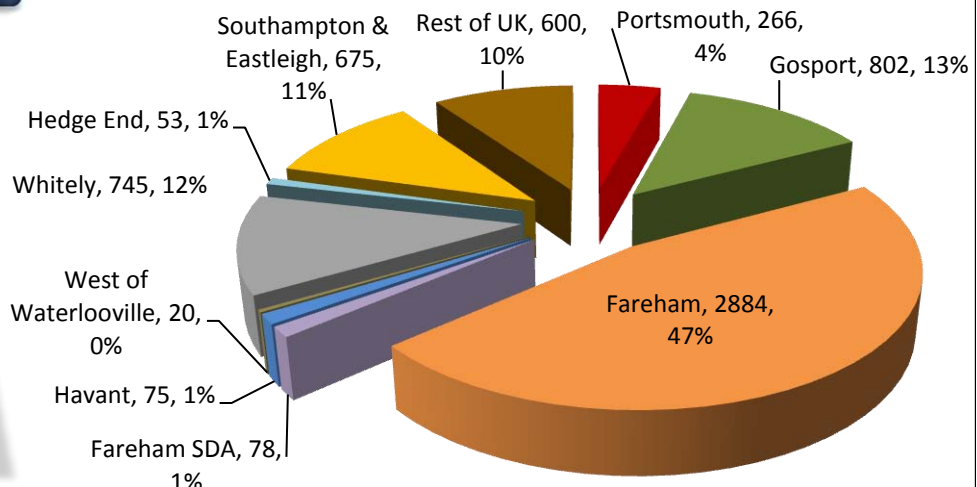
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 6197 (Increase of 1115 over 2006 base, 22%)



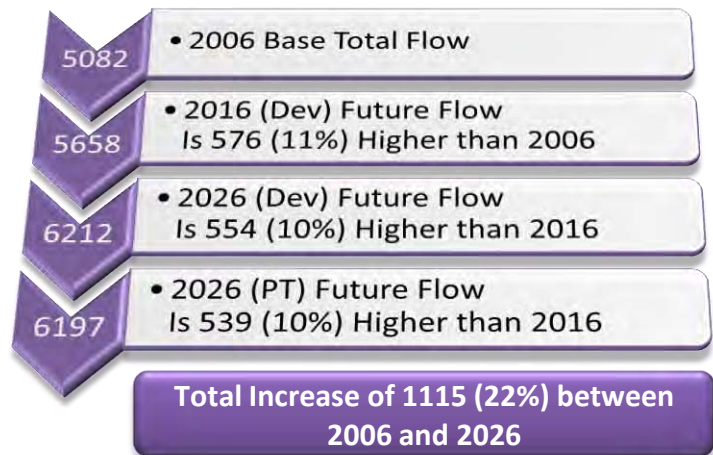
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2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	260	-9%	266	-7%	266	-7%
Gosport	625	5%	817	36%	802	34%
Fareham	2622	-2%	2886	8%	2884	8%
Fareham SDA	4	-10%	79	>500%	78	>500%
Havant	80	-11%	75	-17%	75	-17%
West of Waterlooville	14	2%	20	45%	20	45%
Whitely	399	8%	744	94%	745	95%
Hedge End	0	0%	53	0%	53	0%
Southampton & Eastleigh	595	10%	662	21%	675	23%
Rest of UK	559	5%	611	14%	600	12%
Total	5156	1%	6212	22%	6197	22%

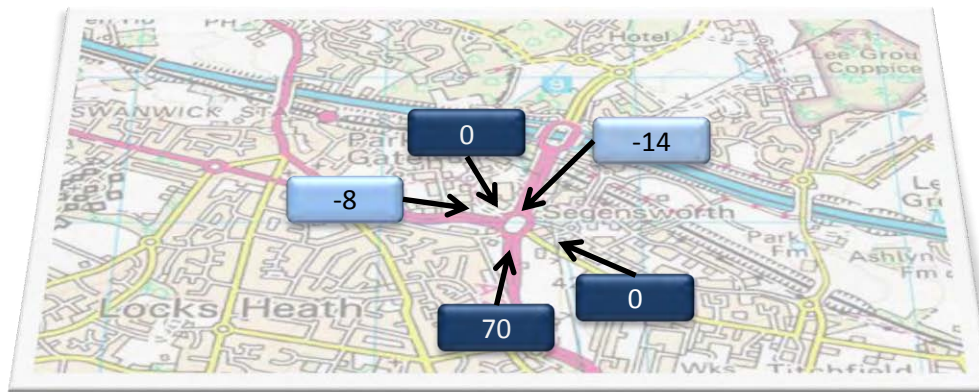
Total Flows



Segensworth Roundabout

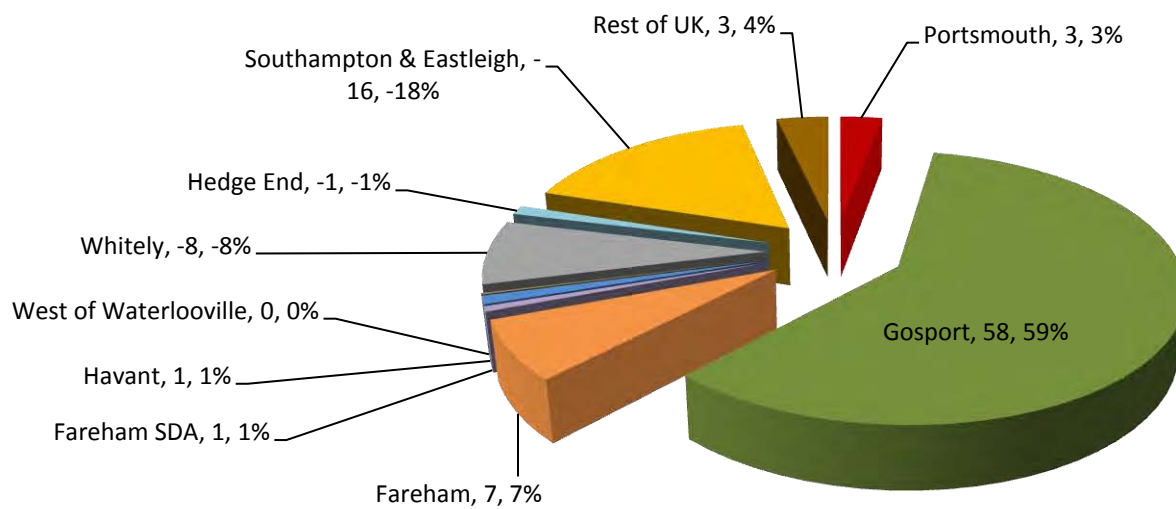
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = 48 (Increase of 48 over previous 2026 assignment, 1%)



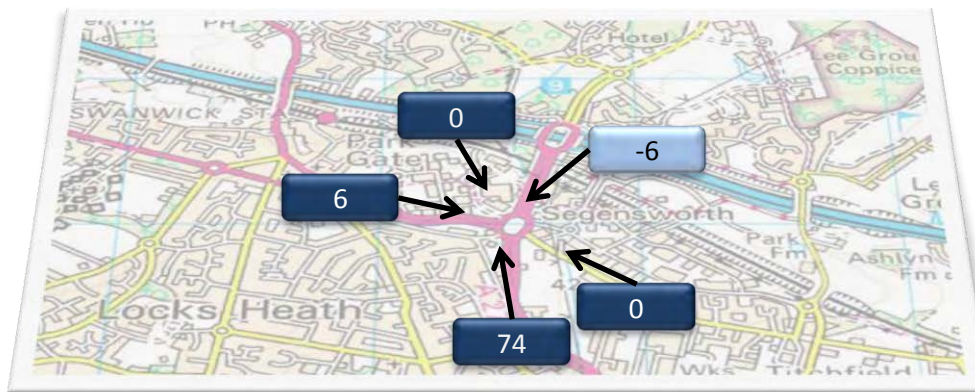
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2026 (Dev) Origin of Traffic at Junction



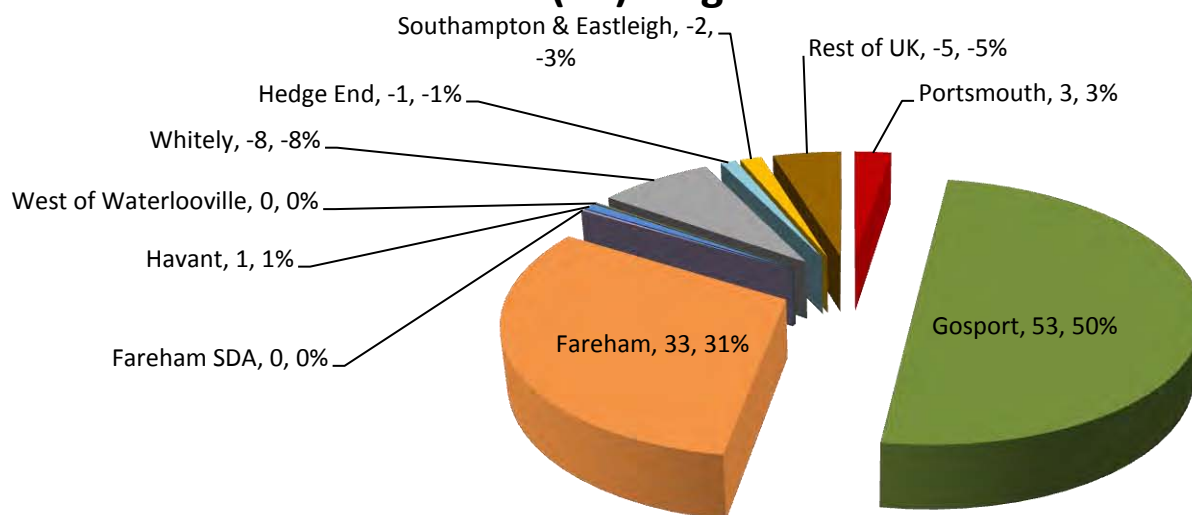
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = 74 (Increase of 74 over previous 2026 assignment + PT, 1%)



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2026 (PT) Origin of Traffic at Junction



	23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals	Page 3 of 3	
	Summary of Segensworth Roundabout Results	Date: 28/04/2010 Creator: PW Checked By: RMD	Sheet Reference: Revision
Peter Brett Associates LLP	J:\23850 Gosport Housing LDF\001 Transport\Modelling\Results\Junction 18	Results Sheet 18	C

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

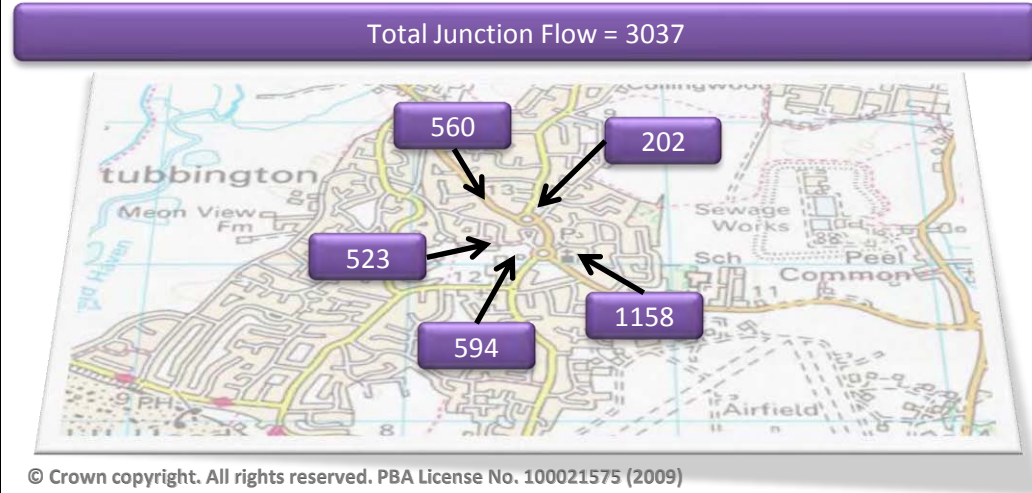


Stubbington Roundabouts

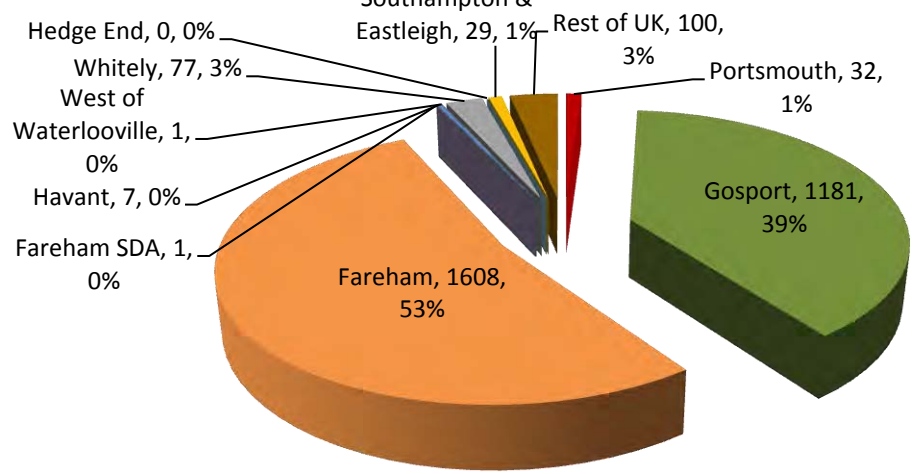
Existing Junction Details

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

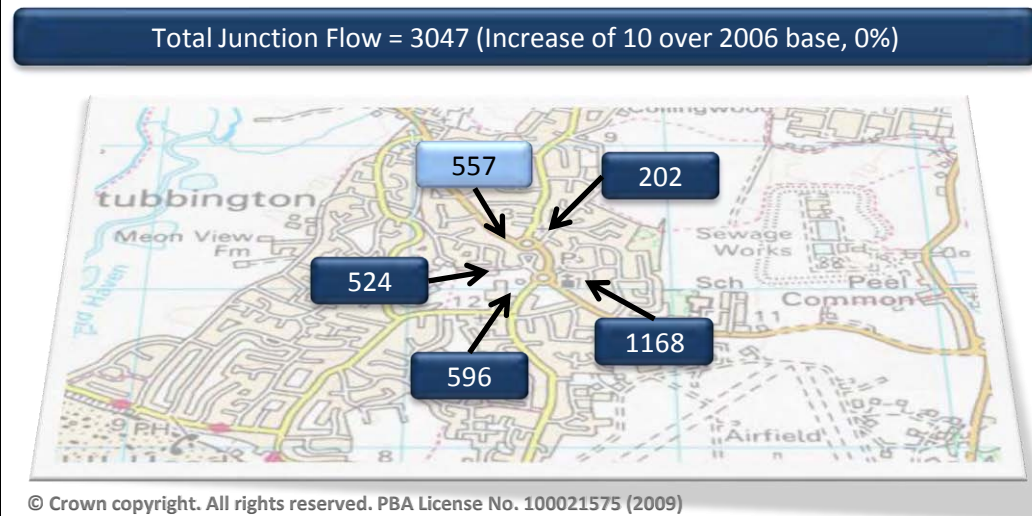
2006 Base Flows



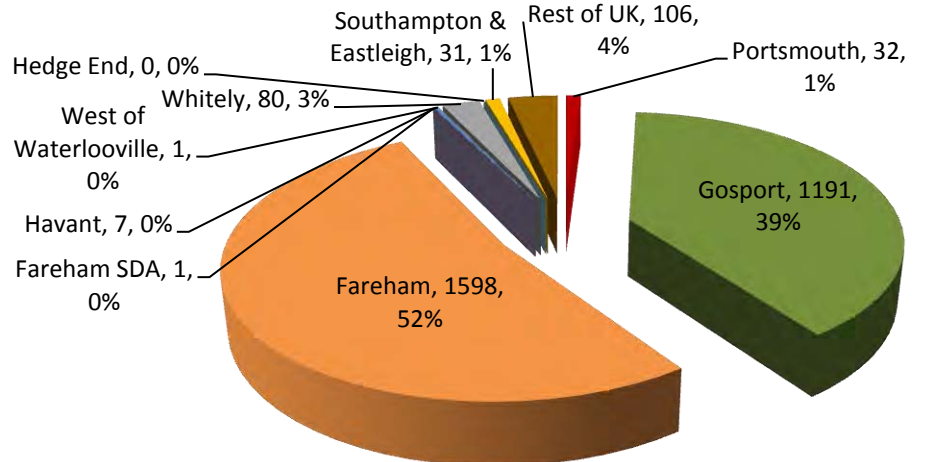
2006 (Base) Origin of Traffic at Junction



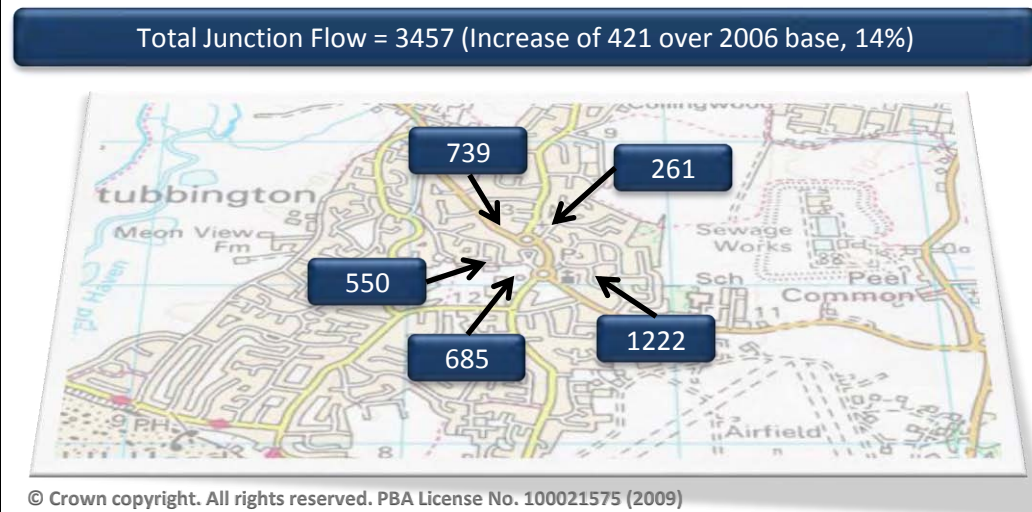
2016 Base Flows



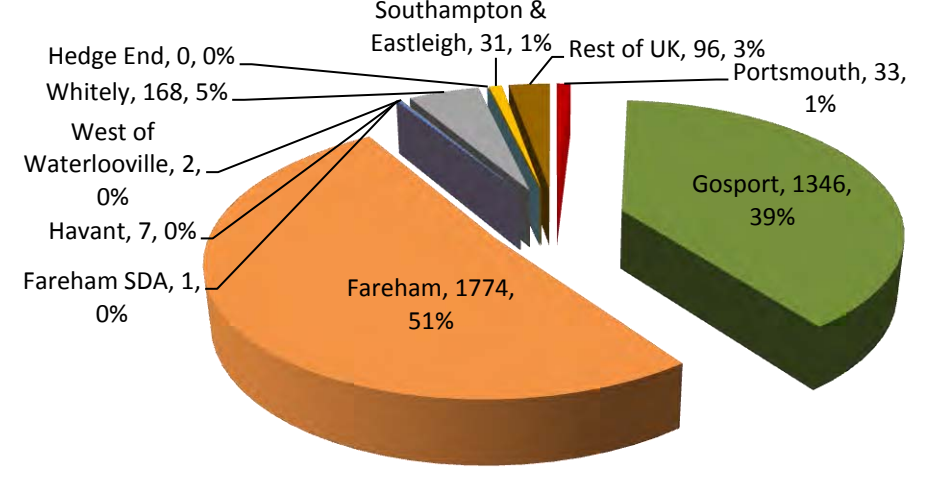
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



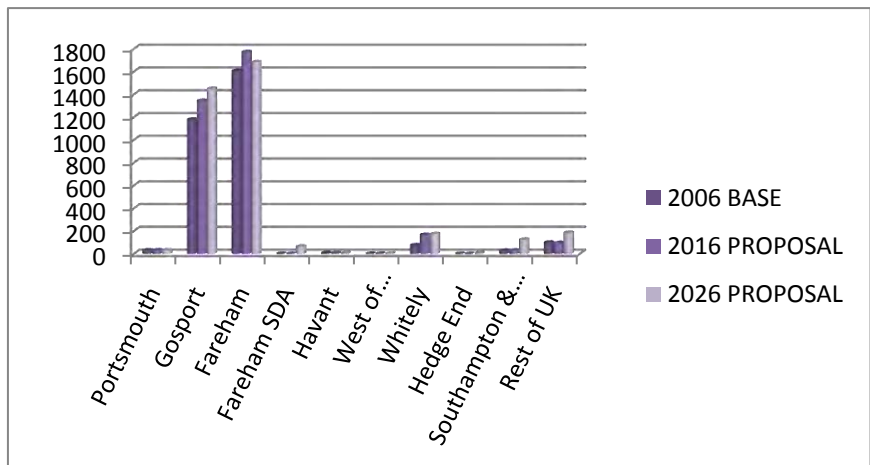
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Stubbington Roundabouts Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

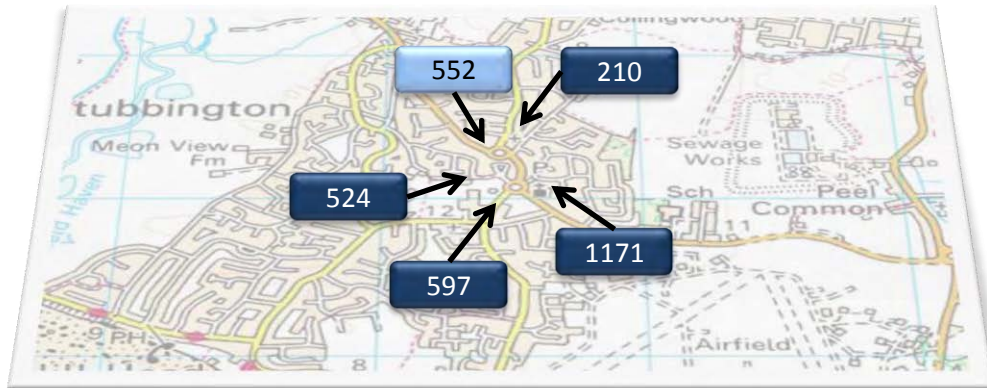
Results Sheet 19

C

Stubbington Roundabouts

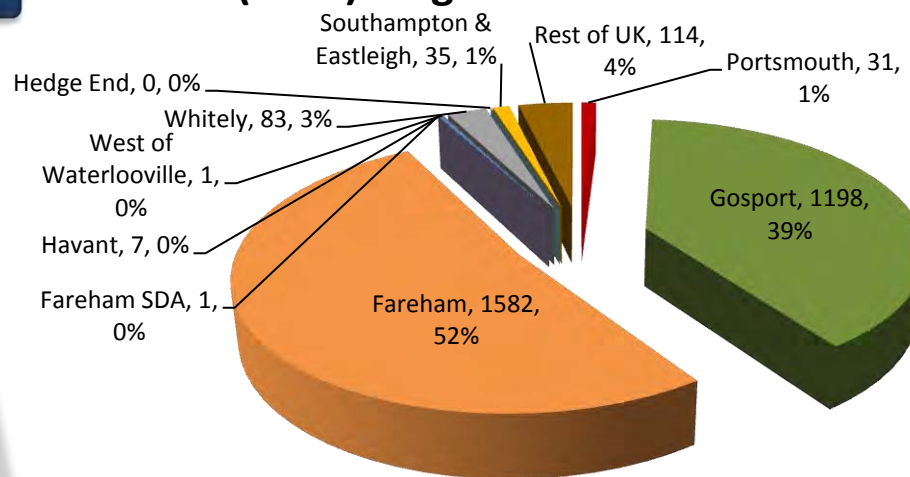
2026 Base Flows

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



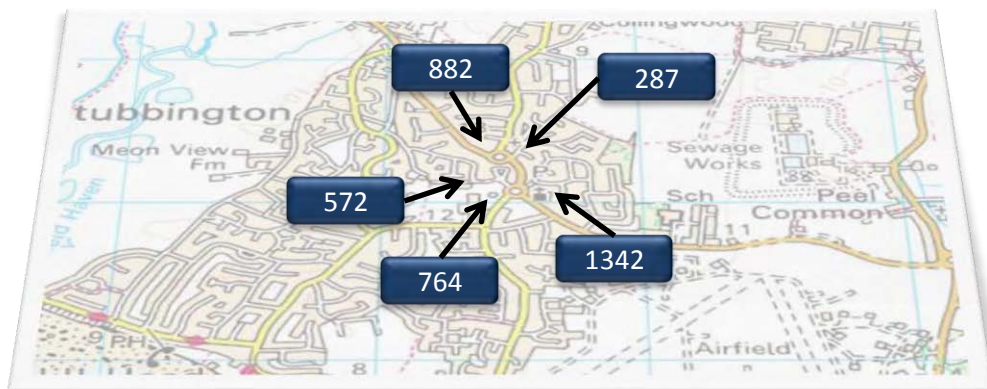
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2026 (Base) Origin of Traffic at Junction



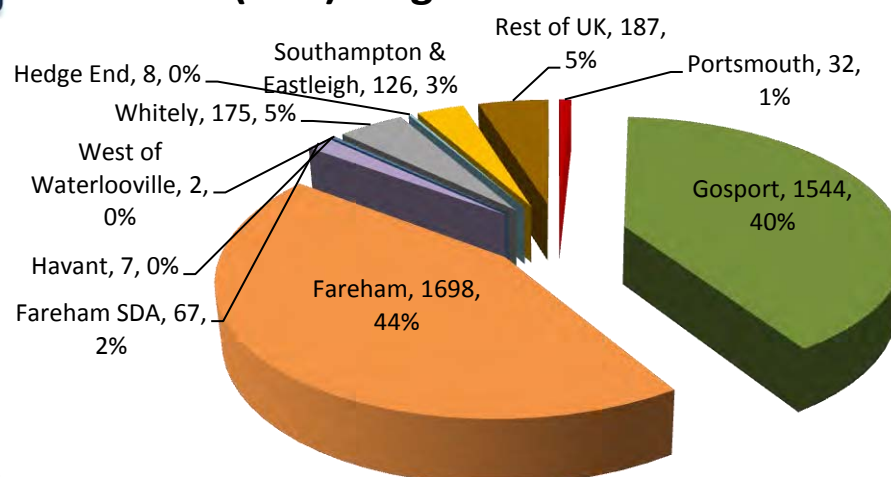
2026 Flows (Base + Development)

Total Junction Flow = 3847 (Increase of 810 over 2006 base, 27%)



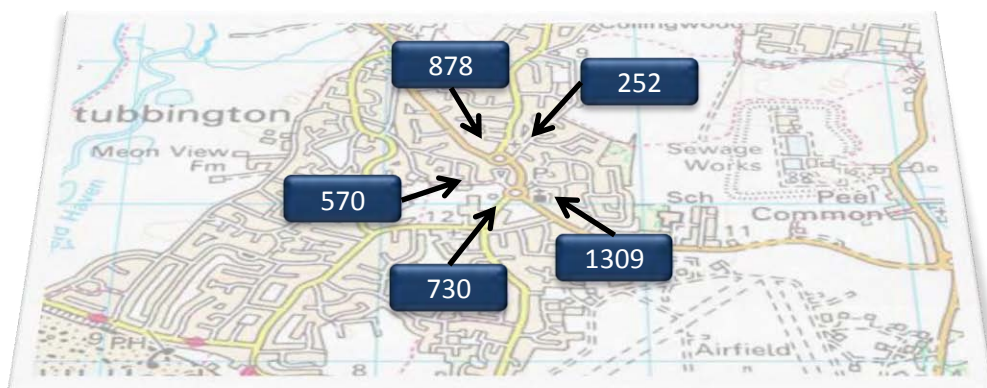
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2026 (Dev) Origin of Traffic at Junction



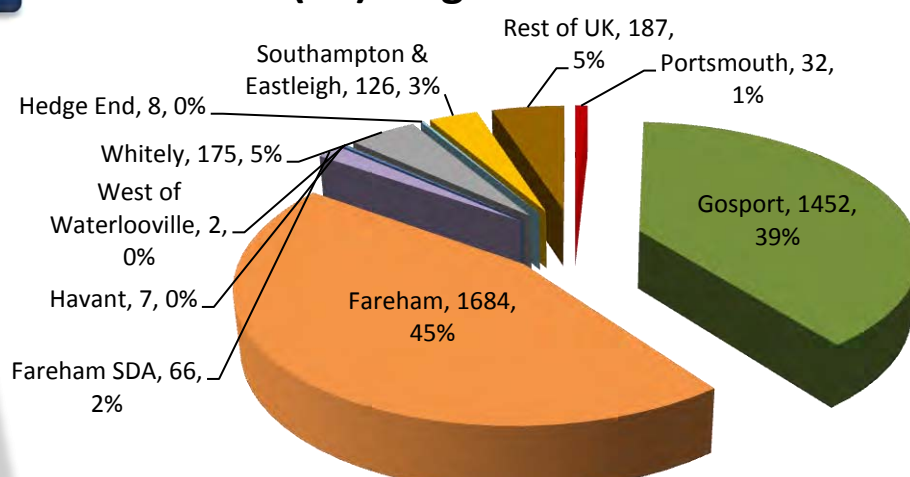
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3740 (Increase of 703 over 2006 base, 23%)



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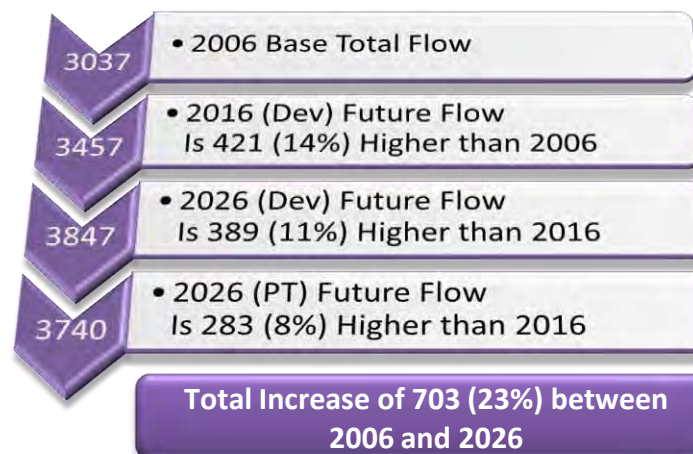
2026 (PT) Origin of Traffic at Junction



Summary Table

Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	31	-5%	32	0%	32	1%
Gosport	1198	1%	1544	30%	1452	23%
Fareham	1582	-2%	1698	6%	1684	5%
Fareham SDA	1	-7%	67	>500%	66	>500%
Havant	7	-5%	7	-5%	7	-5%
West of Waterlooville	1	4%	2	77%	2	77%
Whitely	83	7%	175	119%	175	119%
Hedge End	0	0%	8	0%	8	0%
Southampton & Eastleigh	35	19%	126	277%	126	276%
Rest of UK	114	12%	187	76%	187	76%
Total	3053	1%	3847	27%	3740	23%

Total Flows



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Stubbington Roundabouts Results

Page 2 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

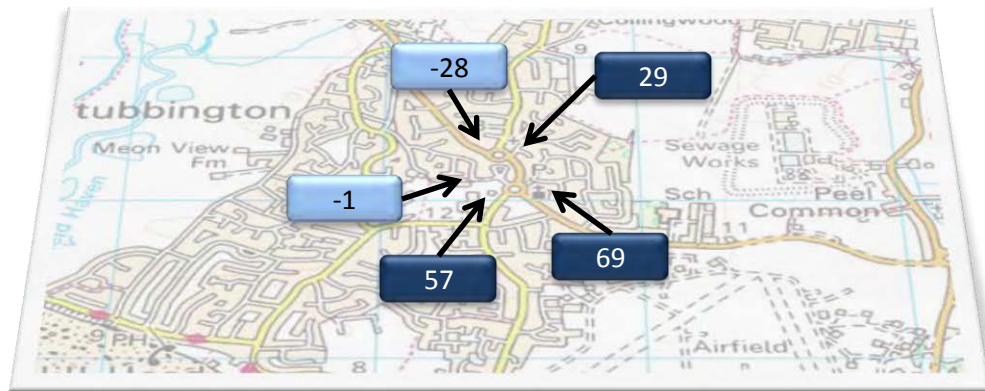
Results Sheet 19

C

Stubbington Roundabouts

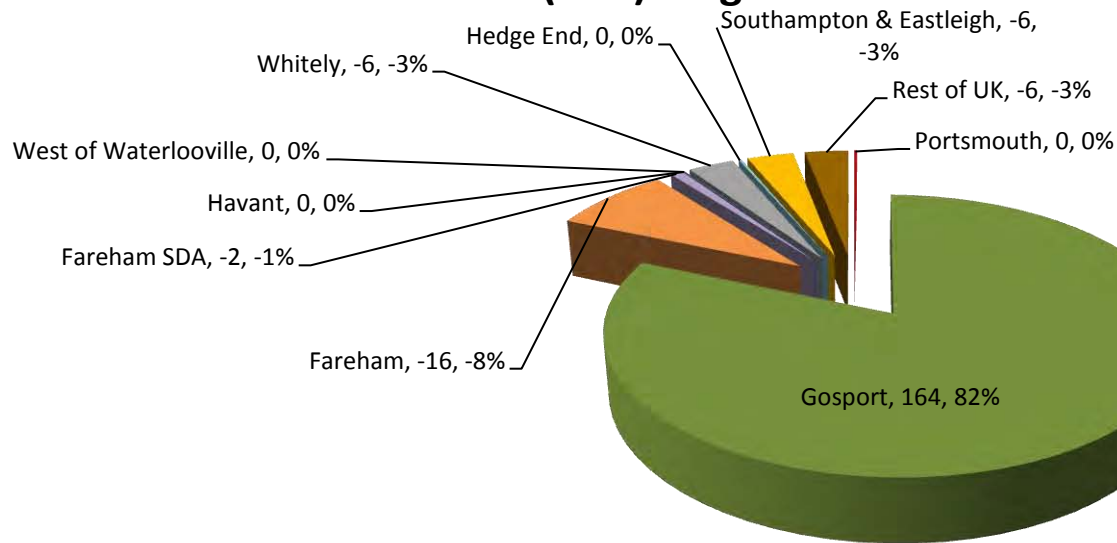
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = 126 (Increase of 126 over previous 2026 assignment, 6%)



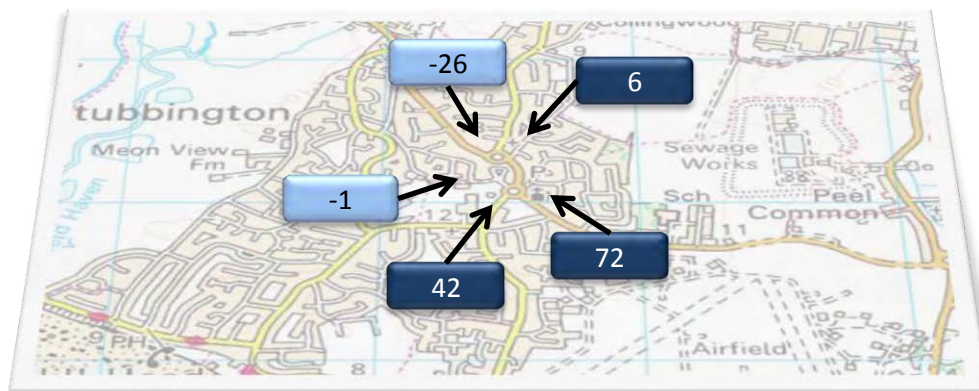
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2026 (Dev) Origin of Traffic at Junction



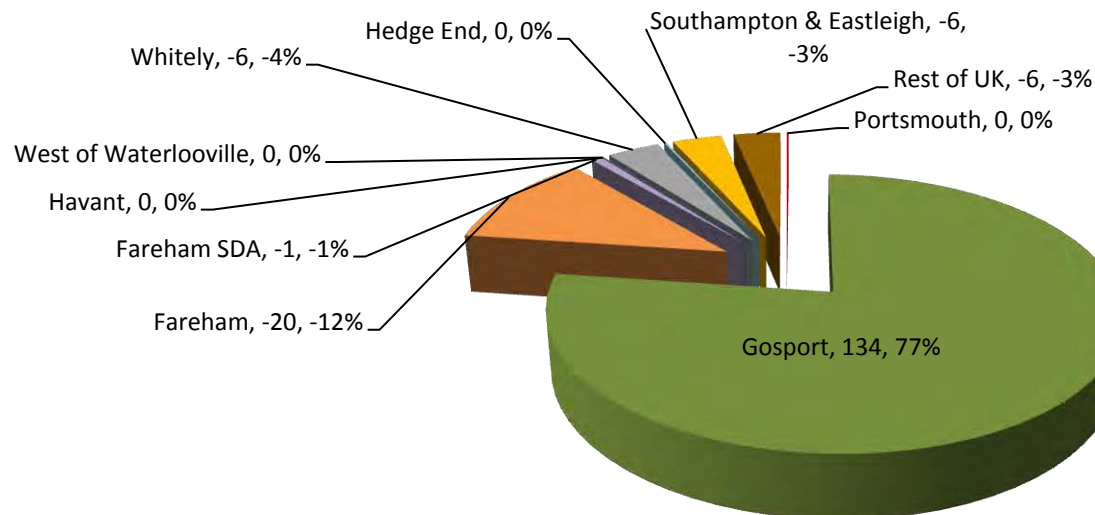
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = 94 (Increase of 94 over previous 2026 assignment + PT, 3%)



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2026 (PT) Origin of Traffic at Junction



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

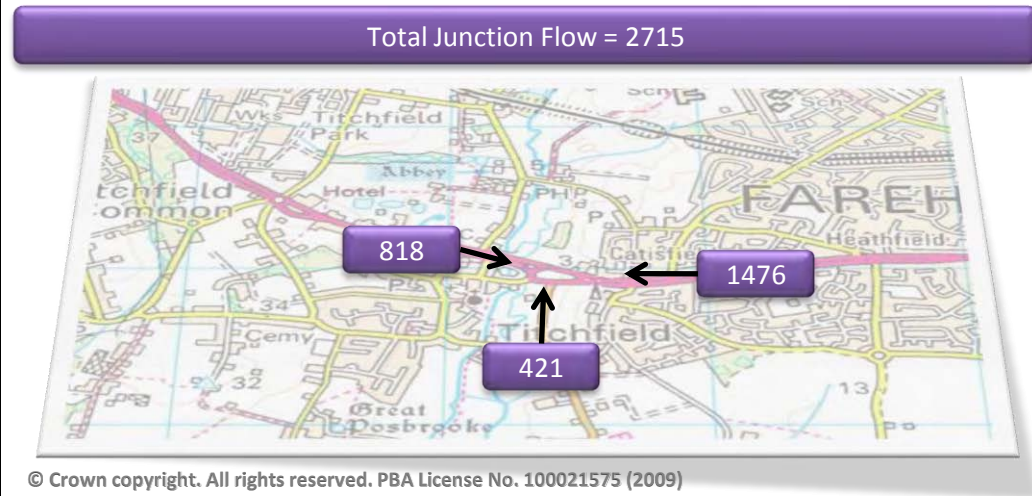


Titchfield Gyratory

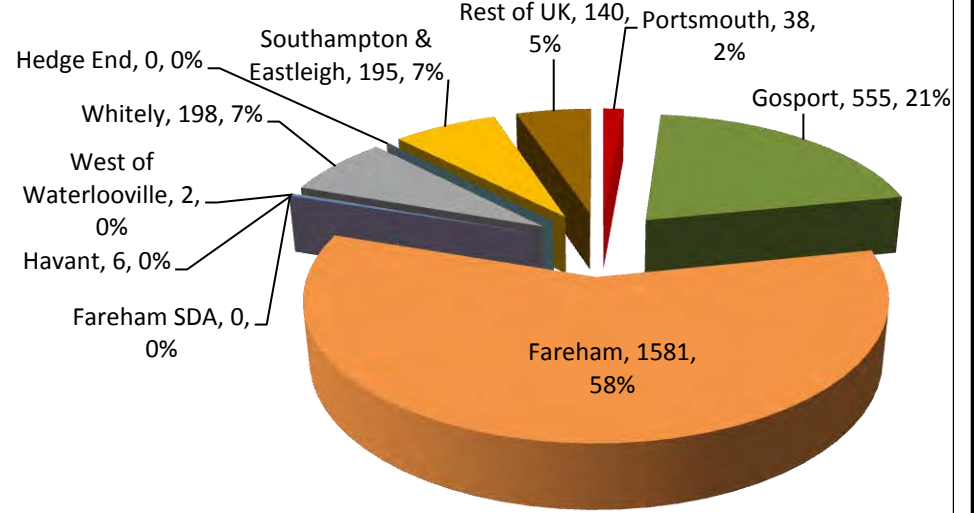
Existing Junction Details

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

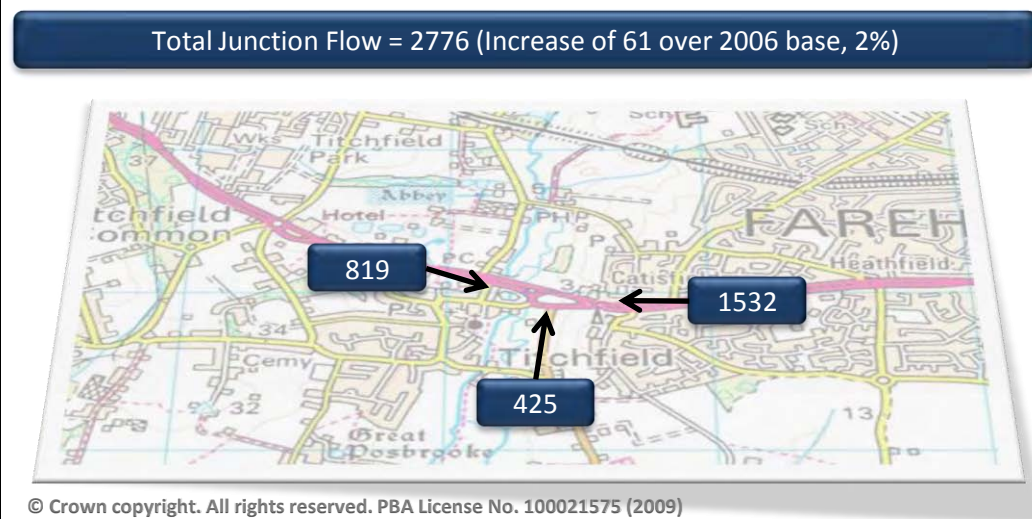
2006 Base Flows



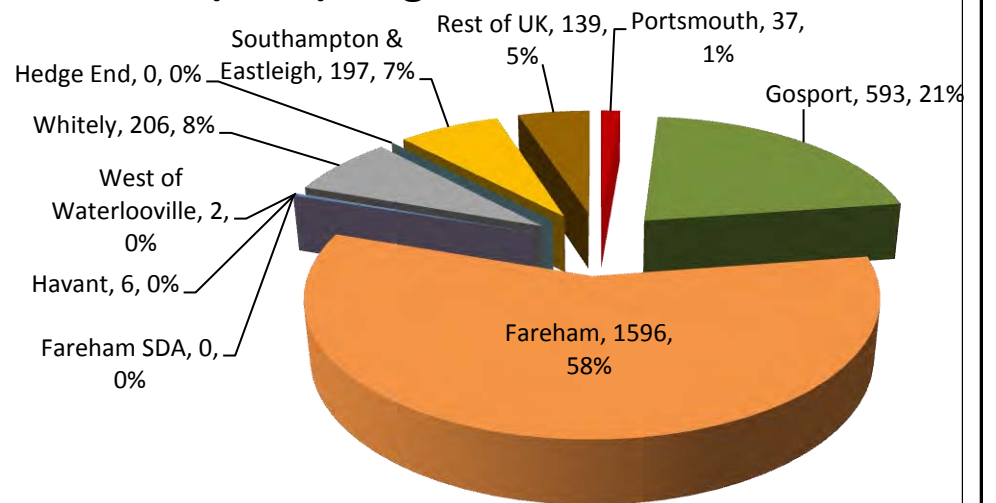
2006 (Base) Origin of Traffic at Junction



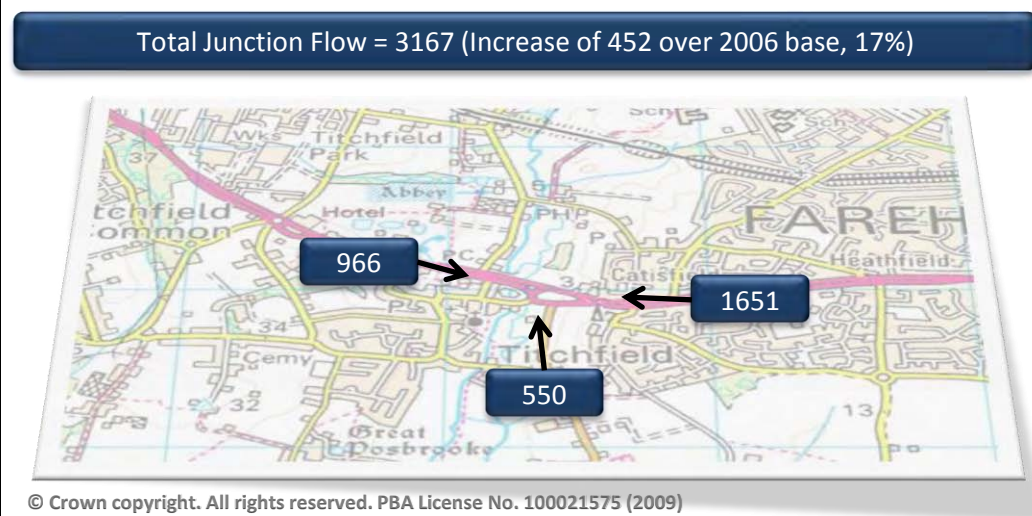
2016 Base Flows



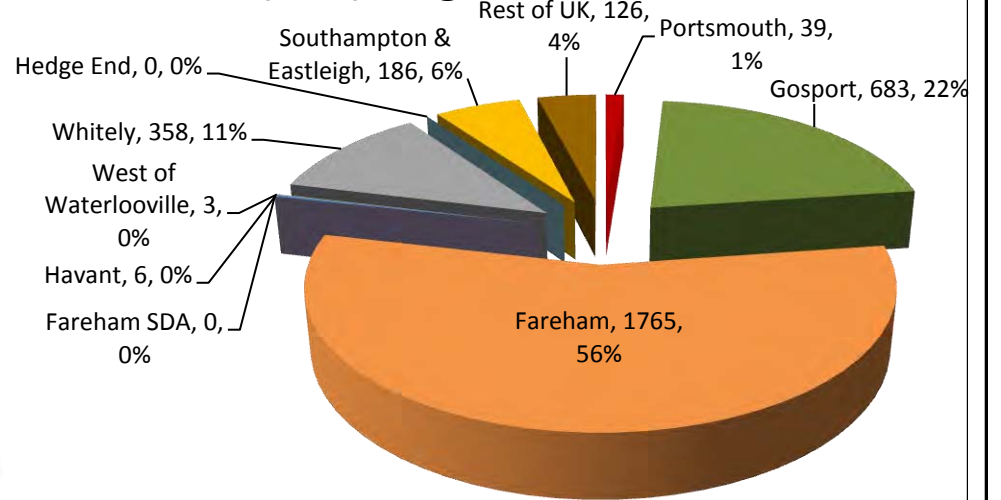
2016 (Base) Origin of Traffic at Junction



2016 Flows (Base + Development)



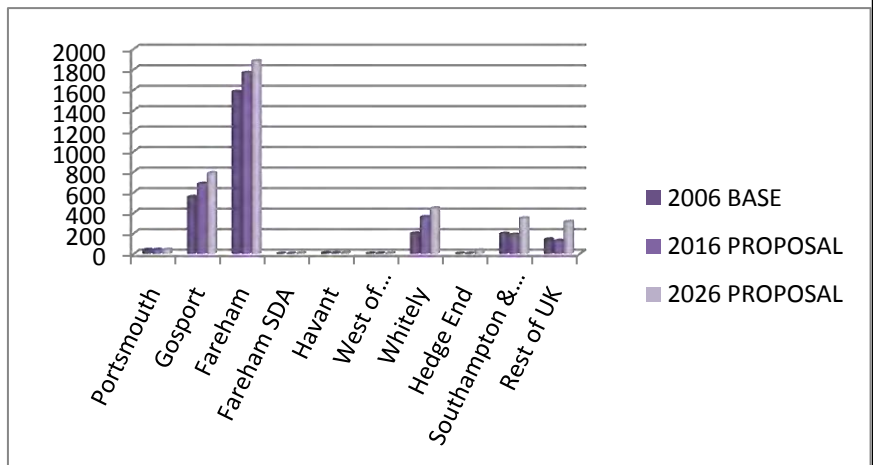
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Titchfield Gyratory Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

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Sheet Reference:

Revision

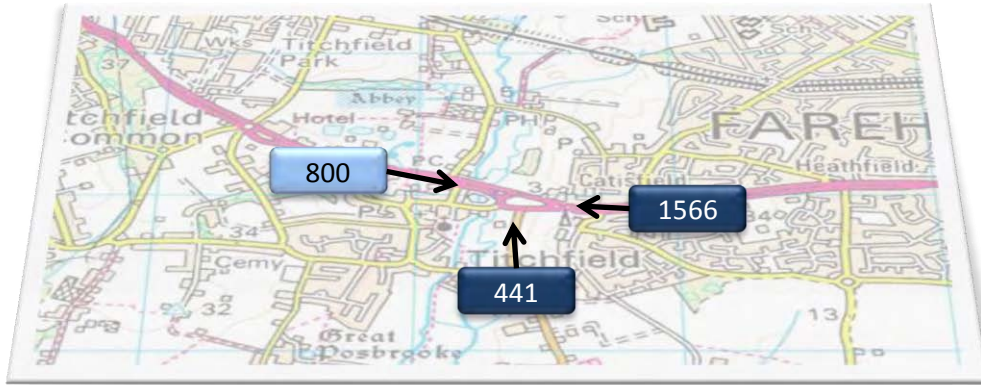
Results Sheet 20

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Titchfield Gytratory

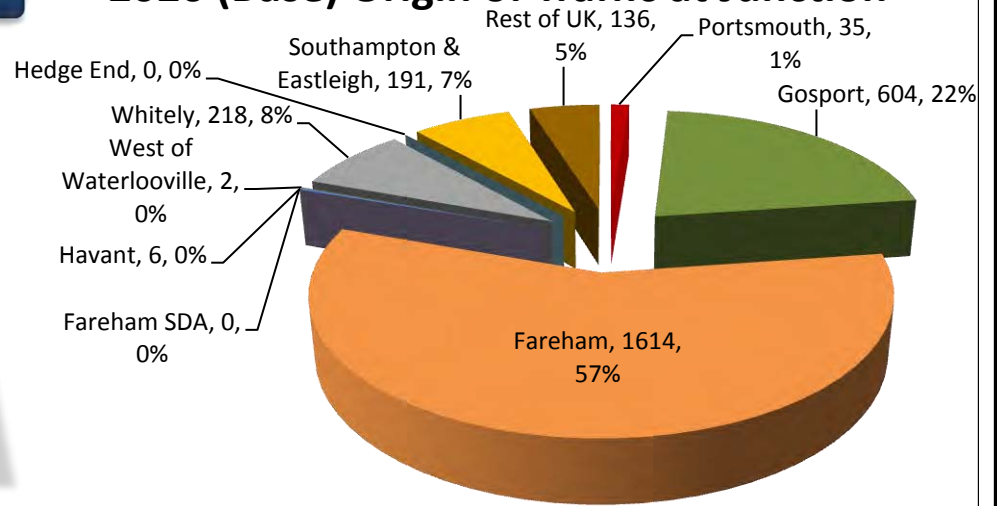
2026 Base Flows

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



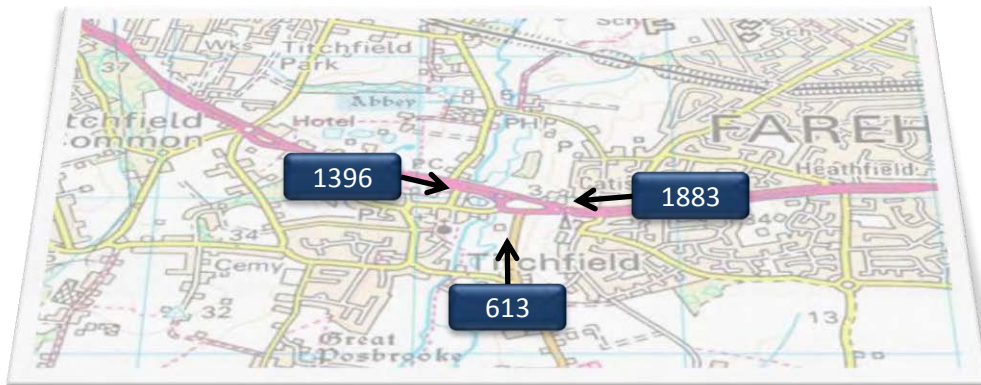
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2026 (Base) Origin of Traffic at Junction



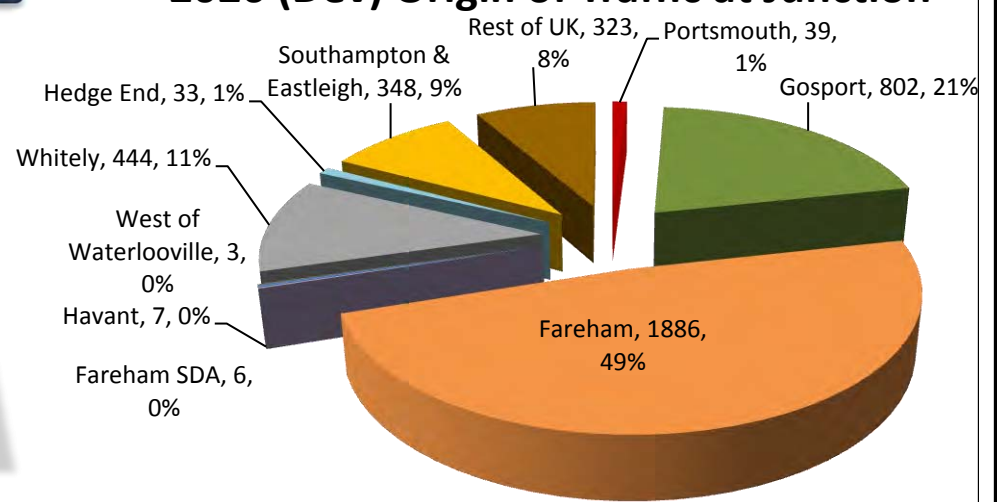
2026 Flows (Base + Development)

Total Junction Flow = 3892 (Increase of 1177 over 2006 base, 43%)



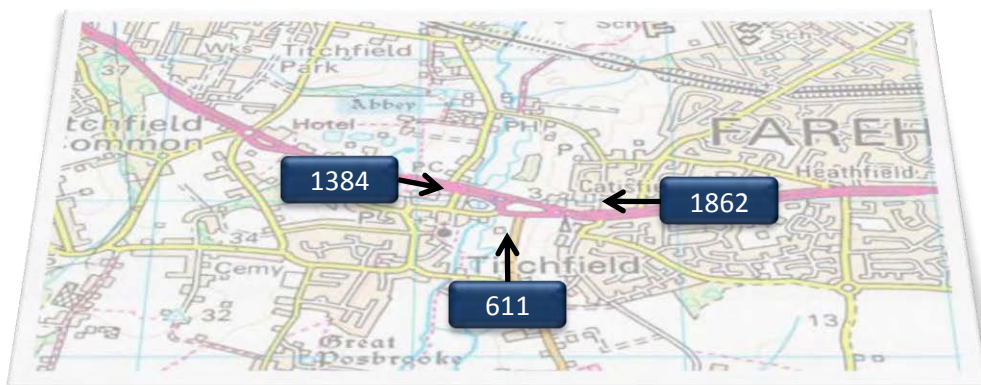
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2026 (Dev) Origin of Traffic at Junction



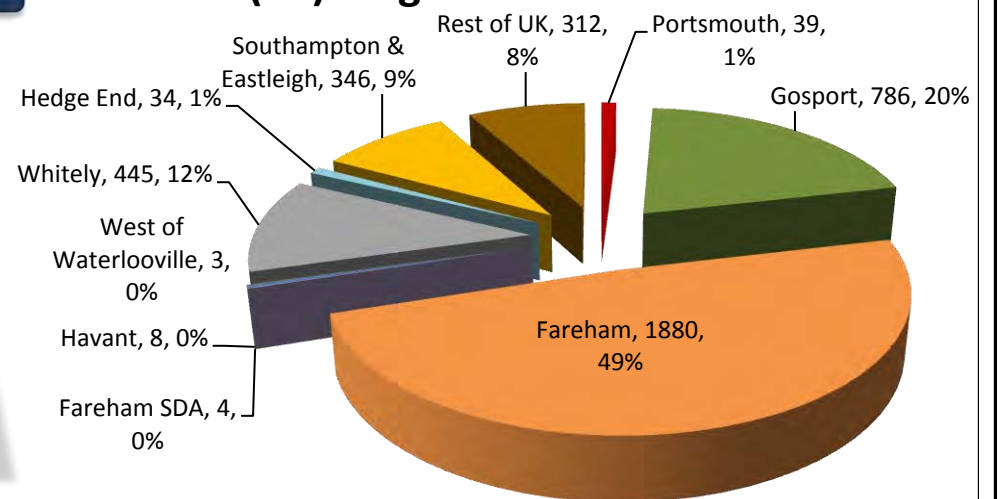
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3857 (Increase of 1142 over 2006 base, 42%)



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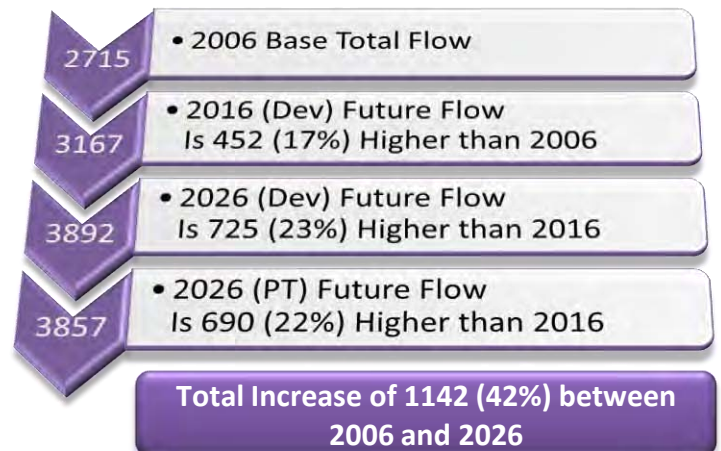
2026 (PT) Origin of Traffic at Junction



Summary Table

Zones	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Portsmouth	35	-8%	39	2%	39	3%
Gosport	604	8%	802	41%	786	38%
Fareham	1614	2%	1886	19%	1880	19%
Fareham SDA	0	0%	6	0%	4	0%
Havant	6	-9%	7	21%	8	23%
West of Waterlooville	2	4%	3	65%	3	65%
Whitely	218	9%	444	113%	445	113%
Hedge End	0	0%	33	0%	34	0%
Southampton & Eastleigh	191	-2%	348	80%	346	79%
Rest of UK	136	-3%	323	134%	312	126%
Total	2807	3%	3892	42%	3857	41%

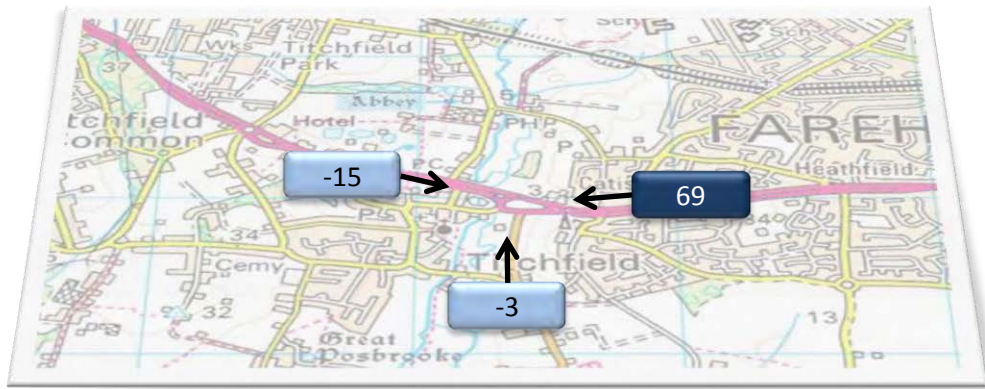
Total Flows



Titchfield Gyratory

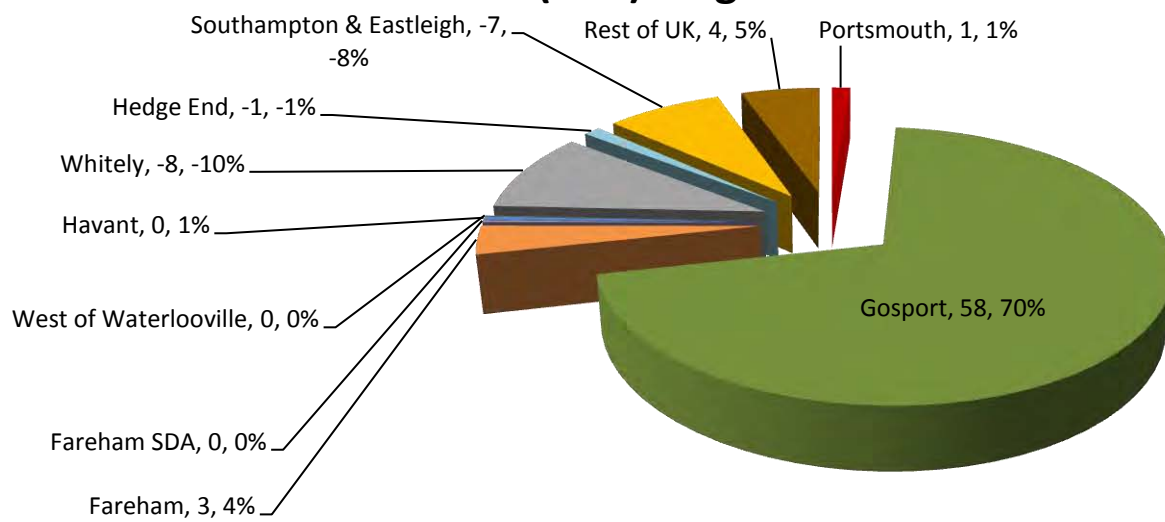
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = 51 (Increase of 51 over previous 2026 assignment, 2%)



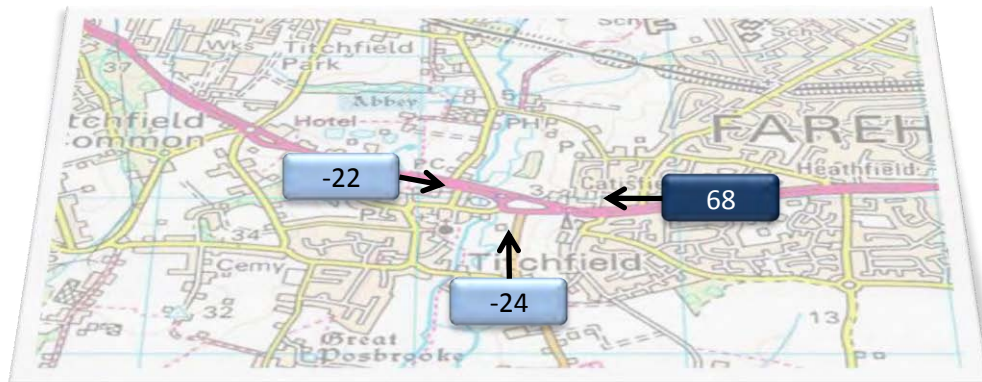
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2026 (Dev) Origin of Traffic at Junction



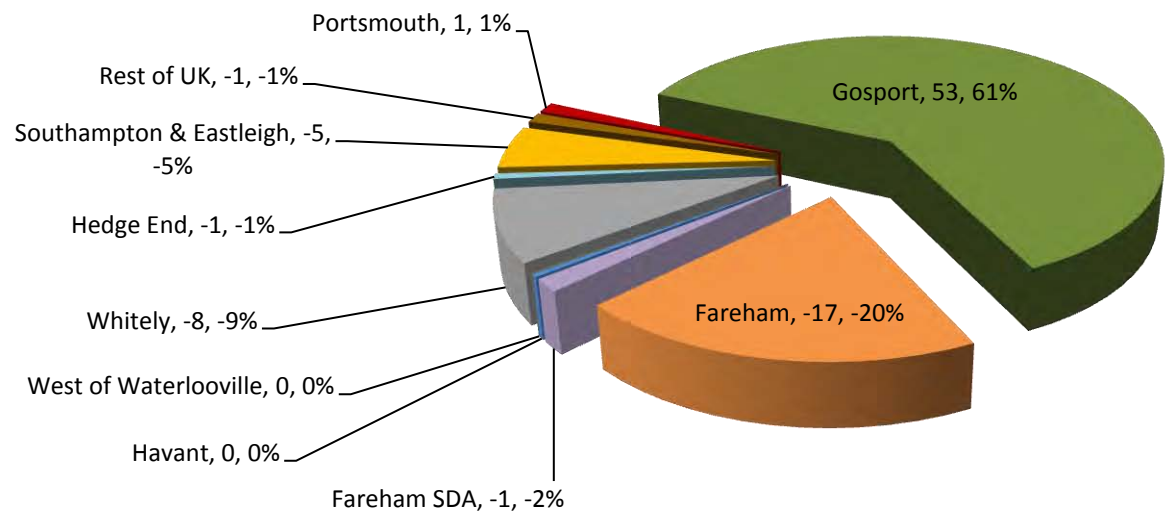
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = 22 (Increase of 22 over previous 2026 assignment + PT, 1%)



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2026 (PT) Origin of Traffic at Junction



	23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals	Page 3 of 3	
	Summary of Titchfield Gyratory Results	Date: 28/04/2010 Creator: PW Checked By: RMD	Sheet Reference: Revision
Peter Brett Associates LLP	J:\23850 Gosport Housing LDF\001 Transport\Modelling\Results\Junction 20	Results Sheet 20	C

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



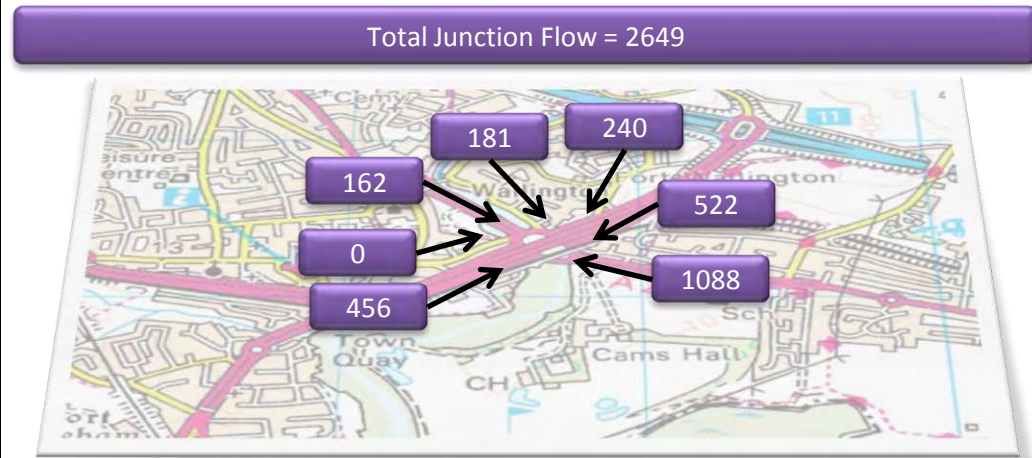
Wallington Roundabout

Existing Junction Details

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

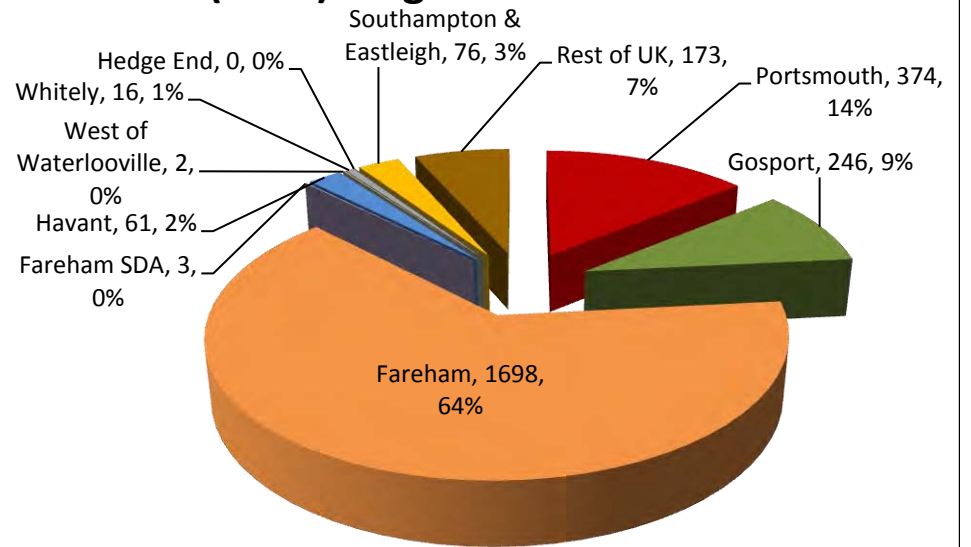
Junction approaching capacity at morning and evening peak periods. Traffic demands presently controlled by partial signalisation of the junction.

2006 Base Flows

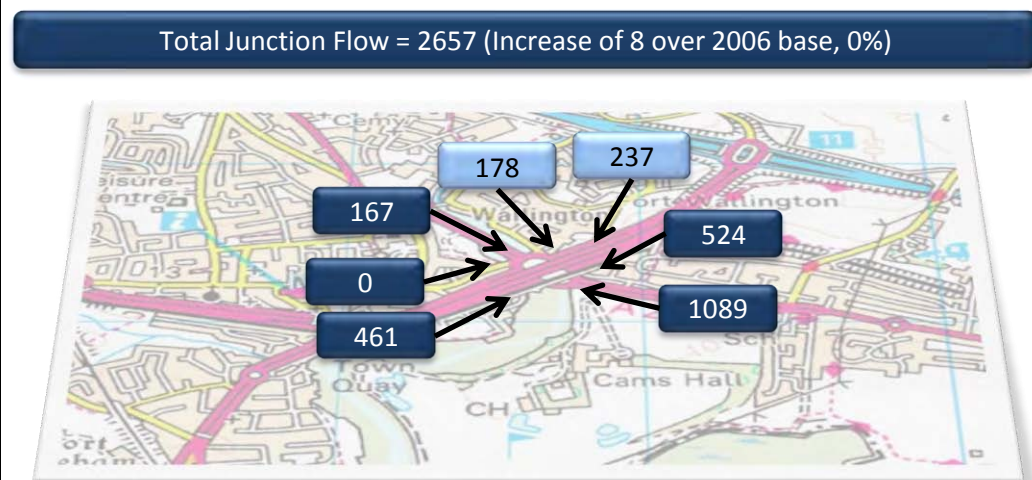


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2006 (Base) Origin of Traffic at Junction

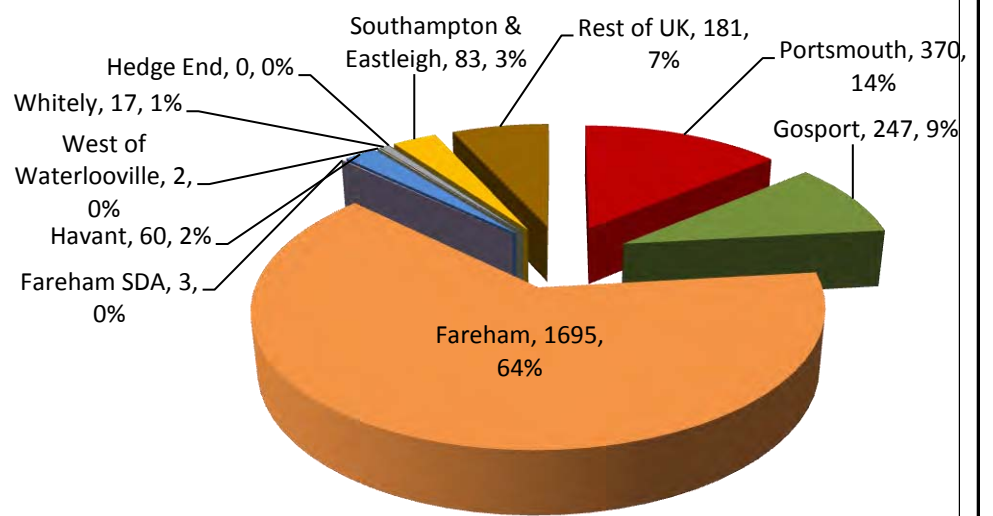


2016 Base Flows

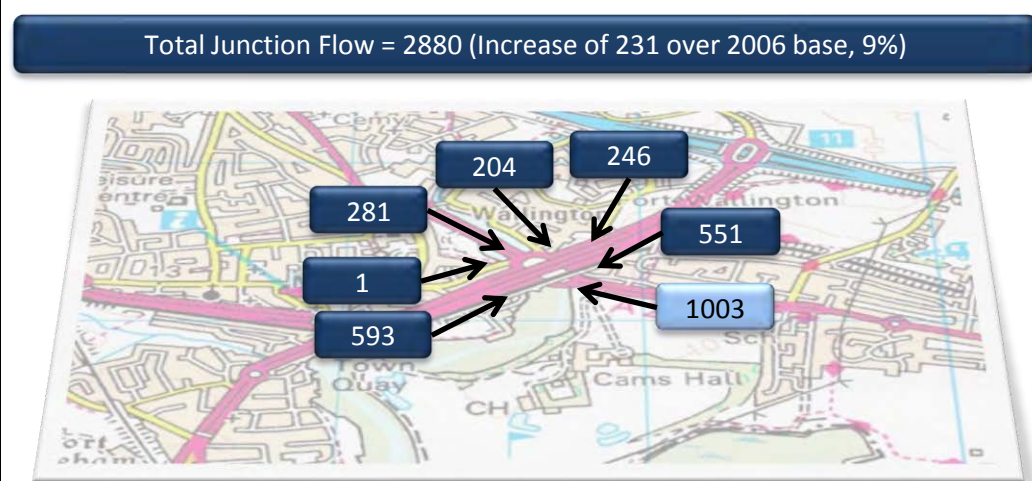


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2016 (Base) Origin of Traffic at Junction

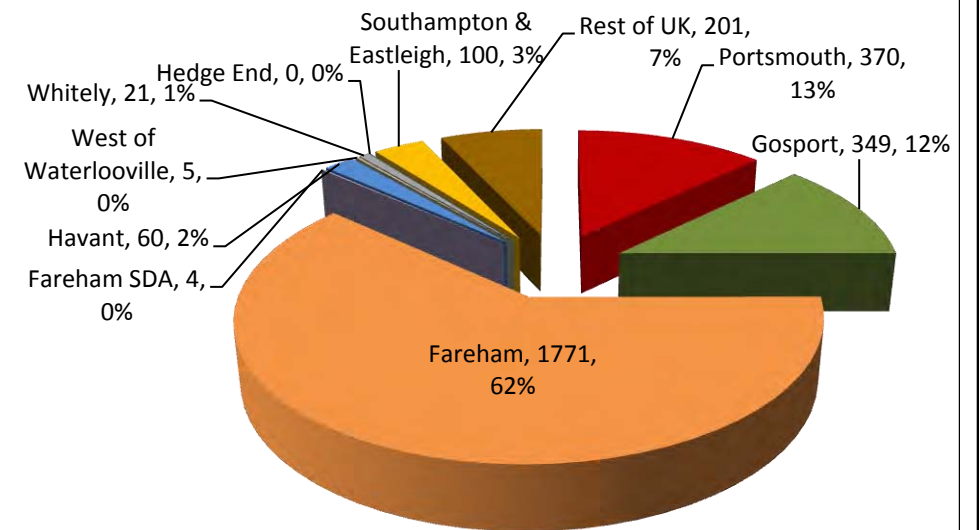


2016 Flows (Base + Development)



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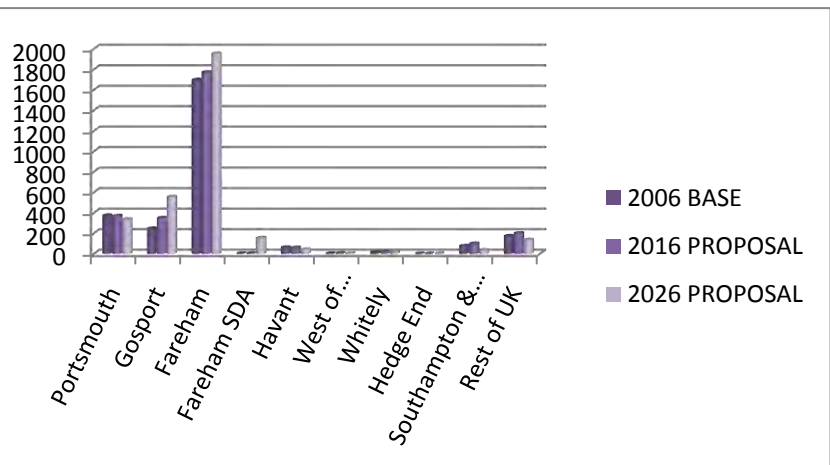
2016 (Dev) Origin of Traffic at Junction



Summary Table

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

Graph of predicted impact on junction by origin



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Wallington Roundabout Results

Page 1 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

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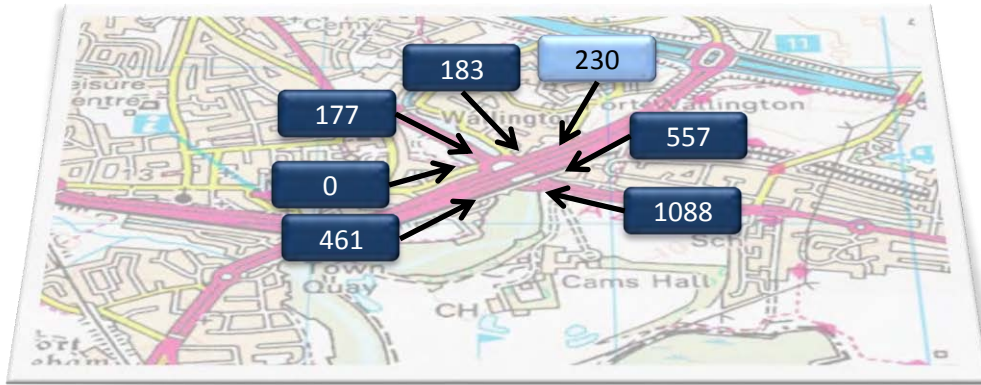
Results Sheet 22

C

Wallington Roundabout

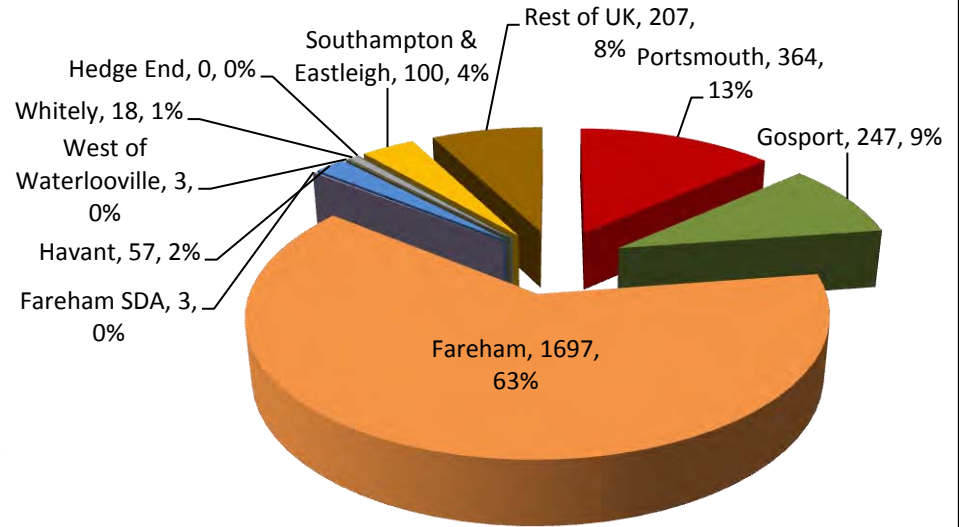
2026 Base Flows

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



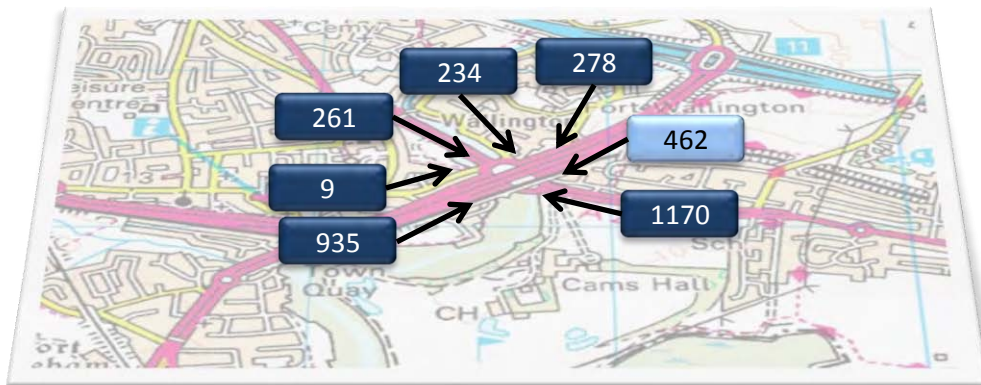
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2026 (Base) Origin of Traffic at Junction



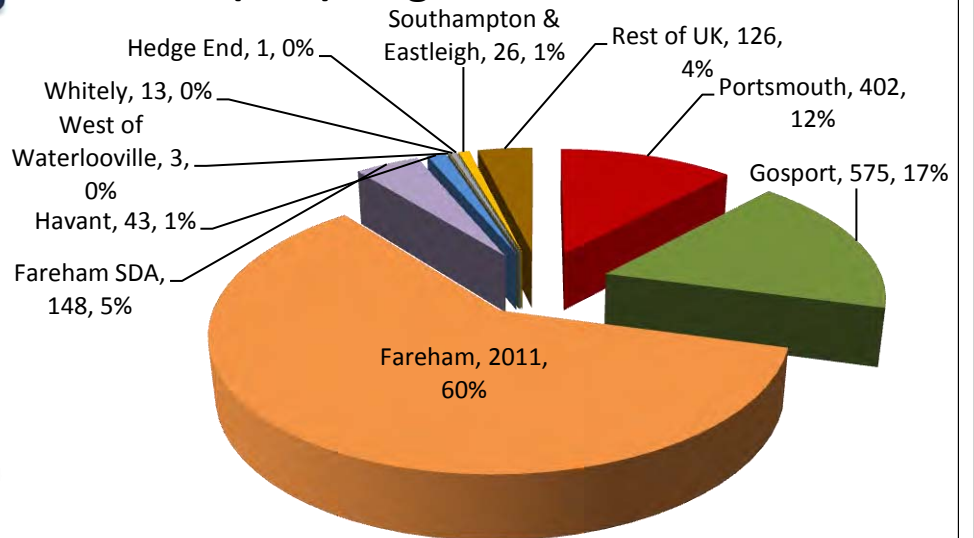
2026 Flows (Base + Development)

Total Junction Flow = 3349 (Increase of 700 over 2006 base, 26%)



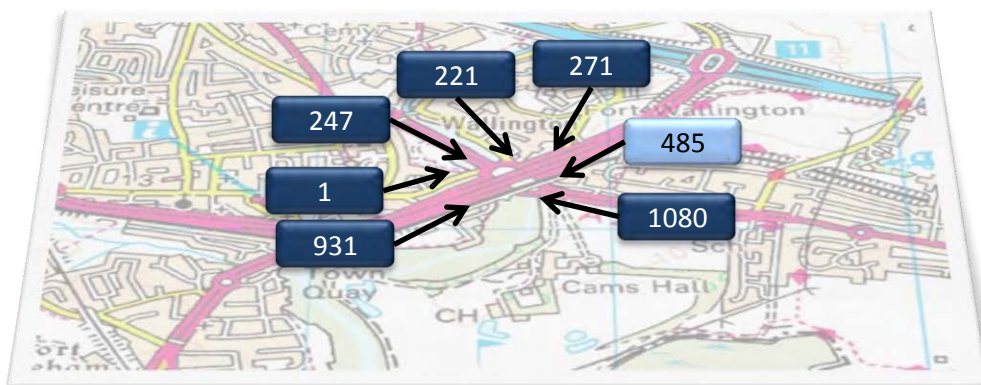
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2026 (Dev) Origin of Traffic at Junction



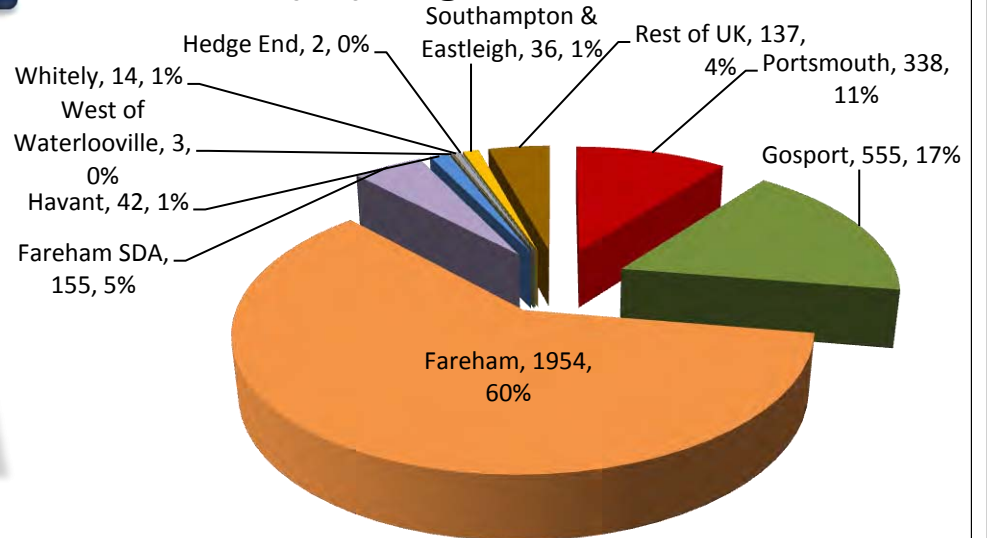
2026 Flows (Base + Development + Public Transport Improvements)

Total Junction Flow = 3236 (Increase of 587 over 2006 base, 22%)



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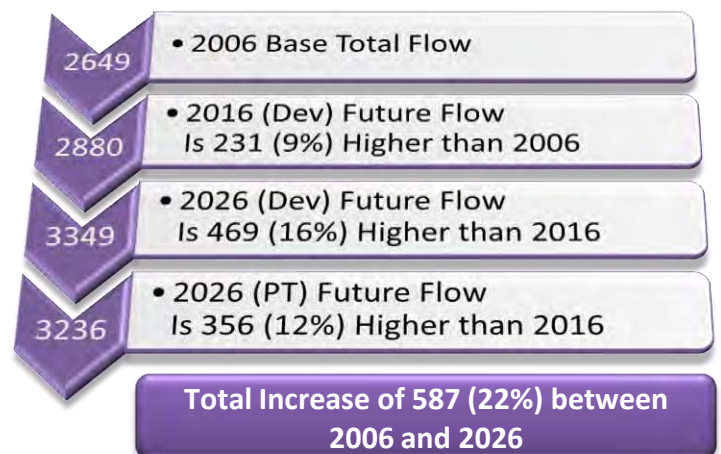
2026 (PT) Origin of Traffic at Junction



Summary Table	2026 Base	% diff on 06 base	2026 (Dev)	% diff on 06 base	2026 PT	% diff on 06 base
Zones						
Portsmouth	364	-3%	402	8%	338	-10%
Gosport	247	0%	575	133%	555	125%
Fareham	1697	0%	2011	18%	1954	15%
Fareham SDA	3	10%	148	>500%	155	>500%
Havant	57	-7%	43	-32%	42	-34%
West of Waterlooville	3	9%	3	31%	3	23%
Whitely	18	13%	13	-16%	14	-9%
Hedge End	0	0%	1	0%	2	0%
Southampton & Eastleigh	100	24%	26	-50%	36	-40%
Rest of UK	207	16%	126	-23%	137	-18%
Total	2696	2%	3349	26%	3236	22%

2880

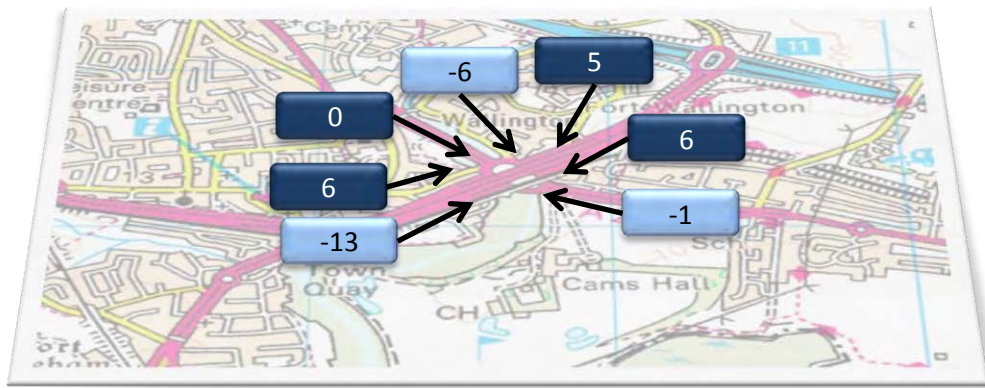
Total Flows



Wallington Roundabout

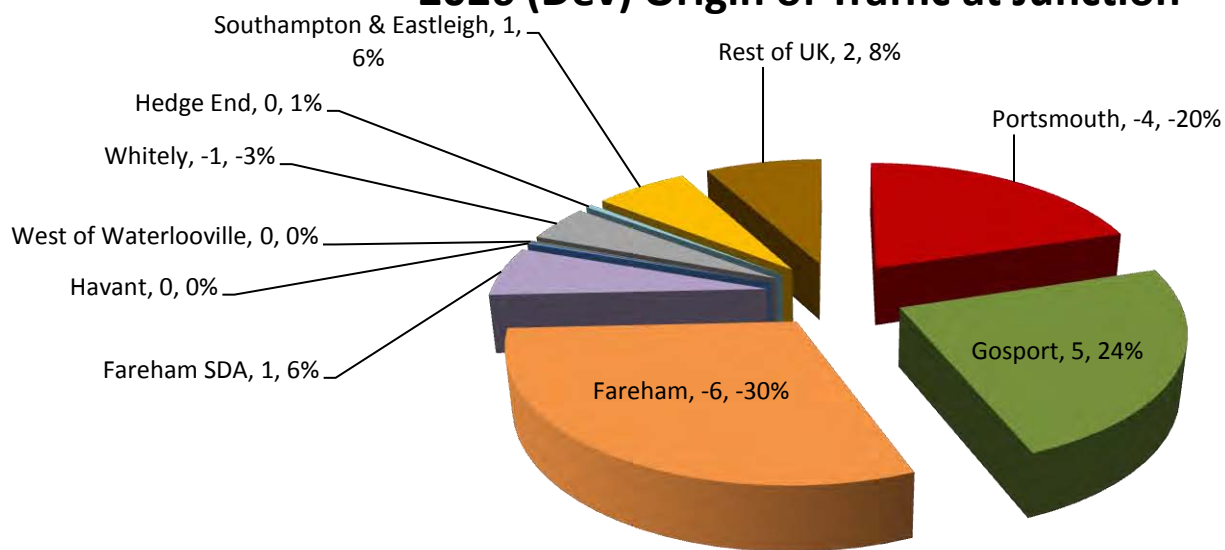
2026 Flows (Difference Attributed to Increased Housing in Gosport)

Total Change in Flow = -2 (decrease of -2 over previous 2026 assignment, 0%)



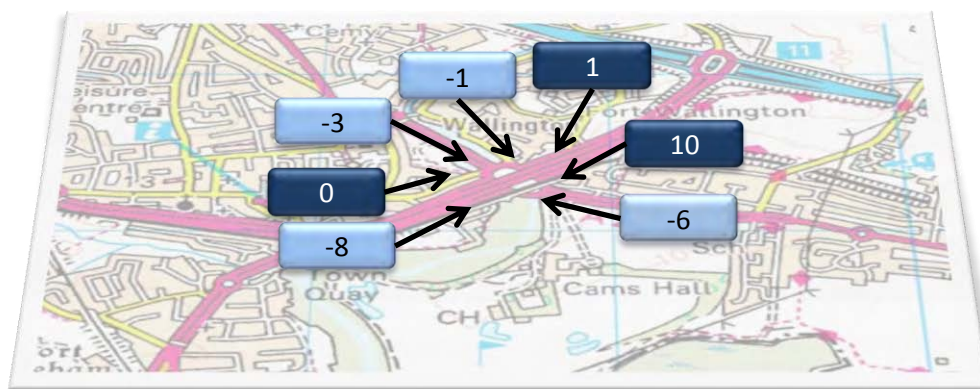
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2026 (Dev) Origin of Traffic at Junction



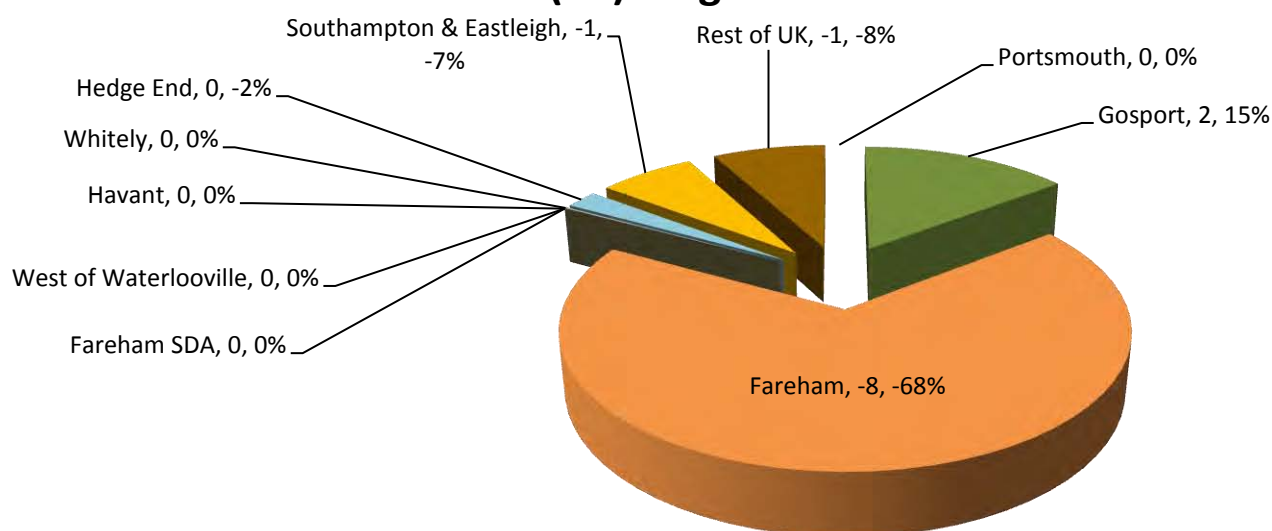
2026 Flows (Difference attributed to Increased Housing in Gosport + Public Transport Adjustment)

Total Change in Flow = -8 (decrease of -8 over previous 2026 assignment + PT, 0%)



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2026 (PT) Origin of Traffic at Junction



23850 - Gosport Housing Allocation Impact of Harbour Authorities LDP Proposals

Summary of Wallington Roundabout Results

Page 3 of 3

Date: 28/04/2010

Creator: PW

Checked By: RMD

Sheet Reference:

Revision

Results Sheet 22

C

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

