



AQUIND Limited

AQUIND INTERCONNECTOR

**Environmental Statement – Volume 3 –
Appendix 22.1 Transport Assessment -
Low Resolution Part 1**

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 – Regulation 5(2)(a)

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Environmental Statement – Volume 3 –
Appendix 22.1 Transport Assessment -
Low Resolution Part 1

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APPENDICES

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EXECUTIVE SUMMARY

This TA has assessed the impacts of the AQUIND Interconnector Project (referred to as the Proposed Development) on the transport network. The assessment has primarily focussed upon the construction phases of the Proposed Development due to this phase being forecast to have the most significant impact on the local transport networks, albeit temporarily.

The indicative construction programme is proposed to extend over three years between 2021 and 2024. The installation of the Onshore Cable Route is scheduled to start in the third quarter of 2021 and continue for 27 months to Q3 2023.

The majority of the Onshore Cable Route will be constructed utilising an open cut trench method. The cable ducts will be installed and the trenches reinstated before the cables are pulled through the ducts and connected at jointing bays. The installation of ducts minimises the duration of trenching operations, and allows highways to be reinstated more quickly.

A Framework Traffic Management Strategy (FTMS) has considered the construction programme for each individual section of the Onshore Cable Route (OCR) in order to ensure that disruption is minimised close to sensitive receptors and during busy periods. This is the key mitigation to the impacts reported within this TA.

An Outline Construction Traffic Management Plan (CTMP) sets out the construction methodology and framework for managing construction traffic associated with the Proposed Development.

The SRTM has been used to forecast the impacts of the of the traffic management proposals associated with the OCR. As a worst-case scenario, six individual areas of traffic management have been modelled simultaneously along the length of the OCR (as agreed with the Local Highway Authorities).

The SRTM outputs have been used to assess the impacts on the wider network of the redistribution of traffic caused by the six sections of traffic management. In addition, the outputs have been used to undertake extensive local junction modelling to further assess the temporary impacts of the OCR construction on the highway network in the study area.

Impacts on links within the wider highway network have been assessed through a combined qualitative and quantitative approach. Links for further assessment were identified based on the relative change in traffic flow and volume to capacity ratio on the link compared with the Do Minimum forecast. This assessment considered both the temporary change in forecast traffic flows, and the street typology to assess the relative appropriateness of links for traffic redistribution.

A local link assessment has been undertaken on areas where traffic management proposed the reduction of dual carriageway links to single lane operation for short periods and distances.

The assessment demonstrated that the flows on the assessed links are lower than DMRB standard capacities in the majority of cases. In addition, forecast link flows decrease in the 'Do Something' scenarios when compared to the Do Minimum as a result of traffic redistribution. Therefore the impacts are considered to be minimal and temporary.

The Strategic Modelling outputs have been used to undertake more detailed local modelling of the highway network along the route of the OCR, along with areas of the network likely to be affected by diverted traffic.

The majority of junctions across the study area experience either an improvement (through redistribution of traffic) or little/no change during the onshore cable route works. Those junctions that are operationally worse are the junctions that are likely taking the bulk of redistributed traffic or have significant traffic management in place which alters the junction considerably. It should be noted that the changes to the operation of the junctions (both positive and negative) are only temporary with all junctions returning to their normal levels of operation following the completion of the works.

An assessment has been carried out on links where it is anticipated that shuttle working temporary traffic signals will be required to control opposing traffic flow due to lane closures.

The assessment of the likely operation of the shuttle working traffic signals has indicated that the queuing and delay expected on each of the links is unlikely to be severe and can be accommodated within the length of each link.

During construction of the OCR some existing bus stops may need to be closed depending upon the exact location within the carriageway or footway. Where this is required, a temporary bus stop will be provided as close as possible to the original location, taking into account the highway safety of all road users.

Where impacts are identified along the OCR, temporary suitable alternative or diversionary routes will be put in place. The FTMS sets out the arrangements for footway and cycle route diversions and closures including relevant mitigation and parameters within which contractors can operate close to footways and cycleways.

The assessment has shown that, whilst there are localised areas on the highway network that show increased traffic levels and associated congestion, the redistribution of traffic does not generate severe impacts in any location. Any impacts are temporary and traffic management is shown to operate effectively by maintaining traffic flow whilst enabling construction works to be undertaken. Identified impacts will be managed effectively through the combined implementation of the programme set out in the FTMS and measures contained within the Outline CTMP.

APPENDIX 22.1 TRANSPORT ASSESSMENT

1.1. INTRODUCTION

1.1.1. BACKGROUND

- 1.1.1.1. This Transport Assessment (TA) has been prepared by WSP on behalf of AQUIND Limited (the 'Applicant') to accompany an application (the 'Application') for a Development Consent Order (DCO) submitted to the Secretary of State ('SoS') for Business, Energy and Industrial Strategy ('BEIS'). The Application relates to the UK elements of AQUIND Interconnector, which constitutes the Proposed Development.
- 1.1.1.2. The purpose of the Project is to make a significant contribution towards increasing the cross-border capacity between the UK and France providing a net transmission capacity of 2,000 megawatts ('MW'). Greater cross-border transmission capacity improves competition in energy markets, delivers security and flexibility of energy supply in both countries as well as helping to tackle climate change by enabling countries to integrate more renewable energy sources like solar and wind in their electricity supply.
- 1.1.1.3. In broad terms, the Proposed Development will comprise the following components:
- The Marine Cable consisting of two HVDC circuits from the boundary of the UK Exclusive Economic Zone ('EEZ') to Eastney in Portsmouth;
 - Jointing of the HVDC Marine Cables and the HVDC Onshore Cables;
 - The Onshore Cable consisting of two HVDC Circuits from Eastney to the Converter Station;
 - A Converter Station and associated electrical and telecommunications infrastructure;
 - HVAC Cables, and associated infrastructure connecting the Converter Station to the National Electricity Transmission System at Lovedean Substation and;
 - Fibre Optic Cable('FOC') together with each of the HVDC and HVAC Circuits and associated infrastructure.
- 1.1.1.4. The Proposed Development is to be carried out in part within a maximum parameter design envelope (the Converter Station Area and Optical Regeneration Stations) and in part within limits of deviation (the HVAC Cable, Onshore Cable and the Marine Cable).

- 1.1.1.5. On 19 June 2018 the Applicant submitted a request to the SoS for a direction pursuant to section 35 of the PA 2008 that the Proposed Development is to be treated as development for which development consent is required.
- 1.1.1.6. The SoS, being satisfied that the relevant legal requirements were met and of the view that the Proposed Development is by itself nationally significant, issued a direction on 30 July 2018 directing that the Proposed Development, together with any development associated with it, is to be treated as development for which development consent is required.
- 1.1.1.7. This TA assesses the nature and extent of the likely transport impacts arising from the construction, operation, and decommissioning of the Proposed Development. Whilst there are localised impacts due to construction over the short periods of time for which works are ongoing in a particular location, the TA has been prepared to provide assurance as to the likely level of impact during the peak periods of construction on the busiest parts of the highway network, as well as considering the operational and decommissioning impacts. The assessment of the traffic impacts should therefore be considered as a robust assessment of the worst-case, taking into account the measures to manage impacts to be implemented in connection with the works through the approval of traffic management strategies in accordance with the DCO.
- 1.1.1.8. The scope of the TA has been discussed and agreed with both Hampshire County Council (HCC) and Portsmouth City Council (PCC) in their capacity as local highway authorities for the areas in which the Proposed Development is located in advance of the submission of the Application. Highways England have also been consulted in their role as Highway Authority for the Strategic Road Network (SRN). Sections of the SRN form part of potential diversionary routes for traffic, as discussed later in the report, however the Proposed Development and the works to construct the Proposed Development are not located on the SRN. Further detail regarding the consultation undertaken with the relevant highway authorities on the scope of the assessment is provided at Chapter [2] of this TA.
- 1.1.1.9. This Transport Assessment should be read in conjunction with the accompanying Outline Construction Traffic Management Plan (CTMP) (discussed at Chapter [8] of this TA) and the Framework Traffic Management Strategy (FTMS) (discussed at Chapter [9] of this TA) both of which provide further details of the mitigation and management measures to be put in place in order to minimise the disruption of the works to construct the Onshore Cable.
- 1.1.1.10. A full description of the Proposed Development is provided in Chapter [1.3] of this Report.
- 1.1.1.11. The main elements of the UK side of the AQUIND Interconnector Arrangement are shown in Plate 1 below.

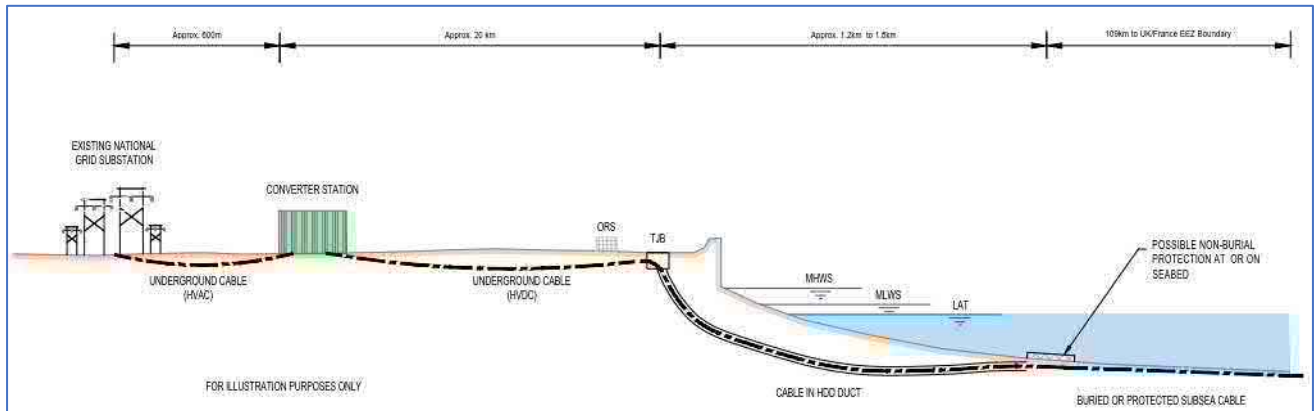


Plate 1 - AQUIND Interconnector Arrangement – UK-side

1.1.2. STUDY AREA

- 1.1.2.1. The study area for this assessment is proposed to be inclusive of the Converter Station Area, the Onshore Cable Route, and the proposed routing options for construction traffic to each component of the Proposed Development, as well as any adjoining / parallel roads likely to be impacted by construction, for example, diversionary traffic routes.
- 1.1.2.2. For the purpose of the assessment, the route will be split into two sections:
- The construction of the HVDC cables within the Onshore Cable Route (including proposed routing options for construction traffic to each component of the project, as well as any adjoining / parallel and nearby roads likely to be impacted); and
 - The proposed construction and operational access route for the Converter Station.
- 1.1.2.3. All roads contained within the study area fall under the control of HCC, PCC or Highways England. The
- 1.1.2.4. The study area is shown in Plate 2. The routes within the study area are discussed further in Chapter 3 (Description of the Proposed Development) of the ES Volume 1 (document reference 6.1.3).

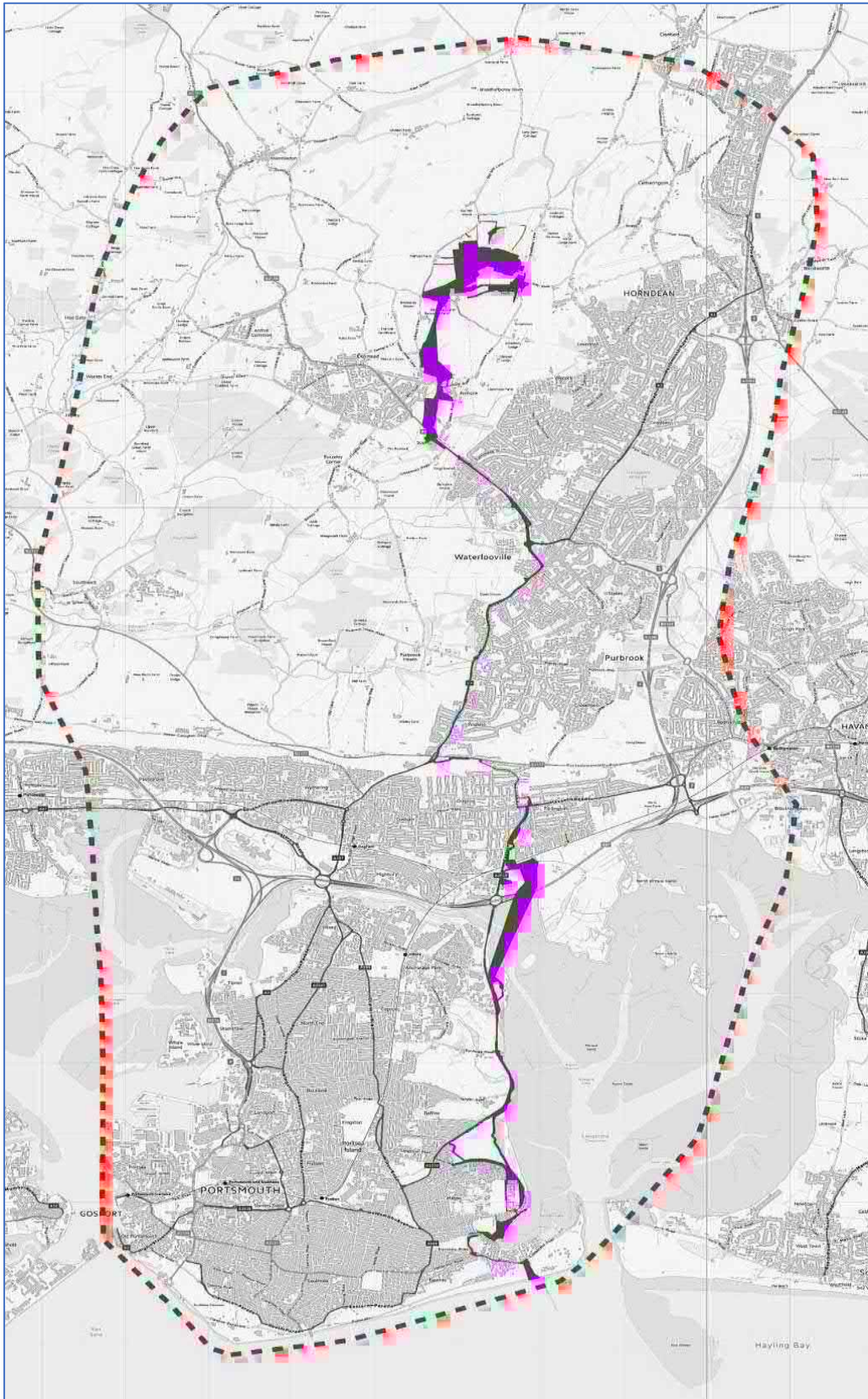


Plate 2 – Study Area

1.1.3. ONSHORE CABLE ROUTE

1.1.3.1. The Onshore Cable Route will encompass the following routes, which are detailed further in **Chapter [3]**.

Hampshire

- Broadway Lane
- Anmore Road
- B2150 Hambledon Road
- A3 Maurepas Way
- A3 London Road

Portsmouth

- A3 London Road
- B2177 Portsdown Hill Road
- Eveleigh Road
- Farlington Avenue
- A2030 Havant Road
- Fitzherbert Road
- A2030 Eastern Road
- Moorings Way
- Moorings Way – Furze Lane Bus Link
- Furze Lane
- Longshore Way
- Locksway Road
- Bransbury Road
- Kingsley Road
- Yeo Court
- Henderson Road
- Fort Cumberland Road

1.1.4. PROPOSED CONSTRUCTION AND OPERATIONAL ACCESS ROUTE

1.1.4.1. It is anticipated that all construction traffic movements will travel to and from the Converter Station via the following route, as identified within the Outline CTMP:

- B2149 Dell Piece West between Junction 2, A3 (M) and A3 Portsmouth Road;
- A3 Portsmouth Road between the junction with B2149 Dell Piece West / Catherington Lane and the junction with Lovedean Lane;
- Lovedean Lane between the junction with A3 Portsmouth Road and the junction with Day Lane;
- Day Lane; and
- Broadway Lane between the junction with Day Lane and Lovedean Substation.

1.1.4.2. This is also shown graphically in Plate 3.

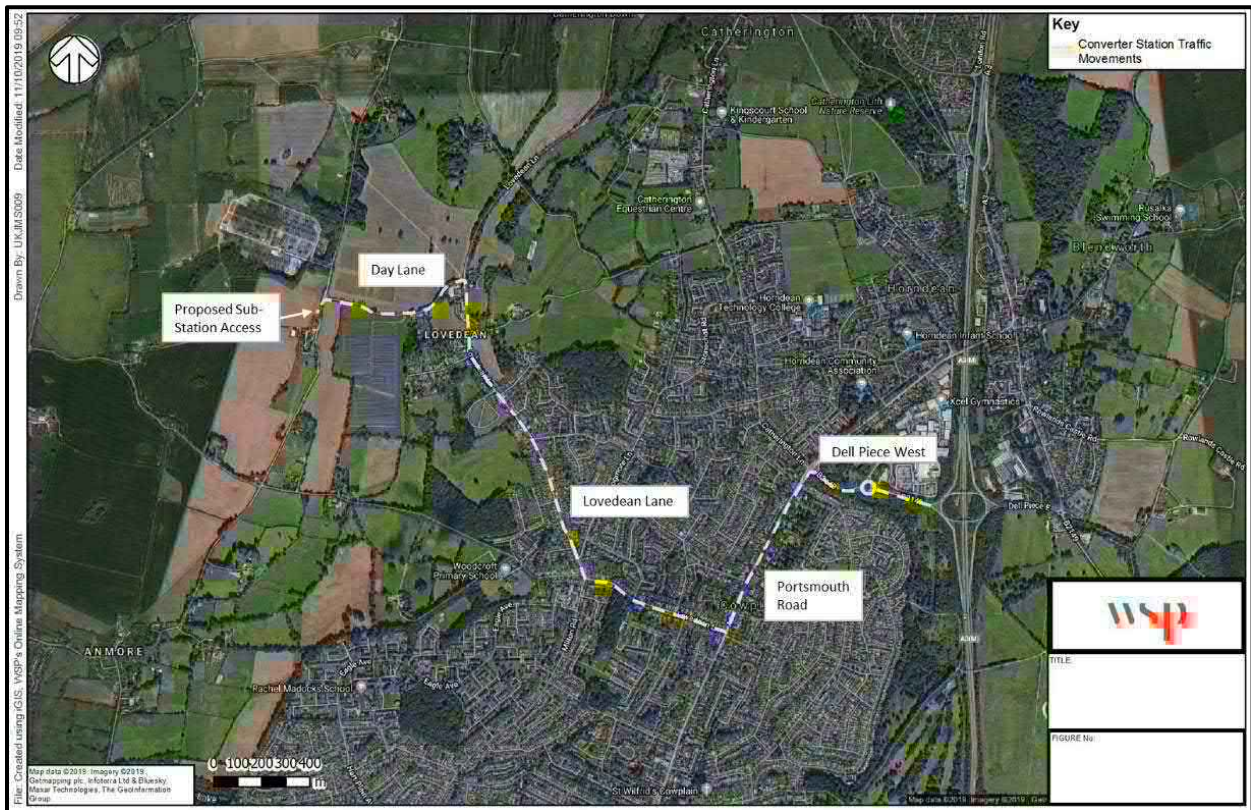


Plate 3 - Converter Station Traffic Movements

1.1.5. INDICATIVE PROGRAMME

1.1.5.1. The onshore construction programme is anticipated to run from late 2021 to mid-2024. A breakdown is shown in **Table 1** below:

Table 1 - Indicative Onshore Construction Programme

Activity	Indicative Programme
Converter Station Construction	Q3 2021 – Q1 2024
Onshore HVDC Route Construction	Q3 2021 – Q4 2022
Onshore HVDC Cable Installation	Q4 2022 – Q3 2023
Converter Station Commissioning	Q4 2023 – Q2 2024

1.1.5.2. Further details of this programme and the construction process are provided in **Chapter [8]**.

1.1.6. REPORT STRUCTURE

1.1.6.1. Following the introductory chapter, the report is structured as follows:

- Section 1.2 – Consultation and Scoping
- Section 1.3 – Proposed Development
- Section 1.4 – Local Policy Review
- Section 1.5 – Existing Conditions – Local Highway Network
- Section 1.6 – Existing Conditions – Sustainable Transport Network
- Section 1.7 – Highway Safety
- Section 1.8 – Outline CTMP Summary
- Section 1.9 – FTMS Summary
- Section 1.10 – Traffic Assessment Methodology
- Section 1.11 – Strategic Traffic Assessment Results
- Section 1.12 – Local Junction Modelling Results
- Section 1.13 – Impacts on Sustainable Transport Networks
- Section 1.14 – Summary and Conclusions

1.2. CONSULTATION AND SCOPING

1.2.1. OVERVIEW

1.2.1.1. This chapter provides a summary of the extensive consultation and scoping exercise undertaken in preparation for the submission of this DCO application. The process

of scoping out this TA and the wider planning application has been comprehensive and lengthy.

1.2.1.2. The Applicant has consulted and continues to consult with statutory and non-statutory stakeholders who are likely to be affected by, or interested in, the Proposed Development. This has included consulting on the transport and access impacts of the Proposed Development. A summary of the various stages of consultation is provided below:

- Non-statutory consultation: early 2018;
- TCPA EIA Scoping – February 2018;
- EIA Scoping (SoS) – October 2018;
- Statutory Consultation (including Preliminary Environmental Impact Report (PEIR)) – February to April 2019;
- Post PEIR Consultation;
- Transport Assessment Scoping Consultation; and
- Sub-Regional Transport Model (SRTM) Coding Note.

1.2.1.3. Summarised below are the main elements of the consultation process with regards to Traffic and Transport.

1.2.2. SCOPING OPINION

1.2.2.1. As detailed above, a Scoping Opinion was received by the Applicant from PINS (on behalf of the SoS) on 7th December 2018 including formal responses from statutory consultees and the Marine Management Organisation.

1.2.3. CONSULTATION PRIOR TO PEIR

1.2.3.1. Consultation is a key part of the DCO process in relation to highways and transport given the extent of the Onshore Cable Route that will be constructed within highway land. The following consultation was undertaken prior to completion of the PEIR:

- HCC: Written response dated 26/03/18 requesting further information on the Proposed Development, followed by meetings on the 15/05/18 and 22/05/18 to provide general project updates / overview;
- PCC: Meetings on the 21/05/18 and 07/11/18 to provide general project updates;
- Highways England: Meeting on 22/05/18 to discuss the project in general.

1.2.4. PRELIMINARY ENVIRONMENTAL INFORMATION REPORT (PEIR)

- 1.2.4.1. The PEIR was published in February 2019. The purpose of the report was to present a preliminary view of the likely significant effects associated with the proposals for the Proposed Development at the time of the consultation, to enable members of the public, Local Authorities, statutory bodies and persons with interests in the land which may be affected to provide feedback on the proposals whilst they were continuing to be developed.
- 1.2.4.2. The PEIR included a Transport and Access chapter which set out preliminary information regarding the impacts associated with onshore Traffic and Transport as a result of the Proposed Development. It served as a high level initial assessment, identifying the likely locations of greatest impacts and setting out the likely mitigation measures to be applied.
- 1.2.4.3. The PEIR also summarised initial Scoping Opinion responses from HCC and PCC Local Highway Authorities and statutory consultees including Highways England with details of how the Applicant and Application would respond to the points raised.
- 1.2.4.4. The PEIR provided details of the proposed construction methodology and programme and measures identified to minimise the impacts on the local highway network.

1.2.5. STATUTORY CONSULTATION

- 1.2.5.1. Consultation responses on the PEIR were received from HCC and PCC on 29/04/19. The key topics raised within these consultation responses are summarised below:
- Details required of the site access junction;
 - Further information needed on traffic management proposals along the Onshore Cable Route;
 - Additional information requested on how streetworks will be implemented in relation to the New Road and Streetworks Act 1991;
 - Committed transport schemes should be fully considered along the A3 corridor;
 - Additional assessment required of impact on pedestrians, cyclists and public transport users;
 - Traffic analysis needs to consider the wider-scale impacts of construction of the Onshore Cable Route;
 - Construction programme should be discussed and agreed with HCC and PCC.

1.2.6. POST PEIR CONSULTATION

- 1.2.6.1. A series of further meetings have been held with key stakeholders between consultation feedback on the PEIR and submission of the DCO. Overall, these meetings aimed to either provide responses to queries raised by consultees and agree the scope of the Transport Assessment, which has been used to inform this

Report. The scope of the TA, FTMS and CTMP respond to statutory consultation comments as required.

1.2.6.2. The following consultation was undertaken post PEIR consultation:

- Highways England: Meeting held on 31/05/19 to provide general project update and discuss scope of Transport Assessment;
- HCC: Meeting held on 20/06/19 to discuss Transport Assessment Scoping Note;
- PCC: Meeting held on 03/07/19 to discuss Transport Assessment Scoping Note;
- HCC: Meeting on 10/07/19 to discuss SRTM Coding Note;
- Highways England: Meeting held on 11/07/19 to discuss HDD methodology for installing Onshore Cable Route under the A27;
- PCC: Meeting to provide on 22/08/19 to provide general update on FTMS and results of SRTM modelling;
- First Group: Meeting to discuss Proposed Development and Onshore Cable Route route through Furze Lane bus link;
- HCC: Meeting on 23/08/19 to discuss initial results from SRTM modelling;
- PCC: Meeting on 10/09/19 and 08/10/19 to discuss FTMS, Outline CTMP and SRTM modelling results; and
- HCC: Meeting on 13/09/19 and 02/10/19 to discuss FTMS, Outline CTMP and SRTM modelling results.

1.2.7. TA SCOPING NOTE

1.2.7.1. The TA Scoping Note was prepared in June 2019. The note set out the proposed methodology for assessing the impacts of the Proposed Development and Onshore Cable Route. The Scope also set out the proposed study area, and the use of the SRTM to model and test the impacts on the local highway network.

1.2.7.2. The TA Scoping Note and was agreed with PCC and HCC through meetings and discussions as detailed above. The TA Scoping note is provided at **Appendix A**.

1.2.8. SRTM CODING NOTE

1.2.8.1. In addition to the TA Scoping Note, a coding note was prepared detailing the scenarios proposed to be tested within the Sub-Regional Transport Model in order to forecast the impacts of the Proposed Development on the highway network across the study area. The Coding Note was agreed with PCC and HCC.

1.2.8.2. This identified the six areas of Traffic Management to be tested on the network concurrently in order to effectively simulate a robust worst-case scenario in terms of traffic impacts. Further details of the SRTM modelling is provided at **Chapter [10]**. The SRTM Coding Note is provided at **Appendix B**.

1.3. PROPOSED DEVELOPMENT

1.3.1. OVERVIEW

- 1.3.1.1. This chapter provides an overview of the development proposals associated with the AQUIND Interconnector and a full description of the Proposed Development – during the construction, operational and decommissioning stages. The chapter includes details of the complex construction process and programme as this is a key element of the development that has been assessed within this report. Also provided is an overview of the Operational process and a summary of the Decommissioning stage.
- 1.3.1.2. The Applicant is proposing to construct and operate an electricity interconnector between France and the UK known as AQUIND Interconnector ('the Project').
- 1.3.1.3. The Project comprises a new marine and onshore High Voltage Direct Current ('HVDC') power cable transmission link between Normandy in France and Eastney, Hampshire, converter stations in both England and France and infrastructure necessary to facilitate the import and export of electricity between the high voltage alternating current ("HVAC") electricity transmission networks of both countries as well as Fibre-Optic Cables ('FOC') and associated infrastructure necessary for their operation.
- 1.3.1.4. The Project will be approximately 238 km in length and comprise the following Marine and Onshore components in France and UK:
- High Voltage Direct Current ('HVDC') Cables (Marine);
 - HVDC Cables (Onshore);
 - Converter Stations;
 - High Voltage Alternating Current ('HVAC') Cables (Onshore);
 - Fibre-Optic Cables (Marine and Onshore); and
 - Associated infrastructure.
- 1.3.1.5. In broad terms, the Proposed Development will comprise the following components:
- The Marine Cable consisting of two HVDC circuits from the boundary of the UK Exclusive Economic Zone ('EEZ') to the UK at Eastney in Portsmouth;
 - Jointing of the HVDC Marine Cables and the HVDC Onshore Cables;
 - The Onshore Cable consisting of two HVDC Circuits from Eastney to the Converter Station;
 - A Converter Station and associated electrical and telecommunications infrastructure;

- HVAC Cables, and associated infrastructure connecting the Converter Station to the National Electricity Transmission System at Lovedean Substation and;
- Fibre Optic Cables ('FOC') installed together with each of the HVDC and HVAC Circuits and associated infrastructure.

1.3.1.6. As outlined above the Proposed Development is to be carried out in part within a maximum parameter design envelope (the Converter Station Area and Optical Regeneration Stations) and in part within limits of deviation (the HVAC Cable, Onshore Cable and the Marine Cable).

1.3.2. DEVELOPMENT ENVELOPE

1.3.2.1. The Proposed Development envelope consists of the Order Limits, identified by the red line on the Site Location Plan within which the Proposed Development is to be located. The Order Limit is also shown on the Works Plans (document reference 2.4).

1.3.2.2. A maximum parameter envelope and design principles are utilised for a number of key project components. This is to ensure a robust assessment can be carried out taking into account the maximum built form of elements of the Proposed Development, whilst ensuring sufficient design flexibility for the chosen contractor to optimise the final design in accordance with those maximum parameters and design principles to enable 'worst case' assessment.

1.3.2.3. In respect of the Onshore Cables, this approach has been taken to ensure there is sufficient flexibility provided for the installation to be carried out around other utilities, whilst ensuring from the outset it is clearly known what the maximum area is that may be affected by this element of the Proposed Development. In certain areas, where Horizontal Direction Drilling ('HDD') is to be used to install the Onshore Cables, a wider limit of deviation is provided for to ensure the full extent of the area beneath the surface where the cables may be located is identified.

1.3.3. DEVELOPMENT DESCRIPTION

1.3.3.1. The Onshore Components of the Proposed Development comprise the Converter Station, the Onshore Cable Corridor and the Landfall.

1.3.3.2. The UK Converter Station is proposed to be located adjacent to the existing National Grid Electricity Transmission ('NGET') substation, north-west of the village of Lovedean within the administrative boundary of Winchester City Council ('WCC').

1.3.3.3. The proposed Onshore Cable Route will travel through the administrative boundaries of WCC, Havant Borough Council ('HBC') and PCC, reaching the proposed Landfall location at Eastney, a district in the south-east of Portsmouth.

1.3.3.4. This chapter provides more detail on the development proposals in relation to the areas affected and the Onshore Cable Corridor. Alongside this TA document, an Outline CTMP and a Framework FTMS have been prepared to provide more detail in relation to the management and mitigation of construction traffic and construction works affecting the highway network. These are summarised in **Chapters [8] and [9]** of this TA.

1.3.4. THE CONVERTER STATION

1.3.4.1. The NGET substation is located 1.2 km to the north-west of the village of Lovedean. The substation straddles the administrative boundaries between WCC (western side) and EHDC (eastern side). The town of Waterlooville is located approximately 2.5 km to the south with Denmead located 2 km to the south west.

1.3.4.2. The Converter Station Area spans a number of small fields divided by hedgerows. Individual farm properties are situated to the north, west and south of the Converter Station Area, connected by narrow lanes. The existing Lovedean substation, associated pylons and overhead lines are dominant elements in the landscape of the proposed location and immediate surrounding area. It is located approximately 180m – 200m from the South Downs National Park boundary at its closest point, to the north and west.

1.3.4.3. The location of the Converter Station in relation to the surrounding area is shown in **Plate 4**.



Plate 4 - Location of Converter Station

1.3.5. ONSHORE CABLE CORRIDOR (ORDER LIMIT)

- 1.3.5.1. This section explains the Order Limit within each section of the Onshore Cable Corridor.
- 1.3.5.2. A typical cross-section of the cable trench arrangement in the highway is shown in **Plate 5** showing each pair of DC Cables in its own trench. The normal burial depth across agricultural land and open countryside is typically 900 mm to the top of the protection covers. Where practicable, for cable rating integrity a minimum buffer of 2 m on either side of the cable trench to major tree roots will be employed. Where necessary, a spacing of approximately 5 m is maintained between trenches to sure the thermal independence of each circuit resulting in an overall working width of 23 m, which will vary depending on the local environment and selection of cable design.

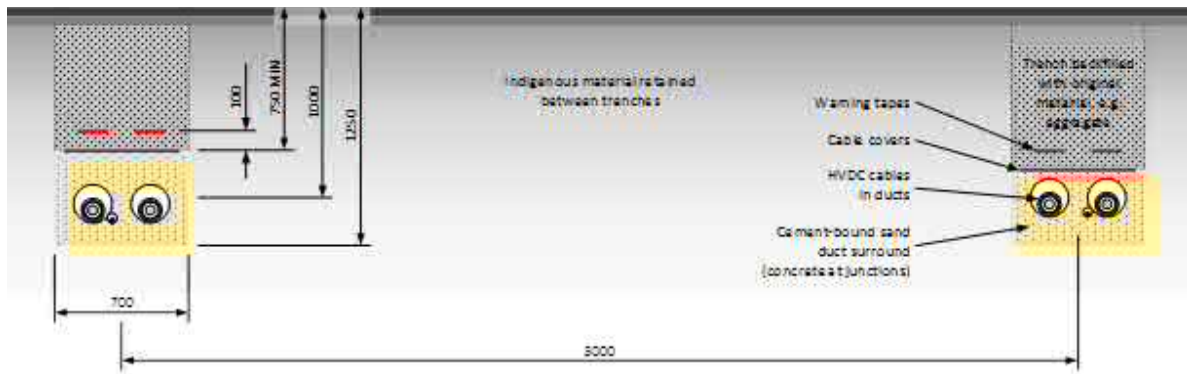


Plate 5 - Typical Arrangement of HVDC Cable in Road, Verges and Footpaths (all measurements in mm)

- 1.3.5.3. The Onshore Cable Corridor represents the maximum extent of the area within which the Onshore Cables may be located, otherwise described as the limits of deviation. It is necessary to ensure flexibility for the siting of the Onshore Cables within the limits of deviation so as to ensure statutory undertaker apparatus can be effectively navigated and the installation of the Onshore Cables can be optimised by the chosen contractor following the making of the Order. The final siting will be required to be confirmed for each part of the Onshore Cables in accordance with requirements provided for in the Order.
- 1.3.5.4. Joint Bays will need to be positioned at approximately 600m to 2,000m intervals along the route. These will be used for pulling the cable through the cable ducts before joining one section of cable to another. The number of joint bays along the length of the cable route is dictated by the length of cable that can fit on a cable drum (the drum-shape reel on which the cable is stored prior to installation) and limits to the pulling tension required to pull the cable through the ducts. Joint Bays are likely to be positioned in highway verges, fields or car parks, where possible, to limit the need for road closures. The distance between Joint Bays will depend on the technique employed by the contractor and therefore flexibility as to the number and location of Joint Bays is sought in the Order.

1.3.5.5. The Order Limit has been split into 10 sections for ease of reference and assessment, which has been followed within this document as follows:

- Onshore Cable Corridor Section 1 – Lovedean (Converter Station Area);
- Onshore Cable Corridor Section 2 – Anmore;
- Onshore Cable Corridor Section 3 – Denmead/Kings Pond Meadow;
- Onshore Cable Corridor Section 4 – Hambledon Road to Farlington Avenue;
- Onshore Cable Corridor Section 5 – Farlington;
- Onshore Cable Corridor Section 6 – Zetland Field and Sainsbury's Car Park;
- Onshore Cable Corridor Section 7 – Farlington Junction to Airport Service Road;
- Onshore Cable Corridor Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way;
- Onshore Cable Corridor Section 9 – Moorings Way to Bransbury Road; and
- Onshore Cable Corridor Section 10 – Eastney (Landfall).

1.3.5.6. In some locations The Onshore Cable Corridor includes a number of route options. Where a number of options are present, these represent alternate routes which are still being considered due to constraints affecting the cable installations. In general, the Onshore Cable Corridor runs within roads, or at least within the highway boundary. The Cable Corridor Sections are shown in **Plate 6**.

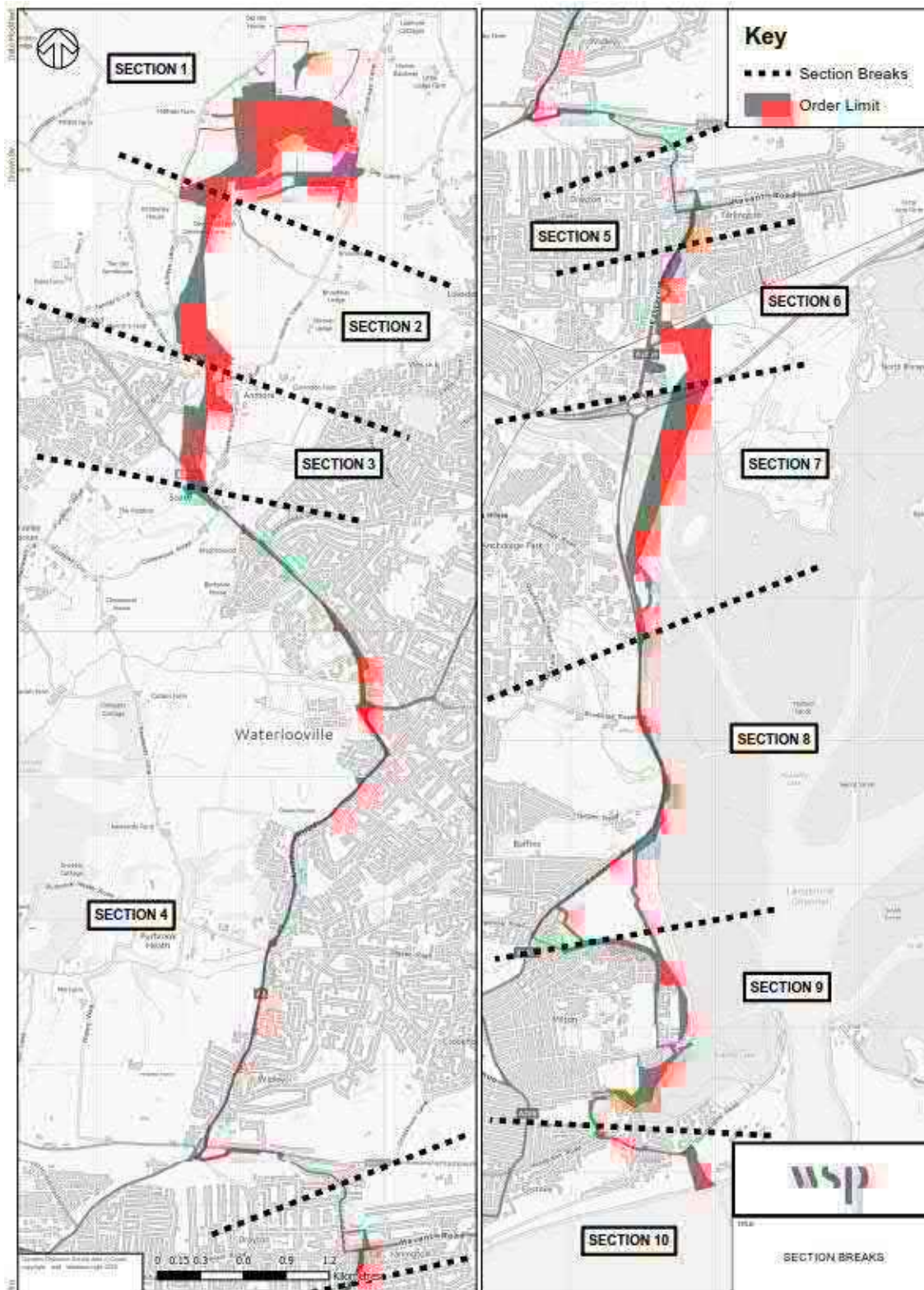


Plate 6 - Onshore Cable Corridor - Section Breakdown

Construction Methodology of Onshore Cable Route

- 1.3.5.7. During the Construction Stage, there will be a variety of construction zones depending on the phase of work, all of which will require traffic management measures when being completed in or immediately adjacent to roads. The construction zone activities will cover the following:
- Excavation of the trench, installation of the cable ducts and reinstatement of the final grade;
 - Excavation of Joint Bays;
 - Provision for cable pulling, requiring space for cable drums and winches;
 - Cable jointing work; and
 - Filling of ducts, if necessary, to maintain thermal performance e.g. at locations of unexpected service congestion.
- 1.3.5.8. The installation rate for cable ducts is approximately 18 m – 30 m per 10-hour day shift per circuit, on average, within urban areas and approximately 50 m per day in open country. These typical installation rates are per gang per shift and are dependent upon the level of obstacles and utility services encountered within the road or constraints that need to be observed to minimise the impacts during the Construction Stage. At this stage however it is estimated that construction of the Onshore Cable Route within the public highway will progress at a rate of 100m per week per circuit. The construction corridor will generally be 4.0-6.0m and 100-150m long, although can be reduced by use of smaller plant to 2.0-3.0m at local pinch points if required to avoid road closures.
- 1.3.5.9. The locations of the ducts within the road will be dictated by, amongst other factors, existing services. Where it is necessary to increase installation depth to clear existing services it may be necessary to increase the distance between ducts to avoid de-rating the circuits (i.e. when the cables operate at the maximum temperature and do not achieve the maximum required current carrying capacity).
- 1.3.5.10. Joint Bays will be positioned in highway verges, fields or car parks, where possible, to limit the need for road closures. It is preferable to avoid the need for the DC Cables to cross the highway to access a Joint Bay location. Typically, it would take approximately 20 working days to complete one joint bay location. This timescale includes the excavation, set-up, cable pulling, jointing, bonding connections, testing and reinstatement (i.e. site cleared and reinstated to its original state). Each excavation will be approximately 15 m x 3 m, with additional space required at ground level for construction, cable installation, jointing and reinstatement, including a 20m x 6m 'compound' during jointing (for approximately one week).

1.3.5.11. There are up to 6 locations along the Onshore Cable Route where the ducts will be installed by HDD / trenchless methods. These locations will not require traffic management measures.

Section 1 - Lovedean

1.3.5.12. The Converter Station will be located adjacent to the existing Lovedean substation and accessed via a new junction from Broadway Lane in the vicinity of the junction with Day Lane.

1.3.5.13. From the Converter Station the proposed Onshore Cable Route runs southwards through fields belonging to Winchester College and the field that lies to the east of Old Mill Road. The cables would be installed via two trenches in this section.

1.3.5.14. Construction traffic associated with either the Converter Station or the Onshore Cable Route within this section is intended to be routed to and from the strategic road network via Junction 2 of A3 (M).

Section 2 – Anmore

1.3.5.15. In this section, the study area generally relates to construction traffic associated with the Converter Station and the Onshore Cable Route. Cable installation will be primarily in agricultural fields. The section is located wholly within Winchester City Council.

1.3.5.16. The impacted public highways in this Section are likely to be at the intersection of the Onshore Cable Route and Broadway Lane and where the OCR is proposed cross Anmore Road to the west of Lavender House.

1.3.5.17. The Onshore Cable Route is anticipated to cross Broadway Lane at approximately 200m east of the junction with Edneys Lane. This will require a 1-day road closure. The Anmore Road/Anmore Lane sections between Soake Road and Broadway Lane are the responsibility of HCC.

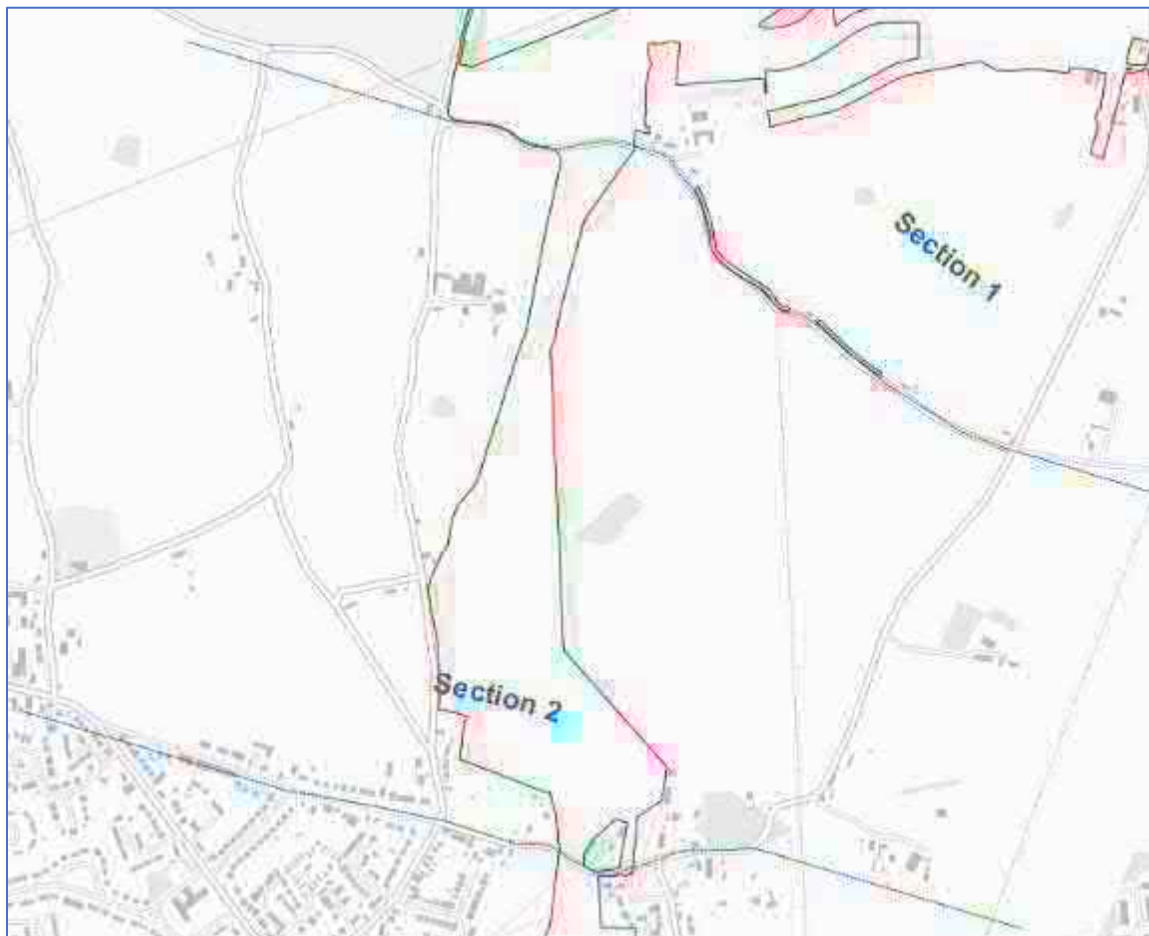


Plate 7 - Order Limit in Section 2

Section 3 – Denmead/Kings Pond Meadow

- 1.3.5.18. As with Section 2, the Onshore Cable Corridor within Section 3 is contained primarily within agricultural fields. However, there are two limited areas of public highway which are likely to be impacted within this Section. The impacted highway includes both a section of Anmore Lane, and a section of B2150 Hambledon Road. This section is located wholly within Winchester City Council, in Hampshire County Council.
- 1.3.5.19. The Onshore Cable Corridor runs south from Anmore Road through the Kings Pond Meadow and also comprises the field to the east which will accommodate the northern compound of UK HDD 5. The Onshore Cable Route would then be installed by HDD to the southern compound. Flexibility has been retained as to where the southern compound could be located. It could be located north of Hambledon Road where the Onshore Cable Route would join the B2150 Hambledon Road and run south-easterly towards Waterlooville. If the southern compound is located south of Hambledon Road the Onshore Cable Route will run in a south-easterly direction either within Hambledon Road or the northern extent of the fields south of Hambledon Road before re-joining Hambledon Road and continuing towards Waterlooville.

- 1.3.5.20. The Onshore Cable Corridor is likely to cross Anmore Road between agricultural fields to the north and south.
- 1.3.5.21. Within Section 3, the Onshore Cable Corridor includes a section of B2150 Hambledon Road between the point from which the cable exits the agricultural fields, to the junction with Soake Road. A maximum 180m of public highway will be impacted by cable construction in this Section. Each option will require a temporary road closure during construction works.



Plate 8 - Order Limit of Section 3

Section 4 – Hambledon Road to Farlington Avenue

- 1.3.5.22. This is the longest section of the Onshore Cable Corridor, running from B2150 Hambledon Road between Denmead and Waterlooville and Burnham Road in Farlington.
- 1.3.5.23. The Onshore Cable Corridor runs predominantly within the Highway Boundary, along the B2150 Hambledon Road. It continues south along the A3 London Road from Maurepas Way roundabout through Waterlooville, Purbrook and Widley and under the B2177 Portsdown Hill Road bridge before turning east up the slip road to Portsdown Hill Road. The Onshore Cable Route will run along Portsdown Hill Road or will run through the car park immediately south of Portsdown Hill Road before

continuing south-east down Farlington Avenue. The section spans Winchester City, Havant Borough (within Hampshire County Council) and Portsmouth City Councils.

1.3.5.24.

The route will primarily be impacted by the cable installation process but may also attract some non-HGV construction traffic related to the Converter Station Area. Plate 9 to 11 provide show the order limits of Section 4.



Plate 9 - Order Limit of Section 4 (1 of 4)

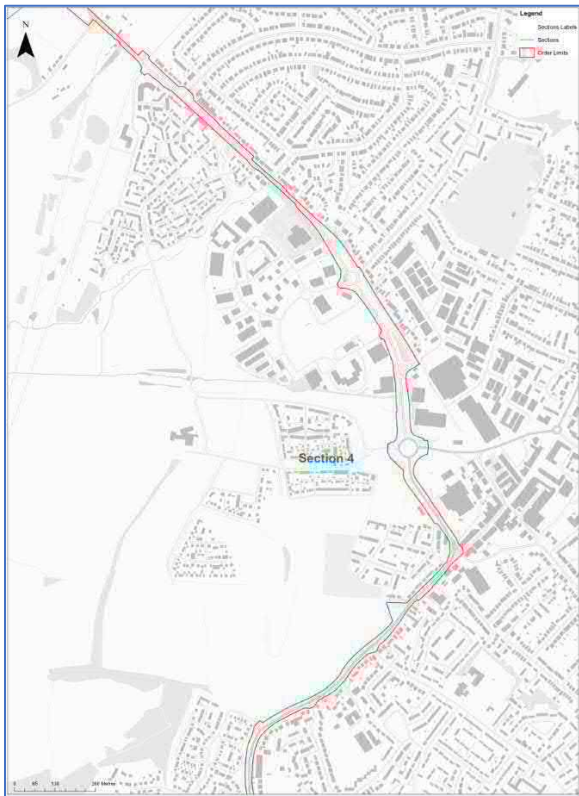


Plate 10 - Order Limit of Section 4 (2 of 4)



Plate 11 - Order Limit of Section 4 (3 of 4)



Plate 12 - Order Limit of Section 4 (4 of 4)

- 1.3.5.25. AS part of the FTMS, this section has been sub-divided into smaller sub-sections to reflect similar traffic management requirements. Further details of the traffic management to be employed in these sub-sections is provided in Chapter 8 and the FTMS appended to this report.

Section 5 – Farlington

- 1.3.5.26. Section 5 spans from the junction of B2177 Hambledon Road / Farlington Avenue in the north to the junction of A2030 Eastern Road / Fitzherbert road in the south. The section is located wholly within Portsmouth City Council.



Plate 13 - Order Limit of Section 5

- 1.3.5.27. Section 5 contains the entirety of Farlington Avenue. The section is approximately 1km long. This section also includes the western section of Eveleigh Road, which spans approximately 150m, and links to the Portsmouth Water land that runs parallel to Farlington Avenue and provides an alternative route for one circuit.
- 1.3.5.28. This section of the route is in close proximity to Solent Infant School on Eveleigh Road and Solent Junior School on Solent Road. Farlington Avenue is primarily a residential street, therefore access to properties will be considered in planning for the construction programme and traffic management. Further details are provided in the following chapters.
- 1.3.5.29. The Order Limits in this location also includes the section of Eveleigh Road which spans from the junction with Farlington Avenue in the west to the 70th Portsmouth Scouts Hut in the east, providing an alternative route for one circuit along the Portsmouth Water land that runs parallel to Farlington Avenue. The part of Eveleigh Road which is contained within Order Limit also provides the sole vehicular access to Solent Infant School.s.
- 1.3.5.30. Section 5 also includes parts of Havant Road, A2030 Havant Road and A2030 Eastern Road.

- 1.3.5.31. The section of Havant Road / A2030 Havant Road which is included in the Order Limit spans from the signal controlled junction of Farlington Avenue / Havant Road to the priority controlled junction of A2030 Eastern Road / Waterworks Road.
- 1.3.5.32. The section of A2030 Eastern Road contained within Section 5 spans from the signal junction with A2030 Havant Road / Havant Road to the junction with Fitzherbert Road. The part of A2030 Eastern Road that is contained within Section 5 is approximately 600m in length. Zetland Fields, located adjacent to the A2030 Eastern Road is also included within the Order Limit.
- Section 6 – Zetland Field and Sainsbury’s Car Park**
- 1.3.5.33. The highway network contained within the Cable Corridor in Section 6 is inclusive of Fitzherbert Road between the junction with A2030 Eastern Road and the access to the Car Park of Sainsburys Farlington Superstore. Also included in this section is the part of Sainsburys Car Park which is included in the Cable Corridor. This section is located wholly within Portsmouth City Council.
- 1.3.5.34. Within the Fitzherbert Road component of Section 6, it is anticipated that construction can be accommodated with the use of single lane closures. The part of Fitzherbert Road contained within Section 6 is approximately 60m long.
- 1.3.5.35. The Cable Corridor contains a portion of the car park of Sainsburys Farlington Superstore. It is anticipated that partial closure of the car park may be required for the duration of works. Construction taking place in Sainsburys Car Park may require the temporary realignment of the Car Park’s internal road. Further details of traffic management in this Section is provided in **Chapter 8**.
- 1.3.5.36. To the south of Sainsbury Car Park, the Cable Corridor runs to the east of Eastern Road, then southeast through Farlington Playing Field. It then runs south under the A27 and Farlington Marshes.



Plate 14 - Order Limit of Section 6

Section 7 – Farlington Junction to Airport Service Road

- 1.3.5.37. Section 7 is inclusive of the A2030 Eastern Road between the junction with A27 Havant Bypass and the junction with Airport Service Road. The section is located within Farlington and Baffins, both of which are urban areas of Portsmouth, and includes a large area of Farlington Playing Fields and Langstone Harbour. The Cable Corridor runs southwest back towards Eastern Road from Farlington Marshes at Anchorage Road. The section is located wholly within Portsmouth City Council.
- 1.3.5.38. As shown in Plate 15, the Cable Corridor lies to the east of Eastern Road in this Section and as such it is anticipated that construction in Section 7 will take place entirely off carriageway, and thus no traffic management measures are deemed necessary in this Section.
- 1.3.5.39. Access and egress to Farlington Playing Fields will be via the existing access road to the playing fields, accessed from Eastern Road. Flexibility has been retained to use the existing car park north of the Holiday Inn Express to support the construction works within Section 7.



Plate 15 - Order Limit of Section 7 (1 of 2)



Plate 16 - Order Limit of Section 7 (2 of 2)

Section 8 – Great Salterns Golf Course to Velder Avenue/Moorings Way

- 1.3.5.40. Section 8 is inclusive of the part of A2030 Eastern Road between the signal controlled junction A2030 Eastern Road / Airport Service Road in the north and the priority controlled junction of A2030 Eastern Road / Eastern Avenue in the south. Also included within Section 8 is the entirety of Eastern Avenue. This Section included approximately 2.7km of highway. This section is located wholly within Portsmouth City Council.
- 1.3.5.41. Whilst the majority of works are to be completed on-carriageway, works here will impact upon the shared-use path alongside Eastern Road which forms part of National Cycle Network Route 222.
- 1.3.5.42. Three traffic signals junctions intersect the A2030 in Section 8, these are as follows:
- Signal controlled junction of A2030 Eastern Road / Airport Service Road;
 - Signal controlled junction of A2030 Eastern Road / Burrfields Road; and
 - Signal controlled junction of A2030 Eastern Road / Tangier Road.

- 1.3.5.43. A2030 Eastern Road in Section 8 grants the sole vehicular access to The Great Salterns Mansion Harvester, and Harbourside Holiday Park, a complex of 69 holiday homes. Both the Harvester and Holiday Park gain access exclusively from the signal-controlled junction of A2030 Eastern Road / Burrfields Road, and thus access will continue to be facilitated through phasing of the construction to ensure access is possible at all times.
- 1.3.5.44. The access to Langstone Harbour Viewing Car Park may require temporary suspension throughout the course of construction on the southbound carriageway, although where possible it will be maintained by road plating of the access.
- 1.3.5.45. The section of the Cable Corridor south of Tangier Road is inclusive of multiple options for cable routing, these options are as follows:
- Both circuits exiting the carriageway at the junction of A2030 Eastern Road / Tangier Road, travelling south through the centre of Milton Common. If this option for the Onshore Cable Route used, the off-carriageway nature of this route would mitigate the majority of the need for any traffic management to be implemented south of Tangier Road;
 - One circuit exiting the carriageway at the junction of A2030 Eastern Road / Tangier Road, running along the western side of Milton Common and one circuit continuing in the southbound carriageway of A2030 Eastern Road until the junction with Eastern Avenue;

- Both the circuits continuing along the A2030 Eastern Road until the junction with Eastern Avenue, then both circuits travelling in Eastern Avenue down before joining Moorings Way in Section 9



Plate 17 - Order Limit of Section 8 (1 of 2)



Plate 18 - Order Limit of Section 8 (2 of 2)

Section 9 – Moorings Way to Bransbury Road

- 1.3.5.46. Section 9 encompasses the area between Moorings Way and Bransbury Road at the south-east corner of Bransbury Park. This section is located wholly within Portsmouth City Council.
- 1.3.5.47. It should be noted that use of Moorings Way will only be required if the Onshore Cable Route is constructed within the A2030 Eastern Road or western side of Milton Common. If the Onshore Cable Route is constructed within the centre of Milton Common, Section 9 will start at the Furze Lane bus link.

- 1.3.5.48. As with Section 8, the Order Limit with Section 9 contains multiple options for cable routing in the vicinity of Moorings Way. These options are as follows:
- All works accommodated off-carriageway, with the Onshore Cable Corridor re-joining the carriageway at the start of the Furze Lane Bus Link.
 - One circuit to be placed in the carriageway on Moorings Way.
- 1.3.5.49. The part of Moorings Way contained within Section 9 also provides the sole vehicular access to Mooring Way Infant School.
- 1.3.5.50. Furze Lane Bus Link is a bus only link that provides a connection between Moorings Way and Furze Lane. This link is contained entirely within Section 9, and is approximately 350m in length.
- 1.3.5.51. To mitigate the closure of the bus link, AQUIND will fund a shuttle bus service for the period of construction works. This will route along Moorings Way and Locksway Road, linking Service 13 route which will continue along Milton Road, therefore ensuring that continued access to the bus service for all existing passengers. The entirety of Furze Lane, is contained within Section 9. This link is approximately 150m long.
- 1.3.5.52. The Order Limit also runs to the east of the Portsmouth University site, accessed via Longshore Way and making use of the University playing fields. Section 9 contains the entirety of Longshore Way and the section of Locksway Road to the east of the junction of the access road to Milton Piece Allotments. Use of Longshore Way will only be required if the Onshore Cable Corridor uses Portsmouth University playing fields to the east of Furze Lane.
- 1.3.5.53. The remainder of Locksway Road contained within the Onshore Cable Corridor is intended for use for construction access to Milton Place Allotments only, and as such, it is not anticipated that any traffic management will be required on this link.
- 1.3.5.54. The Onshore Cable Corridor then runs southwest of Locksway Road around the edge of the allotments.
- 1.3.5.55. The section of Kingsley Road contained within Section 9 spans from the junction with Ironbridge Lane to the junction with Yeo Court. The Order Limit allows for two options for the Onshore Cable Corridor in Kingsley Road. These options are as follows:

- The first option is for the Onshore Cable Route to intersect Kingsley Road in a north-south orientation, whilst moving from the fields to the immediate north of the carriageway, to those in the south; or
- The second option is for the Onshore Cable Route to run along Kingsley Road in an east-west alignment for an up-to 150m section between Yeo Court and Ironbridge Lane.

1.3.5.56. The Onshore Cable Corridor continues south through Bransbury Park to the west of the skate park before running east of the pavilion to Bransbury Road.



Plate 19 - Order Limit of Section 9

Section 10 – Eastney (Landfall)

1.3.5.57. Section 10 contains the route of the Onshore Cable Corridor between the junction of Henderson / Bransbury Road and Landfall in Fort Cumberland Car Park. This section is approximately 700m long. This section lies wholly within Portsmouth City Council.

1.3.5.58. The highway links included in Section 10 are as follows:

- Henderson Road between the junction with Bransbury Road and the junction with Fort Cumberland Road;

- Fort Cumberland Road between the junction with Henderson Road and the junction with Lumsden Road; and
- The access road providing a connection between Fort Cumberland Road and Fraser Range.

1.3.5.59. The triangular car park on Fort Cumberland Road owned by Portsmouth City Council will be where the marine cables will be joined to the onshore cables.



Plate 20 - Order Limit of Section 10

1.3.6. LANDFALL

1.3.6.1. The Landfall, located at Fort Cumberland car park south of Fort Cumberland Road in Eastney, forms the transitional area between the Onshore Cables and Marine Cables. The Marine Cables will be pulled ashore and jointed to the Onshore Cables at this location at the Transition Joint Bays (TJBs). HDD has been identified as the most suitable cable installation method for the Landfall, as discussed in Chapter 3 (Description of the Proposed Development) of the ES Volume 1 (document reference 6.1.3).

1.3.6.2. Two Optical Regeneration Station(s) (ORS) are to be located within Fort Cumberland car park (one for each circuit). The compound for an ORS would have a maximum size of 18 m by 35 m. Within the compound there will be parking for up to two vehicles to facilitate maintenance of the ORS infrastructure.

1.3.7. PERMANENT ACCESS POINTS

1.3.7.1. There will be two permanent access to the completed construction project. The first will be at the Lovedean Converter Station from Broadway Lane in Denmead and the second to the optical regeneration building off Fort Cumberland Road.

Section 1 - Lovedean convertor station Access

- 1.3.7.2. To facilitate construction there will be an upgrade of Broadway Lane and Day Lane junction including a construction of a haul road and temporary holding area. The proposed access to the Converter Station for construction and operation will be taken from Broadway Lane and Day Lane, with associated highway improvements in the vicinity of the junction of these two highways. The proposed access junction is shown on Drawing AQD-WSP-UK-OS-DR-Z-200215 included in **Appendix C**.
- 1.3.7.3. The proposed access junction introduces a gated highway link between Day Lane east of the existing bend and Broadway Lane south of the existing bend. This will provide a managed facility for vehicles entering the site during the construction period with vehicle movements across Broadway Lane able to be marshalled. This link also provides for abnormal load movements and would be retained as a permanent feature (unadopted) to allow future access with such vehicles should it be required. General verge / vegetation clearance will be required on all sides of Broadway Lane to ensure visibility splay requirements are met, with all required land falling within the proposed Order Limit. The triangle of land remaining between the existing Broadway Lane / Day Lane junction and link road will be cleared of vegetation / hedgerow.
- 1.3.7.4. The location of the access junction has been constrained by existing SSEN underground infrastructure (shown on drawing AQD-WSP-UK-OS-DR-Z-200215) located to the east and west of Broadway Lane. As access is required at all times to both the SSEN infrastructure and Converter Station, the location of the access junction has been based on maintenance works not restricting access to the site.

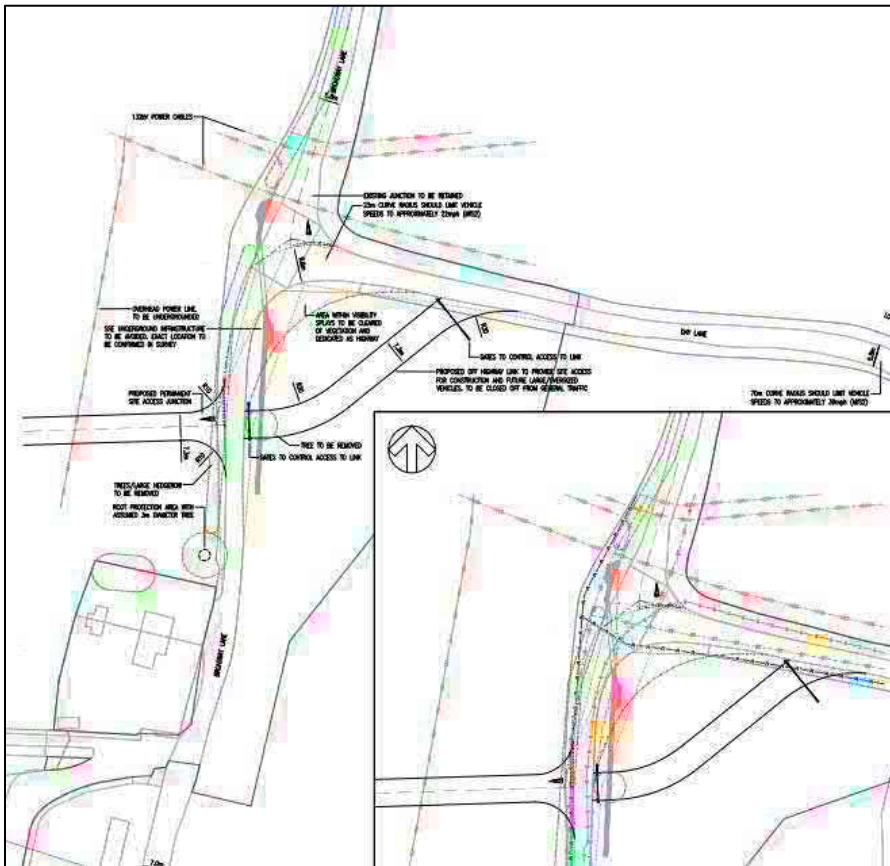


Plate 21 - Lovedean Converter Station Permanent Access Arrangement

- 1.3.7.5. ATC surveys were completed on Day Lane east of the junction with Broadway Lane in 2018, with a further ATC completed in 2019 on Broadway Lane 300m south of the proposed access. On Day Lane the 85th percentile speed for westbound traffic (approaching the bend) was 31mph. On Broadway Lane the 85th percentile speed for northbound traffic (approaching the junction) was 41mph although noting this location as south of the existing S-bends south of the proposed access location, which are likely to limit vehicle speeds to approximately 33mph (as defined by Manual for Streets 2). The proposed site access provides visibility splays of 2.4m by 45m to the edge of carriageway, which is an appropriate stopping sight distance for 31mph vehicle speeds. When extending this visibility splay along to the centre line of Broadway Lane, where oncoming vehicles will be driving due to the highway width, the actual visibility splay south of the junction is approximately 60m. This is an appropriate stopping sight distance for 37mph vehicle speeds.
- 1.3.7.6. The Access Road to the Converter Station will be approximately 1.2 km in length, and is expected to be a standard width (no wider than 7.5m) suitable for transportation of Heavy Goods Vehicles ('HGVs') and Abnormal Indivisible Loads ('AIL').
- 1.3.7.7. During general maintenance and operational outages, access by maintenance staff is typically light vehicles (e.g. cars, vans) and use of HGVs or AILs will only be required in the rare event of a major equipment failure. AIL vehicles would be required on the rare occasion that a transformer, or other similarly large plant, is required to be replaced at the Converter Station.
- 1.3.7.8. The Access Road is likely to cross up to four of the ten 132 kV oil filled cables associated with the SSEN substation adjacent to the Lovedean Substation. Crossing of SSEN circuits, if required, will be undertaken under a separate agreement with SSEN in the detailed design phase.

Section 10 – (Eastney) Landfall and Optical Regeneration Station

- 1.3.7.9. A new formal access arrangement will be required for the ORS Building located in the public car park south of Fort Cumberland Road, and will be designed to appropriate standards and will follow all relevant visibility splay and tracking requirements and subject to a full Road Safety Audit prior to approval with PCC.

1.3.8. COMPOUND AND LAYDOWN AREAS

- 1.3.8.1. The primary contractor compound will be located at the Lovedean Converter Station. This compound will be accessed from Broadway Lane via a new access which will serve as a haul road during construction but become a permanent access to the Converter Station once construction is complete.
- 1.3.8.2. There will be satellite contractor's compounds. These will be mainly utilised as laydown areas for materials and include staff welfare facilities and will be located at:

- Land adjacent to Kendall Brothers Wharf and/or land south of the Langston Harbour viewing car park; and
- The car park of Fort Cumberland Road (the site of Landfall and the optical regeneration building).

1.3.8.3. To facilitate construction, laydown areas will be created to store materials such as cable ducting and arisings from the current work site this will prevent double handling and additional vehicular trips. A generic layout for laydown areas is shown below. The areas will be fenced from the public and vehicular access to them will be managed with arrangements detailed further in section 5

1.3.9. CONSTRUCTION PROGRAMME AND ARRANGEMENTS

1.3.9.1. The indicative construction programme is proposed to extend over three years.

Table 2 - Indicative Onshore Construction Programme

Activity	Indicative Programme
Converter Station Construction	Q3 2021 – Q1 2024
Onshore HVDC Route Construction/ Cable Installation	Q3 2021 – Q4 2023
HDD and Landfall Construction (Onshore)	Q3 2021 – Q4 2023
Converter Station Commissioning	Q4 2023 – Q2 2024

1.3.10. CONSTRUCTION ACTIVITIES

1.3.10.1. This section provides further detail on the different construction methods to be employed along the Onshore Cable Corridor. These methods are determined according to the complexity and constraints of the surrounding environment, and the type of infrastructure being installed.

Open Cut Trench

- 1.3.10.2. The majority of the Onshore Cable Corridor will be constructed utilising an open cut trench method. The cable ducts will be installed and the trenches reinstated before the cables are pulled through the ducts and connected at jointing bays. The installation of ducts minimises the duration of trenching operations and allows highways to be reinstated more quickly.
- 1.3.10.3. A significant proportion of the route will be within the public highway and typically one trench will be opened and reinstated before the second trench is opened in any particular section. It is anticipated that a 4m construction width will be required for works within the public highway. It is also noted that this width could be reduced if work is being undertaken at pinch points.
- 1.3.10.4. In some locations the Onshore Cable Corridor may cross fields or open land. The width of the temporary construction corridor within these locations will include land necessary for temporary access and construction works. Typically, the width of the temporary construction corridor required through fields/open land is approximately 23 metres (this includes a five-metre haul road and safety clearance distance of one metre either side of this haul road) between safety barriers.
- 1.3.10.5. The installation rate for cable ducts is approximately 18 metres to 30 metres per 10-hour day shift, on average, within urban areas and approximately 50 metres per day in open country. These typical installation rates are per gang per shift and are dependent upon the level of obstacles and utility services encountered within the road or constraints that need to be observed to minimise the impacts during the construction stage.

Horizontal Directional Drilling

- 1.3.10.6. There are up to 6 locations along the onshore cable route where the ducts will be installed by HDD. It allows cables to cross under certain constraints along the route namely water ways, railways and environmentally sensitive areas. The method will also be used to install the marine cables in the intertidal area. It limits disturbance to the environment when compared with open trenching techniques. These locations are:
- HDD-1: Landfall at Eastney;
 - HDD-2: Milton and Eastney Allotments (between north-east of Bransbury Park and Thatched House public house car park);
 - HDD-3: Langstone Harbour crossing (between Kendall's Wharf and Farlington Playing Fields);
 - HDD-4: Farlington Railway Crossing (between Farlington Playing Fields and southern extent of Sainsbury's car park);
 - HDD-5: Kings Pond near Anmore (between Kings Pond Field and field north of Anmore Road); and

- HDD-6: Milton Common, crossing under the sea defence.

1.3.10.7. The HDD operations require a suitable space for the temporary construction area (including temporary access / egress routes), which can typically be up to approximately 50 metres by 50 metres depending on the length and size of the HDD works. The HDD operations require a working area at the start and finish point to locate the drilling rig, water bowser/pump, generator, layout of ducts/pipes and other construction equipment. Adjacent land within the site boundary (e.g. car parks, fields etc.) is proposed to be utilised to facilitate the HDD construction works.

Micro-Tunnelling

1.3.10.8. A Micro-Tunnelling technique is common for crossing of Network Rail assets in comparison with other Trenchless techniques such as HDD, and for this reason, micro-tunnelling is anticipated to be the method used to cross the railway north of Farlington Playing Fields. This alternative method of trenchless installation enables cables to be installed within ducts or pipes under a feature with minimal impact on that feature.

Joint Bays

1.3.10.9. Joint Bays will be required at points along the route, and these will be used for pulling the cable through the cable ducts before joining one section of cable to another. The number of joint bays along the length of the cable route is dictated by the length of cable that can fit on a cable drum (the drum-shape reel on which the cable is stored prior to installation) and limits to the pulling tension required to pull the cable through the ducts. Joint Bays are likely to be required every 600m to 2000m along the HVDC Circuits and will be positioned in highway verges, fields or car parks, where possible, to limit the need for road closures. The distance between Joint Bays will depend on the technique employed by the contractor and therefore flexibility as to the number and location of Joint Bays is sought in the Order.

1.3.11. OPERATION OF CONVERTER STATION

1.3.11.1. Given the nature of the proposed scheme as HVDC underground cables and Converter Station, it is not anticipated that the proposed scheme will have an impact upon the current function of the highway network when operational.

1.3.11.2. The Converter Station is designed for unmanned operation, but a small team of maintenance staff (typically 3 – 4) will be responsible for maintaining the plant and will be on 24/7 callout, if required.

1.3.11.3. During general maintenance and operational outages, access by maintenance staff is typically light vehicles (e.g. cars, vans) and use of HGVs or AILs will only be required in the rare event of a major equipment failure. AIL vehicles would be required on the rare occasion that a transformer, or other similarly large plant, is required to be replaced at the Converter Station.

- 1.3.11.4. Minor traffic increases may be experienced in the vicinity of the Converter Station; however, this is unlikely to extend beyond occasional servicing and thus no further consideration is deemed necessary for the impact of operational traffic within this Transport Assessment. The Proposed Development has been designed so that routine maintenance to the cables is not required during their operational lifetime. However, there may be the requirement to undertake unplanned repair works.

1.3.12. DECOMMISSIONING

- 1.3.12.1. The Applicant is seeking consent for installation of the Proposed Development for an indefinite period. The Converter Station will be designed, manufactured and installed for a minimum service life of 40 years. Major items of equipment (e.g. transformers, circuit breakers, reactors) are designed to meet the lifetime of the Proposed Development and should remain operational for their design life subject to regular maintenance, inspection and availability of spare parts. If the Proposed Development and associated equipment is deemed to have reached the end of its design life, then the equipment may be decommissioned in an appropriate manner, and all materials reused and recycled where possible.
- 1.3.12.2. It is anticipated that the HVDC Cable's operational lifetime will exceed that of the Converter Station equipment, however at the end of the HVDC Cable's asset life, the options for decommissioning will be evaluated. The preferred option with the least environmental impact is to leave the cable in-situ within the buried ducts.
- 1.3.12.3. Further information on the decommissioning and the potential impacts associated with it is provided in the topic chapters to this ES.

1.4. LOCAL POLICY REVIEW

1.4.1. INTRODUCTION

1.4.1.1. This chapter provides a review of the relevant and emerging transport planning policy at a national and local level.

National Policy

Overarching National Policy Statement for Energy (EN-1), 2011

1.4.1.2. The latest version of the National Policy Statement (NPS) was published in July 2011 and is part of a suite of NPSs issued by the Secretary of State for Energy and Climate Change.

1.4.1.3. The NPS has effect, in combination with the relevant technology-specific NPS, on the decisions by the Infrastructure Planning Commission (IPC) on applications for energy developments that fall within the scope of the NPSs.

1.4.1.4. All energy NPSs have been subject to an Appraisal of Sustainability (AoS), as required by the Planning Act 2008. Some key points from the AoS for EN-1 are set out below:

- The energy NPSs should speed up the transition to a low carbon economy and thus help to realise UK climate change commitments sooner than continuation under the current planning system.
- The energy NPSs are likely to contribute positively towards improving the vitality and competitiveness of the UK energy market by providing greater clarity for developers which should improve the UK's security of supply and, less directly, have positive effects for health and well-being in the medium to longer term through helping to secure affordable supplies of energy and minimising fuel poverty; positive medium and long-term effects are also likely for equalities.
- The development of new energy infrastructure, at the scale and speed required to meet the current and future need, is likely to have some negative effects on biodiversity, landscape/visual amenity and cultural heritage.
- Short-term construction impacts are also likely through an increased use of raw materials and resources and negative effects on the economy due to impacts on existing land and sea uses.

- 1.4.1.5. Part 2 of the NPS for Energy EN-1 outlines the policy context for the development of nationally significant energy infrastructure. Section 2.2 highlights the legally binding target to reduce greenhouse gas emissions by at least 80% by 2050, compared to 1990 levels. The section states:
- A low carbon energy system requires major investments in new technologies, the electrification of heating, industry and transport, prioritisation of sustainable bioenergy and cleaner power generation.
- 1.4.1.6. Paragraph 2.2.16 explains that with the total investment required in the electricity sector estimated at over £100 billion by the end of this decade, much more must be done to unlock this investment.
- 1.4.1.7. Paragraph 2.2.10 highlights the importance of secure energy supplies;
- 'It is critical that the UK continues to have secure and reliable supplies of electricity as we make the transition to a low carbon economy.'*
- 1.4.1.8. Part 3 of the NPS highlights in detail, the need for new nationally significant energy infrastructure projects. It states that:
- Demand for electricity will increase as transport, housing, heating and industry is electrified. The Government needs to ensure that sufficient electricity generating capacity is available to meet peak demand, with spare capacity.
 - In the UK at least 22GW of existing electricity generating capacity will need to be replaced in the coming years as a result of tightening environmental regulation and ageing power stations. These closures will be driven by the Large Combustion Plant Directive (LCPD), which regulates emissions of sulphur and nitrogen oxides.
- 1.4.1.9. Section 5.13 of the document details the transport aspects in relation to the delivery of new energy infrastructure. Mitigation should principally focus on demand management measures and a comprehensive Transport Assessment should be produced. Where road transport is involved, HGV movements should be fed along appropriate routes, and numbers should be controlled with appropriate provision on site to ensure that there is no overspill onto the public highway. Finally, the applicant should work in coordination with local authorities and where appropriate, the police force.

National Planning Policy Framework, 2019

- 1.4.1.10. The latest version of the National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government planning policies for England.
- 1.4.1.11. The NPPF is clear that there is a presumption in favour of sustainable development. This is highlighted in paragraph 11, which expands on this, saying that in relation to decision-making this means:
- Approving development proposals that accord with an up-to-date development plan without delay; or
 - Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - *The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 1.4.1.12. Section 9 of the NPPF specifically considers the transport implications and in Paragraph 103 highlights the need to focus new development in locations where there are genuine choices for sustainable transport. It also highlights, the Government’s recognition that:
“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”
- 1.4.1.13. Paragraph 104 states that planning policies should;
“Identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.”
- 1.4.1.14. Paragraph 108 outlines that in assessing development sites 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) 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.

1.4.1.15. Then Paragraph 109 states:

“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe”.

1.4.1.16. What constitutes an unacceptable impact on road safety or a severe residual cumulative impact is not defined in the NPPF and is a matter for the decision maker to determine. Planning appeal decisions in relation to development and highway impacts indicate this is a high threshold which takes into account the transport context of the development proposals, and which may be met only where extreme, serious and/or very significant adverse impacts arise in respect of highway safety or on the road network.

1.4.1.17. The NPPF requires that 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.

1.4.1.18. Paragraph 110 states that developments should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.*

Local Policy

1.4.1.19. The Onshore Cable Corridor runs through both Hampshire and Portsmouth Council areas. Hampshire is a two-tier authority area with Hampshire County Council fulfilling the highway authority role and Havant Borough Council, Winchester Borough Council and East Hampshire fulfilling the planning authority roles along the Onshore Cable Corridor. Portsmouth City Council is a Unitary Authority, fulfilling both the highway and planning authority roles.

1.4.1.20. A review of all relevant local policy is therefore provided below.

The Portsmouth Plan, Portsmouth's Core Strategy, 2012

1.4.1.21. The Portsmouth Plan is Portsmouth's Core Strategy. It is the overarching planning policy document, which forms part of a wider set of local planning policy documents known as the Local Development Framework (LDF).

1.4.1.22. The Portsmouth Plan is designed to:

- Set out a vision and objectives for the development of Portsmouth up to 2027; Identify broad locations for development, protection or change and allocate strategic sites;
- Set clear policies that guide decisions on planning applications;
- Indicate how the plan will be implemented; and
- Show how progress will be monitored.

1.4.1.23. The vision for the Portsmouth Plan is taken from the Sustainable Community Strategy Vision for Portsmouth, which was developed by the Local Strategic Partnership, with input from local agencies, businesses and residents. By 2027 the aims are for Portsmouth to be a rejuvenated and sustainable city.

1.4.1.24. These aims are developed further through the Portsmouth Plan's Objectives:

- Objective 1: To make Portsmouth an attractive and sustainable city.
 - This objective addresses the issues of the quality of the urban and natural environment.
- Objective 2: To make Portsmouth an accessible city with sustainable and integrated transport.
 - This objective addresses the issue of transport and will be achieved by encouraging sustainable transport alternative.
- Objective 3: To develop Portsmouth as a city of innovation and enterprise, with a strong economy and employment opportunities for all.
 - This objective addresses the issues of accommodating development, improving employment opportunities and promoting the city centre. Key delivery policies for this objective are:
- Objective 4: To make Portsmouth a city in which everyone feels and is safe.
 - This objective mainly addresses the issue of flood risk and also that of improving the quality of the urban environment.
- Objective 5: To deliver affordable/quality housing where people want to live.

- This objective tackles the issues of accommodating development and housing mix & affordable housing.
- Objective 6: To encourage and enable healthy choices for all and provide appropriate access to health care and support.
 - This objective tackles the issues of health and inequalities.
- Objective 7: To enhance Portsmouth's reputation as a city of culture, energy and passion offering access for all to arts sport and leisure.
- Objective 8: To ensure there is adequate supporting infrastructure for the new development and growth of the city
 - This objective tackles the issues of accommodating development and transport.

Hampshire Local Transport Plan 2011-2031 (Revised 2013)

- 1.4.1.25. Hampshire's Transport Strategy as set out in this Local Transport Plan (LTP) will develop stronger and safer communities, maximise wellbeing and enhance quality of place.
- 1.4.1.26. Hampshire County Council aims to make sure transport;
- Respects and protects the physical quality of places;
 - Serves places' economic needs;
 - Minimises carbon emissions and the impact of climate change;
 - Is fully integrated with other areas of policy affecting places (e.g. economic development, energy and land-use planning);
 - Helps places be sustainable and socially connected.
- 1.4.1.27. The Local Transport Plan sets out a vision of how Hampshire's Transport Network will be developed over the next 20 years. Emphasis is on maximising efficiency of the existing network, and maintenance / management, rather than capital projects which centre on enlarging it.
- 1.4.1.28. There are 14 policy objectives, structured under five themes. The five themes are as follows:
- **Supporting the economy through resilient highways** – making the best of the existing network given current funding constraints and developing a 'whole-life cycle approach to maintenance;
 - **Management of traffic** – using measures such as Intelligent Transport Systems to enable users to better plan their journeys and improve journey time reliability/utilisation;

- **The role of public transport** – providing greater choice and reducing car dependency;
- **Quality of life and place** – ensuring transport better harmonises with its local environment; and
- **Transport and Growth Areas** – exploiting the opportunity that new development provides to enhance transport provision and the use of more sustainable modes.

Transport Strategy for North Hampshire

1.4.1.29. The Road Network in North Hampshire provides important strategic inter-urban links and will continue to be the backbone of the transport system. The area has good connectivity to the strategic road network, including the M3, M4, M25, A34(T) and A303(T). Many locations in the vicinity of motorway junctions have developed into highly accessible business parks, but traffic congestion decreases the attractiveness of these employment centres.

1.4.1.30. A number of larger settlements within North Hampshire, in particular Andover, Basingstoke, Farnborough and Aldershot, are likely to experience growth that will create additional demand for social and physical infrastructure, as well as transport.

Transport Strategy for Central Hampshire and The New Forest

1.4.1.31. The transport strategy for Central Hampshire and The New Forest covers a broad swathe of the County, from the Wiltshire and Dorset border in the west and to western Surrey and West Sussex in the east.

1.4.1.32. In future years, the areas are expected to accommodate higher levels of housing and employment growth than would be the case within the Central Hampshire and the New Forest area. It is essential that management, protection and mitigation measures are introduced to ensure that traffic arising from this growth does not lead to significant damage to the quality of life of the rural communities within the strategy area.

Local Transport Plan 3, Strategy for South Hampshire, 2011

1.4.1.33. The Local Transport Plan (LTP) 3 was produced for South Hampshire through a combined process involving Hampshire County Council, Portsmouth City Council and Southampton City Council. The transport strategy for South Hampshire has taken into account national legislation, policy and guidance and a number of key sub-regional and local level plans and strategies.

1.4.1.34. The vision for South Hampshire is to create:

‘A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment.’

- 1.4.1.35. Transport for South Hampshire (TfSH) authorities have identified seven key outcomes for the delivery of the transport vision. All the seven outcomes are closely inter-linked and inter-dependant. The outcomes are as follows:
1. Reduce dependence on the private car through an increased number of people choosing public transport and active travel modes;
 2. Improve awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how;
 3. Improve journey time reliability for all modes;
 4. Improve road safety within the sub-region;
 5. Improve accessibility with and beyond the sub-region;
 6. Improve air quality and environment, and reduced greenhouse gas emissions; and
 7. Promote a higher quality of life.
- 1.4.1.36. 14 policies set out the policy framework through which the TfSH authorities will seek to address the challenges preventing the outcomes. The policies are listed below:
- a. To develop transport improvements that support sustainable economic growth and development within South Hampshire.
 - b. Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight.
 - c. Optimise the capacity of the highway network and improve journey time reliability for all modes.
 - d. Achieve and sustain a high-quality, resilient and well-maintained highway network for all.
 - e. Deliver improvements in air quality.
 - f. Develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development.
 - g. Improve road safety across the sub-region.
 - h. Promote active travel modes and develop supporting infrastructure.
 - i. Encourage private investment in bus, taxi, and community transport solutions, and where practical, better infrastructure and services.
 - j. Further develop the role of water-borne transport within the TfSH area and across the Solent.
 - k. Work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight.
 - l. Work with Local Planning Authorities to integrate planning and transport.
 - m. Develop and deliver high-quality public realm improvements.
 - n. safeguard and enable the future delivery of transport improvements within the TfSH area.

Havant Borough Local Plan

- 1.4.1.37. The Havant Adopted Local Plan comprises two documents
- The Core Strategy (2011); and
 - The Site Allocations Plan (2014).
- 1.4.1.38. It should be noted that despite the Emerging Local Plan 2036 (discussed below), the adopted local plan remains the overarching document for current planning policy in the borough.
- 1.4.1.39. The Core Strategy describes the council's long-term vision and objectives for what the borough will be like as a place in 2026. It closely aligns with the Sustainable Community Strategy, Forward Together, produced by the Havant Local Strategic Partnership.
- 1.4.1.40. The Core Strategy vision will be delivered through the Core Strategy policies that are set out under the themes listed below; these broadly follow the key priorities of the Sustainable Community Strategy, Forward Together:
1. Health and Wellbeing
 2. Promoting Havant Borough's Economy
 3. Regeneration and Community Support
 4. Community Safety
 5. Housing
 6. Caring for Our Borough
 7. Infrastructure, Implementation and Monitoring
- 1.4.1.41. Paragraph 3.01 states that:
- South Hampshire is supported by its designation as a growth point in the South-East Plan and as a 'Diamond for Investment and Growth' in the Regional Economic Strategy with an accompanying phased allocation of funds for key projects.*
- 1.4.1.42. Policy CS9 stipulates that 6,300 new homes are required during the local plan period. In relation to the Proposed Development, 2126 (or 31%) new dwellings would be delivered in the Waterlooville area, with 2,000 provided in the West of Waterlooville Major Development Area ('MDA').
- 1.4.1.43. The key transport constraints for the West of Waterlooville MDA are:
- The barrier that the A3 Maurepas Way ring-road provides towards non-motorised user journeys between the Town Centre and the MDA; and
 - The main vehicular access points into the MDA from Hambledon Road, Maurepas Way, and London Road.
- 1.4.1.44. Another 340 homes could be delivered at Woodcroft Farm, to the north of Wecock Farm and Milton Road.

- 1.4.1.45. Policy CS2 (Transport and Access Strategy) states that development will only be granted if:
- It meets the Reduce, Manage and Invest Strategy;
 - Makes effective use of existing transport infrastructure and does not increase congestion;
 - Improves accessibility;
 - Provides transport management measures to enable the road network to operate safely and efficiently;
 - Highway design considers the characteristics of an area;
 - Is accessible by a range of transport modes with a particular focus on active travel; and
 - Improves west-east links between Waterlooville and Havant.
- 1.4.1.46. Policy DM12 states that to mitigate transport impacts, any planning application which constitutes a major development, will be required to submit a Transport Assessment and Travel Plan.
- The Havant Borough Council Draft Local Plan, 2036**
- 1.4.1.47. Published on 8th January 2018 for consultation, it establishes the vision for future development within the Borough and the framework through which it can be delivered.
- 1.4.1.48. It identifies 10 keys sites for development. Of these KS9 Berewood and Wellington Park lie within the immediate vicinity of the Proposed Development. KS9 involves an urban extension to the west of Waterlooville comprising 3,000 dwellings. Therefore, the Proposed Development should, where possible, coordinate with works at this site and develop appropriate traffic management measures to minimise any delay inflicted upon road users.
- 1.4.1.49. Policy IN2 deals with the provision of transport infrastructure, reiterating the concept of 'reduce, manage and invest' as outlined in the Hampshire County Council Local Transport Plan. This concept promotes the aims of:
- Reducing the need to travel;
 - Maximising the use of existing transport infrastructure; and
 - Delivering targeted improvements
- 1.4.1.50. Policy IN3 concerns transport and parking with regards to new development. Of relevance to the Proposed Development, are three conditions for approving development:

- The additional traffic generated does not pose a severe impact to the transport network;
- Safe and suitable site access is provided; and
- Existing public rights of way are safeguarded.

Winchester District Local Plan Part 1, Joint Core Strategy 2013

- 1.4.1.51. The Winchester District Local Plan Part 1 - Joint Core Strategy is the key document in the Winchester District Development Framework (LDF). It has been prepared following extensive consultation and evidence gathering since 2007. It takes forward a range of issues critical to the future of the District, looking ahead to 2031.
- 1.4.1.52. Policy WT1 states that economic development and diversification will be achieved whilst ensuring that all new development is of the highest design quality in terms of architecture and landscape, fully considers and respects the context of its setting and surroundings to reflect local distinctiveness, and the historical and cultural heritage of the Town, and makes a positive contribution to the quality of the area.
- 1.4.1.53. The Access Plan focuses on improving accessibility and air quality, reducing the level of traffic in the city centre and therefore improving the situation in terms of localised congestion. It has four key aims:
- To ensure that the vitality and resilience of the local economy is strengthened by planning for movement and access which is economically and environmentally sustainable;
 - To lead a transition to cycling, walking, public transport and low-carbon modes of travel, including low emissions private and commercial vehicles;
 - To reduce the negative effects of transport-related carbon emissions on all neighbourhoods, including the Town's historic environment, particularly in relation to air quality and the safety of pedestrians and cyclists;
 - To enhance the social and cultural wellbeing of Winchester by providing access for all.
- 1.4.1.54. Chapter 2 states the Spatial Planning Vision:
- 'Winchester District is a special place characterised by a rich historical and cultural heritage and attractive countryside and is home to a diverse population and a variety of business sectors. The District should retain the distinctive characteristics of the three key areas so as to maximise opportunities to address change in a positive way that ensures it remains an attractive place to live, visit, work and do business.'*

1.4.1.55. The Spatial Planning Objectives follow the Community Strategy Outcomes:

- Active Communities
 - Maximise new and existing opportunities for walking and cycling, sport and recreation.
 - The provision of 12,500 new homes across the District by 2031.
 - Encourage sustainable transport alternatives that reduce the use of private car
- Prosperous Economy
 - Ensure that there are a range of sites and premises available for businesses and commercial enterprises to set up and expand to meet their full potential and adequate infrastructure is available, including the provision of communications technology.
 - Encourage the development and adoption of energy efficiency and renewable energy technologies and enable their take-up by new and existing businesses, through the creation and promotion of a low carbon economy.
- High Quality Environment
 - Maintain, protect and enhance Winchester District's valuable environments and wildlife assets, whether these are urban or rural areas or involve the built or natural environments. Ensure that change restores, maintains or enhances the biodiversity, landscape character and historic environment of the District as a special place, whilst respecting its setting within the South Downs National Park.
 - Provide, protect and enhance green infrastructure to include open spaces, green links and wildlife corridors.

1.4.1.56. Policy DS1 sets out the core principles. In relation to the Proposed Development, the nearest strategic allocation is that associated with the West of Waterlooville MDA. Primarily the principles largely reiterate those expressed in the Havant Local Plan, although there is the additional principle of applying a town centres first approach that reflects the size of the community and attracts footfall accordingly.

Winchester District Local Plan Part 2 – Development Management and Site Allocations 2015

1.4.1.57. The Winchester District Local Plan Part 2 (Development Management and Site Allocations) (LPP2) forms part of the District Development Framework (see below), which will guide future planning decisions in Winchester District. It follows on from the Local Plan Part 1 - Joint Core Strategy (LPP1) that was adopted by Winchester City Council and the South Downs National Park Authority in March 2013.

- 1.4.1.58. Policy DM18 states that development which generates pollution or is sensitive to it and accords with the Development Plan, will only be permitted where it achieves an acceptable standard of environmental quality. As a minimum, development should not result in unacceptable impacts on health or quality of life.

East Hampshire District Local Plan Part 2, Housing and Employment Allocations, 2016

- 1.4.1.59. This document outlines the parcels of land that have been allocated for development.
- 1.4.1.60. Of relevance to the Proposed Development, is parcel CF1 Land at Down Farm, Green Lane. This is situated north-east of the settlement of Clanfield, bordering Chalton Lane and the A3. It comprises 207 new residential dwellings. Most of these have been built and the development is now known as St James Place. Indicative timescales in the Local Plan stipulate a completion year of 2020.

1.5. EXISTING CONDITIONS – LOCAL HIGHWAY NETWORK

1.5.1. INTRODUCTION

1.5.1.1. This chapter provides a description of the existing highway network in the study area, it aims to highlight the key routes which may be temporarily affected by the construction of the Onshore Cable Route and the displacement and re-routing of traffic. For context the chapter also provides a summary of existing ATC flows at 36 locations across the study area. Please note that where average vehicle speeds are not provided it is due to the data not being available for those locations.

1.5.2. AFFECTED ROUTES

1.5.2.1. The routes listed below are likely to be the most temporarily affected across the study area as they are the locations of the proposed works or lie on routes likely to be affected by short-term traffic redistribution. Routes through Portsmouth, Havant and Waterlooville may be temporarily impacted by construction of the Onshore Cable Route, whereas routes in Waterlooville and Lovedean will be more impacted by construction traffic for the Interconnector Converter Station. It should be noted that construction traffic for the Converter Station will be required to use a set route to the site, and therefore the construction traffic associated with the Converter Station will have a limited impact on the greater Portsmouth area. This is covered in greater detail in the accompanying Outline CTMP.

1.5.2.2. Plans showing the locations of the affected links can be found below.

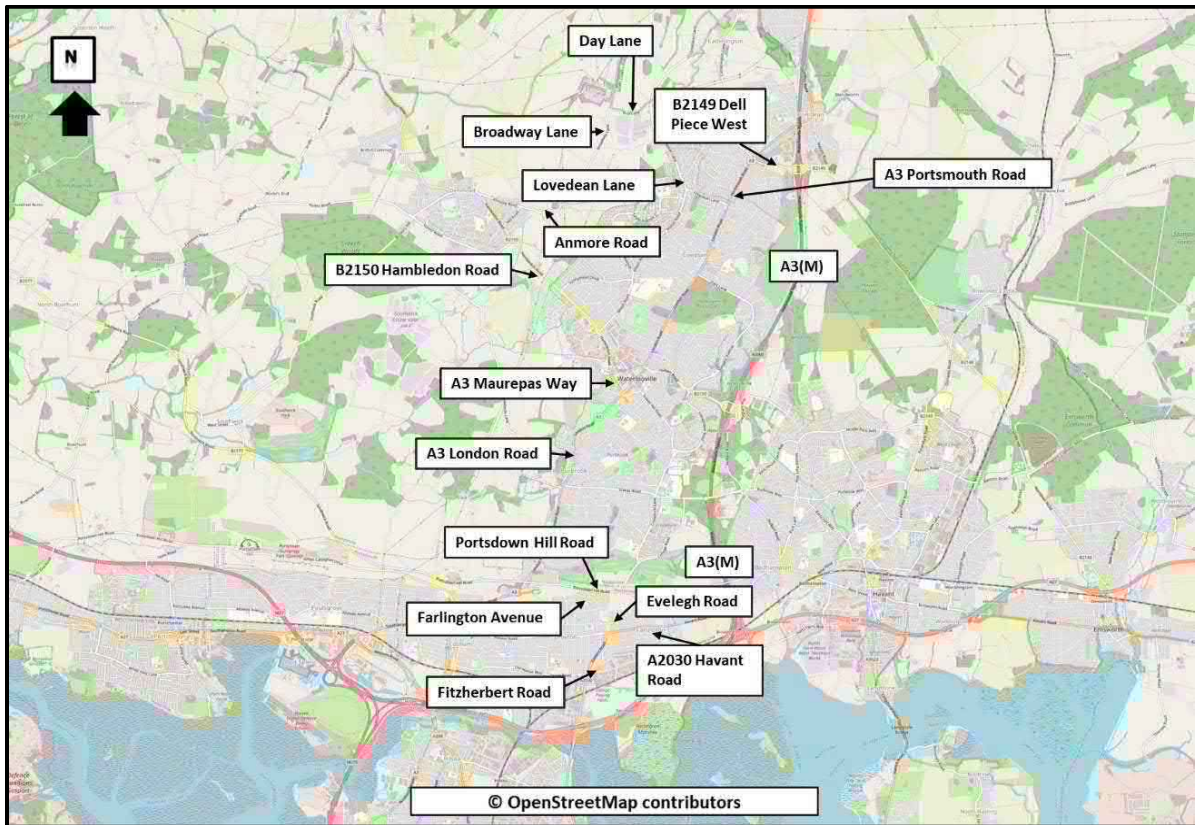


Plate 22 - Affected Links – North of A27



Plate 23 - Affected Links – Portsmouth

1.5.3. CONVERTER STATION

A3(M)

1.5.3.1. The A3(M) is a dual carriageway subject to national speed limit which routes to the east of the study area, it merges with the A27 at Havant and continues onto Guildford and London. Converter Station traffic will exit the A3(M) at Junction 2 (Horndean). There are no bus stops along this route.

B2149 Dell Piece West

1.5.3.2. Dell Piece West is a section of road between A3 (M) Junction 2 and Lakesmere Road. The route is subject to national speed limit and has narrow footway provision on its northern carriageway. After passing the Morrisons roundabout the speed limit reduces to 40 mph and a wide shared use footway/cycleway is provided on the northern carriageway.

1.5.3.3. An ATC survey was completed on Dell Piece West in June 2018 between the A3 (M) Junction 2 and the junction with Lakesmere Road, as summarised below.

Table 3 - Dell Piece West – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	East	West	Two Way	East	West	Two Way
Total Vehicles	1036	649	1686	753	1071	1825
HGV%	7%	10%	17%	7%	10%	17%
Av. Speed (mph)	34	37	-	36	28	-

A3 Portsmouth Road

- 1.5.3.4. A3 Portsmouth Road routes for approximately 2.6km from A3 London Road to the junction with B2149 Dell Piece West. The road is subject to a 30mph speed limit and has footway provision on both sides of the carriageway. Residential properties are located on both sides of the carriageway but are separated from traffic by wide footways / shared-use paths.
- 1.5.3.5. There are bus stops located on either side of the road however only 4 bus stops are located along the construction traffic section of the road. Two bus stops are located on either side of the road approximately 100m from the junction with B2149 Dell Piece West and two bus stops are located either side of the road outside the junction with Keydell Avenue.
- 1.5.3.6. An ATC survey was completed on A3 Portsmouth Road in June 2018 between the junctions with Keydell Avenue Hazleton Way, as summarised below.

Table 4 - A3 Portsmouth Road – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	North	South	Two Way	North	South	Two Way
Total	631	483	1114	587	846	1433
HGV%	8%	7%	15%	9%	10%	19%
Av. Speed (mph)	21	28	-	29	30	-

Lovedean Lane

1.5.3.7. Lovedean Lane routes from A3 (Cowplain) to Downhouse Road for approximately 4.3km, providing access mainly to residential properties. Footways are provided up until the route leaves Lovedean and Coldhill Lane. The speed limit along this route is 30mph until Lovedean Lane passes Day Lane, here the speed limit is extended to 60mph. No bus stops are located along this route.

1.5.3.8. An ATC survey was completed on Lovedean Lane in June 2018 at the following locations, as summarised below.

- **Lovedean Lane (1)** between the junctions with Woodbury Grove and Gypsy Lane;
- **Lovedean Lane (2)** between the junctions with Milton Road and Parklands Avenue; and
- **Lovedean Lane (3)** between the junctions with Hinton Manor Lane and Roads Hill.

Table 5 - Lovedean Lane (1) – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	North	South	Two Way	North	South	Two Way
Total Vehicles	217	250	467	269	231	500
HGV%	9%	7%	16%	11%	12%	23%
Av. Speed (mph)	32	32	-	33	33	-

Table 6 - Lovedean Lane (2) – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	East	West	Two Way	East	West	Two Way
Total Vehicles	309	317	626	286	452	738
HGV%	7%	10%	17%	9%	12%	21%

Table 7 - Lovedean Lane (3) – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	East	West	Two Way	East	West	Two Way
Total Vehicles	309	317	626	286	452	738
HGV%	7%	10%	17%	9%	12%	21%

Day Lane

- 1.5.3.9. Day Lane is a rural lane with a length of approximately 630 metres and connects Lovedean Lane to Broadway Lane. The lane is subject to a 60mph speed limit and has no footway provision or bus stops. An ATC survey was completed in June 2018 between the junction with Broadway Lane and Day Lane, as summarised below.

Table 8 - Day Lane – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of movement	West	East	Two Way	West	East	Two Way
Total	138	100	239	101	93	195
HGV%	8%	9%	17%	19%	11%	30%
Av. Speed (mph)	28	27	-	29	28	-

1.5.4. ONSHORE CABLE CORRIDOR

Hampshire

Broadway Lane

- 1.5.4.1. Broadway Lane to the south of the Converter Station is a 60mph road with a length of approximately 1km. The lane has no road markings but is wide enough for opposing vehicles to pass, Anmore Lane merges with Broadway Lane approximately 1km south of the Converter Station. No bus stops are present on Broadway Lane.
- 1.5.4.2. An ATC survey was completed on Broadway Lane in July 2019 as summarised below.

Table 9 - Broadway Lane – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	North	South	Two-Way	North	South	Two-Way
Total	92	130	222	97	105	202
HGV%	2%	1%	3%	1%	1%	2%
Av. Speed (mph)	35	33	-	35	33	-

Anmore Road

- 1.5.4.3. Anmore Road is a length of approximately 1km and routes from Anmore Lane to B2150, the road is subject to a 30mph speed limit with footways on its southern edge. It has an approximate carriageway width of 7 metres. There are no bus stops on this route.
- 1.5.4.4. An ATC survey was completed on Anmore Lane Road between the junctions with Soake Road and Edneys Lane in July 2019 as summarised below.

Table 10 - Anmore Road – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of movement	East	West	Two Way	East	West	Two Way
Total	86	125	212	88	92	180
HGV%	7%	4%	11%	10%	13%	23%
Av. Speed (mph)	25	25	-	26	26	-

B2150 Hambledon Road

- 1.5.4.5. B2150 Hambledon Road is a single carriageway road approximately 6.4km in length and runs from Waterlooville, through Denmead toward Hambledon.
- 1.5.4.6. The link is subject to a 30mph speed limit. Between Forest Road and Soake Road, a shared-use path is provided on the northern side of the carriageway.
- 1.5.4.7. Between Soake Road and Milton Road, a mix of footways/shared-use paths are provided on alternate sides of the carriageway, linked by signal-controlled crossings. Seven bus stops are present along this section of this link, four of which are provided with a layby. These stops serve routes 636, 654, D1 and D2.
- 1.5.4.8. Between Milton Road and the A3 London Road, the B2150 Hambledon Road is a dual-carriageway link with a 40mph speed limit, providing access into Wellington Park Retail Park. A shared-use path is provided adjacent to the southern side of the carriageway and a footway three bus stop are in place, each with a layby. These are served by routes 39, 636, 654, D1, D2 and The Star 7.

1.5.4.9. ATC surveys were completed on B2150 Hambledon Road at the following locations, as summarised below:

- **B2150 Hambledon Road (1)** between the junctions with Aston Road and Silverthorne Way;
- **B2150 Hambledon Road (2)** between the junctions with Charlesworth Drive and Sickle Way;
- **B2150 Hambledon Road (3)** between the junctions with Closewood Road and Soake Road;

Table 11 - Hambledon Road (1) – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	North	South	Two Way	North	South	Two Way
Total	419	455	874	455	451	907
HGV%	7%	7%	14%	9%	10%	19%
Av. Speed (mph)	26	27	-	25	28	-

Table 12 - Hambledon Road (2) – Average Weekday Flows

	AM Peak (08:00-09:00)			PM (17:00-18:00)		
Direction of Movement	North	South	Two Way	North	South	Two Way
Total	541	716	1257	813	638	1451
HGV%	9%	8%	17%	4%	5%	9%
Av. Speed (mph)	30	31	-	34	34	-

Table 13 - Hambledon Road (3) – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	North	South	Two Way	North	South	Two Way
Total	667	731	1399	732	742	1474
HGV%	9%	9%	18%	5%	7%	12%
Av. Speed (mph)	32	33	-	36	37	-

A3 Maurepas Way

1.5.4.10. A3 Maurepas Way is approximately 325 metres in length between junctions with A3 London Road and B2150 Hambledon Road. A3 Maurepas Way is a dual-carriageway link with a 40mph speed limit, providing access to both an ASDA Supermarket and Waterlooville Fire Station.

- 1.5.4.11. A shared-use path is provided adjacent to the southern side of the carriageway and a footway is provided next to the northern side of the carriageway between the ASDA car park and the roundabout with the A3 London Road. No bus stops are in place on this link, but this link does form part of the routes for 39, 636, 654, D1, D2 and The Star 7.
- 1.5.4.12. Footpath 11 joins the A3 Maurepas Way approximately 105m north of the junction with London Road.
- 1.5.4.13. An ATC Survey was completed on Maurepas Way between the junctions with A3 London Road and B2150 Hambledon Road in June 2018 as summarised below.

Table 14 - Maurepas Way / Asda – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	North	South	Two Way	North	South	Two Way
Total	557	1009	1566	627	1184	1812
HGV%	8%	9%	17%	6%	7%	13%

A3 London Road

- 1.5.4.14. A3 London Road is the main link road between Cosham and Waterlooville, it is approximately 4.5km in length and subject to a 30mph speed limit. There is a mixed provision of footways/shared use paths provided on both sides of the carriageway which are linked by pedestrian crossings.
- 1.5.4.15. Bus lanes are provided in both directions along the majority of the link. Cyclists are also permitted to use these. There are numerous bus stops, of which the majority are provided with a layby. All the stops are served by The Star 8 bus service. South of Ladybridge Road, stops are also served by National Express route 621.
- 1.5.4.16. Approximately 600m North of Ladybridge Roundabout the bus lanes end, and the road enters a more residential area with shops and on-street parking present.
- 1.5.4.17. Five Public Rights of Way (PRoW) join this link: Bridleway 15, 200 m south of the A3 Maurepas Way; Bridleway 17 at the junction with Milk Lane (part of this is now a shared-use path into the development at Yew Gardens); Footpath 18 at Poppy Fields; Footpath 19 opposite The Woodman Pub; and Footpath 20 circa 35m south of the junction with Park Road.
- 1.5.4.18. ATC Surveys were completed in June 2018 at the following locations, as summarised below:

- **A3 London Road (1)** between the junctions with Blossom Drive and Park Road; and
- **A3 London Road (2)** between the junctions with Milk Lane and Corbett Road;

Table 15 - A3 London Road (1) – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	670	941	1611	950	822	1773
HGV%	7%	6%	13%	4%	4%	8%
Av. Speed (mph)	32	30	-	22	25	-

Table 16 - A3 London Road (2) – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	741	778	1519	631	653	1285
HGV%	8%	8%	16%	6%	6%	12%
Av. Speed (mph)	29	30	-	17	25	-

Portsmouth

A3 London Road

- 1.5.4.19. London Road straddles both Portsmouth and Hampshire Local Authorities. At the junction with the B2177 Portsdown Hill Road and the A3 London Road, Boundary Way, the Western Slip Road and the Eastern Slip Road, are single carriageway roads, subject to a 30mph speed limit with continuous footways provided on both sides of the carriageway. On the latter a single bus stop is provided on the southern side of the carriageway for routes 7A, 20, SD4, SD5, The Star 7 and The Star 7C. Footpath 24 of the PCC network also joins the link, connecting to Drayton Lane.
- 1.5.4.20. ATC Surveys were completed in June 2018 between Boundary Way and Oakhurst Gardens, as summarised below:

Table 17 - London Road / Hillside Avenue – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (08:00-09:00)		
	West	East	Two Way	West	East	Two Way
Total	323	331	654	260	220	480
HGV%	7%	8%	15%	17%	14%	31%
Av. Speed (mph)	0	29	-	28	31	-

B2177 Portsdown Hill Road

1.5.4.21. B2177 Portsdown Hill Road is a single carriageway road approximately 4.6km in length and routes from Glebe Park Avenue in the east to James Callaghan Drive in the west. The road is subject to a 40mph speed limit with very limited footway provision. Three bus stops are provided along the section of this link contained within the study area, serving routes 7A, 20, SD4, SD5, The Star 7 and The Star 7C.

1.5.4.22. ATC surveys were completed at the following locations in June 2018:

- **B2177 Portsdown Hill Road (1)** between the junctions with New Down Lane and Dellcrest Path;
- **B2177 Portsdown Hill Road (2)** between the junctions with Hilltop Crescent and A3 London Road;

Table 18 - Portsdown Hill (1) – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	4	1	6	1	4	5
HGV%	30%	56%	86%	50%	35%	85%
Av. Speed (mph)	39	39	-	38	37	-

Table 19 - Portsdown Hill (2) – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	West	East	Two Way	West	East	Two Way
Total	632	466	1098	730	769	1499
HGV%	6%	6%	12%	5%	5%	10%
Av. Speed (mph)	33	33	-	25	24	-

Farlington Avenue

- 1.5.4.23. Farlington Avenue is approximately 1km in length and is subject to a 20mph speed limit. The route runs from Havant Road at its southern end to B2177 Portsdown Hill Road at the northern end. There is footpath provision on both sides of the road
- 1.5.4.24. A southbound intermittent cycle lane is also provided. Footpath 6 of the PCC network joins the link near to Birkdale Avenue. Additionally, north of the junction with Birkdale Avenue, there is a traffic chicane that narrows the road to one traffic lane. Priority is given to northbound traffic. Traffic calming measures, including speed cushions and speed humps, are also in place on the southern section of Farlington Avenue. There are also numerous residential driveways joining the link. There are no bus stops on Farlington Avenue.
- 1.5.4.25. An ATC survey was completed in June 2018 between the junctions with Solent Road and Sea View Road.

Table 20 - Farlington Avenue

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	160	187	347	264	124	388
HGV%	11%	8%	19%	5%	5%	10%
Av. Speed (mph)	19	19	-	15	17	-

Eveleigh Road

- 1.5.4.26. Eveleigh road is a residential unclassified single carriageway road, subject to a 20mph speed limit. It has an approximate carriageway width of 12m. Continuous footways are provided on both sides of the carriageway. It should be noted that Solent Infant

School is located on this link and as such there is corresponding on-street parking during school arrival and departure periods.

- 1.5.4.27. An ATC survey was completed in July 2019 between the junction with Farlington Avenue and Galt Road as summarised below.

Table 21 - Eveleigh Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	West	East	Two-Way	West	East	Two-Way
Total	33	18	51	27	30	57
HGV%	0%	0%	0%	0%	0%	0%
Av. Speed (mph)	17	17	-	19	20	-

A2030 Havant Road

- 1.5.4.28. The A2030 Havant Road is a dual carriageway with two signal-controlled junctions in close proximity between Farlington Avenue and the A2030 Eastern Road. The link is subject to a 30mph speed limit, with two lanes in each direction and continuous footways on both sides of the carriageway. Bus stops in place intermittently on this link, serving routes 21, 22 and 23. Footpath 7 of the PCC network joins this link, connecting with Copsy Close.

Fitzherbert Road

- 1.5.4.29. Fitzherbert Road is a two-lane dual carriageway between the signal controlled junctions with the A2030 Eastern Road and the access road into Sainsbury's car park. It is subject to a 30mph speed limit with footways on both sides of the carriageway. Within the Sainsbury's site the entry road also provides access to B&M Home Store and a Sainsbury's Petrol Filling Station.
- 1.5.4.30. An ATC survey was completed between the junctions A2030 Eastern Road and Sainsbury's access road as summarised below.

Table 22 - Fitzherbert Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	West	East	Two-Way	West	East	Two-Way
Total	297	235	532	360	193	553
HGV%	7%	10%	17%	3%	3%	6%
Av. Speed (mph)	24	25	-	23	28	-

A2030 Eastern Road

- 1.5.4.31. A2030 Eastern Road is approximately 5.8km in length and routes from the junction with Havant Road in Farlington to Moorings Way in Portsmouth. The route varies between single and dual lane carriageway and is subject to a 40mph speed limit, footways are provided on both sides of the road until Milton Common where a shared use footway (which forms part of NCN Route 222) follows the eastern side of the carriageway.
- 1.5.4.32. Bus stops are in place intermittently on this link, serving routes 21 and 621. Footpaths 30 and 31 of the PCC network join this link, providing connections to Copsey Close / Nutbourne Road and Copsey Grove respectively.
- 1.5.4.33. From the junction with Havant Road in Farlington to the Havant Bypass Roundabout, the road is subject to a 40mph speed limit and consist of dual lanes on either side separated by a concrete reservation approximately 2 metres in width. Signalised junctions are present at Fitzherbert Road, Grove Road and Walton Road.
- 1.5.4.34. A2030 Eastern Road continues, with a 50mph speed limit south of the bridge onto Portsea Island. A shared-use path is provided on the eastern side of the carriageway which also forms a part of NCN Route 222.
- 1.5.4.35. A2030 Eastern Road continues as a dual carriageway until approximately 330m south of Tangier Road where it becomes a single carriageway with two lanes northbound and one lane southbound until the signal-controlled junction with Moorings Way. South of this location there are two lanes in both directions.
- 1.5.4.36. The speed limit is 40mph until just north of Stride Avenue where it reduces to 30 mph. A shared-use path is provided on the eastern side of the carriageway until the junction with Moorings Way, where it switches to the opposite side of the carriageway. This forms part of NCN Route 222. On the southern part of the A2030 Eastern Road, bus stops are in place intermittently, serving route 13.
- 1.5.4.37. ATC surveys were completed in June 2018 and July 2019 and the following locations:
- **A2030 Eastern Road (1)** between the junctions with Tangier Road and Burrfields Road;
 - **A2030 Eastern Road (2)** between the junctions with Anchorage Road and A27 Havant Bypass;
 - **A2030 Eastern Road (3)** between the junctions with A27 Havant Bypass and Grove Road;
 - **A2030 Eastern Road (4)** between the junctions with Fitzherbert Road and A2030 Havant; and
 - **A2030 Eastern Road (5)** between Airport Service Road and Burrfields Road.

Table 23 - A2030 Eastern Road (1) – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	1047	1014	2061	734	491	1226
HGV%	10%	14%	24%	8%	18%	26%
Av. Speed (mph)	27	40	-	24	7	-

Table 24 - A2030 Eastern Road (2) – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	1495	2045	3540	1614	2105	3720
HGV%	19%	14%	33%	10%	9%	19%
Av. Speed (mph)	20	38	-	25	35	-

Table 25 - A2030 Eastern Road (3) – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	764	971	1735	752	884	1637
HGV%	14%	15%	29%	7%	7%	14%
Av. Speed (mph)	36	33	-	36	35	-

Table 26 - A2030 Eastern Road (4) – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	354	470	824	698	425	1123
HGV%	16%	9%	25%	6%	6%	12%
Av. Speed (mph)	37	37	-	35	35	-

Table 27 - A2030 Eastern Road (5) – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	1000	895	1895	845	1020	1865
HGV%	5%	11%	16%	4%	8%	12%
Av. Speed (mph)	26	25	-	27	25	-

Moorings Way

- 1.5.4.38. Moorings Way is a single carriageway residential road which is subject to a 20mph speed limit. This link has an approximate carriageway width of 7-8m. A footway is provided adjacent to the south side of the carriageway, and the link forms an on-road section of NCN Route 222. Six bus stops are provided, all of which serve route 13.
- 1.5.4.39. An ATC survey was completed in June 2018 between the junctions with Salterns Avenue and Mariners Walk as summarised below.

Table 28 - Moorings Way – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	West	East	Two Way	West	East	Two Way
Total	209	164	374	130	203	334
HGV%	8%	10%	18%	6%	5%	11%
Av. Speed (mph)	22	22	-	27	26	-

Moorings Way – Furze Lane Bus Link

- 1.5.4.40. The Moorings Way to Furze Lane Bus Link is a bus only, single carriageway route with through access controlled by traffic signals and a rising bollard midway along the link. The bus link is subject to a 20mph speed limit and the carriageway is approximately 5-6 m wide. A footway is in place on the western side of the carriageway. The link serves bus route 13 and forms an on-road section of NCN Route 222.

Furze Lane

- 1.5.4.41. Furze Lane is a single carriageway residential link which is subject to a 20mph speed limit. This link is approximately 5-8m wide, and features footways adjacent to both sides of the carriageway. Two bus stops are in place on the section of this link

included within the study area, one on either side of the carriageway. The northern section of Furze Lane is a bus/cycle only link to the University of Portsmouth Campus.

Longshore Way

- 1.5.4.42. Longshore Way is a single carriageway residential road which is subject to a 20mph speed limit. The approximate carriageway width of this links varies between 6-8m. Footways are provided on either side of the carriageway. No public transport provisions are in place on this link.

Locksway Road

- 1.5.4.43. Locksway Road is a single carriageway residential road which is subject to 20mph speed limit. The approximate carriageway width of this links varies between 6-8m. Footways are provided on either side of the carriageway. Locksway Road forms part of NCN Route 222.

- 1.5.4.44. An ATC Survey was completed in July 2019 between the junctions with Ironbridge Road and Furze Lane as summarised below.

Table 29 - Locksway Road

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	West	East	Two Way	West	East	Two Way
Total	69	73	142	89	85	174
HGV%	7%	8%	15%	0%	0%	0%
Av. Speed	20	22	-	21	22	-

Ironbridge Lane

- 1.5.4.45. Ironbridge Lane is a narrow single carriageway residential road which is subject to 20mph speed limit. The approximate carriageway width of this links varies between 4-6m. Footways are provided on either side of the carriageway, no bus stops are present. An ATC survey was completed on Ironbridge lane in July 2019 as summarised below.

Table 30 - Ironbridge Lane – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (08:00-09:00)		
	North	South	Two-Way	North	South	Two-Way
Total	56	32	88	32	50	82
HGV%	3%	3%	6%	0%	2%	2%
Av. Speed (mph)	18	18	-	17	17	-

Kingsley Road

- 1.5.4.46. Kingsley Road is a single carriageway residential road which is subject to 20mph speed limit. This link is two-way with on-street parking where space permits, and includes footways on both sides of the carriageway, no bus stops are present on Kingsley Road.
- 1.5.4.47. An ATC Survey was completed in July 2019 between the junctions with Ironbridge Road and Tideway Gardens as summarised below.

Table 31 - Kingsley Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (08:00-09:00)		
	East	West	Two-Way	East	West	Two-Way
Total	12	9	21	21	17	38
HGV%	0%	0%	0%	5%	6%	11%
Av. Speed (mph)	15	16	-	15	15	-

Yeo Court

- 1.5.4.48. Yeo Court is a residential cul-de-sac which is subject to a 20mph speed limit.

Bransbury Road

- 1.5.4.49. Bransbury Road is approximately 550 metres in length and routes from A288 Eastney Road to Henderson Road. The road is subject to a 30mph speed limit and has footway provision on both sides for the entire length, on-street parking is common place on Bransbury Road which can reduce the capability for vehicles to pass, particularly HGVs.
- 1.5.4.50. An ATC was completed in June 2018 on Bransbury Road between the junctions with Eastney Farm Road and Minstead Road as summarise below.

Table 32 - Bransbury Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	West	East	Two Way	West	East	Two Way
Total	289	281	570	391	283	675
HGV%	10%	9%	19%	4%	6%	10%
Av. Speed (mph)	31	31	-	32	31	-

Henderson Road

- 1.5.4.51. Henderson Road is a single carriageway residential link which is subject to 30mph speed limit. This link has an approximate carriageway width of 7-8m, with adjoining footways on both sides of the carriageway. Bus stops are in place intermittently on this link, serving routes 15 and 16.

Fort Cumberland Road

- 1.5.4.52. Fort Cumberland Road is a single carriageway residential link which is subject to 30mph speed limits. This link has an approximate carriageway width of 7-8m with adjoining footways on both sides of the carriageway. Bus stops are in place intermittently on this link, serving routes 15 and 16. PRow Footpath 101 gains access from Fort Cumberland Road, providing a connection with Halliday Crescent. At the junction with Fort Cumberland Road / Ferry Road, there is a Day Care Centre and two retail premises.

At ATC was completed in June 2018 between the junctions with Gibraltar Road and Henderson Road as summarised below.

Table 33 - Fort Cumberland Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	West	East	Two Way	West	East	Two Way
Total	131	101	233	171	182	354
HGV%	8%	6%	14%	7%	4%	11%
Av. Speed (mph)	23	20	-	21	20	-

Milton Common

- 1.5.4.53. Milton Common is a 46ha area of grassland, located on the eastern edge of Portsea Island, adjacent to Langstone Harbour it is roughly triangular in shape. The Common is bordered by A2030 Eastern Road to the north, Moorings Way to the south and Langstone Harbour to the east. There are a number of formal and informal pedestrian / cycle routes that route through Milton Common. NCN 222 runs down its eastern side as part of a shared-use path.

1.5.5. ROUTES THAT MAY BE AFFECTED BY TRAFFIC REDISTRIBUTION

- 1.5.5.1. A number of adjoining, parallel and nearby roads / routes will also be affected by construction of the Onshore Cable Route as a result of traffic redistribution. These are summarised below.

Strategic Network

A3(M)

- 1.5.5.2. The A3(M) lies on the Strategic Road Network (SRN) and connects the A27 to the south with the A3 and runs north to Surrey and the M25. The A3(M) runs north-south through the study area to the east of Waterlooville and Purbrook, and west of Havant. Counts have been obtained for June 2018 from the Highways England WebTRIS Database for the A3(M) where it runs beneath the Purbrook Way.

Table 34 - A3(M) – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	North	South	Two Way	North	South	Two Way
Total	2286	2253	4539	2153	2269	4422
HGV%	11%	7%	-	11%	7%	-

A27

- 1.5.5.3. The A27 runs along the south coast, connecting Eastbourne to the east with the M27 to the northwest of Portsmouth. The A27 runs across the Onshore Cable Corridor and the cable is proposed to run beneath the road adjacent to Farlington Playing Fields.
- 1.5.5.4. Traffic counts have been obtained for June 2018 from the Highways England WebTRIS Database for the A27 for a location directly south of Farlington Playing Fields.

Table 35 - A27– Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	West	East	Two Way	West	East	Two Way
Total	4996	4916	9912	4304	5089	9392
HGV%	9%	9%	-	9%	9%	-

Hampshire

Soake Road

1.5.5.5. Soake Road is an unclassified single carriageway rural road to the west of Denmead. The road is predominately single lane with passing places and is subject to a 30mph speed limit. No footways or street lighting is provided. It should be noted that the southern end of Anmore Road provides access to a Jewson’s builders merchant yard and a small industrial estate. Consequently, there are associated HGV movements. Towards the northern end, the road becomes predominately residential as it enters the village of Anmore.

1.5.5.6. An ATC was completed in July 2019 along Soake Road between the junctions with the B2150 Hambledon Road and Anmore Road. The results of this are summarised in Figure 5-34 below, demonstrating that the number of observed two-way movements amounted to less than one per minute across both conventional peak periods.

Table 36 - Soake Road – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	North	South	Two-Way	North	South	Two-Way
Total	17	20	37	25	19	44
HGV%	6%	5%	11%	2%	3%	6%
Av. Speed (mph)	28	30	-	27	31	-

Closewood Road

1.5.5.7. Closewood Road is an unclassified rural single carriageway road to the south of Denmead linking Newlands Lane with the B2150 Hambledon Road. It is primarily single lane with passing places and resides within the area. For approximately 315m

the posted speed limit is 30mph, otherwise the road is subject to a 60mph speed limit. No footways or street lighting is provided.

Sunnymead Drive

- 1.5.5.8. Sunnymead Drive is an unclassified residential single carriageway two-lane road in the north-western areas of Waterloo. It essentially cuts the corner between the B2150 Hambledon Road and Milton Road. Continuous footways are provided on either side of the carriageway and the posted speed limit is 30mph. Street lighting is provided at regular intervals and bus routes 654 and D2 use this road.

Milton Road

- 1.5.5.9. Milton Road is an unclassified residential single carriageway two-lane road linking the B2150 Hambledon Road in central Waterloo with Lovedean Lane in the area of Waterloo known as Cowplain. The road is subject to a 30mph speed limit and continuous footways are provided on either side of the carriageway. Street lighting is also provided at regular intervals. Bus services 7 The Star, 39 and D2 route along this road. Opposite the junction with Hart Plain Avenue, a signal controlled pedestrian crossing is provided. Sensitive receptors include Cowplain Community School, Hart Plain Infant School, Hart Plain Junior School, Vine Medical Group Health Centre Site and a collection of commercial premises on the parallel service road named Milton Parade (which runs parallel to Milton Road).

Table 37 - Milton Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two-Way	North	South	Two-Way
Total	322	610	933	727	448	1175
HGV%	11%	6%	17%	8%	10%	18%
Av. Speed	29	29	-	28	31	-

Hart Plain Avenue

- 1.5.5.10. Hart Plain Avenue is an unclassified residential single carriageway two-lane road sited in the Cowplain area of Waterloo. It spans between Milton Road and the A3 London Road. It is subject to a 20mph speed limit for the majority of its length except for a 170m section between First Avenue and the A3 London Road. Continuous footways are provided on both sides of the carriageway and street lighting is in place at regular intervals. The road itself provides vehicular access to three schools: Cowplain Community School; Hart Plain Infant School and Hart Plain Junior School. As such there are associated parking restrictions in place in certain sections (applying

during the typical school arrival and departure periods) and zig-zag keep clear yellow markings around the school entrances.

Silvester Road

- 1.5.5.11. Silvester Road is an unclassified residential single carriageway two-lane road situated just north of Hart Plain Avenue. is subject to a posted speed limit of 30mph. Continuous footways are provided on either side of the carriageway and street lighting is positioned at regular intervals. It provides exclusive access to three cul-de-sacs and at its eastern end there is an access point from a Lidl supermarket car park.

A3 London Road / A3 Portsmouth Road (between the junctions with the B2149 Havant Road and the B2150 Hulbert Road

- 1.5.5.12. The A3 London Road is a classified single carriageway 'A' Road. Principally it is two lanes wide however there are stretches where it widens to three lanes with sections of discontinuous bus lanes and white hatched central areas that become ghost island right turns. The posted speed limit is 30mph and street lighting is in place at regular intervals. The junctions with the B2149 Dell Piece West/ Catherington Lane, Durley Avenue and Padnell Road are signal controlled. On the southbound approach to the signal controlled junction with Padnell Road and the roundabout with the B2150 Hulbert Road, there is a bus priority measure. The A3 London Road served by bus routes 8 The Star and 37x.
- 1.5.5.13. In terms of provisions for non-motorised users, on the western side of the carriageway a continuous shared use path is provided. This forms part of NCN Route 222. On the eastern side of the carriageway there is a continuous footway with intermittent sections of shared-use path. Toucan crossings are provided on all arms of the junction with the B2149 Dell Piece West / Catherington Lane and sites close to the junctions with Hart Plain Avenue and London Road. A signal controlled pedestrian crossing is in place near Longwood Avenue.
- 1.5.5.14. Sensitive receptors include a range of food and beverage establishments, a Lidl supermarket, and Cowplain Family Practice.
- 1.5.5.15. An ATC Survey was completed in July 2019 between the junction with Maurepas Way and Hulbert Road as summarised below.

Table 38 - A3 between Maurepas Way and Hulbert Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	East	West	Two-Way	East	West	Two-Way
Total	1136	1396	2533	1283	1510	2793
HGV%	3%	2%	5%	1%	0%	1%

Park Lane / Tempest Avenue

- 1.5.5.16. Park Lane / Tempest Avenue are unclassified single carriageway two-lane roads linking the A3 London Road with the B2150 Hulbert Road. They are subject to a posted speed limit of 30mph and street lighting is in place at regular intervals. Both roads are served by bus routes 28A and 37.
- 1.5.5.17. In terms of footways Park Lane is provided with a continuous footway on the northern side of the carriageway, whilst Tempest Avenue is provided with a continuous footway on the western side of the carriageway. Intermittent footways are provided on the other side of the carriageway for the two respective roads, however they are limited in length.
- 1.5.5.18. Tempest Avenue incorporates distributor road type characteristics. Namely, vehicular access is limited to the side roads – no direct access to private properties is provided. Conversely driveway access points are present on Park Lane.

Highfield Avenue / Ferndale / Stratford Road

- 1.5.5.19. These three roads are unclassified single carriageway two-lane residential roads subject to a speed limit of 30mph. Continuous footways are provided on both sides of the carriageway and streetlighting is in place at regular intervals. Both roads are served by bus routes 28A and 37.

B2150 Hulbert Road

- 1.5.5.20. The B2150 Hulbert Road is a classified 4-lane dual carriageway. It consists of two distinct sections.
- 1.5.5.21. Between the roundabout with the A3 and the roundabout with Tempest Avenue / Frenstaple Road. the posted speed limit is 40mph and there are four limited access priority controlled junctions where movements are restricted to left in and left out. The junction with Curzon Road is signal controlled incorporating a signal controlled pedestrian crossing and a signal controlled pedestrian crossing is also provided near to the roundabout with Tempest Avenue. Street lighting is provided at regular intervals and a continuous footway is in place of the southern side of the carriageway.
- 1.5.5.22. Between the roundabout with Tempest Avenue / Frenstaple Road and Junction 3 of the A3(M), a 50mph speed limit applies. No footways or street lighting is provided although a layby is provided along each carriageway. This section of road is also designated no stopping zone for HGVs exceeding five tonnes.

Stirling Avenue / Hurstville Drive

- 1.5.5.23. These two roads are unclassified single carriageway two-lane residential roads subject to a speed limit of 30mph. Continuous footways are provided on both sides of the carriageway and streetlighting is in place at regular intervals.

Rockville Drive

- 1.5.5.24. Rockville Drive is an unclassified two-lane single carriageway road with street lighting and a continuous footway on the southern side of the carriageway. A speed limit of 30mph applies and private access points are limited to a series of commercial

establishments. The junction with Stakes Hill Road is signal controlled and includes dedicated pedestrian crossing facilities.

Frendstaple Road

- 1.5.5.25. Frendstaple Road is an unclassified single carriageway two-lane road in the Stakes Lodge area of Waterlooville. It connects the B2150 Hulbert Road with Stakes Hill Road and is served by bus routes 28A and 37. A posted speed limit of 30mph applies and a continuous footway is provided on the western side of the carriageway with intermittent sections of footway on the eastern side of the carriageway. Street lighting is also provided at regular intervals. Grade separated pedestrian crossings are provided near to the junctions with Stirling Avenue, Holly Drive, Springwood Avenue, and Mole Hill. Like tempest Avenue, Frendstaple Road incorporates characteristics that are atypical of distributor roads. For instance, no private driveways access onto Frendstaple Road.

Stakes Hill Road

- 1.5.5.26. Stakes Hill Road is an unclassified single carriageway two-lane residential road in the Stakes area of Waterlooville. It is subject to a speed limit of 30mph, with continuous footways in place on both sides of the carriageway and streetlighting at regular intervals. South of the roundabout with Frendstaple Road Toucan crossings are provided and a shared-use path is present on the eastern side of the carriageway. Bus routes 7 The Star, 37 and 654 serve this road. Key sensitive receptors along this route include St Peter's Catholic Primary School, Oaklands Catholic School, Oaklands Care Home and Crookhorn College.

Mill Road

- 1.5.5.27. Mill Road is an unclassified single carriageway two-lane residential road to the south of Waterlooville town centre connecting the A3 London Road with Elizabeth Road. A 30mph speed limit applies, street lighting is in place and continuous footways are present on both sides of the carriageway. The road is served by bus route 39. Key sensitive receptor is Mill Hill Primary School. Near to the school, there are associated parking restrictions in place (applying during the school arrival and departure periods) and zig-zag keep clear yellow markings around the school entrances.

Elizabeth Road / Woodlands Grove / Westbrook Grove

- 1.5.5.28. Elizabeth Road / Woodlands Grove / Westbrook Grove are unclassified single carriageway two-lane residential roads to the south of Waterlooville town centre. They provide a link between Stakes Hill Road and Stakes Road. All three roads are provided with streetlighting and continuous footways on either side of the carriageway. A 30mph speed limit applies. Additionally, they are the route for bus service 9. Sensitive receptors include Purbrook Infant School and Purbrook Junior School.

Ladybridge Road / Stakes Road

- 1.5.5.29. Ladybridge Road / Stakes Road are unclassified single carriageway two-lane residential roads in the Purbrook area of Waterloo. A speed limit of 30mph applies to both roads. Continuous footways are in place on either side of the carriageway and streetlighting is provided. Just east of the junction with Westbrook Grove, a signal controlled pedestrian crossing is provided. These roads form part of the route used by bus services 39 and 621.
- 1.5.5.30. An ATC Survey was undertaken in July 2019 along Ladybridge Road between the junction with the A3 London Road and Stakes Road. The results of this are summarised below in **Table 39** below. Overall for two-way traffic the figures equate to approximately 15 vehicles per minute during the AM peak and 17 vehicles per minute in the PM Peak.

Table 39 - Ladybridge Road – Average Weekday Flows

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Direction of Movement	East	West	Two-Way	East	West	Two-Way
Total	373	536	909	531	478	1008
HGV%	3%	3%	5%	1%	1%	2%
Av. Speed (mph)	29	28	-	31	31	-

Purbrook Way

- 1.5.5.31. Purbrook Way is an unclassified road subject to a 40mph speed limit. It provides access to the Junction 4 of the A3(M) which is limited access. Like Tempest Avenue and Frenstaple Road, it boasts distributor road like characteristics. Continuous footways are provided on both sides of the carriageway although the footway on the northern side of the carriageway has been allocated as shared use. Street lighting is provided throughout. Sensitive receptors include the proximity to Havant and South Downs College – South Downs Campus, a B&Q retail store and an Asda supermarket.
- 1.5.5.32. Between the roundabout with Stakes Hill Road / Crookhorn Lane, the road is two-lane single carriageway with a central hatched area. A ghost island right turn is provided on the approach to the priority controlled junction with College Road. A grade separated pedestrian crossing is also in place along this section of the road.
- 1.5.5.33. Between the junction with College Road and the roundabout with the B2150 Hulbert Road, Purbrook Way is a dual carriageway consisting of 4 lanes predominately. A

signal controlled Toucan crossing is in place just east of the roundabout with the B2150 Hulbert Road.

Park Avenue

- 1.5.5.34. Park Lane is an unclassified single carriageway two-lane residential road in the Widley area of Waterlooville, connecting Ladybridge Road with the A3 London Road. A 30mph speed limit applies. Continuous footways are in place on both side of the carriageway and streetlighting is provided. This road provides exclusive vehicular access to Purbrook Park School. Consequently, there are associated parking restrictions and keep clear yellow zig-zag road markings in the vicinity of the school entrance.

The Dale / Fir Copse Road

- 1.5.5.35. The Dale / Fir Copse Road are unclassified single carriageway two-lane residential roads in the Widley area of Waterlooville. They form a route between Stakes Road and the A3 London Road. Both roads are: subject to a 30mph speed limit; include continuous footways on both sides of the carriageway; and benefit from streetlighting . Sensitive receptor is Purbrook Park School.

Crookhorn Lane

- 1.5.5.36. Crookhorn Lane is a single carriageway two-lane road with streetlighting. It has two distinct sections.

- 1.5.5.37. Between the roundabout with Stakes Hill Road / Purbrook Way / Stakes Road and the priority controlled junction with College Road, a 30mph speed limit applies and the road is situated within a residential area. Continuous footways are in place on either side of the carriageway. To the north of the junction with Perseus Place, there is a signal controlled pedestrian crossing. Sensitive receptors include: Crookhorn Lane Surgery, Riverside School, Phoenix community centre, a collection of commercial premises, Moreland Primary School and The Portsmouth Golf Centre.

- 1.5.5.38. Between College Lane and the B2177 Portsdown Hill Road it is predominately rural in nature and is subject to a 40mph speed limit. Shared-use paths are provided on either side of the carriageway and there is an access point into Fort Purbrook.

College Road

- 1.5.5.39. College Road is an unclassified single carriageway two-lane road with ghost island right turns at the access into the Havant and South Downs College – South Downs Campus and the junction with Apollo Drive. Street lighting is provided along its entire length. Between the junction with Purbrook Way and Apollo Drive, a 30mph speed limit applies. A footway is in place on the western side of the carriageway whilst a shared use path is provided on the eastern side of the carriageway. Between Apollo Drive and Crookhorn Lane a 40mph speed limit applies and a footway is provided on the eastern side of the carriageway. Key sensitive receptor is the presence of the College.

Furzeley Road

- 1.5.5.40. Furzeley Roads lies to the west of Waterlooville, connecting Forest Road to the north with Newlands Lane and Sheepwash Lane to the south. The road is a single carriageway unclassified route approximately 5m in width and is a rural country lane. No footways are provided along this link and the link does not serve any bus routes.

Newlands Lane

- 1.5.5.41. Newlands Lane runs to the west of Waterlooville, connecting Purbrook Heath Road in the south with Furzeley Road in the north. The road is a single carriageway unclassified route approximately 5m in width and is a rural country lane. No footways are provided along this link and the link does not serve any bus routes. The route runs to the west of the West of Waterlooville MDA site.

Purbrook Heath Road

- 1.5.5.42. Purbrook Heath Road runs east west connecting London Road in Waterlooville to the east with Mill Lane and rural country lanes to the west. The road runs to the south of the West of Waterlooville MDA site.
- 1.5.5.43. The link has a speed limit of 40mph to the eastern end, increasing to National Speed Limit close to the junction with Newlands Lane. The route has a narrow footway on the southern side of the road. No buses currently serve this link.

Portsmouth

Routes Adjacent / Linking to Farlington Avenue

Lower Farlington Road

- 1.5.5.44. Lower Farlington Road lies to the north of Farlington Road in Farlington. It connects Havant Road to the north with Fitzherbert Road in the south. It is crossed by First and Second Avenues.
- 1.5.5.45. The link is a single carriageway, two-way residential road, approximately 6m wide. A 20mph speed limit applies. Parking is restricted along some sections of the route, with priority flow traffic calming in place. Footways are provided on both sides of the road. No buses currently serve this link.

Grove Road

- 1.5.5.46. Grove Road lies to the west of Farlington, connecting the A2030 Eastern Road with Court Lane and Lonsdale Avenue to the west. The link is a single carriageway, two-way residential street with footways provided on both sides of the carriageway.
- 1.5.5.47. The route is a bus route and is served by route 22.

Station Road

- 1.5.5.48. Station Road runs north to south between Havant Road, crossing Grove Road running south to become a cul-de-sac. The route is a single carriageway two-way residential route, approximately 5 metres in width. The Link provides footways on

both sides, with residential accesses and on-street parking along its length. The link is not served by bus routes.

Anchorage Road

1.5.5.49. Anchorage Road runs South-East to North-West between the A2030 Eastern Road and the Anchorage Road/Williams Road/Norway Road roundabout. The route is a single carriageway two-way route, with varying width. The Link provides footways on both sides, with residential and business accesses along its length.

1.5.5.50. An ATC was completed on Anchorage Road between the junction with Eastern Road and Robinson Way in July 2019 as summarised below.

Table 40 - Anchorage Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	East	West	Two-Way	East	West	Two-Way
Total	708	826	1534	817	547	1364
HGV%	10%	6%	16%	2%	5%	6%

Airport Service Road

1.5.5.51. Anchorage Road runs South-East to North-West between the A2030 Eastern Road and the Anchorage Road/Williams Road/Norway Road roundabout. The route is a single carriageway two-way route, with varying width. The Link provides footways on both sides, with residential and business accesses along its length

1.5.5.52. An ATC was completed on in July 2019 between the junctions with Robinson Way and Dundas Lane as summarised below.

Table 41 - Airport Service Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two-Way	North	South	Two-Way
Total	116	30	147	125	100	225
HGV%	5%	13%	18%	4%	3%	7%
Av. Speed (mph)	34	34	-	36	35	-

Burrfields Road

- 1.5.5.53. Burrfields Road runs East to West between the A2030 Eastern Road and the A288 Copnor Road. The route is a single carriageway two-way route, with varying width. The Link provides a footway on the southern side of the carriageway only between the A2030 and the retail park, from the retail park to the A288 Copnor Road there is a footway on both sides of the carriageway. Burrfields Road serves as an access route to business' and residential streets with accesses along its length.
- 1.5.5.54. An ATC was completed on in July 2019 between the junctions with Dundas Lane and Eastern Road as summarised below.

Table 42 - Burrfields Road – Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	East	West	Two-Way	East	West	Two-Way
Total	246	434	679	368	346	715
HGV%	8%	7%	15%	2%	2%	4%
Av. Speed(mph)	34	33	-	35	32	-

Tangier Road

- 1.5.5.55. Tangier Road lies in Baffins and runs east-west between Dover Road to the west and Eastern Road in the east. The junction of Tangier Road lies north of Hayling Avenue and south of Burrfields Road.
- 1.5.5.56. The link is approximately 8 metres wide and is a single carriageway two-way link. The route provides an on-carriageway marked cycle link. Footways and verges are provided on the southern side of the carriageway along much of the length. The route is served by bus routes 2A and 14 and has a number of bus stops and shelters along its length.

Quartremaine Road

- 1.5.5.57. Quartremaine Road lies in the Copnor area of Portsmouth and runs north-south between Burrfields Road to the south and Airport Service Road to the north. The route is a single carriageway two-way link running through industrial and employments areas and is subject to a 30mph speed limit. The carriageway is approximately 7m in width and provides footway on both sides. Parking is restricted along much of the route through double-yellow lines. The link is not a bus route.

Dundas Lane

- 1.5.5.58. Dundas Lane connects Quartremaine Road with Airport Service Road to the east. The route is a single carriageway two-way link running through industrial and employments areas and is subject to a 30mph speed limit. The carriageway is approximately 7m in width and provides footway on both sides. Parking is restricted along much of the route through double-yellow lines. The link is not a bus route.
- 1.5.5.59. The link provides an alternative route to Airport Service Road from the south.
- Robinson Way**
- 1.5.5.60. Robinson Way runs north from Airport Service Road to Anchorage Road. The link is a single carriageway two-way route through industrial and employment areas and is subject to a 30mph speed limit. The carriageway is approximately 7m in width and provides footway on both sides. Parking is restricted along much of the route through double-yellow lines. The link is not a bus route.
- Hayling Avenue**
- 1.5.5.61. Hayling Avenue lies in the Baffins area of Portsmouth and runs east-west between Eastern Road in the east and Baffins Road to the west. It is a single carriageway two-way link running through a residential area. The link is subject to a 20mph speed limit. On-street parking is permitted on both sides of the carriageway, limiting the capacity of the link and narrowing the carriageway. The carriageway is approximately 7 metres in width and provides footway on both sides of the carriageway. The link is not served by any bus routes.
- Langstone Road**
- 1.5.5.62. Langstone Road lies in the Milton area of Portsmouth, running east-west between Milton Road roundabout in the west to Eastern Road in the east. It is a single carriageway two-way link running through a residential area. The link is subject to a 20mph speed limit. On-street parking is permitted on both sides of the carriageway, limiting the capacity of the link and narrowing the carriageway. The carriageway is approximately 7 metres in width and provides footway on both sides of the carriageway. The link is not served by any bus routes.
- A288 Copnor Road**
- 1.5.5.63. Copnor Road lies in the Baffins area of Portsmouth, running north-south between Baffins Road in the south to Anchorage Road in the north. The link provides a key north-south link from Portsea Island through Hilsea towards the A27.
- 1.5.5.64. The link is a single carriageway two-way A-road providing a key link on Portsea Island. The link is subject to a 30mph speed limit. Parking restrictions exist along the length of the road to varying degrees. Copnor Road is a bus route and is served by routes 2, 1 and 21.
- Stubbington Ave**
- 1.5.5.65. Stubbington Avenue runs east-west between A2047 London Road and A288 Copnor Road. To the east it connects with Burrfields Road. It is a single carriageway two-way link running through a residential area. The link is subject to a 30mph speed

limit. On-street parking is permitted on both sides of the carriageway, limiting the capacity of the link and narrowing the carriageway. The carriageway is approximately 8 metres in width and provides footway on both sides of the carriageway. The link is not served by any bus routes.

A288 Eastney Road

- 1.5.5.66. The A288 Eastney Road is a classified A Road which is subject to a 30mph speed limit. This link has an approximate carriageway width of 10-11m with footways in place on both sides of the carriageway. Several bus stops are in place, serving routes 1, 2, 17 and SD7. PRoW Footpaths 99 and 46 gain access from this link, providing connections with Locksway Road and Perth Road respectively.

A288 Milton Road

- 1.5.5.67. A288 Milton Road is approximately 1.88km in length and routes from the A288/A2030 junction (Milton Park Primary School) to Copnor Road. This link has a speed limit of 30mph and an approximate carriageway width of 10-11m with footways in place on both sides of the carriageway. The A288 Milton Road has commercial properties adjacent to both sides of the carriageway between the A2030 Velder Avenue and Meon Road. On-street parking is provided adjacent to Milton Park. Several bus stops are in place, serving routes 1, 2, 17 and SD7.

Table 43 - Milton Road - Average Weekday Flows

Direction of Movement	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	North	South	Two Way	North	South	Two Way
Total	712	633	1346	640	761	1401
HGV%	7%	10%	17%	4%	6%	10%
Av. Speed (mph)	22	24	-	23	20	-

A2030 Velder Avenue

- 1.5.5.68. A2030 Velder Avenue is a single carriageway classified A road, which has two lanes in the westbound direction, and one in the eastbound direction. Designated on street parking is available on both side of the carriageway on this link. Footways are provided adjacent to both sides of the carriageway. There are no public transport provisions in place on this link, nor do any public buses route via it.

1.6. EXISTING CONDITIONS – SUSTAINABLE TRANSPORT NETWORK

1.6.1. OVERVIEW

- 1.6.1.1. This chapter provides a summary of the local sustainable transport networks in and around the study area. This considers the public transport network, the local cycle

network and the local pedestrian network. Sections of these networks could potentially be temporarily impacted during the construction programme. Further details of the likely impacts on these networks are provided in Chapter 14.

1.6.2. PUBLIC TRANSPORT

1.6.2.1. As shown in Table 6-1 below, there are 14 bus services operating within the study area. Full bus timetables can be found in **Appendix D**.

1.6.2.2. It should also be noted that National Express bus services frequently arrive in/ leave Portsmouth. Services to London run as often as 10 times a day and make use of the A3(M). A student bus service also runs frequently through Portsmouth to and from the University, a summary of this service is shown below.

Table 44 - Bus Services

Service No.	Route	Peak Frequency	Operator
1	Gunwharf – City Centre – Eastney - Southsea	Every 10 minutes	First
2	Gunwharf – City Centre – Eastney - Cosham - Paulsgrove	Every 10 minutes	First
7 / 7C	City Centre – Cosham – Waterlooville – Wecock Farm	Every 12 minutes	First
8	Clarence Pier – City Centre – Cosham – Waterlooville - Clanfield	Every 15 minutes	First
13	Portsmouth – Milton – Baffins	Once per hour	First
15	Eastney – Fratton Bridge – Arundel Street - City Centre	Once per hour	First
17	Southsea – Eastney – Copnor - Ocean Park	Every 30 minutes	First
20	Havant – Cosham – Portsmouth City Centre – The Hard	Every 30 minutes	Stagecoach
21	Havant – Farlington – Hilsea – Portsmouth City Centre – The Hard	Every 10 minutes	Stagecoach
22	Highbury – Cosham – Drayton - Farlington	Every 70 minutes	First

Service No.	Route	Peak Frequency	Operator
23	Leigh Park – Havant – Hilsea – Portsmouth City Centre - Southsea	Every 10 minutes	Stagecoach
37	Havant – Waterlooville – Cowplain – Clanfield - Petersfield	Once per hour	Stagecoach
39	Havant – Purbrook – Waterlooville – Wecock Farm	Every 12 minutes	Stagecoach
D1 / D2	Waterlooville – Denmead - Hambledon	Once per hour	First

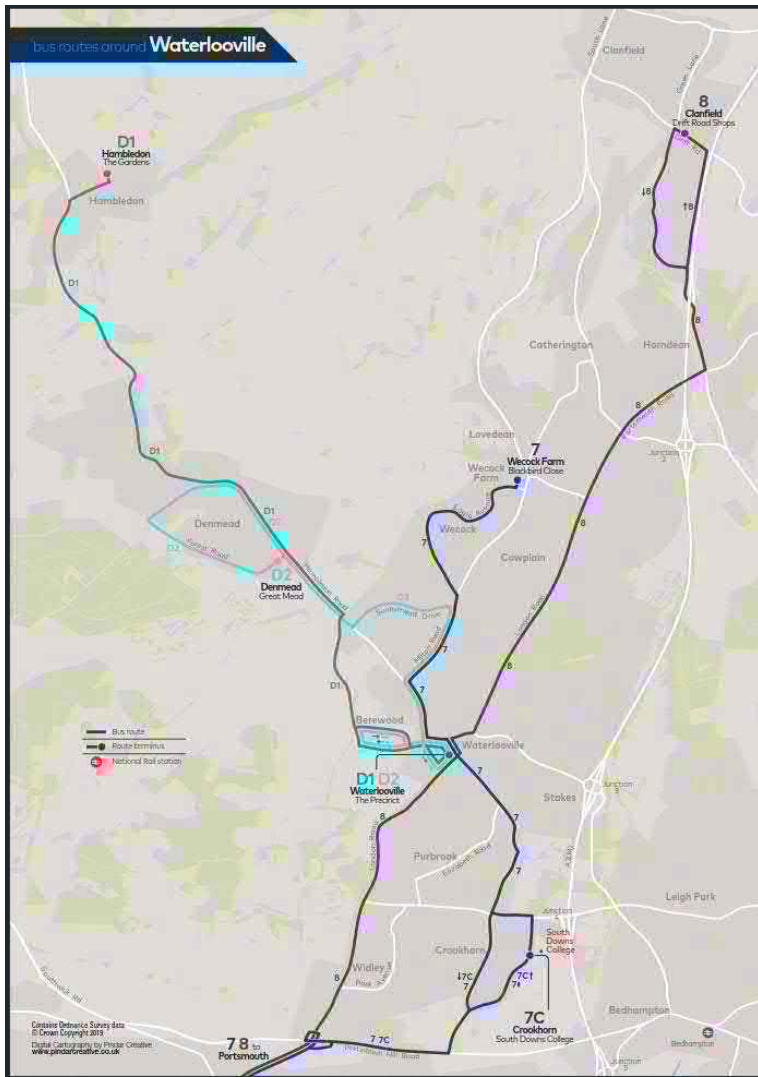


Plate 25 - First Group Waterlooille Bus Routes

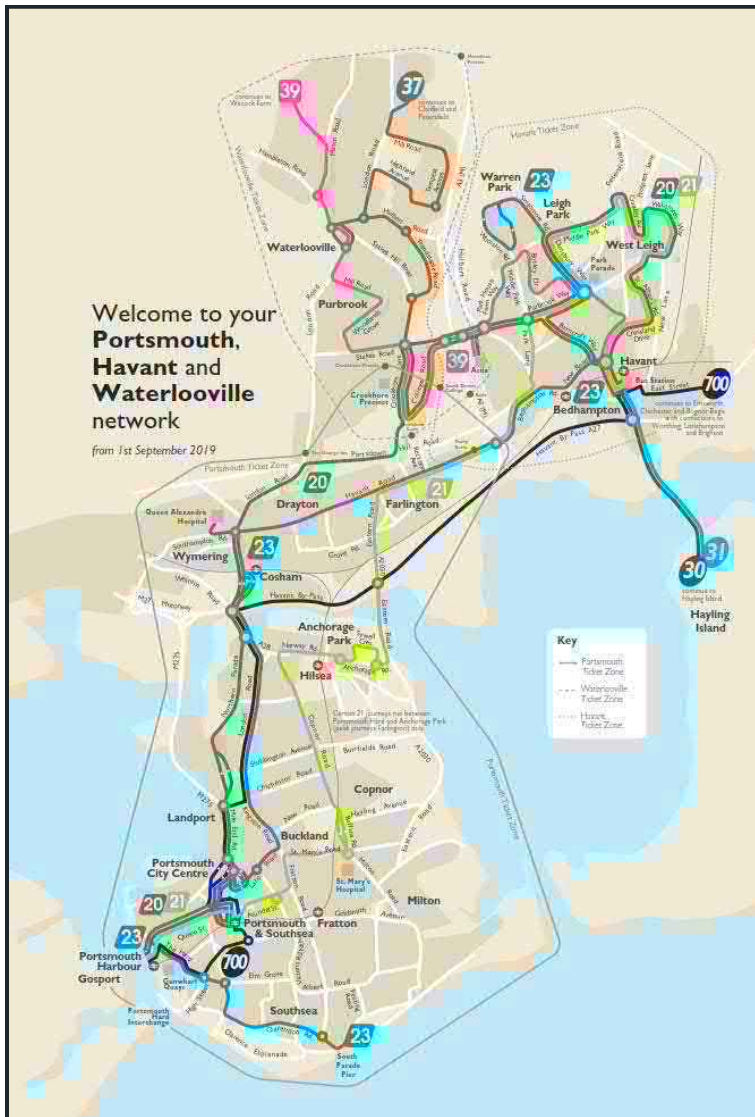


Plate 26 - Stagecoach Portsmouth, Havant and Waterlooville Bus Routes

20.1.1 **Table 45** below summarises the route these services take and where they conflict with the Onshore Cable Corridor.

Table 45 - Summary of Bus Routes along Onshore Cable Corridor

Service	Onshore Cable Corridor Conflict
7 – City Centre to Wecock Farm	Portsdown Hill Road, A3 Maurepas Way, Hambledon Road
8 – Clarence Pier to Clanfield	London Road
13 – Portsmouth City Centre to Baffins	A2030 Eastern Road, Moorings Way, Furze Lane, Locksway Road
15 – Portsmouth City Centre to Fort Cumberland	Fort Cumberland Road
16 – Portsmouth The Hard to Fort Cumberland	Fort Cumberland Road
20 – Havant to Portsmouth (The Hard)	Portsdown Hill Road
21 – Havant to Portsmouth (The Hard)	A2030 Eastern Road
22 – Highbury to Farlington	Fitzherbert Road, A2030 Eastern Road, A2030 Havant Road
23 – Leigh Park to Southsea	Havant Road
37 – Havant to Petersfield	A3 Maurepas Way
39 – Havant to Wecock Farm	A3 London Road, A3 Maurepas Way, Hambledon Road
D1 and D2 – Waterlooville to Hambledon	A3 Maurepas Way, Hambledon Road

1.6.2.4. The University Bus Service runs frequently throughout the week at 15-minute intervals. The service begins at 07:36 at Eastney Health Centre and terminates at 00:27. The bus takes a circular route through the city using A288, Kings Road, Elm Grove, B2154, A2030.

1.6.2.5. A summary of the University bus service is shown in Table 46 below.

Table 46 - University Bus Service

Service No.	Route	Peak Frequency	First / Last
U1	University – Elm Grove – Albert Road – Eastney Road – Goldsmith Avenue – Winston Churchill Ave. - University	Every 20 minutes approx.	07:36 / 00:27

1.6.3. WALKING AND CYCLING

1.6.3.1. As highlighted in Chapter 3, provision for walking and cycling varies in the study area, depending on the route. The majority of the highways along the Onshore Cable Corridor provide footways adjacent to the carriageway and as such the majority of the study area is accessible on foot. Likewise, the highway network is accessible for cyclists.

1.6.3.2. Over and above the highway network, a review of the local cycle infrastructure is set out below.

1.6.3.3. Sustrans is a UK sustainable charity who created the National Cycle Network (NCN). The NCN is made up of over 16,500 miles of cycle routes through the UK. Within the study area are NCN routes 2, 22 and 222.

1.6.3.4. Route 2 is 361 miles long and runs the entirety of the south coast, from St Austell to Dover. Within Portsmouth, this route runs through Southsea from Portsmouth's Historic Dockyard to Eastney.

1.6.3.5. Route 22 is a 92-mile-long route which connects Guildford and the Isle of Wight. Within the study area, the route runs along the western coast of Portsmouth before continuing into Cosham and Havant.

1.6.3.6. Route 222 is approximately 15 miles long and routes from Portsmouth to Petersfield. Within the study area, the route travels east of the city along Langstone Harbour and uses the following links in relation to the Onshore Cable Corridor:

- Fort Cumberland Road (on-road route);
- Henderson Road (on-road route);
- Bransbury Park (traffic-free route);

- Ironbridge Lane (on-road route);
- Locksway Road (on-road route);
- Furze Lane (on-road route);
- Moorings Way (on-road route);
- Eastern Avenue (on-road route);
- Milton Common (traffic-free route); and
- A2030 Eastern Road (traffic-free route).

1.6.3.7. The cycle network in the study area is shown in **Plate 27** below, which also shows the Order Limit so that it can be seen which routes are likely to be affected by the construction of the Onshore Cable Route.

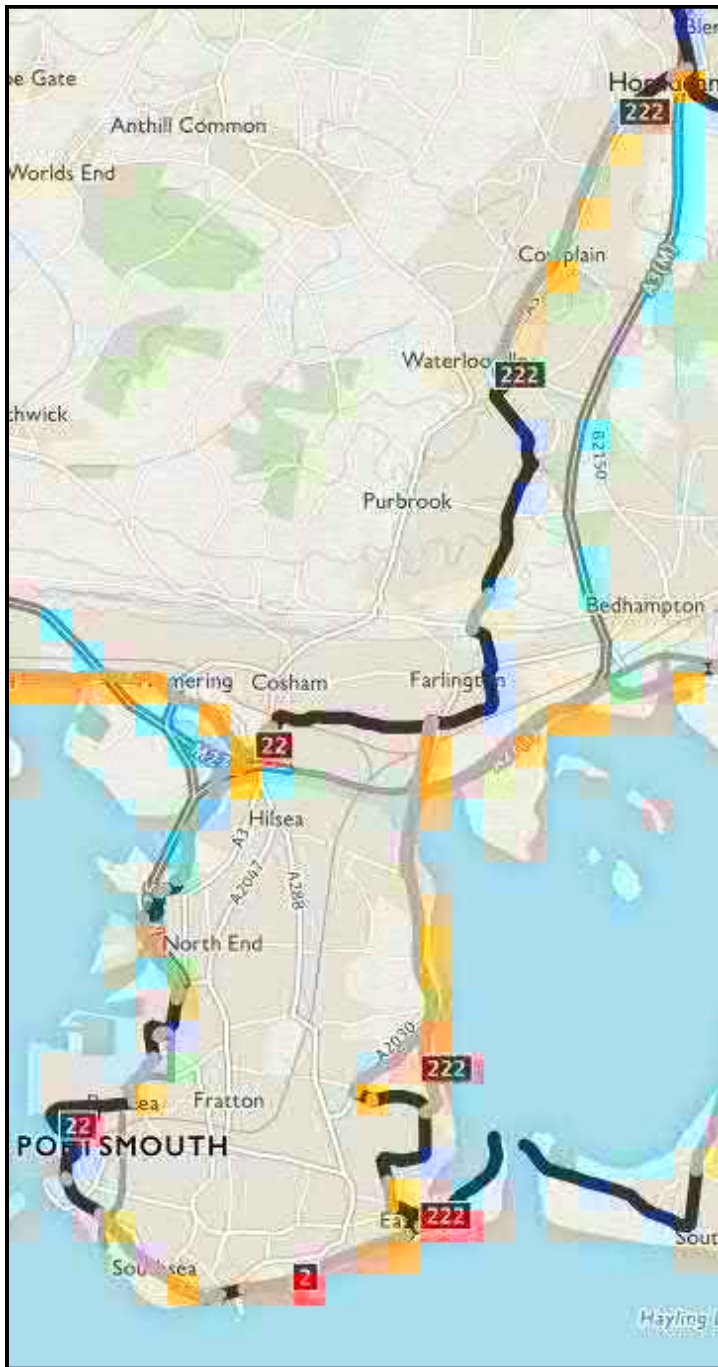


Plate 27 - Sustrans Cycle Network

1.6.3.8. As seen in **Plate 27**, sections of Route 2 in Eastney and Milton are likely to be affected by construction of the Onshore Cable Route, as are the majority of the sections of Route 222 listed above.

1.7. HIGHWAY SAFETY

1.7.1. OVERVIEW

1.7.1.1. A review of Personal Injury Collision Data (PIC) for the local highway network within the study area has been conducted for the five-year period from January 2014 to December 2018. Data relating to recorded PICs were obtained from Hampshire Constabulary on 16 July 2019. The full collision data is included in **Appendix E**.

1.7.1.2. Collisions have been noted based upon 12 zones in the study area and the construction traffic route. These zones are shown in **Figure 28** below and summarised as follows:

1.7.1.3. Construction Traffic Zone

- Zone 1 – Lovedean Substation
- Zone 2 – Denmead / Anmore
- Zone 3 – Hambledon Road
- Zone 4 – Waterlooville
- Zone 5 – A3 Purbrook
- Zone 6 – Portsdown Hill Road
- Zone 7 – Drayton
- Zone 8 – A2030 / Havant Bypass
- Zone 9 – Eastern Road (Marshes)
- Zone 10 – Eastern Road (Milton Common)
- Zone 11 – Milton
- Zone 12 – Eastney

1.7.1.4. Where collisions occur in areas where zones are shown to overlap, they will be attributed to the previous zone. (e.g. any collisions in the Anmore area of Zone 3 will be attributed to Zone 2).

1.7.1.5. Only collisions occurring on roads along and near to the main route of the Onshore Cable Corridor have been analysed.

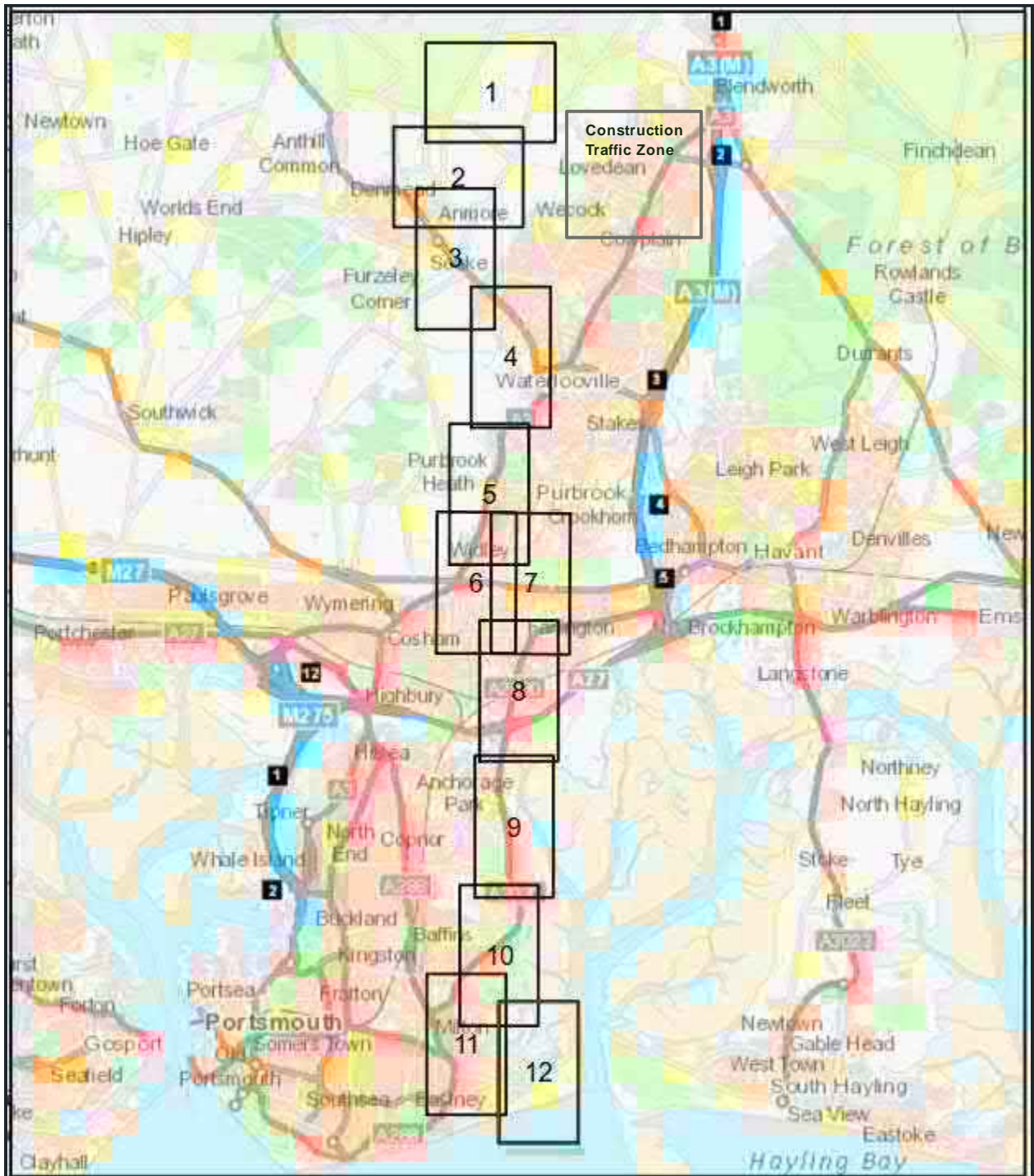


Plate 28 - Zones - Collisions

1.7.2. COLLISION SUMMARY

1.7.2.1. There was a total of 343 collisions recorded across the area of interest in the period investigated, which consisted of:

- Four fatal collisions;
- 58 serious collisions; and
- 281 slight collisions.

- 1.7.2.2. The four fatal collisions happened across the area of interest and across the years being investigated. The first fatal collision involved a motorcycle and a vehicle. The collision report stated that the motorcycle undertook a vehicle, clipped the nearside kerb and struck a second vehicle. The causation factor given was 'aggressive driving'.
- 1.7.2.3. The second fatal collision involved a single motorcycle. The collision report stated that the driver lost control when travelling around a bend and was thrown from the motorcycle. The causation fact given was 'loss of control'.
- 1.7.2.4. The third fatal collision involved an LGV and a motorcycle. The collision report stated that the LGV turned right out of a junction without giving way to the oncoming motorcycle, resulting in a collision. The causation factor given was 'disobeyed give way or stop sign markings'.
- 1.7.2.5. The final fatal collision involved two cyclists. The collision report states that cyclist one rounded a corner on the pavement and collided with a cyclist travelling in the opposite direction. This resulted in one of the cyclists falling into the road and being struck by a vehicle. No causation factor was provided for this collision.
- 1.7.2.6. It can be seen that the fatal collisions occurred for a variety of reasons and there is no reason to consider that the temporary roadworks for the AQUIND project will increase such collisions.
- 1.7.2.7. The 58 serious crashes occurred for a variety of reasons, across the area of interest and across the time period being investigated. There were 21 different causation factors applied to the serious collisions, with none of those factors relating to roadworks, construction work or the nature of the infrastructure.
- 1.7.2.8. Seven of the 58 collisions involved pedestrians and 11 of the collisions involved cyclists. It should also be noted that none of the serious collisions involved HGVs or PSVs.
- 1.7.2.9. The most prevalent causation factors given for the serious collisions were:
- Failed to look properly; and
 - Failed to judge other persons path or speed.
- 1.7.2.10. The slight collisions occurred across the study area and for a variety of reasons, and as with the serious collisions none of them had causation factors associated with the nature of the infrastructure. The majority of collisions were due to human error (the remainder were due to factors such as weather).
- 1.7.2.11. The most prevalent causes given were:

- Disobeyed automatic traffic signal (eight collisions);
- Following too close (19 collisions);
- Poor turn or manoeuvre (27 collisions);
- Failed to look properly (117 collisions); and
- Failed to judge other persons path or speed (24 collisions).

1.7.2.12. Based on the causation factors provided for the slight collisions, there appears to be no reason as to why the temporary works associated with the project would increase the frequency or severity of collisions across the area of interest.

1.7.3. CONSTRUCTION TRAFFIC ZONES

1.7.3.1. 40 slight and 7 serious collisions occurred along this route from January 2014 to December 2018. Most collisions occurred on and around the Dell Piece East and Dell Piece West slips.

1.7.3.2. None of the recorded collisions in this zone involved pedestrians and only two collisions involved cyclists. Both the collisions involving cyclists occurred on Lovedean Lane; one at the junction with A3 London Road and one at the junction with Frogmore Lane.

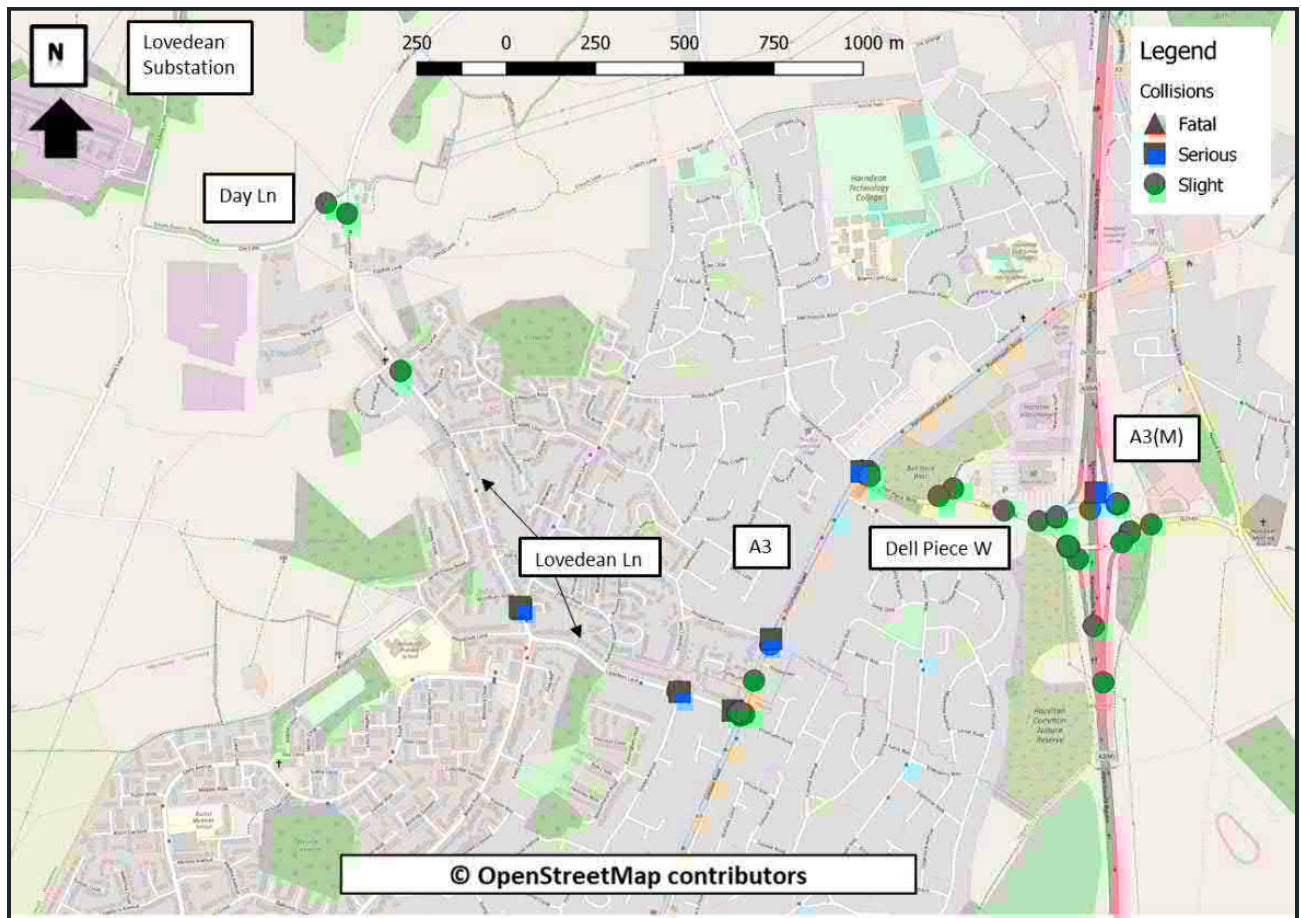


Plate 29 - Collisions – Construction Traffic Zone

Zones 1-3

Zone 1 – Lovedean Substation

1.7.3.3. No collisions were recorded in this area from Lovedean Substation to Anmore between January 2014 to December 2018.

Zone 2 – Denmead / Anmore

1.7.3.4. 3 slight collisions occurred in this zone between January 2014 to December 2018. No pedestrians were involved in these collisions however one cyclist was injured in a collision at the Anmore Road junction with Edneys Lane.

Zone 3 – Hambledon Road

1.7.3.5. Seven slight collisions and One serious collision occurred in this zone between January 2014 to December 2018. Two collisions involving pedestrians occurred within the vicinity of Denmead Infant School. Of the two pedestrian collisions which occurred within the vicinity of Denmead infant school, one involved a child. The collision description states that the pedestrian was crossing a side road when a vehicle turned off from the main road colliding with the pedestrian at slow speed. The

causation factor was given as ‘failure to look properly’; it is not clear if the causation factor refers to the pedestrian or driver.

- 1.7.3.6. Two collisions involving cyclists occurred at the Forest Road Roundabout, one of which involved a child. The collision report states that the cyclist was travelling along the pavement when a vehicle collided with it. The vehicle had been travelling along the pavement and had an obscured view. The causation factor was given as ‘vehicle travelling along pavement’.
- 1.7.3.7. The collisions within Zones 1-3 are shown in **Plate 30** below.

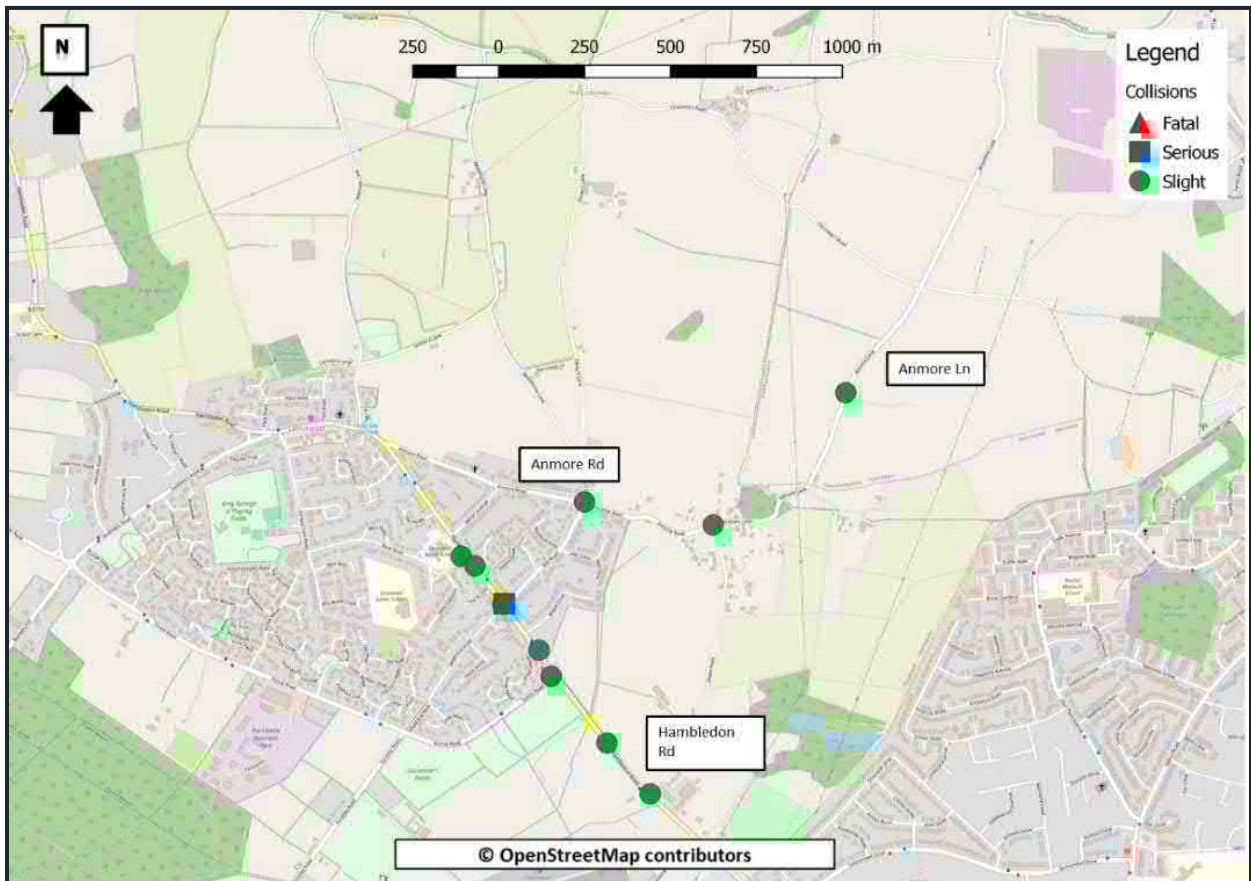


Plate 30 - Collisions - Zones 1-3

Zones 4-6

Zone 4 – Hambledon Road/ Maurepas Way

- 1.7.3.8. A total of 31 slight and 5 serious collisions occurred in this zone between January 2014 and December 2018, a cluster of collisions occurred in the vicinity of the Rockville Drive roundabout and pedestrian crossing on Maurepas Way.
- 1.7.3.9. 3 collisions here involved pedestrians at; Hambledon Road junction with Aston Road, Maurepas Way at the pedestrian crossing outside of ASDA and at the pedestrian

crossing outside Vine Medical Group. 10 collisions involving cyclists occurred in this zone.

Zone 5 – A3 London Road

- 1.7.3.10. A total of 30 slight and 10 serious collisions occurred in this zone. A cluster of collisions occurred at London Road/Bushy Mead junction. 1 collision involving a pedestrian occurred at the Campbell Crescent bus stop on A3 London Road and 13 collisions involved cyclists.

Zone 6 – Portsdown Hill Road

- 1.7.3.11. A total of 10 slight collisions, 3 serious collisions and 1 fatal collision occurred in this zone between January 2014 to December 2018. A cluster of collisions can be observed outside the George Inn along B2177. The fatal collision occurred on A3 London Road underneath the Portsdown Hill Road bridge.
- 1.7.3.12. A pedestrian was involved in a collision at The George bus stop, two cyclists were involved in collisions at the College Road junction and one at the junction with Farlington Avenue.
- 1.7.3.13. The collisions within Zones 4-6 are shown in **Plate 31**.

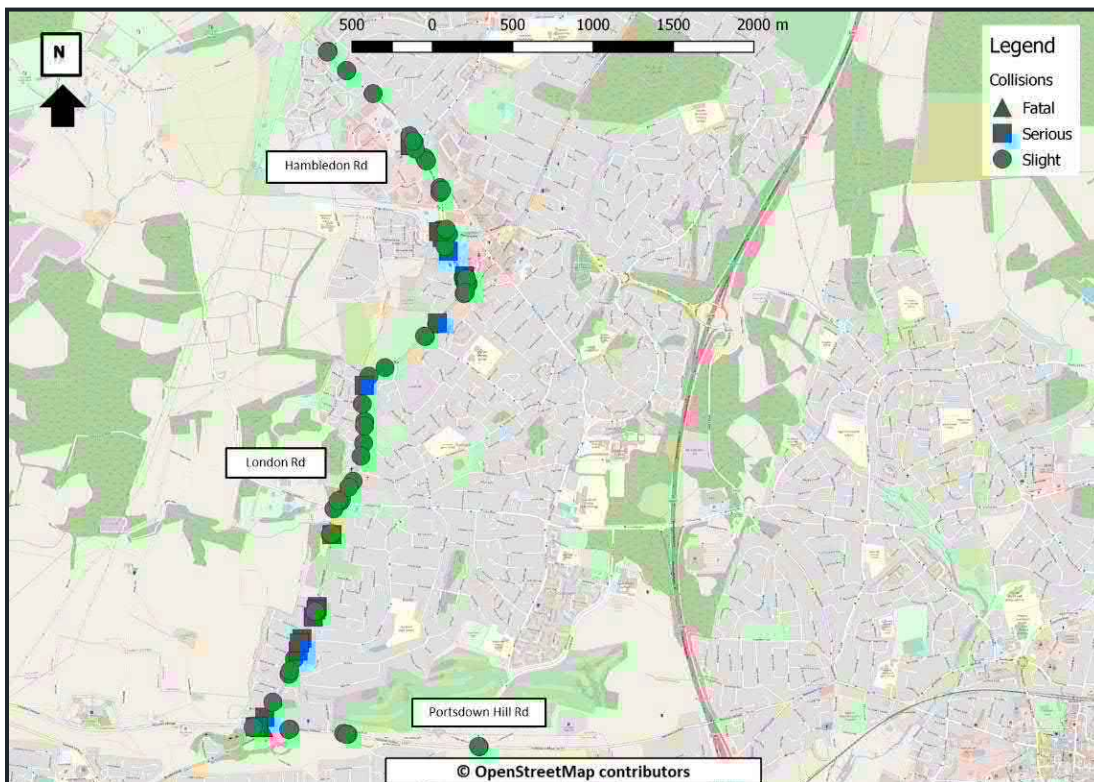


Plate 31 - Collisions - Zones 4-6

Zones 7-9

Zone 7 – Farlington to Sainsbury’s

1.7.3.14. A total of 14 collisions occurred in this zone between January 2014 to December 2018. Of these collisions, 12 were slight and 2 were serious. No pedestrians were involved in any collisions but 2 cyclists were involved in collisions on Havant Road and 1 was involved in a collision on Eastern Road at the junction with Fitzherbert Road.

Zone 8 – Sainsburys to Farlington Roundabout (inclusive)

1.7.3.15. 43 collisions occurred in this zone between January 2014 to December 2018. Of these collisions, 32 were slight and 11 were serious. Collision clusters occurred on the Farlington roundabout, particularly on the Eastern Road southern approach.

1.7.3.16. A collision with a pedestrian occurred outside the Shell garage and 9 collisions involving cyclists occurred at the Farlington Roundabout.

Zone 9 – A2030 Eastern Road to Harbourside Car Park

1.7.3.17. 37 collisions occurred in this zone between January 2014 to December 2018. Of these collisions, 35 were slight and 2 were fatal. Accident clusters can be seen at all junctions in this zone, fatal collisions occurred at A2030/Airport Service Road junction and A2030/Burrfields Road junction. No collisions involved pedestrians but 8 involved cyclists.

1.7.3.18. The collisions within Zones 7-9 are shown in **Plate 32**.



Plate 32 - Collisions - Zones 7-9

Zones 10-12

Zone 10 – Eastern Road (Milton Common)

- 1.7.3.19. A total of 48 collisions occurred in this zone between January 2014 to December 2018. Of these collisions, 38 were slight, 9 were serious and 1 was fatal. The fatal collision occurred at the A2030/Kirpal Road junction. 5 collisions involved pedestrians and five collisions involved cyclists.

Zone 11 – Milton Road (Milton Locks)

- 1.7.3.20. A total of 53 collisions occurred in this zone between January 2014 to December 2018. Of these collisions 43 were slight and 10 were serious. A large proportion of collisions occurred along Milton Road, particularly at the junction with Priory Crescent. 8 collisions involved pedestrians with the majority occurring along Milton Road, 15 collisions involved cyclists of which 13 occurred along Milton Road.

Zone 12 – Eastney

- 1.7.3.21. No collisions occurred in this zone from Eastney Road to Eastney Beach between January 2014 to December 2018.
- 1.7.3.22. The collisions within Zones 10-12 are shown in **Plate 33** below.

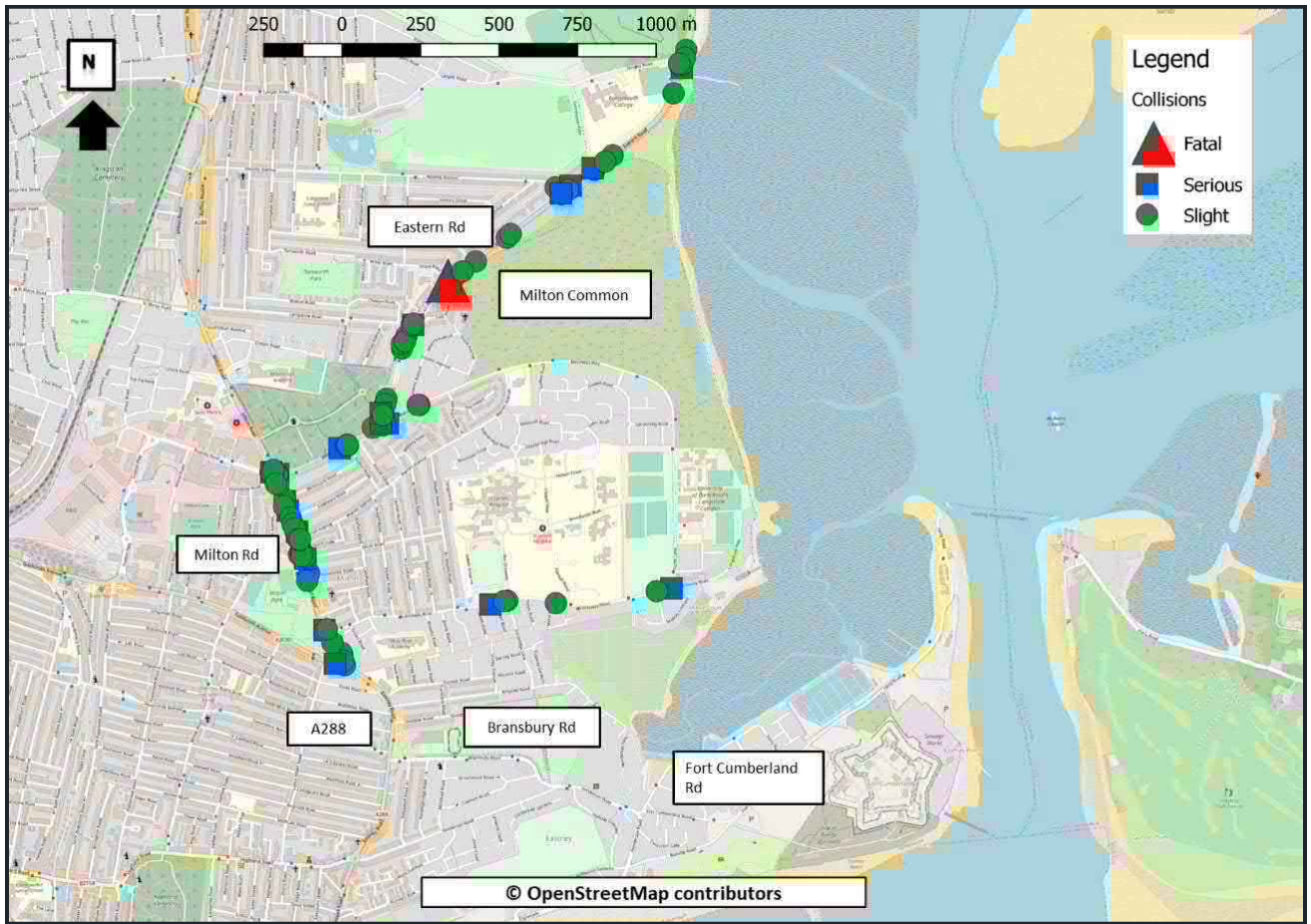


Plate 33 - Collisions - Zones 10-12

1.8. OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN SUMMARY

1.8.1. OVERVIEW

1.8.1.1. This chapter provides a summary of the Outline Construction Traffic Management Plan (CTMP). The Outline CTMP document is provided at **Appendix F**. The purpose of the Outline CTMP is to set out the framework for managing construction traffic associated with the Proposed Development. As this TA deals with the impacts of the temporary works associated with the construction, the Outline CTMP forms a central element of the strategy for mitigating impacts on the local transport networks.

1.8.2. SCOPE OF THE OUTLINE CTMP

1.8.2.1. This Outline CTMP provides an overarching plan as to how the construction traffic and site operations will be managed across the extent of the Proposed Development. Individual CTMP documents will be provided to each contractor with further detail relating to their relevant work site locations. These will be prepared and agreed with the relevant Local Highway Authority ahead of works commencing.

1.8.2.2. The Outline CTMP sets out the parameters within which contractors will be required to work, including hours of operation, traffic routing, safe vehicular access and manoeuvring and minimising traffic impacts.

1.8.3. VEHICULAR MOVEMENT MANAGEMENT

1.8.3.1. The vehicular movement strategy for construction is based on a number of core principles:

- Ensuring a safe and efficient use of road space to provide access to the construction site;
- Minimising the number of vehicle movements and reducing impact as far as practical by proposing mitigation measures as required;
- Use the shortest routes to the construction sites as practical; and
- Avoiding residential areas and those near sensitive receptors such as schools etc.

1.8.3.2. Vehicular access to the construction works will follow three levels of road hierarchy.

- Level 1 Strategic Road Network – Are roads managed by Highways England being motorways and trunk roads which provide access to the construction sites from a wide catchment area to be distributed by the lower levels of road.
- Level 2 Primary and Local Road Networks – These being roads under the authority of Hampshire County Council and Portsmouth City Council, which provide access to most of the cable corridor.

- Level 3 Access Road – These will be temporary haul roads created by the construction contractors linking back to the Level 2 road network. These also may be existing privately owned roads utilised for the construction purposes.

Working Hours

1.8.3.3. The typical working hours, unless otherwise stated will be as shown below.

Table 47 - Construction Working hours

Activity	Anticipated working hours per day	Anticipated working days per week
Converter Station Area Construction	10 hour shifts, 08:00 – 18:00	6 days*
Marine Cable Installation	24 hour shifts	7 days
Onshore Cable Installation (including HDD-2, HDD-5 and HDD-6)	10 hour shifts, 07:00 – 17:00	6 days*
Landfall Installation (including HDD-1, TJB and ORS)	12 hour shifts	7 days
HDD-3 and HDD-4 Installation	12 to 24 hour shifts	7 days

*Day 6 is Saturday working with hours defined for each individual location

** This includes start-up and shut down activities for an hour either side of the core working hours

Timing of Movements

1.8.3.4. HGV movements to the works sites will be as restricted as follows to reduce impact to the surrounding road network. The main compound for all construction works will be Lovedean Converter Station. All HGV trips, with the exception of HDD and Micro-Tunnelling aspects of the work due to their 24-hour nature, will originate from the Converter Station.

1.8.3.5. For all sections of the Onshore Cable Corridor and all construction methods, additional restrictions on HGV movements will be considered to suit local sensitive receptors, such as schools. For example, any construction work on Moorings Way or southern end of Milton Common should avoid HGV movements being generated between 15:00 and 16:00 to avoid the end of the school day at Mooring Way Infant School.

1.8.3.6. The Contractor shall arrange for Vehicle Marshalls to direct construction traffic / HGV movements at the site entrances through to site compound areas. Flash cards should be issued to all HGV drivers and visitors entering the site and vehicles / deliveries will be provided with escorts through the site where required.

Lovedean Converter Station

- 1.8.3.7. Between the hours of 09:00 and 17:00 for HGVs relating to construction of the Converter Station, therefore avoiding the AM and PM peaks. In addition, HGV trips will occur in relation to construction of the Onshore Cable Corridor to deliver equipment to each location, leaving the compound between 06:00 and 07:00 and arriving at the compound between 17:00 and 18:00.

Eastney (Landfall)

- 1.8.3.1. General HGV movements will take place between 09:00 and 17:00 for HGVs relating to construction of the ORS and Landfall, therefore avoiding the AM and PM peaks of 08:00-09:00 and 17:00-18:00.
- 1.8.3.2. Once drilling plant and cabins have been delivered (a 2-3 day process) the Landfall construction site will only generate HGV movements associated with water, bentonite, fuel and removal of spoil. These movements however will be restricted to outside of the 08:00-09:00 and 17:00-18:00 peak traffic hours and 19:00-07:00 to avoid disturbance to nearby residential properties.

Onshore Cable Route

- 1.8.3.3. HGVs carrying equipment and material will arrive on-site at 07:00 to coincide with the start of the working day. General HGV movements will take place between 09:00-17:00 to avoid the peak traffic hours, although equipment / material may also be transported away from each site at 17:00.

Horizontal Direction Drilling Works

- 1.8.3.4. These movements however will be restricted to outside of the 08:00-09:00 and 17:00-18:00 peak traffic hours of 08:00-09:00 and 17:00-18:00 unless there is an emergency.

Issues and Constraints identified

- 1.8.3.5. There are a number of common issues that extend over the Onshore Cable route and construction routes access routes. Table 48 lists the common issues and constraints with the proposed mitigation, which have been mitigated as far as reasonably practicable through the planning and design process.

Table 48 - Common Issues and Constraints – Whole cable route

Issue / Constraint	Mitigation Stage	Proposed Mitigations
Narrow rural roads / no pedestrian footways / unrestricted speed limit	Route planning	Routing strategy and signage to be agreed with HCC and PCC
Narrow residential streets with on-street parking	Route planning	Parking suspension, HGV routing strategy

Issue / Constraint	Mitigation Stage	Proposed Mitigations
Congestion and impact on strategic roads	Route planning, Framework Traffic Management Strategy and Construction Traffic Management Plan	Traffic capacity assessments. Vehicle movements restricted.
Geometry of junctions and roads not suitable and visibility constrained for proposed construction vehicles	Route planning and design stage	Interventions proposed and agreed with highway authority
Long diversion routes for closed roads	Route planning and design stage	Construction techniques to avoid road closures if possible. Advanced signage/warning

HGV Routes

1.8.3.6.

An assessment has been made of potential vehicular routes to access the cable route and is detailed in the following sections below. These routes will be communicated to all hauliers. Drivers will be required to adhere to all existing restrictions such as weight and height restrictions. Temporary signage will be utilised by the contractor to direct construction traffic to compounds and site accesses. These will be agreed with the highway authorities.

Section 1 – Lovedean

- 1.8.3.7. Construction traffic will use junction 2 of A3(M), B2149, A3 Portsmouth Road, Lovedean Lane and Day Lane.
- 1.8.3.8. No construction traffic (HGVs and constructions workers) will use the route from the south from Hambledon Road via Soake Road, Anmore Road and Anmore Lane.
- 1.8.3.9. There are no vehicular restrictions in this section other than geometric constraints along Day Lane and Broadway Lane. Day Lane and Broadway Lane are rural country lanes with a general width of 6.0 m or less. Each are bordered by hedgerow/grass verges without footways. Given its existing width, Day Lane will not be able to accommodate two-way HGV traffic and therefore vehicles exiting the Converter Station Area will be controlled to avoid meeting a vehicle travelling along Day Lane towards the site. This could be done using a combination of temporary traffic signals (near the access to the solar farm) and banksmen on either end. In some limited locations, the width of Day Lane may make it difficult for a car and HGV to pass. These locations are primarily where there is good forward visibility, while there is also an informal layby located within highway land adjacent to the Solar Farm access that will facilitate two-way flow of traffic.

Section 2 - Anmore

- 1.8.3.10. Construction traffic to/from Anmore Road will be routed either via the Converter Station compound and Broadway Lane/Anmore Lane or directly from junction 3 A3(M), Hulbert Road, A3 London Road, B2150 Hambledon Road and Mill Road.
- 1.8.3.11. No construction traffic will use routes along Soake Road. This will be managed and enforced by provision of route planning information by the contractor.
- 1.8.3.12. There are no vehicular restrictions in this section and no other geometric constraints have been identified beyond those discussed in Section 1.

Section 3 – Denmead / Kings Pond Meadows

- 1.8.3.13. Construction traffic to/from Anmore Road will be routed either via the Converter Station compound and Broadway Lane/Anmore Lane or directly from junction 3 A3(M), Hulbert Road, A3 London Road, B2150 Hambledon Road and Mill Road.
- 1.8.3.14. No construction traffic will use routes along Soake Road. This will be managed and enforced by provision of route planning information by the contractor.
- 1.8.3.15. There are no vehicular restrictions in this section and no other geometric constraints have been identified beyond those discussed in Section 1.

Section 4 – Hambledon Road to Burnham Road

- 1.8.3.16. Given the length of this section, construction traffic will use different routes depending upon the location of the Onshore Cable Corridor construction works unless it is travelling to /from the Converter Station Area/Works Compound. All HGVs using the Converter Station Area/Works Compound will use Day Lane, Lovedean Lane, Milton Road and B2150 Hambledon Road to reach the relevant construction location.
- 1.8.3.17. Construction traffic not travelling via the Converter Station Area/Works Compound will use the following routes:
- B2150 Hambledon Road: Junction 3 A3(M), Hulbert Road and A3 London Road;
 - A3 Maurepas Way/London Road north of Ladybridge Roundabout: Hambledon Road: Junction 3 A3(M), Hulbert Road and A3 London Road;
 - A3 London Road south of Ladybridge roundabout: Junction 3 A3(M) Hulbert Road (eastern), Purbrook Way, Stake Road, Ladybridge Road and A3 London Road; and
 - Portsdown Hill Road/Farlington Avenue: Junction 5 A3(M), Bedhampton Hill, B2177 Portsdown Hill Road, Farlington Avenue.
- 1.8.3.18. No construction traffic will use Frenstaple Road, Stakes Hill Road and Crookhorn Lane. This will be managed and enforced by provision of route planning information by the contractor.
- 1.8.3.19. Restrictions in this section include the 'Access Only' 7.5 tonne weight restriction on Farlington Avenue which will be required to be rescinded for the duration of the works on Farlington Avenue. This weight restriction has been implemented in conjunction with the existing traffic calming measures to reduce use of Farlington Avenue as a through-route.
- Section 5 – Farlington**
- 1.8.3.20. Generally, construction traffic will use junction 5 A3(M), A2030 Havant Road, Farlington Road and A2030 Eastern Road or A27 junction with A2030 Eastern Road. Due to the carriageway width and central islands at the A2030 Havant Road / Farlington Avenue junction it may be necessary for low loader HGVs with cable drums to access Farlington Avenue from the northern end, using the A27 Portsbridge Roundabout, A397 Northern Road, A3 London Road and Portsdown Hill Road to gain access.
- 1.8.3.21. No construction traffic will use any surrounding residential roads. This will be managed and enforced by provision of route planning information by the contractor.
- 1.8.3.22. Restrictions in this section include the 'Access Only' 7.5 tonne weight restriction on Farlington Avenue which will be required to be rescinded for the duration of the works on Farlington Avenue.

Section 6 – Zetland Field & Sainsbury's Car Park

1.8.3.23. Construction traffic will use junction 5 A3(M), A2030 Havant Road, and A2030 Eastern Road or A27 junction with A2030 Eastern Road.

1.8.3.24. No construction traffic will use Lower Farlington Road or Fitzherbert Road. This will be managed and enforced by provision of route planning information by the contractor.

1.8.3.25. There are no vehicular restrictions in this section and no geometric constraints have been identified.

Section 7 – Farlington Junction to Airport Service Road

1.8.3.26. Construction traffic will use the A27 junction with the A2030 Eastern Road northbound for the Farlington playing fields works and southbound for Portsea Island works.

1.8.3.27. No construction traffic will use the London Road, Copnor Road and Norway Road. This will be managed and enforced by provision of route planning information by the contractor.

1.8.3.28. There are no vehicular restrictions in this section and no geometric constraints have been identified.

Section 8 – Great Salterns Golf Course to Moorings Way

1.8.3.29. Construction traffic will use the A27 junction with A2030 Eastern Road for access.

1.8.3.30. No construction traffic will use the section from Copnor Road to Milton Road. This will be managed by provision of route planning information by the contractor.

1.8.3.31. Restrictions in this section include the 5 tonne weight restriction on Eastern Avenue and Moorings Way which will be required to be rescinded for the duration of the works. This is an environmental weight restriction which restricts access between midnight and 07:00 and 19:00 to midnight Monday to Saturday and all day on Sunday. The impacts of lifting this restriction can therefore be mitigated by ensuring that access by construction vehicles follows these restrictions through the contractors CTMP.

Section 9 – Moorings Way to Bransbury Road

- 1.8.3.32. Construction traffic will use A27 junction with A2030 Eastern Road, A288 Eastney Road, Milton Avenue, Moorings Way, Locksway Road, Kingsley Road, and Bransbury Road
- 1.8.3.33. No construction traffic will enter the five-tonne restricted zone of Salterns Avenue residential area. Traffic will not use other residential side streets to travel north or south but will return to A88 Eastney Road or A2030 Milton Road. Construction traffic will leave Portsea Island via A2030 Eastern Road only.
- 1.8.3.34. There are no vehicular restrictions in this section other than geometric constraints associated with use of residential roads such as Locksway Road, Kingsley Road and Bransbury Road. These are generally 6.0-7.0 m in width with on-street parking on at least one-side of the carriageway. Taking this into account, the contractor will be required to use smaller construction vehicles and plant when accessing these roads.

Section 10 – (Eastney) Landfall

- 1.8.3.35. Construction traffic will use the A27 junction with A2030 Eastern Road, A288 Eastney Road and Bransbury Road, Henderson Road and Fort Cumberland Road
- 1.8.3.36. No construction traffic will use the section of Henderson Road to the roundabout with A288 Cromwell Road. This will be managed and enforced by provision of route planning information by the contractor.
- 1.8.3.37. There are no vehicular restrictions in this section, no geometric constraints have been identified other than removal of the existing height restriction gate at the existing public car park.

1.8.4. CONSTRUCTION WORKFORCE

- 1.8.4.1. The Proposed Development is expected to have a maximum of 150 construction workers for Converter Station at the peak of construction. Another 50-60 construction workers will be employed during this period in relation to the construction of the Onshore Cable Route.
- 1.8.4.2. It is anticipated that up to six construction gangs will be working concurrently along sections of the cable route. Mitigating the number of vehicular trips generated by construction staff travelling to and from their place of work and between work site locations is a key objective of the CTMPs.

Staff Travel Planning Strategy

- 1.8.4.3. The Outline CTMP provides a guide for measures to be applied and promoted by contractors as part of their individual CTMPs. Proposed mitigation measures include:
- Minibuses could be provided to ferry staff to sites as required from the main construction compound and collection from transport hubs (railways stations and bus terminals).
 - Parking controlled to ensure construction workers do not park inappropriately on surrounding roads causing nuisance to residents;

- Information boards used at the construction compounds detailing public transport information to encourage travel and to hubs where collection by minibuses is possible;
- Provision for secure cycle parking at construction compounds;
- Welfare facilities at work sites such as canteens;
- Measures to encourage sustainable travel should be used including car sharing or a specific ride share app for staff to use on the project.

1.8.4.4. Over and above the measures listed above, a Staff Communication Strategy will be encouraged to provide all staff with the necessary information for them to make sustainable travel choices.

1.8.5. TEMPORARY SITE ACCESSES

1.8.5.1. Locations for site access to haul roads and compounds from the public highway are required. These will be designed to ensure they are safe and delay and impact to the public is minimised. All designs will also be agreed with the relevant highway authority prior to commencement of the works.

1.8.5.2. Full details of the site access points are identified in the AROW Plans for all sections of the Onshore Cable Route and are listed below.

1.8.6. MANAGEMENT OF ROAD SAFETY

1.8.6.1. A strategy for ensuring road safety is maintained during construction is set out within the Outline CTMP. This includes:

- Review of existing collisions – if collision rate is 25% higher than the national average, further analysis will be undertaken;
- Liaison, Monitoring and Mitigation – recording of near misses, appointment of a road safety and liaison officer
- Highway Condition – before and after surveys undertaken to assess road condition in and around construction sites. Weekly condition surveys to be produce during the work programme.

1.8.7. IMPLEMENTATION AND MONITORING

1.8.7.1. For a Construction Traffic Management Plan to be affective a robust monitoring process is required to ensure compliance. This requires the following:

- Detailed CTMPs for each contractor and section of the corridor;
- Compliance and Monitoring – the client will be responsible for monitoring and compliance. They will ensure that that the construction contractors produce final CTMPs that are compliant and ensure their obligation to monitor is understood.

1.9. FRAMEWORK TRAFFIC MANAGEMENT STRATEGY SUMMARY

1.9.1. OVERVIEW

- 1.9.1.1. A FTMS has been prepared for submission with this application. This is provided at **Appendix G**. This chapter provides an overview of the strategy with a summary of the measures to be implemented to manage and mitigate impacts on the local highway network.
- 1.9.1.2. The FTMS sets out the overarching principles and methodology to be used during the construction of the Proposed Development and will be developed in further detail as required, by appointed contractors prior to commencement of each phase of the temporary works.
- 1.9.1.3. The TA and FTMS have been developed alongside one another in order that the anticipated impacts of the construction of the Proposed Development are suitably mitigated and addressed through appropriate traffic management measures. The aim of the FTMS is to minimise disruption to all roads users, including pedestrian, cyclists, public transport users and car drivers.

1.9.2. TRAFFIC MANAGEMENT METHODOLOGY

- 1.9.2.1. In all cases the traffic management requirements will be based upon guidance included within the following documents to ensure the safety of all road-users and construction workers:
- Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Roadworks and Temporary Situations (Department for Transport, 2009);
 - Safety at Streetworks and Roadworks: A Code of Practice (Department for Transport, 2013); and
 - New Roads and Street Works Act 1991: Code of Practice of Co-ordination of Street Works and Works for Road Purposes and Related Matters (Fourth Edition) (Department for Transport, 2012).
- 1.9.2.2. Using this Guidance, the following assumptions have been used to inform the traffic management requirements of the construction process:
- It is anticipated that the cable duct installation will take place in 100 m sections, taking approximately five working days to complete each section including reinstatement of the highway;
 - The Onshore Cable Route will include two circuits (as described in Section **Error! Reference source not found.**), with trench excavation and cable duct installation taking place at separate times for all parallel sections or circuit except where road closures are required;

- The construction corridor will generally be 4.0-6.0 m and 100-150 m long, although can be reduced by use of smaller plant to 2.0-3.0 m at local pinch points if required to avoid road closures; and
- Construction on footway will require 2.0 m on footway / verge and 3.0 m on carriageway to allow for construction vehicle access if no other parallel routes are available.

1.9.2.3. Taking account of these assumptions the following overall principles have been applied to the traffic management requirements for the Onshore Cable Corridor:

- Two-way traffic flow should be maintained wherever possible, albeit this may need to be facilitated by shuttle working temporary traffic signals and lane closures;
- Full road closures should only be considered as a last resort and where required pedestrian access should be maintained at all times. Where a full road closure is required, the programming of works should aim to minimise disruption where possible and provide for non-car modes, ensuring that safe and convenient routes are provided for pedestrians, cyclists and public transport users;
- Traffic management measures should provide for non-car modes, ensuring that safe and convenient routes are provided for pedestrians, cyclists and public transport users. Removal of such provision should only be considered as a last resort and where required must accompanied by suitable diversion routes.

1.9.2.4. Where the carriageway width past the construction zone is 6.75 m or wider, two-way traffic flow will be maintained without traffic control.

Type of Traffic Management

1.9.2.5. Construction of the Onshore Cable Route will be facilitated through temporary lane closures, which will require different types of traffic management depending on the location of the trench within the highway and remaining carriageway width while the construction zone is in place. The following types of traffic management measures are listed below:

- Two-way shuttle working with temporary traffic signals – on single-carriageway two-way highway sections
- Lane closures without shuttle working traffic signals – on dual carriageway or wider single-carriageway sections

1.9.2.6. Over and above the traffic management on the main corridor routes, there will be a need in some locations to manage access to residential or business premises.

1.9.2.7. Residential and business access comes in two forms along the Cable Corridor:

- As direct access, through access junctions or driveways directly onto residential or business premises; and
- Via side-road junctions that adjoin the Cable Corridor.

1.9.2.8. Residential and business access will be maintained wherever possible, albeit with different traffic management approaches applied depending upon the circumstances.

- Residential driveways – residents will be informed of construction works and encouraged to make alternative arrangements where possible, such as parking on-street. Where Traffic Regulation Orders (TROs) are in place restricting parking, temporary suspension will be sought where necessary.
- Business Access – access to business premises will be maintained using either three-way traffic signals or, where possible, through the use of road plates. This will be considered on an individual basis.
- Side Road Access – access will be considered on an individual basis with the traffic management used dependent on the characteristics of the road and junction.

1.9.2.9. The type of traffic management is dependent on the location of the construction zone within the carriageway, which cannot yet be defined as detailed design of the traffic management will only be completed once a contractor is appointed. For example, side-roads on the northern side of the carriageway may not require temporary closure or traffic signal control when the construction zone is on the southern side of the carriageway.

1.9.3. TRAFFIC MANAGEMENT PROGRAMME

1.9.3.1. An indicative onshore construction programme has been developed for construction works associated with the Proposed Development, taking account of factors such as environmental constraints, public events, school terms and public holidays.

1.9.3.2. Public activities and events that are planned in proximity to the Converter Station Area and Onshore Cable Corridor, including but not limited to the following are also taken into consideration:

- School term time;
- Football season;
- Coastal Waterside Marathon;
- Great South Run;
- South Central Festival; and
- Victorious Festival.

1.9.3.3. Further to this indicative programme, consideration has been given with the FTMS to

the construction programme for each individual section of the Onshore Cable . This has considered the constraints listed above and links between nearby sections of the Onshore Cable Corridor, where for example multiple construction zones in the same area should be avoided.

1.9.3.4.

This programme will help mitigate the impacts of the construction works on the highway network.

1.9.4. SUMMARY OF TRAFFIC MANAGEMENT ARRANGEMENTS

1.9.4.1. Below is set out a summary of the site-specific traffic management proposals for each section of the Onshore Cable Corridor.

Table 49 - Section 1 - Converter Station

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
1	Converter Station Access	TBC	Shuttle Working	8-12 weeks

Table 50 - Section 2 - Anmore

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
2	Broadway Lane	6	Road Closure	1 Day

Table 51 - Section 3 - Denmead

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
3.1	Anmore Road	160	Road Closure	1 Day to 2 Weeks
3.2	B2150 Hambledon Road to Soake Road	180	Shuttle working TS	2 weeks

Table 52 - Section 4 B2150 Hambledon Road to Farlington Avenue

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
4.1	B2150 Hambledon Road between Soake Road and Milton Road	1300	Shuttle working TS	8-13 weeks
4.2	B2150 Hambledon Road and A3 Maurepas Way between Milton Road and A3 London Road	1000	Lane Closure	10 weeks
4.31	A3 London Road between Forest End Roundabout and south of the junction with Forest End	100	Shuttle Working	1 week

4.32	A3 London Road between south of junction with Forest End and southern end of bus lanes (in proximity to Poppy Fields)	1000	Lane Closure	10 weeks
4.33	A3 London Road between Poppy Fields and just south of Post Office Road	250	Shuttle Working	3 weeks
4.34	A3 London Road between Post Office Road and Rocking Horse Nursery	90	Road Closure	2 weekends
4.35	A3 London Road between Rocking Horse Nursery and Ladybridge roundabout	170	Shuttle Working	2 weeks
4.41	A3 London Road between Ladybridge roundabout and start of bus lane	80	Shuttle Working	1 week

4.42	A3 London Road between start of bus lane and Lansdowne Avenue	850	Lane Closure	9 weeks
4.43	A3 London Road between Lansdown Avenue and start of bus lane (south of The Brow)	250	Shuttle Working	3 Weeks
4.44	A3 London Road start of bus lane (south of The Brow) and Portsdown Hill Road	400	Lane Closure	4 Weeks
4.5	Portsdown Hill Road between A3 London Road and Farlington Avenue	600	Shuttle Working	6 Weeks

Table 53 - Section 5 Farlington

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
5.1	Farlington Avenue between Portsdown Hill Road and Sea View Road	650	Shuttle Working	7 Weeks
5.2	Farlington Avenue between Sea View Road and Havant Road	350	Road Closure	4 Weeks
5.3	Eveleigh Road	150	Road Closure	2 Weeks
5.4	Havant Road	N/A	Road Closure	1-2 Weekends

Table 54 - Section 6 – Sainsburys Car Park

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
6	Fitzherbert Road	60	Lane Closure	1 Week

Table 55 - Section 8 – A2030 Eastern Road to Moorings Way

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
8.1	A2030 Eastern Road between Airport Service Road and Tangier Road	1200	Lane Closures	4 Weeks (24hr, 7-Day construction) 10 Weeks (10hr, 7-Day construction)
8.2	A2030 Eastern Road between Tangier Road and Eastern Avenue	1300	Lane Closures	1 Week (24-hr, 7-Day working and use of Milton Common) 11 Weeks (Eastern Road only, 7-Day working)
8.3	Eastern Avenue	220	Road Closure	3 Weeks

Table 56 - Section 9 – Moorings Way to Bransbury Road

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
9.11	Moorings Way between Eastern Avenue and Godwit Road (passes Mooring Way Infant School)	250	Shuttle Working	3 Weeks
9.12	Moorings Way between Goodwit Road and Moorings Way to Furze Lane Bus Link	500	Shuttle Working	5 Weeks
9.21	Moorings Way to Furze Lane bus link	370	Road Closure	3 Weeks
9.22	Furze Lane	150	Shuttle Working	2 Weeks
9.31	Locksway Road between access rod to Milton Piece Allotments and	90	Shuttle Working	1 Week

9.32	Longshore Way	150	Shuttle Working	2 Weeks
9.41	Kingsley Road between Ironbridge Lane and Yeo Court	150	Shuttle Working	1 Day to 2 Weeks
9.42	Yeo Court	40	Road Closure	1 Week

Table 57 - Section 10 – Eastney (Landfall)

Section	Description	Length (m)	Proposed TM	Duration Per Circuit
10.1	Henderson Road	300	Shuttle Working	3 Weeks
10.2	Fort Cumberland Road	350	Shuttle Working	4 Weeks

1.10. TRAFFIC ASSESSMENT METHODOLOGY

1.10.1. INTRODUCTION

- 1.10.1.1. The traffic assessment sections provided within this TA focus on the impacts of the temporary cable installation and construction process and will be directly related to the FTMS produced for each section of the route. Therefore, the main assessment is based upon the Construction phase of the Proposed Development. Operational and Decommissioning aspects are summarised in **Chapter 3**.
- 1.10.1.2. This assessment takes into consideration the primary impacts along the Onshore Cable Corridor itself, as well as secondary impacts resulting from traffic distribution during construction works. In response to consultation feedback received from HCC and PCC, key locations along the cable route have been assessed using the Solent Transport Sub-Regional-Transport-Model (SRTM). The use of the SRTM responds to consultation feedback from HCC and PCC on the PEIR, where a requirement for a wider scale assessment was identified.
- 1.10.1.3. The assumptions used within the SRTM have been agreed with HCC and PCC as part of the TA scoping exercise, as detailed in **Chapter 2** and **Appendix A**.

1.10.2. OVERVIEW

- 1.10.2.1. The impacts of the traffic management proposals associated with construction of the Onshore Cable Route have been modelled using the SRTM. The SRTM is a multi-modal strategic transport model for Hampshire, the Isle of Wight and Portsmouth that includes public transport networks and the strategic and local highway networks. It is operated by SYSTRA consultancy under contract to Solent Transport.
- 1.10.2.2. The purpose of the model is to test the impact of transport interventions and changes in land use. It includes calibrated 2015 baseline flows and covers the period up to 2041. The forecasts include predicted background travel growth and that associated with committed development in the region. Furthermore, the model also considers the effect of committed transport schemes.
- 1.10.2.3. Geographically, the model has been subdivided into four regions, each of which have been modelled at different levels of detail according to the type of settlements and land-use patterns within that locale. The four are as follows and are illustrated in **Plate 34** below.
- Core fully modelled area (detailed zoning);
 - Marginal fully modelled area (normally based on MSOAs);
 - Buffer area (zones based on Districts); and
 - External (zones based on Districts and Counties).

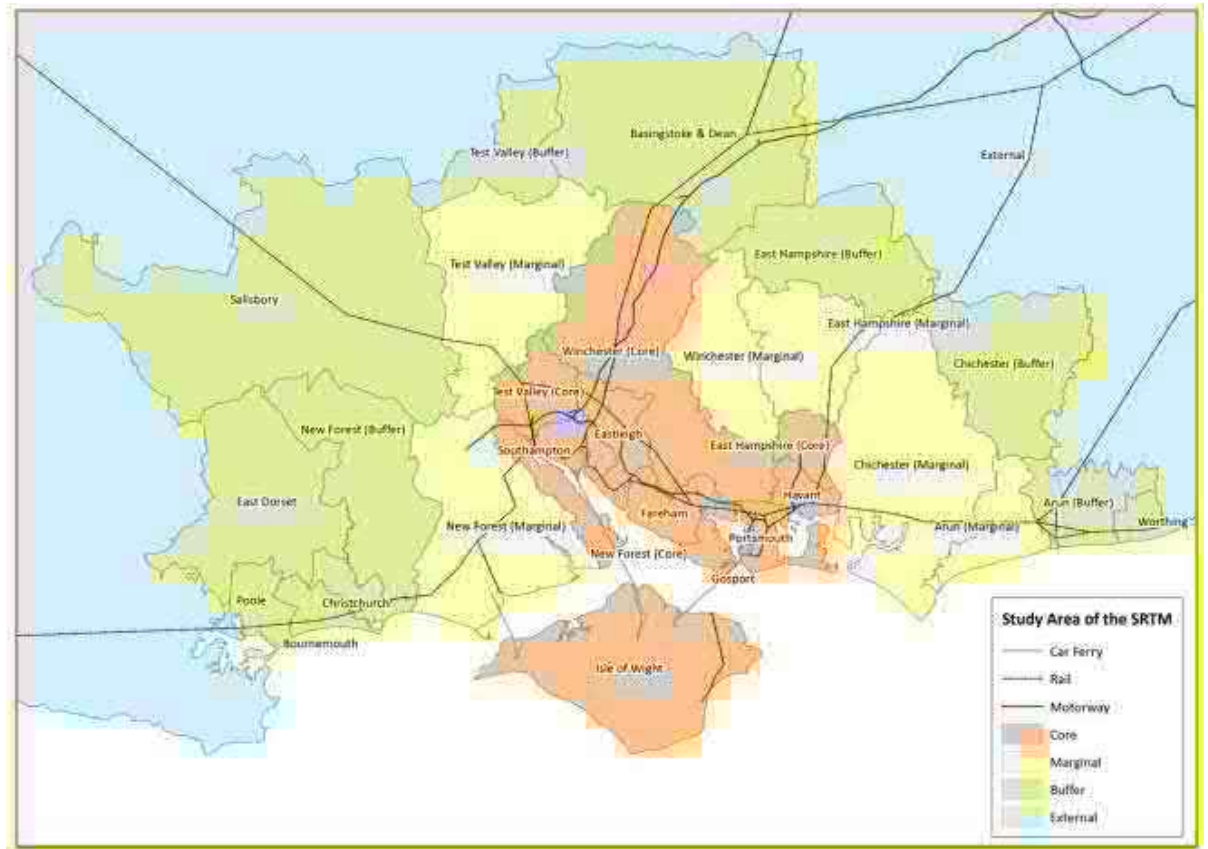


Plate 34 - SRTM Study Area

1.10.2.4. The study area predominately lies within the core fully modelled area. Therefore, the assessment that has been undertaken can be considered the most robust given the available data.

1.10.3. MODELLED SCENARIOS

1.10.3.1. In the context of the Proposed Development, the SRTM has modelled the impact of the works associated with the installation of the Onshore Cable Route given that this element of the Proposed Development involves the use of the public highway. By contrast the Converter Station involves work that is predominately off-highway situated on private land. The main issues for this relate to access for construction traffic. These matters are discussed in detail in the Framework CTMP (**Chapter 8** and **Appendix F**).

1.10.3.2. Due to the length of the route for the Onshore Cable Route, it is possible that several sections will be constructed simultaneously. Construction of the cable ducts will typically be completed in 100m sections between the Landfall point and the Converter Station. Therefore, in the modelling, it has been assumed that a maximum of six

100m sections will be under construction at any one time along the Onshore Cable Corridor.

1.10.3.3. For the purposes of providing a very robust assessment, the six cable sections tested have been assumed to be those that involve the most disruptive Traffic Management requirements in line with what was outlined in the SRTM Scoping Note (**Appendix B**). These temporary works are very unlikely to all be undertaken concurrently due to their scale and proximity to each other. As demonstrated within **Chapter 8** where the programme and construction methodology are set out, careful attention is being paid to the way in which the scheme could be implemented to minimise the impact both locally in terms of sensitive receptors, and more widely across the network in terms of reassigned trips. The scenarios tested within this TA are therefore a robust worst-case scenario.

1.10.3.4. The six areas of Traffic Management tested together are as follows:

- Shuttle working traffic signals on the B2150 Hambledon Road between Soake Road and Closewood Road;
- Temporary traffic signal operation of the B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue roundabout in Waterloo; and
- Shuttle working traffic signals on the A3 London Road between Poppy Fields and the roundabout with Ladybridge Road;
- Single lane closure on Havant Road between Farlington Avenue and the A2030 Eastern Road;
- Single lane closure on the A2030 Eastern Road between Airport Service Road and Burrfields Road; and
- Shuttle working traffic signals on Henderson Road between Bransbury Road and Fort Cumberland Road.

1.10.3.5. The SRTM modelled the impacts of the proposed traffic management across six scenarios. The assessed scenarios are as follows:

- 2026 Do Minimum Scenario AM Peak Period;
- 2026 Do Minimum Scenario Inter-Peak Period;
- 2026 Do Minimum Scenario PM Peak Period;
- 2026 Do Something Scenario 1 AM Peak Period;
- 2026 Do Something Scenario 1 Inter-Peak Period;
- 2026 Do Something Scenario 1 PM Peak Period;
- 2026 Do Something Scenario 2 AM Peak Period;
- 2026 Do Something Scenario 2 Inter-Peak Period; and

- 2026 Do Something Scenario 2 PM Peak Period.

- 1.10.3.6. Two Do Something Scenarios have been tested for completeness; to allow flexibility in the approach to traffic management and reflect the fact that lane closures on dual-carriageway links along the A2030 Eastern Road will be taking place independently for each direction.
- 1.10.3.7. The 2026 Do Something Scenario 1 (DS1) refers to a situation whereby traffic management to facilitate the construction of the Onshore Cable Route is in place on the six specified locations but on the A2030 Eastern Road lane closures apply to the southbound carriageway only. Conversely, the 2026 DS Scenario 2 (DS2) involves circumstances whereby traffic management is in place on the six specified locations but with lanes closures on the northbound carriageway along the A2030 Eastern Road.
- 1.10.3.8. The 2026 Do Minimum scenario outlines what conditions would be like without the Proposed Development. In this sense its sole purpose is to provide the basis for comparison.
- 1.10.3.9. For the Do Something Scenarios, 2026 was selected as the forecast mode most aligned to the anticipated timescales of the Proposed Development. The SRTM produces future year outputs for 2026, 2031, 2036 and 2041. As highlighted, peak construction for the Proposed Development is scheduled to transpire in 2022. The assessment approach will provide a robust analysis of the impacts as it involves using traffic flows which are higher than those that would be anticipated during the construction period of 2022
- 1.10.3.10. In terms of time frames, the AM Peak refers to the period 08:00-09:00. Conversely, the Inter-Peak refers to the hour 12:00-13:00 whilst the PM Peak considers the period 17:00–18:00.
- 1.10.3.11. Inter-peak analysis has been undertaken alongside the conventional AM and PM peaks to provide a scope for comparison. Essentially, the inter-peak captures the worst-case journey time impact for the off-peak period. Therefore, it can be considered to provide a base level impact on journey times. when demand for road space is not as intensive.
- 1.10.3.12. Ultimately, SRTM modelling has been used to support the TA helping to: verify baseline traffic conditions; provide a robust indication of future growth in traffic flows; and identify where traffic redistribution is most likely to take place during the temporary works.
- 1.10.3.13. Further information regarding the use of the SRTM is available in **Appendix B** (SRTM Coding Note) which was agreed with Local Highway Authorities. A summary of the results of the strategic traffic modelling is provided in **Chapter 11**.

1.10.4. OUTPUTS

- 1.10.4.1. Outputs of the SRTM provide information regarding traffic flow and vehicular delay, alongside a volume/capacity (V/C) assessment for each link that pertains to the study area. The SRTM provides data for the AM Peak, Inter-peak and PM peak periods and also 18-hour Average Annual Weekday Traffic (AAWT) and 24-hour Average Annual Daily Traffic (AADT).
- 1.10.4.2. Additionally, Journey Time data has been provided for eight strategic transport corridors that reside within the study area as agreed with HCC and PCC. The purpose of collecting such information is to quantify the impact on travel times for longer distance journeys along what are considered the major traffic routes in the area. It takes into account the potential for traffic redistribution and the cumulative impact of the traffic management proposals.
- 1.10.4.3. The collection of this data has allowed for a detailed assessment to be completed at locations along the route and along parallel / adjoining roads where the greatest impacts are anticipated. Below are details of junction capacity assessment locations agreed to be undertaken as part of the TA Scoping Note (**Appendix A**).
1. Hambledon Road / Milton Road roundabout;
 2. Hambledon Road / Ashton Road traffic signal junction (Wellington Retail Park);
 3. Hambledon Road / A3 / Maurepas Way roundabout;
 4. Maurepas Way / A3 London Road roundabout;
 5. Rocksville Drive / Stakes Hill Road traffic signal junction;
 6. A3 London Road / Ladybridge road roundabout;
 7. Stakes Road / Stake Hill Road / Purbrook Way roundabout;
 8. Stakes Hill Road / Frenstaple Road roundabout;
 9. Hulbert Road / Frenstaple Road roundabout;
 10. A3 / Hulbert Road roundabout;
 11. Purbrook Way / College Road;
 12. A2030 /Farlington Avenue / A2030 Eastern Road / Havant Road traffic signal junction;
 13. A2030 Eastern Road / Grove Road and A2030 Eastern Road / Fitzherbert Road traffic signal junction;
 14. A2030 Eastern Road / Anchorage Road traffic signal junction;
 15. A2030 Eastern Road / Airport Service Road traffic signal junction;
 16. A2030 Eastern Road / Burrfields Road;

- 17. A2030 Velder Avenue / Milton Road traffic signal junction;
- 18. Burrfields Road Copnor Road traffic signal junction;
- 19. Norway Road / Copnor Road traffic signal junction;
- 20. Milton Road / St Marys Road roundabout;
- 21. A27 / A3 Portsbridge roundabout; and
- 22. A3 Mile End Road / Church Street / Hope Street / Commercial Road roundabout.

1.10.4.4. In addition to those junctions included within the TA Scoping, initial analysis of the SRTM results identified a further 9 junctions to be taken forward for detailed assessment, based upon the predicted impact of the traffic management arrangements. These additional junctions were identified on the basis that at least one approach experienced an increase of 10% or more and that the junction had a V/C of over 100% in the one or both of the DS scenarios.

- 1. A3(M) Junction 2;
- 2. A3(M) Junction 3;
- 3. Dell Piece West / A3 Portsmouth Road / Catherington Lane traffic signal junction
- 4. B2177 Portsdown Hill Road / Marylands Road / B2177 Bedhampton Road / B2177 Bedhampton Hill roundabout
- 5. A3 Southampton Road / A3 London Road / Spur Road / Havant Road roundabout; and
- 6. Stubbington Avenue / A2047 / Gladys Avenue / Angerstein Road mini-roundabout;
- 7. Burrfields Road / Moneyfield Avenue / Dundas Lane roundabout;
- 8. A2030 Eastern Road / Tangier Road traffic signal junction; and
- 9. A2030 Eastern Road / Hayling Avenue priority junction.

1.10.4.5. The junctions in context of the study area are shown in **Plate 35** below.

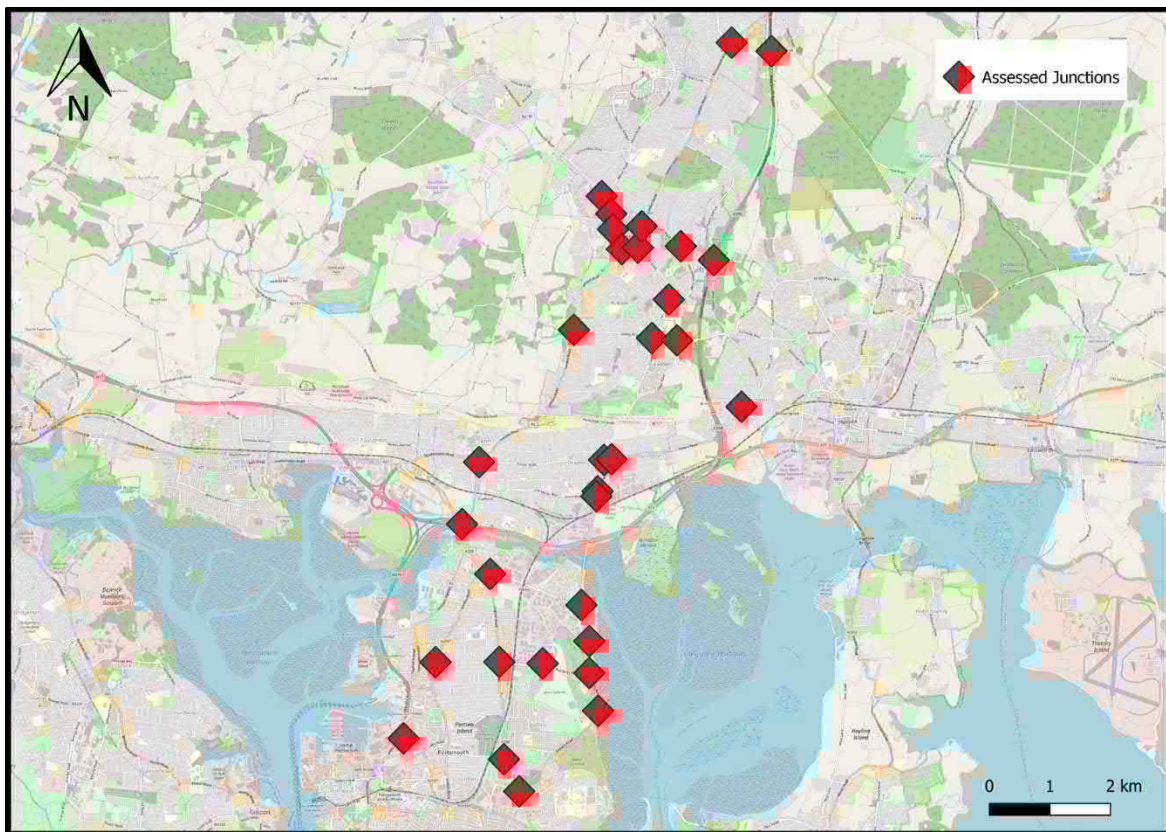


Plate 35 - Assessed Junctions

- 1.10.4.6. Journey Time assessments have been provided for routes between the A27 / M27 and Portsmouth City Centre via:
- A2030 Eastern Road;
 - Copnor Road;
 - A3 Northern Parade; and
 - M275.
- 1.10.4.7. Journey Time assessments have also been provided for routes between Cosham / Purbrook and Waterlooville / Denmead via:
- The A3 London Road;
 - Stakes Road and Stakes Hill Road;
 - Portsdown Hill Road, Crookhorn Lane and Stakes Hill Road; and
 - A27 and A3(M).
- 1.10.4.8. All outputs are presented within the TA with and without installation of the Onshore Cable Route for comparison purposes.

1.10.5. LIMITATIONS OF SRTM

- 1.10.5.1. The use of the SRTM to model the impacts of the installation of the Onshore Cable Route was agreed with LHAs as the most appropriate and robust way to model the transient impacts on the local highway network as the construction programme is implemented. A more traditional approach to modelling the impacts, limited to local junction models and local traffic data only would not be able to consider the wider impacts over time and the highway network effectively. Therefore, the approach adopted is a robust means of assessing the impact on the highway network.
- 1.10.5.2. Nevertheless, the SRTM modelling is caveated in the sense that it is only a representation of what could happen in the future and no model can be 100% accurate as they are dealing with future predictions that are subject to change by a wide range of background factors. The nature of the Proposed Development and the primary impacts being related to temporary construction works is such that no modelling approach can be wholly accurate. Therefore, the approach taken, where a combined level of traffic management arrangements has been assessed, is considered robust and a worst-case scenario.
- 1.10.5.3. The SRTM is considered the best available data source and uses industry standard practice for the estimates of future year scenarios. The Systra Model Development and Validation Report states that the model calibration process did not reveal any significant shortcoming in the base year model and noted that the quality of validation of the model is generally good. It can therefore be assumed that the modelling undertaken is as accurate as can be achieved.
- 1.10.5.4. Further information regarding the SRTM model is detailed in the SRTM Coding Technical Note contained within **Appendix B**.

1.10.6. SHUTTLE WORKING TRAFFIC SIGNAL ASSESSMENTS

- 1.10.6.1. Further to use of the SRTM, an assessment has been completed to assess the impacts where shuttle working temporary traffic signals will be required to control opposing traffic flow where there are lane closures, as detailed earlier in **Chapter 9**. This identifies the following locations where this type of traffic management is proposed to be implemented:
- Hambledon Road in Waterlooville;
 - Sections of the A3 London Road in Purbrook and Widley;
 - Portsdown Hill Road and the link between A3 London Road and Portsdown Hill Road;
 - Farlington Avenue in Farlington;
 - Moorings Way, Furze Lane, Locksway Road and Kingsley Road in Milton; and
 - Bransbury Road and Fort Cumberland Road in Eastney.

1.10.6.2. The operation of these traffic signals during the AM, PM and Inter-peak hour has been assessed using traffic flows derived from the SRTM (where available) and Linsig traffic signal software to calculate the estimated queue lengths and delay at each location. This analysis will also feed into journey time and traffic reassignment estimates discussed below. Results of this analysis is provided in **Chapter 12**.

1.10.7. LINK CAPACITY ASSESSMENTS

1.10.7.1. Where traffic management measures are proposing lane closures of dual-carriageway links, an assessment of link capacity has been completed using DMRB Volume 5 Section 1 Part 3 – TA79/99. This has been completed for the AM, PM and Interpeak hour using traffic flows derived from the SRTM where available. At present, it is estimated that lane closure will be required on the following links:

- Hambledon Road between Milton Road and A3 Maurepas Way;
- A3 Maurepas Way between Hambledon Road and A3 London Road;
- Havant Road between Farlington Avenue between Farlington Avenue and A2030 Eastern Road;
- A2030 Eastern Road between Havant Road and Fitzherbert Road; and
- A2030 Eastern Road between Airport Service Road and Milton Common.

1.10.7.2. These assessments highlight where links are anticipated to be approaching or operating over capacity during each of the assessed peak hours.

1.10.7.3. The results of the local Link Capacity Assessments are provided in **Chapter 11**.

1.10.8. TEMPRO GROWTH FACTORS

1.10.8.1. TEMPRO Version 7.2 has been used to calculate growth factors to be applied to baseline traffic flows in order to estimate 2022 future year traffic flows. These growth factors were agreed with the LHAs.

1.10.8.2. Growth factors have been calculated for the AM peak (07:00 – 10:00), interpeak (10:00 – 16:00) and PM peak (16:00 – 19:00) periods, as well as for the average weekday. The growth factors were calculated for car trips only, from NTM AF15 Dataset, and taken as an average from the geographic regions of Havant and Portsmouth. The resultant growth factors for the 2018 and 2019 survey data are set below.

Table 58 - TEMPRO growth factors

	Tempro Growth Factor (2018 - 2022)		
	Havant	Portsmouth	Average
AM Peak (07:00 - 10:00)	1.062	1.070	1.066
Interpeak (10:00 – 16:00)	1.062	1.066	1.064
PM Peak (16:00 – 19:00)	1.058	1.065	1.061
Average Weekday	1.059	1.065	1.062
	Tempro Growth Factor (2019 - 2022)		
	Havant	Portsmouth	Average
AM Peak (07:00 - 10:00)	1.047	1.057	1.052
Interpeak (10:00 – 16:00)	1.047	1.054	1.051
PM Peak (16:00 – 19:00)	1.044	1.054	1.049
Average Weekday	1.045	1.054	1.049

1.10.9. COMMITTED DEVELOPMENT TRAFFIC FLOWS

- 1.10.9.1. In the addition to the application of TEMPRO growth factors, estimated trip generation related to major committed developments within the vicinity of the study area have also been accounted for within future year traffic flows. These include:
- St. James Hospital, Milton: 107 units;
 - West of Waterlooville MDA: 1,617 units out of a total of 2,550 units are due to be completed by 2022, which accounts for phases 1-7 and part of phase 8.
- 1.10.9.2. For the West of Waterlooville MDA, the trip generation will be based upon the net increase in dwellings between the completion of traffic surveys and 2022.

1.11. STRATEGIC TRAFFIC ASSESSMENT RESULTS

1.11.1. OVERVIEW

- 1.11.1.1. This chapter provides an overview of the results of the strategic traffic assessment based on the outputs from the SRTM scenarios, as described in Chapter 10. The results provide a forecast of the routes and links where traffic will redistribute away from areas of traffic management and an assessment of the relative impacts of the redistributed traffic during the temporary works. This chapter then goes on to review the links identified within this redistribution as to their appropriateness to operate as diversionary routes.
- 1.11.1.2. This chapter then goes on to outline the modelling results from the SRTM with respect to journey times along the eight strategic corridors that were modelled.
- 1.11.1.3. Also included in this chapter is a Local Link Assessment considering the impact of traffic management on dual carriageway links reduced for short periods to single-lane operation.

1.11.2. TRAFFIC REDISTRIBUTION ANALYSIS

- 1.11.2.1. For the purposes of this analysis, the study area has been subdivided into five smaller areas (still based on the overall Onshore Cable Corridor sections detailed in **Chapter 3**) to help identify key roads where traffic could re-route and help quantify the changes in flow to determine the extent of the impact.
- 1.11.2.2. Each zone contains a core list of roads that through traffic could use. The five zones are as follows:
- Sections 1-4 of Onshore Cable Corridor:
 - **West of Waterlooville:** this covers the predominately rural area to the west of the Waterlooville and includes Denmead, Anmore and Furzeley Corner.
 - **Waterlooville:** this encapsulates the urban area stretching across Horndean, Lovedean, Cowplain, Wecock Farm, the town centre, Stakes, Purbrook, Crookhorn and Widley.
 - **East of Waterlooville:** this includes the A3(M) and some key roads / junctions that link the motorway with Havant and wider strategic network.
 - Section 5-6 of Onshore Cable Corridor:
 - **Cosham, Drayton and Farlington:** situated south of the administrative boundary with Hampshire County Council and north of the A27 Havant Bypass / M27.
 - Sections 7-10 of Onshore Cable Corridor:
 - **Portsea Island:** all links on the island of Portsea, which included the vast majority of the city of Portsmouth and its associated road network.

1.11.2.3. Detailed below is a description of the key traffic routes that the SRTM modelling has highlighted as being the main redistribution routes for each of the five sections within the Study Area. Following this, a quantitative assessment of the links most affected by the temporary works is provided.

1.11.2.4. The identified routes in relation to the anticipated Traffic Management sites are shown in **Figures 11.1 to 11.3** below.

1.11.3. **SECTIONS 1 TO 4 OF ONSHORE CABLE CORRIDOR**

1.11.3.1. As modelled within the SRTM Sections 1-4 cover traffic redistribution away from the traffic management in the following locations:

- Shuttle working traffic signals on the B2150 Hambledon Road between Soake Road and Closewood Road;
- Temporary traffic signal operation of the B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue roundabout in Waterloo; and
- Shuttle working traffic signals on the A3 London Road between Poppy Fields and the roundabout with Ladybridge Road.

1.11.3.2. **Plate 36 and 37** below shows the identified redistribution routes and the related traffic management locations.

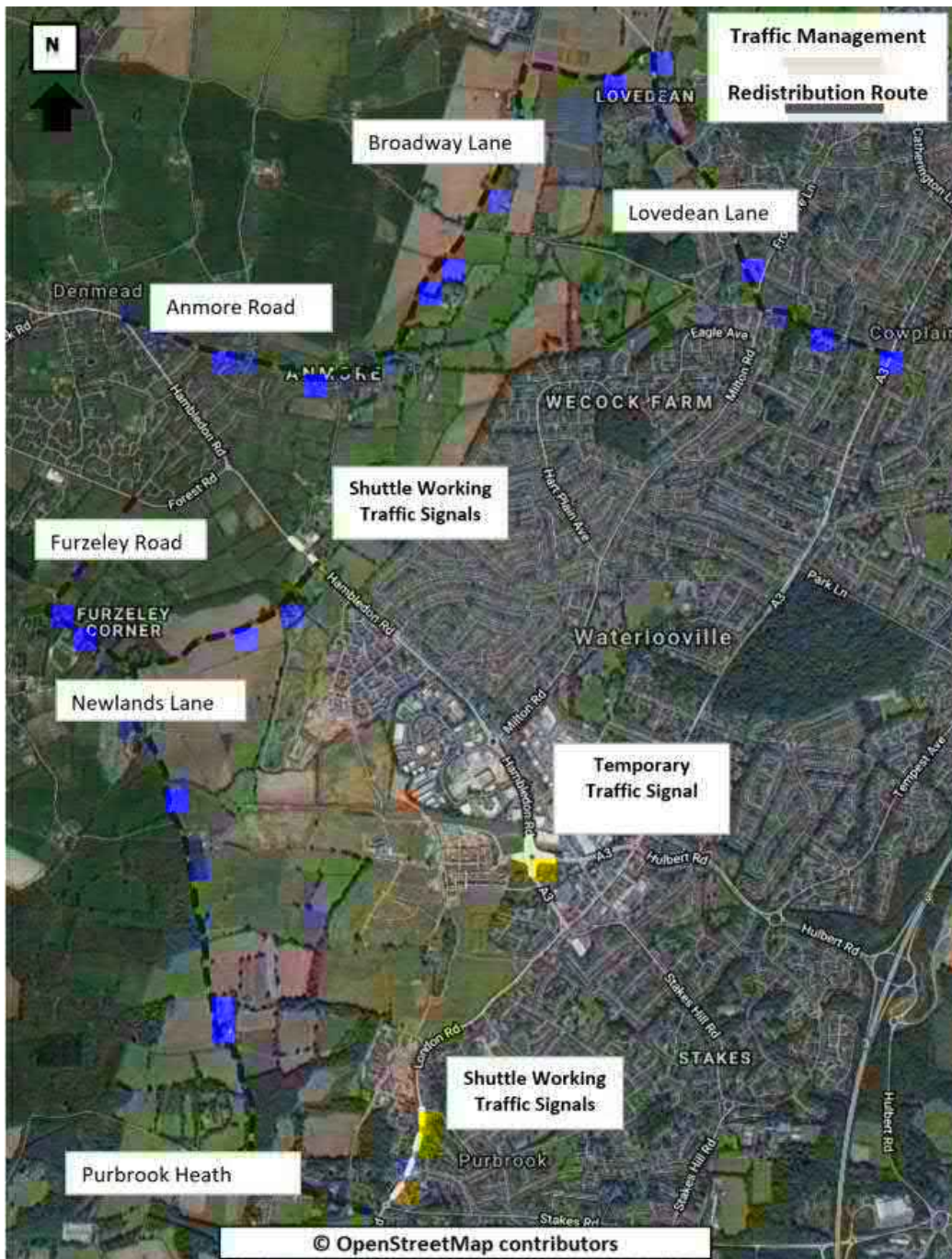


Plate 36 - Sections 1 to 4 Traffic Redistribution Routes Plan 1

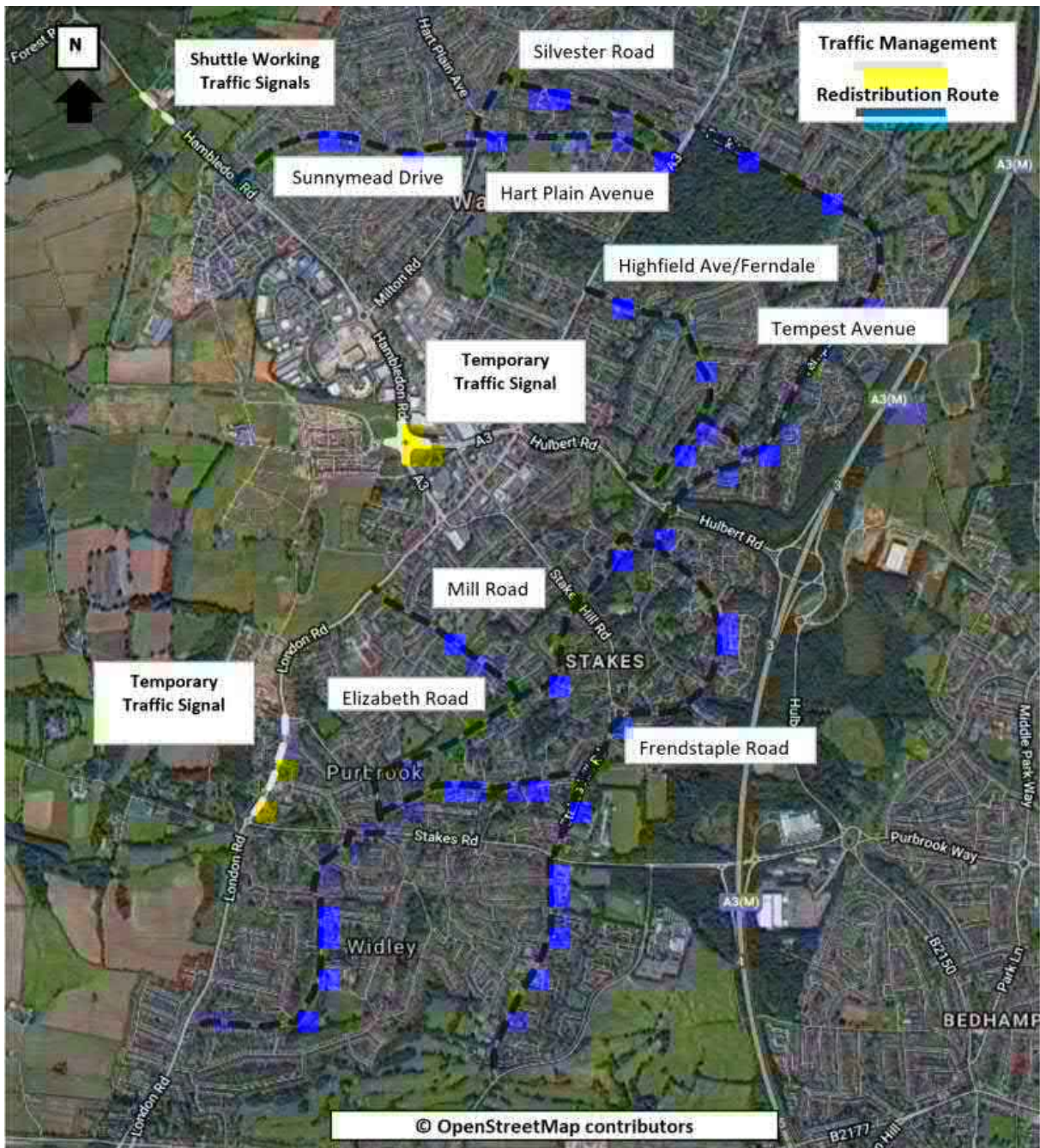


Plate 37 - Sections 1-4 Traffic Redistribution Routes Plan 2

West of Waterloo

- 1.11.3.3. In the rural areas, the forecasted redistribution of traffic reflects the limited availability of roads for traffic to divert onto without involving a circuitous diversion. The vast majority of roads are unclassified, rural lanes. Their limited carriageway width makes them unsuitable for high volumes of two-way traffic as this would involve drivers regularly having to give and take. This stop-start nature hinders journey times and

acts as a deterrent for redistributing traffic. As such, the SRTM forecast suggests that diverting traffic is likely to be concentrated across a core set of routes. These are as follows:

- Furzeley Road – Newlands Lane – Purbrook Heath Road;
- Closewood Road – Newlands Lane – Purbrook Heath Road; and
- Anmore Road – Broadway Lane – Day Lane – Lovedean Lane.

1.11.3.4. The first two of these routes are known 'rat-runs' currently used by local traffic travelling between Denmead and Cosham. Newlands Lane is generally wide enough to support two-way traffic. Essentially, it cuts the corner offering a shorter route for traffic to access the A3 London Road corridor without travelling through central Waterlooville (thus avoiding three roundabout junctions and two signal-controlled junctions). The use of Furzeley Road or Closewood Road as part of this diversion will largely depend upon the location of the traffic management. It is anticipated that when traffic management is in place along the section of the B2150 Hambledon Road, traffic will be diverting via Furzeley Road. Closewood Road is likely to be used when traffic management is in place along the sections of the B2150 Hambledon Road close to Waterlooville Town Centre.

1.11.3.5. Anmore Road provides access onto Broadway Lane, Day Lane and ultimately Lovedean Lane. Subsequently, it offers an alternative for vehicles travelling between Denmead and Horndean. It is likely that this route will be used when traffic management is in place on the section of the B2150 Hambledon Road.

Waterlooville

1.11.3.6. Within Waterlooville, the forecasted diversion routes are slightly more complex owing to the larger proportion of nodes and traffic generators within the model, reflecting the more dense, urban highway network. Primarily the following redistribution routes have been identified:

1.11.3.7. Roads linking B2150 Hambledon Road and A3 London Road:

- Sunnymead Drive – Milton Road – Hart Plain Avenue; and
- Sunnymead Drive – Milton Road – Silvester Road;

1.11.3.8. Roads linking A3 London Road to B2150 Hulbert Road:

- Highfield Avenue – Ferndale;
- Highfield Avenue – Stratford Road; and
- Park Lane – Tempest Avenue.

1.11.3.9. Roads offering an alternative to the A3 London Road Corridor:

- Frenstaple Road – Stakes Hill Road – Crookhorn Lane;

- Rockville Drive – Stakes Hill Road – Crookhorn Lane;
- Stirling Avenue – Hurstville Drive – Elizabeth Road – Westbrook Grove – Park Avenue;
- Mill Road; and
- Shaftesbury Avenue.

1.11.3.10. The corridors identified above have been disaggregated according to roads they link between to reflect the routes they are likely to be redistributing away from. However, it should be noted that in reality there is likely to be an element of fluidity and routes may be less defined. For example, these routes are likely to overlap with one another as drivers use different sections of each depending upon their particular trip. Additionally, it is possible that some of these diversion routes could amalgamate to form larger routes. Nevertheless, they are reflective of the major diversion routes that are anticipated to be used by vehicles when traffic management is in place along the B2150 Hambledon Road and A3 London Road corridors.

East of Waterlooville

1.11.3.11. The SRTM forecasts indicate a broad increase in traffic of between 0-10% across all assessed scenarios for both carriageways between Junction 2 and Junction 5 of the A3 (M). Notably there are increases at Junctions 2 and 3. This suggests that traffic is travelling further along the A3(M) and redistributing onto the next junction along to access parts of the local network. In the PM peak this is predicted to be most pronounced with northbound traffic turning left onto the B2149 Dell Piece West. Furthermore, it's likely that some local traffic from Waterlooville is redistributing onto the A3(M).

1.11.4. SECTIONS 5 AND 6 OF ONSHORE CABLE CORRIDOR

1.11.4.1. As modelled within the SRTM Sections 5 and 6 cover traffic redistribution away from the traffic management locations on the following:

- Single lane closure on Havant Road between Farlington Avenue and the A2030 Eastern Road.

1.11.4.2. **Plate 38** below shows the identified redistribution routes in relation to the traffic management detailed above.



Plate 38 - Sections 5 and 6 Traffic Redistribution Routes

Cosham, Farlington and Drayton

- 1.11.4.3. In the Cosham area, traffic is primarily forecast to diverting onto the following routes:
- B2177 Portsdown Hill Road – between the roundabout near to Southwick and the B2177 Bedhampton Road
 - Eveleigh Road;
 - A2030 Havant Road;
 - Grove Road – South Road;
 - Grove Road – Station Road;
 - Grove Road – Lower Drayton Lane;
 - Fitzherbert Road; and
 - Eveleigh Road.

- 1.11.4.4. The routes via Grove Road and Fitzherbert Road are likely to experience an increase in traffic from the A2030 Eastern Road, the A2030 Havant Road and Havant Road avoiding traffic management at the intersection of these roads. Conversely, the increases in traffic along the A2030 Havant Road, Eveleigh Road and the B2177 Portsdown Hill Road are anticipated to be the impact of traffic management on Farlington Avenue.

1.11.5. SECTIONS 7 TO 10 OF ONSHORE CABLE CORRIDOR

- 1.11.5.1. As modelled within the SRTM Sections 7-10 cover traffic redistribution away from the traffic management locations on the following:
- Single lane closure on the A2030 Eastern Road between Airport Service Road and Burrfields Road; and
 - Shuttle working traffic signals on Henderson Road between Bransbury Road and Fort Cumberland Road.
- 1.11.5.2. **Plate 39** below shows the forecast affected diversionary routes in relation to the traffic management measures detailed above.



Plate 39 - Sections 7 to 10 Traffic Redistribution Routes

Portsea Island

- 1.11.5.3. On Portsea Island, traffic redistribution is forecast to be most pronounced in the Anchorage Park / Copnor area along:

- Airport Service Road;
- Dundas Lane;
- Quartremaine Road;
- Burrfields Road / Stubbington Avenue; and
- The A288 Copnor Road Corridor between Norway Road and the A2030 Velder Avenue.

1.11.5.4. This is explained by the fact that the only set of traffic management along key radial roads into and out of Portsmouth will be along the A2030 Eastern Road between the junctions with Burrfields Road and Tangier Road. The diversion route highlighted above offers the only real alternative to drivers seeking to access areas on the eastern side of Portsmouth. By contrast, the M275 despite its motorway status, is not a feasible alternative as it primarily serves Portsmouth City Centre and the ports. The extra distance, coupled with the requirement to undertake a city journey means it does not offer any journey time savings and therefore is not attractive to drivers wanting an alternative route.

1.11.6. WIDER HIGHWAY NETWORK LINK ASSESSMENT

1.11.6.1. This section provides a detailed link assessment based upon the redistribution of traffic defined above, across both the AM and PM peak periods. This analysis provides an additional overview of the wider road network, identifying links within 5km of the Cable Corridor which are likely to face a temporary increase in traffic flow as a result of construction of the Onshore Cable Corridor.

Methodology

1.11.6.2. To ascertain the impact of the proposed traffic management, a series of links that could be subject to traffic redistribution were identified and assessed.

1.11.6.3. Initially, for the baseline conditions a list of 2481 links across the entire 5km study area were identified as potential sites that could be subject to traffic redistribution as a result of the proposed traffic management. These links were selected based on local knowledge, site visits, desktop studies, an analysis of surveyed traffic flow and base year outputs from the SRTM.

1.11.6.4. This list was then refined using a three-stage sifting process based on traffic flow outputs from the SRTM for the two Do Something Scenarios. A sifting process was applied to highlight those links that would be subject to the greatest impact from traffic distribution, so mitigation strategies could be directed accordingly. This approach was agreed with HCC and PCC as Local Highway Authorities.

1.11.6.5. Links that warranted further assessment were identified if they satisfied the following criteria:

- **Stage 1** – The percentage change in traffic flow on a link increased by 10% or more;
- **Stage 2** – The increase in hourly vehicle numbers was greater than 60 (one per minute); and
- **Stage 3** – The Volume-to-Capacity (V/C) Ratio increased by over 10%.

- 1.11.6.6. The three stages specified above, were applied sequentially to the sifting process. If a link failed to satisfy the criteria for a stage, it was immediately discounted from further analysis. Where links met all three stages, they have been included for further analysis of potential impacts.
- 1.11.6.7. It should be noted that the sifting process was undertaken with consideration for the worst-case scenario. Namely, if a link satisfied the criteria for a stage in any of the Do Something Scenarios across either the AM or PM peak periods, that link was taken forwards for further assessment. For example, a link may only satisfy the criteria for the stages in the DS2 scenario for the PM peak. This would still be subject to further assessment. This approach was undertaken to ensure a robust assessment.
- 1.11.6.8. A 10% increase in traffic flow (as specified in Stage 1) was considered significant as such a measure aligns with the criteria used in the EIA. Guidance outlined within the IEMA document entitled “Guidelines for the Environmental Assessment of Road Traffic” (‘GEART’), stipulates that two broad “rules-of-thumb” should be applied when assessing the environmental impacts of traffic. The rules are as follows:
- “Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
 - Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10% or more.”
- 1.11.6.9. The 10% increase in traffic flow that has been used in this assessment accords to GEART Rule 2 to ensure a robust analysis.
- 1.11.6.10. An hourly increase of 60 vehicles or more (Stage 2) was deemed significant as this amounts to an increase in traffic flow of one per minute. This rule was devised to take account of lower utilised roads where traffic volumes are typically lower and where spare capacity resides. By applying this rule, links were discounted whereby the proportional change in traffic was high but the absolute change was relatively small. For instance, a low trafficked rural route may normally have 30 vehicles travelling along it during the AM peak. In the Do Something Scenarios this could increase by 20%. However, this only amounts to an extra six vehicles which can be considered negligible.
- 1.11.6.11. Consideration of the volume-to-capacity ratio (Stage 3) was given to quantify how the forecast traffic flow increases would impact upon the operation of a link and its

capacity utilisation. Again a 10% change was considered significant in line with GEART Rule 2 and the principles applied for Stage 1.

1.11.6.12. Stage 1 of the sifting process reduced the number of assessed links to 471. Stage 2 condensed the number of links to 221. Finally Stage 3 reduced the number of links down to 68 (42 roads, some with multiple links).

Manual for Streets 2 Street Classifications

1.11.6.13. The analysis has applied principles set out in Manual for Streets 2 (MfS2)¹ to consider the appropriateness of these diversionary links for handling the additional traffic. MfS2 was published in 2010 by the Chartered Institute of Highways and Transportation (CIHT) as a companion guide to Manual for Streets. Its purpose was to provide guidance on how the principles of street design can be applied to busier streets and non-trunk roads.

1.11.6.14. In particular, MfS2 sets out a series of street classifications and defines them by their relative ‘place’ and ‘movement’ function. For example, a Motorway link has a very high ‘movement’ status, but a low ‘place’ status due to its primary function being to enable traffic to move quickly and efficiently. By contrast, a High Street has both a high ‘movement’ function, enabling traffic to move efficiently to and through a location, and a high ‘place’ function as it provides access to a place, often a local centre.

1.11.6.15. **Table 59** summarises the characteristics of the ten street types identified within MfS2.

Table 59 - MfS2 (2010) Street Classifications

Street Type	Typical Location	Description
Arterial Routes /High Streets	Urban / suburban areas	Key routes linking towns, cities and local centres that are often used by HGVs. Often it can be difficult to remove or redirect traffic. These streets are very much context dependent. Some have a greater place function, whereas others place a larger emphasis on movement.
Boulevards	Urban / suburban	Boulevards typically carry large volumes of traffic but encompass a strong sense of place. Adjacent land uses tend to be mixed but will include civic and commercial facilities, whilst medians may act as leisure spaces. Three types are recognised:

¹ CIHT (Jones, Young) 2010, *Manual for Streets 2*

Street Type	Typical Location	Description
		<ul style="list-style-type: none"> • Standard Boulevard – Streets with a wide landscaped median flanked by carriageways and footways on either side; • Avenues – Streets with wider than conventional layouts where a central carriageway is bounded by broad tree lined footways; and • Multiway-Boulevards – Streets consisting of a central carriageway for through traffic bordered by: tree lined medians on each side; one-way access carriageways adjacent to the medians and footways on the outside.
Interchanges	Various but predominately urban	These can be interchange facilities between different transport modes (such as a major railway station with adjacent bus and cycle facilities) or a high street / crossroads where two transport routes meet.
Motorways	Urban and Rural	A dual-carriageway segregated right of way reserved for the exclusive use of motor vehicles. Non-motorised users and certain vehicle types are prohibited. Often, they are grade separated with relatively few junctions and multiple lanes in either direction.
Multifunctional Streets and Spaces	Town and city areas	Central areas within a settlement that consist of a network of connected streets and spaces. These are multifunctional and encompass a wide variety of movement and place functions. For example, a shopping centre with associated public realm and leisure facilities.
Relief Road / Ring Road	Urban / suburban	Major roads that have been designed for traffic capacity whose primary function is movement. Typically, they carry traffic around an urban centre and there is a segregation of roads users. Ring Roads imply the existence of a loop but partial loops can exist too. Relief roads tend to be more linear in form.
Residential Streets	Urban /suburban /	These includes cul-de-sacs and a series of connected streets and urban blocks. Emphasis is on place rather

Street Type	Typical Location	Description
	urban extensions	than movement with walkable neighbourhood principles embedded into the design.
Rural Roads and Lanes	Rural	These streets form part of the countryside landscape often reflecting ancient routes and field boundaries. Key features include banks, fingerposts, hedges and verges. Characteristics can vary significantly depending upon the classification of the road and its role. Their predominant function is movement although in many places an aspect of this movement is leisure based particularly with regards to non-motorised users.
Shared Space	Urban and rural settlements	<p>The minimal use of traffic signs, road markings and other traffic management features with no clear indication of priority. The space is designed to be recognised as distinct from a typical road and is designed to enable pedestrians to use a wide portion of the highway. Three broad types exist:</p> <ul style="list-style-type: none"> • Conventional Shared Space – a street accessible to all road users but is designed to enable pedestrians to move more freely by reducing traffic management features and vehicle priority; • Level Surface – a type of shared space where the carriageway is not segregated by kerbs. Surfaces are flush although street furniture may act as physical barriers to curb vehicles occupation from certain areas. • Comfort Space – space designed to prevent or discourage vehicular access.
Village Streets	Villages	Streets with narrow carriageways in a low speed environment. The layout is unlikely to conform to standards reflecting the historic and piecemeal way in which these areas have developed. Footways can be non-existent, discontinuous or limited in width. On-street parking can prevail due to a lack of off-street parking. Conflict between movement and place functions is also common.

- 1.11.6.16. To further refine the number of links and avoid duplication of analysis, the worst-case impact was assumed in instances where links met the criteria for further assessment for both directions of travel. This worst-case was presumed to affect both directions of travel to provide a robust analysis. For many links the impact will only pertain to one direction of travel, details of the scale and nature of impact are included in the analysis presented below.
- 1.11.6.17. Alongside the MfS2 street classification, the identified diversionary routes were also reviewed on a site-specific basis in relation to contextual factors characterising individual links.
- 1.11.6.18. The roads identified were then clustered according to the sections of the Onshore Cable Corridor that they relate to as detailed above. Crucially, it is recognised that several of the identified roads will be used in combination with one another (rather than in isolation) as part of a wider route for redistributing traffic to avoid the proposed traffic management.
- 1.11.6.19. Throughout the link analysis, it should be noted that the impacts of traffic redistribution will only be of a temporary nature. The programme for scheduled works and required traffic management will seek to reduce the reported impacts. For example, the rural lanes west of the B2150 Hambledon Road and the A3 London Road are according to the SRTM outputs, forecast to be subject to a significant amount of redistributing traffic. However, this may be because the SRTM has been modelled to include three traffic management locations between Denmead and Purbrook to provide an indication of a realistic worst-case scenario. A key aspect of the FTMS is scheduling the most disruptive works separately to avoid this situation for the vast majority of the programme.
- 1.11.6.20. In addition, traffic redistribution to the east of the A3 London Road is anticipated to be of a short duration. This is because the majority of works along the A3 London Road can be completed whilst maintaining unimpeded two-way flow due to the wide carriageway widths. Therefore, it is anticipated that the impact of traffic redistribution will be lesser than both of the assessed DS scenarios for the majority of the construction period.

Results

- 1.11.6.21. This section summarises the results of the link capacity assessment as detailed above. For ease of understanding, a RAG assessment has been included as a guide to appropriateness of the link as an alternative route for traffic diverted away from the Onshore Cable Corridor. The RAG analysis can be interpreted as follows:
- **Green** – Identified link is considered appropriate as a diversionary route for the temporary period of traffic management, being of an appropriate street typology and with sufficient available capacity;

- **Amber** – Identified link can accommodate the forecast additional temporary diversionary traffic, although is not wholly appropriate as a diversion route due to more limited capacity or being a lower order street type;
- **Red** – Identified link is not considered appropriate for accommodating additional temporary diversionary traffic. This is due to limited available capacity and/or being a low order street type.

Onshore Cable Corridor Sections 1, 2, 3 and 4

1.11.6.22. This section sets out the link capacity assessment results for Sections 1-4. The links which met the assessment criteria in these sections are predominantly rural and residential in nature. The results are set out in Table 60 below.

Table 60 - Link capacity assessment for Onshore Cable Corridor Sections 1,2,3 and 4

Road Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C (%)	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	Appropriateness of Link as Diversion Route
Belney Lane / Pigeon House Lane	DS1 AM, DS2 AM	AM 217	DS1 AM 104 DS2 AM 100	DS1 AM 38% DS2 AM 37%	DS1 AM 12% DS2 AM 12%	Rural Lane with passing places - <5m. Narrow.	
Closewood Road	ALL	AM 107 PM 105	DS1 AM 208 DS1 PM 80 DS2 AM 197 DS2 PM 73	DS1 AM 16% DS1 PM 9% DS2 AM 79% DS2 PM 35%	DS1 AM - 14% DS1 PM - 26% DS2 AM 22% DS2 PM 2%	Rural Lane - <5m. Narrow.	
Elizabeth Road	DS1 AM, DS2 AM	AM 98	DS1 AM 153 DS2 AM 152	DS1 AM 58% DS2 AM 36%	DS1 AM 35% DS2 AM 35%	Avenue – 7m wide carriageway. Residential connector road. Bus route.	

Road Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C (%)	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	Appropriateness of Link as Diversion Route
Frendstaple Road	ALL	AM 250 PM 397	DS1 AM 198 DS1 PM 105 DS2 AM 197 DS2 PM 104	DS1 AM 86% DS1 PM 103% DS2 AM 85% DS2 PM 103%	DS1 AM 40% DS1 PM 20% DS2 AM 39% DS2 PM 20%	Avenue – 7.5m wide carriageway with limited vehicular access points. Residential connector road.	
Furzley Road	DS1 PM, DS2 PM	PM 166	DS1 PM 164 DS2 PM 168	DS1 PM 48% DS2 PM 48%	DS1 PM 14% DS2 PM 14%	Rural Lane – 5m	

Road Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C (%)	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	Appropriateness of Link as Diversion Route
Mill Road	ALL	AM 98 PM 85	DS1 AM 213 DS1 PM 144 DS2 AM 211 DS2 PM 147	DS1 AM 72% DS1 PM 53% DS2 AM 72% DS2 PM 54%	DS1 AM 49% DS1 PM 34% DS2 AM 49% DS2 PM 34%	Residential Street – 5m wide. Some on-street parking. Sensitive receptor of Mill Hill Primary School.	
Milton Road	ALL	AM 493 PM 789	DS1 AM 79 DS1 PM 213 DS2 AM 78 DS2 PM 215	DS1 AM 39% DS1 PM 73% DS2 AM 39% DS2 PM 73%	DS1 AM 8% DS1 PM 17% DS2 AM 8% DS2 PM 17%	Avenue – 7m wide. Residential connector road with limited on-street parking.	

Road Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C (%)	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	Appropriateness of Link as Diversion Route
Newlands Lane	ALL	AM 125 PM 194	DS1 AM 156 DS1 PM 96 DS2 AM 150 DS2 PM 96	DS1 AM 29% DS1 PM 28% DS2 AM 29% DS2 PM 29%	DS1 AM 16% DS1 PM 9% DS2 AM 15% DS2 PM 9%	Rural Lane <5m. Narrow.	
Park Avenue	ALL	AM 361 PM 88	DS1 AM 138 DS1 PM 210 DS2 AM 143 DS2 PM 220	DS1 AM 77% DS1 PM 44% DS2 AM 77% DS2 PM 45%	DS1 AM 11% DS1 PM 28% DS2 AM 12% DS2 PM 29%	Residential Street – 6m wide with some on-street parking. Bus route. Sensitive Receptor of Purbrook Park School. Residential connector road	

Road Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C (%)	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	Appropriateness of Link as Diversion Route
Purbrook Heath Road	DS1 AM, DS2 AM	AM 109	DS1 AM156 DS2 AM 108	DS1 AM 40% DS2 AM 39%	DS1 AM 21% DS2 AM 20%	Rural Lane - 5.5m.	
Silvester Road	ALL	AM 150 PM 320	DS1 AM 79 DS1 PM 160 DS2 AM 78 DS2 PM 162	DS1 AM 29% DS1 PM 62% DS2 AM 29% DS2 PM 62%	DS1 AM 11% DS1 PM 24% DS2 AM 11% DS2 PM 24%	Residential Street – 7m wide carriageway with some on-street parking. Residential connector road.	
Stakes Hill Road	DS1 PM, DS2 PM	PM 653	DS1 PM 230 DS2 PM 228	DS1 PM 54% DS2 PM 53%	DS1 PM 14% DS2 PM 14%	Avenue – 7m wide carriageway. Wider than links nearer Waterlooville Town Centre. Sensitive	

Road Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C (%)	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	Appropriateness of Link as Diversion Route
						receptor of Crookhorn College.	
Stirling Avenue / Hurstville Drive	ALL	AM 102 PM 191	DS1 AM 203 DS1 PM 165 DS2 AM 201 DS2 PM 166	DS1 AM 71% DS1 PM 83% DS2 AM 71% DS2 PM 83%	DS1 AM 47% DS1 PM 38% DS2 AM 47% DS2 PM 38%	Residential Street – 5.5m wide. On-street parking and residential driveways.	
Sunnymead Drive	DS1 PM, DS2 PM	PM 372	DS1 PM 133 DS2 PM 135	DS1 PM 49% DS2 PM 50%	DS1 PM 15% DS2 PM 16%	Avenue - >7m wide carriageway. Connector route. Bus route.	

Road Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C (%)	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	Appropriateness of Link as Diversion Route
Westbrook Grove	ALL	AM 111 PM 63	DS1 AM 191 DS1 PM 134 DS2 AM 186 DS2 PM 135	DS1 AM 70% DS1 PM 46% DS2 AM 69% DS2 PM 46%	DS1 AM 44% DS1 PM 31% DS2 AM 43% DS2 PM 31%	Residential Street – 5.5m wide with on-street parking. Bus route.	

Rural Lanes

- 1.11.6.23. Closewood Road, Furzley Corner, Newland Lane, Purbrook Heath Road and Belney Lane / Pigeon House Lane have all been classified as rural lanes.
- 1.11.6.24. Of these rural roads, Closewood Road is anticipated to experience the highest increase in traffic flow. This increase is shown in the AM peak, where the southbound carriageway saw an increase in traffic flow of 208 vehicles.
- 1.11.6.25. When considering the ratio of Volume over Capacity, only Closewood Road is forecast to experience V/C above 75% - during the DS2 PM peak period. The impact on Closewood Road will however be very temporary and only occur for the period that the traffic management is in place on B2150 Hambledon Road north of the junction with Closewood Road.
- 1.11.6.26. It should also be noted that the predicted level of increased traffic is only likely to occur when shuttle working traffic signals are in place on B2150 Hambledon Road north of the junction with Closewood Road, which would be approximately 2-3 weeks per circuit.
- 1.11.6.27. When considering the appropriateness of these links for handling redistributed traffic, those under 5m are considered less appropriate due to the narrow carriageway. This will slow passing traffic and cause particular difficulties with larger vehicles. Furzley Road and Purbrook Heath Road are both considered appropriate redistribution routes. The remaining Rural Lanes all exhibit low baseline flows and so can accommodate an increase in flows for short periods of time.

Avenues

- 1.11.6.28. Friendstaple Road, Elizabeth Road, Milton Road, Stakes Hill Road and Sunnymead Road all fall into the 'Avenue' street type classification. As detailed above, Avenues are urban/suburban links typically carrying large volumes of traffic. In this context, all fulfil a connector route function – i.e. movement focused rather than place, with limited frontage. Carriageways are wide and on-street parking is limited.
- 1.11.6.29. The highest increase in flow is forecast to be on Stakes Hill Road during the PM peaks with a forecast increase of 23 in DS1 and 228 in DS2. Increases of over 200 PCUs are also forecast on Milton Road. Neither of these links show corresponding high levels of V/C and therefore are considered to have sufficient spare capacity to accommodate this temporary increase in flows. Given the nature of the links as Avenues, with wide carriageways, limited residential frontage and access junctions, they are considered appropriate diversionary routes.

Residential Roads

- 1.11.6.30. Mill Road, Silvester Road, Stirling Avenue / Hurstville Drive, Westbrook Grove and Park Avenue all fall into the 'Residential Roads' street classification type from MfS2.
- 1.11.6.31. When considering all residential roads identified, all are forecast to experience an increase of between 150 and 230 PCUs during one of the peak periods tested. Of these links, the highest increase in traffic flow was seen on Stakes Hill Road. Stakes Hill Road saw an increase in traffic flow of 230 PCUs in the DS1 PM scenario when compared to the DM PM, this increase represents a 35% increase in traffic flow on this link.
- 1.11.6.32. The highest increase in V/C seen for this street classification was seen on Mill Road, which saw a 49% increase in V/C during both AM peak periods. This increase saw the actual V/C on this link increase to 72%, suggesting that this link would still be within its theoretical capacity. It should be noted however that this link is in close proximity to Mill Hill Primary School, and thus may be more sensitive than a typical Residential road to increases in traffic flow.
- 1.11.6.33. In order to avoid this temporary increase in traffic flow impacting upon Mill Hill Primary School, construction in this area will be scheduled, as far as possible, to avoid term times.
- 1.11.6.34. When considering whether these residential roads are appropriate as diversionary routes, Park Avenue and Sylvester Road are considered more appropriate due to their wider carriageway design.

High Street

- 1.11.6.35. Aston Road was the only road to meet the High Street classification type in Section 1-4 which was to be taken forward for further assessment. Aston Road connects Hambledon Road with Jubilee Road via an area of industrial units and employment space.
- 1.11.6.36. Based on the data received from the SRTM, this link met the assessment criteria in the PM scenarios only, and only on the westbound carriageway. This link saw a maximum increase in traffic flow of 305 PCUs. However, it should be noted that the DM flow for this link was 10 PCU and thus this dramatic increase is reflective of the very low flow in the baseline. The very low baseline flows appear to be incorrect based on the likely level of peak hour employment traffic using the network.
- 1.11.6.37. The link is a circuitous link between Hambledon Road and Jubilee Road and is therefore not considered to be a likely alternative route for high levels of traffic in realistic conditions.

Onshore Cable Corridor Sections 5 and 6

- 1.11.6.38. For Sections 5 and 6, a total of six links were identified as warranting further assessment due to the forecast impact of traffic redistribution. These six links are detailed in Error! Reference source not found. below. Importantly it should be noted that the links highlighted primarily involve traffic redistribution away from Havant Road to avoid the proposed temporary traffic management of a single lane closure on Havant Road between Farlington Avenue and the A2030 Eastern Road. This closure would be in place for 1 to 2 weeks per circuit.

Table 61 - Link capacity assessment Onshore Cable Corridor Sections 5 and 6

Link Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
B2177 Portsdown Hill Road	DS1 AM DS2 AM	AM 313	DS1 AM 121 DS2 AM 130	DS1 AM 66% DS2 AM 67%	DS1 AM 16% DS2 AM 18%	Arterial. 7m wide. Limited access points and junction	
Eveleigh Road	DS1 AM DS2 AM	AM 15	DS1 AM 185 DS2 AM 186	DS1 AM 12% DS2 PM 12%	DS1 AM 11% DS2 AM 11%	Residential Street – 5.5m wide. Tree-lined footways and verge medians. On-street parking and numerous driveway access points. Sensitive receptor of Solent Infant School	

Link Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
Gillman Road	ALL	AM 250 PM 227	DS1 AM 174 DS1 PM 66 DS2 AM 174 DS2 PM 84	DS1 AM 88% DS1 PM 71% DS2 AM 88% DS2 PM 76%	DS1 AM 32% DS1 PM 18% DS2 AM 32% DS2 PM 24%	Residential Street – 5.5m wide. No on-street parking. Northern section narrows to 4.5m.	
Grove Road	DS1 PM DS2 PM	PM 468	DS1 PM 200 DS2 PM 196	DS1 PM 49% DS2 PM 49%	DS1 PM 18% DS2 PM 18%	Residential Street – 7.5m+ wide. On-street parking. Vehicular access to Mountbatten Business	

Link Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
						Park. Sensitive receptor of Springfield School nearby	
Lower Drayton Lane	DS1 PM DS2 PM	PM 403	DS1 PM 71 DS2 PM 43	DS1 PM 75% DS2 PM 72%	DS1 PM 15 DS2 PM 12	Residential Street – 7m wide carriageway. On-street parking. Sensitive receptor of Springfield School nearby.	
Station Road	ALL	AM 98 PM 99	DS1 AM 80 DS1 PM 188 DS2 AM 75 DS2 PM 181	DS1 AM 37% DS1 PM 65% DS2 AM 37% DS2 PM 63%	DS1 AM 17% DS1 PM 43% DS2 AM 16% DS2 PM 41%	Residential Street – 6m wide Some avenue features and	

Link Name	Impacted Scenario	Base Flow	Rise in Flow (PCU)	Max V/C	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
						on-street parking on one side.	

Residential Roads

- 1.11.6.39. As shown in Table 61, most of the links for Sections 5 and 6 that warranted further assessment are residential streets.
- 1.11.6.40. Eveleigh Road and Gillman Road are located north of the A2030 Havant Road and east of Farlington Avenue. Traffic redistribution onto these roads is a function of the temporary banned turns into and out of Farlington Avenue that would form part of the Proposed Traffic Management to facilitate construction. For up to a week, traffic could be prohibited from turning right from Havant Road westbound onto Farlington Avenue northbound and left out of Farlington Avenue southbound onto Havant Road eastbound. Eveleigh Road and Gillman Road would form part of a route to avoid this with anticipated traffic flow increases of 186 PCUs and 185 PCUs respectively corresponding to a rise in V/C of 12% and 33%. In terms of capacity, Eveleigh Road is forecast to operate at around 12% V/C in the worst-case situation whereas Gillman Road would function at approximately 88% of capacity.
- 1.11.6.41. Eveleigh Road has extensive on-street parking, particularly on the southern side of the carriageway, restricting available road width for passing traffic. The northern section of Gillman Road between Eveleigh Road and Grant Road is less than 5m in width and therefore is not considered appropriate as a diversionary route.
- 1.11.6.42. Grove Road, Lower Drayton Avenue and Station Road are all situated south of Havant Road and west of the A2030 Eastern Road in the area known as Drayton. All of these routes are residential in nature, providing connector routes between Eastern Road and Havant Road.
- 1.11.6.43. Essentially traffic that would normally travel between the A2030 Eastern Road and Havant Road is cutting the corner, redistributing along Grove Road and then using one of either Lower Drayton Avenue or Station Road. Station Road experienced the largest increase in traffic flow of 217 PCUs which transpired in the northbound direction during the DS1 PM scenario. This was followed by Grove Road at 200 PCUs for the westbound direction in the DS1 PM Scenario. These amounted to a % rise in V/C of 44% and 19% respectively for the roads. However, despite these increases, both roads are forecast to continue operating within capacity, with Station Road at 65% V/C and Grove Road at approximately 50% in the worst-case scenarios.
- 1.11.6.44. By contrast, the rise in traffic flow along Lower Drayton Lane was more modest at 72 PCUs suggesting that this was less attractive to redistributing traffic. Station Road appears more attractive to traffic due to it being a slightly more direct link between Havant Road and Eastern Road. This rise amounted to a 15% increase in V/C and the road is forecast to continue to operate within capacity in the worst-case scenario at circa 75% V/C.

- 1.11.6.45. Based on the forecast change in flow, Grove Road, Lower Drayton Avenue and Station Road are all considered acceptable alternative routes for traffic during the short periods of traffic management on Havant Road.

Arterial Roads

- 1.11.6.46. The sixth link (The B2177 Portsdown Hill Road) is classified as an Arterial route. The link connects A3(M) in the east with James Callaghan Drive in the west and provides an alternative route around the north of Cosham. Given the features of these and its primary movement role, this road is considered acceptable for accommodating traffic redistribution. The anticipated rise in PCUs translates into an 18% increase in V/C. In the worst-case scenario this will mean that the road will operate at around 90% V/C. Given the nature of the link, the use of Portsdown Hill Road as a redistribution route is considered appropriate.
- 1.11.6.47. In terms of mitigation, the FTMS will include measures to sign the residential streets as access only and scheduling to avoid school holidays. Overall though, it must be reiterated that the impact of the traffic redistribution will only be temporary and not for a prolonged period, reflecting the short section of disruptive traffic management that is required in this area.

Onshore Cable Corridor Sections 7, 8, 9 and 10

- 1.11.6.48. This section details the link capacity assessments for redistributing traffic that pertains to Sections 7,8,9 and 10 of the Onshore Cable Corridor. The links which meet the assessment criteria for these sections total 20 and are of a mixed street type primarily consisting of Residential Streets and Arterial Streets. The results are summarised in Table 62 below.

Table 62 - Link capacity assessment Onshore Cable Corridor Sections 7,8,9 and 10

Link Name	Impacted Scenario	Base Flow	Highest Rise in Flow (PCU)	Max V/C%	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
A2030 Winston Churchill Avenue	DS1 PM	PM 585	DS1 PM 75	DS1 PM 91%	DS1 PM 10%	Ring Road. Dual carriageway with bus lane running north of Portsmouth city centre. 16m wide with central median.	
A288 Copnor Road	DS1 PM	PM 1264	DS1 PM 200	DS1 PM 93%	DS1 PM 27%	High Street. 9m+ wide. North-south route with on-street parking, bus infrastructure, wide verges.	

Link Name	Impacted Scenario	Base Flow	Highest Rise in Flow (PCU)	Max V/C%	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
A288 Southsea Terrace	DS1 PM	PM 238	DS1 PM 96	DS1 PM 29%	DS1 PM 11%	Avenue – 10m+ wide carriageway with dedicated on-street parking bays.	
Airport Service Road	ALL	AM 36 PM 153	DS1 AM 20 DS2 AM 133 DS1 PM 57 DS2 PM 156	DS1 AM 10% DS1 PM 50% DS2 AM 20 DS2 PM 62%	DS1 AM 4% DS1 PM 23% DS2 AM 13% DS2 PM 35%	Arterial – access to and through industrial estate. 7.5m+ wide. No parking.	
Anchorage Road	DS2 AM	AM 513	DS2 AM 177	DS2 AM 82%	DS2 AM 21	Arterial – access to industrial estate and supermarket. 7.5m+ wide. No parking.	

Link Name	Impacted Scenario	Base Flow	Highest Rise in Flow (PCU)	Max V/C%	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
Aylesbury Road	DS1 PM	PM 343	DS1 PM 145	DS1 PM 62%	DS1 PM 18	Residential Street. 7m wide. On-street parking on both sides so limited available width.	
B2154 Elm Grove	DS1 PM	PM 506	DS1 PM 77	DS1 PM 87%	DS1 PM 12	High Street with retail frontage. 9m wide with on-street parking and loading zones. Bus route	
Burrfields Road	DS2 AM	AM 467	DS2 AM 176	DS2 AM 79%	DS2 AM 22%	Arterial – 8m+ wide access to Ocean retail park and	

Link Name	Impacted Scenario	Base Flow	Highest Rise in Flow (PCU)	Max V/C%	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
						linking Copnor Road with Eastern Road.	
Derby Road	DS1 PM	PM 314	DS1 PM 82	DS1 PM 92%	DS1 PM 12%	Residential Street with some retail frontage at eastern end. 8m+ wide with on-street parking. One-way westbound from Grange Road	
Dundas Lane	ALL	AM 439 PM 531	DS1 AM 93 DS1 PM 263 DS2 AM 338 DS2 PM 246	DS1 AM 26% DS1 PM 50% DS2 AM 39% DS2 PM 50%	DS1 AM 5% DS1 PM 19% DS2 AM 18% DS2 PM 19%	Arterial–access to industrial estate and Ocean Retail Park.	

Link Name	Impacted Scenario	Base Flow	Highest Rise in Flow (PCU)	Max V/C%	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
						Sensitive receptor of Admiral Lord Nelson School.	
Gladys Avenue	DS1 PM	PM 563	DS1 PM 63	DS1 PM 102%	DS1 PM 11%	Residential Street. 8m wide with on-street parking. North-south connector route	
Lyndhurst Road	DS1 PM	PM 99	DS1 PM 69	DS1 PM 28%	DS1 PM 13%	Residential Street. 7m+ wide with on-street parking. North-south connector route.	

Link Name	Impacted Scenario	Base Flow	Highest Rise in Flow (PCU)	Max V/C%	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
M275	DS2 PM	PM 194	DS2 PM 221	DS2 PM 22%	DS2 PM 12%	Motorway connecting Portsmouth city centre with M27 J12. 20m wide dual carriageway	
New Road East	DS1 PM	PM 155	DS1 PM 94	DS1 PM 67%	DS1 PM 24	Residential Street. 7.5m+ wide. On-street parking on both sides restricting available carriageway.	
Paulsgrove Road	DS1 PM	PM 401	DS1 PM 165	DS1 PM 58%	DS1 PM 17	Residential Street. 7m wide. On-street parking on both sides	

Link Name	Impacted Scenario	Base Flow	Highest Rise in Flow (PCU)	Max V/C%	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
						restricting available carriageway	
Pink Road / Langley Road	DS1 PM	PM 217	DS1 PM 71	DS1 PM 44%	DS1 PM 12%	Residential Street. 7m connector streets. On-street parking on both sides restricting available carriageway.	
Quartremaine Road	DS2 AM	AM 427	DS2 AM 285	DS2 AM 32%	DS2 AM 13%	Arterial – 7.5m wide access to industrial estate with no on-street parking.	

Link Name	Impacted Scenario	Base Flow	Highest Rise in Flow (PCU)	Max V/C%	Highest Rise in V/C (%)	Street Type Classification and Contextual Comments	
Shearer Road	DS1 PM	PM 292	DS1 PM 117	DS1 PM 63%	DS1 PM 14%	Residential Street	
Torrington Road	DS1 PM	PM 228	DS1 PM 78	DS1 PM 64%	DS1 PM 15%	Residential Street. 7m connector streets. On-street parking on both sides restricting available carriageway.	
Williams Road	DS1 PM, DS2 AM, DS2 PM	AM 482 PM 388	DS1 PM 130 DS2 AM 234 DS2 PM 89	DS1 PM 73% DS2 AM 90% DS2 PM 65%	DS1 PM 19% DS2 AM 29% DS2 PM 11%	Arterial – 7m wide access to industrial estate no on-street parking.	

Arterial Streets

- 1.11.6.49. Airport Service Road, Anchorage Road, Burrfields Road, Dundas Lane, Quartremaine Road and Williams Road, have all been classified as arterial streets because they act as principal links connecting several local centres to the north-east of Portsea Island. Additionally, they provide access routes for the industrial estates in this area and hence accommodate HGV movements.
- 1.11.6.50. Together these arterial streets are forecast to act as a route for redistributing traffic to avoid the proposed temporary traffic management on the A2030 Eastern Road. Dundas Lane is expected to experience the largest increase in traffic flow with a rise of 338 PCUs in the worst-case scenario. However, it should be noted that all of these arterial streets are indicated to see a temporary rise in traffic flow within the region of 200-300 PCUs in the worst-case scenario. Issues are particularly pronounced during the PM peak.
- 1.11.6.51. The proportional changes in V/C for these arterial streets are within the range of 20-35%. Generally, the results suggest that these arterial streets have spare capacity to accommodate this temporary traffic redistribution.
- 1.11.6.52. However, the exception is Anchorage Road eastbound in the PM peak for both Do Something Scenarios where the traffic redistribution is forecast to cause the link to operate at or slightly over capacity. Largely this can be attributed to the existing bottleneck on the A2030 Eastern Road northbound approach towards the grade separated junction with the A27 Havant Bypass. Site visit observations by the project team have noted that the two-lane approach acts as a capacity constraint, causing queues to form southwards beyond the junction with Anchorage Road. Moreover, journey time analysis has shown that the impact of traffic redistribution appears to be most pronounced in the PM peak.
- 1.11.6.53. Nevertheless, the scheduling of traffic management arrangements, as detailed within the FTMS, will seek to minimise the impact by programming temporary works during quieter periods such as school holidays and avoiding important events being staged in Portsmouth and the surrounding area. Timing during school holidays is particularly relevant for Dundas Lane due to the location of the Admiral Lord Nelson School. Finally, it should be reiterated that the proposed traffic management along the A2030 Eastern Road that is forecast to give rise to these impacts will be temporary in nature and of a short duration, approximately two to three weeks in length.
- 1.11.6.54. All of these streets are considered appropriate for temporary redistribution of traffic.

Residential Streets

- 1.11.6.55. A288 Southsea Terrace, Aylesbury Road, Derby Road, Gladys Avenue, Lyndhurst Road, New Road East, Paulsgrove Road, Pink Road / Langley Road, Shearer Road and Torrington Road all fall under the residential street classification prescribed by MfS2. These routes all lie within the dense Victorian residential areas in the centre

of Portsea island. As such, all have similar street characteristics, with on-street parking limiting the available carriageway for circulatory traffic.

- 1.11.6.56. Except for Derby Road and Gladys Avenue, all these residential streets lie within the section of Portsmouth bounded by the A2047 in the east, the A288 in the west and St Mary's Road in the south. Primarily this encompasses areas of North End, Buckland and Fratton.
- 1.11.6.57. Traffic redistribution along these residential streets reflects the dense patchwork of streets and grid layout in this area. The consequence of this is that traffic redistribution on Portsea Island appears to be more dispersed. Principally the traffic redistribution on these streets concerns trips that are heading across Portsea Island in an east-west direction and vice versa. These streets act as feeders into the A288 Copnor Road corridor and beyond. It should be noted that all these residential streets are only anticipated to be significantly affected by redistributing traffic in the DS1 PM peak.
- 1.11.6.58. The greatest rise in traffic flow is expected on Paulsgrove Road, with an additional 165 PCUs. In terms of the proportional change in V/C, the rises on these residential streets all fall within the range of 15-25%. With the exception of two, all of these residential streets will continue to operate with spare capacity after taking into account the additional redistributing traffic.
- 1.11.6.59. Derby Road however is predicted to operate above capacity during the PM peaks for the two Do Something Scenarios, whilst Gladys Avenue is forecast to operate at or slightly over capacity for all Do Something Scenarios and Peak Periods.
- 1.11.6.60. These results reflect site specific contextual factors. Both roads provide direct links between 'A' Road Corridors and benefit from slighter wider carriageways in places compared to other residential streets in Portsmouth. Derby Road, connects the A2047 London Road with the A3 Stamshaw Road; whilst Gladys Avenue joins the A3 Northern Parade and the A2047 London Road. Derby Road is the access point for a Lidl supermarket whilst on Gladys Avenue a bus route runs along it and the posted speed limit is 30mph compared to the 20mph speed limit that applies to most other residential streets in Portsmouth.
- 1.11.6.61. Therefore, it can be considered that both Derby Road and Gladys Avenue are a higher degree of movement function than the other residential streets considered, accommodating higher volumes of traffic accordingly. In terms of mitigation, the FTMS will include measures to sign the residential streets as access only. Temporary stopping up orders could also be considered as a means of physically preventing redistributing traffic from using a certain road. Again, it must be reiterated that the impact of the traffic redistribution will only be temporary, reflecting the short section of disruptive traffic management along the A2030 Eastern Road.
- 1.11.6.62. Due to the extensive dispersal of the traffic across these residential streets, although the links are not wholly appropriate for significant additional diversionary traffic, the

levels forecast as part of this analysis can be accommodated during the temporary construction periods.

A2030 Winston Churchill Avenue, A288 Copnor Road, B2154 Elm Grove and M275

- 1.11.6.63. These four links have been considered collectively as despite their varying characteristics they all form part of the Classified Road Network on Portsea Island. Consequently, they can be considered as major routes for traffic and thus suitable for accommodating redistributing traffic.
- 1.11.6.64. Of these, The M275 is expected to experience the largest increase in traffic flow (221 PCUs), although proportionally the rise in V/C is anticipated to be most pronounced on the A288 Copnor Road. Again, the impact is most acute in the PM peak reflecting findings in the corresponding journey time analysis.
- 1.11.6.65. Both the M275 and the B2154 Elm Grove are forecast to operate within capacity after accounting for redistributing traffic. However, the A2030 Winston Churchill Avenue is forecast to operate at capacity westbound during the DS1 PM scenario. Similarly, the A288 Copnor Road southbound is predicted to operate at or slightly above capacity during the PM peaks for both Do Something Scenarios. Largely, these findings reflect the strategic nature of these routes. Nonetheless, it should be noted that scheduling of works to avoid the busiest periods will help minimise the impact. The outputs from the SRTM illustrate a worst-case scenario.
- 1.11.6.66. All of these links are considered appropriate alternative diversionary routes for redistributing traffic away from the Onshore Cable Corridor.

1.11.7. JOURNEY TIME ANALYSIS

1.11.7.1. This section outlines the modelling results from the SRTM with respect to journey times along the eight strategic corridors that were modelled in the SRTM. The eight corridors that were modelled are as follows:

- **CORRIDOR 1:** A3 Portsmouth Road / A3 London Road / A3 Maurepas Way / A3 London Road / A3 Southampton Road - between the B2149 Havant Road in Horndean and the A27 Western Road in Cosham;
- **CORRIDOR 2:** Ladybridge Road / Stakes Road (Purbrook) – between the A3 London Road and Crookhorn Lane;
- **CORRIDOR 3:** Rockville Drive / Stakes Hill Road / Crookhorn Lane / B2177 Portsdown Hill Road – Between the A3 London Road in Waterlooville and James Callaghan Drive on Portsdown Hill;
- **CORRIDOR 4:** A3(M) / A27 Havant Bypass – between Junction 2 of the A3(M) and Junction 12 of the M27;
- **CORRIDOR 5:** M275 / A3 Mile End Road (Portsea Island) – between Junction 12 of the M27 and Church Street Roundabout;
- **CORRIDOR 6:** A3 Northern Parade / A3 Twyford Avenue / A3 Stamshaw Road (Portsea Island) – between the A3 London Road south of Portsbridge Roundabout and Junction 2 of the M275;
- **CORRIDOR 7:** A3 London Road / A2047 Copnor Road / A288 Copnor Road / New Road / A2047 Kingston Road / B2152 Lake Road / A2030 Lake Road / Cornmill Street (Portsea Island) – between Portsbridge Roundabout and Marketway Roundabout.
- **CORRIDOR 8:** A2030 Havant Road / A2030 Eastern Road / A2030 Velder Avenue / A288 Milton Road / A2030 Goldsmith Avenue / A2030 Victoria Road N / A2030 Winston Churchill Avenue (Portsea Island) – between the A27 Havant Bypass and A3 Anglesea Road.

AM Peak Period

Table 63 - SRTM Journey Time Data AM Peak (08:00 – 09:00)

Journey Route	Journey Time (seconds)			Change (seconds)		Change (%)	
	DM	DS1	DS2	DS1	DS2	DS1	DS2
Corridor 1 NB (A3 London Rd)	1317	1481	1478	164	160	12	12

Journey Route	Journey Time (seconds)			Change (seconds)		Change (%)	
	DM	DS1	DS2	DS1	DS2	DS1	DS2
Corridor 1 SB (A3 London Rd)	1639	1745	1743	106	104	6	6
Corridor 2 EB (Ladybridge Rd)	391	388	388	-3	-3	-1	-1
Corridor 2 WB (Ladybridge Rd)	419	538	538	119	119	29	28
Corridor 3 NB (Stakes Hill Rd / Crookhorn Lane)	778	812	812	34	34	4	4
Corridor 3 SB (Stakes Hill Rd / Crookhorn Lane)	685	708	705	23	20	3	3
Corridor 4 NB (A3(M) / A27 Havant Bypass)	569	581	574	12	5	2	1
Corridor 4 SB (A3(M) / A27 Havant Bypass)	620	618	618	-2	-2	-0.3	-0.4
Corridor 5 NB (M275)	260	263	257	3	-3	1	-1
Corridor 5 SB (M275)	203	204	205	0	1	0.1	1
Corridor 6 NB (A3 Portsea Island)	395	395	395	0	0	0.003	-0.01

Journey Route	Journey Time (seconds)			Change (seconds)		Change (%)	
	DM	DS1	DS2	DS1	DS2	DS1	DS2
Corridor 6 SB (A3 Portsea Island)	362	362	362	0	0	0.03	0.04
Corridor 7 NB (A288 Copnor Rd)	950	949	954	-1	4	-0.1	0.4
Corridor 7 SB (A288 Copnor Rd)	774	776	786	2	12	0.3	2
Corridor 8 NB (A2030)	1526	1586	1521	60	-6	4	-0.4
Corridor 8 SB (A2030)	1261	1268	1296	7	35	1	3

- 1.11.7.2. The results displayed in **Table 11-5** illustrate the changes in journey times across the eight assessed corridors for the DS1 and DS2 scenarios for the AM Peak Period. Overall, only four corridors experience an increase in journey time above 30 seconds, of which three of these see journey time rises of one minute or greater. These four corridors are discussed in turn.
- 1.11.7.3. Corridor 1 (the A3) is forecast to experience an increase in journey times of approximately 2 minutes and 44 seconds in the northbound direction and 1 minute 46 seconds in the southbound direction. These forecast increases are the highest across the AM Peak when collectively considering bi-directional traffic. The figures reflect the proposed traffic management that is required along this corridor to facilitate the installation of the Onshore Cable Route. Shuttle working will essentially reduce throughput by approximately 50% with some periods where no flow will proceed due to the requirements for inter-green periods between traffic signal phases.
- 1.11.7.4. Corridor 2 (Ladybridge Road / Stakes Hill Road) is predicted to experience a rise in journey times of almost 2 minutes for the westbound direction. This is likely to primarily emanate from delays at the roundabouts with the A3 London Road, where there is traffic management within the SRTM DS scenario, and Purbrook Way. Considering that the rise in journey times is only transpiring in the westbound direction, it would appear that Corridor 2 is being used by drivers who would normally head southbound along the A3 London Road to avoid the proposed traffic

management. This traffic redistribution would be part of a wider route involving Stakes Hill Road.

- 1.11.7.5. Corridor 3 appears is expected to see a rise in journey times of 34 seconds in the northbound direction and around 20 seconds in the southbound direction. Again, this would suggest that this corridor is being subject to traffic redistribution away from the A3 London Road. The increase in journey times is a function of traffic redistribution away from the A3 London Road. The lack of any increase in journey times for the northbound direction suggests that northbound traffic redistribution is happening elsewhere away from Stakes Hill Road.
- 1.11.7.6. Corridor 8 (the A2030) is expected to be subject to an increase in journey times for the northbound direction of 60 seconds in the DS1 scenario and 35 seconds in the DS2 scenario for the southbound direction. This reflects which direction the lane closures apply for the associated traffic management along the A2030 Eastern Road. As discussed previously, DS1 involves northbound lane closures, whereas DS2 concerns southbound lane closures. Consequently, one carriageway will remain unaffected by the works with no increases in journey times for each of the Do Something scenarios. These findings are in-line with what would be expected for the proposed traffic management on this dual carriageway link.
- 1.11.7.7. For the other corridors that form key links onto Portsea Island (Corridor 5 (M275), Corridor 6 (A3), and Corridor 7 (A288)) the impact on journey times are negligible. This suggests that the scale of traffic redistribution away from the A2030 Eastern Road onto these other corridors is relatively minor as a proportion of traffic flows that would normally use these routes. If there was a significant traffic redistribution onto these alternate routes, journey times would show a large increase. This is because greater traffic volumes would exacerbate existing bottlenecks / routine congestion. Therefore, it can be considered that the impact on Corridors 5, 6 and 7 is minimal. Importantly, this infers that traffic redistribution across Portsea Island is more dispersed and not concentrated to a single corridor.
- 1.11.7.8. With regards to the strategic road network (SRN), the impact on journey times is again negligible. For the worst-case scenario journey times are expected to rise by around 10 seconds in the northbound direction for Corridor 4. For the southbound direction, decreases in journey times are predicted. Corridor 5 is expected to see little if any change. This suggests that some traffic is redistributing away from the areas subject to Traffic Management. For example, drivers could choose to drive further along the A3(M) than they normally would or on the A27 they may choose to avoid using the A2030 junction. However, the proportion of traffic redistribution would appear to be relatively small compared to the total traffic using the SRN. If the traffic redistribution was significant we would expect journey times to rise.

Inter-Peak Period

Table 64 - SRTM Journey Time Data inter-peak (12:00–13:00)

Journey Route	Journey Time (seconds)			Change (seconds)		Change (%)	
	DM	DS1	DS2	DS1	DS2	DS1	DS2
Corridor 1 NB (A3 London Rd)	1210	1333	1334	123	123	10	10
Corridor 1 SB (A3 London Rd)	1288	1393	1401	105	113	8	9
Corridor 2 EB (Ladybridge Rd)	384	382	382	-2	-2	-1	-1
Corridor 2 WB (Ladybridge Rd)	383	460	455	77	72	20	19
Corridor 3 NB (Stakes Hill Rd / Crookhorn Lane)	632	632	632	0	0	-0.01	0.02
Corridor 3 SB (Stakes Hill Rd / Crookhorn Lane)	683	684	762	1	79	0.1	12
Corridor 4 NB (A3(M) / A27 Havant Bypass)	442	443	438	1	-4	0.3	-1
Corridor 4 SB (A3(M) / A27 Havant Bypass)	487	487	491	0	4	-0.02	1
Corridor 5 NB (M275)	199	199	199	1	0	0.4	0.1

Journey Route	Journey Time (seconds)			Change (seconds)		Change (%)	
	DM	DS1	DS2	DS1	DS2	DS1	DS2
Corridor 5 SB (M275)	189	189	191	0	2	0.1	1
Corridor 6 NB (A3 Portsea Island)	383	384	384	0	0	0.1	0.1
Corridor 6 SB (A3 Portsea Island)	353	354	354	0	0	0.1	0.1
Corridor 7 NB (A288 Copnor Rd)	697	710	709	12	12	2	2
Corridor 7 SB (A288 Copnor Rd)	670	671	689	1	19	0.2	3
Corridor 8 NB (A2030)	1214	1246	1228	32	14	3	1
Corridor 8 SB (A2030)	1161	1160	1209	-1	48	-0.1	4

- 1.11.7.9. As shown in Table 64, the impact on journey times for the inter-peak is most acute for Corridor 1 (A3), Corridor 2 westbound (Ladybridge Road / Stakes Road), Corridor 3 southbound and Corridor 8 (A2030) when considering the absolute change. For Corridors 1 and 8, the impact on journey times is reflective of the fact that they will be subject to the proposed traffic management. For corridors 2 and 3, the impact on journey times is a function of traffic redistribution as discussed in 1.11.7.4 and 1.11.7.5 .
- 1.11.7.10. The change in journey times for Corridor 1 Northbound is less than the AM Peak but greater than the PM peak across the two Do Something Scenarios. For Corridor 2 southbound, journey times changes are similar to the AM Peak but greater than the PM Peak. Overall the change in journey times for Corridor 1 are still in the region of 2 minutes.
- 1.11.7.11. Along Corridor 8, the change in journey times for the carriageways affected by the relevant lane closures is less than both the AM and PM peak periods at 32 and 48 seconds respectively.

1.11.7.12. Conversely the change in journey times for Corridor 2 westbound and Corridor 3 southbound is higher than both the AM and PM peak periods, amounting to around 1 minute and 15 seconds.

PM Peak Period

Table 65 - SRTM Journey Time Data PM Peak (17:00-18:00)

Journey Route	Journey Time (seconds)			Change (seconds)		Change (%)	
	Base	DS1	DS2	DS1	DS2	DS1	DS2
Corridor 1 NB (A3 London Rd)	1474	1590	1585	116	110	8	7
Corridor 1 SB (A3 London Rd)	1522	1610	1619	89	97	6	6
Corridor 2 EB (Ladybridge Rd)	391	390	390	-1	-1	-0.3	-0.4
Corridor 2 WB (Ladybridge Rd)	404	533	542	129	138	32	34
Corridor 3 NB (Stakes Hill Rd / Crookhorn Lane)	687	715	716	28	29	4	4
Corridor 3 SB (Stakes Hill Rd / Crookhorn Lane)	680	690	689	10	9	1	1
Corridor 4 NB (A3(M) / A27 Havant Bypass)	570	582	577	12	7	2	1
Corridor 4 SB (A3(M) / A27 Havant Bypass)	606	613	618	7	12	1	2

Journey Route	Journey Time (seconds)			Change (seconds)		Change (%)	
	Base	DS1	DS2	DS1	DS2	DS1	DS2
Corridor 5 NB (M275)	351	365	358	13	6	4	2
Corridor 5 SB (M275)	219	220	239	1	21	1	9
Corridor 6 NB (A3 Portsea Island)	394	394	395	0	0	-0.02	0.1
Corridor 6 SB (A3 Portsea Island)	365	365	373	0	8	0	2
Corridor 7 NB (A288 Copnor Rd)	950	954	989	4	39	0.4	4
Corridor 7 SB (A288 Copnor Rd)	745	745	813	0	68	0.1	9
Corridor 8 NB (A2030)	1378	1421	1398	43	20	3	1
Corridor 8 SB (A2030)	1311	1301	1463	-10	153	-1	12

- 1.11.7.13. **Table 65** outlines the impact on journey times of the proposed traffic management for the PM Peak across the two Do Something Scenarios. Broadly the impact is similar to that of the AM Peak (taking into account directional changes in flow)
- 1.11.7.14. Along Corridor 1 (A3) the change in journey time is significantly less for both directions of travel and scenarios when compared to the AM Peak. For the northbound direction the change in journey time is around the two-minute mark, whereas in the southbound direction the change in journey time is around 1 minute and 30 seconds.
- 1.11.7.15. For Corridor 2 westbound (Ladybridge Road / Stakes Road), the change in journey time is around 10 and 20 seconds higher compared to the AM peak across the two Do Something Scenarios.
- 1.11.7.16. However, there is one notable difference. Corridor 7 (Copnor Road) in DS2, is forecast to experience a 39 second increase in journey times for the northbound direction and a 68 second increase for the southbound direction. This contrasts to

the AM peak when the rise in journey times was around 5 and 10 seconds for these respective directions of travel. Likewise, Corridor 8 southbound (A2030) in DS2 is anticipated to experience an almost 2-minute increase in journey times when compared to the AM Peak. This suggests that the southbound lane closures on the A2030 are going to be the most disruptive, particularly during the PM peak, with traffic redistributing onto the A288.

1.11.8. LOCAL LINK ASSESSMENT

1.11.8.1. Where traffic management measures are proposing lane closures of dual carriageway links, an assessment of link capacity has been undertaken using DMRB Volume 5 Section 1 Part 3 – TA79/99. This analysis has been undertaken for the AM and PM peak periods using traffic flows derived from the SRTM. The link flows for each scenario and the DMRB capacity for each link are shown below.

Table 66 - DM Scenario Link Flows

Link	Direction	AM Link Flow	IP Link Flow	PM Link Flow
Hambleton Road (between Milton Road and A3 Maurepas Way)	NB	1332	1059	1270
	SB	974	969	1314
A3 Maurepas Way (between Hambleton Road and A3 London Road)	NB	756	640	774
	SB	868	680	1070
Havant Road (between Farlington Avenue and A2030 Eastern Road)	EB	987	655	977
	WB	712	506	803
A2030 Eastern Road (between Havant Road and Fitzherbert Road)	NB	255	361	435
	SB	331	311	284
	NB	1651	1367	1463

Link	Direction	AM Link Flow	IP Link Flow	PM Link Flow
A2030 Eastern Road (between Airport Service Road and Milton Common)	SB	1655	1829	2247

Table 67 - DS1 Link Flows

Link	DMRB Capacity (busiest direction flow)	Direction	AM Link Flow	AM % change from DM	IP Link Flow	IP % change from DM	PM Link Flow	PM % change from DM
Hambleton Road (between Milton Road and A3 Maurepas Way)	1470	NB	1067	-20%	908	-14%	1078	-15%
		SB	735	-25%	679	-30%	868	-34%
A3 Maurepas Way (between Hambleton Road and A3 London Road)	1260	NB	474	-37%	388	-39%	534	-31%
		SB	546	-37%	438	-36%	688	-36%
Havant Road (between Farlington Avenue and A2030 Eastern Road)	1110	EB	724	-27%	401	-39%	828	-15%
		WB	580	-19%	301	-41%	622	-23%

Link	DMRB Capacity (busiest direction flow)	Direction	AM Link Flow	AM % change from DM	IP Link Flow	IP % change from DM	PM Link Flow	PM % change from DM
A2030 Eastern Road (between Havant Road and Fitzherbert Road)	1260	NB	115	-55%	158	-56%	197	-55%
		SB	238	-28%	200	-36%	193	-32%
A2030 Eastern Road (between Airport Service Road and Milton Common)	1470	NB	1572	-5%	1323	-3%	1189	-19%
		SB	1360	-18%	1430	-22%	1548	-31%

Table 68 - DS2 Link Flows

Link	DMRB Capacity (busiest direction flow)	Direction	AM Link Flow	AM % change from DM	IP Link Flow	IP % change from DM	PM Link Flow	PM % change from DM
Hambledon Road (between Milton Road and A3 Maurepas Way)	1470	NB	1062	-20%	908	-14%	1072	-16%
		SB	741	-24%	679	-30%	868	-34%

Link	DMRB Capacity (busiest direction flow)	Direction	AM Link Flow	AM % change from DM	IP Link Flow	IP % change from DM	PM Link Flow	PM % change from DM
A3 Maurepas Way (between Hambledon Road and A3 London Road)	1260	NB	470	-38%	381	-40%	530	-32%
		SB	550	-37%	440	-35%	690	-36%
Havant Road (between Farlington Avenue and A2030 Eastern Road)	1110	EB	722	-27%	409	-38%	828	-15%
		WB	590	-17%	301	-41%	618	-23%
A2030 Eastern Road (between Havant Road and Fitzherbert Road)	1260	NB	118	-54%	158	-56%	197	-55%
		SB	238	-28%	208	-33%	212	-25%
A2030 Eastern Road (between Airport Service Road and	1470	NB	1234	-25%	1067	-22%	1164	-20%
		SB	1620	-2%	1787	-2%	2200	-2%

Link	DMRB Capacity (busiest direction flow)	Direction	AM Link Flow	AM % change from DM	IP Link Flow	IP % change from DM	PM Link Flow	PM % change from DM
Milton Common)								

- 1.11.8.2. The tables above demonstrate that the flows on the assessed links are lower than the DMRB capacities for each link apart from the section of A2030 Eastern Road between Airport Service Road and Milton Common. However, it is considered that an element of self-management is likely to take place during the period when lane closures are in place on this section of road, with drivers using alternative routes during busy periods.
- 1.11.8.3. It is also evident that all of the link flows in the DS scenarios decrease when compared to the flows in the DM scenario, as a result of the traffic redistribution.
- 1.11.8.4. It is therefore anticipated that the only link of those analysed above that may operate over capacity during the assessed peak hours as a result of any potential lane closures is the section of A2030 Eastern Road between Airport Service Road and Milton Common.

1.12. LOCAL JUNCTION MODELLING RESULTS

1.12.1. OVERVIEW

- 1.12.1.1. The Strategic Modelling outputs have been used to undertake more detailed local modelling of the highway network along the route of the Onshore Cable Corridor, along with areas of the network likely to be affected by diverted traffic. This chapter provides an overview of this modelling covering the local junction modelling, and a capacity assessment of the proposed shuttle working locations. The chapter provides a more detailed review of the impacts of the Onshore Cable Route construction programme, and the forecast redistribution of traffic, on the location highway network.
- 1.12.1.2. Junction capacity assessments have been undertaken on 31 existing junctions as defined in Section 10 (Paragraphs 10.4.3 and 10.4.4).. To provide a robust assessment, traffic surveys at the majority of these junctions were completed during neutral months in 2019. Where available, these turning counts were used to build calibrated junction capacity models, which then formed the basis for the 2026 DM and DS assessments.
- 1.12.1.3. Junction assessments have been carried out using the program Junctions 8 developed by Transport Research Laboratory. Junctions 8 includes the ARCADY and PICADY computer modelling software modules which assesses the traffic capacity, queues and delays at roundabouts and priority junctions. Signalised junctions have been assessed using the program LinSig 3 by JCT Consultancy. Linsig provides an assessment of the impact of traffic signals on traffic capacity, queues and delays at a junction.
- 1.12.1.4. For ease of understanding, the junctions have been ordered from north to south and are split according to whether they lie on the Onshore Cable Corridor or are away from the Onshore Cable Corridor but are affected by redistributed traffic.

1.12.2. INTERPRETATION OF RESULTS

- 1.12.2.1. The results of the roundabout and priority junction assessments are expressed in terms of the predicted Ratio of Flow to Capacity (RFC) for each arm of the junction. The RFC provides a numerical indication of the likely performance of a junction. Volume 6 Section 2 of Design Manual for Roads and Bridges (Highways England) contains the document TA23/81 Junctions and Access: Determination of Size of Roundabouts and Major/Minor Priority Junctions, which provides advice on the interpretation of RFC values. The document states that if any arm has an RFC ratio of 85% (0.85) queuing will theoretically be avoided in five out of six cases. Therefore, an RFC below 0.85 is regarded as demonstrating that the junction would work satisfactorily with minimal delay to vehicular traffic. RFC values over 1.0 indicate that the junction is over design capacity and significant delays are likely to result on at least one arm of the junction.

- 1.12.2.2. The junction assessments for roundabouts and priority junctions also produce an estimate of the maximum queue lengths for each arm. Queue lengths are expressed in the number of vehicles or PCUs. Total Delay experienced by a vehicle at the junction is reported in seconds.
- 1.12.2.3. LinSig models provide an indication of the Degree of Saturation (DoS) as a percentage and the Mean Maximum Queue (MMQ) in PCUs for each junction approach, the average delay per vehicle on each approach recorded in seconds and the Practical Reserve Capacity (PRC). This then provides a measure of the junction's total capacity (as a percentage). When reviewing the PRC of a signalised junction the following should be considered:
- A positive figure indicates the junction operates with reserve capacity;
 - A negative figure less than -10%, suggests that the junction would be broadly at capacity; and
 - A negative figure more than -10% indicates that the junction cannot accommodate the demand.
- 1.12.2.4. For DoS the thresholds can be categorised as follows:
- Less than 90%: Any queues that have built up will be able to disperse during the relevant stage in each cycle;
 - 90-100%: Indicates that an arm is close to its theoretical capacity and any queue that has built up does not fully clear within each cycle; and
 - More than 100%: Indicates an arm is over its theoretical capacity and significant queues are likely as a result.

- 1.12.2.5. Junction geometries have been measured against Ordnance Survey data and aerial photography. The theoretical queue lengths contained within the base model junction assessments have been validated against the observed queue length data that was recorded as part of the MCCs. The observed queue lengths have been averaged over the observation period. This ensures that the assessments are producing an accurate representation of the existing operation of the junction.
- 1.12.2.6. The detailed Junctions 9 and LinSig outputs for each assessment can be found in **Appendix H**.
- 1.12.2.7. For ease of understanding, the results have been colour coded (Red, Amber, Green) according to the Level of Service grading in Junctions 9 software. For LINSIG analysis results, DoS has been graded in a similar way.

1.12.3. LOCAL JUNCTION MODELLING RESULTS ALONG ONSHORE CABLE CORRIDOR

B2150 Hambledon Road / Milton Road / Elettra Avenue Roundabout

- 1.12.3.1. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC, queue lengths (PCUs) and delay (seconds).

Table 69 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
B2150 Hambledon Road N	4.0	25.39	0.80	7.7	59.94	0.90
Milton Road	1.5	3.72	0.58	1.3	3.35	0.54
B2150 Hambledon Road S	0.5	3.51	0.32	1.6	6.91	0.60
Elettra Avenue	0.5	3.39	0.31	1.1	5.70	0.50

Table 70 - Summary of results – 2026 DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC

B2150 Hambleton Road N	1.2	10.63	0.52	0.8	9.07	0.44
Milton Road	1.0	3.01	0.47	0.9	2.82	0.45
B2150 Hambleton Road S	0.4	3.06	0.28	1.3	5.39	0.54
Elettra Avenue	0.4	3.06	0.29	0.3	3.30	0.21

Table 71 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
B2150 Hambleton Road N	1.2	10.91	0.53	0.9	9.14	0.44
Milton Road	1.0	2.99	0.46	0.9	2.80	0.45
B2150 Hambleton Road S	0.4	3.05	0.28	1.2	5.34	0.53
Elettra Avenue	0.4	3.07	0.29	0.3	3.30	0.21

- 1.12.3.2. The modelling results show that the roundabout operates slightly over theoretical capacity in the PM peak period on the B2150 Hambleton Road north arm in the DM scenario. However, the junction is shown to operate within theoretical capacity in both DS, resulting in an improvement from the 2026 DM scenario due to a reduction in traffic flow at the junction as a result of some traffic being redistributed away from the Onshore Cable Corridor.

B2150 Hambleton Road / Aston Road Traffic Signal Junction

- 1.12.3.3. Signal timing details were requested from Hampshire County Council for this signalised junction. At the time of the planning submission, this timing data had not been received and therefore this junction has not been assessed using LinSig software.
- 1.12.3.4. In the interim, a review of the forecast delay and V/C outputs from the SRTM has been set out below as a guide to the impact of the construction phase on this junction.

Table 72 - Summary of results - 2026 DM Scenario

Arm	AM Peak		PM Peak	
	V/C (%)	Delay (s)	V/C (%)	Delay (s)
B2150 Hambledon Road N	41.41	11.24	50.91	11.79
Aston Road	0.57	39.75	0.30	39.66
B2150 Hambledon Road S	58.56	6.82	56.23	6.70

Table 73 - Summary of results - DS1 Scenario

Arm	AM Peak		PM Peak	
	V/C (%)	Delay (s)	V/C (%)	Delay (s)
B2150 Hambledon Road N	32.87	9.98	34.78	8.94
Aston Road	5.33	40.71	10.33	41.70
B2150 Hambledon Road S	39.91	5.08	35.19	4.88

Table 74 - Summary of results - DS2 Scenario

Arm	AM Peak		PM Peak	
	V/C (%)	Delay (s)	V/C (%)	Delay (s)
B2150 Hambledon Road N	33.14	10.01	34.81	8.95
Aston Road	5.32	40.71	10.27	41.7
B2150 Hambledon Road S	39.68	5.07	34.98	4.87

1.12.3.5. The modelling results show that the junction will operate better in the DS scenarios compared to the DM scenario, apart from a slight increase in delay on the Aston Road arm. The V/C percentages for each arm indicate that there is sufficient capacity to accommodate the traffic flow volumes in each of the scenarios assessed. The improvements to the operation of the junction in the DS scenarios are most likely due to a reduction in traffic flow at the junction as a result of some traffic being redistributed away from the Onshore Cable Corridor.

B2150 Hambledon Road / A3 Maurepas Way / Houghton Avenue Roundabout

1.12.3.6. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC, queue lengths (PCUs) and delay (seconds).

Table 75 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
A3 Maurepas Way E	1.0	2.56	0.48	1.5	3.14	0.58
A3 Maurepas Way S	0.8	3.33	0.41	0.8	3.52	0.43
Houghton Avenue	0.0	0.00	0.00	0.0	0.00	0.00
Hambledon Road	0.5	1.70	0.31	0.8	2.07	0.42

1.12.3.7. This roundabout will be operating with temporary signals as part of the FTMS for the scheme. Therefore, the junction has been modelled with the temporary signals arrangement for the DS using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 76 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
B2150 Hambledon Road (left/ahead)	86.0%	100.8	17.4	81.7%	89.5	18.9
B2150 Hambledon Road (U-turn/ahead/right)	64.5%	94.9	11.2	65.5%	88.0	13.5
A3 Maurepas Way E (left)	19.1%	42.5	5.3	32.7%	53.8	8.9
A3 Maurepas Way E (right/U-turn/left/ahead)	87.1%	73.6	36.1	83.1%	77.6	29.0
A3 Maurepas Way S (ahead/left)	85.7%	123.7	15.4	82.4%	109.5	16.4
A3 Maurepas Way S (ahead/right/U-turn)	86.0%	124.5	15.5	82.7%	109.9	16.5
Houghton Avenue	0.0%	0.0	0.0	0.0%	0.0	0.0
	PRC = 3.3%			PRC = 8.3%		

Table 77 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
B2150 Hambledon Road (left/ahead)	86.7%	101.7	17.7	81.7%	89.5	18.9
B2150 Hambledon Road (U-turn/ahead/right)	65.1%	95.3	11.3	65.5%	88.0	13.5
A3 Maurepas Way E (left)	19.0%	42.5	5.3	33.0%	53.9	9.0
A3 Maurepas Way E (right/U-turn/left/ahead)	86.7%	73.0	35.8	82.6%	77.0	28.6
A3 Maurepas Way S (ahead/left)	85.3%	122.9	15.3	82.0%	109.0	16.3
A3 Maurepas Way S (ahead/right/U-turn)	85.3%	122.9	15.3	82.0%	109.0	16.3
Houghton Avenue	0.0%	0.0	0.0	0.0%	0.0	0.0
	PRC = 3.8%			PRC = 8.9%		

- 1.12.3.8. The modelling results show the junction to be operating within theoretical capacity in the DM scenario in its current roundabout arrangement. The junction is shown to remain operating within theoretical capacity in the DS scenarios with the temporary signals in place as part of the FTMS.
- 1.12.3.9. It is evident that the queuing and delay at the junction will increase with this temporary arrangement in place, with the potential for queues to extend back to the Hambledon Road/A3 Maurepas Way signalised junction to the east. Significant increases in delay

would be inevitable with the introduction of signals due to the inherent delay during red phases. Based on the LINSIG results showing operation within capacity, it can be assumed that the queue would clear completely in each phase and therefore be operating effectively.

A3 Maurepas Way / A3 London Road / Rockville Drive (Forest End Roundabout)

1.12.3.10. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC, queue lengths (PCUs) and delay (seconds). The modelling was undertaken using only outputs from the SRTM.

Table 78 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Shopping Centre	0.0	0.00	0.00	0.0	0.00	0.00
Rockville Drive	450.3	1552.58	1.60	431.3	1604.01	1.65
A3 London Road	1.6	2.33	0.59	9.7	25.86	0.91
A3 Maurepas Way	1.2	4.79	0.53	1.8	7.70	0.63

Table 79 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Shopping Centre	0.0	0.00	0.00	0.0	0.00	0.00
Rockville Drive	442.8	1486.32	1.57	328.8	1126.50	1.48
A3 London Road	0.5	3.33	0.33	0.9	4.73	0.45
A3 Maurepas Way	0.9	3.57	0.46	0.8	3.60	0.44

Table 80 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Shopping Centre	0.0	0.00	0.00	0.0	0.00	0.00
Rockville Drive	435.6	1463.49	1.56	326.8	1119.74	1.48
A3 London Road	0.5	3.34	0.33	0.9	4.72	0.45
A3 Maurepas Way	0.9	3.58	0.46	0.8	3.61	0.44

1.12.3.11. The modelling results show the Rockville Drive arm to be operating over theoretical capacity in all assessed scenarios, with the A3 London Road arm also shown to operate over theoretical capacity in the 2026 DM scenario. The modelling is based on outputs from the SRTM. The results show that the model is directing high levels of traffic via the Rockville Drive arm of this junction. The arm provides access to a significant area of residential properties, as well as to Waterlooville town centre.

1.12.3.12. The results do however show significant improvements to the operation of the A3 London Road arm in both DS scenarios, as well as a slight improvement to the operation of the Rockville Drive arm. This is most likely due to a reduction in traffic flow at the junction as a result of some traffic being redistributed away from the Onshore Cable Corridor.

A3 London Road / Ladybridge Road Roundabout

1.12.3.13. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC, queue lengths (PCUs) and delay (seconds).

Table 81 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Ladybridge Road	0.8	4.59	0.43	0.6	3.93	0.35
A3 London Road S	1.9	8.10	0.64	13.3	39.93	0.94

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Marrels Wood Gardens	0.0	0.00	0.00	0.0	0.00	0.00
A3 London Road N	11.3	47.48	0.93	35.5	129.79	1.05

1.12.3.14. This roundabout will be operating with temporary signals as part of the FTMS for the scheme. Therefore, the junction has been modelled with the temporary signals arrangement for the DS using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 82 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A3 London Road N	83.6%	54.6	23.9	81.6%	58.7	20.4
Ladybridge Road	55.2%	81.1	2.7	78.6%	92.2	4.3
A3 London Road S	83.3%	58.9	21.7	81.0%	50.7	23.1
Marrels Wood Gardens	0.0%	0.0	0.0	0.0%	0.0	0.0
	PRC = 7.7%			PRC = 10.3%		

Table 83 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A3 London Road N	83.8%	54.0	24.4	81.6%	58.7	20.4

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Ladybridge Road	55.2%	81.1	2.7	77.3%	93.8	4.8
A3 London Road S	84.3%	60.9	21.8	81.3%	51.8	22.8
Marrels Wood Gardens	0.0%	0.0	0.0	0.0%	0.0	0.0
PRC = 6.7%			PRC = 10.3%			

1.12.3.15. The modelling results show that the roundabout operates slightly over theoretical capacity on the A3 London Road northern and southern arms in the DM scenario. However, the junction is shown to operate within theoretical capacity in the DS with temporary signals in place. The improvements to the operation of the junction in the DS scenarios are most likely due to a reduction in traffic flow at the junction as a result of some traffic being redistributed away from the Onshore Cable Corridor.

1.12.3.16. It should be noted that there are committed improvement works at this junction comprising various upgrades that will increase capacity on a number of arms in relation to West of Waterloo MDA, although this is unlikely to have a significant impact on the operation of the junction during the period when the temporary traffic signals are in place.

A2030 / Farlington Avenue / A2030 Eastern Road / Havant Road Traffic Signal Junction

1.12.3.17. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 84 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
J1 Farlington Avenue / Havant Road						

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Havant Road WB (internal) (ahead)	43.2%	9.5	5.3	40.9%	4.3	2.5
Havant Road WB (internal) (right)	34.5%	41.1	4.8	63.5%	67.8	8.1
Havant Road W (left/ahead)	61.7%	16.3	13.8	64.2%	12.2	14.7
Farlington Avenue (left)	60.9%	46.2	9.1	50.0%	52.4	5.5
J2 A2030 Eastern Road / Havant Road						
Havant Road (ahead/left)	58.2%	18.1	12.1	62.6%	21.2	13.6
Eastern Road (left)	25.0%	31.8	3.7	35.3%	29.9	5.8
Eastern Road (right)	57.5%	73.5	4.0	64.1%	61.2	7.0
Havant Road EB (internal) (ahead)	51.2%	3.8	9.6	58.7%	8.0	7.7
Havant Road EB (internal) (right)	53.4%	53.8	5.6	49.3%	58.2	4.9
	PRC = 45.9%			PRC = 40.1%		

- 1.12.3.18. As part of the traffic management that will be put in place during the cable works, movements at the A2030 / Farlington Avenue / A2030 Eastern Road / Havant Road junction will be restricted. The restricted movements will be the right turns between Havant Road and Farlington Avenue and between Havant Road and Eastern Road.

Table 85 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
J1 Farlington Avenue / Havant Road						
Havant Road WB (internal) (ahead)	34.3%	1.6	0.3	36.8%	1.7	0.3
Havant Road WB (internal) (right)	0.0%	0.0	0.0	0.0%	0.0	0.0
Havant Road W (left/ahead)	55.4%	5.2	8.8	70.2%	7.3	14.3
Farlington Avenue (left)	41.1%	81.4	1.8	33.8%	78.2	1.4
J2 A2030 Eastern Road / Havant Road						
Havant Road (ahead/left)	53.9%	9.9	9.2	58.7%	12.8	11.5
Eastern Road (left)	0.8%	40.2	0.1	0.6%	35.8	0.1
Eastern Road (right)	52.6%	66.9	4.0	68.4%	66.6	7.1
Havant Road EB (internal) (ahead)	47.3%	5.0	5.0	57.0%	7.3	7.7
Havant Road EB (internal) (right)	0.0%	0.0	0.0	0.0%	0.0	0.0
	PRC 62.5%			PRC 28.1%		

Table 86 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
J1 Farlington Avenue / Havant Road						
Havant Road WB (internal) (ahead)	34.9%	1.7	0.3	36.5%	1.7	0.3
Havant Road WB (internal) (right)	0.0%	0.0	0.0	0.0%	0.0	0.0
Havant Road W (left/ahead)	55.2%	5.1	8.8	69.6%	7.2	14.2
Farlington Avenue (left)	41.1%	81.4	1.8	34.7%	78.5	1.5
J2 A2030 Eastern Road / Havant Road						
Havant Road (ahead/left)	54.7%	10.0	9.4	59.1%	12.6	11.5
Eastern Road (left)	0.8%	40.2	0.1	0.6%	35.8	0.1
Eastern Road (right)	54.1%	67.5	4.2	68.4%	66.6	7.1
Havant Road EB (internal) (ahead)	47.2%	5.0	5.0	57.0%	7.3	7.7
Havant Road EB (internal) (right)	0.0%	0.0	0.0	0.0%	0.0	0.0
	PRC 63.1%			PRC 29.2%		

- 1.12.3.19. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios. It can be seen that in the DS scenarios the operation of the junction improves in the AM peak, which is due to the two right turns being temporarily banned during the temporary works. not only does the banning of the right turns free up more green time for other movements at the junction, but it is also likely to reduce

the traffic flow through the junction as people will likely use different routes to reach destinations that required them to undertake the banned right turns.

- 1.12.3.20. Both DS scenarios include shuttle working on Eastern Road. This is shown to affect the operation of the junction during the PM peak with a slight reduction in the PRC compared with the DM scenario. However, the junction continues to operate well within acceptable capacity in both DS scenarios.

A2030 Eastern Road / Grove Road and A2030 Eastern Road / Fitzherbert Road Traffic Signal Junction

- 1.12.3.21. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 87 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
J1 A2030 Eastern Road / Fitzherbert Road						
Fitzherbert Road Entry (left)	17.6%	7.8	2.7	18.7%	6.6	2.7
Fitzherbert Road Entry (right)	1.3%	29.4	0.2	1.4%	34.9	0.2
A2030 Eastern Road NB (internal) (ahead)	24.7%	9.5	0.7	24.8%	7.1	0.6
A2030 Eastern Road NB (internal) (ahead/right)	69.7%	17.2	12.0	73.9%	15.1	16.4
A2030 Eastern Road N entry (left/ahead)	79.4%	64.7	12.2	80.7%	72.1	11.0
A2030 Eastern Road N entry (ahead)	0.2%	41.6	0.0	0.3%	45.6	0.0
J2 A2030 Eastern Road / Grove Road						
A2030 Eastern Road SB (internal) (ahead)	45.5%	12.1	6.4	40.2%	10.7	6.5

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road SB (internal) (right)	0.6%	34.5	0.0	0.7%	36.2	0.0
A2030 Eastern Road S entry (ahead/left)	78.5%	47.0	16.9	80.5%	39.5	20.8
A2030 Eastern Road S entry (ahead)	54.2%	36.4	10.4	61.5%	30.5	14.2
Grove Road (left/right)	77.3%	54.5	13.6	80.1%	65.7	11.9
	PRC = 13.4%			PRC = 11.5%		

Table 88 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
J1 A2030 Eastern Road / Fitzherbert Road						
Fitzherbert Road Entry (left)	16.7%	6.5	2.4	17.5%	4.8	2.2
Fitzherbert Road Entry (right)	0.5%	27.9	0.1	0.6%	34.8	0.1
A2030 Eastern Road NB (internal) (ahead)	3.7%	13.3	0.2	0.6%	28.1	0.2
A2030 Eastern Road NB (internal) (ahead/right)	63.1%	14.4	11.0	58.5%	10.2	12.5

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road N entry (left/ahead)	67.5%	61.2	8.3	75.2%	77.3	7.6
A2030 Eastern Road N entry (ahead)	0.3%	45.6	0.0	0.4%	52.6	0.0
J2 A2030 Eastern Road / Grove Road						
A2030 Eastern Road SB (internal) (ahead)	39.3%	12.5	5.8	33.7%	11.7	6.1
A2030 Eastern Road SB (internal) (right)	0.7%	36.3	0.0	0.9%	40.0	0.0
A2030 Eastern Road S entry (ahead/left)	69.8%	40.6	14.2	75.3%	32.2	19.3
A2030 Eastern Road S entry (ahead)	50.4%	33.9	9.8	49.8%	23.7	11.0
Grove Road (left/right)	70.0%	48.1	12.1	73.3%	59.3	10.4
PRC = 28.6%			PRC = 19.5%			

Table 89 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
J1 A2030 Eastern Road / Fitzherbert Road						
Fitzherbert Road Entry (left)	16.5%	6.1	2.3	17.7%	5.0	2.3

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Fitzherbert Road Entry (right)	0.5%	26.5	0.1	0.6%	34.0	0.1
A2030 Eastern Road NB (internal) (ahead)	4.1%	13.2	0.2	0.1%	28.1	0.0
A2030 Eastern Road NB (internal) (ahead/right)	65.1%	15.2	11.4	61.3%	10.8	13.1
A2030 Eastern Road N entry (left/ahead)	70.7%	64.5	8.6	77.8%	78.0	8.4
A2030 Eastern Road N entry (ahead)	0.3%	46.6	0.0	0.4%	51.3	0.0
J2 A2030 Eastern Road / Grove Road						
A2030 Eastern Road SB (internal) (ahead)	40.4%	13.6	6.0	35.5%	12.3	6.4
A2030 Eastern Road SB (internal) (right)	0.7%	36.7	0.0	0.9%	39.1	0.0
A2030 Eastern Road S entry (ahead/left)	71.5%	42.2	14.4	77.6%	34.9	19.9
A2030 Eastern Road S entry (ahead)	51.8%	35.0	9.9	52.2%	25.5	11.5
Grove Road (left/right)	72.7%	47.7	13.4	78.7%	62.8	11.9
	PRC = 23.8%			PRC = 14.3%		

1.12.3.22. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios, with the DS resulting in an improvement to its operation. The improvements to the operation of the junction in the DS scenarios are most likely due to a reduction in traffic flow at the junction as a result of some traffic being redistributed away from the Onshore Cable Corridor.

A2030 Eastern Road / Anchorage Road Traffic Signal Junction

1.12.3.23. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 90 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Kendalls Quay (left/ahead/right)	0.0%	0.0	0.0	0.0%	0.0	0.0
A2030 Eastern Road S (left/ahead)	84.2%	48.3	36.6	89.0%	3.8	40.1
A2030 Eastern Road S (ahead)	80.5%	47.5	34.8	87.4%	3.3	38.9
Anchorage Road (left)	83.7%	68.9	28.4	89.7%	3.9	34.9
Anchorage Road (right/left/ahead)	79.2%	122.8	8.7	88.2%	3.2	15.8
A2030 Eastern Road N (ahead/left)	56.3%	16.4	19.8	79.4%	1.9	38.2
A2030 Eastern Road N (ahead)	56.4%	16.4	19.8	79.4%	1.9	38.2
A2030 Eastern Road N (right)	63.7%	65.5	13.6	21.9%	0.1	3.8
	PRC = 6.8%			PRC = 0.4%		

Table 91 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Kendalls Quay (left/ahead/right)	0.0%	0.0	0.0	0.0%	0.0	0.0
A2030 Eastern Road S (left/ahead)	74.2%	35.4	29.6	75.4%	42.3	30.3
A2030 Eastern Road S (ahead)	70.0%	35.8	28.6	73.3%	42.3	29.8
Anchorage Road (left)	57.7%	60.0	14.7	65.2%	57.0	19.1
Anchorage Road (right/left/ahead)	73.6%	71.9	16.2	75.1%	64.5	20.8
A2030 Eastern Road N (ahead/left)	52.3%	14.7	17.2	67.9%	26.3	28.1
A2030 Eastern Road N (ahead)	52.3%	14.7	17.2	68.0%	26.3	28.1
A2030 Eastern Road N (right)	74.2%	75.4	14.8	40.7%	71.1	6.0
PRC = 21.2%			PRC = 19.4%			

Table 92 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Kendalls Quay (left/ahead/right)	0.0%	0.0	0.0	0.0%	0.0	0.0
A2030 Eastern Road S (left/ahead)	72.4%	46.5	27.3	84.3%	56.5	35.1
A2030 Eastern Road S (ahead)	71.4%	46.5	27.0	83.2%	56.0	34.3

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Anchorage Road (left)	55.7%	47.7	16.8	83.5%	61.7	31.2
Anchorage Road (right/left/ahead)	72.4%	58.5	17.6	83.6%	87.9	15.1
A2030 Eastern Road N (ahead/left)	62.4%	23.8	24.3	81.2%	34.2	39.8
A2030 Eastern Road N (ahead)	62.4%	23.8	24.3	81.2%	34.2	39.8
A2030 Eastern Road N (right)	71.3%	72.3	14.6	22.1%	60.9	3.8
PRC = 24.3%			PRC = 6.7%			

1.12.3.24. The modelling results show that the junction operates close to theoretical capacity in the PM peak period in the DM scenario, although the DS result in improvements to the operation of the junction. The improvements to the operation of the junction in the DS scenarios are most likely due to a reduction in traffic flow at the junction as a result of some traffic being redistributed away from the Onshore Cable Corridor.

A2030 Eastern Road / Airport Service Road Traffic Signal Junction

1.12.3.25. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 93 - Summary of results - 206 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road N (ahead)	51.0%	4.6	7.7	68.9%	6.8	14.5
A2030 Eastern Road N (ahead/right)	52.2%	7.2	7.6	69.1%	7.0	14.5

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road S (left/ahead)	57.3%	8.6	11.5	50.3%	8.2	9.8
A2030 Eastern Road S (ahead)	55.6%	8.8	11.8	50.3%	8.2	9.8
Airport Service Road (right/left)	11.4%	50.1	1.0	54.6%	59.9	5.3
	PRC = 57.2%			PRC = 30.3%		

Table 94 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road N (ahead)	83.3%	11.1	25.4	49.6%	4.5	7.4
A2030 Eastern Road N (ahead/right)	74.0%	70.8	8.1	56.7%	14.0	8.4
A2030 Eastern Road S (left/ahead)	62.8%	14.9	15.4	56.5%	21.5	13.5
A2030 Eastern Road S (ahead)	60.8%	15.3	15.2	56.4%	21.5	13.5
Airport Service Road (right/left)	11.6%	38.9	1.4	45.4%	33.5	7.6
	PRC = 8.0%			PRC = 58.8%		

Table 95 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road N (ahead)	50.1%	4.6	7.5	67.6%	6.6	13.9
A2030 Eastern Road N (ahead/right)	52.1%	8.7	7.2	67.6%	6.6	13.9
A2030 Eastern Road S (left/ahead)	43.4%	8.1	8.1	46.8%	13.3	10.1
A2030 Eastern Road S (ahead)	43.4%	8.1	8.1	46.8%	13.3	10.1
Airport Service Road (right/left)	28.9%	50.6	2.7	67.1%	50.4	10.1
PRC = 72.7%			PRC = 33.2%			

1.12.3.26. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios. The results of the DS2 scenario show improvements to the operation of the junction in both peak periods, which is most likely due to a reduction in traffic flow at the junction as a result of some traffic being redistributed away from the Onshore Cable Corridor.

1.12.3.27. The results of the DS1 scenario show improvements to the operation of the junction in the PM peak period, although its operation is worse than the DM scenario in the AM peak period. The main impact is on the A2030 Eastern Road north arm, which is due to more traffic turning right into Airport Service Road in this scenario, as a result of the traffic being redistributed away from the Onshore Cable Corridor.

A2030 Eastern Road / Burrfields Road Traffic Signal Junction

1.12.3.28. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 96 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Great Salterns (left/ahead/right)	0.0%	0.0	0.0	0.0%	0.0	0.0
A2030 Eastern Road S (ahead)	75.7%	4.5	2.5	66.8%	3.4	1.8
A2030 Eastern Road S (ahead)	5.2%	1.1	0.0	63.1%	3.1	1.6
A2030 Eastern Road S (left/ahead)	77.8%	44.2	37.2	56.5%	32.1	22.5
A2030 Eastern Road S (ahead/right)	78.1%	44.2	38.4	56.7%	32.1	22.8
Burrfields Road (right/left/ahead)	85.0%	106.6	7.7	90.2%	98.3	22.6
A2030 Eastern Road N (ahead/left)	92.1%	35.9	64.4	88.6%	41.5	53.8
A2030 Eastern Road N (ahead/right)	87.5%	105.7	21.8	91.7%	54.0	57.4
	PRC = -2.3%			PRC = -1.9%		

Table 97 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Great Salterns (left/ahead/right)	0.0%	0.0	0.0	0.0%	0.0	0.0
A2030 Eastern Road S (ahead)	35.1%	1.9	0.7	50.3%	3.3	1.8

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road S (ahead)	36.6%	1.9	0.7	50.1%	1.4	0.2
A2030 Eastern Road S (left/ahead)	79.0%	44.4	38.3	52.7%	54.0	37.2
A2030 Eastern Road S (ahead/right)	79.1%	44.3	39.3	52.8%	54.0	40.0
Burrfields Road (right/left/ahead)	79.4%	131.4	6.7	62.9%	162.8	5.5
A2030 Eastern Road N (ahead/left)	42.1%	12.4	12.9	63.8%	21.7	40.4
A2030 Eastern Road N (ahead/right)	79.6%	35.4	13.2	63.6%	63.1	21.7
PRC = 13.1%			PRC = 9.1%			

Table 98 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Great Salterns (left/ahead/right)	0.0%	0.0	0.0	0.0%	0.0	0.0
A2030 Eastern Road S (ahead)	65.4%	3.3	1.8	65.2%	3.2	1.7
A2030 Eastern Road S (ahead)	13.1%	1.4	0.2	62.7%	3.0	1.6
A2030 Eastern Road S (left/ahead)	81.8%	54.0	37.2	52.0%	28.1	20.0

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road S (ahead/right)	82.5%	54.0	40.0	52.2%	28.1	20.4
Burrfields Road (right/left/ahead)	76.3%	162.8	5.5	84.3%	118.6	12.6
A2030 Eastern Road N (ahead/left)	79.0%	21.7	40.4	83.0%	32.0	46.2
A2030 Eastern Road N (ahead/right)	81.4%	63.1	21.7	86.0%	42.5	48.0
	PRC = 9.1%			PRC = 4.7%		

1.12.3.29. The modelling results show that the junction operates slightly over theoretical capacity in both peak periods in the DM scenario, although the DS result in improvements to the operation of the junction, with it being shown to operate within theoretical capacity in these scenarios. The improvements to the operation of the junction in the DS scenarios are most likely due to a reduction in traffic flow at the junction as a result of some traffic being redistributed away from the Onshore Cable Corridor.

A2030 Eastern Road / Tangier Road Traffic Signal Junction

1.12.3.30. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 99 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road N (ahead)	51.3%	12.5	11.7	80.0%	20.5	26.7

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road N (ahead/right)	52.9%	15.0	11.6	83.7%	26.8	26.5
A2030 Eastern Road S (ahead/left)	69.1%	24.3	19.2	56.8%	27.1	13.3
A2030 Eastern Road S (ahead)	69.1%	24.3	19.2	56.9%	27.1	13.3
Tangier Road (left/right)	40.9%	52.0	4.2	40.9%	42.2	5.4
Tangier Road (cycles ahead)	0.0%	0.0	0.0	0.0%	0.0	0.0
Westbound cycles to Tangier Road (ahead)	0.0%	0.0	0.0	0.0%	0.0	0.0
	PRC = 30.2%			PRC = 7.6%		

Table 100 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road N (ahead)	45.4%	11.6	9.8	57.9%	13.6	14.3
A2030 Eastern Road N (ahead/right)	46.8%	14.1	9.7	61.5%	16.9	14.6
A2030 Eastern Road S (ahead/left)	70.1%	24.7	19.7	52.0%	19.9	12.2

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road S (ahead)	70.2%	24.7	19.8	52.0%	19.9	12.3
Tangier Road (left/right)	44.9%	53.0	4.6	30.4%	49.8	3.0
Tangier Road (cycles ahead)	0.0%	0.0	0.0	0.0%	0.0	0.0
Westbound cycles to Tangier Road (ahead)	0.0%	0.0	0.0	0.0%	0.0	0.0
	PRC = 28.2%			PRC = 46.2%		

Table 101 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Eastern Road N (ahead)	49.6%	12.2	11.1	78.9%	19.9	26.0
A2030 Eastern Road N (ahead/right)	51.3%	14.8	11.0	82.5%	26.0	25.5
A2030 Eastern Road S (ahead/left)	67.6%	23.8	18.5	55.8%	26.2	13.0
A2030 Eastern Road S (ahead)	67.5%	23.8	18.5	55.8%	26.2	13.0
Tangier Road (left/right)	20.2%	48.1	1.9	30.9%	41.2	3.9
Tangier Road (cycles ahead)	0.0%	0.0	0.0	0.0%	0.0	0.0

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Westbound cycles to Tangier Road (ahead)	0.0%	0.0	0.0	0.0%	0.0	0.0
	PRC = 33.2%			PRC = 9.0%		

1.12.3.31. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios, with the DS resulting in an improvement to its operation.

A2030 Eastern Road / Hayling Avenue Priority T-Junction

1.12.3.32. The junction was assessed using PICADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 102 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hayling Avenue (left/right)	118.4	6018.44	12.85	78.8	1568.04	999999999.00
A2030 Eastern Road N (ahead/right)	0.9	18.60	0.45	2.1	17.26	0.61

Table 103 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hayling Avenue (left/right)	87.0	3039.90	3.09	47.8	713.81	1.65
A2030 Eastern Road N (ahead/right)	0.6	16.81	0.37	0.6	13.41	0.37

Table 104 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hayling Avenue (left/right)	97.0	4760.80	4.30	90.8	1615.35	9999999999.00
A2030 Eastern Road N (ahead/right)	0.9	17.93	0.44	2.6	17.62	0.65

1.12.3.33. The modelling results show in all scenarios very high levels of delay on the minor arm of the junction – Hayling Avenue. This is a result of the dominant flow on eastern road being at a level (2700 PCU two-way flow) that the software does not consider there to be sufficient gaps for traffic to exit. The particularly high levels of RFC results are unrealistic and caused by the results increasing exponentially once the RFC is above 1.0.

1.12.3.34. In reality, due to the traffic signal junctions to the north and south of this priority junction, gaps in the traffic flow will be created to allow the junction to operate more efficiently. In addition, there are a number of alternative locations to the south where traffic from Hayling Avenue can access Eastern Road.

1.12.3.35. When considering the impacts of the DS1 and DS2 scenarios, DS1 improves the overall performance of the junction, with traffic being diverted away from the Onshore Cable Corridor, providing significant relief on the minor arm of the junction. The DS2 scenario shows a slight worsening in comparison to the DM scenario, but only very marginally.

1.12.4. LOCAL JUNCTION MODELLING RESULTS FOR LOCATIONS NOT ON THE ONSHORE CABLE CORRIDOR

A3(M) Junction 2

1.12.4.1. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 105 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Dell Piece East	0.6	3.03	0.36	0.7	3.94	0.40
A3 (M) S	4.8	15.36	0.82	7.6	23.08	0.89

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
B2149 Dell Piece West	4.2	7.63	0.80	1.7	3.55	0.61
A3 (M) N	8.5	30.17	0.90	11.5	27.32	0.93

Table 106 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Dell Piece East	0.6	2.99	0.37	0.8	4.12	0.43
A3 (M) S	9.1	27.32	0.91	19.5	54.14	0.98
B2149 Dell Piece West	4.1	7.58	0.79	1.4	3.25	0.56
A3 (M) N	5.8	20.77	0.85	10.7	25.70	0.92

Table 107 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Dell Piece East	0.6	3.00	0.37	0.8	4.09	0.43
A3 (M) S	8.9	26.77	0.90	19.1	53.00	0.97
B2149 Dell Piece West	4.2	7.63	0.79	1.4	3.26	0.56
A3 (M) N	5.9	20.88	0.85	10.9	26.02	0.92

- 1.12.4.2. The modelling results show that the junction operates over theoretical capacity on the A3(M) south arm in the PM peak and on the A3(M) north arm in both peak periods in the DM scenario. The DS show the A3(M) south arm to operate slightly worse, resulting in it operating over theoretical capacity in the AM peak as well as the PM peak. However, the A3(M) north arm is shown to operate slightly better than in the DM scenario.

- 1.12.4.3. It should be noted that the maximum queue from the A3(M) occurs in the PM peak of the DS 1 scenario on the A3(M) S arm, with a queue of 19.5 PCUs (an increase of 11.9 PCUs compared to the DM scenario). This equates to an approximate queue length of 117m, which can be adequately accommodated on the slip road (which has an approximate length of 225m) and therefore there is no assessed scenario at this junction which will cause any blocking back on the main carriageway of the A3(M).

Dell Piece West / A3 Portsmouth Road / Catherington Lane Traffic Signal Junction

- 1.12.4.4. Signal timing details were requested from Hampshire County Council for this signalised junction. At the time of the planning submission, this timing data had not been received and therefore this junction has not been assessed using LinSig software.
- 1.12.4.5. In the interim, a review of the forecast delay and V/C outputs from the SRTM has been set out below as a guide to the impact of the construction phase on this junction.

Table 108 - Summary of results - 2026 DM Scenario

Arm	AM Peak		PM Peak	
	V/C (%)	Delay (s)	V/C (%)	Delay (s)
B2149 Dell Piece West	70.97	43.86	62.02	35.46
A3 Portsmouth Road	71.05	124.75	85.57	146.33
Catherington Lane	106.25	217.92	99.9	93.93
Hazleton Way	35.78	30.25	47.54	43.67
A3 London Road	68.69	109.45	64.35	76.75

Table 109 - Summary of results - DS1 Scenario

Arm	AM Peak		PM Peak	
	V/C (%)	Delay (s)	V/C (%)	Delay (s)
B2149 Dell Piece West	72.38	44.88	68.22	41.82
A3 Portsmouth Road	71.17	125.61	84.70	140.77
Catherington Lane	106.48	222.04	98.05	78.08
Hazleton Way	36.48	30.38	45.75	43.24
A3 London Road	69.58	113.24	62.75	73.34

Table 110 - Summary of results - DS2 Scenario

Arm	AM Peak		PM Peak	
	V/C (%)	Delay (s)	V/C (%)	Delay (s)
B2149 Dell Piece West	72.33	44.84	68.23	41.89
A3 Portsmouth Road	71.02	125.50	84.74	140.77
Catherington Lane	106.45	221.46	98.18	79.09
Hazleton Way	36.49	30.38	45.34	43.15
A3 London Road	69.49	112.84	62.74	73.07

- 1.12.4.6. The modelling results show that the junction will operate largely the same in the DS scenarios as it will in the DM scenario, with some minor increases/decreases in delay and V/C percentages on each arm of the junction. It appears that the traffic flows on the Catherington Lane arm slightly exceed its capacity in the AM peak of the DM scenario, although the results show that its operation will not change significantly in the DS scenarios due to the traffic flow changes being marginal.

A3(M) Junction 3

- 1.12.4.7. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 111 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hulbert Road E	0.6	2.99	0.35	0.7	3.65	0.38
A3(M) S	3.0	9.28	0.73	3.9	11.58	0.79
Hulbert Road W	2.6	4.72	0.71	1.3	2.70	0.54
A3(M) N	7.7	27.22	0.89	29.3	65.28	1.00

Table 112 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hulbert Road E	0.6	2.97	0.37	0.8	3.84	0.42
A3(M) S	4.5	12.97	0.81	6.8	19.00	0.87
Hulbert Road W	2.6	4.72	0.70	1.1	2.53	0.50
A3(M) N	5.6	19.99	0.85	25.5	58.61	0.99

Table 113 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hulbert Road E	0.6	2.97	0.37	0.8	3.80	0.41
A3(M) S	4.4	12.74	0.80	6.8	18.83	0.87
Hulbert Road W	2.6	4.73	0.70	1.1	2.54	0.50
A3(M) N	5.6	19.99	0.85	26.4	60.21	0.99

1.12.4.8. The modelling results show that the junction operates over theoretical capacity in both peak periods on the A3(M) north arm in the DM scenario. The DS result in slight improvements to the operation of the junction apart from the A3(M) north arm which gets slightly worse, resulting in this arm operating at theoretical capacity.

1.12.4.9. It should be noted that the maximum queue from the A3(M) occurs in the PM peak of the DM scenario on the A3(M) N arm, with a queue of 29.3 PCUs. This equates to an approximate queue length of 176m, which can be adequately accommodated on the slip road (which has an approximate length of 230m) and therefore there is no assessed scenario at this junction which will cause any blocking back on the main carriageway of the A3(M).

A3 Maurepas Way / A3 London Road / B2150 Hulbert Road (Hulbert Road Roundabout)

1.12.4.10. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 114 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hulbert Road	4.6	10.87	0.81	4.6	11.96	0.81
A3 Maurepas Way	0.7	2.42	0.40	2.1	5.34	0.66
A3 London Road	1.7	6.71	0.61	3.3	13.91	0.76

Table 115 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hulbert Road	4.4	10.15	0.80	3.3	8.30	0.75
A3 Maurepas Way	0.3	1.94	0.22	0.5	2.71	0.32
A3 London Road	1.2	4.58	0.52	1.1	4.62	0.50

Table 116 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hulbert Road	4.3	9.99	0.80	3.2	8.27	0.75
A3 Maurepas Way	0.3	1.95	0.22	0.5	2.71	0.32
A3 London Road	1.2	4.59	0.52	1.1	4.63	0.50

- 1.12.4.11. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios, with its operation shown to improve in the DS. This shows traffic is being directed away from this junction in the DS, in particular there is a significantly lower flow on the Maurepas Way arm.

Hulbert Road / Frenstaple Road / Tempest Avenue Roundabout

- 1.12.4.12. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 117 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hulbert Road E	2.8	5.85	0.72	12.5	22.63	0.93
Frendstaple Road	0.5	6.40	0.31	1.7	14.31	0.61
Hulbert Road W	2.2	5.18	0.67	4.4	10.42	0.80
Tempest Avenue	3.2	18.24	0.75	2.1	13.48	0.66

Table 118 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hulbert Road E	3.5	6.93	0.76	14.3	25.33	0.94
Frendstaple Road	1.5	10.80	0.57	3.4	23.30	0.77
Hulbert Road W	1.6	4.57	0.59	1.3	4.71	0.55
Tempest Avenue	3.2	18.12	0.75	1.6	9.85	0.59

Table 119 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Hulbert Road E	3.4	6.90	0.76	14.1	25.05	0.94
Frendstaple Road	1.4	10.65	0.57	3.4	23.17	0.77
Hulbert Road W	1.6	4.59	0.59	1.3	4.72	0.55
Tempest Avenue	3.2	18.08	0.75	1.6	10.01	0.60

- 1.12.4.13. The modelling results show that the Hulbert Road east arm operates over theoretical capacity in the PM peak period in the DM scenario. The operation of this arm is shown to get marginally worse in both of the DS, although there are shown to be improvements to the operation of the Hulbert Road west and Tempest Avenue arms, which is likely due to the re-distribution of traffic due to the areas of construction

across Portsmouth. The results in the DS scenarios show that drivers will wait marginally longer at the junction during construction work than they currently do.

1.12.4.14.

However, it should be noted that there are committed improvement works at this junction comprising various upgrades that will increase capacity on a number of arms (as part of the West of Waterlooville MDA development). Therefore, the modelling results for the existing junction layout in the DS represent a sensitivity test in the event that the improvement works do not come forward prior to the construction of the cable route.

Rockville Drive / Stakes Hill Road Traffic Signal Junction

1.12.4.15.

The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 120 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Waitrose Access	0.0%	0.0	0.0	0.0%	0.0	0.0
Stakes Hill Road S	45.1%	62.4	3.2	52.5%	47.3	7.3
Rockville Drive	46.6%	23.2	9.8	52.2%	34.5	9.9
Stakes Hill Road N	19.4%	71.0	0.9	18.5%	70.8	0.8
	PRC = 93.3%			PRC = 71.6%		

Table 121 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Waitrose Access	0.0%	0.0	0.0	0.0%	0.0	0.0
Stakes Hill Road S	45.9%	52.5	5.0	51.4%	43.4	7.9

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Rockville Drive	47.5%	28.5	9.5	50.8%	37.2	9.0
Stakes Hill Road N	19.4%	71.0	0.9	18.5%	70.8	0.8
PRC = 89.4%			PRC = 75.0%			

Table 122 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Waitrose Access	0.0%	0.0	0.0	0.0%	0.0	0.0
Stakes Hill Road S	47.3%	52.9	5.1	50.7%	42.3	7.9
Rockville Drive	47.3%	28.5	9.4	51.6%	38.2	9.1
Stakes Hill Road N	19.4%	71.0	0.9	18.5%	70.8	0.8
PRC = 90.3%			PRC = 74.4%			

1.12.4.16. The modelling results show the junction to be operating well within theoretical capacity in all assessed scenarios. This shows that the introduction of the Traffic Management and the redistribution of traffic due to the temporary works has no noticeable impact on the junction operation.

Stakes Hill Road / Frendstaple Road Roundabout

1.12.4.17. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 123 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Frendstaple Road	0.1	2.50	0.10	0.1	2.41	0.09
Stakes Hill Road S	0.2	2.25	0.18	0.4	2.58	0.29
Stakes Hill Road N	0.6	3.24	0.34	0.5	3.10	0.33

Table 124 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Frendstaple Road	0.1	2.61	0.10	0.2	2.67	0.13
Stakes Hill Road S	0.3	2.38	0.23	0.4	2.52	0.26
Stakes Hill Road N	0.7	3.53	0.40	0.7	3.49	0.40

Table 125 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Frendstaple Road	0.1	2.61	0.10	0.2	2.67	0.13
Stakes Hill Road S	0.3	2.38	0.23	0.4	2.51	0.25
Stakes Hill Road N	0.7	3.51	0.39	0.7	3.49	0.40

1.12.4.18. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios. This shows that the introduction of the traffic Management and the redistribution of traffic due to the temporary works has very little impact on the junction.

Stakes Road / Stake Hill Road / Purbrook Way / Crookhorn Lane Roundabout

1.12.4.19. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 126 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Purbrook Way	0.5	3.83	0.31	2.3	8.29	0.68
Crookhorn Lane	0.2	6.07	0.18	0.3	9.15	0.21
Stakes Road	25.5	109.48	1.02	1.8	15.83	0.63
Stakes Hill Road	3.8	18.59	0.78	1.2	6.93	0.52

Table 127 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Purbrook Way	0.6	4.05	0.35	1.6	6.59	0.60
Crookhorn Lane	0.3	6.77	0.24	0.3	8.12	0.20
Stakes Road	62.3	247.07	1.13	2.0	15.66	0.65
Stakes Hill Road	2.9	14.82	0.73	1.7	8.48	0.60

Table 128 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Purbrook Way	0.6	4.04	0.34	1.6	6.61	0.60
Crookhorn Lane	0.3	6.67	0.23	0.3	8.12	0.20
Stakes Road	61.1	240.17	1.13	2.1	16.19	0.66
Stakes Hill Road	2.8	14.56	0.72	1.7	8.61	0.61

- 1.12.4.20. The modelling results show that the junction operates over theoretical capacity in the AM peak on the Stakes Road arm in the DM scenario. The operation of this arm is shown to get worse in both of the DS. However, it should be noted that there are committed improvement works at this junction comprising it being converted to a signalised junction, as part of the West of Waterlooville MDA. Therefore, the modelling results for the existing junction layout in the DS represent a sensitivity test

in the event that the improvement works do not come forward prior to the construction of the cable route.

Purbrook Way / College Road Priority T-Junction

1.12.4.21. The junction was assessed using PICADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 129 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
College Road (left)	0.0	0.00	0.00	0.0	0.00	0.00
College Road (right)	3.2	73.55	0.77	1.2	48.42	0.54
Purbrook Way W (ahead/right)	0.0	0.00	0.00	0.0	0.00	0.00

Table 130 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
College Road (left)	0.0	0.00	0.00	0.0	0.00	0.00
College Road (right)	5.5	114.52	0.88	1.7	52.27	0.62
Purbrook Way W (ahead/right)	0.0	0.00	0.00	0.0	0.00	0.00

Table 131 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
College Road (left)	0.0	0.00	0.00	0.0	0.00	0.00
College Road (right)	5.1	106.72	0.87	1.7	53.51	0.62
Purbrook Way W (ahead/right)	0.0	0.00	0.00	0.0	0.00	0.00

1.12.4.22. The modelling results show that the College Road arm will operate slightly over theoretical capacity in both DS, although the level of queuing and delay is not significant, therefore it is considered that the proposed temporary works will not have a significant impact at the junction.

1.12.4.23. However, it should be noted that there are committed improvement works at this junction comprising additional approach lanes and flares on all arms. Therefore, the modelling results for the existing junction layout in the DS represent a sensitivity test in the event that the improvement works do not come forward prior to the construction of the cable route.

B2177 Portsdown Hill Road / Maylands Road / B2177 Bedhampton Road / B2177 Bedhampton Hill Roundabout

1.12.4.24. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 132 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
B2177 Bedhampton Road	1.9	5.27	0.63	1.4	4.46	0.56
B2177 Bedhampton Hill	3.7	19.90	0.78	5.6	27.38	0.85
B2177 Portsdown Hill Road	1.3	14.11	0.55	11.8	79.97	0.96
Maylands Road	0.0	0.00	0.00	0.0	0.00	0.00

Table 133 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
B2177 Bedhampton Road	1.9	5.33	0.63	1.4	4.55	0.57
B2177 Bedhampton Hill	2.8	15.65	0.72	5.6	27.66	0.85
B2177 Portsdown Hill Road	2.9	22.67	0.73	22.2	128.97	1.03
Maylands Road	0.0	0.00	0.00	0.0	0.00	0.00

Table 134 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
B2177 Bedhampton Road	1.9	5.35	0.63	1.4	4.54	0.57
B2177 Bedhampton Hill	2.6	14.93	0.71	5.6	27.77	0.85
B2177 Portsdown Hill Road	3.1	23.49	0.75	22.5	130.52	1.03
Maylands Road	0.0	0.00	0.00	0.0	0.00	0.00

- 1.12.4.25. The modelling results show that the B2177 Bedhampton Hill arm operates at theoretical capacity in the PM peak period in the DM scenario, although its operation in this peak period does not change in the DS and actually improves in the AM peak period. The B2177 Portsdown Hill Road arm is shown to currently operate over theoretical capacity in the PM peak period, with its operation getting slightly worse in the DS. This is likely due to the re-distribution of traffic across the network due to the areas of temporary works. Although queuing and delay does increase on the B2177 Portsdown Hill Road it should be remembered that the increase is only for a temporary period.

A3 Southampton Road / A3 London Road / Spur Road / Havant Road Roundabout

- 1.12.4.26. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 135 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Spur Road	1.9	6.96	0.63	0.8	4.23	0.43
A397	2.4	7.19	0.69	2.2	5.70	0.67
A3 Southampton Road	1.3	3.85	0.55	3.5	9.29	0.76
A3 Northern Road	2.7	7.41	0.71	2.9	9.07	0.73

Table 136 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Spur Road	2.0	7.50	0.65	1.1	4.80	0.50
A397	2.3	6.98	0.68	2.2	5.66	0.67
A3 Southampton Road	1.3	3.81	0.55	3.5	9.31	0.77
A3 Northern Road	2.9	7.88	0.73	2.9	8.96	0.73

Table 137 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Spur Road	2.0	7.45	0.65	1.0	4.52	0.47
A397	2.4	7.06	0.68	2.2	5.68	0.67
A3 Southampton Road	1.4	3.90	0.56	3.5	9.31	0.76
A3 Northern Road	3.0	8.12	0.74	2.8	8.70	0.72

1.12.4.27. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios. The DS show that the operation of the junction will not significantly change as the differences between the results are negligible, despite the implementation of traffic management and redistribution of traffic due to the temporary works.

A27 Western Road / A3 London Road / A397 Northern Road / M27 (Portsbridge Roundabout)

1.12.4.28. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 138 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
M27 off-slip	10.0	47.51	0.93	9.4	48.32	0.92
A3 London Road	16.4	28.45	0.95	6.6	11.30	0.86
A27 Western Road	5.9	22.46	0.85	5.5	20.26	0.84
A397 Northern Road	2.7	5.99	0.71	2.7	5.74	0.71

Table 139 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
M27 off-slip	11.3	53.96	0.94	16.3	79.88	0.98
A3 London Road	15.3	26.54	0.95	5.7	9.96	0.84
A27 Western Road	5.8	22.29	0.85	5.8	20.72	0.85
A397 Northern Road	3.0	6.53	0.74	3.1	6.50	0.74

Table 140 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
M27 off-slip	11.3	52.78	0.94	11.4	58.62	0.94
A3 London Road	16.7	28.94	0.95	6.7	11.51	0.87
A27 Western Road	5.5	21.22	0.84	5.7	20.60	0.85
A397 Northern Road	2.7	6.07	0.72	3.0	6.16	0.73

- 1.12.4.29. The modelling results show that the M27 off-slip and A3 London Road arms operate slightly over theoretical capacity in the DM scenario. The DS show that the operation of the junction will not significantly change as the differences between the results are negligible. It should be noted that although the queue on the M27 off slip does increase there is plenty of space to accommodate the queue of traffic (the off slip has two lanes and is approximately 400m long) and therefore there will be no impacts on the M27.

Norway Road / Copnor Road Traffic Signal Junction

1.12.4.30. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 141 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Norway Road (left/right)	65.6%	51.5	7.7	72.9%	33.5	12.4
Norway Road (right)	58.6%	55.3	6.8	64.8%	38.3	12.1
A288 Copnor Road (ahead/right)	68.3%	23.8	17.8	47.5%	33.7	9.3
A288 Copnor Road (ahead/left)	67.7%	16.3	12.2	71.3%	22.6	16.0
	PRC = 31.7%			PRC = 23.5%		

Table 142 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Norway Road (left/right)	65.6%	51.6	7.7	73.2%	30.1	11.3
Norway Road (right)	59.2%	55.6	6.8	60.9%	36.2	11.2
A288 Copnor Road (ahead/right)	67.3%	23.6	17.3	40.9%	34.5	7.0

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A288 Copnor Road (ahead/left)	68.0%	16.4	12.2	73.3%	24.1	16.5
PRC = 32.3%			PRC = 22.7%			

Table 143 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Norway Road (left/right)	60.1%	49.1	6.9	72.2%	33.4	12.2
Norway Road (right)	52.5%	53.1	5.9	64.3%	38.2	12.0
A288 Copnor Road (ahead/right)	71.6%	24.9	19.2	46.8%	33.9	8.9
A288 Copnor Road (ahead/left)	67.3%	16.2	12.0	71.4%	22.4	16.0
PRC = 25.7%			PRC = 24.6%			

1.12.4.31. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios with negligible differences between the DM and DS scenarios; even with the addition of traffic management and the redistribution of traffic across the highway network.

Stubbington Avenue / A2047 / Gladys Avenue / Angerstein Road Roundabout

1.12.4.32. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 144 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Stubbington Avenue	0.1	7.86	0.05	0.1	6.92	0.05
A2047 S	2.0	9.45	0.64	4.9	18.90	0.82
Angerstein Road	0.6	8.69	0.34	0.0	0.00	0.00
Gladys Avenue	1.7	10.71	0.60	1.9	11.32	0.64
A2047 N	2.1	12.63	0.66	2.0	11.84	0.65

Table 145 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Stubbington Avenue	0.1	7.88	0.05	0.1	7.20	0.05
A2047 S	2.0	9.55	0.65	4.8	18.67	0.82
Angerstein Road	0.6	8.73	0.34	0.0	0.00	0.00
Gladys Avenue	1.7	10.82	0.61	2.7	14.31	0.71
A2047 N	2.1	12.56	0.66	1.9	12.15	0.64

Table 146 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Stubbington Avenue	0.1	7.86	0.06	0.1	6.96	0.05
A2047 S	2.1	9.88	0.66	4.9	19.05	0.83
Angerstein Road	0.6	8.75	0.34	0.0	0.00	0.00
Gladys Avenue	1.6	10.63	0.60	2.0	11.51	0.65
A2047 N	2.1	12.61	0.66	1.9	11.74	0.64

1.12.4.33. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios. The DS show that the operation of the junction will not significantly change as the differences between the results across the scenarios is negligible.

Copnor Road / Burrfields Road Traffic Signal Junction

1.12.4.34. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 147 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Burrfields Road (left/ahead/right)	24.5%	21.0	4.2	77.8%	53.1	19.0
A288 Copnor Road S (left/right/ahead)	116.9%	335.2	181.0	65.5%	24.7	21.8
Stubbington Avenue (right/left/ahead)	95.2%	246.6	7.6	73.2%	129.2	6.0
A288 Copnor Road N (ahead/left)	115.5%	378.8	69.3	77.8%	51.9	29.6
	PRC = -29.9%			PRC = 15.6%		

Table 148 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Burrfields Road (left/ahead/right)	30.9%	20.5	5.8	87.4%	63.4	26.6
A288 Copnor Road S (left/right/ahead)	115.4%	313.1	169.3	68.4%	28.5	24.4
Stubbington Avenue (right/left/ahead)	94.3%	241.4	7.3	83.4%	163.3	6.7
A288 Copnor Road N (ahead/left)	114.2%	357.2	67.5	87.5%	60.7	37.4
	PRC = -28.2%			PRC = 2.8%		

Table 149 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Burrfields Road (left/ahead/right)	24.1%	20.7	4.1	79.4%	53.0	20.6
A288 Copnor Road S (left/right/ahead)	117.7%	346.1	192.0	65.9%	22.9	21.7
Stubbington Avenue (right/left/ahead)	99.4%	276.7	8.6	78.7%	144.2	6.4
A288 Copnor Road N (ahead/left)	117.6%	410.7	73.6	79.7%	54.6	30.3
	PRC = -30.7%			PRC = 12.9%		

1.12.4.35. The modelling results show that the junction operates over theoretical capacity in the AM peak period in the DM scenario. The DS1 development scenario results in a slight

improvement to the operation of the junction in the AM peak period, with the junction still operating within theoretical capacity in the PM peak period (albeit with reduced capacity). The DS2 scenario results in the operation of the junction getting marginally worse compared to its current operation. The results show that in the DS scenarios traffic will redistribute across the network, and the routes vehicles take are likely to be different in the AM and PM peak periods based on linked trips that are undertaken (ie dropping children at school/stopping at shops on the way home etc). Although there are changes to the operation of the junction in the DS scenarios the changes are not considered to be significant when looking at queue and delay across the junction and therefore the temporary works have a minimal affect at the junction.

Burrfields Road / Moneyfield Avenue / Dundas Lane Roundabout

1.12.4.36. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 150 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Burrfields Road E	0.7	4.62	0.38	0.3	4.28	0.22
Moneyfield Avenue	0.0	0.00	0.00	0.0	0.00	0.00
Burrfields Road W	2.6	9.88	0.71	0.2	3.07	0.17
Retail Park	0.0	0.00	0.00	0.0	0.00	0.00
Dundas Lane	0.3	3.96	0.24	2.5	9.85	0.70

Table 151 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Burrfields Road E	0.4	4.10	0.28	0.0	3.99	0.04
Moneyfield Avenue	0.0	0.00	0.00	0.0	0.00	0.00
Burrfields Road W	1.8	7.20	0.63	0.2	2.88	0.16
Retail Park	0.0	0.00	0.00	0.0	0.00	0.00
Dundas Lane	0.3	3.83	0.24	2.6	9.59	0.70

Table 152 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Burrfields Road E	1.2	5.95	0.52	0.3	4.46	0.23
Moneyfield Avenue	0.0	0.00	0.00	0.0	0.00	0.00
Burrfields Road W	3.5	13.51	0.77	0.2	3.09	0.17
Retail Park	0.0	0.00	0.00	0.0	0.00	0.00
Dundas Lane	0.3	3.59	0.21	1.4	6.66	0.56

- 1.12.4.37. The modelling results show the junction to be operating within theoretical capacity in all assessed scenarios, with the operation of some arms improving in the DS. It can be seen that the introduction of traffic management and the redistribution of traffic has little impact on the junction.

Milton Road / St Mary's Road Roundabout

- 1.12.4.38. The junction was assessed using ARCADY (Junctions 9) software. The results of the modelling assessment are expressed in RFC (Ratio of Flow to Capacity), queue lengths (PCUs) and delay (seconds).

Table 153 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Langstone Road	93.1	713.62	1.43	90.0	775.88	1.51
Milton Road S	2.3	8.93	0.68	1.8	7.38	0.62
St Marys Road	0.7	4.19	0.37	1.0	5.27	0.47
Baffins Road	2.7	9.80	0.72	6.8	20.91	0.87

Table 154 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Langstone Road	78.6	609.87	1.38	60.8	531.22	1.37
Milton Road S	2.2	8.73	0.67	1.7	7.12	0.60
St Marys Road	0.7	4.17	0.38	1.1	5.69	0.51
Baffins Road	3.4	11.72	0.76	12.5	37.84	0.94

Table 155 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Langstone Road	93.7	719.14	1.43	89.6	784.74	1.52
Milton Road S	2.3	8.94	0.68	1.8	7.66	0.63
St Marys Road	0.6	4.05	0.35	1.0	5.38	0.48
Baffins Road	2.9	10.08	0.73	8.6	26.28	0.90

- 1.12.4.39. The modelling results show that the junction operates above actual capacity in both peak periods in the DM scenario on the Langstone Road arm and slightly over theoretical capacity in the PM peak on the Baffins Road arm. The DS1 scenario results in improvements to the operation of the Langstone Road arm, although the operation of the Baffins Road arm gets slightly worse.
- 1.12.4.40. The DS2 development scenario results in the junction operating similarly to the 2019 DM scenario, although the Baffins Road arm operates marginally worse in the PM peak period.
- 1.12.4.41. Based on the results set out above it is considered that the changes in operation at the junction due to the introduction of traffic management and the resulting redistribution of traffic have a negligible effect on the operation of the junction. The minor changes in operation are unlikely to be noticed by drivers due to the level that the junction is operating at in the DM scenario.

A2030 Velder Avenue / Milton Road Traffic Signal Junction

- 1.12.4.42. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 156 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Velder Avenue (left)	44.4%	11.5	8.8	70.9%	21.4	27.3
A2030 Velder Avenue (left/ahead)	48.8%	80.3	14.6	70.6%	88.2	24.1

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Milton Road S (left/left2/ahead)	95.7%	121.3	47.0	93.6%	125.2	37.6
Milton Road S (right)	111.0%	315.7	80.3	108.1%	282.0	59.2
Alverstone Road (left)	0.0%	0.0	0.0	0.0%	0.0	0.0
Rodney Road (left/ahead)	112.2%	333.4	90.0	109.5%	281.5	84.5
Milton Road N (ahead/left)	109.1%	347.6	36.5	109.1%	330.1	47.8
Milton Road N (ahead/right/right2)	109.3%	354.5	34.6	108.9%	329.0	45.5
PRC = -24.7%			PRC = -21.7%			

Table 157 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Velder Avenue (left)	39.6%	11.0	7.0	63.2%	19.4	21.2
A2030 Velder Avenue (left/ahead)	47.7%	79.1	14.4	50.9%	78.0	16.1
Milton Road S (left/left2/ahead)	96.8%	128.0	48.3	95.0%	133.4	38.0
Milton Road S (right)	112.8%	346.7	85.7	109.0%	297.3	59.8
Alverstone Road (left)	0.0%	0.0	0.0	0.0%	0.0	0.0
Rodney Road (left/ahead)	112.4%	338.0	91.2	109.0%	273.4	83.0

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Milton Road N (ahead/left)	112.2%	395.0	40.9	108.6%	320.7	47.8
Milton Road N (ahead/right/right2)	111.8%	391.9	38.0	108.4%	319.0	45.8
PRC = -25.3%			PRC = -21.1%			

Table 158 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A2030 Velder Avenue (left)	43.6%	11.4	8.6	70.8%	21.9	27.3
A2030 Velder Avenue (left/ahead)	47.7%	79.1	14.4	70.5%	88.9	23.7
Milton Road S (left/left2/ahead)	98.0%	136.4	50.4	94.2%	127.6	38.1
Milton Road S (right)	110.4%	306.1	77.3	105.5%	243.5	52.8
Alverstone Road (left)	0.0%	0.0	0.0	0.0%	0.0	0.0
Rodney Road (left/ahead)	111.1%	316.1	86.8	107.1%	241.2	74.7
Milton Road N (ahead/left)	109.1%	347.6	36.5	106.6%	289.8	44.1
Milton Road N (ahead/right/right2)	108.8%	346.3	34.0	106.3%	287.1	41.8
PRC = -23.5%			PRC = -19.0%			

1.12.4.43. The modelling results show that the junction operates above actual capacity in both peak periods in the DM scenario. The DS result in improvements to the operation of the junction, apart from in the AM peak period of the DS1 scenario, which results in the PRC reducing marginally.

1.12.4.44. Based on the results set out above it is considered that the changes in operation at the junction due to the introduction of traffic management and the resulting redistribution of traffic have a negligible effect on the operation of the junction. The minor changes in operation are unlikely to be noticed by drivers due to the level that the junction is operating at in the DM scenario.

A3 Mile End Road / Church Street / Hope Street / Commercial Road Signalised Roundabout

1.12.4.45. The junction has been modelled using LINSIG (V3) software. The results of the modelling assessment are expressed in Practical Reserve Capacity (PRC), degree of saturation (%), average delay per PCU (s/PCU) and mean max queue (PCU).

Table 159 - Summary of results - 2026 DM Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Church Street	155.6%	848.0	427.6	120.8%	462.8	179.9
Church Street circulatory (ahead1)	89.2%	28.5	6.8	90.0%	24.9	7.0
Church Street circulatory (ahead2)	89.1%	28.1	6.7	90.0%	24.9	7.0
Church Street exit (before crossing)	36.3%	1.5	0.3	42.8%	1.7	0.4
Commercial Road circulatory (ahead)	32.3%	14.9	11.0	51.4%	36.1	21.1
Commercial Road circulatory (ahead)	59.3%	9.5	14.9	79.9%	35.9	39.2
Commercial Road circulatory (ahead/right)	61.5%	9.3	15.7	79.5%	34.8	36.5
Commercial Road (ahead)	71.5%	28.1	25.0	84.8%	34.6	43.6

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Commercial Road (ahead/right)	49.3%	49.6	15.7	60.4%	45.0	22.0
Hope Street (left)	61.5%	92.6	17.3	83.0%	80.7	39.5
Hope Street (left/ahead/right)	62.2%	92.7	17.6	84.3%	81.9	40.6
A3 Mile End Road circulatory (ahead)	0.7%	54.4	0.4	1.5%	26.3	0.6
A3 Mile End Road circulatory (right)	0.3%	44.0	0.2	0.0%	0.0	0.0
A3 Mile End Road (left)	149.1%	847.4	280.4	120.5%	444.8	159.5
A3 Mile End Road (ahead)	148.2%	837.7	281.0	109.3%	271.8	106.8
A3 Mile End Road (ahead/right)	154.3%	888.8	307.3	113.1%	332.8	127.8
PRC = -72.9%			PRC = -34.2%			

Table 160 - Summary of results - DS1 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Church Street	155.6%	847.3	428.0	125.2%	527.4	202.5
Church Street circulatory (ahead1)	89.1%	28.1	6.7	90.1%	24.7	7.0
Church Street circulatory (ahead2)	89.1%	28.1	6.7	90.1%	24.7	7.0
Church Street exit (before crossing)	36.3%	1.5	0.3	43.3%	1.7	0.4

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Commercial Road circulatory (ahead)	31.5%	13.5	10.4	51.7%	37.3	21.4
Commercial Road circulatory (ahead)	58.0%	8.5	13.4	80.6%	36.9	39.2
Commercial Road circulatory (ahead/right)	60.5%	8.4	14.1	80.0%	36.0	36.5
Commercial Road (ahead)	71.0%	27.8	24.9	83.0%	32.3	41.2
Commercial Road (ahead/right)	48.8%	49.4	15.5	59.2%	43.9	21.3
Hope Street (left)	64.8%	96.8	17.7	80.4%	75.9	38.3
Hope Street (left/ahead/right)	65.5%	97.1	18.0	81.6%	76.8	39.3
A3 Mile End Road circulatory (ahead)	0.7%	56.0	0.3	1.5%	31.9	0.6
A3 Mile End Road circulatory (right)	0.2%	44.3	0.1	0.0%	0.0	0.0
A3 Mile End Road (left)	152.7%	882.0	296.2	124.8%	503.6	182.6
A3 Mile End Road (ahead)	148.8%	842.7	282.9	107.7%	246.0	100.5
A3 Mile End Road (ahead/right)	155.0%	897.7	310.8	111.4%	305.0	120.6
PRC = -72.9%			PRC = -39.1%			

Table 161 - Summary of results - DS2 Scenario

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Church Street	155.0%	847.2	435.4	120.6%	459.6	178.6
Church Street circulatory (ahead1)	89.0%	29.0	6.7	90.0%	24.9	7.0
Church Street circulatory (ahead2)	88.9%	28.6	6.6	90.0%	24.9	7.0
Church Street exit (before crossing)	35.5%	1.5	0.3	43.0%	1.7	0.4
Commercial Road circulatory (ahead)	79.6%	26.3	48.6	51.4%	35.7	20.8
Commercial Road circulatory (ahead)	41.9%	2.2	0.4	80.1%	36.1	40.3
Commercial Road circulatory (ahead/right)	28.2%	1.9	0.3	79.6%	35.0	37.6
Commercial Road (ahead)	58.7%	2.3	0.7	84.9%	34.7	43.9
Commercial Road (ahead/right)	0.8%	38.2	0.2	60.5%	45.1	22.0
Hope Street (left)	68.1%	100.5	18.2	83.0%	80.7	39.5
Hope Street (left/ahead/right)	68.7%	100.6	18.5	84.7%	82.4	40.9
A3 Mile End Road circulatory (ahead)	0.6%	27.9	0.2	1.7%	28.2	0.6
A3 Mile End Road circulatory (right)	0.3%	42.3	0.2	0.0%	0.0	0.0
A3 Mile End Road (left)	153.4%	876.4	281.8	120.9%	450.3	161.4
A3 Mile End Road (ahead)	155.7%	898.1	297.5	109.4%	273.8	107.4
A3 Mile End Road (ahead/right)	155.5%	896.7	296.9	113.2%	334.8	128.4

Arm	AM Peak			PM Peak		
	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Deg Sat (%)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
PRC = -73.0%			PRC = -34.3%			

1.12.4.46. The modelling results show that the junction is operating above actual capacity in all scenarios modelled. Church Road and Mile End Road are the arms operating significantly above capacity. The Do Something scenarios show that the junction operating slightly worse than in the Do Minimum Scenario which shows that the works associated with the temporary works will have a minimal impact at this junction.

1.12.5. SUMMARY OF LOCAL JUNCTION MODELLING RESULTS

1.12.5.1. **Table 12-94** below sets out a summary of the local junctions assessed as part of the work to assess the impact the Onshore Cable Corridor temporary works will have across the Portsmouth area. The Table compares the Do Something Scenarios against the Do Minimum scenario to summarise the effects of the temporary works and subsequent redistribution of traffic.

1.12.5.2. **Table 12-94** has been colour coded to make it clear, visually, which junctions are affected by the works/redistribution. Junctions that see an improvement in operation (likely due to traffic avoiding the junctions and taking alternative routes) are coloured green. Junctions that see little change in operation are colour coded orange and those junctions that operate worse in the do something scenarios are colour coded in red.

Table 162 - Summary of Changes in Operation at Assessed Junctions

Junction	DS1 AM	DS1 PM	DS2 AM	DS2 PM
Junctions Along Onshore Cable Corridor				
B2150 Hambledon Road/Milton Road/Elettra Avenue	Improved	Improved	Improved	Improved
B2150 Hambledon Road/Aston Road*	Improved	Improved	Improved	Improved
B2150 Hambledon Road/A3 Maurepas Way/Houghton Avenue**	Worsened	Worsened	Worsened	Worsened

Junction	DS1 AM	DS1 PM	DS2 AM	DS2 PM
A3 Maurepas Way/A3 London Road/Rockville Drive	Improved	Improved	Improved	Improved
A3 London Road/Ladybridge Road**	Worsened	Worsened	Worsened	Worsened
A2030/Farlington Avenue/A2030 Eastern Road/Havant Road	Improved	Worsened	Improved	Worsened
A2030 eastern Road/Grove Road/A2030 Eastern Road/Fitzherbert Road	Improved	Improved	Improved	Improved
A2030 Eastern Road/Anchorage Road	Improved	Improved	Improved	Improved
A2030 Eastern Road/Airport Service Road	Worsened	Improved	Improved	Improved
A2030 Eastern Road/Burrfields Road	Improved	Improved	Improved	Improved
A2030 Eastern Road/Tangier Road	Worsened	Improved	Improved	Improved
A2030 Eastern Road/Hayling Avenue	Improved	Improved	Improved	No Change
Junctions Away From Onshore Cable Corridor				
A3(M) Junction 2	No change	No change	No change	No change
Dell Piece West/A3 Portsmouth Road/Catherington Lane*	Worsened	No change	Worsened	Improved
A3(M) Junction 3	No change	No change	No change	No change
A3 Maurepas Way/A3 London Road/B2150 Hulbert Road	Improved	Improved	Improved	Improved
Hulbert Road/Frendstaple Road/Tempest Avenue	No change	No change	No change	No change
Rockville Drive/Stakes Hill Road	Worsened	Improved	Worsened	Improved

Junction	DS1 AM	DS1 PM	DS2 AM	DS2 PM
Stakes Hill Road/Frendstaple Road	Worsened	Worsened	Worsened	Worsened
Stakes Road/Stake Hill Road/Purbrook Way/Crookhorn Lane	Worsened	No Change	Worsened	No change
Purbrook Way/College Road	Worsened	Worsened	Worsened	Worsened
B2177 Portsdown Hill Road/Maylands Road/B2177 Bedhampton Road/B2177 Bedhampton Hill	Worsened	Worsened	Worsened	Worsened
A3 Southampton Road/A3 London Road/Spur Road/Havant Road	No change	No change	No change	No change
A27 Western Road/A3 London Road/A397 Northern Road/M27	No change	No change	No change	No change
Norway Road/Copnor Road	No change	No change	Worsened	Improved
Stubbington Avenue/A2047/Gladys Avenue/Angerstein Road	No change	No change	No change	No change
Copnor Road/Burrfields Road	Improved	Worsened	Worsened	Worsened
Burrfields Road/Moneyfield Avenue/Dundas Lane	Improved	Improved	Worsened	No change
Milton Road/St Marys Road	No change	No change	No change	No change
A2030 Velder Avenue/Milton road	No change	No change	Improved	Improved
A3 Mile End Road/Church Street/Hope Street/Commercial Road	No change	Worsened	No change	No change

*signal timing data not provided by Hampshire County Council prior to submission. Forecast delay and V/C outputs from the SRTM have been compared.

**junction changes from a roundabout to temporary signals in the DS scenarios. Forecast delay and V/C outputs from the SRTM have been compared.

1.12.5.3. **Table 12-94** shows that the majority of junctions across the study area experience either an improvement (through redistribution of traffic) or little/no change during the Onshore Cable Corridor temporary works. Those junctions that are operationally worse are the junctions that are likely taking the bulk of redistributed traffic or have significant traffic management in place which alters the junction considerably. Junctions where Traffic Management is proposed altering roundabouts to temporary signal arrangements show a worsening in operation in the DS1 and DS2 scenarios. This is primarily due to the introduction of inherent delay through the signal arrangements.

1.12.5.4. It should be noted that the changes to the operation of the junctions (both positive and negative) are only temporary with all junctions returning to their normal levels of operation following the completion of the Onshore Cable Corridor temporary works. It should also be noted that the programme of the FTMS will also aim to mitigate negative impacts by avoiding works being completed in close proximity to each other or at the most sensitive times of year to traffic.

1.12.6. SHUTTLE WORKING TRAFFIC SIGNAL MODELLING

1.12.6.1. An assessment has been carried out of links where it is anticipated that shuttle working temporary traffic signals will be required to control opposing traffic flow due to lane closures. This is a test to show how the shuttle working signals would operate in conjunction with the TM locations included within the SRTM.

1.12.6.2. It is currently anticipated that this type of traffic management will be required on the following links:

- B2150 Hambledon Road – at the location assessed within the SRTM;
- A3 London Road – south of Forest End Roundabout;
- A3 London Road – north of Ladybridge Roundabout;
- A3 London Road – south of Ladybridge roundabout;
- Portsdown Hill Road;
- Farlington Avenue – north of Sea View Road;
- Moorings Way;
- Locksway Road; and
- Bransbury Road – at the location assessed within the SRTM.

1.12.6.3. The operation of these traffic signals during the AM and PM peak periods have been assessed using traffic flows derived from the SRTM.

1.12.6.4. LINSIG (V3) software has been used to analyse the shuttle working arrangements for each link for both DS scenarios, in order to calculate the estimated queue lengths

and delay at each location. The summary results of this analysis for each link are provided below. Full LINSIG outputs are provided at **Appendix I**.

1.12.6.5.

It should be noted that all signalised junctions incur an inherent delay by virtue of having red signal phases within a cycle, causing traffic to stop. What should be considered when assessing the relative delay at a junction is the proportion of delay when compared with the overall cycle time.

B2150 Hambledon Road (150 second cycle time)

Table 163 - Shuttle working results – DS1 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
B2150 Hambledon Road northbound	48.3	28.6	61.4	29.0
B2150 Hambledon Road southbound	63.4	23.0	64.0	30.1

Table 164 - Shuttle working results – DS2 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
B2150 Hambledon Road northbound	48.3	28.6	64.7	29.6
B2150 Hambledon Road southbound	63.6	23.2	61.2	29.6

1.12.6.6.

The modelling results show that the Hambledon Road link is likely to experience maximum queues of approximately 30 PCUs and delays of just over one minute with the temporary signals in place as part of the traffic management that will be required. However, it should be noted that the junction is operating on a 150 second cycle time, therefore all vehicles can be expected to be released during each cycle.

A3 London Road – south of Forest End Roundabout (120 second cycle time)

Table 165 - Shuttle working results – DS1 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A3 London Road northbound	37.3	17.9	49.5	17.6
A3 London Road southbound	48.3	14.1	44.4	19.6

Table 166 - Shuttle working results – DS2 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A3 London Road northbound	38.5	18.1	48.5	17.2
A3 London Road southbound	47.3	14.3	44.8	19.8

1.12.6.7. The modelling results show that the London Road link (south of Forest End Roundabout) is likely to experience maximum queues of approximately 20 PCUs and delays of up to 50 seconds with the temporary signals in place as part of the traffic management that will be required.

1.12.6.8. The junction is set up based on a 120-second cycle time. With an average delay of 50 seconds, all traffic can be expected to be released within each cycle.

A3 London Road – north of Ladybridge Roundabout (120 second cycle time)

Table 167 - Shuttle working results – DS1 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A3 London Road northbound	48.5	14.9	43.0	18.0

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A3 London Road southbound	39.6	18.8	46.4	16.8

Table 168 - Shuttle working results – DS2 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A3 London Road northbound	50.3	15.0	42.8	17.8
A3 London Road southbound	38.9	19.2	46.4	16.8

1.12.6.9. The modelling results show that the London Road link (north of Ladybridge Roundabout) is likely to experience maximum queues of approximately 19 PCUs and delays of up to 50 seconds with the temporary signals in place as part of the traffic management that will be required.

1.12.6.10. The junction is set up based on a 120-second cycle time. With delay of up to 50 seconds, all traffic can be expected to be released within each cycle.

A3 London Road – south of Ladybridge Roundabout (120 second cycle time)

Table 169 - Shuttle working results – DS1 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A3 London Road northbound	46.6	17.8	47.4	20.5
A3 London Road southbound	45.2	18.5	50.6	18.9

Table 170 - Shuttle working results – DS2 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
A3 London Road northbound	48.5	18.0	49.0	20.5
A3 London Road southbound	44.4	18.9	49.1	19.1

- 1.12.6.11. The modelling results show that the London Road link (south of Ladybridge Roundabout) is likely to experience maximum queues of approximately 21 PCUs and delays of up to 51 seconds with the temporary signals in place as part of the traffic management that will be required.
- 1.12.6.12. The junction is set up based on a 120-second cycle time. With delay of up to 51 seconds, all traffic can be expected to be released within each cycle.

Portsmouth Hill Road (140 second cycle time)

Table 171 - Shuttle working results – DS1 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Portsmouth Hill Road westbound	44.5	20.6	60.4	22.6
Portsmouth Hill Road eastbound	49.1	19.1	51.0	27.4

Table 172 - Shuttle working results – DS2 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Portsmouth Hill Road westbound	45.7	20.7	60.8	22.9

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Portsmouth Hill Road eastbound	48.3	19.3	51.0	27.4

- 1.12.6.13. The modelling results show that the Portsmouth Hill Road link is likely to experience maximum queues of approximately 27 PCUs and delays of one minute with the temporary signals in place as part of the traffic management that will be required.
- 1.12.6.14. The junction is set up based on a 140-second cycle time. With delay of up to 60 seconds, all traffic can be expected to be released within each cycle.

Farlington Avenue – north of Sea View Road (120 second cycle time)

Table 173 - Shuttle working results – DS1 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Farlington Avenue northbound	16.9	3.7	20.7	5.3
Farlington Avenue southbound	45.9	2.2	42.5	3.7

Table 174 - Shuttle working results – DS2 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Farlington Avenue northbound	16.9	3.6	22.3	5.0
Farlington Avenue southbound	45.9	2.2	39.6	3.7

1.12.6.15. The modelling results show that the Farlington Avenue (north of Sea View Road) link is likely to experience maximum queues of approximately 5 PCUs and delays of 46 seconds with the temporary signals in place as part of the traffic management that will be required.

1.12.6.16. The junction is set up based on a 120-second cycle time. With delay of up to 46 seconds, all traffic can be expected to be released within each cycle

Moorings Way (120 second cycle time)

Table 175 - Shuttle working results – DS1 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Moorings Way westbound	24.3	4.2	31.8	3.6
Moorings Way eastbound	35.7	3.4	27.5	3.9

Table 176 - Shuttle working results – DS2 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Moorings Way westbound	24.3	4.2	32.6	3.7
Moorings Way eastbound	35.7	3.4	26.9	4.0

1.12.6.17. The modelling results show that the Moorings Way link is likely to experience maximum queues of approximately 4 PCUs and delays of 36 seconds with the temporary signals in place as part of the traffic management that will be required.

1.12.6.18. The junction is set up based on a 120-second cycle time. With delay of up to 36 seconds, all traffic can be expected to be released within each cycle.

Locksway Road (120 second cycle time)

Table 177 - Shuttle working results – DS1 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Locksway Road westbound	23.0	0.3	31.4	0.3
Locksway Road eastbound	31.4	0.3	23.0	0.3

Table 178 - Shuttle working results – DS2 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Locksway Road westbound	23.0	0.3	31.4	0.3
Locksway Road eastbound	31.4	0.3	23.0	0.3

- 1.12.6.19. The modelling results show that the Locksway Road link is likely to experience maximum queues of less than 1 PCU and delays of 31 seconds with the temporary signals in place as part of the traffic management that will be required.
- 1.12.6.20. The junction is set up based on a 120-second cycle time. With delay of up to 31 seconds, all traffic can be expected to be released within each cycle.

Bransbury Road (120 second cycle time)

Table 179 - Shuttle working results – DS1 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Bransbury Road westbound	21.4	5.5	42.8	3.1
Bransbury Road eastbound	41.7	3.9	19.6	4.6

Table 180 - Shuttle working results – DS2 Scenario

Arm	AM Peak		PM Peak	
	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)	Av. Delay per PCU (s/pcu)	Mean Max Queue (PCU)
Bransbury Road westbound	21.3	5.4	43.8	3.1
Bransbury Road eastbound	41.7	3.9	19.1	4.6

1.12.6.21. The modelling results show that the Bransbury Road link is likely to experience maximum queues of 6 PCUs and delays of 43 seconds with the temporary signals in place as part of the traffic management that will be required.

1.12.6.22. The junction is set up based on a 120-cycle time. With delay of up to 43 seconds, all traffic can be expected to be released within each cycle.

1.12.7. SUMMARY OF SHUTTLE WORKING ASSESSMENTS

1.12.7.1. In summary, the assessment of the likely operation of the shuttle working traffic signals has indicated that the queuing and delay expected on each of the links is unlikely to be severe and can be accommodated within the length of each link.

1.12.7.2. It should also be noted that the cycle times used in the assessment provide a basis for the signal timings that could be used, although it is likely that the signals will be manually operated during peak periods in order to optimise the operation of the shuttle working.

1.13. IMPACTS ON SUSTAINABLE TRANSPORT NETWORKS

1.13.1. OVERVIEW

1.13.1.1. This chapter provides a review of the forecast impacts on the local sustainable transport networks in the vicinity of the Onshore Cable Corridor Corridor. This sets out the forecast worst case

Public Transport

1.13.1.2. During construction of the Onshore Cable Route some existing bus stops may need to be closed depending upon the exact location within the carriageway or footway. Where this is required, a temporary bus stop will be provided as close as possible to the original location, taking into account highway safety of all road users.

1.13.1.3. Construction of the Onshore Cable Route within the A3 London Road will require works within the existing bus lane or suspension of the bus lane to mitigate the impact on general traffic flow. As with the rest of the Onshore Cable Route this will be completed in 100m sections and therefore bus priority will be maintained where the bus lane is suspended through provision of temporary bus priority traffic signals.

1.13.1.4. As set out in Chapter 6 of this report a number of bus services will be affected (temporarily) by the Onshore Cable Corridor temporary works. Table 13-1 below (repeated from Chapter 6 of this report) identifies which bus services will be affected by the Onshore Cable Corridor temporary works.

Table 181 - Bus Services Affected by the Onshore Cable Route Construction

Service	Onshore Cable Corridor Conflict
7 – City Centre to Wecock Farm	Portsdown Hill Road, A3 Maurepas Way, Hambledon Road
8 – Clarence Pier to Clanfield	London Road
13 – Portsmouth City Centre to Baffins	A2030 Eastern Road, Moorings Way, Furze Lane, Locksway Road
15 – Portsmouth City Centre to Fort Cumberland	Fort Cumberland Road
16 – Portsmouth The Hard to Fort Cumberland	Fort Cumberland Road
20 – Havant to Portsmouth (The Hard)	Portsdown Hill Road
21 – Havant to Portsmouth (The Hard)	A2030 Eastern Road

Service	Onshore Cable Corridor Conflict
22 – Highbury to Farlington	Fitzherbert Road, A2030 Eastern Road, A2030 Havant Road
23 – Leigh Park to Southsea	Havant Road
37 – Havant to Petersfield	A3 Maurepas Way
39 – Havant to Wecock Farm	A3 London Road, A3 Maurepas Way, Hambledon Road
D1 and D2 – Waterlooville to Hambledon	A3 Maurepas Way, Hambledon Road

1.13.1.5. The effects of the Onshore Cable Corridor temporary works have been carefully considered, and the route taken by the cable, along with the FTMS, has resulted in a route that causes as little disruption as possible to public transport links. There are only three planned road closures as part of the temporary works that will temporarily affect bus routes and require short-term diversions. These are:

- A3 London Road – closure for two weekends only – affecting Route 39
- Havant Road – closure for two weekends only – affecting Routes 22 and 23
- Furze Lane Bus Link – closure for two to three weeks – affecting Route 13.

1.13.1.6. It is inevitable that the temporary works may cause some delay to bus services, but potential delays will be communicated to passengers and the contractors will have continuous contact with bus providers to inform them of any works on their routes (along with timescale for works etc).

1.13.1.7. In terms of bus stops, it is likely that some may require temporary closure (although this should be for a maximum of a week) or repositioning for the duration of the works in that area. Should bus stops require repositioning or closure all efforts will be made to communicate this to the general public beforehand as well as notifying them of the nearest bus stop. Bus providers will also be notified of any bus stop changes when being contacted regarding specific delays/work schedules.

1.13.1.8. It should be noted that with any type of street works there is delay to public transport and although temporary in nature, all efforts to be made to minimise the disruption to the services which use the onshore cable route.

Walking and Cycling

1.13.1.9. Below is a summary of the footpaths, Public Rights of Way, bridleways and other pedestrian and cycle infrastructure lying within the Onshore Cable Corridor and therefore likely to be temporarily impacted by the construction works of the Onshore Cable Route. Plans of the Onshore Cable Corridor sections are provided in **Chapter 3**.

1.13.1.10. Where impacts are identified along the Onshore Cable Corridor, temporary suitable alternative or diversionary routes will be put in place. The FTMS sets out the arrangements for footway and cycle route diversions and closures including relevant mitigation and parameters within which contractors can operate close to footways and cycleways.

Section 1 – Lovedean (Converter Station Area)

1.13.1.11. As the Converter Station location is situated in a more rural area there are no footway/cycleway or pedestrian crossing point closures expected in this section.

1.13.1.12. The local highway network has limited pedestrian and cycle infrastructure provision with no footways on roads affected. The Onshore Cable Corridor runs mainly off-road through fields until Anmore Lane which reduces the impact on the local highway, and should therefore also have a minimal impact on any cyclists utilising this part of the network.

Section 2 – Anmore

1.13.1.13. This section of the Onshore Cable Corridor will also run mainly through fields, therefore there are no planned highway closures. Impacts on walking and cycling routes are therefore unlikely to occur.

Section 3 – Denmead/Kings Pond

1.13.1.14. This section runs through fields between Anmore Road and Hambledon Road, the only impacts to walking and cycling here would be at Hambledon Road where there is a shared use footway/cycleway on the northern side of the carriageway. As stated previously in the report, 100m of cable will be laid at a time, therefore the disruption to pedestrians and cyclists will be minimal due to the short distance of footway/cycleway that may need to be closed each time. A safe alternative pedestrian/cyclist diversion/route will be provided during the works.

Section 4 – Hambledon Road to Burnham Road

1.13.1.15. Hambledon Road has shared use footway/cycleway along its length (on alternating sides of the carriageway) which may be impacted by the cable works. Hambledon Road has a wide carriageway and it is expected that the majority of works will be able to be carried out without affecting the off-road cycleway. Should construction work take place on off-carriageway, the preferred strategy is to keep the footway / shared-use path open where practicable albeit at reduced width. If a full closure of the

footway / cycleway is required this will only be completed for a short period of time and it will be possible to provide a safe alternative for pedestrians and cyclists.

Section 5 – Farlington

1.13.1.16. Section 5 of the cable route has no formal cycling infrastructure or many formal crossings, and therefore the effects of the temporary works in this section are likely to be minimal.

1.13.1.17. The two areas within section 5 that may be affected are a signalised crossing at the southern end of Farlington Avenue/Havant Road and routes to Solent Infant School (accessed from Eveleigh Road) and Solent Junior School (accessed from Solent Road) which lie on either side of Farlington Avenue. As detailed in **Chapter 9**, where possible all works in the vicinity of the schools will be undertaken during the school holidays in order to avoid disruption to the school day and retain safe routes to the schools for pedestrians and cyclists; should it not be possible to undertake all works during school holidays, temporary live traffic management is likely to be put in place to maintain safe routes and crossings to the school.

Section 6 – Zetland Field / Sainsburys Car Park

1.13.1.18. The main infrastructure in section 6 of the route to be affected by the temporary works is the shared use footway/cycleway along the A2030 and the pedestrian crossing in front of the Sainsbury's petrol filling station.

1.13.1.19. As far as possible the shared footway/cycleway will be kept open during the works, if this is not possible safe alternative access/routes will be provided for pedestrians and cyclists. Should the existing crossing need to be temporarily closed during construction in this location, an alternative temporary facility will be provided to enable crossing movements to the petrol station and supermarket to continue safely.

Section 7 – Farlington Junction to Airport Service Road

1.13.1.20. This section of the Onshore Cable Corridor is largely off road and runs through Farlington Playing Fields, before routing under the A27 and Langstone Harbour and emerging at Kendall's Wharf car park. It is possible that the temporary works may have a limited impact on a short section of shared footway/cycleway on Eastern Road. The impacts are likely to be minimal due to the existing width of Eastern Road being sufficient to allow space for safe, alternative footways and facilities to be provided to pedestrians and cyclists for a short period of time if required.

Section 8 – Milton Common

1.13.1.21. The cable route may affect the shared use cycleway/footway on the eastern side of the A2030, along with two crossing points (located outside the BMW garage and Great Salterns Harvester), however the preferred strategy is to keep the footway / cycleway open wherever practicable. If the Onshore Cable Corridor construction works cause the temporary closure of sections of the footway/cycleway or the pedestrian crossings, safe alternatives will be put into place immediately adjacent to

the construction works. This is likely to include temporary diversions for the footway/cycleway and temporary crossing facilities. It is likely that the temporary crossing points would only be needed for 1 to 2 weeks for each occurrence, based on the construction programme.

Section 9 – Langstone Campus

1.13.1.22. This section of the cable route will have limited impact on pedestrian or cycle infrastructure and will not pass through any major crossing points due to it running primarily through the University of Portsmouth Langstone Campus site. One of the route options in the Section runs along Furze Lane to Locksway Road. Currently footways and a cycle link are provided on Furze Lane up to the main Campus buildings. During construction, due to the importance of this link between Furze Lane and Moorings Way, it is the intention that adequate width will be retained on the existing footway to maintain pedestrian and cycle use past the construction works. This will avoid the requirement for diverting this route, which also forms part of the NCN..

1.13.1.23. To the south, the Onshore Cable Corridor runs through Milton Locks Nature Reserve where public footways may need to be closed or diverted temporarily during construction.

Section 10 – Eastney (Landfall)

1.13.1.24. In this section the Onshore Cable Corridor runs along Henderson Road which has an on-road cycle lane. The cycle lane may be affected by the Onshore Cable Corridor temporary works (the exact location of the cable along this road is not yet defined) and therefore it is likely that cyclists will have to travel with the traffic rather than in a separate lane. All road users will be given advance warning of any proposed closures of the cycle lane.

1.13.1.25. Footways along Henderson Road may also be subject to diversions and/or closures for short periods. However, footways will be retained on one side of the road throughout construction.

1.14. SUMMARY AND CONCLUSIONS

1.14.1.1. This TA has assessed the impacts of the Proposed Development on the transport network. The assessment has primarily focussed upon the construction phases of the Proposed Development due to this phase being forecast to have the most significant impact on the local transport networks, albeit temporarily. This chapter provides a summary of the main assessment findings and the key conclusions.

1.14.2. PROGRAMME

1.14.2.1. The indicative construction programme is proposed to extend over three years between 2021 and 2024. The installation of the Onshore Cable Route is anticipated to start in the third quarter of 2021 and continue for 27 months to Q3 2023.

1.14.2.2. The majority of the Onshore Cable Route will be constructed utilising an open cut trench method. The cable ducts will be installed and the trenches reinstated before the cables are pulled through the ducts and connected at jointing bays. The installation of ducts minimises the duration of trenching operations, and allows highways to be reinstated more quickly. The installation rate for cable ducts is approximately 18 metres to 30 metres per 10-hour day shift, on average, within urban areas and approximately 50 metres per day in open country.

- 1.14.2.3. The FTMS has considered the construction programme for each individual section of the Onshore Cable Corridor in order to ensure that disruption is minimised close to sensitive receptors and during busy periods. This is the key mitigation to the impacts reported within this TA.
- 1.14.2.4. The Outline CTMP sets out the construction methodology and framework for managing construction traffic associated with the Proposed Development.

1.14.3. STRATEGIC TRAFFIC ASSESSMENT

- 1.14.3.1. The SRTM has been used to forecast the impacts of the of the traffic management proposals associated with the Onshore Cable Corridor. As a worst-case scenario, six individual areas of traffic management have been modelled simultaneously along the length of the Onshore Cable Corridor (as agreed with Local Highway Authorities).
- 1.14.3.2. The SRTM outputs have been used to assess the impacts on the wider network of the redistribution of traffic caused by the six sections of traffic management. In addition, the outputs have been used to undertake extensive local junction modelling to further assess the temporary impacts of the Onshore Cable Corridor construction on the highway network in the study area.

Wider Link Assessment

- 1.14.3.3. Impacts on links within the wider highway network have been assessed through a combined qualitative and quantitative approach. Links for further assessment were identified based on the relative change in traffic flow and volume to capacity ratio on the link compared with the Do Minimum forecast. This assessment has considered both the temporary change in forecast traffic flows, and the street typology to assess the relative appropriateness of links for traffic redistribution.

Sections 1 to 4

- 1.14.3.4. Sixteen links were identified as requiring further review within these sections of the Onshore Cable Corridor.
- 1.14.3.5. In the rural areas at the northern end of the Onshore Cable Corridor, the forecasted redistribution of traffic reflects the limited availability of roads for traffic to divert onto without involving a circuitous diversion. Therefore, impacts on links outside of the Onshore Cable Corridor are relatively limited.
- 1.14.3.6. No links have been assessed as being inappropriate for the redistribution of traffic. Where sensitive receptors have been identified, including Mill Hill Primary School, provision will be made to avoid terms times for construction wherever possible.

Sections 5 to 6

- 1.14.3.7. Six links were identified as requiring further review within these sections of the Onshore Cable Corridor.
- 1.14.3.8. The majority of diversionary links within these sections are classified as residential streets. Most of these are of sufficient width and offer sufficient spare capacity as to be able to accommodate the additional forecast traffic on a temporary basis. One link is identified as being inappropriate for redistributed traffic.
- 1.14.3.9. Where links are considered inappropriate, measures will be taken to direct traffic away from particularly sensitive parts of the network to reduce the likely impacts during the construction programme.

Sections 7 to 10

- 1.14.3.10. Up to 20 links were identified within these sections of the Onshore Cable Corridor as requiring further review.
- 1.14.3.11. These sections of the Onshore Cable Corridor are located within the denser areas of highway network on Portsea Island. As such there are numerous potential redistribution routes for traffic to divert away from the Onshore Cable Corridor itself. Of those identified, all are considered appropriate for temporary redistribution purposes.
- 1.14.3.12. A number of residential links have been identified with restricted capacity due to on-street parking and relatively limited carriageway width. Whilst these are not ideal as diversionary routes, the high numbers of links available are such that traffic is likely to be broadly dispersed and so the additional traffic can be accommodated during these temporary periods of construction.

Local Link Assessment

- 1.14.3.13. A local link assessment has been undertaken on areas where traffic management proposed the reduction of dual carriageway links to single lane operation for short periods and distances.
- 1.14.3.14. The assessment demonstrated that the flows on the assessed links are lower than DMRB standard capacities in the majority of cases. In addition, forecast link flows decrease in the 'Do Something' scenarios when compared to the Do Minimum as a result of traffic redistribution. Therefore impacts are considered to be minimal and temporary.

1.14.4. LOCAL JUNCTION MODELLING

- 1.14.4.1. The Strategic Modelling outputs have been used to undertake more detailed local modelling of the highway network along the Onshore Cable Corridor, along with areas of the network likely to be affected by diverted traffic.
- 1.14.4.2. The majority of junctions across the study area experience either an improvement (through redistribution of traffic) or little/no change during the onshore cable route works. Those junctions that are operationally worse are the junctions that are likely

taking the bulk of redistributed traffic or have significant traffic management in place which alters the junction considerably. It should be noted that the changes to the operation of the junctions (both positive and negative) are only temporary with all junctions returning to their normal levels of operation following the completion of the works.

Junctions Along Onshore Cable Corridor

1.14.4.3. Of the junctions modelled that lie on the Onshore Cable Corridor, the vast majority are shown to exhibit an improvement in operation during the temporary works.

1.14.4.4. Only four of the junctions are exhibiting a worsening of operation during the construction works. All four of these junctions continue to operate within capacity during all scenarios, albeit with a temporary reduction in Practical Reserve Capacity during certain peak periods.

Junctions Not on Onshore Cable Corridor

1.14.4.5. A higher proportion of junctions tested that lie away from the Onshore Cable Corridor are shown to exhibit worsening operating conditions during the temporary works. This is primarily due to these junctions accommodating the redistributed traffic away from the Onshore Cable Corridor due to traffic management works.

1.14.4.6. Of those where the operating conditions are shown to temporarily worsen during the temporary works, only two are shown to be operating over capacity as a direct result of the additional traffic movements through the junctions. As these assessments are based on the worst case scenario and a temporary situation, the overall impacts are considered minimal.

Shuttle Working Traffic Signal Modelling

1.14.4.7. An assessment has been carried out on links where it is anticipated that shuttle working temporary traffic signals will be required to control opposing traffic flow due to lane closures.

1.14.4.8. The assessment of the likely operation of the shuttle working traffic signals has indicated that the queuing and delay expected on each of the links is unlikely to be severe and can be accommodated within the length of each link.

1.14.4.9. It should also be noted that the cycle times used in the assessment provide a basis for the signal timings that could be used, although it is likely that the signals will be manually operated during peak periods in order to optimise the operation of the shuttle working

1.14.5. SUSTAINABLE TRANSPORT NETWORKS

Public Transport Network

1.14.5.1. During construction of the Onshore Cable Route some existing bus stops may need to be closed depending upon the exact location within the carriageway or footway.

Where this is required, a temporary bus stop will be provided as close as possible to the original location, taking into account highway safety of all road users.

Walking and Cycling Networks

1.14.5.2. Where impacts are identified along the Onshore Cable Corridor, temporary suitable alternative or diversionary routes will be put in place. The FTMS sets out the arrangements for footway and cycle route diversions and closures including relevant mitigation and parameters within which contractors can operate close to footways and cycleways.

1.14.6. CONCLUSIONS

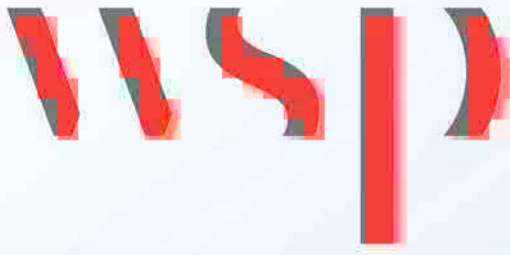
1.14.6.1. This Transport Assessment has assessed the forecast impacts of the Proposed Development and its associated construction works on the local highway network. The primary aim of the assessment is to consider the temporary works associated with the construction of the Onshore Cable Route for the Proposed Development.

1.14.6.2. A robust and detailed approach has been adopted, through consultation and agreement with Local Highway Authorities, to ensure the impacts of the Proposed Development, in particular during the Construction phase have been as accurately assessed as possible.

1.14.6.3. The TA has focussed upon the Construction works for the Onshore Cable Route due to this temporary phase having the greatest impact upon the local transport networks. The approach taken has considered the Construction Programme and has tested a robust worst-case scenario where six areas of Traffic Management measures are in place concurrently. This worst case has been tested using the SRTM.

1.14.6.4. The assessment has shown that, whilst there are localised areas on the highway network that show increased traffic levels and associated congestion, the redistribution of traffic does not generate severe impacts in any location. Any impacts are temporary and traffic management is shown to operate effectively by maintaining traffic flow whilst enabling construction works to be undertaken. Identified impacts will be managed effectively through the combined implementation of the programme set out in the FTMS and measures contained within the Construction Traffic Management Plan.

Appendix A – Transport Assessment Scoping Note



AQUIND Limited

AQUIND INTERCONNECTOR UK

Draft Transport Assessment Scoping Note





AQUIND Limited

AQUIND INTERCONNECTOR UK

Draft Transport Assessment Scoping Note

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8



1 INTRODUCTION

- 1.1.1. This report details the scope of the Transport Assessment to be undertaken in support of an application to be made to the Secretary of State for a Development Consent Order (DCO) for the AQUIND Interconnector project. This report sets out the tasks necessary to ensure the Transport Assessment adheres to all relevant guidance, and that any analysis undertaken is sufficiently robust to allow for informed decision making in respect to the future DCO submission.
- 1.1.2. Following the first round of consultation in January 2018, a statutory consultation was held between Wednesday 27th February 2019 and Monday 29th April 2019 where the Preliminary Environmental Information Report (PEIR) and other consultation documentation was consulted on.
- 1.1.3. The scope of the assessment was refined taking into account discussions with both Hampshire County Council (HCC) and Portsmouth City Council (PCC) and feedback received following the statutory consultation.
- 1.1.4. In summary, the following feedback was received from HCC and PCC on the scope and methodology of assessment.

HAMPSHIRE COUNTY COUNCIL

- ⌋ Details are required of the Converter Station site access for agreement in principle. Designs should be accompanied by relevant vehicle speeds, vehicles tracking, visibility splays and a Road Safety Audit;
- ⌋ Construction worker trip distribution requires reworking from PEIR assumptions to ensure these are robust;
- ⌋ Confirmation of construction traffic number is required and how this is used for assessment purposes;
- ⌋ Confirmation of operational stage trip generation is required;
- ⌋ Forecasts of future year traffic should include vehicle trips from the West of Waterlooville MDA;
- ⌋ The study area should be expanded from the PEIR to include assessment of the impact on the adjoining road network as a result of traffic re-routing;
- ⌋ Further analysis is required of impacts associated with installation of the Cable Route;
- ⌋ Clarification is required from the HCC NRSWA team regarding traffic sensitivity along the route and how the assessment of links will be completed within the TA;
- ⌋ Detailed Traffic Management plans are required for the Onshore Cable Route;
- ⌋ Proposed junction improvements at Ladybridge Roundabout should be taken into account;
- ⌋ The Personal Injury Accident Data should be updated, and analysis completed to review whether there are patterns of accidents that would be exacerbated by the construction process;
- ⌋ An assessment is required on the impact to public transport services along the route; and
- ⌋ A detailed Construction Traffic Management Plan should be provided for each specific aspect of the works.

PORTSMOUTH CITY COUNCIL

- ⌋ Traffic modelling should assess wider and cumulative impacts associated with installation of the Onshore Cable Route;
- ⌋ An assessment of abnormal loads is required, accounting for the proposed route between Ferryport and joint bay location;



- i A detailed Construction Traffic Management Plan (CTMP) will be required, with a tailored CTMP for each phase detailing the Traffic Management requirements; and
- i A full set of Traffic Management drawings will be required.

1.1.5. This scoping report has been prepared in accordance with the Planning Practice Guidance (PPG) (DCLG, March 2014) entitled 'Travel Plans, Transport Assessments and Statements in Decision Taking'.

1.2 DEVELOPMENT PROPOSALS

1.2.1. AQUIND Interconnector is a proposed High Voltage subsea and underground electric power transmission link between the South Coast of England and Normandy in France being promoted by AQUIND Limited (AQUIND). It will have a nominal power capacity of 2,000 MW. To enhance the security of supply the scheme will be implemented as two separate symmetrical monopoles ("poles") each of 1,000 MW.

1.2.2. By linking the British and French electric power grids, the Project will help make energy markets more efficient, improve security of supply and enable greater flexibility. The Project supports the European Commission's aim to create an integrated European energy market and for meeting the EU's energy policy objectives for affordable, secure and sustainable energy.

1.2.3. AQUIND Interconnector would include three parts: onshore elements in the UK; marine elements between the British and French coastlines; and onshore elements in France.

1.2.4. The elements located onshore in England and within the UK marine area are referred to as the Proposed Development. These have been recognised by the Secretary of State for Business Energy and Industrial Strategy as a Nationally Significant Infrastructure Project (NSIP) for which development consent is required under the Planning Act 2008. AQUIND propose to make an application for a Development Consent Order (DCO) to the Secretary of State to seek the necessary authorisation for the construction and operation of the Proposed Development.

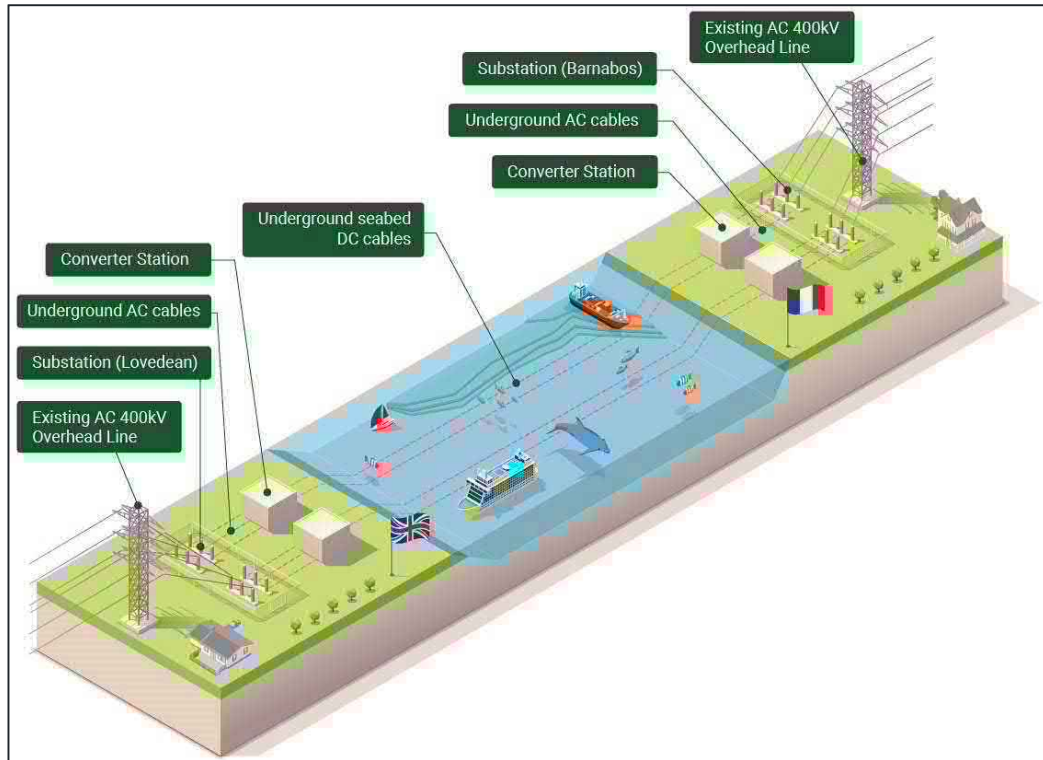
1.2.5. The basic components of the Proposed Development are:

- i four HVDC marine cables required to connect the UK elements of the overall project with the elements in France;
- i Landfall in Eastney (works to connect the onshore HVDC underground cables to the marine HVDC cables, comprising two underground chambers to house the cable joints, known as transmission joints);
- i four underground HVDC onshore cables to be installed in pairs from a landfall in Eastney to a proposed new converter station in Lovedean, Hampshire (Converter Station). Each pair is referred to as a circuit (Circuit) and will also include one fibre optic cable in each;
- i A proposed Converter Station in Lovedean, Hampshire (required to convert electricity between HVDC and HVAC, consisting of a mix of buildings and outdoor electrical equipment, internal roads and car parking); and
- i Underground high voltage Alternating Current (AC) cables to be installed in two circuits, each consisting of three HVAC cables and one fibre optic cable to be installed between National Grid's Lovedean substation and the converter station for onward transmission to the national electricity network.

1.2.6. The main elements of the Proposed Development can be seen in Figure 1-1.



Figure 1-1 - Main project elements





2 TRANSPORT ASSESSMENT SCOPE

2.1 INTRODUCTION

- 2.1.1. A comprehensive Transport Assessment (TA) will be prepared in support of the DCO submission, inclusive of the elements detailed within this section. This section outlines the parameters and methodology to be used in assessing the development proposals.

2.2 PLANNING POLICY

- 2.2.1. Planning policy documents, at both a national and local level, will be reviewed and summarised as appropriate.
- 2.2.2. The review of the relevant planning policy and guidance will seek to demonstrate the Proposed Development's compliance with local, regional and national transport and planning development objectives.

NATIONAL PLANNING POLICY

- 2.2.3. The following national planning policy documents will be reviewed within the TA:
- ┆ Overarching National Policy Statement for Energy (EN-1), Department of Energy and Climate Change, July 2011; and
 - ┆ National Planning Policy Framework, 2018.

LOCAL PLANNING POLICY

- 2.2.4. Furthermore, the following local policy documents will be reviewed:
- ┆ The Portsmouth Plan, Portsmouth's Core Strategy, PCC, 2012;
 - ┆ Portsmouth Local Transport Plan 3, PCC, 2011;
 - ┆ Hampshire Local Transport Plan, HCC, 2011;
 - ┆ Havant Borough Council Core Strategy, 2011;
 - ┆ Draft Havant Borough Council Local Plan 2036, published for consultation from 08/01/2018 – 16/02/2018;
 - ┆ Winchester District Local Plan Part 1, Joint Core Strategy, 2013;
 - ┆ Submission Local Plan, Winchester District Local Plan Part 2: Development Management and Site Allocations, 2016; and
 - ┆ East Hampshire District Local Plan: Joint Core Strategy, Adopted June 2014.

2.3 STUDY AREA

- 2.3.1. The study area for this assessment is proposed to be inclusive of the Converter Station, the Onshore Cable Corridor, and the proposed routing options for construction traffic to each component of the project, as well as any adjoining / parallel roads likely to be impacted by construction, for example, diversionary traffic routes. The final Onshore Cable Corridor and study area will be decided upon following the review and full consideration of consultation responses received.
- 2.3.2. For the purpose of assessment, the route will be split into two sections: the Onshore Cable Corridor (including proposed routing options for construction traffic to each component of the project, as well as any adjoining / parallel roads likely to be impacted); and the proposed construction and operational access route for the Converter station. All roads contained within the study area fall



under the control of Hampshire County Council (HCC), Portsmouth City Council (PCC) or Highways England (HE).

2.4 EXISTING CONDITIONS

STUDY AREA DESCRIPTION

- 2.4.1. The TA will contain a comprehensive review of the existing conditions in the study area, including a description of all links included. The description will include highway provisions, as well as descriptions of public transport, pedestrian and cyclists, and where appropriate, equestrian provision for all links that form part of the cable route or access route to the Converter Station, plus other major links impacted by the development proposals.
- 2.4.2. Within the review of the existing conditions of the study area, a review of any Public Rights of Way (PRoW) which are likely to be impacted by the Proposed Development will also be undertaken.

EXISTING TRAFFIC FLOW

Traffic Count Surveys

- 2.4.3. A series of 34 Automated Traffic Count (ATC) surveys were undertaken in June 2018 at various locations across the study area. The locations of these traffic surveys are set out as follows:

- ┆ **Fort Cumberland Road** between the junctions with Gibraltar Road and Henderson Road;
- ┆ **Bransbury Road** between the junctions with Eastney Farm Road and Minstead Road;
- ┆ **A288 Milton Road** between the junctions with Milton Park Avenue and Postbrooke Road;
- ┆ **A2030 Velder Avenue** between the junctions with Euston Road and Moorings Way;
- ┆ **A2030 Eastern Road** between the junctions with Tangier Road and Burfields Road;
- ┆ **A2030 Eastern Road** between the junctions with Anchorage Road and A27 Havant Bypass;
- ┆ **A2030 Eastern Road** between the junctions with A27 Havant Bypass and Grove Road;
- ┆ **A2030 Eastern Road** between the junctions with Fitzherbert Road and A2030 Havant;
- ┆ **Farlington Avenue** between the junctions with Solent Road and Sea View Road;
- ┆ **B2177 Portsdown Hill Road** between the junctions with Hilltop Crescent and A3 London Road;
- ┆ **Boundary Way** between the junctions with B2177 Portsdown Hill Road and A3 London Road;
- ┆ **A3 London Road** between junctions with Boundary Way and Oakhurst Gardens;
- ┆ **A3 London Road** between the junctions with Blossom Drive and Park Road;
- ┆ **A3 London Road** between the junctions with Milk Lane and Corbett Road;
- ┆ **A3 Maurepas Way** between the junctions with A3 London Road and B2150 Hambledon Road;
- ┆ **B2150 Hambledon Road** between the junctions with Aston Road and Silverthorne Way;
- ┆ **B2150 Hambledon Road** between the junctions with Charlesworth Drive and Sickle Way;
- ┆ **B2150 Hambledon Road** between the junctions with Close wood Road and Soake Road;
- ┆ **Moorings Way** between the junctions with Salterns Avenue and Mariners Walk;
- ┆ **B2177 Portsdown Hill Road** between the junctions with New Down Lane and Dellcrest Path;
- ┆ **Birkdale Avenue** between the junctions with Farlington Avenue and Troon Crescent;
- ┆ **Mill Road** between the junctions with Hambledon Road and Anmore Road;
- ┆ **London Road** between the junctions with A3 London Road and B2177 Portsdown Hill Road;
- ┆ **B2150 Hambledon Road** between the junctions with Mill Road and Maple Drive;
- ┆ **Anmore Road** between the junctions with Soake Road and Edney's Lane;
- ┆ **Milton Road** between the junctions with Jubilee Road and Tennyson Crescent;
- ┆ **Lovedean Lane** between the junctions with Woodbury Grove and Gypsy Lane;
- ┆ **Day Lane** between junctions with Broadway Lane and Lovedean Lane;



- **Martin Avenue** between the junctions with B2150 Hambledon Road and Anmore Road;
- **B2149 Dell Piece West** between the A3 (M) Junction 2 and the junction with Lakesmere Road;
- **A3 Portsmouth Road** between the junctions with Keydell Avenue and Hazleton Way;
- **Lovedean Lane** between the junctions with Milton Road and Parklands Avenue;
- **Lovedean Lane** between the junctions with Hinton Manor Lane and Roads Hill; and
- **Chalton Lane** between the junctions with Green Lane and A3.

2.4.4. Additional traffic surveys will be commissioned to be undertaken in June 2019. The additional surveys will be undertaken in order to gain a more comprehensive overview of the baseline traffic environment both along the Onshore Cable Corridor, construction routes, and adjoining / parallel roads.

▪ **Additional Automated Traffic Counts:**

- **Broadway Lane** between the junction with Day Lane and Lovedean substation;
- **Soake Road** between the junction with B2150 Hambledon Road and the junction with Anmore Road;
- **A3** between Maurepas Way and Hulbert Road;
- **Ladybridge Road** between the junction with A3 London Road and the junction with Stakes Road;
- **Fitzherbert Road** between A2030 Eastern Road and access road into Sainsbury's and B&M retail park;
- **Eveleigh Road** between the junction with Farlington Avenue and the junction with Galt Road;
- **Anchorage Road** between Eastern Road and the junction with Robinson Way;
- **Airport Service Road** between Robinson Way and Dundas Lane;
- **A2030 Eastern Road** between Airport Service Road and Burfield Road;
- **Burfields Road** between Dundas Lane and A2030 Eastern Road;
- **Locksway Road** between Ironbridge Road and Furze Lane;
- **Ironbridge Lane** between Locksway Road and Tideway Gardens; and
- **Kingsley Road** between Ironbridge Road and Tideway Gardens.

▪ **Additional Manual Classified Turning Counts:**

- Hambledon Road / Milton Road roundabout;
- Hambledon Road / Aston Road (Wellington Retail Park) traffic signal junction;
- Hambledon Road / A3 / A3 Maurepas Way roundabout;
- A3 London Road / Ladybridge Road roundabout;
- A2030 /Farlington Avenue / A2030 Eastern Road / Havant Road traffic signal junction;
- A2030 Eastern Road / Grove Road and A2030 Eastern Road / Fitzherbert Road traffic signal junction;
- A2030 Eastern Road / Anchorage Road traffic signal junction;
- A2030 Eastern Road / Burfields Road traffic signal junction; and
- A2030 Eastern Road / Airport Service Road traffic signal junction.

PERSONAL INJURY ACCIDENT DATA

2.4.5. Personal Injury Accidents (PIA) data will be collected for the most recent five-year period for all links and junctions that form part of the study area. A review of this PIA data will be undertaken, and analysis will identify the location of any clusters of accidents which may be sensitive to increases in



traffic or HGV flow, or any other existing highways safety issues which may be impacted by development traffic.

2.5 CONVERTER STATION CONSTRUCTION TRAFFIC ASSUMPTIONS

2.5.1. For the Converter Station, the peak in construction is anticipated to occur in 2022 during enabling works and building of the foundations and structure of the main converter buildings. During this time it is anticipated that there will be the following construction traffic movements to / from the converter station:

- ▮ 45 HGV two-way construction traffic movements per day (90 in total);
- ▮ 55 non-HGV two-way construction traffic movements per day (110 in total); and
- ▮ 150 staff working on-site at the converter station.

2.5.2. A classification of HGV types will be provided within the TA.

2.5.3. At this stage, it is assumed that all construction traffic movements will take place between 07:00 and 19:00 Monday to Friday, spread evenly throughout the day but with HGVs avoiding the peak hours of 08:00 - 09:00 and 17:00-18:00 as would be prescribed by the Construction Traffic Management Plan (CTMP). It is anticipated that all construction traffic movements will travel to and from the site via the following route:

- ▮ B2149 Dell Piece West between Junction 2, A3 (M) and A3 Portsmouth Road;
- ▮ A3 Portsmouth Road between the junction with B2149 Dell Piece West / Catherington Lane and the junction with Lovedean Lane;
- ▮ Lovedean Lane between the junction with A3 Portsmouth Road and the junction with Day Lane;
- ▮ Day Lane; and
- ▮ Broadway Lane between the junction with Day Lane and Lovedean Substation.

2.5.4. Where analysis is undertaken of construction traffic, it will be assumed that arrivals and departures are spread equally though the day, excluding the peak hours where traffic movements will be prohibited. This means that construction vehicle movements will take place over 10-hours, and with all decimals rounded up to the next whole number. This is shown on **Table 2-1** below

Table 2-1 – Construction Traffic Movements

	Arrivals per Hour	Departures per Hour	Total
HGV Construction Traffic	5	5	100 (rounded from 90)
Non-HGV Construction Traffic	6	6	120 (rounded from 110)
TOTAL	11	11	220 (rounded from 200)

2.5.5. This method of assessment is considered robust as it overestimates the number of construction vehicles associated with the Proposed Development.

SWEPT PATH ANALYSIS

2.5.6. The TA will include swept path analysis of construction traffic using the route described above, including Abnormal Indivisible Loads (AILs) associated with the development proposals. This will



identify locations which may require temporary alteration to cater for construction traffic and additional traffic management measures that may be required to accommodate AIL trips.

CONSTRUCTION WORKERS

- 2.5.7. Construction workers are proposed to arrive on-site at 07:00 and 11:00 and depart at 15:00 and 19:00. Construction worker shift start / finish times will be spread throughout this period and will avoid the peak hours on the surrounding highway network (e.g. shifts of 07:00 – 15:00 and 11:00 – 19:00).
- 2.5.8. In the pre-application discussions with HCC, concerns were raised regarding the application of general traffic pattern data to forecast trip generation, distribution or parking requirements. At HCC’s request, a revised assessment has been undertaken into the travel patterns which are likely to occur at the Converter Station in respect to the specific and specialist nature of the works being undertaken. For the purposes of conducting a robust assessment of the likely impact of travel of construction staff to and from the proposed converter station, the revised assessment includes an assumed vehicle occupancy rate of 1.0 for staff, and an assumption that all staff will travel to the site via private car.
- 2.5.9. At peak construction it is estimated that a maximum of 150 employees will be working on the converter station on a single day, thus resulting in 150 trips both to and from the site. The total 300 daily trips have been distributed across the local and strategic road network using data from the 2011 Census dataset “WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)”. This dataset was used to determine the likely home location of construction staff working on the proposed converter station. Construction staff trips were then assigned to the road network using the most appropriate route from their home location to the converter station site. The resultant trip assignment on the local highway network is set out in **Table 2-2**.

Table 2-2 – Converter station construction staff trips (local road network only)

Route to Proposed Converter Station	Percentage of trips (%)	Total trips (two way)
A3(M) Junction 2 - B2149 Dell Piece West - A3 Portsmouth Road - Lovedean Lane - Day Lane - Broadway Lane	34.82%	104
B2150 Hambledon Road - Soake Road - Anmore Lane - Broadway Lane	11.28%	34
East Meon Road - South Lane - Downhouse Road - Lovedean Lane - Day Lane - Broadway Lane	5.76%	17
A3 Junction with Chalton Lane - Chalton Lane - South Lane - Downhouse Road - Lovedean Lane - Day Lane - Broadway Lane	14.89%	45
Hyden Farm Lane - Old Mill Lane - Unnamed Road towards Broadway Lane - Broadway Lane	5.36%	16
Southwick Road - B2150 Hambledon Road - Anmore Road - Anmore Lane - Broadway Lane	3.04%	9
Shoot Hill - Unnamed Road between Shoot Hill and Forest Road - Forest Road - Southwick Road - B2150 Hambledon Road - Anmore Road - Anmore Lane - Broadway Lane	4.75%	14
Milton Road - Lovedean Lane - Day lane - Broadway Lane	11.85%	36



A3 London Road - Lovedean Lane - Day Lane - Broadway Lane	5.68%	17
Corhampton Lane - A32 warnford Road - B2150 - B2150 Hambledon Road - Anmore Road - Anmore Lane - Broadway Lane	2.56%	8
Total	100%	300

2.5.10. The TA will contain an assessment of the impact of these trips on the local road network through the methodology outlined in Section 2.9.

2.6 CONVERTER STATION ACCESS JUNCTION

2.6.1. A feasibility level design will be completed for the converter station access for submission to HCC. The access junction will be within the vicinity of the Day Lane / Broadway junction, although the exact location is still to be determined. The feasibility design will be subject to the relevant swept path and visibility splay assessments. Once the feasibility design has been submitted to HCC for comment, it will also be subject to an independent Stage 1 Road Safety Audit.

2.6.2. Once operational, it is anticipated that the converter station access will be gated with access required only a few times per month for maintenance purposes.

2.7 CABLE ROUTE CONSTRUCTION TRAFFIC ASSUMPTIONS

2.7.1. The installation of the onshore underground cables will also generate construction traffic movements which will impact upon the study area and may interact with construction traffic movements associated with the convertor station. It is assumed that the HVDC cables will be installed along the Onshore Cable Corridor in 100m sections between Landfall and Converter Station with it being possible, due to the length of the route, that a number of sections are constructed at the same time.

2.7.2. From a construction traffic point of view it is anticipated that each 100m installation section will generate the following construction traffic movements:

- ┆ 4 two-way HGV movements (8 in total) per day outside of peak hours of 08:00-09:00 and 17:00-18:00;
- ┆ 2 two-way LGV movements carrying personnel / equipment to site (4 in total) per day; and
- ┆ There will be 6-8 construction workers per gang, who will travel to site via LGVs listed above from the nearest site compound.

2.7.3. While construction site compound locations are yet to be confirmed, at this stage it is assumed that there will be two sites located along the cable route as follows:

- ┆ At the Lovedean convertor station; and
- ┆ West of Eastern Road on the Anchorage Park industrial estate.

2.7.4. It is assumed that all construction traffic movements originate from the nearest construction compound and that construction workers are routed to these locations using the fastest route from the strategic road network.

2.7.5. For trip generation purposes and to provide a robust assessment it will be assumed that there are six coinciding cable installation sections taking place at peak construction (three per construction compound). It will also be assumed for trip generation purposes that the location of each gang is the same as that within the SRTM modelling scenarios discussed in Section 2.9 and for non-through routes not included within the SRTM an estimate of construction traffic will be estimated assuming a gang is located at the furthest point from adjoining access routes.



2.8 TRAFFIC MANAGEMENT STRATEGY

- 2.8.1. The TA will contain a draft Traffic Management Strategy (TMS) for the HVDC onshore cable installation process. The draft TMS will be completed for each section of the Onshore Cable Corridor and expand upon the traffic management proposals set out in **Table 1-6** of Chapter 21 of the submitted PEIR.
- 2.8.2. The traffic management proposals for the cable route will be derived in accordance with the construction methodology, a preliminary version of which is located at Chapter 3 of the PEIR and is to be refined prior to submission of the application for the DCO, and guidelines contained with the Traffic Signs Manual Chapter 8 – Traffic Safety Measures and Signs for Road Works and Temporary Solutions – Part 1: Design (DfT, 2009).
- 2.8.3. In summary, it is assumed that for each cable trench:
- ┆ the cable installation will take place in 100m sections and at a rate of 18-30m per day, therefore taking approximately five working days to complete each section and requiring a maximum 150m working length;
 - ┆ the construction corridor width will generally be 4-6m wide on carriageway, although this can be reduced to 3m at local pinch points if required;
 - ┆ construction on footway will require 2m on footway / verge and 3m on carriageway to allow for access by construction vehicles; and
 - ┆ Entirely off-carriageway works, including vehicle access, can only be accommodated where a minimum of 16m is available to provide for a haul road and storage of materials.
- 2.8.4. Where one cable trench is installed at a time at any given point of the cable route, traffic management requirements can be summarised as follows in order of impact on traffic:
- ┆ Footway works with no impact on the carriageway;
 - ┆ Footway works requiring single-lane closure of carriageway which maintains two-way traffic flow or maintains at least one lane in each direction;
 - ┆ On-carriageway works requiring single-lane closure of carriageway which maintains two-way traffic flow or maintains at least one lane in each direction;
 - ┆ On-carriageway works requiring single-lane closure and temporary shuttle working traffic signals; and
 - ┆ On-carriageway works requiring full closure for vehicle access.
- 2.8.5. The Traffic Management Strategy will also provide details of the following:
- ┆ The type of traffic management required for the for each stage of construction along the entirety of the Onshore Cable Corridor;
 - ┆ Management of deliveries;
 - ┆ Proposed timing of works in terms of start / finish times (day or night) and specific restrictions are required on sensitive links;
 - ┆ Duration of works;
 - ┆ How access to private properties will be managed on a link by link basis;
 - ┆ Proposed diversion routes where road closures are required;
 - ┆ Identification of affected PRow, footways and cycle routes and proposed diversions where appropriate; and
 - ┆ Identification of affected pedestrian crossings and bus stops.
- 2.8.6. This list is not exhaustive and further information will be required within the TMS as appropriate.



2.9 ASSESSMENT METHODOLOGY

2.9.1. The Transport Assessment will assess the impacts of the Proposed Development on users of the transport network defined by the study area. The impact assessment will focus on the construction phases of the project, split into converter station and cable route aspects.

TRAFFIC ASSESSMENT

2.9.2. The traffic assessment section will focus on the impacts of the cable installation process and will be directly related to the Traffic Management Strategy produced for each section of the route. This will include a consideration of primary impacts along the Onshore Cable Corridor itself and secondary impacts resulting from traffic distribution during construction works. In response to consultation feedback received from HCC and PCC key locations along the cable route will be assessed using the Solent Transport Sub-Regional-Transport-Model (SRTM).

Scope of SRTM Transport Modelling

2.9.3. The SRTM will be used to assess a realistic worst-case scenario based upon the anticipated construction methodology for the onshore cable route, which will use up to six construction gangs for the Onshore Cable Route. This means that six locations along the Onshore Cable Route could have traffic management employed on them at the same time and therefore this will be assessed using the SRTM. To assess the impacts along the entirety of the route the following locations will include cable installation construction and Traffic Management within the SRTM:

- i Shuttle working traffic signals on B2150 Hambledon Road between Soake Road and Closewood Road;
- i Single lane closure on B2150 Hambledon Road between Ashton Road (Wellington Retail Park) and Silverthorne Way;
- i Shuttle working traffic signals on the A3 London Road between Poppy Fields and Ladybridge roundabout;
- i Single lane closure on Havant Road between Farlington Avenue and Eastern Road;
- i Single lane closure on A2030 Eastern Road between Airport Service Road and Burfields Road; and
- i Shuttle working traffic signals on Bransbury Road between Bransbury Park and Fort Cumberland Road.

2.9.4. Due to lane closure of dual-carriageway links taking place independently for each direction, a full assessment of these locations requires the following scenarios to be run:

1. All locations with Northbound lane closure on Eastern Road between Airport Service Road and Burfields Road and Northbound lane closure on Hambledon Road between Ashton Road and Silverthorne Way; and
2. All locations with Southbound lane closure on Eastern Road between Airport Service Road Burfields Road and Southbound closure on Hambledon Road between Ashton Road and Silverthorne Way.

2.9.5. Each of these scenarios will be assessed for the AM, Inter-peak and PM peak hours using the SRTM forecast year of 2026. This will provide a robust assessment of impacts, using traffic flows which are higher than those that would be anticipated during the construction period of 2022.

2.9.6. The following outputs will be extracted from the SRTM for each of the assessed scenarios:



- ┆ Traffic flow changes along the cable route and on adjacent corridors / junctions;
- ┆ V/C (capacity) assessments at key junctions as defined below; and
- ┆ Journey times changes for key routes as defined below.

2.9.7. This will allow a detailed assessment to be completed at locations along the route and along parallel / adjoining road where the greatest impacts are anticipated. Below are details of V/C and journey time assessments that will be completed for each location.

- ┆ Hambledon Road / Milton Road roundabout;
- ┆ Hambledon Road / Ashton Road traffic signal junction (Wellington Retail Park);
- ┆ Hambledon Road / A3 / Maurepas Way roundabout;
- ┆ Maurepas Way / A3 London Road roundabout;
- ┆ Rocksville Drive / Stakes Hill Road traffic signal junction;
- ┆ A3 London Road / Ladybridge road roundabout;
- ┆ Stakes Road / Stake Hill Road / Purbrook Way roundabout;
- ┆ Stakes Hill Road / Friendstaple Road roundabout;
- ┆ Hulbert Road / Friendstaple Road roundabout;
- ┆ A3 / Hulbert Road roundabout;
- ┆ Purbrook Way / College Road;
- ┆ A2030 /Farlington Avenue / A2030 Eastern Road / Havant Road traffic signal junction;
- ┆ A2030 Eastern Road / Grove Road and A2030 Eastern Road / Fitzherbert Road traffic signal junction;
- ┆ A2030 Eastern Road / Anchorage Road traffic signal junction;
- ┆ A2030 Eastern Road / Airport Service Road traffic signal junction;
- ┆ A2030 Eastern Road / Burfields Road;
- ┆ A2030 Velder Avenue / Milton Road traffic signal junction;
- ┆ Burfields Road Copnor Road traffic signal junction;
- ┆ Norway Road / Copnor Road traffic signal junction;
- ┆ Milton Road / St Mary;s Road roundabout;
- ┆ A27 / A3 Portsbridge roundabout; and
- ┆ A3 Mile End Road / Church Street / Hope Street / Commercial Road roundabout.

2.9.8. Journey time assessments will be provided for routes between the A27 / M27 and Portsmouth City Centre via:

- ┆ A2030 Eastern Road;
- ┆ Copnor Road;
- ┆ A3 Northern Parade; and
- ┆ M275.

2.9.9. Journey time assessments will also be provided for routes between Cosham / Purbrook and Waterlooville / Denmead via:

- ┆ The A3 London Road;
- ┆ Stakes Road and Stakes Hill Road;
- ┆ Portsdown Hill Road, Crookhorn Lane and Stakes Hill Road; and
- ┆ A27 and A3(M).

2.9.10. All outputs will be presented within the TA with and without installation of the Onshore Cable Route for comparison purposes.



Shuttle Working Traffic Signal Assessments

- 2.9.11. Further to use of the SRTM, an assessment will be completed of links where it is anticipated that shuttle working temporary traffic signals will be required to control opposing traffic flow due to lane closures. At present, it is estimated that this type of traffic management will be required on the following links:
- ┆ Hambledon Road in Waterlooville;
 - ┆ Sections of the A3 London Road in Purbrook and Widley;
 - ┆ Portsdown Hill Road and the link between A3 London Road and Portsdown Hill Road;
 - ┆ Farlington Avenue in Farlington;
 - ┆ Moorings Way, Furze Lane, Locksway Road and Kingsley Road in Milton; and
 - ┆ Bransbury Road and Fort Cumberland Road in Eastney.
- 2.9.12. The operation of these traffic signals during the AM, PM and Interpeak hour will be assessed using traffic flows derived from the SRTM (where available) and Linsig traffic signal software to calculate the estimated queue lengths and delay at each location. This analysis will also feed into journey time and traffic reassessment estimates discussed below.

Link Capacity Assessments

- 2.9.13. Where traffic management measures are proposing lane closures of dual-carriageway links, an assessment of link capacity will be completed using DMRB Volume 5 Section 1 Part 3 – TA79/99. This will be completed for the AM, PM and Interpeak hour using traffic flows derived from the SRTM where available. At present, it is estimated that lane closures will be required on the following links:
- ┆ Hambledon Road between Milton Road and A3 Maurepas Way;
 - ┆ A3 Maurepas Way between Hambledon Road and A3 London Road;
 - ┆ Havant Road between Farlington Avenue between Farlington Avenue and A2030 Eastern Road;
 - ┆ A2030 Eastern Road between Havant Road and Fitzherbert Road; and
 - ┆ A2030 Eastern Road between Airport Service Road and Milton Common.
- 2.9.14. These assessments will highlight where links are anticipated to be approaching or operating over capacity during each of the assessed peak hours.

WALKING AND CYCLING ASSESSMENT

- 2.9.15. The walking and cycling assessment will mainly focus on installation of the Onshore Cable Corridor but will also consider access to and from the Converter Station. This will include the following topics:
- ┆ Details of footways and pedestrian crossing point closures and identification of suitable diversions and alternative provision;
 - ┆ Details of impacted cycle routes and identification of suitable diversions and alternative provision; and
 - ┆ Impacts to Public Rights of Way, including temporary / permanent closures and diversions where these may be required.
- 2.9.16. These aspects will be assessed on the basis of the most probable construction method, noting that these may change once detailed design stages have been completed.



PUBLIC TRANSPORT ASSESSMENT

- 2.9.17. A number of bus routes and services will be impacted by the cable installation process. The TA will assess the impacts to bus services and bus stops along the route, provide estimated delays and identify diversion routes where these may be required. At this stage, it is estimated that the most significant impacts will be on the Star bus service that operates between Waterlooville and Portsmouth and the route 13 that runs through Moorings Way, Furze Lane and Locksway Road in Milton.

FUTURE YEAR TRAFFIC SCENARIOS

- 2.9.18. Future year traffic flows will be derived from the SRTM where links are assessed using this model. However, where links are not included in the SRTM a combination of TEMPRO and committed developments will be used to estimate base traffic flows in 2022.

Tempro Growth Factors

- 2.9.19. TEMPRO Version 7.2 has been used calculate growth factors to be applied to baseline traffic flows in order to estimate 2022 future year flows. Growth factors have been calculated for the AM peak (07:00 – 10:00), interpeak (10:00 – 16:00) and PM peak (16:00 – 19:00) periods, as well as for the average weekday. The growth factors were calculated for car trips only, from NTM AF15 Dataset, and taken as an average from the geographic regions of Havant and Portsmouth. The resultant growth factors for the 2018 and 2019 survey data are set out in **Table 2-3**.

Table 2-3 – TEMPRO Growth Factors

	TEMPRO Growth Factor (2018 – 2022)		
	Havant	Portsmouth	Average
AM Peak (07:00 – 10:00)	1.062	1.070	1.066
Interpeak (10:00 – 16:00)	1.062	1.066	1.064
PM Peak (16:00 – 19:00)	1.058	1.065	1.061
Average Weekday	1.059	1.065	1.062
	TEMPRO Growth Factor (2019 – 2022)		
	Havant	Portsmouth	Average
AM Peak (07:00 – 10:00)	1.047	1.057	1.052
Interpeak (10:00 – 16:00)	1.047	1.054	1.051
PM Peak (16:00 – 19:00)	1.044	1.054	1.049
Average Weekday	1.045	1.054	1.049

Committed Development Traffic Flows

- 2.9.20. In addition to the application of TEMPRO growth factors, estimated trip generation related to major committed developments within the vicinity of the study area will also be included in future year traffic flows. These include:
- i St James Hospital, Milton (Plot 1): 107 units; and
 - i West of Waterlooville MDA: 1,617 units out of 2,550 units due to be completed by 2022, which accounts for phases 1-7 and part of phase 8.



2.9.21. For the West of Waterloo MDA, the trip generation will be based upon the anticipated net increase in dwellings between the completion of the traffic surveys and 2022.

2.10 DRAFT CONSTRUCTION TRAFFIC MANAGEMENT PLAN

2.10.1. The TA will contain a draft Construction Traffic Management Plan (CTMP), which will detail the management proposals put forward to mitigate the impact of construction traffic for both the converter station and the onshore underground cable installation. Whilst the CTMPs required will be tailored to specific aspects of the construction of the proposed Development, the draft CTMP contained within the TA will contain the principles to be taken forward for each site specific CTMP. The draft CTMP will contain details of the following aspects of construction traffic management:

- ┆ Construction traffic routing;
- ┆ Construction site operational hours;
- ┆ The parking of construction vehicles and site operatives;
- ┆ The loading and unloading of plant, materials and waste management
- ┆ Public highway and traffic management signage;
- ┆ Embargoed routes for construction traffic;
- ┆ Vehicle access and egress arrangements for construction site(s);
- ┆ The provision of wheel washing facilities and other works required to mitigate the impact of construction vehicles on the highway network;
- ┆ Management of abnormal loads;
- ┆ Management of hazardous loads; and
- ┆ Emergency routes.

2.11 OPERATIONAL TRAFFIC

2.11.1. Given the nature of the proposed scheme as HVDC underground cables and convertor station, it is not anticipated that the proposed scheme will impact upon the current function of highway network once operational. Some minor traffic increases may be experienced in the vicinity of the convertor station; however, this is unlikely to extend beyond occasional servicing and thus the TA will not offer further analysis of the impact of the operational phase of the proposed developing.

2.12 MITIGATION MEASURES

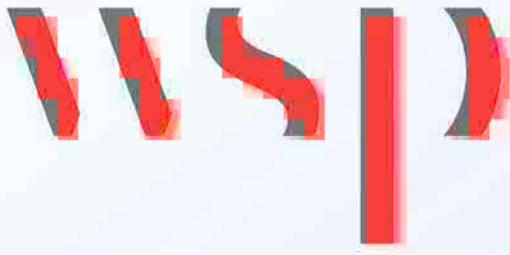
2.12.1. The TA will outline the mitigation which is proposed to offset the impacts of both construction traffic and onshore underground cable installation. It is proposed that the impacts of construction traffic on the road network primarily be mitigated through the use of Construction Traffic Management Plans (CTMP) and that the impacts of onshore underground cable installation be mitigated using Traffic Management Strategy (TMS). Due to the temporal impact of impacts associated with the construction process, it is not anticipated that mitigations will include highway improvement / capacity schemes.



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Appendix B – SRTM Scoping Note



Aquind Limited

AQUIND INTERCONNECTOR UK

SRTM Coding Note





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AQUIND INTERCONNECTOR UK

SRTM Coding Note

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 62100616

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Aquind Limited

AQUIND INTERCONNECTOR UK

SRTM Coding Note

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1. INTRODUCTION

- 1.1.1. This Technical Note has been prepared at the request of Hampshire County Council (HCC) following submission of the Aquind Interconnector UK Draft Transport Assessment Scoping Note (62100616-TAS) dated 12/06/19 and follow up meeting held with HCC on 20/06/19. It also takes account of comments received on the Draft Coding Note during meetings with PCC on 03/07/19 and HCC on 10/07/19. The aim of this note is to confirm the scope and inputs for use within the SRTM modelling required to support the Transport Assessment for Aquind Interconnector UK.

2. SRTM GENERAL MODELLING ASSUMPTIONS

2.1. INTRODUCTION

2.1.1. This section provides details of the assumptions to be used in the SRTM, including forecast scenarios and committed development schemes.

2.2. SRTM BASE MODEL

2.2.1. The SRTM 2015 model will be used as basis for the assessment of the Aquind Interconnector UK proposals. The model has been developed according to WebTAG recommendations and validated against DMRB guidelines. The SRTM is sub-divided into four regions which different zone detail, as follows:

- Core fully modelled area (detailed zoning);
- Marginal fully modelled area (normally based on MSOAs);
- Buffer area (zones based on Districts); and
- External (zones based on Districts and Counties).

2.2.2. This is shown in Figure 2-1 below, which has been extracted from the *Systra Model Development and Validation Report (12/12/17)*.

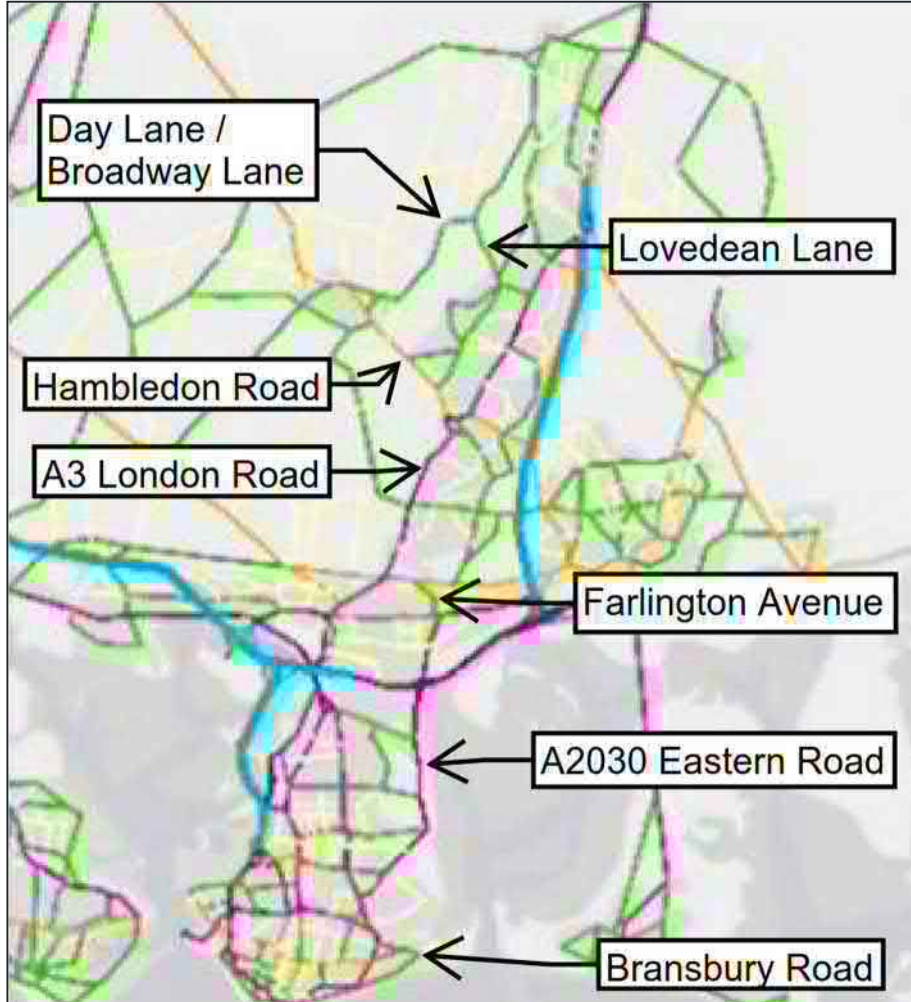
Figure 2-1 - SRTM Study Area



2.2.3. This shows that the Aquind Interconnector project falls within the core modelled area and therefore the highway network will be included in detail.

2.2.4. The broad study area for Aquind Interconnector is shown in more detail in Figure 2-2. This shows that the cable route and converter station location is included within the SRTM,

Figure 2-2 - SRTM Links



MODEL VALIDATION

The *Systra Model Development and Validation Report* states that the model calibration process did not reveal any significant shortcoming in the base year model. It is also noted that the quality of validation of the model is generally good with the screenline validation performing particularly well. This is considered critical for ensuring that the model is correct for assessing multi-modal interventions and future changes, such as Aquind Interconnector. Critically, the *Model Development and Validation Report* states that “the calibration and validation suggest that the model is fit for purpose of representing highway patterns in the base year”. In any case, we will need to check the model validation screenlines along and around the Aquind Interconnector route.

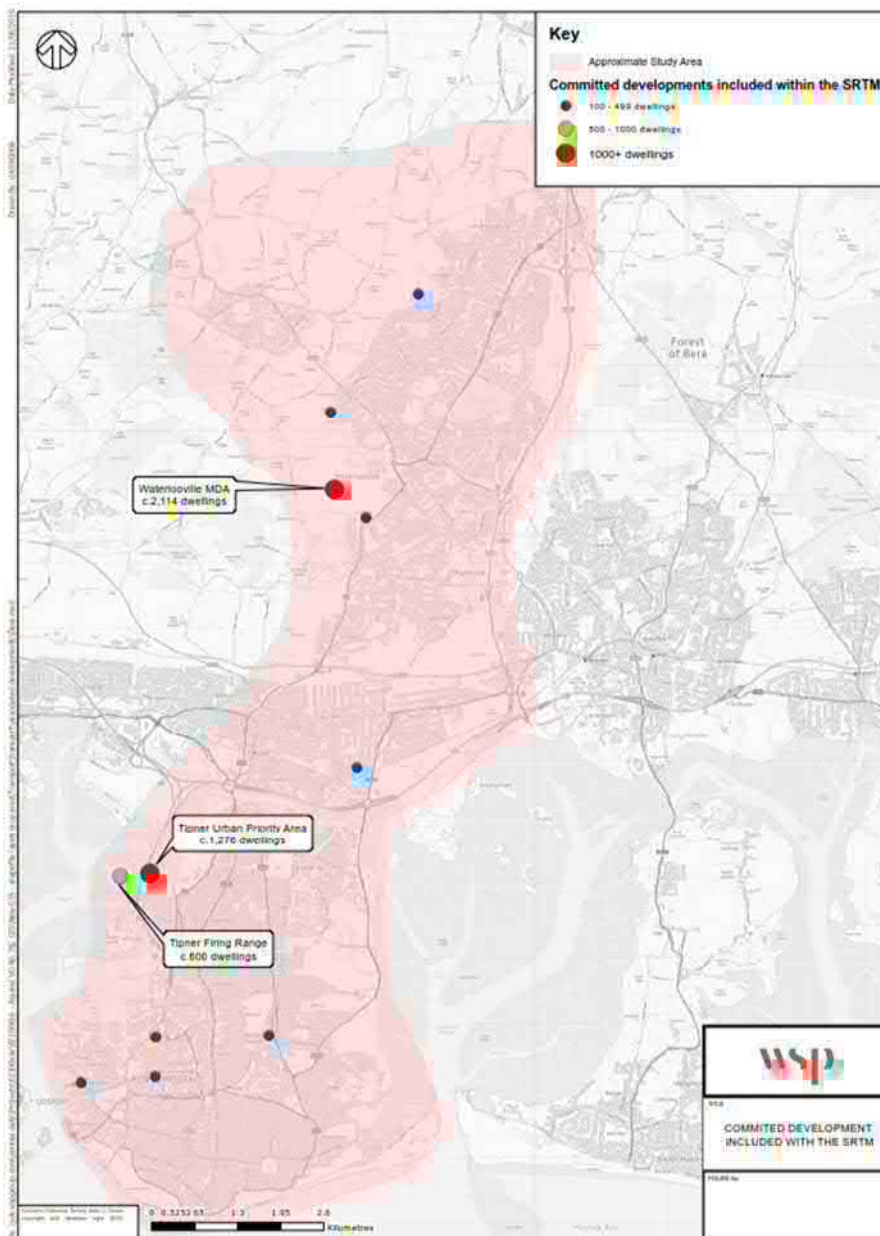
2.3. FUTURE YEAR SRTM SCENARIOS

2.3.1. The SRTM includes forecast years from the 2015 base year of 2019, 2026, 2036 and 2041. For the purposes of Aquind Interconnector the 2026 forecast model will be used as a robust assessment of the anticipated 2022 peak construction year.

COMMITTED DEVELOPMENT

- 2.3.2. The SRTM covers the period of 2015-2041 with land-use assumptions being consistent with these timeframes. For major developments this combines specific data for sites with existing planning permission or for sites with allocations within currently adopted planning documents as of 2018.
- 2.3.3. As a summary **Figure 2-3**, includes shows major residential developments (above 100 units) in the 2026 forecast year models. These will be included as committed development for the purpose of assessing of Aquind Interconnector.

Figure 2-3 - Major Residential Development Sites Included within SRTM



- 2.3.4. Further to this, Table 2-1 provides a detailed breakdown of all sites shown in Figure 2-3, which includes the anticipated build-out for each site.



Table 2-1 – Major Committed Development Sites

Location	Description	Total Available (Dwellings)	Build-out in number of dwellings									Cumulative number of dwellings completed by 2027	% of Total
			Pre-2019	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27		
Tipner Firing Range, Tipner, Portsmouth	Residential development - estimated 600 dwellings	600	0	0	0	0	0	30	40	50	50	170	27%
Grainger Development Site, London Road, Waterlooville	Residential development - 436 dwellings	227	17	0	0	0	0	0	0	0	50	67	30%
Woodcroft Farm, Woodcroft Lane, Wecock, Waterlooville	Residential development - 288 dwellings	288	20	100	100	68	0	0	0	0	0	288	100 %
Old Park Farm, London Road, Waterlooville	Residential development - 408 dwellings	21	21	8	0	0	0	0	0	0	0	21	100 %
Urban Priority Area, City Centre North, Market Way/ Charlotte Street, Landport, Portsmouth	Redevelopment for mixed uses including estimated 70 dwellings	70	0	70	0	0	0	0	0	0	0	70	100 %



Waterlooville MDA	Residential development - 2114 dwellings	1836	189	206	186	197	172	200	200	150	150	1650	90%
Tipner Urban Priority Area, Tipner, Portsmouth	Residential development - estimated 1276 dwellings	1276	0	15	33	60	70	80	100	110	120	588	46%
Brunel House, The Hard, Portsmouth	Residential development of 163 dwellings	153	0	153	0	0	0	0	0	0	0	153	100 %
Enterprise House, Isambard Brunel Road, Portsmouth	Residential development of 124 flats	51	51	0	0	0	0	0	0	0	0	51	100 %
Former Kingston Prison, Milton Road, Portsmouth	Mixed development including 230 dwellings	230	0	0	0	35	66	93	36	0	0	230	100 %
Former Dairy Site, Station Road, Portsmouth	Resident development of 108 dwellings	108	0	0	0	20	50	38	0	0	0	108	100 %
Land East of Village Centre, Denmead	Residential development of 91 dwellings	91	0	0	21	40	30	0	0	0	0	91	100 %
TOTAL NUMBER OF DWELLINGS		5096	298	544	340	420	388	441	376	310	370	3487	



COMMITTED TRANSPORT SCHEMES

2.3.5. In addition to future land-use assumptions, the 2026 future year will also include committed transport schemes within future year reference case models, with those relevant to the study area listed below:

- Hulbert Road / Purbrook Way Junction (Dunsbury Hill): major redevelopment of roundabout, now complete and operational – included from 2019 onwards;
- Havant Road / Eastern Road: BRT improvements and addition to pedestrian crossing at junction – included from 2019 onwards;
- Fratton Way: New roundabout and access to retail store. Eastern footway widened to accommodate combined cycleway – included from 2019 onwards;
- A3(M) Junction 3: Signalisation of northbound off-slip onto roundabout – included from 2026 onwards;
- Purbrook Way / College Road: signalisation of priority junction – included from 2026 onwards;
- Purbrook Way / Stakes Hill Road: replacement of roundabout with traffic signals – included from 2026 onwards;
- Purbrook Way from Stakes Hill Road to College Road: dual-carriageway to replace single carriageway – included from 2026 onwards;
- Hulbert Road / Frenstaple Road / Tempest Avenue: modification of the existing roundabout – included from 2026 onwards; and
- A3 London Road / Ladybridge road roundabout: enlarged roundabout to provide western access into West of Waterlooville MDA.

2.3.6. The committed improvements to the A3 London Road / Ladybridge roundabout are developer funded S278 works and will form the southern access junction to the West of Waterlooville MDA site. It is understood that the developer is working towards gaining technical approval of design of this junction in late 2019 with the aim of constructing the new roundabout in Summer 2020. For clarity, the improvement works are modelled within the SRTM only by increasing the saturation flow on the northern and southern approaches, with no alterations made to either Ladybridge Road or the development access. As the West of Waterlooville MDA site will grow by 1161 dwellings between 2019 and 2026 (as shown in Table 2-1) and the proposed testing of traffic management measures will reduce the capacity at this junction, it is considered appropriate to include these works within future year assessments of the Aquind Interconnector.

3. AQUIND INTERCONNECTOR MODELLING ASSUMPTIONS

3.1. INTRODUCTION

3.1.1. This section provides describes how the Aquind Interconnector project will be modelled within the SRTM. The 2026 future year model will be used for all assessments.

3.2. SCOPE OF SRTM TRANSPORT MODELLING

3.2.1. The SRTM will be used to asses a realistic worst-case scenario based upon the anticipated construction methodology for the onshore cable route, which will use up to six construction gangs for the Onshore Cable Route. This means that six locations along the Onshore Cable Route could have traffic management employed on them at the same time and therefore this will be assessed using the SRTM. To assess the impacts along the entirety of the route the following locations will include cable installation construction and Traffic Management within the SRTM:

- Shuttle working traffic signals on B2150 Hambledon Road between Soake Road and Closewood Road;
- Temporary traffic signal operation of the B2150 Hambledon Road / Maurepas Way roundabout in Waterlooville, including closure of the Houghton Avenue access;
- Shuttle working traffic signals on the A3 London Road through the Ladybridge roundabout, requiring temporary traffic signals with Ladybridge Road;
- Single lane closure on Havant Road between Farlington Avenue and Eastern Road;
- Single lane closure on A2030 Eastern Road between Airport Service Road and Burfields Road; and
- Shuttle working traffic signals on Bransbury Road between Bransbury Park and Fort Cumberland Road.

3.2.2. Taking account of seasonal / programme constraints and mix of on/off-road sections of the cable route, these locations are considered to present a robust assessment of installation of the Onshore Cable Route.

3.3. PROPOSED DO-SOMETHING MODEL SCENARIOS

3.3.1. Due to lane closure of dual-carriageway links taking place independently for each direction, a full assessment of these locations requires the following scenarios to be run:

1. All locations with Northbound lane closure on Eastern Road between Airport Service Road and Burfields Road; and
2. All locations with Southbound lane closure on Eastern Road between Airport Service Road Burfields Road.

3.3.2. Each of these scenarios will be assessed for the AM, Inter-peak and PM peak hours using the SRTM forecast year of 2026. This will provide a robust assessment of impacts, using traffic flows which are higher than those that would be anticipated during the construction period of 2022.

3.4. TRAFFIC MANAGEMENT NETWORK CODING

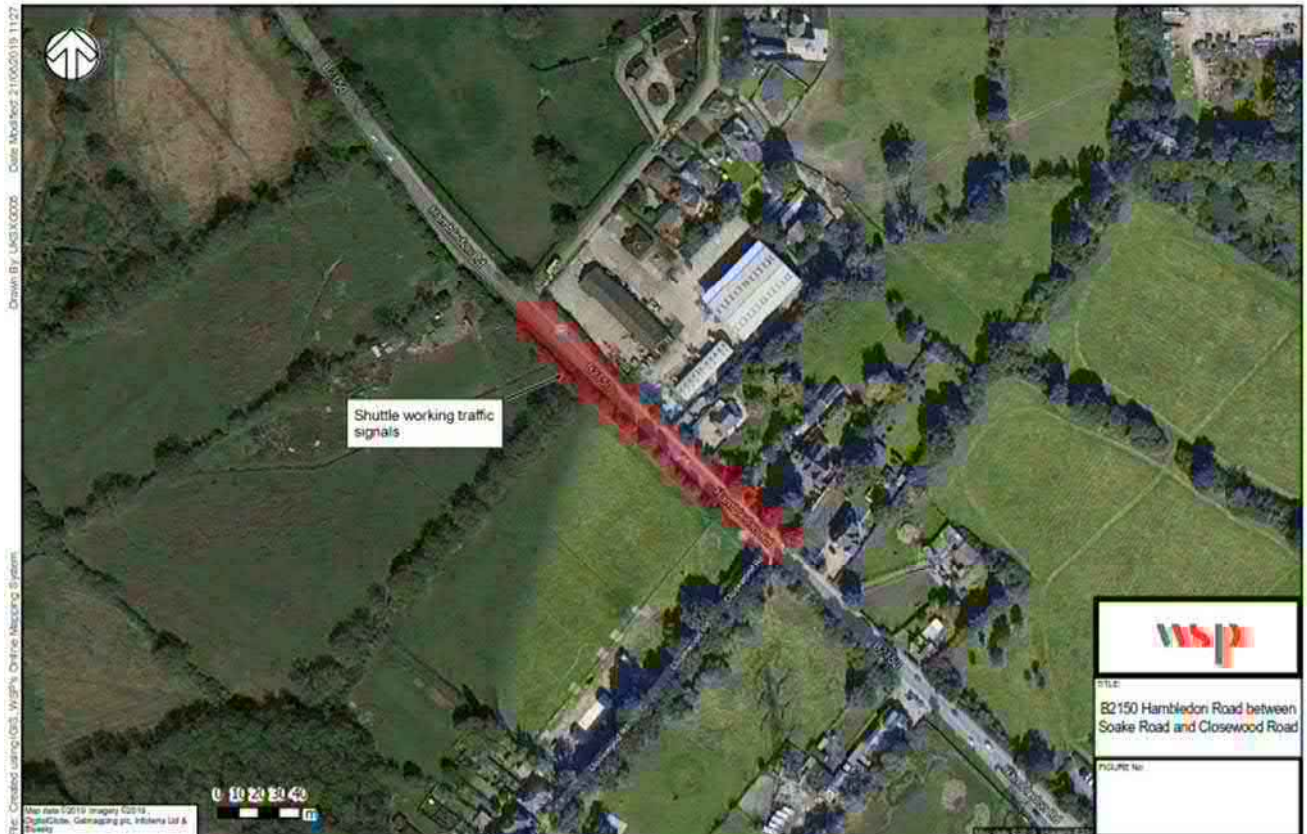
3.4.1. The SRTM will be used to assess the impacts of the cable installation process and will be directly related to the Traffic Management Strategy produced for each section of the route. As such, an

important aspect of the modelling inputs is how these Traffic Management measures are coded in the model. Each of the assessed locations described in Section 3.2 is detailed separately below.

SHUTTLE WORKING TRAFFIC SIGNALS ON B2150 HAMBLEDON ROAD BETWEEN SOAKE ROAD AND CLOSEWOOD ROAD

3.4.2. The location of the proposed shuttle working traffic signals is shown below on Figure 3-1.

Figure 3-1 - Hambledon Road Shuttle Working Traffic Signal Location



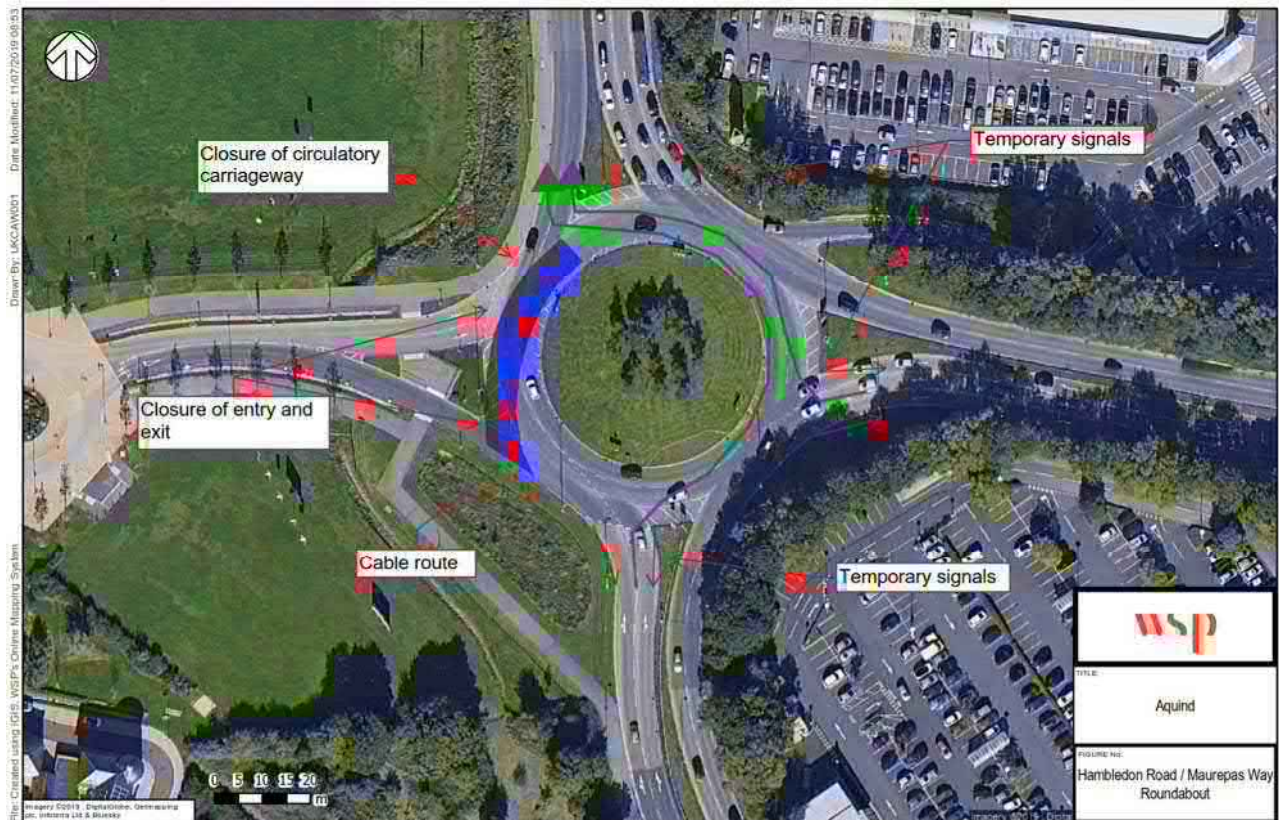
3.4.3. Within the SRTM, the shuttle working traffic signals will be coded as a traffic signal node. Traffic signal timings will be provided by WSP and estimated via a Linsig model using the 2026 Do-Minimum traffic flows on this link.

3.4.4. The traffic signal cycle time will be 180 seconds. Intergreen times will be 17 seconds, based upon the time taken for a vehicle to travel 150m past the construction zone (100m plus setback distance for traffic signals) at 20mph.

TEMPORARY TRAFFIC SIGNALS AND CLOSURE OF HOUGHTON AVENUE APPROACH OF THE B2150 HAMBLEDON ROAD / A3 MAUREPAS WAY ROUNDABOUT

3.4.5. The location of the proposed Traffic Management at the Hambledon Road / Maurepas Way roundabout is shown below on **Figure 3-2**.

Figure 3-2 - B2150 Hambledon Road / Maurepas Way Traffic Management

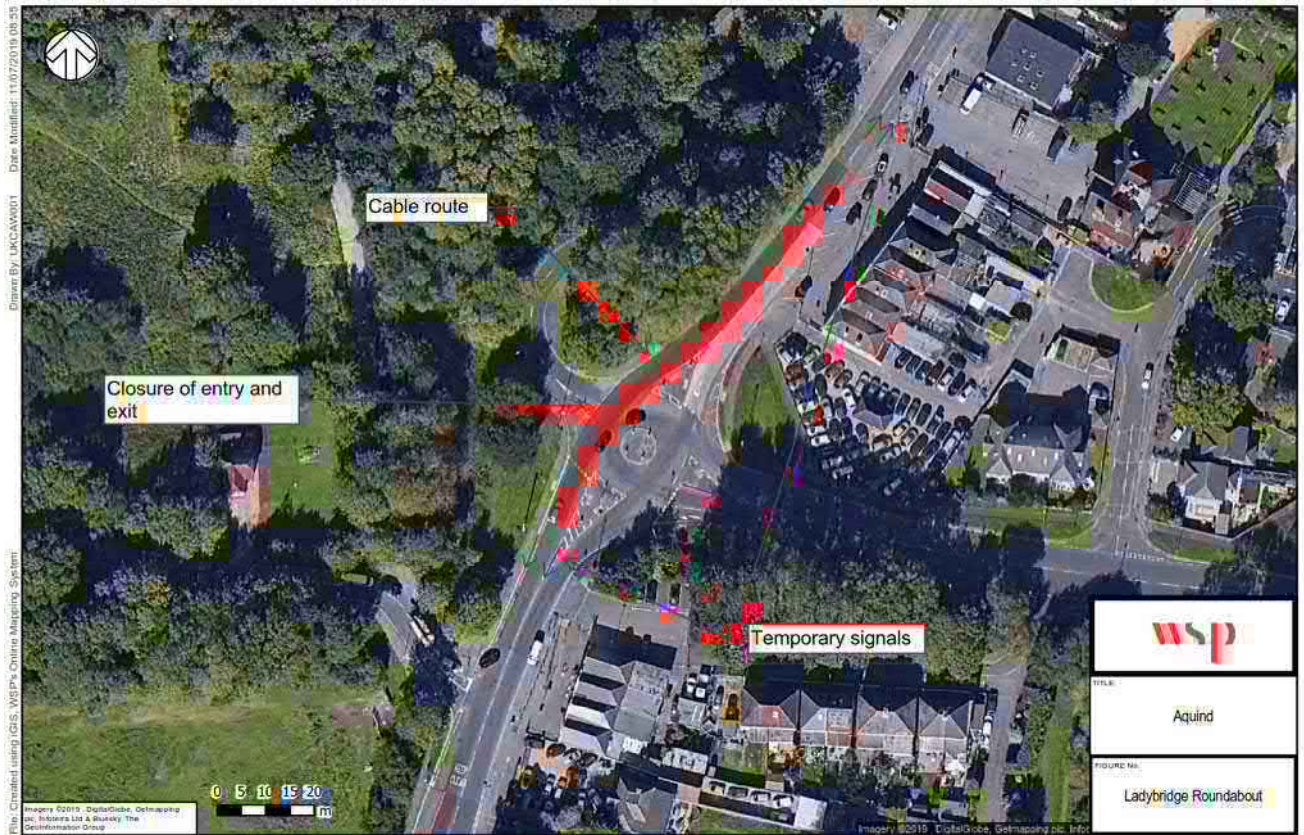


- 3.4.6. Within the SRTM, this will be assessed as a three-arm traffic signal junction. Traffic signal timings will be provided by WSP and estimated via a Linsig model using the 2026 Do-Minimum traffic flows on this link. Intergreens will take account of the alternative route taken by traffic around the roundabout, as shown in Figure 3-2.
- 3.4.7. Vehicles routing to / from Houghton Avenue will be reassigned within the SRTM to the development access junctions to the north and south.

SHUTTLE WORKING TRAFFIC SIGNALS ON THE A3 LONDON ROAD AT LADYBRIDGE ROUNDABOUT;

- 3.4.8. The location of the proposed shuttle working traffic signals on A3 London Road is shown below in Figure 3-3.

Figure 3-3 - A3 London Road / Ladybridge Roundabout Shuttle Working Traffic Signals Location

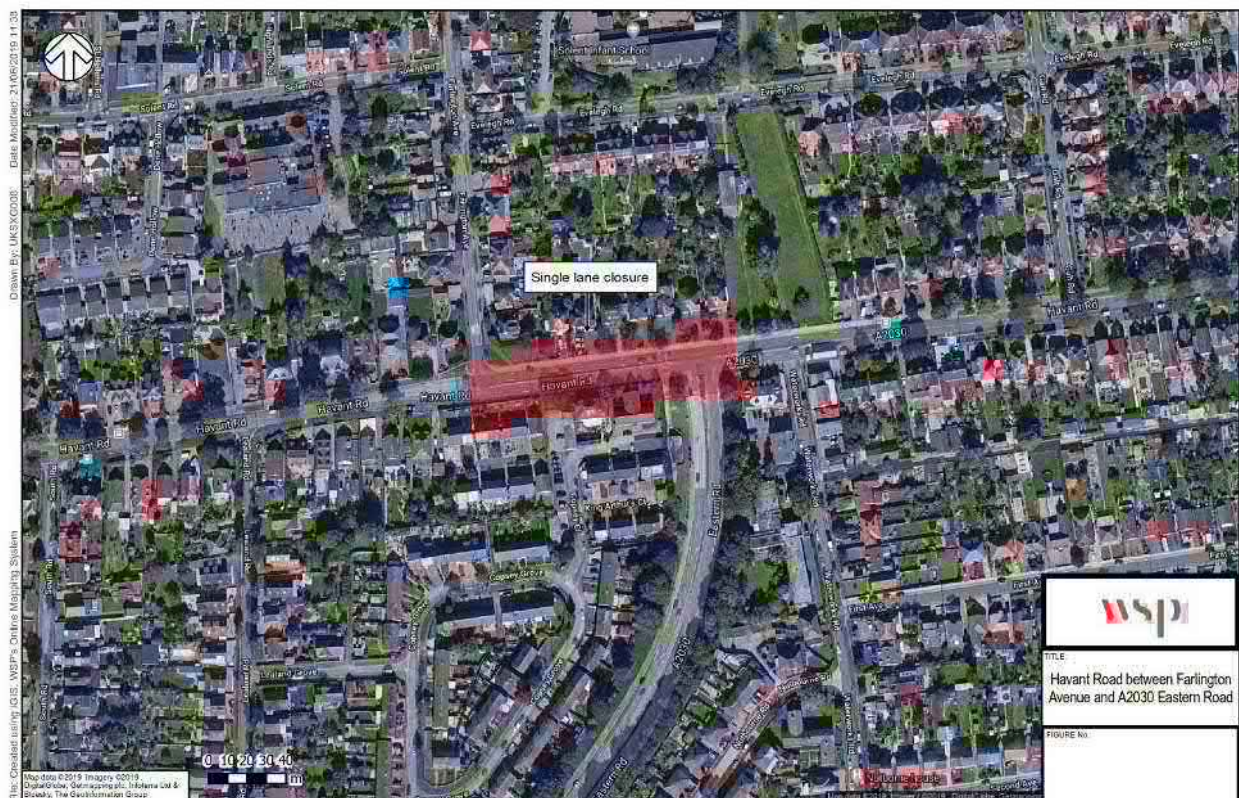


- 3.4.9. Within the SRTM, the shuttle working traffic signals will be coded as a three-arm traffic signal junction. Traffic signal timings will be provided by WSP and estimated via a Linsig model using the 2026 Do-Minimum traffic flows on this link.
- 3.4.10. The traffic signal cycle time will be 180 seconds. Intergreen times will be 17 seconds, based upon the time taken for a vehicle to travel 150m past the construction zone (100m plus setback distance for traffic signals) at 20mph.

SINGLE LANE CLOSURE ON HAVANT ROAD BETWEEN FARLINGTON AVENUE AND EASTERN ROAD;

3.4.11. The location of the proposed lane closures on Havant Road is shown below on Figure 3-4. The lane closures at this junction will be assessed within one SRTM scenarios.

Figure 3-4 - Havant Road Lane Closure Location

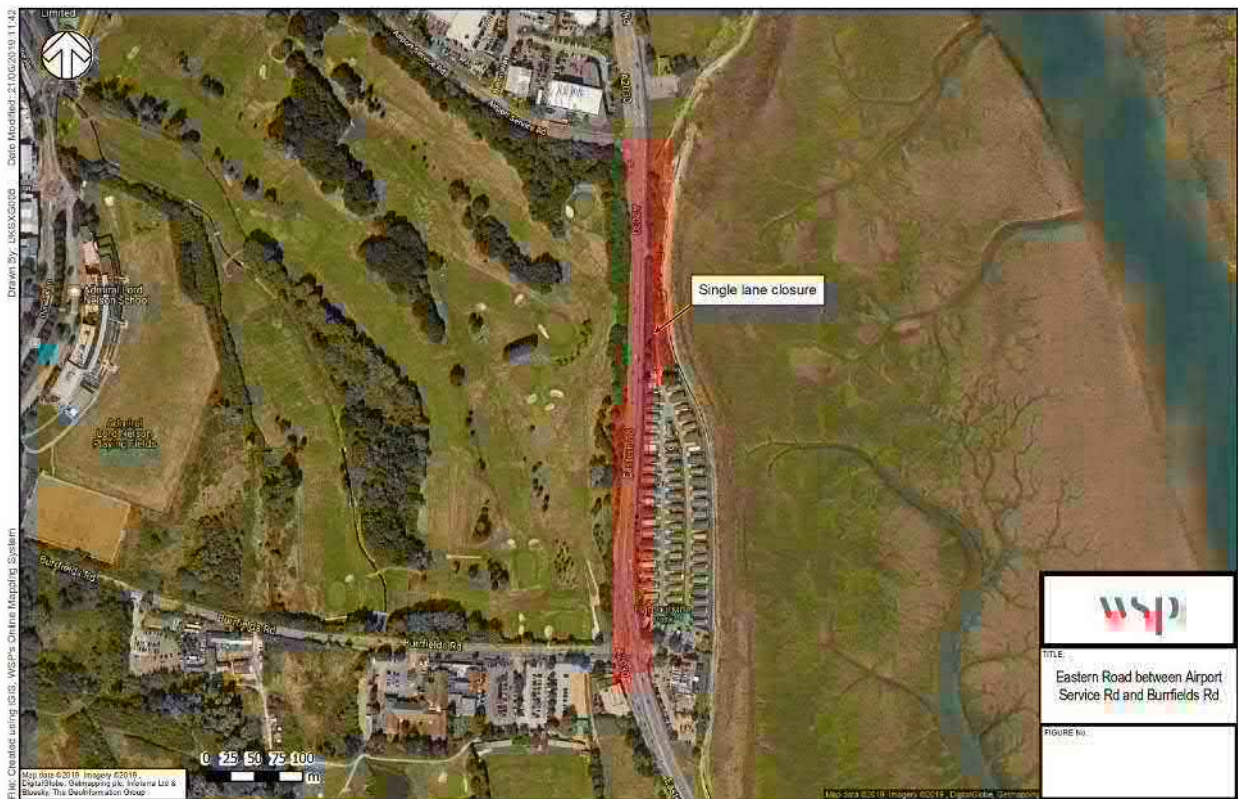


3.4.12. Within the SRTM, each lane closure will be modelled by removing the right turn lane between Havant Road and Farlington Avenue / Eastern Road in both directions. This right turn will not be permitted from Havant Road to Farlington Avenue or Eastern Road within the DS modelled scenario.

SINGLE LANE CLOSURE ON A2030 EASTERN ROAD BETWEEN AIRPORT SERVICE ROAD AND BURFIELDS ROAD; AND

- 3.4.13. The location of the proposed lane closures on A2030 Eastern Road is shown below on Figure 3-5. The lane closures in each direction will be assessed within separate SRTM scenarios.

Figure 3-5 - A2030 Eastern Road Lane Closure Location



- 3.4.14. Within the SRTM, each lane closure will be modelled by reducing a 250m section of the link by 50% (100m plus 150m taper distance as defined by Traffic Signs Manual Chapter 8), to 1,800 vehicles per hour. This is robust as the 50% capacity reduction will be applied to the construction zone and full taper length. This will be completed in the centre of the area highlighted in Figure 3-5.

SHUTTLE WORKING TRAFFIC SIGNALS ON BRANSBURY ROAD BETWEEN BRANSBURY PARK AND FORT CUMBERLAND ROAD.

3.4.15. The location of the proposed shuttle working traffic signals on Bransbury Road is shown below in Figure 3-6.

Figure 3-6 - Bransbury Road Shuttle Working Traffic Signal Location



- 3.4.16. Within the SRTM, the shuttle working traffic signals will be coded as a traffic signal mode. Traffic signal timings will be provided by WSP and estimated via a Linsig model using the 2026 Do-Minimum traffic flows on this link.
- 3.4.17. The traffic signal cycle time will be 180 seconds. Intergreen times will be 17 seconds, based upon the time taken for a vehicle to travel 150m past the construction zone (100m plus setback distance for traffic signals) at 20mph.



4. SRTM DATA REQUIREMENTS

4.1. INTRODUCTION

4.1.1. This section provides an overview of the outputs required from the SRTM in order to fully assess the impacts of the proposed onshore cable installation.

4.2. DATA REQUIREMENTS

4.2.1. For each of the assessed scenarios, the following outputs will be required from the SRTM:

- Traffic flow changes along the cable route and on adjacent corridors / junctions;
- Link delays;
- V/C (capacity) assessments at key junctions as defined below; and
- Journey times changes for key routes as defined below.

4.2.2. This data is required to allow for a detailed assessment to be completed at locations along the route and along parallel / adjoining road where the greatest impacts are anticipated. All data will be required for the 2026 scenarios with and without construction of Aquind Interconnector.

JUNCTION AND TURNING COUNT DATA

4.2.3. Locations at which V/C and traffic flow details will be required are as follows and shown on Figure 4.1 and 4.2 below (for which % difference plots are required from the network):

- Hambledon Road / Milton Road roundabout;
- Hambledon Road / Ashton Road traffic signal junction (Wellington Retail Park);
- Hambledon Road / A3 / Maurepas Way roundabout;
- Maurepas Way / A3 London Road roundabout;
- Rocksville Drive / Stakes Hill Road traffic signal junction;
- A3 London Road / Ladybridge road roundabout;
- Stakes Road / Stake Hill Road / Purbrook Way roundabout;
- Stakes Hill Road / Friendstaple Road roundabout;
- Hulbert Road / Friendstaple Road roundabout;
- A3 / Hulbert Road roundabout;
- Purbrook Way / College Road;
- A2030 /Farlington Avenue / A2030 Eastern Road / Havant Road traffic signal junction;
- A2030 Eastern Road / Grove Road and A2030 Eastern Road / Fitzherbert Road traffic signal junction;
- A2030 Eastern Road / Anchorage Road traffic signal junction;
- A2030 Eastern Road / Airport Service Road traffic signal junction;
- A2030 Eastern Road / Burfields Road;
- A2030 Velder Avenue / Milton Road traffic signal junction;
- Burfields Road Copnor Road traffic signal junction;
- Norway Road / Copnor Road traffic signal junction;
- Milton Road / St Mary;s Road roundabout;
- A27 / A3 Portsbridge roundabout; and
- A3 Mile End Road / Church Street / Hope Street / Commercial Road roundabout.

Figure 4-1 - HCC Traffic Assessment Locations

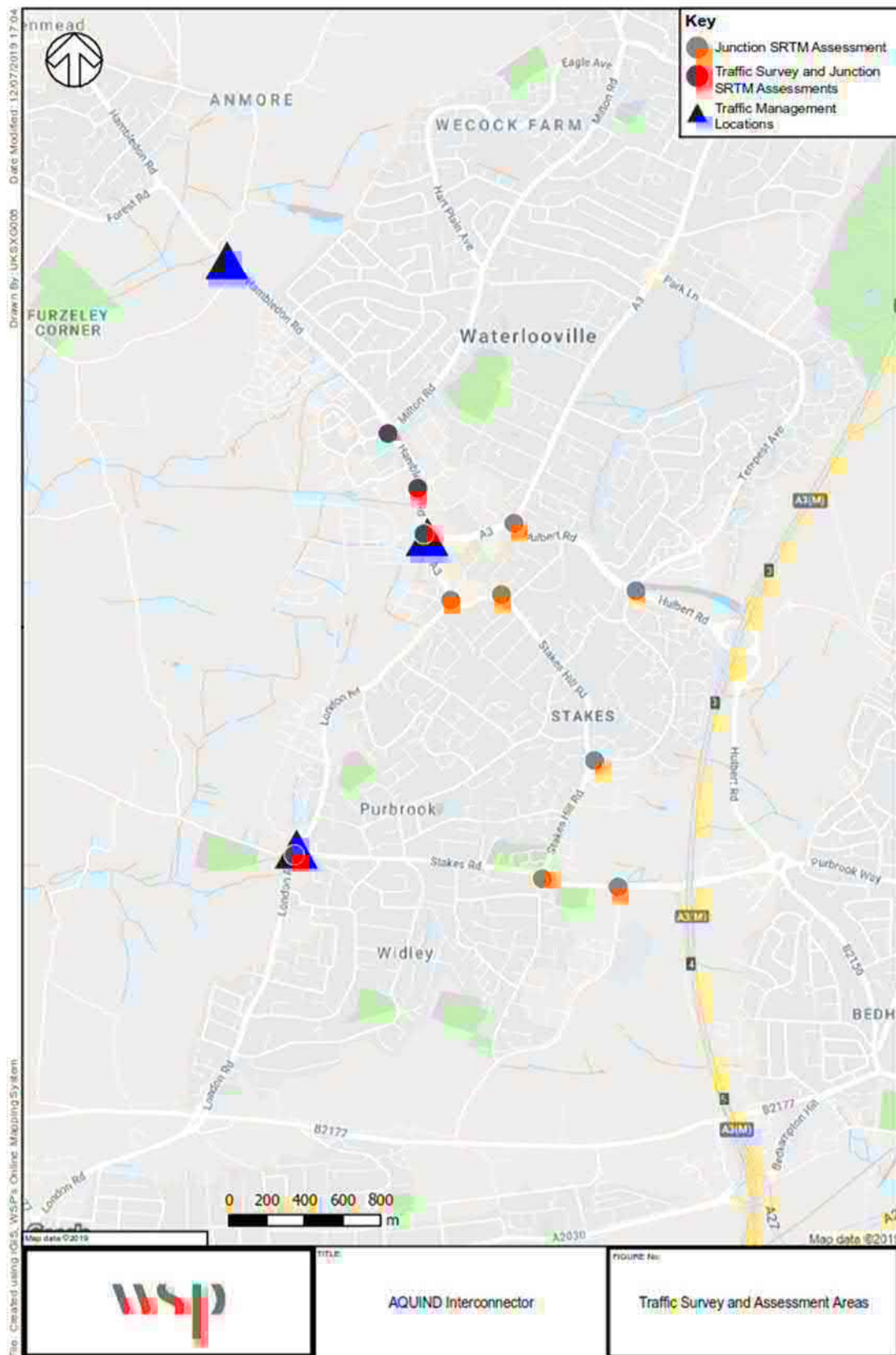
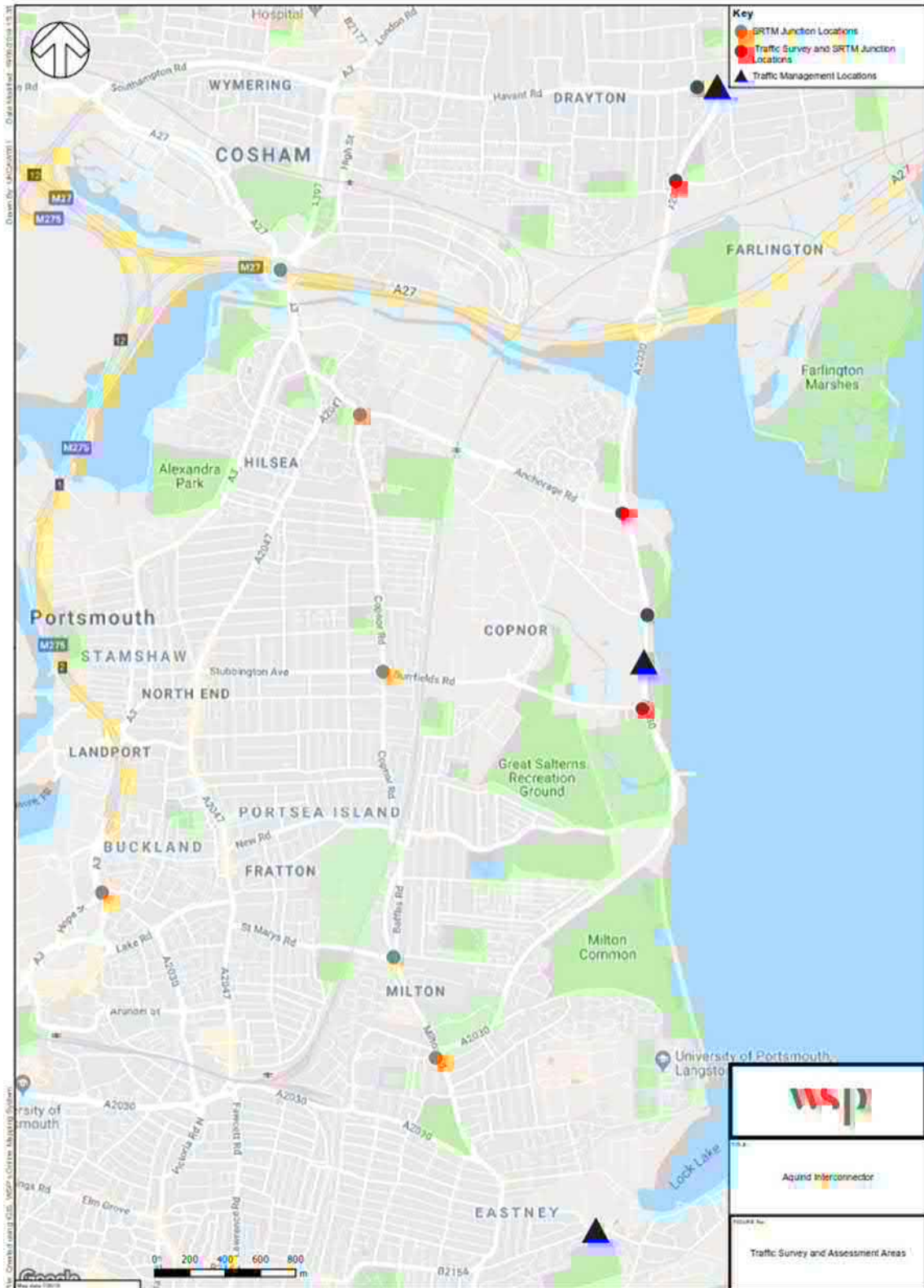




Figure 4-2 - PCC Junction Assessment Locations



JOURNEY TIME DATA

- 4.2.4. From the 2026 future year models with and without the Aquind Interconnector, journey time assessments will be required for routes between the A27 / M27 and Portsmouth City Centre via:
- A2030 Eastern Road;
 - Copnor Road;
 - A3 Northern Parade; and
 - M275.
- 4.2.5. Journey time assessments will also be required for routes between Cosham / Purbrook and Waterlooville / Denmead via:
- The A3 London Road;
 - Stakes Road and Stakes Hill Road;
 - Portsdown Hill Road, Crookhorn Lane and Stakes Hill Road; and
 - A27 and A3(M).
- 4.2.6. For validation purposes, it is also requested that journey time data is provided for the routes identified above from the 2019 future year SRTM model.

AADT TRAFFIC DATA

- 4.2.7. For air quality and noise EIA assessments the data outputs shown in Table 4.2 are also required.

Table 4-1 – Traffic Data for Air Quality and Noise Assessments

Traffic Data Requests for the Scheme (Converter Station and Cable Route)		
Who	Description	Format
AQ/Noise	Peak hour traffic flow	Fully georeferenced ArcGIS Shapefile with attributes for each data type (see description column). Shapefile contains: <ul style="list-style-type: none"> □ a separate row for each road link; □ a unique identifier (e.g. road name or node reference) for each road link; □ Links which are ideally 'fitted' to the road network.
Noise	18-hour (0600-2400 hours) Average Annual Weekday Traffic (AAWT) flow	
Noise	Vehicle speeds (km/h). Separate values for peak hour and 18-hour if different.	
Noise	% Heavy Goods Vehicles (HGVs). Separate values for peak hour and 18-hour if different.	



AQ	24-hour (0000 – 2300) Average Annual Daily Traffic (AADT24) flow	An excel spreadsheet of the above information for cross referencing would also be useful.
AQ	Vehicle speeds (km/h). Separate values for peak hour and 24-hour if different.	
AQ	% Heavy Goods Vehicles (HGVs). Separate values for peak hour and 24-hour if different.	

4.2.8. This data is to be provided as follows, although this will be reviewed once initial traffic data becomes available

- Detailed snapping to ITN layer – Eastern Road, A3 London Road and Hambledon Road PLUS the 5km buffer; and
- Snapping to ITN layer (with no corrections) - all other SRTM links outside of the 5km buffer but within the study area.



Regus House
Southampton International Business Park, George Curl Way
Southampton, Hampshire
SO18 2RZ

wsp.com

Appendix C – Converter Station Access Drawing

Appendix D – Bus Timetables

Saturday

Valid from: 07/07/2019

Valid to: 31/08/2019

1 Gunwharf - City Centre - Eastney - Southsea Via Fratton Bridge - Goldsmith Avenue - Milton - Festing Road

Service No.: 1 1 1 1 1 1 1 1 1 1 1 1 1

Notes:

The Hard/Gunwharf	0600	0620	0640	0700	0712	0724	0736	0748	0800	0812	0824	0836
City Centre South	0604	0624	0644	0704	0716	0728	0740	0752	0804	0816	0828	0840
Fratton Bridge	0609	0629	0649	0709	0721	0733	0745	0757	0809	0821	0833	0845
Eastney Health Centre	0617	0637	0657	0717	0729	0741	0753	0805	0817	0829	0841	0853
South Parade Pier	0624	0644	0704	0724	0736	0748	0800	0812	0824	0836	0848	0900

Service No.: 1 1 1 1 1 1 1 1 1 1 1 1 1

Notes:

The Hard/Gunwharf	0848	0900	0912	0924	0936	0948	1000	1012	1024	1036	1048	1100
City Centre South	0852	0904	0916	0928	0940	0952	1004	1016	1028	1040	1052	1104
Fratton Bridge	0857	0909	0921	0933	0946	0958	1010	1022	1034	1046	1058	1110
Eastney Health Centre	0905	0917	0929	0945	0958	1010	1022	1034	1046	1058	1110	1122
South Parade Pier	0912	0924	0936	0952	1005	1017	1029	1041	1053	1105	1117	1129

Service No.: 1 1 1 1 1 1 1 1 1 1 1 1 1

Notes:

The Hard/Gunwharf	1112	1124	1136	1148	1200	1212	1224	1236	1248	1300	1312	1324
City Centre South	1116	1128	1140	1152	1204	1216	1228	1240	1252	1304	1316	1328
Fratton Bridge	1122	1134	1146	1158	1210	1222	1234	1246	1258	1310	1322	1334
Eastney Health Centre	1134	1146	1158	1210	1222	1234	1246	1258	1310	1322	1334	1346
South Parade Pier	1141	1153	1205	1217	1229	1241	1253	1305	1317	1329	1341	1353

Service No.: 1 1 1 1 1 1 1 1 1 1 1 1 1

Notes:

The Hard/Gunwharf	1336	1348	1400	1412	1424	1436	1448	1500	1512	1524	1536	1548
City Centre South	1340	1352	1404	1416	1428	1440	1452	1504	1516	1528	1540	1552
Fratton Bridge	1346	1358	1410	1422	1434	1446	1458	1510	1522	1534	1546	1558
Eastney Health Centre	1358	1410	1422	1434	1446	1458	1510	1522	1534	1546	1558	1610
South Parade Pier	1405	1417	1429	1441	1453	1505	1517	1529	1541	1553	1605	1617

Service No.: 1 1 1 1 1 1 1 1 1 1 1 1 1

Notes:

The Hard/Gunwharf	1600	1612	1624	1636	1648	1700	1715	1730	1745	1800	1815	1830
City Centre South	1604	1616	1628	1640	1652	1704	1719	1734	1749	1804	1819	1834
Fratton Bridge	1610	1622	1634	1646	1658	1710	1725	1740	1755	1810	1825	1839
Eastney Health Centre	1622	1634	1646	1658	1710	1722	1737	1752	1807	1822	1837	1847
South Parade Pier	1629	1641	1653	1705	1717	1729	1744	1759	1814	1829	1844	1854

Service No.:	1	1	1	1	1	1	1	1	1	1
Notes:										
The Hard/Gunwharf	1850	1920	1950	2020	2050	2120	2150	2220	2250	2320
City Centre South	1854	1924	1954	2024	2054	2124	2154	2224	2254	2324
Fratton Bridge	1859	1929	1959	2029	2059	2129	2159	2229	2259	2329
Eastney Health Centre	1907	1937	2007	2037	2107	2137	2207	2237	2307	2337
South Parade Pier	1914	1944	2014	2044	2114	2144	2214	2244	2314	2344

1 Southsea - Eastney - City Centre - Gunwharf Via Festing Road - Milton - Goldsmith Avenue - Fratton Bridge

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	0610	0642	0702	0722	0742	0802	0817	0829	0841	0853	0905	0917
Eastney Health Centre	0615	0647	0707	0727	0747	0807	0822	0834	0846	0858	0910	0922
Fratton Bridge	0625	0657	0717	0737	0757	0817	0832	0844	0856	0908	0920	0932
City Centre South	0630	0702	0722	0742	0802	0822	0837	0849	0901	0913	0925	0938
The Hard/Gunwharf	0634	0706	0726	0746	0806	0826	0841	0853	0905	0917	0929	0943

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	0929	0942	0956	1011	1026	1040	1055	1109	1121	1133	1143	1155
Eastney Health Centre	0934	0947	1001	1016	1031	1045	1100	1114	1126	1138	1148	1200
Fratton Bridge	0947	1000	1014	1029	1044	1058	1113	1127	1139	1151	1201	1213
City Centre South	0953	1006	1020	1035	1050	1104	1119	1133	1145	1157	1207	1219
The Hard/Gunwharf	0958	1011	1025	1040	1055	1109	1124	1138	1150	1202	1212	1224

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	1207	1219	1231	1243	1255	1307	1319	1331	1343	1355	1407	1419
Eastney Health Centre	1212	1224	1236	1248	1300	1312	1324	1336	1348	1400	1412	1424
Fratton Bridge	1225	1237	1249	1301	1313	1325	1337	1349	1401	1413	1425	1437
City Centre South	1231	1243	1255	1307	1319	1331	1343	1355	1407	1419	1431	1443
The Hard/Gunwharf	1236	1248	1300	1312	1324	1336	1348	1400	1412	1424	1436	1448

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	1431	1443	1455	1507	1519	1531	1543	1555	1607	1619	1631	1643
Eastney Health Centre	1436	1448	1500	1512	1524	1536	1548	1600	1612	1624	1636	1648
Fratton Bridge	1449	1501	1513	1525	1537	1549	1601	1613	1625	1637	1649	1701
City Centre South	1455	1507	1519	1531	1543	1555	1607	1619	1631	1643	1655	1707
The Hard/Gunwharf	1500	1512	1524	1536	1548	1600	1612	1624	1636	1648	1700	1712

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	1655	1707	1719	1731	1743	1755	1807	1819	1831	1845	1856	1909
Eastney Health Centre	1700	1712	1724	1736	1748	1800	1812	1824	1836	1850	1901	1914
Fratton Bridge	1713	1725	1737	1749	1801	1813	1825	1837	1846	1900	1911	1924
City Centre South	1719	1731	1743	1755	1807	1819	1831	1842	1851	1905	1916	1929
The Hard/Gunwharf	1724	1736	1748	1800	1812	1824	1835	1846	1855	1909	1920	1933

Service No.: 1 1 1 1 1 1 1 1 1 1

Notes:

South Parade Pier dep	1922	1937	1955	2020	2050	2120	2150	2220	2250	2320
Eastney Health Centre	1927	1942	2000	2025	2055	2125	2155	2225	2255	2325
Fratton Bridge	1937	1952	2010	2035	2105	2135	2205	2235	2305	----
City Centre South	1942	1957	2015	2040	2110	2140	2210	2240	2310	----
The Hard/Gunwharf	1946	2001	2019	2044	2114	2144	2214	2244	2314	----

Sundays & Bank Holidays

Valid from: 07/07/2019

Valid to: 31/08/2019

1 Gunwharf - City Centre - Eastney - Southsea Via Fratton Bridge - Goldsmith Avenue - Milton - Festing Road

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
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Notes:

The Hard/Gunwharf	0710	0730	0750	0810	0830	0850	0910	0930	0950	1010	1030	1050
City Centre South	0714	0734	0754	0814	0834	0854	0914	0934	0954	1014	1034	1054
Fratton Bridge	0719	0739	0759	0819	0839	0859	0919	0939	0959	1020	1040	1100
Eastney Health Centre	0727	0747	0807	0827	0847	0907	0927	0947	1007	1032	1052	1112
South Parade Pier	0734	0754	0814	0834	0854	0914	0934	0954	1014	1039	1059	1119

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
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Notes:

The Hard/Gunwharf	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450
City Centre South	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414	1434	1454
Fratton Bridge	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500
Eastney Health Centre	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	1452	1512
South Parade Pier	1139	1159	1219	1239	1259	1319	1339	1359	1419	1439	1459	1519

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
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Notes:

The Hard/Gunwharf	1510	1530	1550	1610	1630	1650	1710	1730	1750	1810	1840	1910
City Centre South	1514	1534	1554	1614	1634	1654	1714	1734	1754	1814	1844	1914
Fratton Bridge	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820	1849	1919
Eastney Health Centre	1532	1552	1612	1632	1652	1712	1732	1752	1812	1832	1857	1927
South Parade Pier	1539	1559	1619	1639	1659	1719	1739	1759	1819	1839	1904	1934

Service No.:	1	1
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Notes:

The Hard/Gunwharf	1940	2010
City Centre South	1944	2014
Fratton Bridge	1949	2019
Eastney Health Centre	1957	2027
South Parade Pier	2004	2034

1 Southsea - Eastney - City Centre - Gunwharf Via Festing Road - Milton - Goldsmith Avenue - Fratton Bridge

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
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Notes:

South Parade Pier dep	0735	0755	0815	0835	0855	0915	0935	0955	1018	1041	1106	1131
Eastney Health Centre	0740	0800	0820	0840	0900	0920	0940	1000	1023	1046	1111	1136
Fratton Bridge	0750	0810	0830	0850	0910	0930	0950	1013	1036	1059	1124	1149
City Centre South	0755	0815	0835	0855	0915	0935	0955	1019	1042	1105	1130	1155
The Hard/Gunwharf	0759	0819	0839	0859	0919	0939	0959	1024	1047	1110	1135	1200

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	1151	1211	1231	1251	1311	1331	1351	1411	1431	1451	1511	1531
Eastney Health Centre	1156	1216	1236	1256	1316	1336	1356	1416	1436	1456	1516	1536
Fratton Bridge	1209	1229	1249	1309	1329	1349	1409	1429	1449	1509	1529	1549
City Centre South	1215	1235	1255	1315	1335	1355	1415	1435	1455	1515	1535	1555
The Hard/Gunwharf	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540	1600

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	1551	1611	1631	1651	1711	1731	1751	1811	1831	1848	1905	1922
Eastney Health Centre	1556	1616	1636	1656	1716	1736	1756	1816	1836	1853	1910	1927
Fratton Bridge	1609	1629	1649	1709	1729	1749	1809	1829	1846	1903	1920	1937
City Centre South	1615	1635	1655	1715	1735	1755	1815	1835	1851	1908	1925	1942
The Hard/Gunwharf	1620	1640	1700	1720	1740	1800	1820	1839	1855	1912	1929	1946

Service No.:	1
Notes:	
South Parade Pier dep	1945
Eastney Health Centre	1950
Fratton Bridge	2000
City Centre South	2005
The Hard/Gunwharf	2009

Monday to Friday
Valid from: 07/07/2019
Valid to: 31/08/2019

1 Gunwharf - City Centre - Eastney - Southsea
Via Fratton Bridge - Goldsmith Avenue - Milton - Festing Road

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
The Hard/Gunwharf	0505	0540	0600	0615	0630	0645	0700	0710	0720	0730	0740	0750
City Centre South	0509	0544	0604	0619	0634	0649	0704	0714	0724	0734	0744	0754
Fratton Bridge	0514	0549	0609	0624	0639	0654	0709	0719	0730	0740	0750	0800
Eastney Health Centre	0522	0557	0617	0632	0647	0702	0717	0731	0742	0752	0802	0812
South Parade Pier	0529	0604	0624	0639	0654	0709	0725	0739	0750	0800	0810	0820

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
The Hard/Gunwharf	0800	0810	0820	0830	0840	0850	0900	0910	0920	0930	0940	0950
City Centre South	0804	0814	0824	0834	0844	0854	0904	0914	0924	0934	0944	0954
Fratton Bridge	0810	0820	0830	0840	0850	0900	0910	0920	0930	0940	0950	1000
Eastney Health Centre	0822	0832	0842	0852	0902	0912	0922	0932	0942	0952	1002	1012
South Parade Pier	0830	0840	0850	0900	0910	0920	0929	0939	0949	0959	1009	1019

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
The Hard/Gunwharf	1000	1010	1020	1030	1040	1050	1100	1110	1120	1130	1140	1150
City Centre South	1004	1014	1024	1034	1044	1054	1104	1114	1124	1134	1144	1154
Fratton Bridge	1010	1020	1030	1040	1050	1100	1110	1120	1130	1140	1150	1200
Eastney Health Centre	1022	1032	1042	1052	1102	1112	1122	1132	1142	1152	1202	1212
South Parade Pier	1029	1039	1049	1059	1109	1119	1129	1139	1149	1159	1209	1219

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
The Hard/Gunwharf	1200	1210	1220	1230	1240	1250	1300	1310	1320	1330	1340	1349
City Centre South	1204	1214	1224	1234	1244	1254	1304	1314	1324	1334	1344	1353
Fratton Bridge	1210	1220	1230	1240	1250	1300	1310	1320	1330	1340	1350	1359
Eastney Health Centre	1222	1232	1242	1252	1302	1312	1322	1332	1342	1352	1402	1411
South Parade Pier	1229	1239	1249	1259	1309	1319	1329	1339	1349	1359	1409	1418

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
The Hard/Gunwharf	1359	1409	1419	1429	1439	1450	1500	1509	1518	1528	1538	1548
City Centre South	1403	1413	1423	1433	1443	1454	1504	1513	1523	1533	1543	1553
Fratton Bridge	1409	1419	1429	1439	1449	1500	1510	1519	1529	1539	1549	1559
Eastney Health Centre	1421	1431	1441	1451	1501	1512	1522	1532	1542	1552	1602	1612
South Parade Pier	1428	1438	1448	1458	1508	1519	1529	1539	1549	1559	1609	1619

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
The Hard/Gunwharf	1558	1608	1618	1628	1638	1648	1658	1710	1721	1733	1745	1757
City Centre South	1603	1613	1623	1633	1643	1653	1703	1715	1726	1738	1750	1802
Fratton Bridge	1609	1619	1629	1639	1649	1659	1709	1721	1732	1744	1756	1808
Eastney Health Centre	1622	1632	1642	1652	1702	1712	1722	1734	1745	1757	1809	1821
South Parade Pier	1629	1639	1649	1659	1709	1719	1729	1741	1752	1804	1816	1828

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
The Hard/Gunwharf	1809	1821	1843	1918	1950	2020	2050	2120	2150	2220	2250	2320
City Centre South	1814	1826	1848	1923	1954	2024	2054	2124	2154	2224	2254	2324
Fratton Bridge	1820	1832	1854	1929	1959	2029	2059	2129	2159	2229	2259	2329
Eastney Health Centre	1833	1845	1907	1942	2007	2037	2107	2137	2207	2237	2307	2337
South Parade Pier	1840	1852	1914	1949	2014	2044	2114	2144	2214	2244	2314	2344

1 Southsea - Eastney - City Centre - Gunwharf Via Festing Road - Milton - Goldsmith Avenue - Fratton Bridge

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	0531	0601	0631	0651	0703	0715	0726	0739	0754	0807	0820	0832
Eastney Health Centre	0536	0606	0636	0656	0708	0720	0731	0744	0759	0812	0825	0837
Fratton Bridge	0546	0616	0646	0706	0718	0733	0744	0757	0812	0825	0838	0850
City Centre South	0551	0621	0651	0711	0724	0739	0750	0803	0818	0831	0844	0856
The Hard/Gunwharf	0555	0625	0655	0715	0729	0744	0755	0808	0823	0836	0849	0901

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												Sch
South Parade Pier dep	0843	0856	0906	0916	0926	0936	0946	0955	1004	1014	1024	1034
Eastney Health Centre	0848	0901	0911	0921	0931	0941	0951	1000	1009	1019	1029	1039
Fratton Bridge	0901	0914	0924	0934	0944	0954	1004	1013	1022	1032	1042	1052
City Centre South	0907	0920	0930	0940	0950	1000	1010	1019	1028	1038	1048	1058
The Hard/Gunwharf	0912	0925	0935	0945	0955	1005	1015	1024	1033	1043	1053	1103

Notes:
Sch Schooldays Only

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:	NSch											
South Parade Pier dep	1034	1044	1053	1103	1113	1123	1133	1143	1153	1203	1213	1223
Eastney Health Centre	1039	1049	1058	1108	1118	1128	1138	1148	1158	1208	1218	1228
Fratton Bridge	1052	1102	1111	1121	1131	1141	1151	1201	1211	1221	1231	1241
City Centre South	1058	1108	1117	1127	1137	1147	1157	1207	1217	1227	1237	1247
The Hard/Gunwharf	1103	1113	1122	1132	1142	1152	1202	1212	1222	1232	1242	1252

Notes:
NSch School Holidays

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	1233	1243	1253	1303	1313	1323	1333	1343	1353	1403	1413	1423
Eastney Health Centre	1238	1248	1258	1308	1318	1328	1338	1348	1358	1408	1418	1428
Fratton Bridge	1251	1301	1311	1321	1331	1341	1351	1401	1411	1421	1431	1441
City Centre South	1257	1307	1317	1327	1337	1347	1357	1407	1417	1427	1437	1447
The Hard/Gunwharf	1302	1312	1322	1332	1342	1352	1402	1412	1422	1432	1442	1452

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	1433	1443	1453	1503	1513	1523	1533	1543	1553	1603	1613	1623
Eastney Health Centre	1438	1448	1458	1508	1518	1528	1538	1548	1558	1608	1618	1628
Fratton Bridge	1451	1501	1511	1521	1531	1541	1551	1601	1611	1621	1631	1641
City Centre South	1457	1507	1517	1527	1537	1547	1557	1607	1617	1627	1637	1647
The Hard/Gunwharf	1502	1512	1522	1532	1542	1552	1602	1612	1622	1632	1642	1652

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	1633	1643	1653	1703	1713	1723	1733	1743	1755	1807	1819	1831
Eastney Health Centre	1638	1648	1658	1708	1718	1728	1738	1748	1800	1812	1824	1836
Fratton Bridge	1651	1701	1711	1721	1731	1741	1751	1801	1813	1825	1837	1849
City Centre South	1657	1707	1717	1727	1737	1747	1757	1807	1819	1831	1843	1855
The Hard/Gunwharf	1702	1712	1722	1732	1742	1752	1802	1812	1824	1836	1848	1900

Service No.:	1	1	1	1	1	1	1	1	1	1	1	1
Notes:												
South Parade Pier dep	1843	1855	1906	1918	1931	1943	2000	2020	2050	2120	2150	2220
Eastney Health Centre	1848	1900	1911	1923	1936	1948	2005	2025	2055	2125	2155	2225
Fratton Bridge	1901	1910	1921	1933	1946	1958	2015	2035	2105	2135	2205	2235
City Centre South	1906	1915	1926	1938	1951	2003	2020	2040	2110	2140	2210	2240
The Hard/Gunwharf	1910	1919	1930	1942	1955	2007	2024	2044	2114	2144	2214	2244

Service No.:	1	1
Notes:		
South Parade Pier dep	2250	2320
Eastney Health Centre	2255	2325
Fratton Bridge	2305	----
City Centre South	2310	----
The Hard/Gunwharf	2314	----

Saturday

Valid from: 07/07/2019

Valid to: 31/08/2019

2 Gunwharf - City Centre - Eastney - Cosham - Paulsgrove
Via Albert Road - St Mary's Hospital - Copnor - Hilsea - QA Hospital

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	0527	0547	0607	0622	0637	0652	0707	0722	0737	0752	0807	0822
City Centre Commercial Rd Sth	0531	0551	0611	0626	0641	0656	0711	0726	0741	0756	0811	0826
Kings Theatre	0538	0558	0618	0633	0648	0703	0718	0733	0748	0803	0818	0833
Eastney Health Centre	0543	0603	0623	0638	0653	0708	0723	0738	0753	0808	0823	0838
Copnor Bridge	0553	0613	0633	0648	0703	0718	0733	0748	0803	0818	0833	0848
Copnor Rd, Green Lane	0558	0618	0638	0653	0708	0723	0738	0753	0808	0823	0838	0853
Hilsea Lido	0603	0623	0643	0658	0713	0728	0743	0758	0813	0828	0843	0858
Cosham Health Centre	0606	0626	0646	0701	0716	0731	0746	0801	0816	0831	0846	0901
QA Hospital main entrance	0610	0630	0650	0705	0720	0735	0750	0805	0820	0835	0850	0905
Paulsgrove Shops	0618	0638	0658	0713	0728	0743	0758	0813	0828	0843	0858	0913

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	0837	0852	0904	0916	0928	0940	0952	1004	1016	1028	1040	1052
City Centre Commercial Rd Sth	0841	0856	0908	0920	0932	0945	0957	1009	1021	1033	1045	1057
Kings Theatre	0848	0903	0915	0927	0941	0954	1006	1018	1030	1042	1054	1106
Eastney Health Centre	0853	0908	0920	0932	0948	1001	1013	1025	1037	1049	1101	1113
Copnor Bridge	0903	0918	0930	0944	1000	1013	1025	1037	1049	1101	1113	1125
Copnor Rd, Green Lane	0908	0923	0936	0950	1006	1019	1031	1043	1055	1107	1119	1131
Hilsea Lido	0913	0928	0942	0956	1012	1025	1037	1049	1101	1113	1125	1137
Cosham Health Centre	0916	0931	0945	0959	1015	1028	1040	1052	1104	1116	1128	1140
QA Hospital main entrance	0920	0935	0949	1003	1019	1032	1044	1056	1108	1120	1132	1144
Paulsgrove Shops	0928	0944	0958	1012	1028	1041	1053	1105	1117	1129	1141	1153

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1104	1116	1128	1140	1152	1204	1216	1228	1240	1252	1304	1316
City Centre Commercial Rd Sth	1109	1121	1133	1145	1157	1209	1221	1233	1245	1257	1309	1321
Kings Theatre	1118	1130	1142	1154	1206	1218	1230	1242	1254	1306	1318	1330
Eastney Health Centre	1125	1137	1149	1201	1213	1225	1237	1249	1301	1313	1325	1337
Copnor Bridge	1137	1149	1201	1213	1225	1237	1249	1301	1313	1325	1337	1349
Copnor Rd, Green Lane	1143	1155	1207	1219	1231	1243	1255	1307	1319	1331	1343	1355
Hilsea Lido	1149	1201	1213	1225	1237	1249	1301	1313	1325	1337	1349	1401
Cosham Health Centre	1152	1204	1216	1228	1240	1252	1304	1316	1328	1340	1352	1404
QA Hospital main entrance	1156	1208	1220	1232	1244	1256	1308	1320	1332	1344	1356	1408
Paulsgrove Shops	1205	1217	1229	1241	1253	1305	1317	1329	1341	1353	1405	1417

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1328	1340	1352	1404	1416	1428	1440	1452	1504	1516	1528	1540
City Centre Commercial Rd Sth	1333	1345	1357	1409	1421	1433	1445	1457	1509	1521	1533	1545
Kings Theatre	1342	1354	1406	1418	1430	1442	1454	1506	1518	1530	1542	1554
Eastney Health Centre	1349	1401	1413	1425	1437	1449	1501	1513	1525	1537	1549	1601
Copnor Bridge	1401	1413	1425	1437	1449	1501	1513	1525	1537	1549	1601	1613
Copnor Rd, Green Lane	1407	1419	1431	1443	1455	1507	1519	1531	1543	1555	1607	1619
Hilsea Lido	1413	1425	1437	1449	1501	1513	1525	1537	1549	1601	1613	1625
Cosham Health Centre	1416	1428	1440	1452	1504	1516	1528	1540	1552	1604	1616	1628
QA Hospital main entrance	1420	1432	1444	1456	1508	1520	1532	1544	1556	1608	1620	1632
Paulsgrove Shops	1429	1441	1453	1505	1517	1529	1541	1553	1605	1617	1629	1641

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1552	1604	1616	1628	1640	1652	1704	1716	1728	1740	1755	1810
City Centre Commercial Rd Sth	1557	1609	1621	1633	1645	1657	1709	1721	1733	1745	1800	1815
Kings Theatre	1606	1618	1630	1642	1654	1706	1718	1730	1742	1754	1809	1824
Eastney Health Centre	1613	1625	1637	1649	1701	1713	1725	1737	1749	1801	1816	1831
Copnor Bridge	1625	1637	1649	1701	1713	1725	1737	1749	1801	1813	1828	1841
Copnor Rd, Green Lane	1631	1643	1655	1707	1719	1731	1743	1755	1807	1819	1834	1846
Hilsea Lido	1637	1649	1701	1713	1725	1737	1749	1801	1813	1825	1839	1851
Cosham Health Centre	1640	1652	1704	1716	1728	1740	1752	1804	1816	1828	1842	1854
QA Hospital main entrance	1644	1656	1708	1720	1732	1744	1756	1808	1820	1832	1846	1858
Paulsgrove Shops	1653	1705	1717	1729	1741	1753	1805	1817	1829	1840	1854	1906

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1825	1840	1855	1910	1930	1950	2010	2030	2050	2110	2140	2210
City Centre Commercial Rd Sth	1830	1844	1859	1914	1934	1954	2014	2034	2054	2114	2144	2214
Kings Theatre	1837	1851	1906	1921	1941	2001	2021	2041	2101	2121	2151	2221
Eastney Health Centre	1842	1856	1911	1926	1946	2006	2026	2046	2106	2126	2156	2226
Copnor Bridge	1852	1906	1921	1936	1956	2016	2036	2056	2116	2136	2206	2236
Copnor Rd, Green Lane	1857	1911	1926	1941	2001	2021	2041	2101	2121	2141	2211	2241
Hilsea Lido	1902	1916	1931	1946	2006	2026	2046	2106	2126	2146	2216	2246
Cosham Health Centre	1905	1919	1934	1949	2009	2029	2049	2109	2129	2149	2219	2249
QA Hospital main entrance	1909	1923	1938	1953	2013	2033	2053	2113	2133	2153	2223	2253
Paulsgrove Shops	1917	1931	1946	2001	2021	2041	2101	2121	2141	2201	2231	2301

Service No.:	2	2	2
Notes:			
The Hard/Gunwharf	2240	2310	2340
City Centre Commercial Rd Sth	2244	2314	2344
Kings Theatre	2251	2321	2351
Eastney Health Centre	2256	2326	2356
Copnor Bridge	2306	2336	0006
Copnor Rd, Green Lane	2311	2341	0011
Hilsea Lido	2316	2346	0016
Cosham Health Centre	2319	2349	----
QA Hospital main entrance	2323	2353	----
Paulsgrove Shops	2331	0001	----

2 Paulsgrove - Cosham - Eastney - City Centre - Gunwharf
Via QA Hospital - Hilsea - Copnor - St Mary's Hospital - Albert Road

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	0523	0549	0609	0629	0644	0659	0714	0729	0744	0759	0814	0829
QA Hospital main entrance	0531	0557	0617	0637	0652	0707	0722	0737	0752	0807	0822	0837
Cosham Health Centre	0534	0600	0620	0640	0655	0710	0725	0740	0755	0810	0825	0840
Hilsea Lido	0538	0604	0624	0644	0659	0714	0729	0744	0759	0814	0829	0844
Copnor Rd, Green Lane	0543	0609	0629	0649	0704	0719	0734	0749	0804	0819	0834	0849
Copnor Bridge	0547	0613	0633	0653	0708	0723	0738	0753	0808	0823	0838	0853
Eastney Health Centre	0556	0622	0642	0702	0717	0732	0747	0802	0817	0832	0847	0902
Albert Road Lights	0600	0626	0646	0706	0721	0736	0751	0806	0821	0836	0851	0906
City Centre Commercial Rd Sth	0608	0634	0654	0714	0729	0744	0759	0814	0829	0844	0859	0914
The Hard/Gunwharf	0612	0638	0658	0718	0733	0748	0803	0818	0833	0848	0903	0918

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	0844	0858	0910	0922	0934	0946	0958	1010	1022	1034	1046	1058
QA Hospital main entrance	0852	0906	0918	0930	0943	0955	1007	1019	1031	1043	1055	1107
Cosham Health Centre	0855	0909	0921	0934	0947	0959	1011	1023	1035	1047	1059	1111
Hilsea Lido	0859	0913	0925	0938	0951	1003	1015	1027	1039	1051	1103	1115
Copnor Rd, Green Lane	0904	0918	0930	0944	0957	1009	1021	1033	1045	1057	1109	1121
Copnor Bridge	0908	0922	0937	0951	1004	1016	1028	1040	1052	1104	1116	1128
Eastney Health Centre	0917	0931	0948	1002	1015	1027	1039	1051	1103	1115	1127	1139
Albert Road Lights	0921	0936	0953	1007	1020	1032	1044	1056	1108	1120	1132	1144
City Centre Commercial Rd Sth	0929	0947	1004	1018	1031	1043	1055	1107	1119	1131	1143	1155
The Hard/Gunwharf	0933	0952	1009	1023	1036	1048	1100	1112	1124	1136	1148	1200

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1110	1122	1134	1146	1158	1210	1222	1234	1246	1258	1310	1322
QA Hospital main entrance	1119	1131	1143	1155	1207	1219	1231	1243	1255	1307	1319	1331
Cosham Health Centre	1123	1135	1147	1159	1211	1223	1235	1247	1259	1311	1323	1335
Hilsea Lido	1127	1139	1151	1203	1215	1227	1239	1251	1303	1315	1327	1339
Copnor Rd, Green Lane	1133	1145	1157	1209	1221	1233	1245	1257	1309	1321	1333	1345
Copnor Bridge	1140	1152	1204	1216	1228	1240	1252	1304	1316	1328	1340	1352
Eastney Health Centre	1151	1203	1215	1227	1239	1251	1303	1315	1327	1339	1351	1403
Albert Road Lights	1156	1208	1220	1232	1244	1256	1308	1320	1332	1344	1356	1408
City Centre Commercial Rd Sth	1207	1219	1231	1243	1255	1307	1319	1331	1343	1355	1407	1419
The Hard/Gunwharf	1212	1224	1236	1248	1300	1312	1324	1336	1348	1400	1412	1424

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1334	1346	1358	1410	1422	1434	1446	1458	1510	1522	1534	1546
QA Hospital main entrance	1343	1355	1407	1419	1431	1443	1455	1507	1519	1531	1543	1555
Cosham Health Centre	1347	1359	1411	1423	1435	1447	1459	1511	1523	1535	1547	1559
Hilsea Lido	1351	1403	1415	1427	1439	1451	1503	1515	1527	1539	1551	1603
Copnor Rd, Green Lane	1357	1409	1421	1433	1445	1457	1509	1521	1533	1545	1557	1609
Copnor Bridge	1404	1416	1428	1440	1452	1504	1516	1528	1540	1552	1604	1616
Eastney Health Centre	1415	1427	1439	1451	1503	1515	1527	1539	1551	1603	1615	1627
Albert Road Lights	1420	1432	1444	1456	1508	1520	1532	1544	1556	1608	1620	1632
City Centre Commercial Rd Sth	1431	1443	1455	1507	1519	1531	1543	1555	1607	1619	1631	1643
The Hard/Gunwharf	1436	1448	1500	1512	1524	1536	1548	1600	1612	1624	1636	1648

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1558	1610	1622	1634	1646	1658	1710	1722	1734	1746	1758	1810
QA Hospital main entrance	1607	1619	1631	1643	1655	1707	1719	1731	1743	1755	1807	1819
Cosham Health Centre	1611	1623	1635	1647	1659	1711	1723	1735	1747	1759	1811	1823
Hilsea Lido	1615	1627	1639	1651	1703	1715	1727	1739	1751	1803	1815	1827
Copnor Rd, Green Lane	1621	1633	1645	1657	1709	1721	1733	1745	1757	1809	1821	1833
Copnor Bridge	1628	1640	1652	1704	1716	1728	1740	1752	1804	1816	1828	1837
Eastney Health Centre	1639	1651	1703	1715	1727	1739	1751	1803	1815	1827	1839	1846
Albert Road Lights	1644	1656	1708	1720	1732	1744	1756	1808	1820	1832	1843	1850
City Centre Commercial Rd Sth	1655	1707	1719	1731	1743	1755	1807	1819	1831	1840	1851	1858
The Hard/Gunwharf	1700	1712	1724	1736	1748	1800	1812	1824	1835	1844	1855	1902

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1825	1840	1855	1915	1935	1955	2015	2035	2055	2115	2135	2205
QA Hospital main entrance	1834	1848	1903	1923	1943	2003	2023	2043	2103	2123	2143	2213
Cosham Health Centre	1837	1851	1906	1926	1946	2006	2026	2046	2106	2126	2146	2216
Hilsea Lido	1841	1855	1910	1930	1950	2010	2030	2050	2110	2130	2150	2220
Copnor Rd, Green Lane	1846	1900	1915	1935	1955	2015	2035	2055	2115	2135	2155	2225
Copnor Bridge	1850	1904	1919	1939	1959	2019	2039	2059	2119	2139	2159	2229
Eastney Health Centre	1859	1913	1928	1948	2008	2028	2048	2108	2128	2148	2208	2238
Albert Road Lights	1903	1917	1932	1952	2012	2032	2052	2112	2132	2152	2212	2242
City Centre Commercial Rd Sth	1911	1925	1940	2000	2020	2040	2100	2120	2140	2200	2220	2250
The Hard/Gunwharf	1915	1929	1944	2004	2024	2044	2104	2124	2144	2204	2224	2254

Service No.:	2	2
Notes:		
Paulsgrove Shops	2235	2305
QA Hospital main entrance	2243	2313
Cosham Health Centre	2246	2316
Hilsea Lido	2250	2320
Copnor Rd, Green Lane	2255	2325
Copnor Bridge	2259	2329
Eastney Health Centre	2308	2338
Albert Road Lights	2312	2342
City Centre Commercial Rd Sth	2320	2350
The Hard/Gunwharf	2324	2354

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Sundays & Bank Holidays

Valid from: 07/07/2019

Valid to: 31/08/2019

2 Gunwharf - City Centre - Eastney - Cosham - Paulsgrove
Via Albert Road - St Mary's Hospital - Copnor - Hilsea - QA Hospital

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	0530	0550	0610	0630	0650	0710	0730	0750	0810	0830	0850	0910
City Centre Commercial Rd Sth	0534	0554	0614	0634	0654	0714	0734	0754	0814	0834	0854	0914
Kings Theatre	0541	0601	0621	0641	0701	0721	0741	0801	0821	0841	0901	0921
Eastney Health Centre	0546	0606	0626	0646	0706	0726	0746	0806	0826	0846	0906	0926
Copnor Bridge	0556	0616	0636	0656	0716	0736	0756	0816	0836	0856	0916	0936
Copnor Rd, Green Lane	0601	0621	0641	0701	0721	0741	0801	0821	0841	0901	0921	0941
Hilsea Lido	0606	0626	0646	0706	0726	0746	0806	0826	0846	0906	0926	0946
Cosham Health Centre	0609	0629	0649	0709	0729	0749	0809	0829	0849	0909	0929	0949
QA Hospital main entrance	0613	0633	0653	0713	0733	0753	0813	0833	0853	0913	0933	0953
Paulsgrove Shops	0621	0641	0701	0721	0741	0801	0821	0841	0901	0921	0941	1001

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	0930	0950	1005	1020	1035	1050	1105	1120	1135	1150	1205	1220
City Centre Commercial Rd Sth	0934	0954	1010	1025	1040	1055	1110	1125	1140	1155	1210	1225
Kings Theatre	0941	1001	1019	1034	1049	1104	1119	1134	1149	1204	1219	1234
Eastney Health Centre	0946	1008	1026	1041	1056	1111	1126	1141	1156	1211	1226	1241
Copnor Bridge	0956	1020	1038	1053	1108	1123	1138	1153	1208	1223	1238	1253
Copnor Rd, Green Lane	1001	1026	1044	1059	1114	1129	1144	1159	1214	1229	1244	1259
Hilsea Lido	1007	1032	1050	1105	1120	1135	1150	1205	1220	1235	1250	1305
Cosham Health Centre	1010	1035	1053	1108	1123	1138	1153	1208	1223	1238	1253	1308
QA Hospital main entrance	1014	1039	1057	1112	1127	1142	1157	1212	1227	1242	1257	1312
Paulsgrove Shops	1023	1048	1106	1121	1136	1151	1206	1221	1236	1251	1306	1321

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1235	1250	1305	1320	1335	1350	1405	1420	1435	1450	1505	1520
City Centre Commercial Rd Sth	1240	1255	1310	1325	1340	1355	1410	1425	1440	1455	1510	1525
Kings Theatre	1249	1304	1319	1334	1349	1404	1419	1434	1449	1504	1519	1534
Eastney Health Centre	1256	1311	1326	1341	1356	1411	1426	1441	1456	1511	1526	1541
Copnor Bridge	1308	1323	1338	1353	1408	1423	1438	1453	1508	1523	1538	1553
Copnor Rd, Green Lane	1314	1329	1344	1359	1414	1429	1444	1459	1514	1529	1544	1559
Hilsea Lido	1320	1335	1350	1405	1420	1435	1450	1505	1520	1535	1550	1605
Cosham Health Centre	1323	1338	1353	1408	1423	1438	1453	1508	1523	1538	1553	1608
QA Hospital main entrance	1327	1342	1357	1412	1427	1442	1457	1512	1527	1542	1557	1612
Paulsgrove Shops	1336	1351	1406	1421	1436	1451	1506	1521	1536	1551	1606	1621

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1535	1550	1605	1620	1635	1650	1705	1725	1745	1805	1835	1905
City Centre Commercial Rd Sth	1540	1555	1610	1625	1640	1655	1710	1730	1750	1809	1839	1909
Kings Theatre	1549	1604	1619	1634	1649	1704	1719	1739	1759	1816	1846	1916
Eastney Health Centre	1556	1611	1626	1641	1656	1711	1726	1746	1806	1821	1851	1921
Copnor Bridge	1608	1623	1638	1653	1708	1723	1738	1758	1816	1831	1901	1931
Copnor Rd, Green Lane	1614	1629	1644	1659	1714	1729	1744	1804	1821	1836	1906	1936
Hilsea Lido	1620	1635	1650	1705	1720	1735	1750	1809	1826	1841	1911	1941
Cosham Health Centre	1623	1638	1653	1708	1723	1738	1753	1812	1829	1844	1914	1944
QA Hospital main entrance	1627	1642	1657	1712	1727	1742	1757	1816	1833	1848	1918	1948
Paulsgrove Shops	1636	1651	1706	1721	1736	1751	1806	1824	1841	1856	1926	1956

Service No.:	2	2	2	2	2
Notes:					
The Hard/Gunwharf	1935	2005	2105	2205	2305
City Centre Commercial Rd Sth	1939	2009	2109	2209	2309
Kings Theatre	1946	2016	2116	2216	2316
Eastney Health Centre	1951	2021	2121	2221	2321
Copnor Bridge	2001	2031	2131	2231	2331
Copnor Rd, Green Lane	2006	2036	2136	2236	2336
Hilsea Lido	2011	2041	2141	2241	2341
Cosham Health Centre	2014	2044	2144	2244	2344
QA Hospital main entrance	2018	2048	2148	2248	2348
Paulsgrove Shops	2026	2056	2156	2256	2356

2 Paulsgrove - Cosham - Eastney - City Centre - Gunwharf Via QA Hospital - Hilsea - Copnor - St Mary's Hospital - Albert Road

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	0635	0655	0715	0735	0755	0815	0835	0855	0915	0935	0955	1010
QA Hospital main entrance	0643	0703	0723	0743	0803	0823	0843	0903	0923	0943	1003	1019
Cosham Health Centre	0646	0706	0726	0746	0806	0826	0846	0906	0926	0946	1007	1023
Hilsea Lido	0650	0710	0730	0750	0810	0830	0850	0910	0930	0950	1011	1027
Copnor Rd, Green Lane	0655	0715	0735	0755	0815	0835	0855	0915	0935	0955	1017	1033
Copnor Bridge	0659	0719	0739	0759	0819	0839	0859	0919	0939	0959	1024	1040
Eastney Health Centre	0708	0728	0748	0808	0828	0848	0908	0928	0948	1008	1035	1051
Albert Road Lights	0712	0732	0752	0812	0832	0852	0912	0932	0952	1013	1040	1056
City Centre Commercial Rd Sth	0720	0740	0800	0820	0840	0900	0920	0940	1000	1024	1051	1107
The Hard/Gunwharf	0724	0744	0804	0824	0844	0904	0924	0944	1005	1029	1056	1112

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1025	1040	1055	1110	1125	1140	1155	1210	1225	1240	1255	1310
QA Hospital main entrance	1034	1049	1104	1119	1134	1149	1204	1219	1234	1249	1304	1319
Cosham Health Centre	1038	1053	1108	1123	1138	1153	1208	1223	1238	1253	1308	1323
Hilsea Lido	1042	1057	1112	1127	1142	1157	1212	1227	1242	1257	1312	1327
Copnor Rd, Green Lane	1048	1103	1118	1133	1148	1203	1218	1233	1248	1303	1318	1333
Copnor Bridge	1055	1110	1125	1140	1155	1210	1225	1240	1255	1310	1325	1340
Eastney Health Centre	1106	1121	1136	1151	1206	1221	1236	1251	1306	1321	1336	1351
Albert Road Lights	1111	1126	1141	1156	1211	1226	1241	1256	1311	1326	1341	1356
City Centre Commercial Rd Sth	1122	1137	1152	1207	1222	1237	1252	1307	1322	1337	1352	1407
The Hard/Gunwharf	1127	1142	1157	1212	1227	1242	1257	1312	1327	1342	1357	1412

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1325	1340	1355	1410	1425	1440	1455	1510	1525	1540	1555	1610
QA Hospital main entrance	1334	1349	1404	1419	1434	1449	1504	1519	1534	1549	1604	1619
Cosham Health Centre	1338	1353	1408	1423	1438	1453	1508	1523	1538	1553	1608	1623
Hilsea Lido	1342	1357	1412	1427	1442	1457	1512	1527	1542	1557	1612	1627
Copnor Rd, Green Lane	1348	1403	1418	1433	1448	1503	1518	1533	1548	1603	1618	1633
Copnor Bridge	1355	1410	1425	1440	1455	1510	1525	1540	1555	1610	1625	1640
Eastney Health Centre	1406	1421	1436	1451	1506	1521	1536	1551	1606	1621	1636	1651
Albert Road Lights	1411	1426	1441	1456	1511	1526	1541	1556	1611	1626	1641	1656
City Centre Commercial Rd Sth	1422	1437	1452	1507	1522	1537	1552	1607	1622	1637	1652	1707
The Hard/Gunwharf	1427	1442	1457	1512	1527	1542	1557	1612	1627	1642	1657	1712

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1625	1640	1700	1720	1740	1800	1820	1840	1900	1930	----	2000
QA Hospital main entrance	1634	1649	1709	1729	1749	1808	1828	1848	1908	1938	2007	2008
Cosham Health Centre	1638	1653	1713	1733	1753	1811	1831	1851	1911	1941	2010	2011
Hilsea Lido	1642	1657	1717	1737	1757	1815	1835	1855	1915	1945	2014	2015
Copnor Rd, Green Lane	1648	1703	1723	1743	1803	1820	1840	1900	1920	1950	2019	2020
Copnor Bridge	1655	1710	1730	1750	1807	1824	1844	1904	1924	1954	2023	2024
Eastney Health Centre	1706	1721	1741	1801	1816	1833	1853	1913	1933	2003	2032	2033
Albert Road Lights	1711	1726	1746	1805	1820	1837	1857	1917	1937	2007	----	2037
City Centre Commercial Rd Sth	1722	1737	1757	1813	1828	1845	1905	1925	1945	2015	----	2045
The Hard/Gunwharf	1727	1742	1802	1817	1832	1849	1909	1929	1949	2019	----	2049

Service No.:	2	2	2
Notes:			
Paulsgrove Shops	2100	2200	2300
QA Hospital main entrance	2108	2208	2308
Cosham Health Centre	2111	2211	2311
Hilsea Lido	2115	2215	2315
Copnor Rd, Green Lane	2120	2220	2320
Copnor Bridge	2124	2224	2324
Eastney Health Centre	2133	2233	2333
Albert Road Lights	2137	2237	2337
City Centre Commercial Rd Sth	2145	2245	2345
The Hard/Gunwharf	2149	2249	2349

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Monday to Friday
Valid from: 07/07/2019
Valid to: 31/08/2019

2 Gunwharf - City Centre - Eastney - Cosham - Paulsgrove
Via Albert Road - St Mary's Hospital - Copnor - Hilsea - QA Hospital

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	0509	0524	0539	0554	0609	0621	0633	0645	0657	0709	0719	0729
City Centre Commercial Rd Sth	0513	0528	0543	0558	0613	0625	0637	0649	0701	0713	0724	0734
Kings Theatre	0520	0535	0550	0605	0620	0632	0644	0656	0708	0720	0733	0743
Eastney Health Centre	0525	0540	0555	0610	0625	0637	0649	0701	0713	0727	0740	0750
Copnor Bridge	0535	0550	0605	0620	0635	0647	0659	0711	0723	0740	0753	0803
Copnor Rd, Green Lane	0540	0555	0610	0625	0640	0652	0704	0716	0730	0747	0800	0810
Hilsea Lido	0545	0600	0615	0630	0645	0657	0709	0723	0737	0754	0807	0817
Cosham Health Centre	0548	0603	0618	0633	0648	0700	0712	0726	0740	0757	0810	0820
QA Hospital main entrance	0552	0607	0622	0637	0652	0704	0716	0730	0744	0801	0814	0824
Paulsgrove Shops	0600	0615	0630	0645	0700	0712	0726	0740	0754	0811	0824	0834

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	0739	0749	0759	0809	0819	0829	0839	0849	0859	0909	0919	0929
City Centre Commercial Rd Sth	0744	0754	0804	0814	0824	0834	0844	0854	0904	0914	0924	0934
Kings Theatre	0753	0803	0813	0823	0833	0843	0853	0903	0913	0923	0933	0943
Eastney Health Centre	0800	0810	0820	0830	0840	0850	0900	0910	0920	0930	0940	0950
Copnor Bridge	0813	0823	0833	0843	0853	0903	0913	0923	0933	0942	0952	1002
Copnor Rd, Green Lane	0820	0830	0840	0850	0900	0910	0920	0930	0939	0948	0958	1008
Hilsea Lido	0827	0837	0847	0857	0907	0917	0927	0936	0945	0954	1004	1014
Cosham Health Centre	0830	0840	0850	0900	0910	0920	0930	0939	0948	0957	1007	1017
QA Hospital main entrance	0834	0844	0854	0904	0914	0924	0934	0943	0952	1001	1011	1021
Paulsgrove Shops	0844	0854	0904	0914	0924	0934	0943	0952	1001	1010	1020	1030

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	0939	0949	0959	1009	1019	1029	1039	1049	1059	1109	1119	1129
City Centre Commercial Rd Sth	0944	0954	1004	1014	1024	1034	1044	1054	1104	1114	1124	1134
Kings Theatre	0953	1003	1013	1023	1033	1043	1053	1103	1113	1123	1133	1143
Eastney Health Centre	1000	1010	1020	1030	1040	1050	1100	1110	1120	1130	1140	1150
Copnor Bridge	1012	1022	1032	1042	1052	1102	1112	1122	1132	1142	1152	1202
Copnor Rd, Green Lane	1018	1028	1038	1048	1058	1108	1118	1128	1138	1148	1158	1208
Hilsea Lido	1024	1034	1044	1054	1104	1114	1124	1134	1144	1154	1204	1214
Cosham Health Centre	1027	1037	1047	1057	1107	1117	1127	1137	1147	1157	1207	1217
QA Hospital main entrance	1031	1041	1051	1101	1111	1121	1131	1141	1151	1201	1211	1221
Paulsgrove Shops	1040	1050	1100	1110	1120	1130	1140	1150	1200	1210	1220	1230

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1139	1149	1159	1209	1219	1229	1239	1249	1259	1309	1319	1329
City Centre Commercial Rd Sth	1144	1154	1204	1214	1224	1234	1244	1254	1304	1314	1324	1334
Kings Theatre	1153	1203	1213	1223	1233	1243	1253	1303	1313	1323	1333	1343
Eastney Health Centre	1200	1210	1220	1230	1240	1250	1300	1310	1320	1330	1340	1350
Copnor Bridge	1212	1222	1232	1242	1252	1302	1312	1322	1332	1342	1352	1402
Copnor Rd, Green Lane	1218	1228	1238	1248	1258	1308	1318	1328	1338	1348	1358	1408
Hilsea Lido	1224	1234	1244	1254	1304	1314	1324	1334	1344	1354	1404	1414
Cosham Health Centre	1227	1237	1247	1257	1307	1317	1327	1337	1347	1357	1407	1417
QA Hospital main entrance	1231	1241	1251	1301	1311	1321	1331	1341	1351	1401	1411	1421
Paulsgrove Shops	1240	1250	1300	1310	1320	1330	1340	1350	1400	1410	1420	1430

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1339	1349	1359	1409	1419	1429	1439	1449	1459	1509	1519	1529
City Centre Commercial Rd Sth	1344	1354	1404	1414	1424	1434	1444	1454	1504	1514	1525	1535
Kings Theatre	1353	1403	1413	1423	1433	1443	1453	1503	1513	1523	1534	1544
Eastney Health Centre	1400	1410	1420	1430	1440	1450	1500	1510	1520	1531	1542	1552
Copnor Bridge	1412	1422	1432	1442	1452	1502	1512	1522	1533	1544	1555	1605
Copnor Rd, Green Lane	1418	1428	1438	1448	1458	1508	1518	1529	1540	1551	1602	1612
Hilsea Lido	1424	1434	1444	1454	1504	1514	1525	1536	1547	1558	1609	1619
Cosham Health Centre	1427	1437	1447	1457	1507	1517	1528	1539	1550	1601	1612	1622
QA Hospital main entrance	1431	1441	1451	1501	1511	1521	1532	1543	1554	1605	1616	1626
Paulsgrove Shops	1440	1450	1500	1510	1520	1531	1542	1553	1604	1615	1626	1636

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1539	1549	1559	1609	1619	1629	1639	1649	1659	1710	1722	1734
City Centre Commercial Rd Sth	1545	1555	1605	1615	1625	1635	1645	1655	1705	1716	1728	1740
Kings Theatre	1554	1604	1614	1624	1634	1644	1654	1704	1714	1725	1737	1749
Eastney Health Centre	1602	1612	1622	1632	1642	1652	1702	1712	1722	1733	1745	1757
Copnor Bridge	1615	1625	1635	1645	1655	1705	1715	1725	1735	1746	1758	1810
Copnor Rd, Green Lane	1622	1632	1642	1652	1702	1712	1722	1732	1742	1753	1805	1817
Hilsea Lido	1629	1639	1649	1659	1709	1719	1729	1739	1749	1800	1812	1824
Cosham Health Centre	1632	1642	1652	1702	1712	1722	1732	1742	1752	1803	1815	1827
QA Hospital main entrance	1636	1646	1656	1706	1716	1726	1736	1746	1756	1807	1819	1831
Paulsgrove Shops	1646	1656	1706	1716	1726	1736	1746	1756	1806	1817	1829	1841

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
The Hard/Gunwharf	1746	1758	1810	1825	1840	1855	1910	1930	1950	2010	2030	2050
City Centre Commercial Rd Sth	1752	1804	1816	1831	1846	1901	1915	1934	1954	2014	2034	2054
Kings Theatre	1801	1813	1825	1840	1855	1910	1924	1941	2001	2021	2041	2101
Eastney Health Centre	1809	1821	1833	1848	1903	1917	1931	1946	2006	2026	2046	2106
Copnor Bridge	1822	1834	1846	1901	1915	1929	1941	1956	2016	2036	2056	2116
Copnor Rd, Green Lane	1829	1841	1853	1907	1921	1935	1946	2001	2021	2041	2101	2121
Hilsea Lido	1836	1848	1900	1913	1927	1940	1951	2006	2026	2046	2106	2126
Cosham Health Centre	1839	1851	1903	1916	1930	1943	1954	2009	2029	2049	2109	2129
QA Hospital main entrance	1843	1855	1907	1920	1934	1947	1958	2013	2033	2053	2113	2133
Paulsgrove Shops	1853	1905	1916	1929	1942	1955	2006	2021	2041	2101	2121	2141

Service No.:	2	2	2	2	2	2
Notes:						
The Hard/Gunwharf	2110	2140	2210	2240	2310	2340
City Centre Commercial Rd Sth	2114	2144	2214	2244	2314	2344
Kings Theatre	2121	2151	2221	2251	2321	2351
Eastney Health Centre	2126	2156	2226	2256	2326	2356
Copnor Bridge	2136	2206	2236	2306	2336	0006
Copnor Rd, Green Lane	2141	2211	2241	2311	2341	0011
Hilsea Lido	2146	2216	2246	2316	2346	0016
Cosham Health Centre	2149	2219	2249	2319	2349	----
QA Hospital main entrance	2153	2223	2253	2323	2353	----
Paulsgrove Shops	2201	2231	2301	2331	0001	----

2 Paulsgrove - Cosham - Eastney - City Centre - Gunwharf Via QA Hospital - Hilsea - Copnor - St Mary's Hospital - Albert Road

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	0458	0513	0528	0545	0600	0610	0622	0634	0646	0658	0707	0717
QA Hospital main entrance	0506	0521	0536	0553	0608	0618	0630	0642	0654	0706	0715	0726
Cosham Health Centre	0509	0524	0539	0556	0611	0621	0633	0645	0657	0709	0719	0730
Hilsea Lido	0513	0528	0543	0600	0615	0625	0637	0649	0701	0713	0723	0734
Copnor Rd, Green Lane	0518	0533	0548	0605	0620	0630	0642	0654	0706	0718	0730	0741
Copnor Bridge	0522	0537	0552	0609	0624	0634	0646	0658	0710	0725	0737	0748
Eastney Health Centre	0531	0546	0601	0618	0633	0643	0655	0707	0719	0737	0749	0800
Albert Road Lights	0535	0550	0605	0622	0637	0647	0659	0711	0725	0743	0755	0806
City Centre Commercial Rd Sth	0543	0558	0613	0630	0645	0655	0707	0719	0736	0754	0806	0817
The Hard/Gunwharf	0547	0602	0617	0634	0649	0659	0711	0724	0741	0759	0811	0822

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	0727	0738	0748	0758	0808	0818	0828	0838	0848	0858	0908	0918
QA Hospital main entrance	0736	0747	0757	0807	0817	0827	0837	0847	0857	0907	0917	0927
Cosham Health Centre	0740	0751	0801	0811	0821	0831	0841	0851	0901	0911	0921	0931
Hilsea Lido	0744	0755	0805	0815	0825	0835	0845	0855	0905	0915	0925	0935
Copnor Rd, Green Lane	0751	0802	0812	0822	0832	0842	0852	0902	0912	0922	0932	0941
Copnor Bridge	0758	0809	0819	0829	0839	0849	0859	0909	0919	0929	0939	0948
Eastney Health Centre	0810	0821	0831	0841	0851	0901	0911	0921	0931	0941	0950	0959
Albert Road Lights	0816	0827	0837	0847	0857	0907	0917	0927	0936	0946	0955	1004
City Centre Commercial Rd Sth	0827	0838	0848	0858	0908	0918	0928	0938	0947	0957	1006	1015
The Hard/Gunwharf	0832	0843	0853	0903	0913	0923	0933	0943	0952	1002	1011	1020

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	0928	0938	0948	0958	1008	1018	1028	1038	1048	1058	1108	1118
QA Hospital main entrance	0937	0947	0957	1007	1017	1027	1037	1047	1057	1107	1117	1127
Cosham Health Centre	0941	0951	1001	1011	1021	1031	1041	1051	1101	1111	1121	1131
Hilsea Lido	0945	0955	1005	1015	1025	1035	1045	1055	1105	1115	1125	1135
Copnor Rd, Green Lane	0951	1001	1011	1021	1031	1041	1051	1101	1111	1121	1131	1141
Copnor Bridge	0958	1008	1018	1028	1038	1048	1058	1108	1118	1128	1138	1148
Eastney Health Centre	1009	1019	1029	1039	1049	1059	1109	1119	1129	1139	1149	1159
Albert Road Lights	1014	1024	1034	1044	1054	1104	1114	1124	1134	1144	1154	1204
City Centre Commercial Rd Sth	1025	1035	1045	1055	1105	1115	1125	1135	1145	1155	1205	1215
The Hard/Gunwharf	1030	1040	1050	1100	1110	1120	1130	1140	1150	1200	1210	1220

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1128	1138	1148	1158	1208	1218	1228	1238	1248	1258	1308	1318
QA Hospital main entrance	1137	1147	1157	1207	1217	1227	1237	1247	1257	1307	1317	1327
Cosham Health Centre	1141	1151	1201	1211	1221	1231	1241	1251	1301	1311	1321	1331
Hilsea Lido	1145	1155	1205	1215	1225	1235	1245	1255	1305	1315	1325	1335
Copnor Rd, Green Lane	1151	1201	1211	1221	1231	1241	1251	1301	1311	1321	1331	1341
Copnor Bridge	1158	1208	1218	1228	1238	1248	1258	1308	1318	1328	1338	1348
Eastney Health Centre	1209	1219	1229	1239	1249	1259	1309	1319	1329	1339	1349	1359
Albert Road Lights	1214	1224	1234	1244	1254	1304	1314	1324	1334	1344	1354	1404
City Centre Commercial Rd Sth	1225	1235	1245	1255	1305	1315	1325	1335	1345	1355	1405	1415
The Hard/Gunwharf	1230	1240	1250	1300	1310	1320	1330	1340	1350	1400	1410	1420

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1328	1338	1348	1358	1408	1418	1428	1438	1448	1458	1508	1518
QA Hospital main entrance	1337	1347	1357	1407	1417	1427	1437	1447	1457	1507	1517	1527
Cosham Health Centre	1341	1351	1401	1411	1421	1431	1441	1451	1501	1511	1521	1531
Hilsea Lido	1345	1355	1405	1415	1425	1435	1445	1455	1505	1515	1525	1535
Copnor Rd, Green Lane	1351	1401	1411	1421	1431	1441	1451	1501	1511	1522	1532	1542
Copnor Bridge	1358	1408	1418	1428	1438	1448	1458	1508	1518	1529	1539	1549
Eastney Health Centre	1409	1419	1429	1439	1449	1459	1509	1519	1529	1540	1550	1600
Albert Road Lights	1414	1424	1434	1444	1454	1504	1514	1525	1535	1546	1556	1606
City Centre Commercial Rd Sth	1425	1435	1445	1455	1505	1515	1525	1536	1546	1557	1607	1617
The Hard/Gunwharf	1430	1440	1450	1500	1510	1520	1530	1541	1551	1602	1612	1622

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1528	1538	1548	1558	1608	1619	1630	1640	1650	1700	1710	1722
QA Hospital main entrance	1537	1547	1557	1607	1617	1628	1639	1649	1659	1709	1719	1731
Cosham Health Centre	1541	1551	1601	1611	1621	1632	1643	1653	1703	1713	1723	1735
Hilsea Lido	1545	1555	1605	1615	1625	1636	1647	1657	1707	1717	1727	1739
Copnor Rd, Green Lane	1552	1602	1612	1622	1632	1643	1654	1704	1714	1724	1734	1746
Copnor Bridge	1559	1609	1619	1629	1639	1650	1701	1711	1721	1731	1741	1753
Eastney Health Centre	1610	1620	1630	1640	1650	1701	1712	1722	1732	1742	1752	1804
Albert Road Lights	1616	1626	1636	1646	1656	1707	1718	1728	1738	1748	1758	1810
City Centre Commercial Rd Sth	1627	1637	1647	1657	1707	1718	1729	1739	1749	1759	1809	1821
The Hard/Gunwharf	1632	1642	1652	1702	1712	1723	1734	1744	1754	1804	1814	1826

Service No.:	2	2	2	2	2	2	2	2	2	2	2	2
Notes:												
Paulsgrove Shops	1734	1746	1758	1810	1825	1840	1855	1915	1935	1955	2015	2035
QA Hospital main entrance	1743	1755	1807	1819	1834	1849	1904	1924	1943	2003	2023	2043
Cosham Health Centre	1747	1759	1811	1823	1838	1853	1908	1928	1946	2006	2026	2046
Hilsea Lido	1751	1803	1815	1827	1842	1857	1912	1932	1950	2010	2030	2050
Copnor Rd, Green Lane	1758	1810	1822	1834	1849	1904	1918	1937	1955	2015	2035	2055
Copnor Bridge	1805	1817	1829	1841	1856	1911	1925	1941	1959	2019	2039	2059
Eastney Health Centre	1816	1828	1840	1852	1907	1922	1936	1950	2008	2028	2048	2108
Albert Road Lights	1822	1834	1846	1858	1912	1927	1940	1954	2012	2032	2052	2112
City Centre Commercial Rd Sth	1833	1845	1857	1909	1923	1938	1948	2002	2020	2040	2100	2120
The Hard/Gunwharf	1838	1850	1902	1914	1928	1942	1952	2006	2024	2044	2104	2124

7

Saturday

Valid from: 07/07/2019

Valid to: 31/08/2019

7 City Centre - Cosham - Waterlooville - Wecock Farm
Via North End - Hilsea - Widley - Crookhorn - Milton Road

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Winston Churchill Avenue	0618	0638	0653	0708	0724	0739	0754	0811	0826	0841	0856	0911
City Centre South	0621	0641	0656	0711	0727	0742	0757	0814	0829	0844	0859	0915
Lake Road Health Centre	0627	0647	0702	0717	0733	0748	0803	0820	0835	0850	0905	0923
North End Junction	0632	0652	0707	0722	0738	0753	0808	0825	0840	0855	0913	0931
Hilsea Lido	0638	0658	0713	0728	0744	0759	0814	0831	0846	0901	0921	0939
Cosham Health Centre	0641	0701	0716	0731	0747	0802	0817	0834	0849	0904	0924	0942
Crookhorn Precinct	0649	0709	0724	0739	0755	0810	0825	0842	0857	0913	0933	0951
Waterlooville Precinct	0656	0716	0731	0746	0802	0817	0832	0849	0904	0922	0942	1000
Wecock Farm, Blackbird Close	0705	0725	0740	0755	0811	0826	0841	0858	0914	0932	0952	1010

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Winston Churchill Avenue	0926	0941	0956	1011	1026	1041	1056	1111	1126	1141	1156	1211
City Centre South	0930	0945	1000	1015	1030	1045	1100	1115	1130	1145	1200	1215
Lake Road Health Centre	0938	0953	1008	1023	1038	1053	1108	1123	1138	1153	1208	1223
North End Junction	0946	1001	1016	1031	1046	1101	1116	1131	1146	1201	1216	1231
Hilsea Lido	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209	1224	1239
Cosham Health Centre	0957	1012	1027	1042	1057	1112	1127	1142	1157	1212	1227	1242
Crookhorn Precinct	1006	1021	1036	1051	1106	1121	1136	1151	1206	1221	1236	1251
Waterlooville Precinct	1015	1030	1045	1100	1115	1130	1145	1200	1215	1230	1245	1300
Wecock Farm, Blackbird Close	1025	1040	1055	1110	1125	1140	1155	1210	1225	1240	1255	1310

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Winston Churchill Avenue	1226	1241	1256	1311	1326	1341	1356	1411	1426	1441	1456	1511
City Centre South	1230	1245	1300	1315	1330	1345	1400	1415	1430	1445	1500	1515
Lake Road Health Centre	1238	1253	1308	1323	1338	1353	1408	1423	1438	1453	1508	1523
North End Junction	1246	1301	1316	1331	1346	1401	1416	1431	1446	1501	1516	1531
Hilsea Lido	1254	1309	1324	1339	1354	1409	1424	1439	1454	1509	1524	1539
Cosham Health Centre	1257	1312	1327	1342	1357	1412	1427	1442	1457	1512	1527	1542
Crookhorn Precinct	1306	1321	1336	1351	1406	1421	1436	1451	1506	1521	1536	1551
Waterlooville Precinct	1315	1330	1345	1400	1415	1430	1445	1500	1515	1530	1545	1600
Wecock Farm, Blackbird Close	1325	1340	1355	1410	1425	1440	1455	1510	1525	1540	1555	1610

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Winston Churchill Avenue	1526	1541	1556	1611	1626	1641	1656	1711	1726	1741	1756	1811
City Centre South	1530	1545	1600	1615	1630	1645	1700	1715	1730	1745	1800	1815
Lake Road Health Centre	1538	1553	1608	1623	1638	1653	1708	1723	1738	1753	1808	1823
North End Junction	1546	1601	1616	1631	1646	1701	1716	1731	1746	1801	1816	1831
Hilsea Lido	1554	1609	1624	1639	1654	1709	1724	1739	1754	1809	1824	1837
Cosham Health Centre	1557	1612	1627	1642	1657	1712	1727	1742	1757	1812	1827	1840
Crookhorn Precinct	1606	1621	1636	1651	1706	1721	1736	1751	1806	1821	1836	1848
Waterlooville Precinct	1615	1630	1645	1700	1715	1730	1745	1800	1815	1830	1843	1855
Wecock Farm, Blackbird Close	1625	1640	1655	1710	1725	1740	1755	1810	1825	1839	1852	1904

Service No.:	7	7	7	7	7	7	7	7	7	7
Notes:										
Winston Churchill Avenue	1826	1841	1901	1921	1941	2004	2034	2104	2204	2304
City Centre South	1830	1844	1904	1924	1944	2007	2037	2107	2207	2307
Lake Road Health Centre	1836	1850	1910	1930	1950	2013	2043	2113	2213	2313
North End Junction	1841	1855	1915	1935	1955	2018	2048	2118	2218	2318
Hilsea Lido	1847	1901	1921	1941	2001	2024	2054	2124	2224	2324
Cosham Health Centre	1850	1904	1924	1944	2004	2027	2057	2127	2227	2327
Crookhorn Precinct	1858	1912	1932	1952	2012	2035	2105	2135	2235	2335
Waterlooville Precinct	1905	1919	1939	1959	2019	2042	2112	2142	2242	2342
Wecock Farm, Blackbird Close	1914	1928	1948	2008	2028	2051	2121	2151	2251	2351

7 Wecock Farm - Waterlooville - Cosham - City Centre Via Milton Road - Crookhorn - Widley - Hilsea - North End

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Wecock Farm, Blackbird Close	0527	0547	0608	0628	0648	0710	0730	0745	0800	0815	0830	0845
Waterlooville Precinct	0537	0557	0618	0638	0658	0720	0740	0755	0810	0825	0840	0855
Crookhorn Precinct	0543	0603	0624	0644	0704	0726	0746	0801	0816	0831	0846	0901
Cosham Health Centre	0550	0610	0631	0651	0711	0733	0753	0808	0823	0838	0853	0909
Hilsea Lido	0554	0614	0635	0655	0715	0737	0757	0812	0827	0842	0857	0914
North End Junction	0559	0619	0640	0700	0720	0742	0802	0817	0832	0847	0902	0921
Lake Road Health Centre	0604	0624	0645	0705	0725	0747	0807	0822	0837	0852	0909	0928
City Centre South	0611	0631	0652	0712	0732	0754	0814	0829	0844	0859	0918	0937
Winston Churchill Avenue	0614	0634	0655	0715	0735	0757	0817	0832	0847	0902	0922	0941

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Wecock Farm, Blackbird Close	0900	0915	0930	0945	1000	1015	1030	1045	1100	1115	1130	1145
Waterlooville Precinct	0913	0928	0943	0958	1013	1028	1043	1058	1113	1128	1143	1158
Crookhorn Precinct	0921	0936	0951	1006	1021	1036	1051	1106	1121	1136	1151	1206
Cosham Health Centre	0929	0944	0959	1014	1029	1044	1059	1114	1129	1144	1159	1214
Hilsea Lido	0934	0949	1004	1019	1034	1049	1104	1119	1134	1149	1204	1219
North End Junction	0941	0956	1011	1026	1041	1056	1111	1126	1141	1156	1211	1226
Lake Road Health Centre	0948	1003	1018	1033	1048	1103	1118	1133	1148	1203	1218	1233
City Centre South	0957	1012	1027	1042	1057	1112	1127	1142	1157	1212	1227	1242
Winston Churchill Avenue	1001	1016	1031	1046	1101	1116	1131	1146	1201	1216	1231	1246

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Wecock Farm, Blackbird Close	1200	1215	1230	1245	1300	1315	1330	1345	1400	1415	1430	1445
Waterlooville Precinct	1213	1228	1243	1258	1313	1328	1343	1358	1413	1428	1443	1458
Crookhorn Precinct	1221	1236	1251	1306	1321	1336	1351	1406	1421	1436	1451	1506
Cosham Health Centre	1229	1244	1259	1314	1329	1344	1359	1414	1429	1444	1459	1514
Hilsea Lido	1234	1249	1304	1319	1334	1349	1404	1419	1434	1449	1504	1519
North End Junction	1241	1256	1311	1326	1341	1356	1411	1426	1441	1456	1511	1526
Lake Road Health Centre	1248	1303	1318	1333	1348	1403	1418	1433	1448	1503	1518	1533
City Centre South	1257	1312	1327	1342	1357	1412	1427	1442	1457	1512	1527	1542
Winston Churchill Avenue	1301	1316	1331	1346	1401	1416	1431	1446	1501	1516	1531	1546

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Wecock Farm, Blackbird Close	1500	1515	1530	1545	1600	1615	1630	1645	1700	1715	1730	1745
Waterlooville Precinct	1513	1528	1543	1558	1613	1628	1643	1658	1713	1728	1743	1758
Crookhorn Precinct	1521	1536	1551	1606	1621	1636	1651	1706	1721	1736	1751	1806
Cosham Health Centre	1529	1544	1559	1614	1629	1644	1659	1714	1729	1744	1759	1814
Hilsea Lido	1534	1549	1604	1619	1634	1649	1704	1719	1734	1749	1804	1819
North End Junction	1541	1556	1611	1626	1641	1656	1711	1726	1741	1756	1811	1826
Lake Road Health Centre	1548	1603	1618	1633	1648	1703	1718	1733	1748	1803	1818	1833
City Centre South	1557	1612	1627	1642	1657	1712	1727	1742	1757	1812	1827	1840
Winston Churchill Avenue	1601	1616	1631	1646	1701	1716	1731	1746	1801	1816	1831	1843

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Wecock Farm, Blackbird Close	1800	1815	1830	1845	1900	1920	1940	2000	2030	2100	2130	2200
Waterlooville Precinct	1813	1828	1840	1855	1910	1930	1950	2010	2040	2110	2140	2210
Crookhorn Precinct	1821	1836	1846	1901	1916	1936	1956	2016	2046	2116	2146	2216
Cosham Health Centre	1829	1843	1853	1908	1923	1943	2003	2023	2053	2123	2153	2223
Hilsea Lido	1834	1847	1857	1912	1927	1947	2007	2027	2057	2127	2157	2227
North End Junction	1839	1852	1902	1917	1932	1952	2012	2032	2102	2132	2202	2232
Lake Road Health Centre	1844	1857	1907	1922	1937	1957	2017	2037	2107	2137	2207	2237
City Centre South	1851	1904	1914	1929	1944	2004	2024	2044	2114	2144	2214	2244
Winston Churchill Avenue	1854	----	1917	1932	1947	----	2027	2047	----	2147	----	2247

Service No.:	7	7
Notes:		
Wecock Farm, Blackbird Close	2300	2400
Waterlooville Precinct	2310	0010
Crookhorn Precinct	2316	0016
Cosham Health Centre	2323	0023
Hilsea Lido	2327	----
North End Junction	2332	----
Lake Road Health Centre	2337	----
City Centre South	2344	----
Winston Churchill Avenue	----	----

7

Sundays & Bank Holidays

Valid from: 07/07/2019

Valid to: 31/08/2019

7 City Centre - Cosham - Waterlooville - Wecock Farm Via North End - Hilsea - Widley - Crookhorn - Milton Road

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Winston Churchill Avenue	0731	0751	0811	0831	0846	0911	0936	0956	1011	1026	1041	1056
City Centre South	0734	0754	0814	0834	0849	0915	0940	1000	1015	1030	1045	1100
Lake Road Health Centre	0740	0800	0820	0840	0855	0923	0948	1008	1023	1038	1053	1108
North End Junction	0745	0805	0825	0845	0900	0931	0956	1016	1031	1046	1101	1116
Hilsea Lido	0751	0811	0831	0851	0908	0939	1004	1024	1039	1054	1109	1124
Cosham Health Centre	0754	0814	0834	0854	0911	0942	1007	1027	1042	1057	1112	1127
Crookhorn Precinct	0802	0822	0842	0902	0920	0951	1016	1036	1051	1106	1121	1136
Waterlooville Precinct	0809	0829	0849	0911	0929	1000	1025	1045	1100	1115	1130	1145
Wecock Farm, Blackbird Close	0818	0838	0858	0921	0939	1010	1035	1055	1110	1125	1140	1155

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Winston Churchill Avenue	1111	1126	1141	1156	1211	1226	1241	1256	1311	1326	1341	1356
City Centre South	1115	1130	1145	1200	1215	1230	1245	1300	1315	1330	1345	1400
Lake Road Health Centre	1123	1138	1153	1208	1223	1238	1253	1308	1323	1338	1353	1408
North End Junction	1131	1146	1201	1216	1231	1246	1301	1316	1331	1346	1401	1416
Hilsea Lido	1139	1154	1209	1224	1239	1254	1309	1324	1339	1354	1409	1424
Cosham Health Centre	1142	1157	1212	1227	1242	1257	1312	1327	1342	1357	1412	1427
Crookhorn Precinct	1151	1206	1221	1236	1251	1306	1321	1336	1351	1406	1421	1436
Waterlooville Precinct	1200	1215	1230	1245	1300	1315	1330	1345	1400	1415	1430	1445
Wecock Farm, Blackbird Close	1210	1225	1240	1255	1310	1325	1340	1355	1410	1425	1440	1455

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Winston Churchill Avenue	1411	1426	1441	1456	1511	1526	1541	1556	1611	1626	1641	1656
City Centre South	1415	1430	1445	1500	1515	1530	1545	1600	1615	1630	1645	1700
Lake Road Health Centre	1423	1438	1453	1508	1523	1538	1553	1608	1623	1638	1653	1708
North End Junction	1431	1446	1501	1516	1531	1546	1601	1616	1631	1646	1701	1716
Hilsea Lido	1439	1454	1509	1524	1539	1554	1609	1624	1639	1654	1709	1724
Cosham Health Centre	1442	1457	1512	1527	1542	1557	1612	1627	1642	1657	1712	1727
Crookhorn Precinct	1451	1506	1521	1536	1551	1606	1621	1636	1651	1706	1721	1736
Waterlooville Precinct	1500	1515	1530	1545	1600	1615	1630	1645	1700	1715	1730	1745
Wecock Farm, Blackbird Close	1510	1525	1540	1555	1610	1625	1640	1655	1710	1725	1740	1755

Service No.:	7	7	7	7	7	7	7	7	7	7	7
Notes:											
Winston Churchill Avenue	1714	1734	1754	1814	1834	1904	1934	2004	2104	2204	2304
City Centre South	1718	1738	1758	1818	1837	1907	1937	2007	2107	2207	2307
Lake Road Health Centre	1726	1746	1806	1826	1843	1913	1943	2013	2113	2213	2313
North End Junction	1734	1754	1814	1834	1848	1918	1948	2018	2118	2218	2318
Hilsea Lido	1742	1802	1822	1840	1854	1924	1954	2024	2124	2224	2324
Cosham Health Centre	1745	1805	1825	1843	1857	1927	1957	2027	2127	2227	2327
Crookhorn Precinct	1754	1814	1834	1851	1905	1935	2005	2035	2135	2235	2335
Waterlooville Precinct	1803	1823	1841	1858	1912	1942	2012	2042	2142	2242	2342
Wecock Farm, Blackbird Close	1813	1833	1850	1907	1921	1951	2021	2051	2151	2251	2351

7 Wecock Farm - Waterlooville - Cosham - City Centre Via Milton Road - Crookhorn - Widley - Hilsea - North End

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Wecock Farm, Blackbird Close	0638	0700	0720	0740	0755	0815	0830	0845	0900	0915	0930	0945
Waterlooville Precinct	0648	0710	0730	0750	0805	0825	0840	0855	0913	0928	0943	0958
Crookhorn Precinct	0654	0716	0736	0756	0811	0831	0846	0901	0921	0936	0951	1006
Cosham Health Centre	0701	0723	0743	0803	0818	0838	0853	0909	0929	0944	0959	1014
Hilsea Lido	0705	0727	0747	0807	0822	0842	0857	0914	0934	0949	1004	1019
North End Junction	0710	0732	0752	0812	0827	0847	0902	0921	0941	0956	1011	1026
Lake Road Health Centre	0715	0737	0757	0817	0832	0852	0909	0928	0948	1003	1018	1033
City Centre South	0722	0744	0804	0824	0839	0859	0918	0937	0957	1012	1027	1042
Winston Churchill Avenue	0725	0747	0807	0827	0842	0902	0922	0941	1001	1016	1031	1046

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Wecock Farm, Blackbird Close	1000	1015	1030	1045	1100	1115	1130	1145	1200	1215	1230	1245
Waterlooville Precinct	1013	1028	1043	1058	1113	1128	1143	1158	1213	1228	1243	1258
Crookhorn Precinct	1021	1036	1051	1106	1121	1136	1151	1206	1221	1236	1251	1306
Cosham Health Centre	1029	1044	1059	1114	1129	1144	1159	1214	1229	1244	1259	1314
Hilsea Lido	1034	1049	1104	1119	1134	1149	1204	1219	1234	1249	1304	1319
North End Junction	1041	1056	1111	1126	1141	1156	1211	1226	1241	1256	1311	1326
Lake Road Health Centre	1048	1103	1118	1133	1148	1203	1218	1233	1248	1303	1318	1333
City Centre South	1057	1112	1127	1142	1157	1212	1227	1242	1257	1312	1327	1342
Winston Churchill Avenue	1101	1116	1131	1146	1201	1216	1231	1246	1301	1316	1331	1346

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Wecock Farm, Blackbird Close	1300	1315	1330	1345	1400	1415	1430	1445	1500	1515	1530	1545
Waterlooville Precinct	1313	1328	1343	1358	1413	1428	1443	1458	1513	1528	1543	1558
Crookhorn Precinct	1321	1336	1351	1406	1421	1436	1451	1506	1521	1536	1551	1606
Cosham Health Centre	1329	1344	1359	1414	1429	1444	1459	1514	1529	1544	1559	1614
Hilsea Lido	1334	1349	1404	1419	1434	1449	1504	1519	1534	1549	1604	1619
North End Junction	1341	1356	1411	1426	1441	1456	1511	1526	1541	1556	1611	1626
Lake Road Health Centre	1348	1403	1418	1433	1448	1503	1518	1533	1548	1603	1618	1633
City Centre South	1357	1412	1427	1442	1457	1512	1527	1542	1557	1612	1627	1642
Winston Churchill Avenue	1401	1416	1431	1446	1501	1516	1531	1546	1601	1616	1631	1646

Service No.:	7	7	7	7	7	7	7	7	7	7	7	7
Notes:												
Wecock Farm, Blackbird Close	1600	1615	1630	1645	1700	1720	1740	1800	1820	1840	1900	1930
Waterlooville Precinct	1613	1628	1643	1658	1713	1733	1753	1813	1833	1850	1910	1940
Crookhorn Precinct	1621	1636	1651	1706	1721	1741	1801	1821	1839	1856	1916	1946
Cosham Health Centre	1629	1644	1659	1714	1729	1749	1809	1829	1846	1903	1923	1953
Hilsea Lido	1634	1649	1704	1719	1734	1754	1814	1834	1850	1907	1927	1957
North End Junction	1641	1656	1711	1726	1741	1801	1821	1839	1855	1912	1932	2002
Lake Road Health Centre	1648	1703	1718	1733	1748	1808	1828	1844	1900	1917	1937	2007
City Centre South	1657	1712	1727	1742	1757	1817	1837	1851	1907	1924	1944	2014
Winston Churchill Avenue	1701	1716	1731	1746	1801	1821	1840	1854	----	1927	1947	----

Service No.:	7	7	7	7	7
Notes:					
Wecock Farm, Blackbird Close	2000	2100	2200	2300	2400
Waterlooville Precinct	2010	2110	2210	2310	0010
Crookhorn Precinct	2016	2116	2216	2316	0016
Cosham Health Centre	2023	2123	2223	2323	0023
Hilsea Lido	2027	2127	2227	2327	----
North End Junction	2032	2132	2232	2332	----
Lake Road Health Centre	2037	2137	2237	2337	----
City Centre South	2044	2144	2244	2344	----
Winston Churchill Avenue	2047	2147	2247	----	----

7C

Monday to Friday
Valid from: 07/07/2019
Valid to: 31/08/2019

7C The Hard/City Centre - Cosham - South Downs Campus Via North End - Hilsea

Service No.:	7C	7C
Notes:	Sch	Sch
The Hard/Gunwharf	0800	----
City Centre South	0805	0810
Lake Road Health Centre	0813	0818
North End Junction	0821	0826
Hilsea Lido	0829	0834
Cosham Health Centre	0832	0837
South Downs Campus	0842	0847

Notes:
Sch Schooldays Only

7C South Downs Campus - Cosham - North End Via Hilsea

Service No.:	7C
Notes:	Sch
South Downs Campus	1535
Crookhorn Precinct	1538
Cosham Health Centre	1547
Hilsea Lido	1552
North End	1600
Lake Road Health Centre	1608
City Centre South	1617
Winston Churchill Avenue	1621

Notes:
Sch Schooldays Only

Saturday

Valid from: 07/07/2019

Valid to: 31/08/2019

8 Clarence Pier - City Centre - Cosham - Waterlooville - Clanfield Via Gunwharf - Stamshaw - Hilsea - Widley - Cowplain - Horndean

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	----	----	----	----	----	----	----	----	0803	0815	0828	0842
The Hard/Gunwharf	----	----	----	0644	0704	0724	0739	0754	0809	0821	0834	0848
City Centre South	----	0608	----	0648	0708	0728	0743	0758	0813	0825	0838	0852
Portsmouth International Port	----	0615	----	0655	0715	0735	0750	0805	0820	0832	0845	0859
Hilsea Lido	----	0622	0642	0702	0722	0742	0757	0812	0827	0839	0852	0906
Cosham Health Centre	----	0625	0645	0705	0725	0745	0800	0815	0830	0842	0855	0909
The Hampshire Rose	----	0630	0650	0710	0730	0750	0805	0820	0835	0847	0900	0915
Waterlooville Precinct	----	0637	0657	0717	0737	0757	0812	0827	0842	0854	0908	0923
Cowplain Shops	----	0644	0704	0724	0744	0804	0819	0834	0849	0901	0916	0931
Horndean Precinct	----	0650	0710	0730	0750	0810	0825	0840	0855	0909	0924	0939
Clanfield, South Road	0600	0652	0712	0732	0752	0812	0827	0842	0857	0912	0927	0942
Clanfield, Drift Road Shops	0604	0656	0716	0736	0756	0816	0831	0846	0901	0916	0931	0946

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	0853	0905	0920	0935	0950	1005	1020	1035	1050	1105	1120	1135
The Hard/Gunwharf	0859	0913	0928	0943	0958	1013	1028	1043	1058	1113	1128	1143
City Centre South	0903	0918	0933	0948	1003	1018	1033	1048	1103	1118	1133	1148
Portsmouth International Port	0912	0927	0942	0957	1012	1027	1042	1057	1112	1127	1142	1157
Hilsea Lido	0921	0936	0951	1006	1021	1036	1051	1106	1121	1136	1151	1206
Cosham Health Centre	0924	0939	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209
The Hampshire Rose	0930	0945	1000	1015	1030	1045	1100	1115	1130	1145	1200	1215
Waterlooville Precinct	0938	0953	1008	1023	1038	1053	1108	1123	1138	1153	1208	1223
Cowplain Shops	0946	1001	1016	1031	1046	1101	1116	1131	1146	1201	1216	1231
Horndean Precinct	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209	1224	1239
Clanfield, South Road	0957	1012	1027	1042	1057	1112	1127	1142	1157	1212	1227	1242
Clanfield, Drift Road Shops	1001	1016	1031	1046	1101	1116	1131	1146	1201	1216	1231	1246

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	1150	1205	1220	1235	1250	1305	1320	1335	1350	1405	1420	1435
The Hard/Gunwharf	1158	1213	1228	1243	1258	1313	1328	1343	1358	1413	1428	1443
City Centre South	1203	1218	1233	1248	1303	1318	1333	1348	1403	1418	1433	1448
Portsmouth International Port	1212	1227	1242	1257	1312	1327	1342	1357	1412	1427	1442	1457
Hilsea Lido	1221	1236	1251	1306	1321	1336	1351	1406	1421	1436	1451	1506
Cosham Health Centre	1224	1239	1254	1309	1324	1339	1354	1409	1424	1439	1454	1509
The Hampshire Rose	1230	1245	1300	1315	1330	1345	1400	1415	1430	1445	1500	1515
Waterlooville Precinct	1238	1253	1308	1323	1338	1353	1408	1423	1438	1453	1508	1523
Cowplain Shops	1246	1301	1316	1331	1346	1401	1416	1431	1446	1501	1516	1531
Horndean Precinct	1254	1309	1324	1339	1354	1409	1424	1439	1454	1509	1524	1539
Clanfield, South Road	1257	1312	1327	1342	1357	1412	1427	1442	1457	1512	1527	1542
Clanfield, Drift Road Shops	1301	1316	1331	1346	1401	1416	1431	1446	1501	1516	1531	1546

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	1450	1505	1520	1535	1550	1605	1620	1635	1650	1705	1720	1735
The Hard/Gunwharf	1458	1513	1528	1543	1558	1613	1628	1643	1658	1713	1728	1743
City Centre South	1503	1518	1533	1548	1603	1618	1633	1648	1703	1718	1733	1748
Portsmouth International Port	1512	1527	1542	1557	1612	1627	1642	1657	1712	1727	1742	1757
Hilsea Lido	1521	1536	1551	1606	1621	1636	1651	1706	1721	1736	1751	1806
Cosham Health Centre	1524	1539	1554	1609	1624	1639	1654	1709	1724	1739	1754	1809
The Hampshire Rose	1530	1545	1600	1615	1630	1645	1700	1715	1730	1745	1800	1815
Waterlooville Precinct	1538	1553	1608	1623	1638	1653	1708	1723	1738	1753	1808	1823
Cowplain Shops	1546	1601	1616	1631	1646	1701	1716	1731	1746	1801	1816	1831
Horndean Precinct	1554	1609	1624	1639	1654	1709	1724	1739	1754	1809	1824	1837
Clanfield, South Road	1557	1612	1627	1642	1657	1712	1727	1742	1757	1812	1827	1839
Clanfield, Drift Road Shops	1601	1616	1631	1646	1701	1716	1731	1746	1801	1816	1831	1843

Service No.:	8	8	8	8	8	8	8	8
Notes:								
Clarence Pier	1755	----	----	----	----	----	----	----
The Hard/Gunwharf	1803	1828	1851	1921	2015	2115	2215	2315
City Centre South	1808	1833	1855	1925	2019	2119	2219	2319
Portsmouth International Port	1817	1840	1902	1932	2026	2126	2226	2326
Hilsea Lido	1826	1847	1909	1939	2033	2133	2233	2333
Cosham Health Centre	1829	1850	1912	1942	2036	2136	2236	2336
The Hampshire Rose	1835	1855	1917	1947	2041	2141	2241	2341
Waterlooville Precinct	1842	1902	1924	1954	2048	2148	2248	2348
Cowplain Shops	1849	1909	1931	2001	2055	2155	2255	2355
Horndean Precinct	1855	1915	1937	2007	2101	2201	2301	0001
Clanfield, South Road	1857	1917	1939	2009	2103	2203	2303	0003
Clanfield, Drift Road Shops	1901	1921	1943	2013	2107	2207	2307	0007

8 Clanfield - Waterlooville - Cosham - City Centre - Clarence Pier Via Horndean - Cowplain - Widley - Hilsea - Stamshaw - Gunwharf

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clanfield, Drift Road Shops	0604	----	0659	0719	0739	0759	0819	0834	0849	0904	0919	0934
Clanfield, Coombs Close	0607	----	0702	0722	0742	0802	0822	0837	0852	0908	0923	0938
Horndean Precinct	0610	0632	0705	0725	0745	0805	0825	0840	0855	0912	0927	0942
Cowplain Shops	0617	0639	0712	0732	0752	0812	0832	0847	0902	0920	0935	0950
Waterlooville Precinct	0623	0645	0718	0738	0758	0818	0838	0853	0910	0928	0943	0958
The Hampshire Rose	0629	0651	0724	0744	0804	0824	0844	0859	0917	0935	0950	1005
Cosham Health Centre	0634	0656	0729	0749	0809	0829	0849	0904	0923	0941	0956	1011
Hilsea Crescent	0638	0700	0733	0753	0813	0833	0853	0909	0928	0946	1001	1016
Portsmouth International Port	0645	0707	0740	0800	0820	0840	0900	0917	0936	0954	1009	1024
City Centre South	0652	0714	0747	0807	0827	0847	0908	0925	0944	1002	1017	1032
The Hard/Gunwharf	0656	0718	0751	0811	0831	0851	0912	0929	0948	1006	1021	1036
Clarence Pier	----	----	0757	0817	0837	0857	0920	0937	0956	1014	1029	1044

Sundays & Bank Holidays

Valid from: 07/07/2019

Valid to: 31/08/2019

8 Clarence Pier - City Centre - Cosham - Waterlooville - Clanfield
Via Gunwharf - Stamshaw - Hilsea - Widley - Cowplain - Horndean

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	----	----	----	----	----	----	----	----	----	----	----	----
The Hard/Gunwharf	----	----	0744	0814	0844	0908	0925	0943	1003	1023	1043	1103
City Centre South	----	----	0748	0818	0848	0912	0929	0948	1008	1028	1048	1108
Portsmouth International Port	----	----	0755	0825	0855	0919	0936	0957	1017	1037	1057	1117
Hilsea Lido	----	----	0802	0832	0902	0926	0945	1006	1026	1046	1106	1126
Cosham Health Centre	----	0735	0805	0835	0905	0929	0948	1009	1029	1049	1109	1129
The Hampshire Rose	----	0740	0810	0840	0910	0934	0954	1015	1035	1055	1115	1135
Waterlooville Precinct	----	0747	0817	0847	0917	0942	1002	1023	1043	1103	1123	1143
Cowplain Shops	----	0754	0824	0854	0924	0950	1010	1031	1051	1111	1131	1151
Horndean Precinct	----	0800	0830	0900	0930	0958	1018	1039	1059	1119	1139	1159
Clanfield, South Road	0734	0802	0832	0902	0933	1001	1021	1042	1102	1122	1142	1202
Clanfield, Drift Road Shops	0738	0806	0836	0906	0937	1005	1025	1046	1106	1126	1146	1206

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	----	----	----	----	----	----	----	----	----	----	----	----
The Hard/Gunwharf	1123	1143	1203	1223	1243	1303	1323	1343	1403	1423	1443	1503
City Centre South	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508
Portsmouth International Port	1137	1157	1217	1237	1257	1317	1337	1357	1417	1437	1457	1517
Hilsea Lido	1146	1206	1226	1246	1306	1326	1346	1406	1426	1446	1506	1526
Cosham Health Centre	1149	1209	1229	1249	1309	1329	1349	1409	1429	1449	1509	1529
The Hampshire Rose	1155	1215	1235	1255	1315	1335	1355	1415	1435	1455	1515	1535
Waterlooville Precinct	1203	1223	1243	1303	1323	1343	1403	1423	1443	1503	1523	1543
Cowplain Shops	1211	1231	1251	1311	1331	1351	1411	1431	1451	1511	1531	1551
Horndean Precinct	1219	1239	1259	1319	1339	1359	1419	1439	1459	1519	1539	1559
Clanfield, South Road	1222	1242	1302	1322	1342	1402	1422	1442	1502	1522	1542	1602
Clanfield, Drift Road Shops	1226	1246	1306	1326	1346	1406	1426	1446	1506	1526	1546	1606

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	----	----	----	----	----	----	----	----	----	----	----	----
The Hard/Gunwharf	1523	1543	1603	1623	1643	1703	1723	1743	1815	1915	2015	2115
City Centre South	1528	1548	1608	1628	1648	1708	1728	1748	1819	1919	2019	2119
Portsmouth International Port	1537	1557	1617	1637	1657	1717	1737	1757	1826	1926	2026	2126
Hilsea Lido	1546	1606	1626	1646	1706	1726	1746	1806	1833	1933	2033	2133
Cosham Health Centre	1549	1609	1629	1649	1709	1729	1749	1809	1836	1936	2036	2136
The Hampshire Rose	1555	1615	1635	1655	1715	1735	1755	1814	1841	1941	2041	2141
Waterlooville Precinct	1603	1623	1643	1703	1723	1743	1803	1821	1848	1948	2048	2148
Cowplain Shops	1611	1631	1651	1711	1731	1751	1810	1828	1855	1955	2055	2155
Horndean Precinct	1619	1639	1659	1719	1739	1759	1816	1834	1901	2001	2101	2201
Clanfield, South Road	1622	1642	1702	1722	1742	1802	1818	1836	1903	2003	2103	2203
Clanfield, Drift Road Shops	1626	1646	1706	1726	1746	1806	1822	1840	1907	2007	2107	2207

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clanfield, Drift Road Shops	1549	1609	1629	1649	1709	1729	1749	1809	1825	1842	1909	2009
Clanfield, Coombs Close	1553	1613	1633	1653	1713	1733	1753	1812	1828	1845	1912	2012
Horndean Precinct	1557	1617	1637	1657	1717	1737	1757	1815	1831	1848	1915	2015
Cowplain Shops	1605	1625	1645	1705	1725	1745	1805	1822	1838	1855	1922	2022
Waterlooville Precinct	1613	1633	1653	1713	1733	1753	1811	1828	1844	1901	1928	2028
The Hampshire Rose	1620	1640	1700	1720	1740	1800	1817	1834	1850	1907	1934	2034
Cosham Health Centre	1626	1646	1706	1726	1746	1805	1822	1839	1855	1912	1939	2039
Hilsea Crescent	1631	1651	1711	1731	1751	1809	1826	1843	1859	1916	1943	2043
Portsmouth International Port	1639	1659	1719	1739	1759	1816	1833	1850	1906	1923	1950	2050
City Centre South	1647	1707	1727	1747	1807	1823	1840	1857	1913	1930	1957	2057
The Hard/Gunwharf	1651	1711	1731	1751	1811	1827	1844	1901	1917	1934	2001	2101
Clarence Pier	----	----	----	----	----	----	----	----	----	----	----	----

Service No.:	8	8	8	8
Notes:				
Clanfield, Drift Road Shops	2109	2209	2309	0007
Clanfield, Coombs Close	2112	2212	2312	0010
Horndean Precinct	2115	2215	2315	----
Cowplain Shops	2122	2222	2322	----
Waterlooville Precinct	2128	2228	2328	----
The Hampshire Rose	2134	2234	2334	----
Cosham Health Centre	2139	2239	2339	----
Hilsea Crescent	2143	2243	----	----
Portsmouth International Port	2150	2250	----	----
City Centre South	2157	2257	----	----
The Hard/Gunwharf	2201	2301	----	----
Clarence Pier	----	----	----	----

8

Monday to Friday
Valid from: 07/07/2019
Valid to: 31/08/2019

8 Clarence Pier - City Centre - Cosham - Waterlooville - Clanfield
Via Gunwharf - Stamshaw - Hilsea - Widley - Cowplain - Horndean

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	----	----	----	----	----	----	----	----	----	----	0705	0720
The Hard/Gunwharf	----	----	----	----	----	----	0613	0626	0641	0656	0711	0728
City Centre South	----	----	----	----	----	0605	0617	0630	0645	0700	0715	0733
Portsmouth International Port	----	----	----	----	----	0612	0624	0637	0652	0707	0724	0742
Hilsea Lido	----	----	0533	----	0607	0619	0631	0644	0659	0714	0733	0751
Cosham Health Centre	----	----	0536	----	0610	0622	0634	0647	0702	0717	0736	0754
The Hampshire Rose	----	----	0541	----	0615	0627	0639	0652	0707	0723	0742	0800
Waterlooville Precinct	----	----	0548	----	0622	0634	0646	0659	0714	0732	0751	0809
Cowplain Shops	----	----	0555	----	0629	0641	0653	0706	0721	0740	0759	0817
Horndean Precinct	----	----	0601	----	0635	0647	0659	0712	0728	0747	0806	0824
Clanfield, South Road	0519	0551	0603	0621	0637	0649	0701	0714	0731	0750	0809	0827
Clanfield, Drift Road Shops	0523	0555	0607	0625	0641	0653	0705	0718	0735	0754	0813	0831

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:	NSch		Sch	NSch								
Clarence Pier	0735	0750	----	0805	0820	0835	0850	0905	0920	0935	0950	1005
The Hard/Gunwharf	0743	0758	----	0813	0828	0843	0858	0913	0928	0943	0958	1013
City Centre South	0748	0803	----	0818	0833	0848	0903	0918	0933	0948	1003	1018
Portsmouth International Port	0757	0812	----	0827	0842	0857	0912	0927	0942	0957	1012	1027
Hilsea Lido	0806	0821	----	0836	0851	0906	0921	0936	0951	1006	1021	1036
Cosham Health Centre	0809	0824	----	0839	0854	0909	0924	0939	0954	1009	1024	1039
The Hampshire Rose	0815	0830	----	0845	0900	0915	0930	0945	1000	1015	1030	1045
Waterlooville Precinct	0824	0839	----	0854	0909	0923	0938	0953	1008	1023	1038	1053
Cowplain Shops	0832	0847	----	0902	0917	0931	0946	1001	1016	1031	1046	1101
Horndean Precinct	0839	0854	----	0909	0925	0939	0954	1009	1024	1039	1054	1109
Clanfield, South Road	0842	0857	0912	0912	0928	0942	0957	1012	1027	1042	1057	1112
Clanfield, Drift Road Shops	0846	0901	0916	0916	0932	0946	1001	1016	1031	1046	1101	1116

Notes:
Sch School days Only
NSch School Holidays

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	1020	1035	1050	1105	1120	1135	1150	1205	1220	1235	1250	1305
The Hard/Gunwharf	1028	1043	1058	1113	1128	1143	1158	1213	1228	1243	1258	1313
City Centre South	1033	1048	1103	1118	1133	1148	1203	1218	1233	1248	1303	1318
Portsmouth International Port	1042	1057	1112	1127	1142	1157	1212	1227	1242	1257	1312	1327
Hilsea Lido	1051	1106	1121	1136	1151	1206	1221	1236	1251	1306	1321	1336
Cosham Health Centre	1054	1109	1124	1139	1154	1209	1224	1239	1254	1309	1324	1339
The Hampshire Rose	1100	1115	1130	1145	1200	1215	1230	1245	1300	1315	1330	1345
Waterlooville Precinct	1108	1123	1138	1153	1208	1223	1238	1253	1308	1323	1338	1353
Cowplain Shops	1116	1131	1146	1201	1216	1231	1246	1301	1316	1331	1346	1401
Horndean Precinct	1124	1139	1154	1209	1224	1239	1254	1309	1324	1339	1354	1409
Clanfield, South Road	1127	1142	1157	1212	1227	1242	1257	1312	1327	1342	1357	1412
Clanfield, Drift Road Shops	1131	1146	1201	1216	1231	1246	1301	1316	1331	1346	1401	1416

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	1320	1335	1350	1405	1420	1435	1450	1505	1520	1535	1550	1605
The Hard/Gunwharf	1328	1343	1358	1413	1428	1443	1458	1513	1528	1543	1558	1613
City Centre South	1333	1348	1403	1418	1433	1448	1503	1518	1534	1549	1604	1619
Portsmouth International Port	1342	1357	1412	1427	1442	1457	1512	1528	1544	1559	1614	1629
Hilsea Lido	1351	1406	1421	1436	1451	1506	1521	1537	1553	1608	1623	1638
Cosham Health Centre	1354	1409	1424	1439	1454	1509	1524	1540	1556	1611	1626	1641
The Hampshire Rose	1400	1415	1430	1445	1500	1515	1531	1547	1603	1618	1633	1648
Waterlooville Precinct	1408	1423	1438	1453	1508	1524	1540	1556	1612	1627	1642	1657
Cowplain Shops	1416	1431	1446	1501	1516	1533	1549	1605	1621	1636	1651	1706
Horndean Precinct	1424	1439	1454	1509	1524	1541	1557	1613	1629	1644	1659	1714
Clanfield, South Road	1427	1442	1457	1512	1527	1544	1600	1616	1632	1647	1702	1717
Clanfield, Drift Road Shops	1431	1446	1501	1516	1531	1548	1604	1620	1636	1651	1706	1721

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clarence Pier	1620	1636	1652	1708	1724	1740	1756	1815	1830	1845	1914	2009
The Hard/Gunwharf	1628	1644	1700	1716	1732	1748	1804	1823	1838	1853	1920	2015
City Centre South	1634	1650	1706	1722	1738	1754	1810	1829	1844	1859	1924	2019
Portsmouth International Port	1644	1700	1716	1732	1748	1804	1820	1839	1854	1909	1931	2026
Hilsea Lido	1653	1709	1725	1741	1757	1813	1829	1848	1903	1916	1938	2033
Cosham Health Centre	1656	1712	1728	1744	1800	1816	1832	1851	1906	1919	1941	2036
The Hampshire Rose	1703	1719	1735	1751	1807	1823	1839	1858	1911	1924	1946	2041
Waterlooville Precinct	1712	1728	1744	1800	1816	1832	1848	1907	1918	1931	1953	2048
Cowplain Shops	1721	1737	1753	1809	1825	1841	1857	1914	1925	1938	2000	2055
Horndean Precinct	1729	1745	1801	1817	1833	1849	1905	1920	1931	1944	2006	2101
Clanfield, South Road	1732	1748	1804	1820	1836	1852	1907	1922	1933	1946	2008	2103
Clanfield, Drift Road Shops	1736	1752	1808	1824	1840	1856	1911	1926	1937	1950	2012	2107

Service No.: 8 8 8

Notes:

Clarence Pier	----	----	----
The Hard/Gunwharf	2115	2215	2315
City Centre South	2119	2219	2319
Portsmouth International Port	2126	2226	2326
Hilsea Lido	2133	2233	2333
Cosham Health Centre	2136	2236	2336
The Hampshire Rose	2141	2241	2341
Waterlooville Precinct	2148	2248	2348
Cowplain Shops	2155	2255	2355
Horndean Precinct	2201	2301	0001
Clanfield, South Road	2203	2303	0003
Clanfield, Drift Road Shops	2207	2307	0007

8 Clanfield - Waterlooville - Cosham - City Centre - Clarence Pier Via Horndean - Cowplain - Widley - Hilsea - Stamshaw - Gunwharf

Service No.: 8 8 8 8 8 8 8 8 8 8 8 8

Notes:

Clanfield, Drift Road Shops	----	0523	0555	0609	0625	0643	0656	0708	0721	0738	0757	0816
Clanfield, Coombs Close	----	0526	0558	0612	0628	0646	0659	0711	0725	0742	0801	0820
Horndean Precinct	----	0529	0601	0615	0631	0649	0702	0714	0729	0746	0805	0824
Cowplain Shops	----	0536	0608	0622	0638	0656	0709	0721	0737	0754	0813	0832
Waterlooville Precinct	----	0542	0614	0628	0644	0702	0715	0729	0745	0802	0821	0840
The Hampshire Rose	----	0548	0620	0634	0650	0708	0722	0736	0752	0809	0828	0847
Cosham Health Centre	0540	0553	0625	0639	0655	0713	0729	0743	0759	0816	0835	0854
Hilsea Crescent	0544	0557	0629	0643	0659	0717	0734	0748	0804	0821	0840	0859
Portsmouth International Port	0551	0604	0636	0650	0706	0726	0743	0757	0813	0830	0849	0908
City Centre South	0558	0611	0643	0657	0713	0735	0752	0806	0822	0839	0858	0917
The Hard/Gunwharf	0602	0615	0647	0701	0717	0739	0756	0810	0826	0843	0902	0921
Clarence Pier	----	0621	0653	0707	0725	----	0804	0818	0834	0851	0910	0929

Service No.: 8 8 8 8 8 8 8 8 8 8 8 8

Notes: Sch NSch

Clanfield, Drift Road Shops	0834	----	0849	0904	0919	0935	0949	1004	1019	1034	1049	1104
Clanfield, Coombs Close	0838	----	0853	0908	0923	0939	0953	1008	1023	1038	1053	1108
Horndean Precinct	0842	0857	0857	0912	0927	0943	0957	1012	1027	1042	1057	1112
Cowplain Shops	0850	0905	0905	0920	0935	0951	1005	1020	1035	1050	1105	1120
Waterlooville Precinct	0858	0913	0913	0928	0943	0959	1013	1028	1043	1058	1113	1128
The Hampshire Rose	0905	0920	0920	0935	0950	1006	1020	1035	1050	1105	1120	1135
Cosham Health Centre	0912	0926	0926	0941	0956	1012	1026	1041	1056	1111	1126	1141
Hilsea Crescent	0917	0931	0931	0946	1001	1017	1031	1046	1101	1116	1131	1146
Portsmouth International Port	0925	0939	0939	0954	1009	1025	1039	1054	1109	1124	1139	1154
City Centre South	0933	0947	0947	1002	1017	1033	1047	1102	1117	1132	1147	1202
The Hard/Gunwharf	0937	0951	0951	1006	1021	1037	1051	1106	1121	1136	1151	1206
Clarence Pier	0945	0959	0959	1014	1029	1045	1059	1114	1129	1144	1159	1214

Notes:

Sch Schooldays Only
NSch School Holidays

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clanfield, Drift Road Shops	1119	1134	1149	1204	1219	1234	1249	1304	1319	1334	1349	1404
Clanfield, Coombs Close	1123	1138	1153	1208	1223	1238	1253	1308	1323	1338	1353	1408
Horndean Precinct	1127	1142	1157	1212	1227	1242	1257	1312	1327	1342	1357	1412
Cowplain Shops	1135	1150	1205	1220	1235	1250	1305	1320	1335	1350	1405	1420
Waterlooville Precinct	1143	1158	1213	1228	1243	1258	1313	1328	1343	1358	1413	1428
The Hampshire Rose	1150	1205	1220	1235	1250	1305	1320	1335	1350	1405	1420	1435
Cosham Health Centre	1156	1211	1226	1241	1256	1311	1326	1341	1356	1411	1426	1441
Hilsea Crescent	1201	1216	1231	1246	1301	1316	1331	1346	1401	1416	1431	1446
Portsmouth International Port	1209	1224	1239	1254	1309	1324	1339	1354	1409	1424	1439	1454
City Centre South	1217	1232	1247	1302	1317	1332	1347	1402	1417	1432	1447	1502
The Hard/Gunwharf	1221	1236	1251	1306	1321	1336	1351	1406	1421	1436	1451	1506
Clarence Pier	1229	1244	1259	1314	1329	1344	1359	1414	1429	1444	1459	1514

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clanfield, Drift Road Shops	1419	1434	1449	1504	1519	1534	1551	1607	1623	1639	1654	1709
Clanfield, Coombs Close	1423	1438	1453	1508	1523	1538	1555	1611	1627	1643	1658	1713
Horndean Precinct	1427	1442	1457	1512	1527	1542	1559	1615	1631	1647	1702	1717
Cowplain Shops	1435	1450	1505	1520	1535	1550	1607	1623	1639	1655	1710	1725
Waterlooville Precinct	1443	1458	1513	1529	1544	1559	1616	1632	1648	1704	1719	1734
The Hampshire Rose	1450	1505	1520	1536	1551	1606	1623	1639	1655	1711	1726	1741
Cosham Health Centre	1456	1511	1526	1542	1557	1612	1629	1645	1701	1717	1732	1747
Hilsea Crescent	1501	1516	1531	1547	1602	1617	1634	1650	1706	1722	1737	1752
Portsmouth International Port	1509	1524	1539	1555	1610	1625	1642	1658	1714	1730	1745	1800
City Centre South	1517	1532	1547	1603	1618	1633	1650	1706	1722	1738	1753	1808
The Hard/Gunwharf	1522	1537	1552	1608	1623	1638	1655	1711	1727	1743	1758	1813
Clarence Pier	1530	1545	1600	1616	1631	1646	1703	1719	1735	1751	1806	1821

Service No.:	8	8	8	8	8	8	8	8	8	8	8	8
Notes:												
Clanfield, Drift Road Shops	1724	1739	1755	1811	1827	1840	1859	1911	1929	1937	1952	2014
Clanfield, Coombs Close	1728	1743	1759	1815	1831	1844	1903	1914	1932	1940	1955	2017
Horndean Precinct	1732	1747	1803	1819	1835	----	1906	----	1935	----	1958	2020
Cowplain Shops	1740	1755	1811	1827	1843	----	1913	----	1942	----	2005	2027
Waterlooville Precinct	1749	1804	1820	1836	1852	----	1919	----	1948	----	2011	2033
The Hampshire Rose	1756	1811	1827	1843	1859	----	1925	----	1954	----	2017	2039
Cosham Health Centre	1802	1817	1833	1849	1905	----	1930	----	1959	----	2022	2044
Hilsea Crescent	1807	1822	1838	1854	1909	----	1934	----	----	----	2026	2048
Portsmouth International Port	1815	1830	1846	1902	1916	----	1941	----	----	----	2033	2055
City Centre South	1823	1838	1854	1909	1923	----	1948	----	----	----	2040	2102
The Hard/Gunwharf	1828	1843	1859	1913	----	----	1952	----	----	----	2044	2106
Clarence Pier	1836	1851	1907	----	----	----	1958	----	----	----	----	----

Service No.: 8 8 8 8

Notes:

Clanfield, Drift Road Shops	2109	2209	2309	0007
Clanfield, Coombs Close	2112	2212	2312	0010
Horndean Precinct	2115	2215	2315	----
Cowplain Shops	2122	2222	2322	----
Waterlooville Precinct	2128	2228	2328	----
The Hampshire Rose	2134	2234	2334	----
Cosham Health Centre	2139	2239	2339	----
Hilsea Crescent	2143	2243	----	----
Portsmouth International Port	2150	2250	----	----
City Centre South	2157	2257	----	----
The Hard/Gunwharf	2201	2301	----	----
Clarence Pier	----	----	----	----

13

Saturday

Valid from: 07/07/2019

Valid to: 31/08/2019

13 Portsmouth - Milton - Baffins

Via Arundel Street - Goldsmith Avenue - Eastern Road

Service No.: 13 13 13 13 13 13 13 13 13 13

Notes:

City Centre, Edinburgh Road	0915	1015	1115	1215	1315	1415	1515	1615	1715
Fratton Bridge	0923	1023	1123	1223	1323	1423	1523	1623	1723
Milton, Furze Lane	0935	1035	1135	1235	1335	1435	1535	1635	1735
Portsmouth College	0944	1044	1144	1244	1344	1444	1544	1644	1744

13 Baffins - Milton - Portsmouth

Via Eastern Road - Goldsmith Avenue - Arundel Street

Service No.: 13 13 13 13 13 13 13 13 13 13 13

Notes:

Portsmouth College dep	0810	0900	1003	1103	1203	1303	1403	1503	1603	1703
Milton, Furze Lane	0818	0910	1013	1113	1213	1313	1413	1513	1613	1713
Fratton Bridge	0828	0923	1026	1126	1226	1326	1426	1526	1626	1726
City Centre, Edinburgh Road	0836	0931	1034	1134	1234	1334	1434	1534	1634	1734

13

Monday to Friday
Valid from: 07/07/2019
Valid to: 31/08/2019

13 Portsmouth - Milton - Baffins Via Arundel Street - Goldsmith Avenue - Eastern Road

Service No.:	13	13	13	13	13	13	13	13	13	13	13	13
Notes:	Sch											
City Centre, Edinburgh Road	0715	0815	0905	0915	1015	1115	1215	1315	1415	1515	1615	1715
Fratton Bridge	0723	0823	0913	0923	1023	1123	1223	1323	1423	1523	1623	1723
Milton, Furze Lane	0735	0835	0925	0935	1035	1135	1235	1335	1435	1536	1636	1736
Portsmouth College	0744	0844	0934	0944	1044	1144	1244	1344	1444	1546	1646	1746

Notes:
Sch Schooldays Only

Service No.:	13
Notes:	
City Centre, Edinburgh Road	1815
Fratton Bridge	1823
Milton, Furze Lane	1836
Portsmouth College	1846

13 Baffins - Milton - Portsmouth Via Eastern Road - Goldsmith Avenue - Arundel Street

Service No.:	13	13	13	13	13	13	13	13	13	13	13	13
Notes:												
Portsmouth College dep	0703	0803	0903	1003	1103	1203	1303	1403	1503	1605	1705	1805
Milton, Furze Lane	0711	0813	0913	1013	1113	1213	1313	1413	1513	1616	1716	1816
Fratton Bridge	0721	0826	0926	1026	1126	1226	1326	1426	1526	1631	1731	1831
City Centre, Edinburgh Road	0729	0834	0934	1034	1134	1234	1334	1434	1534	1639	1739	1839

15

Saturday

Valid from: 07/07/2019

Valid to: 31/08/2019

15 Eastney (Ferry Road) - Portsmouth City Centre Via Devonshire Avenue - Fratton Bridge - Arundel Street

Service No.: 15 15 15 15 15 15 15 15 15

Notes:

Fort Cumberland	0900	1000	1100	1200	1300	1400	1500	1600	1700
Bransbury Park	0905	1005	1105	1205	1305	1405	1505	1605	1705
Devonshire Square	0911	1011	1111	1211	1311	1411	1511	1611	1711
Fratton Bridge	0917	1017	1117	1217	1317	1417	1517	1617	1717
City Centre, Edinburgh Road	0927	1027	1127	1227	1327	1427	1527	1627	1727

15 Portsmouth City Centre - Eastney (Ferry Road) Via Arundel Street - Fratton Bridge - Devonshire Avenue

Service No.: 15 15 15 15 15 15 15 15 15 15

Notes:

City Centre, Edinburgh Road	----	0931	1031	1131	1231	1331	1431	1531	1631	1731
Fratton Bridge	----	0941	1041	1141	1241	1341	1441	1541	1641	1741
Devonshire Square	----	0946	1046	1146	1246	1346	1446	1546	1646	1746
Bransbury Park	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752
Fort Cumberland	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758

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Monday to Friday
Valid from: 07/07/2019
Valid to: 31/08/2019

15 Eastney (Hayling Ferry) - Portsmouth City Centre Via Devonshire Avenue - Fratton Bridge - Arundel Street

Service No.:	15	15	15	15	15	15	15	15	15	15	15	15
Notes:										NSch		
Hayling Ferry	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1714	1814
Bransbury Park	0708	0808	0908	1008	1108	1208	1308	1408	1508	1608	1722	1822
Devonshire Square	0713	0813	0913	1013	1113	1213	1313	1413	1513	1613	1727	1827
Fratton Bridge	0718	0818	0918	1018	1118	1218	1318	1418	1518	1618	1732	1832
City Centre, Edinburgh Road	0727	0827	0927	1027	1127	1227	1327	1427	1527	1627	1741	1841

Notes:
NSch School Holidays

15 Portsmouth City Centre - Eastney (Hayling Ferry) Via Arundel Street - Fratton Bridge - Devonshire Avenue

Service No.:	15	15	15	15	15	15	15	15	15	15	15	15
Notes:												
City Centre, Edinburgh Road	----	0731	0831	0931	1031	1131	1231	1331	1431	1531	1645	1745
Fratton Bridge	----	0740	0840	0940	1040	1140	1240	1340	1440	1540	1654	1754
Devonshire Square	----	0745	0845	0945	1045	1145	1245	1345	1445	1545	1659	1759
Bransbury Park	0650	0750	0850	0950	1050	1150	1250	1350	1450	1550	1704	1804
Hayling Ferry	0658	0758	0858	0958	1058	1158	1258	1358	1458	1558	1712	1812

Saturday

Valid from: 07/07/2019

Valid to: 31/08/2019

17 Southsea - Eastney - Copnor - Ocean Park Via St Mary's Hospital - Copnor Bridge

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
South Parade Pier	0747	0817	0847	0920	0958	1033	1103	1133	1203	1233	1303	1333
Eastney Health Centre	0752	0822	0852	0926	1004	1039	1109	1139	1209	1239	1309	1339
Copnor Bridge	0800	0830	0900	0937	1015	1050	1120	1150	1220	1250	1320	1350
Copnor Road, Stubbington Ave	0802	0832	0903	0940	1018	1053	1123	1153	1223	1253	1323	1353
Admiral Lord Nelson School	0806	0836	0907	0944	1022	1057	1127	1157	1227	1257	1327	1357

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
South Parade Pier	1403	1433	1503	1533	1603	1633	1703	1733	1803	1833	1858	1922
Eastney Health Centre	1409	1439	1509	1539	1609	1639	1709	1739	1809	1838	1903	1927
Copnor Bridge	1420	1450	1520	1550	1620	1650	1720	1750	1820	1846	1911	1935
Copnor Road, Stubbington Ave	1423	1453	1523	1553	1623	1653	1723	1753	1823	1848	1913	1937
Admiral Lord Nelson School	1427	1457	1527	1557	1627	1657	1727	1757	----	1852	----	----

17 Ocean Park - Copnor - Eastney - Southsea Via Copnor Bridge - St Mary's Hospital

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
Admiral Lord Nelson School	----	----	----	----	0815	0841	----	0925	1000	1033	1103	1133
Copnor Road, Stubbington Ave	0622	0649	0720	0750	0818	0844	0905	0929	1004	1037	1107	1137
Copnor Bridge	0625	0652	0723	0753	0821	0847	0908	0932	1007	1040	1110	1140
Eastney Health Centre	0633	0700	0731	0801	0829	0855	0918	0942	1017	1050	1120	1150
South Parade Pier	0638	0705	0736	0806	0834	0900	0924	0948	1023	1056	1126	1156

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
Admiral Lord Nelson School	1203	1233	1303	1333	1403	1433	1503	1533	1603	1633	1703	1733
Copnor Road, Stubbington Ave	1207	1237	1307	1337	1407	1437	1507	1537	1607	1637	1707	1737
Copnor Bridge	1210	1240	1310	1340	1410	1440	1510	1540	1610	1640	1710	1740
Eastney Health Centre	1220	1250	1320	1350	1420	1450	1520	1550	1620	1650	1720	1750
South Parade Pier	1226	1256	1326	1356	1426	1456	1526	1556	1626	1656	1726	1756

Service No.:	17	17
Notes:		
Admiral Lord Nelson School	1803	1900
Copnor Road, Stubbington Ave	1807	1903
Copnor Bridge	1810	1906
Eastney Health Centre	1820	1914
South Parade Pier	1826	1919

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Sundays & Bank Holidays

Valid from: 07/07/2019

Valid to: 31/08/2019

17 Southsea - Eastney - Copnor - Ocean Park Via St Mary's Hospital - Copnor Bridge

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
South Parade Pier	0817	0907	0957	1058	1158	1258	1358	1458	1558	1658	1758	1847
Eastney Health Centre	0822	0912	1002	1104	1204	1304	1404	1504	1604	1704	1804	1852
Copnor Bridge	0830	0920	1013	1115	1215	1315	1415	1515	1615	1715	1812	1900
Copnor Road, Stubbington Ave	0832	0922	1016	1118	1218	1318	1418	1518	1618	1718	1814	1902
Admiral Lord Nelson School	0836	0926	1020	1122	1222	1322	1422	1522	1622	1722	1818	----

17 Ocean Park - Copnor - Eastney - Southsea Via Copnor Bridge - St Mary's Hospital

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
Admiral Lord Nelson School	----	0845	0935	1030	1130	1230	1330	1430	1530	1630	1730	1825
Copnor Road, Stubbington Ave	0758	0848	0938	1034	1134	1234	1334	1434	1534	1634	1734	1828
Copnor Bridge	0801	0851	0941	1037	1137	1237	1337	1437	1537	1637	1737	1831
Eastney Health Centre	0809	0859	0949	1047	1147	1247	1347	1447	1547	1647	1747	1839
South Parade Pier	0814	0904	0954	1053	1153	1253	1353	1453	1553	1653	1753	1844

Monday to Friday
Valid from: 07/07/2019
Valid to: 31/08/2019

17 Southsea - Eastney - Copnor - Ocean Park Via St Mary's Hospital - Copnor Bridge

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
South Parade Pier	0642	0708	0734	0804	0834	0904	0934	1003	1033	1103	1133	1203
Eastney Health Centre	0647	0713	0740	0810	0840	0910	0940	1009	1039	1109	1139	1209
Copnor Bridge	0655	0721	0751	0821	0851	0921	0951	1020	1050	1120	1150	1220
Copnor Road, Stubbington Ave	0657	0724	0754	0824	0854	0924	0954	1023	1053	1123	1153	1223
Admiral Lord Nelson School	0701	0728	0758	0828	0858	0928	0958	1027	1057	1127	1157	1227

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
South Parade Pier	1233	1303	1333	1403	1433	1503	1533	1603	1633	1703	1733	1804
Eastney Health Centre	1239	1309	1339	1409	1439	1509	1540	1610	1640	1710	1740	1811
Copnor Bridge	1250	1320	1350	1420	1450	1520	1552	1622	1652	1722	1752	1823
Copnor Road, Stubbington Ave	1253	1323	1353	1423	1453	1523	1555	1625	1655	1725	1755	1826
Admiral Lord Nelson School	1257	1327	1357	1427	1457	1528	1600	1630	1700	1730	1800	----

Service No.:	17	17	17	17	17
Notes:					
South Parade Pier	1835	1904	1929	1954	2022
Eastney Health Centre	1842	1909	1934	1959	2027
Copnor Bridge	1854	1917	1942	2007	2035
Copnor Road, Stubbington Ave	1857	1919	1944	2009	2037
Admiral Lord Nelson School	1902	----	----	2013	----

17 Ocean Park - Copnor - Eastney - Southsea Via Copnor Bridge - St Mary's Hospital

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
Admiral Lord Nelson School	----	----	----	----	0708	0733	0803	0833	0903	0933	1003	1033
Copnor Road, Stubbington Ave	0533	0557	0625	0646	0711	0737	0807	0837	0907	0937	1007	1037
Copnor Bridge	0536	0600	0628	0649	0714	0742	0812	0842	0912	0940	1010	1040
Eastney Health Centre	0544	0608	0636	0657	0722	0754	0824	0854	0924	0950	1020	1050
South Parade Pier	0549	0613	0641	0702	0728	0800	0830	0900	0930	0956	1026	1056

Service No.:	17	17	17	17	17	17	17	17	17	17	17	17
Notes:												
Admiral Lord Nelson School	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1605	1635
Copnor Road, Stubbington Ave	1107	1137	1207	1237	1307	1337	1407	1437	1507	1537	1609	1639
Copnor Bridge	1110	1140	1210	1240	1310	1340	1410	1440	1510	1541	1613	1643
Eastney Health Centre	1120	1150	1220	1250	1320	1350	1420	1450	1520	1551	1623	1653
South Parade Pier	1126	1156	1226	1256	1326	1356	1426	1456	1526	1557	1629	1659

Service No.: 17 17 17 17 17

Notes:

Admiral Lord Nelson School	1705	1735	1805	1907	2017
Copnor Road, Stubbington Ave	1709	1739	1809	1910	2020
Copnor Bridge	1713	1743	1813	1913	2023
Eastney Health Centre	1723	1753	1823	1921	2031
South Parade Pier	1729	1759	1829	1926	2036

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Saturday

Valid from: 07/07/2019

Valid to: 31/08/2019

20 Fareham - Knowle - Wickham Via Highlands - Funtley

Service No.: 20 20 20 20 20 20 20 20

Notes:

Fareham Bus Station [E]	0810	0920	1030	1140	1250	1400	1510	1625
Working Mens Club	0818	0928	1038	1148	1258	1408	1518	1633
The Miners	0824	0934	1044	1154	1304	1414	1524	1639
Knowle Shops	0831	0941	1051	1201	1311	1421	1531	1646
Wickham Square	0841	0951	1101	1211	1321	1431	1541	1656

20 Wickham - Knowle - Fareham Via Funtley - Highlands

Service No.: 20 20 20 20 20 20 20 20

Notes:

Wickham Square	0845	0954	1104	1214	1324	1434	1545	1658
Knowle Shops	0855	1004	1114	1224	1334	1444	1555	1708
The Miners	0902	1011	1121	1231	1341	1451	1602	1715
Working Mens Club	0908	1017	1127	1237	1347	1457	1608	1721
Fareham Bus Station	0916	1025	1135	1245	1355	1505	1616	1729

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Monday to Friday
Valid from: 07/07/2019
Valid to: 31/08/2019

20 Fareham - Knowle - Wickham Via Highlands - Funtley

Service No.: 20 20 20 20 20 20 20 20 20 20 20

Notes:

Fareham Bus Station [E]	0810	0920	1030	1140	1250	1400	1510	1625	1735	1845
Working Mens Club	0818	0928	1038	1148	1258	1408	1518	1633	1743	1853
The Miners	0824	0934	1044	1154	1304	1414	1524	1639	1749	1859
Knowle Shops	0831	0941	1051	1201	1311	1421	1531	1646	1756	1906
Wickham Square	0841	0951	1101	1211	1321	1431	1541	1656	1806	1916

20 Wickham - Knowle - Fareham Via Funtley - Highlands

Service No.: 20 20 20 20 20 20 20 20 20 20 20

Notes:

Wickham Square	0723	0845	0954	1104	1214	1324	1434	1545	1658	1808	1920
Knowle Shops	0733	0855	1004	1114	1224	1334	1444	1555	1708	1818	1930
The Miners	0740	0902	1011	1121	1231	1341	1451	1602	1715	1825	1937
Working Mens Club	0746	0908	1017	1127	1237	1347	1457	1608	1721	1831	1943
Fareham Bus Station	0754	0916	1025	1135	1245	1355	1505	1616	1729	1839	1951

Mondays to Fridays except public holidays

Havant Bus Station Stand G	0525	0555	0635	0700	0730		00	30													
West Leigh Wakefords Shop	0534	0604	0645	0710	0740		12	42													
Park Parade Dunsbury Way	0543	0613	0655	0720	0750		23	53													
Farlington Rectory Avenue	0550	0620	0635	0645	0655	0705	0718	0730	0740	0750	0800	0810		33	03						
Farlington Walton Road	0531	0556	0611	0626	0641	0652	0702	0712	0725	0737	0747	0757	0807	0817	42	12					
Anchorage Park Compass Rose	0535	0600	0615	0630	0645	0657	0708	0718	0731	0743	0753	0803	0814	0824	0837	49	59	09	19	29	39
Copnor Green Lane	0540	0605	0620	0635	0650	0703	0715	0725	0739	0751	0800	0810	0822	0832	0844	56	06	16	26	36	46
Kingston Prison	0547	0612	0627	0642	0657	0711	0724	0736	0750	0802	0812	0822	0833	0843	0853	05	15	25	35	45	55
Portsmouth City Centre Stop G	0555	0620	0635	0650	0705	0720	0735	0750	0803	0815	0827	0837	0847	0857	0907	16	26	36	46	56	06
Portsmouth The Hard Interchange	0600	0625	0640	0655	0710	0725	0740	0755	0808	0820	0832	0842	0852	0902	0912	21	31	41	51	01	11

Havant Bus Station Stand G	1500	1530	1600	1630	1700	1730	1800	1830	1900	2000	2100	2200	2300								
West Leigh Wakefords Shop	1512	1542	1612	1642	1712	1742	1810	1839	1909	2009	2109	2209	2309								
Park Parade Dunsbury Way	1523	1553	1623	1653	1723	1752	1820	1848	1918	2018	2118	2218	2318								
Farlington Rectory Avenue	1533	1603	1633	1648	1703	1718	1733	1800	1828	1855	1925	1955	2025	2125	2225	2225	2325				
Farlington Walton Road	1542	1612	1642	1657	1712	1727	1742	1808	1835	1901	1931	2001	2031	2131	2231	2231	2331				
Anchorage Park Compass Rose	1549	1559	1609	1619	1629	1639	1649	1704	1719	1734	1749	1815	1840	1905	1935	2005	2035	2135	2235	2235	2335
Copnor Green Lane	1556	1606	1616	1626	1636	1646	1656	1711	1726	1741	1756	1821	1846	1910	1940	2010	2040	2140	2240	2240	2340
Kingston Prison	1605	1617	1627	1637	1647	1657	1707	1722	1737	1752	1807	1828	1853	1917	1947	2017	2047	2147	2247	2247	2347
Portsmouth City Centre Stop G	1616	1628	1638	1648	1658	1708	1718	1733	1748	1803	1818	1838	1903	1925	1955	2025	2055	2155	2255	2255	2355
Portsmouth The Hard Interchange	1621	1633	1643	1653	1703	1713	1723	1738	1753	1808	1823	1843	1908	1930	2000	2030	2100	2200	2300	2300	2400

These services run on Fridays only.

This service runs every day other than Fridays

Saturdays

Havant Bus Station Stand G	0615	0650	0730	0800	0830		00	30													
West Leigh Wakefords Shop	0624	0659	0739	0809	0842		12	42													
Park Parade Dunsbury Way	0633	0708	0748	0818	0853		23	53													
Farlington Rectory Avenue	0640	0715	0755	0825	0845	0903	33	03													
Farlington Walton Road	0601	0626	0647	0707	0722	0742	0802	0832	0842	0852	0912	0922	42	12							
Anchorage Park Compass Rose	0605	0630	0652	0712	0729	0749	0809	0824	0839	0849	0859	0909	0919	0929	0939	49	59	09	19	29	39
Copnor Green Lane	0610	0635	0658	0718	0736	0756	0816	0831	0846	0856	0906	0916	0926	0936	0946	56	06	16	26	36	46
Kingston Prison	0617	0642	0705	0725	0745	0805	0825	0840	0855	0905	0915	0925	0935	0945	0955	05	15	25	35	45	55
Portsmouth City Centre Stop G	0625	0650	0715	0735	0755	0815	0835	0851	0906	0916	0926	0936	0946	0956	1006	16	26	36	46	56	06
Portsmouth The Hard Interchange	0630	0655	0720	0740	0800	0820	0840	0856	0911	0921	0931	0941	0951	1001	1011	21	31	41	51	01	11

Havant Bus Station Stand G	1400	1430	1500	1530	1600	1630	1700	1730	1800	1830	1900	2000	2100	2200	2300								
West Leigh Wakefords Shop	1412	1442	1512	1542	1612	1642	1712	1740	1809	1839	1909	2009	2109	2209	2309								
Park Parade Dunsbury Way	1423	1453	1523	1553	1623	1653	1723	1750	1818	1848	1918	2018	2118	2218	2318								
Farlington Rectory Avenue	1433	1503	1533	1603	1633	1703	1733	1758	1825	1855	1925	1955	2025	2125	2225	2325							
Farlington Walton Road	1442	1512	1542	1612	1642	1657	1712	1727	1742	1805	1831	1901	1931	2001	2031	2131	2231	2331					
Anchorage Park Compass Rose	1449	1459	1509	1519	1534	1549	1604	1619	1634	1649	1704	1719	1734	1749	1810	1835	1905	1935	2005	2035	2135	2235	2335
Copnor Green Lane	1456	1506	1516	1526	1541	1556	1611	1626	1641	1656	1711	1726	1741	1756	1815	1840	1910	1940	2010	2040	2140	2240	2340
Kingston Prison	1505	1515	1525	1535	1550	1605	1620	1635	1650	1705	1720	1735	1750	1805	1822	1847	1917	1947	2017	2047	2147	2247	2347
Portsmouth City Centre Stop G	1516	1526	1536	1546	1601	1616	1631	1646	1701	1716	1731	1746	1801	1816	1830	1855	1925	1955	2025	2055	2155	2255	2355
Portsmouth The Hard Interchange	1521	1531	1541	1551	1606	1621	1636	1651	1706	1721	1736	1751	1806	1821	1835	1900	1930	2000	2030	2100	2200	2300	2400

Sundays and public holidays

Havant Bus Station Stand G	0730	0830	0930		30		1630	1730	1830	1930	
West Leigh Wakefords Shop	0740	0840	0940		40		1640	1740	1840	1940	
Park Parade Dunsbury Way	0750	0850	0950		50		1650	1750	1850	1950	
Farlington Rectory Avenue	0758	0858	0959		59		1659	1759	1859	1959	2109
Farlington Walton Road	0802	0902	1005		05		1705	1803	1903	2003	2113
Anchorage Park Compass Rose	0806	0836	0906	0930	0950	1010	1030				
Copnor Green Lane	0811	0841	0911	0936	0957	1017	1037				
Kingston Prison	0817	0847	0917	0944	1006	1026	1046				
Portsmouth City Centre Stop G	0825	0855	0925	0955	1017	1037	1057				
Portsmouth The Hard Interchange	0830	0900	0930	1000	1022	1042	1102				

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Summary of services between *Havant, Leigh Park & Portsmouth*

Mondays to Fridays except public holidays

Route Number	21	21	20	21	20	21	20	21	20	21	20	21	20	then at these times	21	20	21	20	until	20	21	20
Havant Bus Station Stand G	0525	0555	0615	0635	0645	0700	0715	0730	0745	0800	0815	0830	0845		00	15	30	45		1445	1500	1515
West Leigh Wakefords Shop	0534	0604	0625	0645	0655	0710	0725	0740	0757	0812	0827	0842	0857		12	27	42	57		1457	1512	1527
Park Parade Dunsbury Way	0543	0613	0635	0655	0705	0720	0735	0750	0808	0823	0838	0853	0908		23	38	53	08		1508	1523	1538
Portsmouth City Centre Stop G	0620	0650	0715	0750	0753	0815	0823	0847	0856	0916	0926	0946	0956		16	26	46	56		1556	1616	1623
Portsmouth The Hard Interchange	0625	0655	0720	0755	0758	0820	0828	0852	0901	0921	0931	0951	1001	21	31	51	01	1601	1621	1628		

Route Number	21	20	21	20	21	20	21	20	21	20	21	20	21	21	21	21	21
Havant Bus Station Stand G	1530	1545	1600	1615	1630	1645	1700	1715	1730	1745	1800	1815	1830	1900	2000	2100	2200 2300
West Leigh Wakefords Shop	1542	1557	1612	1627	1642	1657	1712	1727	1742	1757	1810	1825	1839	1909	2009	2109	2209 2309
Park Parade Dunsbury Way	1553	1608	1623	1638	1653	1708	1723	1738	1752	1808	1820	1835	1848	1918	2018	2118	2218 2318
Portsmouth City Centre Stop G	1648	1653	1718	1723	1748	1753	1818	1823	1838	1847	1903	1911	1925	1955	2055	2155	2255 2355
Portsmouth The Hard Interchange	1653	1658	1723	1728	1753	1758	1823	1828	1843	1852	1908	1916	1930	2000	2100	2200	2300 2400

These services run on Fridays only.

Please see full timetable at the back of this booklet for full route details and additional services.

20 & 21

Summary of services between *Havant, Leigh Park & Portsmouth*

Saturdays

Route Number	21	20	21	20	21	20	21	20	21	20		21	20	21	20		20	21	20	21	20	21
Havant Bus Station Stand G	0615	0640	0650	0715	0730	0745	0800	0815	0830	0845	then at these times	00	15	30	45	until	1445	1500	1515	1530	1545	1600
West Leigh Wakefords Shop	0624	0649	0659	0724	0739	0754	0809	0827	0842	0857		12	27	42	57		1457	1512	1527	1542	1557	1612
Park Parade Dunsbury Way	0633	0658	0708	0733	0748	0803	0818	0838	0853	0908		23	38	53	08		1508	1523	1538	1553	1608	1623
Portsmouth City Centre Stop G	0715	0735	0755	0810	0835	0840	0906	0920	0946	0956		16	26	46	56		1556	1616	1623	1646	1653	1716
Portsmouth The Hard Interchange	0720	0740	0800	0815	0840	0845	0911	0925	0951	1001		21	31	51	01		1601	1621	1628	1651	1658	1721

Route Number	20	21	20	21	20	21	20	21	20	21	21	21	21	21	
Havant Bus Station Stand G	1615	1630	1645	1700	1715	1730	1745	1800	1815	1830	1900	2000	2100	2200	2300
West Leigh Wakefords Shop	1627	1642	1657	1712	1727	1740	1755	1809	1824	1839	1909	2009	2109	2209	2309
Park Parade Dunsbury Way	1638	1653	1708	1723	1738	1750	1805	1818	1833	1848	1918	2018	2118	2218	2318
Portsmouth City Centre Stop G	1723	1746	1753	1816	1823	1830	1843	1855	1908	1925	1955	2055	2155	2255	2355
Portsmouth The Hard Interchange	1728	1751	1758	1821	1828	1835	1848	1900	1913	1930	2000	2100	2200	2300	2400

Please see full timetable at the back of this booklet for full route details and additional services.

20 & 21

Summary of services between *Havant, Leigh Park & Portsmouth*

Sundays and public holidays

Route Number	21	21	21		21		21	21	21	21
Havant Bus Station Stand G	0730	0830	0930	then at these times	30	until	1630	1730	1830	1930
West Leigh Wakefords Shop	0740	0840	0940		40		1640	1740	1840	1940
Park Parade Dunsbury Way	0750	0850	0950		50		1650	1750	1850	1950
Portsmouth City Centre Stop G	0825	0925	1037		37		1737	1825	1925	2025
Portsmouth The Hard Interchange	0830	0930	1042		42		1742	1830	1930	2030

Please see full timetable at the back of this booklet for full route details and additional services.

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20 & 21

Summary of services between *Portsmouth, Leigh Park & Havant*

Mondays to Fridays except public holidays

Route Number	21	20	21	20	21	20	21	20	21	20	21	20	21		20	21	20	21		21	20	21
Portsmouth The Hard Interchange	0540	0605	0615	0635	0645	0705	0715	0735	0745	0805	0815	0835	0847	then at these times	05	17	35	47	until	1547	1605	1617
Portsmouth City Centre	0545	0610	0620	0640	0651	0710	0721	0740	0751	0810	0821	0841	0853		11	23	41	53		1553	1611	1623
Park Parade Dunsbury Way	0622	0642	0702	0717	0737	0755	0815	0825	0845	0857	0913	0928	0943		58	13	28	43		1643	1700	1715
West Leigh Wakefords Shop	0630	0650	0710	0727	0747	0807	0827	0837	0857	0909	0924	0939	0954		09	24	39	54		1654	1711	1726
Havant Bus Station	0640	0700	0720	0740	0800	0820	0840	0850	0910	0922	0937	0952	1007	22	37	52	07	1707	1724	1739		

Route Number	20	21	20	21	21	20	21	20	21	20	21	21
Portsmouth The Hard Interchange	1635	1647	1715	1717	1742	1805	1812	1840	1847	1920	2007	2107
Portsmouth City Centre	1641	1653	1721	1723	1748	1811	1818	1845	1853	1925	2013	2113
Park Parade Dunsbury Way	1730	1745	1805	1813	1837	1852	1907	1922	1937	2002	2049	2149
West Leigh Wakefords Shop	1741	1756	1815	1823	1845	1900	1915	1930	1945	2010	2057	2157
Havant Bus Station	1754	1809	1827	1835	1855	1910	1925	1940	1955	2020	2107	2207

Please see full timetable at the back of this booklet for full route details and additional services.

20 & 21

Summary of services between *Portsmouth, Leigh Park & Havant*

Saturdays

Route Number	21	20	21	20	21	20	21	21	20	21		20	21	20	21		21	20	21	20	21	20
Portsmouth The Hard Interchange	0617	0635	0657	0715	0727	0755	0807		0835	0847	then at these times	05	17	35	47	until	1547	1605	1627	1635	1712	1715
Portsmouth City Centre	0622	0640	0702	0720	0733	0800	0813		0841	0853		11	23	41	53		1553	1611	1633	1641	1718	1721
Park Parade Dunsbury Way	0658	0718	0738	0758	0818	0838	0858	0913	0928	0943		58	13	28	43		1643	1658	1720	1728	1802	1808
West Leigh Wakefords Shop	0708	0728	0748	0808	0828	0848	0908	0924	0939	0954		09	24	39	54		1654	1709	1730	1739	1810	1819
Havant Bus Station	0720	0740	0800	0820	0840	0900	0920	0937	0952	1007		22	37	52	07		1707	1722	1740	1750	1820	1830



Route Number	21	20	21	20	21	20	21	21
Portsmouth The Hard Interchange	1742	1805	1812	1840	1847	1920	2007	2107
Portsmouth City Centre	1748	1811	1818	1845	1853	1925	2013	2113
Park Parade Dunsbury Way	1832	1852	1902	1922	1937	2002	2049	2149
West Leigh Wakefords Shop	1840	1900	1910	1930	1945	2010	2057	2157
Havant Bus Station	1850	1910	1920	1940	1955	2020	2107	2207

Please see full timetable at the back of this booklet for full route details and additional services.

20 & 21

Summary of services between *Portsmouth, Leigh Park & Havant*

Sundays and public holidays

Route Number	21	21	21	21		21		21	21	21	21
Portsmouth The Hard Interchange 		0835	0935	1030	then at these times	30	until	1630	1730	1835	1935
Portsmouth City Centre		0840	0940	1036		36		1636	1736	1841	1941
Park Parade Dunsbury Way	0805	0921	1021	1121		21		1721	1817	1917	2017
West Leigh Wakefords Shop	0813	0930	1030	1130		30		1730	1825	1925	2025
Havant Bus Station 	0822	0942	1042	1142		42		1742	1835	1935	2035

Please see full timetable at the back of this booklet for full route details and additional services.

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*Except nightbus N700 where
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22

Sundays & Bank Holidays

Valid from: 07/07/2019

Valid to: 31/08/2019

22 Highbury - Cosham - Drayton - Farlington

Via Cosham High Street - Lower Drayton - Eastern Road

Service No.: 22 22 22 22 22 22 22 22

Notes:

Highbury, Hawthorn Cres	0930	1040	1150	1300	1410	1520	1630	1740
Cosham High Street	0940	1050	1200	1310	1420	1530	1640	1750
Court Lane	0944	1054	1204	1314	1424	1534	1644	----
Drayton Shops	0951	1101	1211	1321	1431	1541	1651	----
Farlington, Sainsbury's	0959	1109	1219	1329	1439	1549	1659	----

22 Farlington - Drayton - Cosham - Highbury

Via Eastern Road - Lower Drayton - Cosham High Street

Service No.: 22 22 22 22 22 22 22 22

Notes:

Farlington, Sainsbury's	----	1002	1112	1222	1332	1442	1552	1702
Drayton Shops	----	1007	1117	1227	1337	1447	1557	1707
Court Lane	----	1014	1124	1234	1344	1454	1604	1714
Cosham Wayte Street	----	1021	1131	1241	1351	1501	1611	1721
Lower Wymering, Parr Road	----	1025	1135	1245	1355	1505	1615	1725
Cosham High Street	0919	1029	1139	1249	1359	1509	1619	1729
Highbury, Hawthorn Cres	0927	1037	1147	1257	1407	1517	1627	1737

22

Monday to Friday
Valid from: 07/07/2019
Valid to: 31/08/2019

22 Highbury - Cosham - Drayton - Farlington Via Cosham High Street - Lower Drayton - Eastern Road

Service No.: 22 22 22 22 22 22 22 22 22 22

Notes:

Highbury, Hawthorn Cres	0710	0820	0930	1040	1150	1300	1410	1520	1630	1740
Cosham High Street	0720	0830	0940	1050	1200	1310	1420	1530	1640	1750
Court Lane	0724	0834	0944	1054	1204	1314	1424	1534	1644	1754
Drayton Shops	0731	0841	0951	1101	1211	1321	1431	1541	1651	1801
Farlington, Sainsbury's	0739	0849	0959	1109	1219	1329	1439	1549	1659	1809

22 Farlington - Drayton - Cosham - Highbury Via Eastern Road - Lower Drayton - Cosham High Street

Service No.: 22 22 22 22 22 22 22 22 22 22 22

Notes:

Farlington, Sainsbury's	----	0742	0852	1002	1112	1222	1332	1442	1552	1702	1812
Drayton Shops	----	0747	0857	1007	1117	1227	1337	1447	1557	1707	1817
Court Lane	----	0754	0904	1014	1124	1234	1344	1454	1604	1714	1824
Cosham Wayte Street	----	0801	0911	1021	1131	1241	1351	1501	1611	1721	1831
Lower Wymering, Parr Road	----	0805	0915	1025	1135	1245	1355	1505	1615	1725	----
Cosham High Street	0659	0809	0919	1029	1139	1249	1359	1509	1619	1729	----
Highbury, Hawthorn Cres	0707	0817	0927	1037	1147	1257	1407	1517	1627	1737	----

22

Saturday

Valid from: 07/07/2019

Valid to: 31/08/2019

22 Highbury - Cosham - Drayton - Farlington Via Cosham High Street - Lower Drayton - Eastern Road

Service No.: 22 22 22 22 22 22 22 22 22 22

Notes:

Highbury, Hawthorn Cres	0710	0820	0930	1040	1150	1300	1410	1520	1630	1740
Cosham High Street	0720	0830	0940	1050	1200	1310	1420	1530	1640	1750
Court Lane	0724	0834	0944	1054	1204	1314	1424	1534	1644	1754
Drayton Shops	0731	0841	0951	1101	1211	1321	1431	1541	1651	1801
Farlington, Sainsbury's	0739	0849	0959	1109	1219	1329	1439	1549	1659	1809

22 Farlington - Drayton - Cosham - Highbury Via Eastern Road - Lower Drayton - Cosham High Street

Service No.: 22 22 22 22 22 22 22 22 22 22 22

Notes:

Farlington, Sainsbury's	----	0742	0852	1002	1112	1222	1332	1442	1552	1702	1812
Drayton Shops	----	0747	0857	1007	1117	1227	1337	1447	1557	1707	1817
Court Lane	----	0754	0904	1014	1124	1234	1344	1454	1604	1714	1824
Cosham Wayte Street	----	0801	0911	1021	1131	1241	1351	1501	1611	1721	1831
Lower Wymering, Parr Road	----	0805	0915	1025	1135	1245	1355	1505	1615	1725	----
Cosham High Street	0659	0809	0919	1029	1139	1249	1359	1509	1619	1729	----
Highbury, Hawthorn Cres	0707	0817	0927	1037	1147	1257	1407	1517	1627	1737	----

Mondays to Fridays except public holidays

Leigh Park Strouden Court	0502	0522	0542	0602	0612	0625	0635	0645	0655	0702	then at these times each hour	12	22	32	42	52	02	until	1352	1402	1412	1422
Leigh Park Southfield Walk	0505	0525	0545	0605	0615	0628	0638	0648	0658	0705		15	25	35	45	55	05		1355	1405	1415	1425
Park Parade Dunsbury Way	0511	0531	0551	0611	0621	0634	0644	0654	0704	0712		22	32	42	52	02	12		1402	1412	1422	1432
Havant Bus Station Stand E arr	0519	0539	0559	0619	0629	0642	0652	0702	0712	0720		30	40	50	00	10	20		1410	1420	1430	1440
Havant Bus Station Stand E dep	0521	0541	0601	0621	0632	0646	0656	0706	0716	0724		34	44	54	04	14	24		1414	1424	1434	1444
Farlington Rectory Avenue	0509	0529	0549	0559	0609	0619	0629	0641	0650	0654		0704	0714	0724	0729	0734			1424	1434	1444	1454
Cosham Health Centre Stop F	0517	0537	0557	0607	0617	0627	0637	0649	0658	0705		0715	0725	0735	0740	0745			1435	1445	1455	1505
North End Junction Stop G	0526	0546	0606	0616	0626	0636	0646	0658	0707	0715		0725	0735	0745	0750	0755			1445	1455	1505	1515
Portsmouth City Centre Stop C	0536	0556	0616	0626	0636	0646	0656	0710	0719	0727		0737	0747	0757	0803	0810			1500	1512	1524	1534
Portsmouth The Hard Interchange Stop M	0541	0601	0621	0631	0641	0651	0701	0716	0725	0733	0743	0753	0803	0809	0816		1506	1518	1530	1540		
Southsea Palmerston Road Stop A	0547	0607	0627	0637	0647	0657	0707	0722	0731	0740	0750	0800	0810	0816	0823		1513	1525	1537	1547		
Southsea South Parade Pier	0551	0611	0631	0641	0651	0701	0711	0726	0735	0744	0754	0804	0814	0820	0827		1517	1529	1541	1551		

Leigh Park Strouden Court	1432	1442	1452	1502	1512	1522	1532	1542	1554	1606	1618	1630	1642	1652	1702	1712	1722	1732	1742	1806	1836	1906	1954
Leigh Park Southfield Walk	1435	1445	1455	1505	1515	1525	1535	1545	1557	1609	1621	1633	1645	1655	1705	1715	1725	1735	1745	1809	1839	1909	1957
Park Parade Dunsbury Way	1442	1452	1502	1512	1522	1532	1542	1552	1604	1616	1628	1640	1652	1702	1712	1722	1732	1742	1752	1816	1846	1916	2002
Havant Bus Station Stand E arr	1450	1500	1510	1520	1530	1540	1550	1600	1612	1624	1636	1648	1700	1710	1720	1730	1740	1750	1800	1824	1854	1924	2010
Havant Bus Station Stand E dep	1454	1504	1514	1524	1534	1544	1554	1604	1616	1628	1640	1652	1704	1714	1724	1734	1744	1754	1804	1828	1843	1858	1913
Farlington Rectory Avenue	1504	1514	1524	1534	1544	1554	1604	1614	1626	1638	1650	1702	1714	1724	1734	1744	1754	1804	1814	1836	1851	1906	1921
Cosham Health Centre Stop F	1515	1525	1535	1545	1555	1605	1615	1625	1637	1649	1701	1713	1725	1735	1745	1755	1805	1815	1825	1845	1900	1915	1930
North End Junction Stop G	1525	1535	1545	1555	1605	1615	1625	1635	1647	1659	1711	1723	1735	1745	1755	1805	1815	1825	1835	1853	1908	1923	1938
Portsmouth City Centre Stop C	1544	1554	1604	1614	1624	1634	1644	1654	1706	1718	1730	1742	1752	1802	1808	1820	1830	1835	1848	1904	1919	1934	1949
Portsmouth The Hard Interchange Stop M	1550	1600	1610	1620	1630	1640	1650	1700	1712	1724	1736	1748	1758	1808		1826	1836		1854	1909	1924	1939	1954
Southsea Palmerston Road Stop A	1557	1607	1617	1627	1637	1645	1657	1707	1719	1731	1743	1755	1805	1815		1833	1843		1900	1916	1931	1946	2001
Southsea South Parade Pier	1601	1611	1621	1631	1641	1651	1701	1711	1723	1735	1747	1759	1809	1819		1837	1847		1903	1920	1935	1950	2005

Leigh Park Strouden Court	2054	2154	2254	
Leigh Park Southfield Walk	2057	2157	2257	
Park Parade Dunsbury Way	2102	2202	2303	
Havant Bus Station Stand E arr	2110	2210	2310	
Havant Bus Station Stand E dep	2113	2143	2213	2313
Farlington Rectory Avenue	2121	2151	2221	2321
Cosham Health Centre Stop F	2130	2200	2230	2330
North End Junction Stop G	2138	2208	2238	2338
Portsmouth City Centre Stop C	2149	2219	2249	2349
Portsmouth The Hard Interchange Stop M	2154	2224	2254	2354
Southsea Palmerston Road Stop A	2201	2231	2301	
Southsea South Parade Pier	2205	2235	2305	

Saturdays

Leigh Park Strouden Court	0639	0709	0724	0736	0746	0756	0806	0816	0826	then at these times each hour	36	46	56	06	16	26	until	1526	1538	1550	1602	1614	1626	1638	1651	
Leigh Park Southfield Walk	0642	0712	0727	0739	0749	0759	0809	0819	0829		39	49	59	09	19	29		1529	1541	1553	1605	1617	1629	1641	1654	
Park Parade Dunsbury Way	0648	0718	0733	0746	0756	0806	0816	0826	0836		46	56	06	16	26	36		1536	1548	1600	1612	1624	1636	1648	1701	
Havant Bus Station Stand E arr	0656	0726	0741	0754	0804	0814	0824	0834	0844		54	04	14	24	34	44		1544	1556	1608	1620	1632	1644	1656	1709	
Havant Bus Station Stand E dep	0658	0728	0743	0758	0808	0818	0828	0838	0848		58	08	18	28	38	48		1548	1600	1612	1624	1636	1648	1700	1713	
Farlington Rectory Avenue	0646	0706	0726	0736	0751	0806	0816	0826	0836		0846	0856	06	16	26	36		46	56	1556	1608	1620	1632	1644	1656	1708
Cosham Health Centre Stop F	0653	0713	0733	0746	0801	0816	0826	0836	0846		0856	0906	16	26	36	46		56	06	1606	1618	1630	1642	1654	1706	1718
North End Junction Stop G	0702	0722	0742	0755	0810	0825	0835	0845	0855		0905	0915	25	35	45	55		05	15	1615	1627	1639	1651	1703	1715	1727
Portsmouth City Centre Stop C	0713	0733	0753	0808	0823	0838	0848	0858	0908		0918	0928	38	48	58	08		18	28	1628	1640	1652	1704	1716	1728	1740
Portsmouth The Hard Interchange Stop M	0719	0739	0759	0814	0829	0844	0854	0904	0914	0924	0934	44	54	04	14	24	34	1634	1646	1658	1710	1722	1734	1746		
Southsea Palmerston Road Stop A	0726	0746	0806	0821	0836	0851	0901	0911	0921	0931	0941	51	01	11	21	31	41	1641	1653	1705	1717	1729	1741	1753		
Southsea South Parade Pier	0730	0750	0810	0825	0840	0855	0905	0915	0925	0935	0945	55	05	15	25	35	45	1645	1657	1709	1721	1733	1745	1757		

Leigh Park Strouden Court	1706	1721	1736	1751	1806	1836	1906	1954	2054	2154	2254
Leigh Park Southfield Walk	1709	1724	1739	1754	1809	1839	1909	1957	2057	2157	2257
Park Parade Dunsbury Way	1716	1731	1746	1801	1816	1846	1916	2003	2103	2203	2303
Havant Bus Station Stand E arr	1724	1739	1754	1809	1824	1854	1924	2010	2110	2210	2310
Havant Bus Station Stand E dep	1728	1743	1758	1813	1828	1843	1858	1913	1928	1943	2013
Farlington Rectory Avenue	1736	1751	1806	1821	1836	1851	1906	1921	1936	1951	2021
Cosham Health Centre Stop F	1746	1800	1815	1830	1845	1900	1915	1930	1945	2000	2030
North End Junction Stop G	1754	1808	1823	1838	1853	1908	1923	1938	1953	2008	2038
Portsmouth City Centre Stop C	1805	1819	1834	1849	1904	1919	1934	1949	2004	2019	2049
Portsmouth The Hard Interchange Stop M	1810	1824	1839	1854	1909	1924	1939	1954	2009	2024	2054
Southsea Palmerston Road Stop A	1817	1831	1846	1901	1916	1931	1946	2001	2016	2031	2101
Southsea South Parade Pier	1821	1835	1850	1905	1920	1935	1950	2005	2020	2035	2105

Sundays and public holidays

Leigh Park Strouden Court	0741	0816	0846	0916	0936	0956	then at these times each hour	16	36	56	until	1416	1436	1456	1516	1536	1604	1634	1704	1734	1804	1904	2004	2104	2234
Leigh Park Southfield Walk	0744	0819	0849	0919	0939	0959		19	39	59		1419	1439	1459	1519	1539	1607	1637	1707	1737	1807	1907	2007	2107	2237
Park Parade Dunsbury Way	0750	0825	0856	0926	0946	1006		26	46	06		1426	1446	1506	1526	1546	1613	1643	1713	1743	1813	1913	2013	2113	2243
Havant Bus Station Stand E arr	0757	0832	0904	0934	0954	1014		34	54	14		1434	1454	1514	1534	1554	1620	1650	1720	1750	1820	1920	2020	2120	2250
Havant Bus Station Stand E dep	0800	0835	0908	0938	0958	1018		38	58	18		1438	1458	1518											

School & College days only

Non School / College days only

Route Number	38	38	38	38
Petersfield Rail Station stop S	0703	0843	1143	1353
Petersfield Square stop A	0706	0846	1146	1356
Moggs Mead Co-Op	0709	0849	1149	1359
Sheet Half Moon	0712	0852	1152	1402
Liss Whistle Stop	0721	0859	1159	1409
Liss Forest Post Office	0725	0903	1203	1413
Greatham Digby Way	0732	0911	1211	1421
Selborne Selborne Arms	0744	0921	1221	1431
Chawton The Greyfriar	0755	0929	1229	1439
Alton High Street stop H	0803	0937	1237	1447
Alton College	▼	0942	▼	▼
Alton Rail Station stop R	▼	0947	1240	1450
Amery Hill School	0808			
Holybourne Eggars School	0816			

38	38	38
0843	1143	1353
0846	1146	1356
0849	1149	1359
0852	1152	1402
0859	1159	1409
0903	1203	1413
0911	1211	1421
0921	1221	1431
0929	1229	1439
0937	1237	1447
▼	▼	▼
0940	1240	1450

37X Cowplain & Petersfield towards Alton

Alton College days - Monday to Friday

Cowplain Shops	0833	1223	Alton College	1340	1630
Horndean Precinct	0840	1230	Alton High Street stop B	1344	1634
Clanfield Drift Road Shops	0845	1235	Selborne Selborne Arms	1358	1648
Clanfield Rising Sun	0851	1241	Petersfield Rail Station stop S	1420	1705
Buriton Crossroads	0900	1250	Petersfield Square stop A	1423	1708
Petersfield Square stop B	0910	1300	Petersfield Cranford Road	1430	1710
Petersfield Rail Station stop R	0912	1302	Clanfield Rising Sun	1442	1723
Selborne Selborne Arms	0925	1315	Clanfield Drift Road Shops	1446	1728
Alton High Street stop H	0940	1330	Horndean Precinct	1451	1733
Alton College	0945	1335	Cowplain Shops	1457	1739

737 HSDC towards Petersfield, Bordon & Whitehill

Havant & South Downs College days - Monday to Friday

HSDC Havant Campus	1625	Whitehill Turning Circle	0752	▼
HSDC South Downs Campus	1640	Hollybrook Park Chalet Hill	0757	▼
Buriton Crossroads	1655	Bordon Camp Crossroads	0802	▼
Petersfield Square stop B	1706	Lindford Elderberry Rd	0806	▼
Petersfield Rail Station stop R	1708	Liphook Co-Op	0815	▼
Moggs Mead Co-Op	1711	Greatham Digby Way	0825	▼
Sheet Half Moon	1714	Liss Forest Post Office	0832	▼
Liss Whistle Stop	1721	Liss Whistle Stop	0836	▼
Liss Forest Post Office	1725	Sheet Half Moon	0843	▼
Greatham Digby Way	1731	Moggs Mead Co-Op	0845	▼
Liphook Co-Op	1739	Petersfield Rail Station stop S	0850	0850
Lindford Elderberry Road	1747	Petersfield Square stop A	0853	0853
Bordon Camp Crossroads	1751	Buriton Crossroads	0900	0900
Hollybrook Park Chalet Hill	1755	HSDC South Downs Campus	0915	0915
Whitehill Turning Circle	1800	HSDC Havant Campus	0930	0930

School & College days only

Non School / College days only

Route Number	38	38	38	38	38
Holybourne Eggars School					1500
Alton Rail Station stop R	0825	0955	1245	1505	
Amery Hill School	▼	▼	▼	1515	
Alton College	▼	▼	▼	▼	1625
Alton High Street stop B	0829	0959	1249	1519	1629
Alton Community Hospital	0840	1010	1300	1530	1640
Chawton The Greyfriar	0845	1015	1305	1535	1645
Selborne Selborne Arms	0853	1023	1313	1543	1653
Greatham Digby Way	0905	1035	1325	1555	1705
Liss Forest Post Office	0912	1042	1332	1602	1712
Liss Whistle Stop	0916	1046	1336	1606	1716
Sheet Half Moon	0923	1053	1343	1613	1723
Moggs Mead Co-Op	0925	1055	1345	1615	1725
Petersfield Square stop B	▼	1058	▼	1618	1728
Petersfield Rail Station stop S	0928	1100	1348	1620	1730

38	38	38	38
	0955	1245	1515
▼	▼	▼	▼
	0959	1249	1519
	1010	1300	1530
	1015	1305	1535
	1023	1313	1543
	0905	1035	1325
	0912	1042	1332
	0916	1046	1336
	0923	1053	1343
	0925	1055	1345
▼	▼	▼	▼
	0928	1100	1348

These services continue to Petersfield Square.

Mondays to Fridays except public holidays

Route Number	37	37	637	37	37	37	37	37	37	37	37	37	37	37
Havant Bus Station stand A				0700	0845	1005	1105	1205	1305	1405	1505	1605	1710	1810
HSDC Havant Campus				0701	0847	1007	1107	1207	1307	1407	1507	1607	1712	1811
HSDC South Downs Campus				0708	0855	1015	1115	1215	1315	1415	1515	1617	1722	1818
Crookhorn Precinct				0711	0859	1019	1119	1219	1319	1419	1519	1621	1726	1822
Waterlooville Precinct stop C	0555	0620	This service runs on school days only.	0722	0912	1032	1132	1232	1332	1432	1532	1634	1739	1834
Waterlooville Highfield Parade	0559	0624		0726	0916	1036	1136	1236	1336	1436	1536	1639	1744	1838
Cowplain Shops	0604	0629		0732	0923	1043	1143	1243	1343	1443	1543	1647	1752	1844
Cowplain Hazleton Shops	0607	0632	0735	0927	1047	1147	1247	1347	1447	1547	1651	1756	1847	
Horndean Precinct	0612	0637	0737	0742	0933	1053	1153	1253	1353	1453	1553	1658	1803	1852
Clanfield Drift Road Shops	0616	0641	0745	0750	0938	1058	1158	1258	1358	1458	1558	1703	1808	1857
Clanfield Rising Sun	0620	0645	0751	0756	0943	1103	1203	1303	1403	1503	1603	1708	1813	1903
Petersfield Tesco	0631	0656	0806	0811	0956	1116	1216	1316	1416	1516	1616	1721	1826	
Petersfield Square stop B	0635	0700		0815	1000	1120	1220	1320	1420	1520	1620	1725	1830	
Petersfield Rail Station stop S	0638	0703		0818	1003	1123	1223	1323	1423	1523	1623	1728	1833	

Saturdays

37	37	37	37	37	37	37	37
	0820	0935	1105	1235	1405	1535	1715
	0821	0937	1107	1237	1407	1537	1716
	0828	0945	1115	1245	1415	1545	1724
	0831	0949	1119	1249	1419	1549	1728
0717	0842	1002	1132	1302	1432	1602	1741
0721	0846	1006	1136	1306	1436	1606	1745
0726	0851	1013	1143	1313	1443	1613	1751
0729	0854	1017	1147	1317	1447	1617	1754
0734	0859	1023	1153	1323	1453	1623	1800
0738	0903	1028	1158	1328	1458	1628	1805
0742	0907	1033	1203	1333	1503	1633	1810
0753	0918	1046	1216	1346	1516	1646	1821
0756	0921	1050	1220	1350	1520	1650	1825
0758	0923	1053	1223	1353	1523	1653	1827

Mondays to Fridays except public holidays

Route Number	37	37	37	37	37	37	37	37	37	637	37	37	37	37
Petersfield Rail Station stop S	0640	0710		0930	1030	1130	1230	1330	1430		1530	1630	1740	1840
Petersfield Square stop A	0643	0713		0933	1033	1133	1233	1333	1433		1533	1633	1743	1843
Petersfield Tesco	0645	0715		0936	1036	1136	1236	1336	1436		1536	1636	1746	1846
Clanfield Rising Sun	0658	0730	0846	0951	1051	1151	1251	1351	1451	1537	1551	1651	1758	1858
Clanfield Drift Road Shops	0703	0735	0851	0956	1056	1156	1256	1356	1456	1541	1556	1656	1802	1902
Horndean Precinct	0708	0740	0856	1001	1101	1201	1301	1401	1501	1548	1601	1701	1807	1907
Cowplain Hazleton Shops	0712	0746	0901	1006	1106	1206	1306	1406	1506		1606	1706	1811	1911
Cowplain Shops	0716	0751	0906	1011	1111	1211	1311	1411	1511		1611	1711	1815	1915
Waterlooville Highfield Parade	0721	0758	0912	1017	1117	1217	1317	1417	1517		1617	1717	1820	1920
Waterlooville Precinct stop A	0727	0805	0919	1024	1124	1224	1324	1424	1524		1624	1724	1827	1927
Crookhorn Precinct	0738	0818	0931	1036	1136	1236	1336	1436	1536		1636	1736	1837	1937
HSDC South Downs Campus	0741	0823	0935	1040	1140	1240	1340	1440	1540		1640	1740	1840	1940
HSDC Havant Campus	0747	0836	0942	1047	1147	1247	1347	1447	1547		1647	1747	1847	1947
Havant Bus Station stand A	0750	0840	0945	1050	1150	1250	1350	1450	1550		1650	1750	1850	1950

Saturdays

37	37	37	37	37	37	37	37	37	37
	0800	0930	1100	1230	1400	1530	1700	1830	
	0803	0933	1103	1233	1403	1533	1703	1833	
	0806	0936	1106	1236	1406	1536	1705	1835	
0726	0821	0951	1121	1251	1421	1551	1717	1847	
0730	0826	0956	1126	1256	1426	1556	1721	1851	
0735	0831	1001	1131	1301	1431	1601	1726	1856	

Mondays to Fridays except public holidays

- Wecock Farm Eagle Avenue
- Waterlooville Precinct stop A
- Purbrook Cunningham Road
- Crookhorn Precinct
- South Downs College opposite
- ASDA Superstore
- Middle Park Way Woolston Road
- Leigh Park Park Parade
- Havant Bus Station

0540	0620	0640	0700	0712	0724	0736	0748	0801	0816	0831		0850	0904	0916	then at these times each hour	28	40	52	04	16	until	1428
0550	0630	0650	0710	0724	0736	0751	0803	0816	0831	0845	0855	0905	0917	0928		40	52	04	16	28		1440
0554	0634	0654	0714	0729	0741	0756	0808	0821	0836	0850	0900	0910	0921	0932		44	56	08	20	32		1444
0557	0637	0659	0719	0735	0749	0804	0816	0829	0843	0855	0905	0915	0926	0937		49	01	13	25	37		1449
0600	0640	0702	0722	0738	0754	0809	0821	0834	0846	0858	0908	0918	0929	0940		52	04	16	28	40		1452
▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	0913	0923	0934	0945		57	09	21	33	45		1457
0605	0645	0708	0728	0746	0802	0817	0829	0842	0854	0906	0918	0928	0939	0950	02	14	26	38	50	1502		
0610	0650	0714	0734	0752	0808	0823	0835	0848	0900	0912	0924	0934	0945	0956	08	20	32	44	56	1508		
0617	0657	0722	0742	0800	0816	0831	0843	0856	0908	0920	0932	0944	0955	1006	18	30	42	54	06	1518		

- Wecock Farm Eagle Avenue
- Waterlooville Precinct stop A
- Purbrook Cunningham Road
- Crookhorn Precinct
- South Downs College opposite
- Middle Park Way Woolston Road
- Leigh Park Park Parade
- Havant Bus Station

1440	1452	1504	1516	1528	1540	1552	1604	1616	1628	1640	1652	1706	1720	1735	1755	1815	1835	1918	1958	2038	2118
1452	1504	1516	1528	1540	1552	1604	1616	1628	1640	1652	1704	1718	1732	1747	1805	1825	1845	1928	2008	2048	2128
1457	1509	1521	1533	1545	1557	1609	1621	1633	1645	1657	1709	1723	1737	1752	1810	1829	1849	1932	2012	2052	2132
1502	1514	1526	1538	1550	1602	1614	1626	1638	1650	1702	1714	1728	1742	1757	1814	1832	1852	1935	2015	2055	2135
1505	1517	1529	1541	1553	1605	1617	1629	1641	1653	1705	1717	1731	1745	1800	1817	1835	1855	1938	2018	2058	2138
1513	1525	1537	1549	1601	1613	1625	1637	1649	1701	1713	1725	1739	1753	1808	1824	1840	1900	1943	2023	2103	2143
1519	1531	1543	1555	1607	1619	1631	1643	1655	1707	1719	1731	1745	1759	1814	1829	1845	1905	1948	2028	2108	2148
1530	1542	1554	1606	1618	1630	1642	1654	1706	1718	1730	1742	1756	1810	1823	1838	1853	1913	1955	2035	2115	2155

Saturdays

- Wecock Farm Eagle Avenue
- Waterlooville Precinct stop A
- Purbrook Cunningham Road
- Crookhorn Precinct
- South Downs College opposite
- ASDA Superstore
- Middle Park Way Woolston Road
- Leigh Park Park Parade stop A
- Havant Bus Station

0642	0702	0722	0742	0802	0822		0840	then at these times each hour	52	04	16	28	40	until	1452	1504	1516	1530	1545	1600	1615	1630
0652	0712	0732	0752	0812	0832		0852		04	16	28	40	52		1504	1516	1528	1542	1557	1611	1626	1641
0656	0716	0736	0756	0816	0836		0856		08	20	32	44	56		1508	1520	1532	1546	1602	1615	1630	1645
0659	0719	0739	0759	0819	0839		0901		13	25	37	49	01		1513	1525	1537	1551	1605	1618	1633	1648
0702	0722	0742	0802	0822	0842		0904		16	28	40	52	04		1516	1528	1540	1554	1608	1621	1636	1651
▼	▼	▼	▼	▼	▼		0909		21	33	45	57	09		1521	1533	1545	1559	▼	▼	▼	▼
0708	0728	0748	0808	0828	0848	0902	0914	26	38	50	02	14	1526	1538	1550	1604	1614	1627	1642	1657		
0714	0734	0754	0814	0834	0854	0908	0920	32	44	56	08	20	1532	1544	1556	1610	1620	1633	1648	1703		
0721	0741	0801	0821	0841	0901	0915	0930	42	54	06	18	30	1542	1554	1606	1620	1630	1640	1655	1710		

This service starts at Hordle Road, 0859

Saturdays

- Wecock Farm Eagle Avenue
- Waterlooville Precinct stop A
- Purbrook Cunningham Road
- Crookhorn Precinct
- South Downs College opposite
- ASDA Superstore
- Middle Park Way Woolston Road
- Leigh Park Park Parade stop A
- Havant Bus Station

1645	1700	1718	1738	1758	1818	1838	1918	1958	2038	2118
1656	1711	1729	1748	1808	1828	1848	1928	2008	2048	2128
1700	1715	1733	1752	1812	1832	1852	1932	2012	2052	2132
1703	1718	1736	1755	1815	1835	1855	1935	2015	2055	2135
1706	1721	1739	1758	1818	1838	1858	1938	2018	2058	2138
▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
1712	1727	1745	1803	1823	1843	1903	1943	2023	2103	2143
1718	1733	1751	1808	1828	1848	1908	1948	2028	2108	2148
1725	1740	1758	1815	1835	1855	1915	1955	2035	2115	2155

Sundays and public holidays

0838	0938	then at these times each hour	38	until	1538	1638	1738
0849	0949		49		1549	1649	1749
0853	0953		53		1553	1653	1753
0858	0958		58		1558	1658	1758
0901	1001		01		1601	1701	1801
▼	1005		05		1605	▼	▼
0906	1011	11	1611	1706	1806		
0911	1016	16	1616	1711	1811		
0918	1023	23	1623	1718	1818		

Mondays to Fridays except public holidays

- Havant Bus Station stand D
- Leigh Park Park Parade stop B
- Middle Park Way Woolston Road
- ASDA Superstore
- South Downs College
- Crookhorn Precinct
- Purbrook Cunningham Road
- Waterlooville Precinct stop C
- Wecock Farm Eagle Avenue

0600	0620	0640	0700	0715	0730	0745	0800	0812	0824	0836	0848	0900	then at these times each hour	12	24	36	48	00	until	1512	1524	1536
0606	0626	0646	0707	0722	0737	0752	0807	0819	0831	0843	0855	0907		19	31	43	55	07		1519	1532	1544
0610	0630	0650	0712	0727	0742	0757	0812	0824	0836	0848	0900	0912		24	36	48	00	12		1524	1537	1549
▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	0906	0918		30	42	54	06	18		1530	▼	▼
0616	0636	0656	0719	0734	0749	0804	0821	0833	0845	0857	0911	0923		35	47	59	11	23		1535	1546	1558
0619	0639	0659	0722	0737	0752	0807	0824	0836	0848	0900	0914	0926		38	50	02	14	26		1538	1549	1601
0623	0643	0703	0727	0742	0757	0812	0828	0840	0852	0904	0919	0931		43	55	07	19	31		1543	1554	1606
0628	0648	0708	0734	0749	0804	0819	0835	0847	0859	0911	0925	0937		49	01	13	25	37		1549	1601	1613
0637	0657	0717	0743	0758	0813	0828	0845	0857	0909	0921	0936	0948		00	12	24	36	48		1600	1612	1624

- Havant Bus Station stand D
- Leigh Park Park Parade stop B
- Middle Park Way Woolston Road
- South Downs College
- Crookhorn Precinct
- Purbrook Cunningham Road
- Waterlooville Precinct stop C
- Wecock Farm Eagle Avenue

1548	1600	1612	1624	1636	1648	1700	1715	1730	1745	1800	1820	1840	1900	1920	2000	2040	2120	2200	2300	These services run on Fridays only.
1556	1608	1620	1632	1644	1656	1708	1723	1738	1753	1807	1826	1846	1906	1926	2006	2046	2126	2206	2306	
1601	1613	1625	1637	1649	1701	1713	1728	1743	1758	1812	1831	1851	1911	1931	2011	2051	2131	2211	2311	
1610	1622	1634	1646	1658	1710	1722	1737	1752	1807	1820	1837	1857	1917	1937	2017	2057	2137	2217	2317	
1613	1625	1637	1649	1701	1713	1725	1740	1755	1810	1823	1840	1900	1920	1940	2020	2100	2140	2220	2320	
1618	1630	1642	1654	1706	1718	1730	1745	1759	1814	1827	1844	1904	1924	1944	2024	2104	2144	2224	2324	
1625	1637	1649	1701	1713	1725	1737	1752	1806	1821	1834	1849	1909	1929	1949	2029	2109	2149	2229	2329	
1636	1648	1700	1712	1724	1736	1748	1803	1815	1830	1842	1857	1917	1937	1957	2037	2117	2157	2237	2337	

Saturdays

- Havant Bus Station stand D
- Leigh Park Park Parade stop B
- Middle Park Way Woolston Road
- ASDA Superstore
- South Downs College
- Crookhorn Precinct
- Purbrook Cunningham Road
- Waterlooville Precinct stop C
- Wecock Farm Eagle Avenue

0655	0715	0735	0755	0815	0833	0847	0900	then at these times each hour	12	24	36	48	00	until	1512	1526	1540	1555	1610	1625	1640	1700
0702	0722	0742	0802	0822	0840	0854	0907		19	31	43	55	07		1519	1533	1547	1602	1617	1632	1647	1706
0707	0727	0747	0807	0827	0845	0859	0912		24	36	48	00	12		1524	1538	1552	1607	1622	1637	1652	1711
▼	▼	▼	▼	▼	▼	0905	0918		30	42	54	06	18		1530	1544	▼	▼	▼	▼	▼	▼
0713	0733	0753	0813	0833	0851	0910	0923		35	47	59	11	23		1535	1549	1558	1613	1628	1643	1658	1717
0716	0736	0756	0816	0836	0854	0913	0926		38	50	02	14	26		1538	1552	1601	1616	1631	1646	1701	1720
0720	0740	0800	0820	0840	0858	0918	0931		43	55	07	19	31		1543	1557	1605	1620	1635	1650	1705	1724
0727	0747	0807	0827	0847	0905	0924	0937		49	01	13	25	37		1549	1603	1612	1627	1642	1657	1712	1729
0737	0757	0817	0837	0857	0915	0935	0948		00	12	24	36	48		1600	1614	1622	1637	1652	1707	1722	1737

Saturdays

- Havant Bus Station stand D
- Leigh Park Park Parade stop B
- Middle Park Way Woolston Road
- ASDA Superstore
- South Downs College
- Crookhorn Precinct
- Purbrook Cunningham Road
- Waterlooville Precinct stop C
- Wecock Farm Eagle Avenue

1720	1740	1800	1820	1840	1900	1920	2000	2040	2120	2200	2300
1726	1746	1806	1826	1846	1906	1926	2006	2046	2126	2206	2306
1731	1751	1811	1831	1851	1911	1931	2011	2051	2131	2211	2311
▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
1737	1757	1817	1837	1857	1917	1937	2017	2057	2137	2217	2317
1740	1800	1820	1840	1900	1920	1940	2020	2100	2140	2220	2320
1744	1804	1824	1844	1904	1924	1944	2024	2104	2144	2224	2324
1749	1809	1829	1849	1909	1929	1949	2029	2109	2149	2229	2329
1757	1817	1837	1857	1917	1937	1957	2037	2117	2157	2237	2337

Sundays and public holidays

0855	0950	then at these times each hour	50	until	1550	1655	1755
0902	0957		57		1557	1702	1802
0907	1002		02		1602	1707	1807
▼	1007		07		1607	▼	▼
0912	1012		12		1612	1712	1812
0915	1015		15		1615	1715	1815
0920	1020		20		1620	1720	1820
0926	1026		26		1626	1726	1826
0935	1035		35		1635	1735	1835

D1/D2

Saturdays

Valid from: 01/09/2019

Valid to: 28/03/2020

D1 Waterloooville - Denmead - Hambledon

Via Auger Row - Berewood

D2 Waterloooville - Denmead

Via Berewood - Milton Road - Sunnymead Drive

Service No.:	D2	D1	D2	D1	D2	D1	D2	D1	D2	D1
Notes:										
Waterlooville Precinct	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735
Berewood Primary School	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740
The Rainbow	0846	----	1046	----	1246	----	1446	----	1646	----
Denmead Green	0854	0949	1054	1149	1254	1349	1454	1549	1654	1749
Mead End, Great Mead	0900	----	1100	----	1300	----	1500	----	1700	----
Hambledon, The Gardens	----	0958	----	1158	----	1358	----	1558	----	1758

D1 Hambledon - Denmead - Waterloooville

Via Berewood - Auger Row

D2 Denmead - Waterloooville

Via Sunnymead Drive - Milton Road - Berewood

Service No.:	D1	D2	D1	D2	D1	D2	D1	D2	D1	D2
Notes:										
Hambledon, The Gardens	0804	----	1004	----	1204	----	1404	----	1604	----
Mead End, Great Mead	----	0903	----	1103	----	1303	----	1503	----	1703
Denmead Green	0813	0909	1013	1109	1213	1309	1413	1509	1613	1709
The Rainbow	----	0916	----	1116	----	1316	----	1516	----	1716
Berewood Primary School	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721
Waterlooville Precinct	0828	0927	1027	1127	1227	1327	1427	1527	1627	1727

D1/D2

Monday to Friday
Valid from: 01/09/2019
Valid to: 28/03/2020

- D1 Waterloo - Denmead - Hambledon
Via Auger Row - Berewood
- D2 Waterloo - Denmead
Via Berewood - Milton Road - Sunnymead Drive

Service No.:	D1	D2	D1	D2	D1	D2	D1	D2	D1	D2	D1
Notes:											
Waterloo Precinct	0735	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735
Berewood Primary School	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740
The Rainbow	----	0846	----	1046	----	1246	----	1446	----	1646	----
Denmead Green	0749	0854	0949	1054	1149	1254	1349	1454	1549	1654	1749
Mead End, Great Mead	----	0900	----	1100	----	1300	----	1500	----	1700	----
Hambledon, The Gardens	0758	----	0958	----	1158	----	1358	----	1558	----	1758

- D1 Hambledon - Denmead - Waterloo
Via Berewood - Auger Row
- D2 Denmead - Waterloo
Via Sunnymead Drive - Milton Road - Berewood

Service No.:	D2	D1	D2	D1	D2	D1	D2	D1	D2	D1	D2	D1
Notes:												
Hambledon, The Gardens	----	0804	----	1004	----	1204	----	1404	----	1604	----	1800
Mead End, Great Mead	0701	----	0903	----	1103	----	1303	----	1503	----	1703	----
Denmead Green	0707	0813	0909	1013	1109	1213	1309	1413	1509	1613	1709	1809
The Rainbow	0714	----	0916	----	1116	----	1316	----	1516	----	1716	----
Berewood Primary School	0719	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1817
Waterloo Precinct	0727	0828	0927	1027	1127	1227	1327	1427	1527	1627	1727	1823

from 28th July 2019

Mondays to Fridays except public holidays

Littlehampton Anchor Springs				0619		0652		0707		0727		0747		0817		0845		0905		0928
Yapton Sparks Corner	0529	0559		0629		0702		0718		0738		0758		0827		0856		0916		0940
Flansham Park Alfriston Close	0534	0604		0616 0636		0652 0702 0709 0717 0727 0737 0747 0757		0808 0821 0837 0855		0905 0915 0925 0935 0949 0959										
Felpham The Southdowns	0537	0607		0620 0640		0656 0706 0713 0722 0733 0743 0753 0803 0814 0827 0843 0859 0909 0919 0929 0939 0953 1003														
Bognor Regis High Street Stop R	0545	0615		0630 0650		0706 0716 0725 0737 0747 0757 0807 0817 0831 0843 0857 0911 0921 0931 0941 0951 1005 1015														
North Bersted Shops	0552	0622		0639 0659		0715 0725 0735 0747 0757 0807 0817 0827 0841 0853 0907 0921 0931 0941 0951 1001 1013 1023														
Chichester Bus Station stand 9	0531 0607	0631 0637		0644 0657 0715 0717 0737 0753 0803 0817 0827 0842 0852 0902 0912 0922 0932 0942 0952 1002 1012 1022 1032 1042																
Chichester Cathedral	0535 0610	0635 0640		0648 0701 0718 0721 0741 0758 0806 0822 0830 0847 0855 0907 0915 0927 0935 0947 0955 1007 1015 1027 1035 1047																
Bosham Roundabout	0544	0644		0657 0712		0732 0752 0809		0833 0858 0918 0938 0958		1018 1038 1058										
Southbourne Church	0550	0650		0703 0719		0739 0759 0817		0841 0905 0925 0945 1005 1025 1045 1105												
Emsworth Square	0554	0654		0707 0724		0744 0804 0823		0847 0910 0930 0950 1010 1030 1050 1110												
Havant Bus Station stand C	0605	0705		0718 0738		0758 0818 0837		0901 0924 0944 1004 1024 1044 1104 1124												
Hilsea Lido stop E	0615	0715		0729 0749		0809 0830 0850		0914 0934 0954 1014 1034 1054 1114 1134												
North End Junction stop G	0621	0721		0736 0756		0816 0837 0857		0921 0941 1001 1021 1041 1101 1121 1141												
Portsmouth Commercial Rd stop C	0631	0731		0751 0811		0831 0852 0912		0931 0951 1011 1031 1051 1111 1131 1151												
University of Portsmouth	0634	0734		0754 0814		0834 0855 0915		0934 0954 1014 1034 1054 1114 1134 1154												
Portsmouth Hard Interchange	0640	0740		0800 0820		0840 0901 0921		0940 1000 1020 1040 1100 1120 1140 1200												

These services start from Rollaston Park approximately 2 minutes earlier.

Mondays to Fridays except public holidays

Littlehampton Anchor Springs	0948	1012	1032	1052		12	32	52		1412	1432	1452	1512	1532
Yapton Sparks Corner	1000	1022	1042	1102		22	42	02		1422	1442	1502	1522	1542
Flansham Park Alfriston Close	1009 1019 1029 1039 1049 1059 1109					19 29 39 49 59 09				1419 1429 1439 1449 1459 1509 1519 1529 1539 1549				
Felpham The Southdowns	1013 1023 1033 1043 1053 1103 1113					23 33 43 53 03 13				1423 1433 1443 1453 1503 1513 1523 1533 1543 1553				
Bognor Regis High Street Stop R	1025 1035 1045 1055 1105 1115 1125					35 45 55 05 15 25				1435 1445 1455 1505 1515 1525 1535 1545 1555 1605				
North Bersted Shops	1033 1043 1053 1103 1113 1123 1133					43 53 03 13 23 33				1443 1453 1503 1513 1523 1533 1543 1553 1603 1613				
Chichester Bus Station stand 9	1052 1102 1112 1122 1132 1142 1152					02 12 22 32 42 52				1502 1512 1522 1532 1542 1552 1602 1612 1622 1632				
Chichester Cathedral	1055 1107 1115 1127 1135 1147 1155					07 15 27 35 47 55				1507 1515 1527 1535 1547 1555 1607 1615 1627 1635				
Bosham Roundabout	1118	1138	1158			18 38 58				1518 1540 1600 1620 1640				
Southbourne Church	1125	1145	1205			25 45 05				1525 1547 1607 1627 1647				
Emsworth Square	1130	1150	1210			30 50 10				1530 1552 1612 1632 1652				
Havant Bus Station stand C	1144	1204	1224			44 04 24				1544 1606 1626 1646 1706				
Hilsea Lido stop E	1154	1214	1234			54 14 34				1554 1618 1638 1658 1718				
North End Junction stop G	1201	1221	1241			01 21 41				1601 1624 1644 1704 1724				
Portsmouth Commercial Rd stop C	1211	1231	1251			11 31 51				1611 1634 1654 1714 1734				
University of Portsmouth	1214	1234	1254			14 34 54				1614 1637 1657 1717 1737				
Portsmouth Hard Interchange	1220	1240	1300			20 40 00				1620 1642 1702 1722 1742				

Please note:

Additional journey on West Sussex school days starts from Bishop Luffa School at 1443, via Bosham Roundabout (1453), Southbourne Church (1500), Emsworth Square (1505) arriving at Havant Bus Station at 1513.

Mondays to Fridays except public holidays

Littlehampton Anchor Springs	1552	1612	1632	1652	1712	1737	1802	1822	1844	1904	1934	2034	2134	2234
Yapton Sparks Corner	1602	1622	1642	1703	1723	1747	1812	1832	1853	1913	1943	2043	2143	2243
Flansham Park Alfriston Close	1559 1609 1619 1629 1639 1649 1701 1711 1721 1731 1744 1754 1804 1819 1834 1839 1859 1919 1934 1949 2034 2049 2134 2149 2249 0003													
Felpham The Southdowns	1603 1613 1623 1633 1643 1653 1705 1715 1725 1735 1748 1758 1806 1823 1836 1841 1901 1921 1936 1951 2036 2051 2136 2151 2251 0005													
Bognor Regis High Street Stop R	1615 1625 1635 1645 1655 1705 1717 1727 1737 1747 1800 1810 1814 1834 1844 1849 1909 1929 1944 1959 2044 2059 2144 2159 2259 0013													
North Bersted Shops	1623 1633 1643 1653 1703 1713 1725 1735 1745 1755 1808 1818 1821 1840 1851 1856 1916 1936 1951 2006 2051 2106 2151 2206 2306 0020													
Chichester Bus Station stand 9	1642 1652 1702 1712 1722 1732 1744 1754 1804 1814 1823 1833 1838 1853 1908 1913 1929 1949 2008 2021 2108 2121 2208 2221 2321 0033													
Chichester Cathedral	1647 1655 1707 1715 1727 1735 1749 1757 1808 1817						1842	1912	1916		2012 2024 2112 2124 2212 2224 2324			
Bosham Roundabout	1700	1720	1740	1800	1818		1851	1921		2021	2121	2221		
Southbourne Church	1707	1727	1747	1807	1825		1857	1927		2027	2127	2227		
Emsworth Square	1712	1732	1752	1812	1830		1902	1932		2032	2132	2232		
Havant Bus Station stand C	1726	1746	1806	1826	1840		1910	1940		2040	2140	2240		
Hilsea Lido stop E	1738	1758	1816	1836	c		c	c		c	c			
North End Junction stop G	1744	1804	1822	1842										
Portsmouth Commercial Rd stop C	1754	1814	1832	1852										
University of Portsmouth	1757	1817	1835	1855										
Portsmouth Hard Interchange	1802	1822	1840	1900										

c = Connections and through fares available to route 23 towards Hilsea, North End, City Centre, The Hard & Southsea.

from 28th July 2019

Saturdays

Littlehampton Anchor Springs				0652	0712	0732	0752	0812	0832	0852	0912	0932	0952													
Yapton Sparks Corner	0609		0649	0702	0722	0742	0802	0822	0842	0902	0922	0942	1002													
Flansham Park Alfriston Close	0616		0656	0659	0709	0719	0729	0739	0749	0759	0809	0819	0829	0839	0849	0859	0909	0919	0929	0939	0949	0959	1009	1019		
Felpham The Southdowns	0619		0659	0703	0713	0723	0733	0743	0753	0803	0813	0823	0833	0843	0853	0903	0913	0923	0933	0943	0953	1003	1013	1023		
Bognor Regis High Street stop C	0628		0708	0715	0725	0735	0745	0755	0805	0815	0825	0835	0845	0855	0905	0915	0925	0935	0945	0955	1005	1015	1025	1035		
North Bersted Shops	0636		0716	0723	0733	0743	0753	0803	0813	0823	0833	0843	0853	0903	0913	0923	0933	0943	0953	1003	1013	1023	1033	1043		
Chichester Bus Station stand 9	0627	0652	0657	0727	0732	0742	0752	0802	0812	0822	0832	0842	0852	0902	0912	0922	0932	0942	0952	1002	1012	1022	1032	1042	1052	1102
Chichester Cathedral	0630	0655	0700	0730	0735	0747	0755	0807	0815	0827	0835	0847	0855	0907	0915	0927	0935	0947	0955	1007	1015	1027	1035	1047	1055	1107
Bosham Roundabout	0639		0709	0739		0758	0818	0838	0858	0918	0938	0958	1018	1038	1058	1118										
Southbourne Church	0645		0715	0745		0805	0825	0845	0905	0925	0945	1005	1025	1045	1105	1125										
Emsworth Square	0649		0719	0749		0810	0830	0850	0910	0930	0950	1010	1030	1050	1110	1130										
Havant Bus Station stand C	0700		0730	0800		0824	0844	0904	0924	0944	1004	1024	1044	1104	1124	1144										
Hilsea Lido stop E	0709		0739	0809		0834	0854	0914	0934	0954	1014	1034	1054	1114	1134	1154										
North End Junction stop G	0714		0744	0814		0841	0901	0921	0941	1001	1021	1041	1101	1121	1141	1201										
Portsmouth Commercial Rd stop C	0723		0753	0823		0851	0911	0931	0951	1011	1031	1051	1111	1131	1151	1211										
University of Portsmouth	0726		0756	0826		0854	0914	0934	0954	1014	1034	1054	1114	1134	1154	1214										
Portsmouth Hard Interchange	0730		0800	0830		0900	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220										

These services start from Rollaston Park approximately 2 minutes earlier.

Saturdays

Littlehampton Anchor Springs	1012	1032	1052		12	32	52		1632	1652	1712	1732	1752	1822	1844	1904
Yapton Sparks Corner	1022	1042	1102		22	42	02		1642	1702	1722	1742	1802	1832	1853	1913
Flansham Park Alfriston Close	1029	1039	1049	1059	1109	19	29	39	49	59	09					
Felpham The Southdowns	1033	1043	1053	1103	1113	23	33	43	53	03	13					
Bognor Regis High Street stop C	1045	1055	1105	1115	1125	35	45	55	05	15	25					
North Bersted Shops	1053	1103	1113	1123	1133	43	53	03	13	23	33					
Chichester Bus Station stand 9	1112	1122	1132	1142	1152	02	12	22	32	42	52					
Chichester Cathedral	1115	1127	1135	1147	1155	07	15	27	35	47	55					
Bosham Roundabout	1138	1158				18	38	58								
Southbourne Church	1145	1205				25	45	05								
Emsworth Square	1150	1210				30	50	10								
Havant Bus Station stand C	1204	1224				44	04	24								
Hilsea Lido stop E	1214	1234				54	14	34								
North End Junction stop G	1221	1241				01	21	41								
Portsmouth Commercial Rd stop C	1231	1251				11	31	51								
University of Portsmouth	1234	1254				14	34	54								
Portsmouth Hard Interchange	1240	1300				20	40	00								

Saturdays

Littlehampton Anchor Springs	1934	2034	2134	2234				
Yapton Sparks Corner	1943	2043	2143	2243				
Flansham Park Alfriston Close	1934	1949	2034	2049	2134	2149	2249	0003
Felpham The Southdowns	1936	1951	2036	2051	2136	2151	2251	0005
Bognor Regis High Street stop C	1944	1959	2044	2059	2144	2159	2259	0013
North Bersted Shops	1951	2006	2051	2106	2151	2206	2306	0020
Chichester Bus Station stand 9	2008	2021	2108	2121	2208	2221	2321	0033
Chichester Cathedral	2012	2024	2112	2124	2212	2224	2324	
Bosham Roundabout	2021	2121	2221					
Southbourne Church	2027	2127	2227					
Emsworth Square	2032	2132	2232					
Havant Bus Station stand C	2040	2140	2240					

c = Connections and through fares available to route 23 towards Hilsea, North End, City Centre, The Hard & Southsea.

from 28th July 2019

Mondays to Fridays except public holidays

Portsmouth Hard Interchange					0625	0647	0707	0727	0752	then every 20 mins until	1352	1412	1432	1452	1512	1532	1552	1612	1632	1652	1812	1852	1941		
Havant Bus Station (arr)					0656	0724	0744	0804	0830		1430	1450	1510	1530	1550	1610	1630	1650	1710	1730	1850	1924	2022		
Havant Bus Station stand H (dep)					0602	0618	0638	0658	0728		0748	0808	0834												
Chichester Bus Station (arr)					0634	0654	0714	0734	0810		0830	0850	0913												
Chichester Bus Station stand 8 (dep)	0520	0551	0611	0626	0646	0706	0728	0756	0824		0844	0905	0927	1527	1547	1607	1627	1647	1707	1727	1747	1807	1827	1932	2032	2132
Bognor Regis High Street stop C	0543	0615	0635	0651	0711	0731	0757	0825	0853	0913	0934	0956	1556	1617	1637	1659	1721	1743	1802	1820	1837	1852	1954	2054	2154
Littlehampton Anchor Springs (arr)	0610	0642	0702	0722	0742	0808	0834	0900	0923	0943	1006	1026	1626	1647	1707	1732	1752	1813	1832	1850	1905	1920	2020	2120	2220
Littlehampton Anchor Springs (dep)	0630	0650	0710	0737	0749	0824	0844	0914	0934	0954	1014	1034	1634	1654	1714	1744	1804	1824	1854		1914	1934	2034	2134	2234
Worthing Marine Parade stop G	0725	0745	0805	0837	0849	0925	0945	1015	1035	1055	1115	1135	1735	1755	1815	1845	1900	1920	1940		2000	2020	2120	2220	2318
Brighton Old Steine	0830	0850	0910	0940	0950	1020	1040	1110	1130	1150	1210	1230	1830	1850	1910	1940	1955	2010	2025		2045	2105	2205	2225	

Saturdays

Portsmouth Hard Interchange					0647				0727			0752	then every 20 mins until	1432	1452	1512	1532	1552	1612	1632	1652	1812	1852	1941
Havant Bus Station (arr)					0717				0757			0830		1510	1530	1550	1610	1630	1650	1710	1730	1850	1924	2022
Havant Bus Station stand H (dep)					0619	0639	0659	0719		0759	0814	0834		1514	1534	1554	1614	1634	1654	1714	1734	1854	1926	2026
Chichester Bus Station (arr)					0653	0713	0733	0753		0833	0853	0910		1553	1613	1633	1653	1713	1733	1753	1813	1928	1958	2058
Chichester Bus Station stand 8 (dep)	0556	0616	0636	0653	0707	0727	0747	0807	0827	0847	0907	0927		1607	1627	1647	1707	1727	1747	1807	1827	1932	2032	2132
Bognor Regis High Street stop C	0620	0640	0700	0717	0736	0756	0816	0836	0856	0916	0936	0956	1636	1656	1716	1736	1756	1816	1836	1852	1954	2054	2154	
Littlehampton Anchor Springs (arr)	0647	0707	0727	0746	0806	0826	0846	0906	0926	0946	1006	1026	1706	1726	1746	1806	1826	1846	1905	1920	2020	2120	2220	
Littlehampton Anchor Springs (dep)	0654	0714	0744	0804	0814	0834	0854	0914	0934	0954	1014	1034	1714	1734	1804	1824	1834	1854	1914	1934	2034	2134	2234	
Worthing Marine Parade stop G	0744	0804	0835	0855	0915	0935	0955	1015	1035	1055	1115	1135	1815	1830	1900	1920	1924	1940	2000	2020	2120	2220	2318	
Brighton Old Steine	0830	0850	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1910	1925	1955	2010		2025	2045	2105	2205	2225		

These services run as route 23 between Portsmouth and Havant.

Sundays and public holidays

Portsmouth Hard Interchange					0730				00	30			1400	1430	1500	1530	1600	1630	1730	1830	1930
Havant Bus Station (arr)					0808				38	08			1438	1508	1538	1608	1638	1708	1808	1908	2008
Havant Bus Station stand H (dep)					0718	0748	0812		42	12			1442	1512	1542	1612	1642	1712	1812	1912	2012
Chichester Bus Station (arr)					0751	0821	0851		21	51			1521	1551	1621	1651	1721	1751	1851	1951	2051
Chichester Bus Station stand 8 (dep)	0640	0710	0740	0800	0830	0900			30	00			1530	1600	1630	1700	1730	1800	1900	2000	
Bognor Regis High Street stop C	0702	0732	0802	0829	0859	0929			59	29			1559	1629	1659	1729	1759	1824	1924	2024	
Littlehampton Anchor Springs (arr)	0729	0759	0829	0859	0929	0959			29	59			1629	1659	1729	1759	1829	1849	1949	2049	
Littlehampton Anchor Springs (dep)	0744	0804	0844	0904	0944	1004			44	04			1644	1704	1744	1804		1854	1954	2054	
Worthing Marine Parade stop G	0840	0900	0940	1000	1040	1100			40	00			1740	1800	1840	1900		1945	2045	2145	
Brighton Old Steine	0935	0955	1035	1055	1135	1155			35	55			1835	1850	1930	1950		2025	2125	2225	

Coastliner runs in three parts between Portsmouth and Brighton. Connections can be made in Chichester bus station and at Littlehampton Anchor Springs by changing buses. Connecting buses run up to every 20 minutes (or every 30 minutes on Sundays). Ask your driver on the day if you need any help.

from 28th July 2019

Mondays to Fridays except public holidays

Brighton Old Steine stop T	0530	0550	0630	0645	0700	0720	0740	0800		1400	1420	1440	1500	1530	1550	1610	1640	1700	1740	1850	1945	2050			
Worthing Marine Parade stop C	0525	0545	0605	0620	0640	0720	0740	0805	0825	0845	0905		1505	1525	1545	1605	1635	1655	1715	1745	1805	1842	1942	2042	2142
Littlehampton Anchor Springs (arr)	0609	0629	0649	0704	0724	0810	0830	0900	0920	0940	1000		1600	1620	1640	1700	1730	1750	1810	1840	1850	1925	2025	2125	2225
Littlehampton Anchor Springs (dep)	0619	0652	0707	0727	0747	0817	0845	0905	0928	0948	1012	then every 20 mins until	1612	1632	1652	1712	1737	1802	1822	1844	1904	1934	2034	2134	2234
Bognor Regis High Street Stop R	0650	0725	0747	0807	0831	0857	0921	0941	1005	1025	1045		1645	1705	1727	1747	1810	1834	1849	1909	1929	1959	2059	2159	2259
Chichester Bus Station (arr)	0713	0759	0823	0848	0908	0928	0948	1008	1028	1048	1108		1708	1728	1750	1810	1833	1853	1909	1929	1949	2019	2119	2219	2319
Chichester Bus Station stand 9 (dep)	0717	0817	0842	0902	0922	0942	1002	1022	1042	1102	1122		1722	1744	1804		1838	1908		2008	2108	2208			
Havant Bus Station (arr)	0754	0857	0920	0940	1000	1020	1040	1100	1120	1140	1200		1802	1822	1840		1910	1940		2040	2140	2240			
Havant Bus Station stand C (dep)	0758	0901	0924	0944	1004	1024	1044	1104	1124	1144	1204		1806	1826	c		c	c			c	c			
Portsmouth Hard Interchange	0840	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240		1840	1900											

Saturdays

Brighton Old Steine stop T			0635		0655	0715	0730	0745	0800		1420	1440	1500	1520	1540	1610	1640	1700	1740	1850	1945	2050			
Worthing Marine Parade stop C	0555		0630	0705	0725	0735	0745	0805	0825	0845	0905		1525	1545	1605	1625	1645	1715	1745	1805	1842	1942	2042	2142	
Littlehampton Anchor Springs (arr)	0635		0710	0745	0805	0820	0835	0900	0920	0940	1000		1620	1640	1700	1720	1740	1810	1840	1850	1925	2025	2125	2225	
Littlehampton Anchor Springs (dep)	0652	0712	0732	0752	0812	0832	0852	0912	0932	0952	1012	then every 20 mins until	1632	1652	1712	1732	1752	1822	1844	1904	1934	2034	2134	2234	
Bognor Regis High Street Stop R	0725	0745	0805	0825	0845	0905	0925	0945	1005	1025	1045		1705	1725	1745	1805	1825	1849	1909	1929	1959	2059	2159	2259	
Chichester Bus Station (arr)	0748	0808	0828	0848	0908	0928	0948	1008	1028	1048	1108		1728	1748	1808	1828	1848	1909	1929	1949	2019	2119	2219	2319	
Chichester Bus Station stand 9 (dep)	0802	0822	0842	0902	0922	0942	1002	1022	1042	1102	1122		1742	1802		1838	1908		2008	2108	2208				
Havant Bus Station (arr)	0840	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200		1820	1840		1910	1940		2040	2140	2240				
Havant Bus Station stand C (dep)	0844	0904	0924	0944	1004	1024	1044	1104	1124	1144	1204		1824	c		c	c			c	c				
Portsmouth Hard Interchange	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240		1900												

c = Connections and through fares available to route 23 towards Hilsea, North End, City Centre, The Hard & Southsea.

Sundays and public holidays

Brighton Old Steine stop T			0745	0805	0845	then at these mins past each hour	05	45	until	1305	1345	1405	1445	1505	1545	1605	1625	1645	1805	1915			
Worthing Marine Parade stop C	0715	0755	0815	0845	0905	0945		05	45		1405	1445	1505	1545	1605	1645	1705	1725	1745	1902	2002		
Littlehampton Anchor Springs (arr)	0800	0840	0900	0940	1000	1040		00	40		1500	1540	1600	1640	1700	1740	1800	1820	1840	1950	2050		
Littlehampton Anchor Springs (dep)	0815	0845	0915	0945	1015	1045		15	45		1515	1545	1615	1645	1715	1745	1815	1835	1855	1955	2055		
Bognor Regis High Street Stop R	0846	0916	0946	1016	1046	1116		46	16		1546	1616	1646	1716	1746	1816	1846	1906	1922	2022	2122		
Chichester Bus Station (arr)	0909	0939	1009	1039	1109	1139		09	39		1609	1639	1709	1739	1809	1839	1909	1929	1943	2043	2143		
Chichester Bus Station stand 9 (dep)	0930	1000	1030	1100	1130	1200		30	00		1630	1700		1800	1900			2000	2100				
Havant Bus Station (arr)	1008	1038	1108	1138	1208	1238		08	38		1708	1738		1838	1933			2033	2133				
Havant Bus Station stand C (dep)	1012	1042	1112	1142	1212	1242		12	42		1712	1742		1842	c								
Portsmouth Hard Interchange	1048	1118	1148	1218	1248	1318		48	18		1748	1818		1918									

c = Connections and through fares available to route 23 towards Hilsea, North End, City Centre, The Hard & Southsea.

Coastliner runs in three parts between Brighton and Portsmouth. Connections can be made at Littlehampton Anchor Springs and in Chichester Bus Station by changing buses. Connecting buses run up to every 20 minutes (or every 30 minutes on Sundays). Ask your driver on the day if you need any help.

University of Portsmouth - Southsea - Eastney - Fratton - University of Portsmouth

U1

via Elm Grove - Albert Road - Eastney Road - Goldsmith Avenue

Monday to Fridays (Not Public Holidays)

University of Portsmouth	....	....	....	0805	0820	0835	0850	0905	0920	0935	0950	1005	1020	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340
Elm Grove	....	....	....	0809	0824	0839	0854	0909	0924	0939	0954	1009	1024	1044	1104	1124	1144	1204	1224	1244	1304	1324	1344
Kings Theatre	....	0744	0759	0813	0828	0843	0858	0913	0928	0943	0958	1013	1028	1048	1108	1128	1148	1208	1228	1248	1308	1328	1348
Festing Hotel	....	0748	0803	0817	0832	0847	0902	0917	0932	0947	1002	1017	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352
Eastney Health Centre	0736	0751	0806	0820	0835	0850	0905	0920	0935	0950	1005	1020	1035	1055	1115	1135	1155	1215	1235	1255	1315	1335	1355
Bransbury Park	0740	0755	0810	0824	0839	0854	0909	0924	0939	0954	1009	1024	1039	1059	1119	1139	1159	1219	1239	1259	1319	1339	1359
Prince Albert Road	0744	0759	0814	0828	0843	0858	0913	0928	0943	0958	1013	1028	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403
Francis Avenue	0747	0802	0817	0831	0846	0901	0916	0931	0946	1001	1016	1031	1046	1106	1126	1146	1206	1226	1246	1306	1326	1346	1406
Fratton Bridge	0750	0805	0820	0834	0849	0904	0919	0934	0949	1004	1019	1034	1049	1109	1129	1149	1209	1229	1249	1309	1329	1349	1409
Somers Road	0752	0807	0822	0836	0851	0906	0921	0936	0951	1006	1021	1036	1051	1111	1131	1151	1211	1231	1251	1311	1331	1351	1411
Winston Churchill Avenue	0755	0810	0825	0839	0854	0909	0924	0939	0954	1009	1024	1039	1054	1114	1134	1154	1214	1234	1254	1314	1334	1354	1414
University of Portsmouth	0758	0813	0828	0842	0857	0912	0927	0942	0957	1012	1027	1042	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417

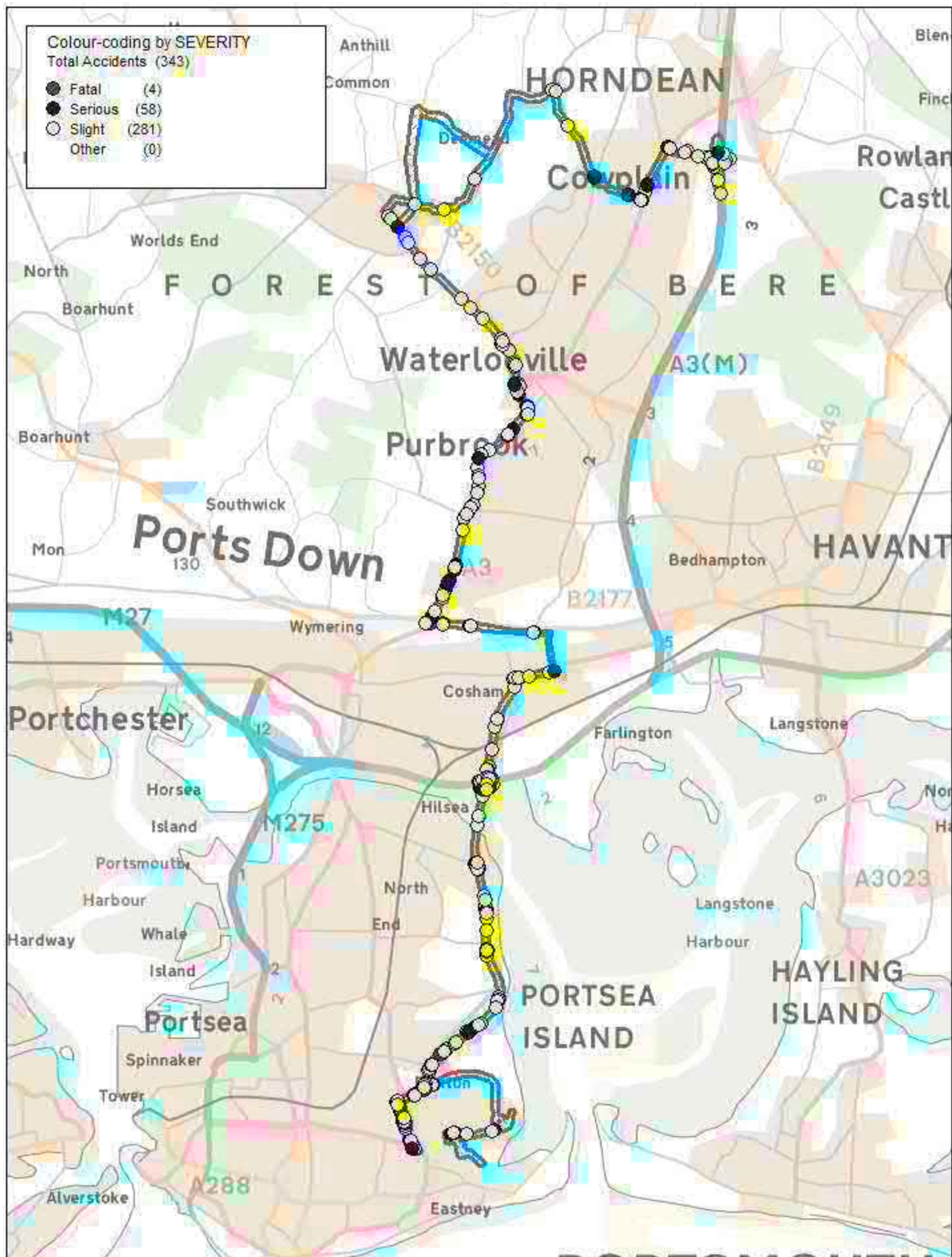
University of Portsmouth	1400	1420	1435	1450	1505	1520	1535	1550	1605	1620	1635	1650	1705	1720	1735	1750	1805	1845	1925	2005	2045	2125	2205
Elm Grove	1404	1424	1439	1454	1509	1524	1539	1554	1609	1624	1639	1654	1709	1724	1739	1754	1809	1849	1929	2009	2049	2129	2209
Kings Theatre	1408	1428	1443	1458	1513	1528	1543	1558	1613	1628	1643	1658	1713	1728	1743	1758	1813	1853	1931	2011	2051	2131	2211
Festing Hotel	1412	1432	1447	1502	1517	1532	1547	1602	1617	1632	1647	1702	1717	1732	1747	1802	1817	1857	1934	2014	2054	2134	2214
Eastney Health Centre	1415	1435	1450	1505	1520	1535	1550	1605	1620	1635	1650	1705	1720	1735	1750	1805	1820	1900	1937	2017	2057	2137	2217
Bransbury Park	1419	1439	1454	1509	1524	1539	1554	1609	1624	1639	1654	1709	1724	1739	1754	1809	1824	1903	1940	2020	2100	2140	2220
Prince Albert Road	1423	1443	1458	1513	1528	1543	1558	1613	1628	1643	1658	1713	1728	1743	1758	1813	1828	1905	1942	2022	2102	2142	2222
Francis Avenue	1426	1446	1501	1516	1531	1546	1601	1616	1631	1646	1701	1716	1731	1746	1801	1816	1831	1908	1945	2025	2105	2145	2225
Fratton Bridge	1429	1449	1504	1519	1534	1549	1604	1619	1634	1649	1704	1719	1734	1749	1804	1819	1834	1910	1947	2027	2107	2147	2227
Somers Road	1431	1451	1506	1521	1536	1551	1606	1621	1636	1651	1706	1721	1736	1751	1806	1821	1836	1912	1949	2029	2109	2149	2229
Winston Churchill Avenue	1434	1454	1509	1524	1539	1554	1609	1624	1639	1654	1709	1724	1739	1754	1809	1824	1839	1915	1952	2032	2112	2152	2232
University of Portsmouth	1437	1457	1512	1527	1542	1557	1612	1627	1642	1657	1712	1727	1742	1757	1812	1827	1842	1918	1955	2035	2115	2155	2235

University of Portsmouth	2245	2325	0005
Elm Grove	2249	2329	0009
Kings Theatre	2251	2331	0011
Festing Hotel	2254	2334	0014
Eastney Health Centre	2257	2337	0017
Bransbury Park	2300	2340	0020
Prince Albert Road	2302	2342	0022
Francis Avenue	2305	2345	0025
Fratton Bridge	2307	2347	0027
Somers Road	2309	2349	....
Winston Churchill Avenue	2312	2352	....
University of Portsmouth	2315	2355	....

Stopping Points – as shown on timetable

Route
 From University of Portsmouth Cambridge Road, then via Cambridge Junction, Museum Road, King Road, Elm Grove, Victoria Road South, Albert Road, Highland Road, Eastney Road, Goldsmith Avenue, Fratton Bridge, Victoria Road North, Bradford Junction, Winston Churchill Avenue, The Terraces and Cambridge Road.

Appendix E – COLLISION DATA



Selected map area

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SCALE	1 : 64960
DATE	16/07/2019
DRAWING No	
DRAWN BY	

wkt_geo_m	Date	police_ref	easting	northing	Severity	Road_cond	Visibility	casualties	pedestrian	cycles	p2w	oaps	children	Manoeuvre	Time	vehicles	Roadclass1
Point (466367 100107)	16/01/2016	1.6E+08	466367	100107		2 1. Dry	1. Daylight	2	2	0	0	0	0	1 0. No turn	08:55:00		1 3. A
Point (466429 99883)	01/11/2017	4.42E+10	466429	99883		3 1. Dry	7. Darkness: street lighting	2	2	1	0	0	0	1 0. No turn	17:00:00		1 3. A
Point (467220 101138)	22/09/2014	1.4E+08	467220	101138		3 1. Dry	1. Daylight	1	1	0	0	0	0	0 0. No turn	16:08:00		6. 1 Unclassified
Point (466403 99967)	11/11/2014	1.4E+08	466403	99967		2. 3 Wet/Damp	4. Darkness: street lights	1	1	0	0	0	0	0 1. Left turn	18:35:00		1 3. A
Point (466722 106415)	06/03/2014	1.4E+08	466722	106415		3 1. Dry	1. Daylight	1	1	0	0	0	0	0 0. No turn	11:43:00		1 3. A
Point (466198 111674)	07/10/2015	1.5E+08	466198	111674		3 1. Dry	1. Daylight	1	1	0	0	0	0	1 0. No turn	08:35:00		6. 1 Unclassified
Point (467898 109374)	07/12/2014	1.4E+08	467898	109374		2 1. Dry	1. Daylight	1	1	0	0	0	0	1 0. No turn	13:00:00		1 3. A
Point (469459 111894)	20/03/2015	1.5E+08	469459	111894		2 1. Dry	1. Daylight	1	1	0	0	0	0	1 0. No turn	14:45:00		6. 1 Unclassified
Point (467614 101530)	11/05/2015	1.5E+08	467614	101530		3 1. Dry	1. Daylight	1	1	0	0	0	0	1 0. No turn	19:20:00		1 3. A
Point (467999 109220)	01/05/2015	1.5E+08	467999	109220		2 1. Dry	1. Daylight	2	1	0	1	1	0	0 0. No turn	16:18:00		1 3. A
Point (467372 108183)	16/07/2016	1.6E+08	467372	108183		3 1. Dry	4. Darkness: street	1	1	0	0	0	0	0 0. No turn	23:20:00		1 3. A
Point (466741 100647)	16/11/2016	1.6E+08	466741	100647		3 1. Dry	1. Daylight	1	1	0	0	0	0	0 0. No turn	08:10:00		1 3. A
Point (466532 100306)	14/01/2016	1.6E+08	466532	100306		2 1. Dry	1. Daylight	1	1	0	0	0	1	0 0. No turn	11:28:00		1 3. A
Point (467057 99819)	15/05/2017	4.42E+10	467057	99819		3 2. Wet/Damp	1. Daylight	1	1	0	0	0	0	0 0. No turn	09:55:00		6. 1 Unclassified
Point (466238 111646)	13/06/2017	4.42E+10	466238	111646		3 1. Dry	1. Daylight	1	1	0	0	0	0	0 0. No turn	15:41:00		1 4. B
Point (467589 99859)	03/08/2017	4.42E+10	467589	99859		2 1. Dry	1. Daylight	1	1	0	0	0	0	1 0. No turn	19:28:00		6. 1 Unclassified
Point (466664 100384)	12/12/2016	1.6E+08	466664	100384		2 2. Wet/Damp	1. Daylight	1	1	0	0	0	1	0 0. No turn	11:25:00		1 3. A
Point (466486 99696)	30/01/2017	4.42E+10	466486	99723		3 2. Wet/Damp	4. Darkness:	1	1	0	0	0	0	0 0. No turn	20:02:00		1 3. A
Point (466509 99696)	05/07/2018	4.42E+10	466509	99686		3 1. Dry	1. Daylight	1	1	0	0	0	0	1 0. No turn	08:05:00		1 3. A
Point (467857 109752)	01/09/2018	4.42E+10	467857	109752		3 1. Dry	1. Daylight	1	1	0	0	0	0	0 2. Right turn	17:35:00		6. 1 Unclassified
Point (467542 99850)	03/10/2017	4.42E+10	467542	99850		3 1. Dry	1. Daylight	1	1	0	0	0	0	0 0. No turn	15:20:00		6. 1 Unclassified
Point (467500 104519)	26/01/2018	4.42E+10	467500	104519		3 1. Dry	1. Daylight	1	1	0	0	0	0	0 0. No turn	15:30:00		1 3. A
Point (467404 104285)	26/06/2014	1.4E+08	467404	104285		2 1. Dry	1. Daylight	1	0	0	1	0	0	0 1. Left turn	16:00:00		2 3. A
Point (467622 101519)	03/07/2014	1.4E+08	467622	101519		2 1. Dry	1. Daylight	2	0	1	1	0	0	1 0. No turn	15:04:00		2 3. A
Point (467344 103310)	20/06/2014	1.4E+08	467344	103310		3 1. Dry	1. Daylight	2	0	0	0	0	0	1 0. No turn	11:52:00		4 3. A
Point (467837 106677)	25/06/2014	1.4E+08	467837	105657		2 1. Dry	1. Daylight	1	0	0	1	0	0	0 0. No turn	16:44:00		3 3. A
Point (467461 102774)	24/07/2014	1.4E+08	467461	102774		3 1. Dry	1. Daylight	1	0	0	1	0	0	0 0. No turn	13:41:00		1 3. A
Point (467596 101438)	10/08/2014	1.4E+08	467596	101438		3 1. Dry	1. Daylight	2	0	0	0	0	0	1 0. No turn	14:20:00		2 3. A
Point (466315 100229)	11/07/2014	1.4E+08	466315	100229		2 1. Dry	1. Daylight	2	0	0	0	1	0	0 2. Right turn	10:11:00		2 3. A
Point (469481 111880)	21/07/2014	1.4E+08	469481	111880		3 1. Dry	1. Daylight	1	0	0	0	0	0	0 2. Right turn	13:50:00		3 3. A
Point (467829 106843)	23/08/2014	1.4E+08	467829	105690		3 1. Dry	1. Daylight	1	0	0	0	0	0	0 1. Left turn	12:40:00		1 3. A
Point (466941 106843)	01/09/2014	1.4E+08	466941	106843		3 1. Dry	1. Daylight	3	0	0	0	1	0	0 0. No turn	12:50:00		3 3. A
Point (467342 107946)	15/08/2014	1.4E+08	467342	103274		3 1. Dry	1. Daylight	2	0	0	0	0	0	0 0. No turn	06:48:00		2 3. A
Point (467306 107946)	19/08/2014	1.4E+08	467306	107946		3 1. Dry	1. Daylight	1	0	0	0	0	0	0 0. No turn	08:31:00		3 3. A
Point (466557 111832)	08/09/2014	1.4E+08	466557	111832		3 1. Dry	1. Daylight	1	0	1	0	0	0	1 0. No turn	17:21:00		6. 2 Unclassified
Point (467379 108317)	09/09/2014	1.4E+08	467379	108317		3 1. Dry	1. Daylight	1	0	1	0	1	0	0 0. No turn	15:00:00		2 3. A
Point (467379 108317)	03/09/2014	1.4E+08	467686	110053		3 1. Dry	1. Daylight	1	0	1	0	0	0	0 2. Right	08:20:00		2 4. B

Point (466409 99966)	08/09/2014	1.4E+08	466409	99966	3	1. Dry	1. Daylight	1	0	1	0	0	0	1. Left turn	15:20:00	2	3. A
Point (467486 101105)	17/09/2014	1.4E+08	467486	102105	3	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	16:28:00	3	3. A
Point (468004 109204)	11/09/2014	1.4E+08	468004	109204	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	16:14:00	1	3. A
Point (467505 108651)	15/09/2014	1.4E+08	467505	108651	3	1. Dry	4. Darkness:	1	0	0	0	0	0	0. No turn	19:30:00	1	3. A
Point (466748 110983)	02/10/2014	1.4E+08	466748	110983	3	1. Dry	1. Daylight	2	0	0	0	0	1	1. Left turn	08:25:00	3	4. B
Point (467268 101143)	09/10/2014	1.4E+08	467268	101143	2	Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	15:42:00	2	3. A
Point (466424 111401)	01/10/2014	1.4E+08	466424	111401	3	1. Dry	1. Daylight	1	0	1	0	0	1	0. No turn	16:55:00	2	4. B
Point (467529 104314)	01/10/2014	1.4E+08	467529	104314	3	1. Dry	4. Darkness:	2	0	0	0	0	0	0. No turn	20:06:00	2	3. A
Point (469519 111978)	29/10/2014	1.4E+08	469519	111978	3	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	2. Right turn	10:20:00	3	3. A
Point (467319 103296)	03/11/2014	1.4E+08	467319	103296	3	1. Dry	4. Darkness:	1	0	1	0	0	0	0. No turn	17:08:00	2	3. A
Point (466908 106747)	20/10/2014	1.4E+08	466908	106747	3	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	10:59:00	2	3. A
Point (468020 109170)	22/10/2014	1.4E+08	468020	109170	3	1. Dry	4. Darkness:	1	0	1	0	0	0	0. No turn	21:20:00	2	3. A
Point (468330 105792)	18/11/2014	1.4E+08	468330	105792	3	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	07:40:00	2	3. A
Point (467434 104245)	19/11/2014	1.4E+08	467434	104245	3	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	08:20:00	2	3. A
Point (467345 103316)	14/11/2014	1.4E+08	467345	103316	3	1. Dry	1. Daylight	3	0	0	0	0	0	0. No turn	15:10:00	4	3. A
Point (467084 107168)	15/01/2014	1.4E+08	467084	107168	2	2. Wet/Damp	7. Darkness:	1	0	0	1	1	0	2. Right turn	16:05:00	2	3. A
Point (466698 106421)	17/01/2014	1.4E+08	466698	106421	2	2. Wet/Damp	4. Darkness:	1	0	1	0	0	0	3. Both left &	20:00:00	2	3. A
Point (467407 104281)	08/01/2014	1.4E+08	467407	104281	3	Wet/Damp	2. Darkness: street	1	0	0	0	0	0	0. No turn	18:00:00	2	3. A
Point (467470 104338)	10/01/2014	1.4E+08	467470	104338	2	2. Wet/Damp	5. Darkness:	1	0	0	1	0	0	0. No turn	17:10:00	1	3. A
Point (467756 108844)	04/02/2014	1.4E+08	467756	108844	3	2. Wet/Damp	4. Darkness:	1	0	1	0	0	0	2. Right turn	05:30:00	2	3. A
Point (467431 104256)	06/02/2014	1.4E+08	467431	104256	3	Wet/Damp	1. Daylight	2	0	0	0	0	0	0. No turn	10:50:00	2	3. A
Point (467468 102711)	21/01/2014	1.4E+08	467468	102711	1	1. Dry	4. Darkness:	2	0	0	1	0	0	0. No turn	18:40:00	2	3. A
Point (467377 103231)	29/01/2014	1.4E+08	467377	103231	3	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	09:30:00	2	3. A
Point (467436 104254)	03/03/2014	1.4E+08	467436	104254	2	1. Dry	4. Darkness: street	1	0	1	0	0	0	0. No turn	18:24:00	2	3. A
Point (470396 112355)	26/02/2014	1.4E+08	470396	112355	3	1. Dry	1. Daylight	1	0	0	0	1	0	0. No turn	14:17:00	2	2. A(M)
Point (467997 109110)	01/03/2014	1.4E+08	467997	109110	3	2. Wet/Damp	1. Daylight	1	0	1	1	0	0	0. No turn	11:37:00	2	3. A
Point (467165 107616)	17/03/2014	1.4E+08	467165	107616	3	1. Dry	1. Daylight	2	0	0	0	1	0	2. Right turn	15:40:00	2	3. A
Point (467861 109459)	20/03/2014	1.4E+08	467861	109459	2	2. Wet/Damp	4. Darkness:	1	0	1	0	0	0	2. Right turn	18:15:00	2	3. A
Point (467356 103319)	07/03/2014	1.4E+08	467356	103319	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	11:20:00	2	3. A
Point (467846 109738)	17/03/2014	1.4E+08	467846	109738	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	12:30:00	2	4. B
Point (468089 106299)	31/03/2014	1.4E+08	468089	106299	3	1. Dry	1. Daylight	1	0	1	0	0	0	2. Right turn	18:00:00	2	4. B
Point (467228 107821)	01/04/2014	1.4E+08	467228	107821	3	2. Wet/Damp	1. Daylight	1	0	1	0	0	0	0. No turn	06:46:00	2	3. A
Point (467543 104298)	24/03/2014	1.4E+08	467543	104298	2	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	07:00:00	1	3. A
Point (466558 100315)	30/03/2014	1.4E+08	466558	100315	3	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	13:24:00	2	3. A
Point (466394 100038)	04/05/2014	1.4E+08	466394	100038	3	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	16:30:00	2	3. A
Point (466358 100137)	06/05/2014	1.4E+08	466358	100137	2	1. Dry	1. Daylight	2	0	0	2	0	0	0. No turn	19:24:00	2	3. A
Point (467365 103281)	04/04/2014	1.4E+08	467365	103281	3	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	16:43:00	2	3. A
Point (467484 102661)	19/04/2014	1.4E+08	467484	102661	3	1. Dry	1. Daylight	2	0	0	0	0	1	0. No turn	13:17:00	2	3. A
Point (467073 107137)	02/06/2014	1.4E+08	467073	107137	3	1. Dry	1. Daylight	1	0	1	0	0	0	2. Right turn	18:05:00	2	3. A
Point (467623 105179)	09/06/2014	1.4E+08	467623	105179	3	1. Dry	1. Daylight	1	0	1	0	0	0	1. Left turn	08:18:00	2	3. A
Point (470538 112471)	16/05/2014	1.4E+08	470538	112471	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	13:05:00	2	2. A(M)
Point (467507 104402)	16/05/2014	1.4E+08	467507	104402	3	1. Dry	1. Daylight	2	0	0	0	0	0	1. Left turn	16:30:00	2	3. A
Point (467536 104307)	12/06/2014	1.4E+08	467536	104307	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	10:13:00	3	3. A
Point (467237 101119)	13/06/2014	1.4E+08	467237	101119	3	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	10:50:00	2	3. A
Point (467398 104288)	10/06/2014	1.4E+08	467398	104288	2	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	17:31:00	2	3. A
Point (468320 113314)	11/06/2014	1.4E+08	468320	113314	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	08:00:00	2	6. Unclassified

Point (470570 112394)	18/06/2015	1.5E+08	470570	112394	3	1. Dry	1. Daylight	2	0	0	0	0	0	0	0. No turn	19:05:00	2	4. B
Point (466538 99654)	19/06/2015	1.5E+08	466538	99654	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	0. No turn	11:00:00	2	3. A
Point (467188 107774)	09/06/2015	1.5E+08	467188	107774	3	1. Dry	1. Daylight	1	0	1	0	0	0	0	2. Right turn	16:00:00	2	3. A
Point (466410 99973)	11/06/2015	1.5E+08	466410	99973	3	1. Dry	1. Daylight	1	0	1	0	0	0	0	2. Right turn	16:55:00	2	3. A
Point (469839 112563)	02/07/2015	1.5E+08	469839	112563	3	1. Dry	1. Daylight	2	0	0	0	0	0	0	2. Right turn	10:30:00	1	3. A
Point (466786 100444)	25/07/2015	1.5E+08	466786	100444	3	1. Dry	1. Daylight	2	0	0	0	0	0	1	0. No turn	16:45:00	1	Unclassified
Point (469472 111889)	25/06/2015	1.5E+08	469472	111889	3	1. Dry	4. Darkness: street	1	0	1	0	0	0	1	0. No turn	22:00:00	2	Unclassified
Point (467482 102684)	29/06/2015	1.5E+08	467482	102684	3	1. Dry	1. Daylight	1	0	1	0	0	0	0	0. No turn	08:00:00	2	3. A
Point (467481 102189)	18/08/2015	1.5E+08	467481	102189	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	0. No turn	15:44:00	2	3. A
Point (466686 100285)	21/08/2015	1.5E+08	466686	100385	2	1. Dry	1. Daylight	1	0	0	1	1	0	0	2. Right turn	16:50:00	2	3. A
Point (467428 104266)	07/08/2015	1.5E+08	467428	104266	3	1. Dry	1. Daylight	1	0	0	0	0	1	0	0. No turn	11:45:00	2	3. A
Point (469841 112563)	08/08/2015	1.5E+08	469841	112563	3	1. Dry	4. Darkness: street	2	0	0	0	0	0	0	0. No turn	20:40:00	2	3. A
Point (466312 100229)	12/09/2015	1.5E+08	466312	100229	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	0. No turn	15:20:00	2	3. A
Point (466549 100229)	16/09/2015	1.5E+08	466549	99614	3	2. Wet/Dam	1. Daylight	1	0	0	0	0	0	0	0. No turn	13:50:00	2	3. A
Point (468019 109170)	08/09/2015	1.5E+08	468019	109170	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	0. No turn	07:00:00	2	3. A
Point (469474 111887)	11/09/2015	1.5E+08	469474	111887	3	1. Dry	5. Darkness: street	1	0	0	0	0	0	0	3. Both left & right turn	23:09:00	2	3. A
Point (466681 100463)	07/10/2015	1.5E+08	466681	100463	3	1. Dry	4. Darkness: street	1	0	0	1	0	0	0	1. Left turn	18:10:00	2	3. A
Point (467916 105714)	24/09/2015	1.5E+08	467916	105714	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	2. Right turn	10:10:00	2	3. A
Point (467844 105595)	25/09/2015	1.5E+08	467844	105595	3	1. Dry	4. Darkness: street lights	1	0	0	0	0	0	0	0. No turn	21:43:00	2	3. A
Point (466723 106417)	24/10/2015	1.5E+08	466723	106417	2	1. Dry	4. Darkness: street	1	0	0	0	0	0	0	0. No turn	22:30:00	14	4. B
Point (467661 110029)	27/10/2015	1.5E+08	467661	110029	2	2. Wet/Dam	1. Daylight	1	0	0	1	0	0	0	0. No turn	15:30:00	2	4. B
Point (470367 112434)	13/10/2015	1.5E+08	470367	112434	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	0. No turn	07:53:00	2	2. A(M)
Point (469833 112555)	22/10/2015	1.5E+08	469833	112555	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	2. Right turn	07:43:00	2	3. A
Point (470460 112457)	24/11/2015	1.5E+08	470460	112457	3	2. Wet/Dam	1. Daylight	1	0	0	0	0	0	0	0. No turn	08:00:00	2	2. A(M)
Point (466757 106481)	05/12/2015	1.5E+08	466757	106481	2	1. Dry	4. Darkness: street	1	0	0	1	1	0	0	1. Left turn	18:55:00	2	3. A
Point (467624 101532)	13/11/2015	1.5E+08	467624	101532	3	1. Dry	4. Darkness: street	1	0	1	1	1	0	0	0. No turn	16:38:00	2	3. A
Point (467507 104282)	23/11/2015	1.5E+08	467507	104282	3	1. Dry	1. Daylight	1	0	1	0	0	0	0	1. Left turn	07:35:00	2	3. A
Point (469304 111948)	24/12/2015	1.5E+08	469304	111948	3	2. Wet/Dam	1. Daylight	1	0	0	0	0	1	0	2. Right turn	11:00:00	6.	2. Unclassified
Point (470077)	26/12/2015	1.5E+08	470077	112515	3	1. Dry	4. Darkness: street	1	0	0	0	0	0	0	2. Right turn	16:55:00	2.	6. Unclassified
Point (467151 110615)	09/12/2015	1.5E+08	467151	110615	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	0. No turn	08:46:00	2	4. B
Point (467072 107134)	16/12/2015	1.5E+08	467072	107134	3	1. Dry	1. Daylight	2	0	0	0	0	0	0	2. Right turn	09:05:00	2	3. A
Point (470399)	07/12/2014	1.4E+08	470399	112350	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	0. No turn	15:23:00	2	2. A(M)
Point (467266)	12/12/2014	1.4E+08	467266	110495	3	1. Dry	4. Darkness: street	1	0	0	0	1	0	0	2. Right turn	16:55:00	2	4. B
Point (466540 99649)	06/12/2014	1.4E+08	466540	99649	3	1. Dry	4. Darkness: street	1	0	0	0	0	0	0	0. No turn	22:25:00	1	3. A
Point (467585)	05/01/2015	1.5E+08	467585	105064	3	1. Dry	4. Darkness: street	1	0	0	0	1	0	0	0. No turn	18:20:00	2	3. A
Point (467636)	08/01/2015	1.5E+08	467636	101576	3	2. Wet/Dam	4. Darkness: street	1	0	0	0	0	0	0	0. No turn	23:40:00	1	3. A
Point (466894 100846)	23/12/2014	1.4E+08	466894	100846	3	2. Wet/Dam	4. Darkness: street	3	0	0	0	0	0	0	0. No turn	17:13:00	3	3. A
Point (466670 100379)	24/12/2014	1.4E+08	466670	100379	3	1. Dry	1. Daylight	1	0	0	0	1	0	0	0. No turn	14:00:00	2	3. A
Point (467991 109211)	26/01/2015	1.5E+08	467991	109211	3	1. Dry	1. Daylight	1	0	0	0	0	0	0	0. No turn	11:27:00	1	3. A
Point (467504 104504)	03/02/2015	1.5E+08	467504	104504	3	1. Dry	1. Daylight	1	0	1	0	0	0	0	1. Left turn	08:15:00	2	3. A

Point (466557 100317)	17/01/2015	1.5E+08	466557	100317	3	2. Wet/Damp	4. Darkness: street	1	0	0	0	0	0	2. Right turn	17:00:00	2	3. A
Point (467898)	21/01/2015	1.5E+08	467898	109478	3	2. Wet/Damp	4. Darkness:	1	0	1	0	1	0	0. No turn	07:45:00	2	3. A
Point (470316 112424)	24/02/2015	1.5E+08	470316	112424	3	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	07:55:00	2	4. B
Point (467227)	26/02/2015	1.5E+08	467227	107822	3	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	2. Right turn	16:00:00	2	3. A
Point (466393 100043)	08/02/2015	1.5E+08	466393	100043	3	1. Dry	1. Daylight	2	0	0	0	0	1	2. Right turn	16:58:00	3	3. A
Point (469564 112078)	13/02/2015	1.5E+08	469564	112078	3	2. Wet/Damp	4. Darkness: street	1	0	0	0	0	0	0. No turn	23:10:00	1	3. A
Point (467485)	03/04/2015	1.5E+08	467485	102601	3	2. Wet/Damp	4. Darkness:	1	0	0	0	0	0	0. No turn	20:50:00	2	3. A
Point (466357 100145)	06/04/2015	1.5E+08	466357	100145	3	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	15:39:00	2	3. A
Point (466766)	04/03/2015	1.5E+08	466766	100699	2	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	08:00:00	2	3. A
Point (466337 100224)	21/04/2015	1.5E+08	466337	100224	2	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	13:25:00	2	3. A
Point (468867 111178)	22/04/2015	1.5E+08	468867	112178	2	1. Dry	4. Darkness: street	1	0	0	1	0	0	2. Right turn	20:41:00	2	Unclassified
Point (466435)	14/04/2015	1.5E+08	466435	99907	3	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	10:00:00	2	3. A
Point (466931 111765)	18/04/2015	1.5E+08	466931	111765	3	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	11:30:00	2	6. Unclassified
Point (467066 100270)	27/04/2015	1.5E+08	467066	99820	3	1. Dry	1. Daylight	1	0	1	0	0	1	0. No turn	07:00:00	2	Unclassified
Point (467482)	30/04/2015	1.5E+08	467482	102717	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	12:00:00	5	3. A
Point (467847 100677)	25/04/2015	1.5E+08	467847	109507	3	1. Dry	1. Daylight	2	0	0	1	0	0	0. No turn	17:00:00	2	3. A
Point (467436)	26/04/2015	1.5E+08	467436	104242	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	18:30:00	2	3. A
Point (466319)	09/06/2015	1.5E+08	466319	111535	3	1. Dry	1. Daylight	2	0	0	0	0	0	2. Right turn	07:41:00	2	4. B
Point (467364)	06/05/2015	1.5E+08	467364	108425	3	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	17:20:00	2	3. A
Point (470572 112305)	02/07/2016	1.6E+08	470572	112395	3	1. Dry	1. Daylight	1	0	0	0	1	0	0. No turn	10:50:00	2	4. B
Point (467431 110352)	02/07/2016	1.6E+08	467431	110352	3	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	2. Right turn	15:07:00	2	4. B
Point (467383)	13/06/2016	1.6E+08	467383	104358	3	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	09:10:00	3	3. A
Point (470570 112390)	14/06/2016	1.6E+08	470570	112390	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	06:10:00	2	4. B
Point (466966)	16/07/2016	1.6E+08	466966	100902	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	10:25:00	2	3. A
Point (466731 100624)	08/07/2016	1.6E+08	466731	100624	3	1. Dry	4. Darkness: street	1	0	0	1	0	0	2. Right turn	00:01:00	2	3. A
Point (468091)	13/07/2016	1.6E+08	468091	106297	3	1. Dry	1. Daylight	2	0	0	0	2	0	0. No turn	17:20:00	2	4. B
Point (466730)	15/08/2016	1.6E+08	466730	100639	3	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	19:00:00	2	3. A
Point (467895)	18/08/2016	1.6E+08	467895	105712	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	19:00:00	2	3. A
Point (466355 100121)	19/07/2016	1.6E+08	466355	100121	3	1. Dry	7. Darkness: street lighting unknown	1	0	1	0	0	1	0. No turn	21:03:00	2	3. A
Point (467343 103273)	06/08/2016	1.6E+08	467343	103273	3	1. Dry	1. Daylight	1	0	0	0	1	0	0. No turn	07:10:00	2	3. A
Point (470219)	24/08/2016	1.6E+08	470219	112454	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	06:03:00	2	4. B
Point (466638 100372)	24/08/2016	1.6E+08	466638	100372	3	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	17:30:00	2	3. A
Point (467012)	23/08/2016	1.6E+08	467012	99808	2	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	12:10:00	2	6. Unclassified
Point (466399 100018)	23/08/2016	1.6E+08	466399	100018	3	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	16:10:00	3	3. A
Point (467480)	31/08/2016	1.6E+08	467480	104412	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	10:15:00	2	3. A
Point (467377 108288)	03/09/2016	1.6E+08	467377	108288	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	12:40:00	2	3. A
Point (467076 100147)	25/08/2016	1.6E+08	467076	107147	2	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	18:55:00	2	3. A
Point (470402 112251)	29/08/2016	1.6E+08	470402	112351	3	1. Dry	1. Daylight	3	0	0	0	0	0	1. Left turn	13:50:00	2	2. A(M)
Point (466484 100320)	09/10/2016	1.6E+08	466484	99726	2	1. Dry	4. Darkness:	1	0	0	0	0	0	0. No turn	06:14:00	1	3. A
Point (468010)	19/10/2016	1.6E+08	468010	109208	3	1. Dry	1. Daylight	1	0	0	0	1	0	0. No turn	09:00:00	2	3. A
Point (467659)	10/09/2016	1.6E+08	467659	110090	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	13:34:00	2	4. B
Point (466544 99678)	21/09/2016	1.6E+08	466544	99628	3	1. Dry	1. Daylight	1	0	1	0	0	0	1. No turn	17:30:00	2	3. A
Point (467175)	03/11/2016	1.6E+08	467175	107614	2	1. Dry	1. Daylight	1	0	1	0	0	1	2. Right turn	08:32:00	2	Unclassified
Point (466376 100085)	12/11/2016	1.6E+08	466376	100085	3	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	2. Right turn	11:40:00	2	3. A

Point (466878)	26/10/2016	1.6E+08	466878	100841	1	1. Dry	4. Darkness:	1	0	0	1	0	0	2. Right turn	06:20:00	2	3. A
Point (467064 100077)	31/10/2016	1.6E+08	467064	100977	3	1. Dry	1. Daylight	2	0	0	0	0	0	0. No turn	13:20:00	3	3. A
Point (466335 100221)	22/11/2016	1.6E+08	466335	100221	3	Wet/Dam	1. Daylight	1	0	1	0	0	0	0. No turn	16:00:00	2	3. A
Point (467259 101129)	09/12/2016	1.6E+08	467259	101129	3	Wet/Dam	2. Darkness: street	1	0	0	0	0	0	0. No turn	21:10:00	1	3. A
Point (466767 100666)	19/11/2016	1.6E+08	466767	100696	3	Wet/Dam	1. Daylight	1	0	1	0	0	1	2. Right turn	09:05:00	2	3. A
Point (467437)	12/01/2016	1.6E+08	467437	104257	2	Wet/Dam	2. Darkness:	1	0	0	1	0	0	0. No turn	00:25:00	1	3. A
Point (466745 100664)	31/12/2015	1.5E+08	466745	100664	3	1. Dry	1. Daylight	1	0	0	0	1	0	0. No turn	11:14:00	1	3. A
Point (467505)	08/01/2016	1.6E+08	467505	104398	2	2. Wet/Dam	1. Daylight	1	0	0	0	0	0	1. Left turn	11:45:00	2	3. A
Point (466490)	16/01/2016	1.6E+08	466490	99727	3	Wet/Dam	2. Darkness:	1	0	0	0	0	0	0. No turn	00:05:00	2	3. A
Point (467505)	19/01/2016	1.6E+08	467505	104288	2	2. Wet/Dam	4. Darkness:	1	0	0	1	0	0	1. Left turn	17:20:00	2	3. A
Point (467443 103801)	15/01/2016	1.6E+08	467443	102891	3	1. Dry	7. Darkness: street	1	0	0	0	0	0	0. No turn	19:10:00	2	3. A
Point (466781)	03/02/2016	1.6E+08	466781	100444	3	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	08:20:00	2	6. Unclassifi
Point (467836)	05/02/2016	1.6E+08	467836	105703	3	1. Dry	2. Darkness: street	1	0	0	0	0	0	2. Right turn	17:55:00	2	3. A
Point (468293 106720)	20/01/2016	1.6E+08	468293	105779	3	Wet/Dam	2. Darkness:	1	0	0	1	0	0	0. No turn	16:20:00	1	3. A
Point (467632)	01/02/2016	1.6E+08	467632	101551	3	1. Dry	1. Daylight	2	0	0	0	0	0	0. No turn	17:00:00	2	3. A
Point (467221)	18/02/2016	1.6E+08	467221	99812	3	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	16:30:00	2	Unclassifi
Point (467247 106381)	29/02/2016	1.6E+08	467247	106381	3	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	08:35:00	2	4. B
Point (467428)	16/02/2016	1.6E+08	467428	104265	3	1. Dry	1. Davlight	1	0	1	0	0	0	0. No turn	07:40:00	2	3. A
Point (466980 106043)	16/02/2016	1.6E+08	466980	106943	3	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	11:06:00	2	3. A
Point (467356)	20/03/2016	1.6E+08	467356	103323	3	1. Dry	1. Davlight	2	0	0	0	0	0	0. No turn	14:20:00	2	3. A
Point (466316 100720)	22/03/2016	1.6E+08	466316	100229	3	1. Dry	1. Daylight	2	0	0	0	0	0	2. Right turn	09:50:00	2	3. A
Point (470367 101427)	01/03/2016	1.6E+08	470367	112437	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	08:45:00	2	4. B
Point (467753 100077)	07/03/2016	1.6E+08	467753	109953	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	08:15:00	2	4. B
Point (466751)	02/05/2016	1.6E+08	466751	106416	1	1. Dry	1. Davlight	1	0	0	1	0	0	0. No turn	14:45:00	1	3. A
Point (470497 114077)	04/05/2016	1.6E+08	470497	111973	3	1. Dry	1. Daylight	2	0	0	0	0	0	0. No turn	08:05:00	4	2. A(M)
Point (470535 112471)	22/03/2016	1.6E+08	470535	112471	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	13:25:00	2	2. A(M)
Point (467479 102166)	14/04/2016	1.6E+08	467479	102166	3	2. Wet/Dam	4. Darkness: street	1	0	1	0	0	0	0. No turn	23:35:00	2	3. A
Point (467317)	12/05/2016	1.6E+08	467317	112150	3	1. Dry	1. Daylight	1	0	0	0	1	0	0. No turn	17:30:00	1	6. Unclassifi
Point (470540)	13/05/2016	1.6E+08	470540	112472	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	17:27:00	2	2. A(M)
Point (467555)	06/05/2016	1.6E+08	467555	104319	3	1. Dry	4. Darkness:	1	0	0	0	0	0	0. No turn	23:15:00	2	3. A
Point (467479)	08/05/2016	1.6E+08	467479	102448	3	1. Dry	1. Daylight	2	0	0	0	0	0	0. No turn	16:14:00	4	3. A
Point (467267)	24/05/2016	1.6E+08	467267	110494	3	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	18:00:00	2	4. B
Point (470426)	12/06/2016	1.6E+08	470426	112318	3	1. Dry	6. Darkness:	1	0	0	0	0	0	0. No turn	02:50:00	1	2. A(M)
Point (467684)	16/05/2016	1.6E+08	467684	110056	3	1. Dry	1. Davlight	1	0	0	1	0	0	0. No turn	15:28:00	2	4. B
Point (469310 111046)	18/05/2016	1.6E+08	469310	111946	2	2. Wet/Dam	1. Daylight	1	0	0	1	0	0	2. Right turn	17:00:00	2	6. Unclassifi
Point (468290)	25/05/2017	4.42E+10	468290	105777	3	1. Dry	1. Davlight	1	0	0	0	1	0	2. Right turn	16:19:00	2	3. A
Point (468034 105720)	01/06/2017	4.42E+10	468034	105730	3	1. Dry	2. Darkness: street	1	0	0	0	0	0	2. Right turn	22:20:00	2	3. A
Point (466987)	15/05/2017	4.42E+10	468087	106299	3	2. Wet/Dam	1. Davlight	1	0	1	0	0	0	2. Right turn	18:10:00	2	4. B
Point (466913)	09/06/2017	4.42E+10	466913	106407	3	1. Dry	1. Davlight	1	0	0	0	0	0	2. Right turn	08:00:00	2	4. B
Point (467353)	10/06/2017	4.42E+10	467353	103795	3	1. Dry	1. Davlight	1	0	0	0	0	0	0. No turn	09:40:00	3	3. A
Point (467839)	01/06/2017	4.42E+10	467839	109497	3	1. Dry	1. Davlight	1	0	1	0	0	0	0. No turn	07:15:00	2	3. A
Point (467493)	02/06/2017	4.42E+10	467493	102180	1	1. Dry	1. Davlight	1	0	2	0	0	0	0. No turn	17:34:00	3	3. A
Point (467508)	19/06/2017	4.42E+10	467508	104559	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	07:55:00	2	3. A
Point (466622 111131)	24/06/2017	4.42E+10	466622	111131	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	17:49:00	2	6. Unclassifi
Point (466423)	17/06/2017	4.42E+10	466423	99954	2	1. Dry	1. Daylight	1	0	0	0	0	0	1. Left turn	08:54:00	2	3. A
Point (469492)	12/07/2017	4.42E+10	469492	111884	3	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	19:21:00	2	3. A
Point (467422 101720)	16/07/2017	4.42E+10	467422	104170	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	13:49:00	3	3. A
Point (467356 100101)	02/07/2017	4.42E+10	467356	108101	3	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	13:00:00	2	3. A
Point (467779)	11/07/2017	4.42E+10	467779	107908	3	2. Wet/Dam	1. Davlight	1	0	1	0	0	0	0. No turn	18:52:00	2	3. A
Point (467847 100720)	21/07/2017	4.42E+10	467847	109769	3	1. Dry	1. Daylight	3	0	0	0	0	2	1. Left turn	17:00:00	2	4. B
Point (466989)	22/07/2017	4.42E+10	466989	106969	2	2. Wet/Dam	1. Daylight	1	0	0	0	1	0	2. Right turn	15:00:00	1	3. A

Point (466337)	17/07/2017	4.42E+10	466337	100190	3	1. Dry	4. Darkness: street	1	0	1	0	0	0	1. Left turn	21:36:00	2	3. A
Point (467386)	19/07/2017	4.42E+10	467386	104360	3	1. Dry	1. Daylight	2	0	0	0	0	0	0. No turn	13:30:00	3	3. A
Point (467070)	04/08/2017	4.42E+10	467070	107136	3	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	16:50:00	2	3. A
Point (468863)	05/08/2017	4.42E+10	468863	112184	2	1. Dry	1. Daylight	1	0	1	0	0	0	2. Right turn	18:00:00	2	6. Unclassifi
Point (467763)	23/07/2017	4.42E+10	467763	109934	3	2. Wet/Dam p	1. Daylight	1	0	0	0	0	0	0. No turn	11:55:00	2	4. B
Point (467623)	17/08/2017	4.42E+10	467623	105182	3	1. Dry	1. Daylight	2	0	0	0	0	1	0. No turn	17:14:00	2	3. A
Point (470470)	05/09/2017	4.42E+10	470470	112131	3	2. Wet/Dam p	1. Daylight	1	0	0	0	0	0	0. No turn	07:58:00	2	2. A(M)
Point (466421)	05/08/2017	4.42E+10	466421	99960	3	1. Dry	1. Daylight	1	0	1	0	0	0	1. Left turn	16:40:00	2	3. A
Point (467693)	17/08/2017	4.42E+10	467693	110009	3	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	13:24:00	2	4. B
Point (467358)	14/09/2017	4.42E+10	467358	103314	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	08:12:00	2	3. A
Point (467059)	19/09/2017	4.42E+10	467059	107102	2	1. Dry	4. Darkness: street	1	0	0	1	0	0	0. No turn	21:00:00	1	3. A
Point (467405)	07/09/2017	4.42E+10	467405	108598	3	1. Dry	4. Daylight	1	0	0	0	0	0	2. Right turn	06:30:00	2	3. A
Point (466330)	12/09/2017	4.42E+10	466330	100216	3	2. Wet/Dam p	1. Daylight	1	0	1	0	0	1	0. No turn	16:40:00	2	3. A
Point (467511)	16/12/2016	1.6E+08	467511	104280	3	2. Wet/Dam p	4. Darkness: street	1	0	1	0	1	0	0. No turn	05:38:00	2	3. A
Point (468005)	21/12/2016	1.6E+08	468005	109172	3	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	15:45:00	1	3. A
Point (466416)	13/12/2016	1.6E+08	466416	99972	3	2. Wet/Dam p	1. Daylight	2	0	0	0	1	0	2. Right turn	15:00:00	2	3. A
Point (467433)	10/01/2017	4.42E+10	467433	104263	3	Wet/Dam p	Darkness: street	1	0	0	0	0	0	0. No turn	07:25:00	2	3. A
Point (467826)	10/01/2017	4.42E+10	467826	108922	3	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	09:03:00	2	3. A
Point (469835)	05/01/2017	4.42E+10	469835	112554	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	12:50:00	2	3. A
Point (467369)	09/01/2017	4.42E+10	467369	103900	3	2. Wet/Dam p	4. Darkness: street	1	0	2	0	0	0	0. No turn	16:15:00	2	3. A
Point (467367)	24/01/2017	4.42E+10	467367	103273	3	2. Wet/Dam p	1. Daylight	1	0	1	0	0	0	0. No turn	08:51:00	2	3. A
Point (467235)	26/01/2017	4.42E+10	467235	107833	3	2. Wet/Dam p	1. Daylight	1	0	0	0	0	0	0. No turn	08:05:00	2	3. A
Point (466421)	14/01/2017	4.42E+10	466421	99962	3	2. Wet/Dam p	1. Daylight	2	0	0	0	1	0	0. No turn	12:43:00	3	3. A
Point (468009)	20/01/2017	4.42E+10	468009	109163	3	1. Dry	7. Darkness: street	1	0	0	1	0	0	2. Right turn	07:30:00	2	3. A
Point (467504)	01/02/2017	4.42E+10	467504	104501	3	2. Wet/Dam p	1. Daylight	1	0	1	0	0	0	1. Left turn	09:45:00	2	3. A
Point (466677)	10/02/2017	4.42E+10	466677	100446	3	1. Dry	7. Darkness: street	1	0	0	1	0	0	2. Right turn	19:30:00	2	3. A
Point (467562)	01/02/2017	4.42E+10	467562	104323	3	2. Wet/Dam p	1. Daylight	1	0	1	0	0	0	0. No turn	07:15:00	2	3. A
Point (469821)	25/02/2017	4.42E+10	469821	112565	3	2. Wet/Dam p	4. Darkness: street	1	0	0	0	0	0	2. Right turn	23:00:00	2	3. A
Point (466715)	02/03/2017	4.42E+10	466715	106424	2	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	09:00:00	2	6. Unclassifi
Point (467739)	17/02/2017	4.42E+10	467739	101116	3	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	14:05:00	2	3. A
Point (466410)	24/02/2017	4.42E+10	466410	99971	3	1. Dry	7. Darkness: street	1	0	1	0	0	0	0. No turn	04:18:00	2	3. A
Point (466555)	23/03/2017	4.42E+10	466555	100314	3	1. Dry	1. Daylight	1	0	0	0	0	0	1. Left turn	12:50:00	2	3. A
Point (467421)	29/03/2017	4.42E+10	467421	104268	3	1. Dry	7. Darkness: street	1	0	0	0	0	0	0. No turn	21:50:00	2	3. A
Point (467900)	10/03/2017	4.42E+10	467900	109478	3	2. Wet/Dam p	Darkness: street	1	0	1	0	0	1	0. No turn	19:00:00	2	3. A
Point (468011)	22/03/2017	4.42E+10	468011	109202	3	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	12:00:00	2	3. A
Point (466671)	06/04/2017	4.42E+10	466671	100417	3	1. Dry	4. Darkness: street	1	0	0	0	0	0	0. No turn	20:01:00	3	3. A
Point (467613)	10/04/2017	4.42E+10	467613	101533	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	17:48:00	3	3. A
Point (470398)	31/03/2017	4.42E+10	470398	112355	3	1. Dry	7. Darkness: street	1	0	0	0	1	0	0. No turn	18:25:00	2	2. A(M)
Point (466397)	31/03/2017	4.42E+10	466397	100040	2	1. Dry	5. Darkness: street	1	0	0	1	0	0	0. No turn	19:15:00	2	3. A
Point (467685)	26/04/2017	4.42E+10	467685	104274	3	1. Dry	1. Daylight	1	0	0	1	0	0	1. Left turn	13:00:00	2	3. A
Point (466663)	10/05/2017	4.42E+10	466663	110054	3	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	19:39:00	2	4. B
Point (467478)	11/04/2017	4.42E+10	467478	102198	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	12:05:00	2	3. A
Point (467425)	24/04/2017	4.42E+10	467425	102198	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	12:10:00	2	3. A
Point (467265)	16/02/2018	4.42E+10	467265	104270	3	1. Dry	7. Darkness: street	1	0	0	0	0	0	0. No turn	19:35:00	2	3. A
Point (467488)	22/02/2018	4.42E+10	467488	110496	3	1. Dry	4. Darkness: street	1	0	1	0	0	0	1. Left turn	19:55:00	2	4. B
Point (466392)	15/02/2018	4.42E+10	466392	100040	3	1. Dry	4. Darkness: street	1	0	0	0	1	0	0. No turn	18:12:00	3	3. A
Point (469480)	16/02/2018	4.42E+10	469480	100040	3	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	14:40:00	2	3. A
Point (466761)	09/03/2018	4.42E+10	466761	111889	3	3. Snow	7. Darkness: street	1	0	0	0	1	0	1. Left turn	19:10:00	2	3. A
Point (467344)	10/04/2018	4.42E+10	467344	100699	3	1. Dry	1. Daylight	1	0	1	0	0	0	2. Right turn	18:20:00	2	3. A
Point (467465)	27/02/2018	4.42E+10	467465	101194	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	09:59:00	2	3. A
Point (467519)	08/03/2018	4.42E+10	467519	102828	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	16:40:00	2	3. A
Point (466390)	05/05/2018	4.42E+10	466390	100051	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	08:29:00	2	3. A
Point (467484)	05/05/2018	4.42E+10	467484	102189	3	1. Dry	1. Daylight	2	0	0	0	0	0	2. Right turn	14:31:00	2	3. A
Point (467376)	13/04/2018	4.42E+10	467376	100511	3	1. Dry	4. Darkness: street	2	0	0	0	0	0	2. Right turn	20:00:00	2	4. B
Point (467484)	14/04/2018	4.42E+10	467484	102189	3	1. Dry	1. Daylight	1	0	0	0	1	0	0. No turn	13:00:00	2	3. A
Point (467376)	14/05/2018	4.42E+10	467376	108541	2	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	08:39:00	2	3. A

Point (468005)	15/05/2018	4.42E+10	468005	109118	3	1. Dry	1. Daylight	1	0	1	0	0	0	1. Left turn	14:37:00	2	3. A
Point (466321)	08/05/2018	4.42E+10	466321	100237	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	17:26:00	2	3. A
Point (466767)	10/05/2018	4.42E+10	466767	100703	3	1. Dry	1. Daylight	2	0	0	0	0	0	0. No turn	08:59:00	2	3. A
Point (466685)	14/06/2018	4.42E+10	466685	106419	3	1. Dry	1. Daylight	1	0	0	0	0	1	2. Right turn	19:08:00	2	4. B
Point (467482)	28/06/2018	4.42E+10	467482	102186	3	1. Dry	1. Daylight	1	0	0	0	1	0	0. No turn	13:47:00	2	3. A
Point (466669)	17/05/2018	4.42E+10	466669	100412	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	14:26:00	2	6. Unclassified
Point (466329)	22/05/2018	4.42E+10	466329	100193	3	1. Dry	1. Daylight	1	0	0	0	0	0	1.0. No turn	08:22:00	1	3. A
Point (466906)	05/07/2018	4.42E+10	466906	106403	3	1. Dry	1. Daylight	2	0	0	0	0	1	0.0. No turn	08:27:00	2	4. B
Point (468347)	16/07/2018	4.42E+10	468347	105798	2	1. Dry	1. Daylight	1	0	1	0	0	0	1.0. No turn	07:45:00	2	3. A
Point (466914)	04/07/2018	4.42E+10	466914	106768	3	1. Dry	1. Daylight	1	0	0	0	0	0	0.0. No turn	08:41:00	3	3. A
Point (468529 112844)	05/08/2018	4.42E+10	468529	112844	3	1. Dry	1. Daylight	2	0	0	0	0	0	2. Right turn	11:12:00	2	6. Unclassified
Point (466460)	07/08/2018	4.42E+10	466460	111325	3	1. Dry	1. Daylight	1	0	1	0	0	0	0.0. No turn	14:11:00	2	4. B
Point (466807)	21/07/2018	4.42E+10	466807	106574	3	1. Dry	4. Darkness:	1	0	0	1	0	0	2. Right turn	23:29:00	2	3. A
Point (470036)	26/07/2018	4.42E+10	470036	112494	3	1. Dry	1. Daylight	1	0	0	0	0	0	0.0. No turn	15:56:00	2	4. B
Point (466924)	28/08/2018	4.42E+10	466924	100870	3	1. Dry	1. Daylight	1	0	0	0	0	0	0.0. No turn	11:36:00	3	3. A
Point (466401)	08/08/2018	4.42E+10	466401	100016	3	1. Dry	1. Daylight	1	0	0	0	1	0	2. Right turn	12:52:00	2	6. Unclassified
Point (466406)	10/08/2018	4.42E+10	466406	100015	3	2. Wet/Dam	1. Daylight	2	0	0	0	0	0	1.2. Right turn	15:46:00	2	3. A
Point (470548)	16/10/2017	4.42E+10	470548	112365	3	2. Wet/Dam	7. Darkness:	2	0	0	0	0	0	0.0. No turn	07:10:00	2	4. B
Point (467475)	25/10/2017	4.42E+10	467475	102664	3	1. Dry	1. Daylight	1	0	0	0	0	0	0.0. No turn	16:05:00	3	3. A
Point (467879)	23/09/2017	4.42E+10	467879	109404	3	2. Wet/Dam	7. Darkness:	1	0	0	1	0	0	0.0. No turn	19:03:00	1	3. A
Point (467609)	31/10/2017	4.42E+10	467609	105162	3	1. Dry	1. Daylight	2	0	0	0	0	0	1.0. No turn	12:20:00	2	3. A
Point (467403)	27/10/2017	4.42E+10	467403	101240	3	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	13:07:00	2	3. A
Point (467215 107825)	27/10/2017	4.42E+10	467215	107825	3	1. Dry	1. Daylight	1	0	1	0	0	0	0.0. No turn	08:44:00	1	3. A
Point (467070)	16/11/2017	4.42E+10	467070	107138	3	1. Dry	4. Darkness:	1	0	1	0	0	0	0.0. No turn	18:00:00	2	3. A
Point (466412 99963)	21/11/2017	4.42E+10	466412	99962	3	1. Dry	4. Darkness:	1	0	1	0	0	0	1.0. No turn	17:00:00	2	3. A
Point (467237)	09/11/2017	4.42E+10	467237	101118	2	1. Dry	1. Daylight	1	0	0	1	0	0	2. Right turn	11:28:00	2	3. A
Point (467275)	15/11/2017	4.42E+10	467275	106374	3	2. Wet/Dam	1. Daylight	2	0	0	0	0	0	2. Right turn	08:30:00	2	4. B
Point (467830 108927)	08/12/2017	4.42E+10	467830	108927	2	1. Dry	1. Daylight	1	0	0	0	0	0	0.0. No turn	15:05:00	2	3. A
Point (467533 10437)	09/12/2017	4.42E+10	467533	104357	2	4. Frost/Ice	4. Darkness:	1	0	0	1	0	0	0.0. No turn	05:49:00	1	3. A
Point (469820 113523)	29/11/2017	4.42E+10	469820	112563	2	2. Wet/Dam	2. Darkness:	1	0	0	0	0	0	2. Right turn	20:18:00	2	3. A
Point (467472)	04/12/2017	4.42E+10	467472	102185	3	1. Dry	1. Daylight	1	0	0	1	0	0	0.0. No turn	10:27:00	2	3. A
Point (466405)	20/12/2017	4.42E+10	466405	100016	3	2. Wet/Dam	1. Daylight	1	0	0	0	0	0	2. Right turn	13:46:00	2	3. A
Point (467425)	28/12/2017	4.42E+10	467425	104389	3	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	10:30:00	2	3. A
Point (467542)	17/12/2017	4.42E+10	467542	104770	3	2. Wet/Dam	1. Daylight	2	0	0	0	0	0	0.0. No turn	14:10:00	2	3. A
Point (467838 109495)	17/12/2017	4.42E+10	467838	103306	3	2. Wet/Dam	1. Daylight	2	0	0	0	0	0	0.0. No turn	13:15:00	2	3. A
Point (467838 109495)	08/01/2018	4.42E+10	467838	109495	2	1. Dry	4. Darkness: street	1	0	0	1	0	0	0.0. No turn	17:45:00	2	3. A
Point (466557)	15/01/2018	4.42E+10	466557	100316	3	2. Wet/Dam	4. Darkness:	2	0	0	0	1	0	2. Right turn	07:11:00	2	3. A
Point (470621)	31/12/2017	4.42E+10	470631	112415	3	2. Wet/Dam	6. Darkness:	1	0	0	0	0	0	0.0. No turn	18:50:00	2	4. B
Point (467077)	08/01/2018	4.42E+10	467077	100989	3	1. Dry	7. Darkness:	1	0	0	0	0	0	0.0. No turn	16:42:00	2	3. A
Point (467482)	24/01/2018	4.42E+10	467482	104529	3	1. Dry	1. Daylight	1	0	0	0	0	1	1.2. Right turn	08:31:00	2	3. A
Point (467680)	16/01/2018	4.42E+10	467680	110057	3	1. Dry	7. Darkness:	1	0	1	0	0	0	2. Right turn	17:30:00	2	4. B
Point (466404 100012)	19/01/2018	4.42E+10	466404	100013	3	1. Dry	1. Daylight	1	0	0	0	1	0	2. Right turn	12:20:00	2	3. A
Point (466965)	10/02/2018	4.42E+10	466965	106891	2	2. Wet/Dam	4. Darkness:	1	0	1	0	0	0	0.0. No turn	20:39:00	1	3. A
Point (466333)	15/02/2018	4.42E+10	466333	100222	3	1. Dry	4. Darkness:	1	0	0	0	0	0	0.0. No turn	20:08:00	2	3. A
Point (468379 113284)	29/01/2018	4.42E+10	468379	113284	3	2. Wet/Dam	3. Darkness: street	1	0	0	1	0	0	2. Right turn	19:02:00	2	6. Unclassified
Point (466382)	07/02/2018	4.42E+10	466382	100065	3	1. Dry	1. Daylight	1	0	0	0	0	0	1. Left turn	14:35:00	2	3. A
Point (467371)	18/09/2018	4.42E+10	467371	103913	3	1. Dry	1. Daylight	1	0	1	0	0	0	0.0. No turn	14:09:00	1	3. A
Point (467514)	26/09/2018	4.42E+10	467514	104287	2	1. Dry	1. Daylight	2	0	2	0	0	0	0.0. No turn	09:55:00	2	3. A
Point (467338 109999)	08/09/2018	4.42E+10	467338	101199	2	1. Dry	1. Daylight	1	0	1	0	0	0	0.0. No turn	09:00:00	2	3. A
Point (469567)	10/09/2018	4.42E+10	469567	112094	2	1. Dry	4. Darkness:	1	0	0	1	0	0	2. Right turn	22:36:00	2	3. A
Point (466491)	06/10/2018	4.42E+10	466491	99729	3	2. Wet/Dam	1. Daylight	1	0	0	0	0	0	0.0. No turn	16:00:00	2	3. A
Point (466973 106942)	09/10/2018	4.42E+10	466973	106942	2	1. Dry	4. Darkness:	1	0	0	1	0	0	2. Right turn	06:39:00	2	3. A
Point (467378 101220)	29/09/2018	4.42E+10	467378	101220	3	1. Dry	1. Daylight	1	0	0	0	0	0	0.0. No turn	12:01:00	3	3. A
Point (467426 104268)	04/10/2018	4.42E+10	467426	104268	2	1. Dry	1. Daylight	1	0	0	0	1	0	0.0. No turn	14:21:00	2	3. A
Point (467520)	23/10/2018	4.42E+10	467520	104398	3	1. Dry	1. Daylight	1	0	1	0	0	0	0.0. No turn	17:50:00	2	3. A

Point (467266 106373)	26/10/2018	4.42E+10	467266	106373	3	1. Dry	1. Daylight	2	0	0	0	2	0	2. Right turn	12:12:00	3	Unclassified
Point (470536 112474)	19/10/2018	4.42E+10	470536	112474	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	08:26:00	2	3. A
Point (466517 99619)	21/10/2018	4.42E+10	466517	99619	2	1. Dry	7. Darkness: street lighting	1	0	1	0	0	0	2. Right turn	20:20:00	2	3. A
Point (467171 107620)	12/11/2018	4.42E+10	467171	107620	3	2. Wet/Damp	1. Daylight	1	0	0	0	0	1	2. Right turn	08:12:00	2	3. A
Point (467470 104329)	15/11/2018	4.42E+10	467470	104329	3	1. Dry	7. Darkness: street	1	0	0	0	1	0	0. No turn	16:45:00	3	3. A
Point (467147 110610)	29/10/2018	4.42E+10	467147	110610	3	1. Dry	4. Darkness: street	2	0	0	0	0	0	2. Right turn	22:01:00	2	4. B
Point (467886 109510)	01/11/2018	4.42E+10	467886	109510	3	2. Wet/Damp	6. Darkness: no street	1	0	0	0	1	0	0. No turn	16:52:00	2	3. A
Point (467751 108846)	03/12/2018	4.42E+10	467751	108846	3	1. Dry	1. Daylight	1	0	0	0	1	0	2. Right turn	15:41:00	2	3. A
Point (467352)	11/12/2018	4.42E+10	467352	103225	3	2. Wet/Damp	7. Darkness:	1	0	0	0	0	0	0. No turn	17:10:00	3	3. A
Point (467485)	26/11/2018	4.42E+10	467485	104529	3	1. Dry	1. Daylight	1	0	0	0	0	0	2. Right turn	11:44:00	2	3. A
Point (466323 111536)	28/11/2018	4.42E+10	466323	111536	2	1. Dry	7. Darkness: street	1	0	0	0	0	0	0. No turn	17:30:00	2	Unclassified
Point (467480)	18/12/2018	4.42E+10	467480	104271	3	1. Dry	7. Darkness:	1	0	0	0	0	0	0. No turn	18:05:00	2	3. A
Point (470475 112504)	11/12/2018	4.42E+10	470475	112504	2	1. Dry	7. Darkness: street	4	0	0	0	0	0	0. No turn	19:25:00	3	3. A
Point (467358 103320)	17/12/2018	4.42E+10	467358	103320	3	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	08:45:00	2	3. A

roadnum1	Road_type	speed_lim	Junct_Det	Junct_Ctrl	Roadclass2	roadnum2	Cross_Ctrl	Cross_Fac	Weather	SpCond	Carr_Haz	dftsp	location	Local_Auth	acc_desc	acc_desc2	Day	pol_force
288	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None		A288 MILTON ROAD OUTSIDE	E0600004	CAS 1 (PEDESTRIAN) CARRYING	NT.	7. Saturday	44
288	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None		A288 MILTON ROAD AT JUNCTION	E0600004	CAS1 (PEDESTRIAN) AND CAS2		4. Wednesday	44
	6. Single carriageway	20	3. Staggered or T Junction	4. Give way or Uncontrolled	3. A	2030	0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None		HAYLING AVENUE AT THE JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		2. Monday	44
288	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	1. Zebra crossing	5. Raining high winds	0. None	0. None		A288 MILTON ROAD AT JUNCTION	E0600004	CAS 1 (PEDESTRIAN) TRAVELLING		3. Tuesday	44
3	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	4. B	2177	0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None		LONDON ROAD AT JUNCTION	E0600004	(BUS) TRAVELLING		5. Thursday	44
	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	4. B	2150	2. Controlled by other	0. No crossing facility	1. Fine - no high winds	0. None	0. None		BERE ROAD AT JUNCTION	E0700009	CAS 1 (PEDESTRIAN) WINCHES		4. Wednesday	44
3	3. Dual carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	1. Zebra crossing	1. Fine - no high winds	0. None	0. None		MAUREPAS WAY OUTSIDE	E0700009	VEH 1 (CAR) TRAVELLING		1. Sunday	44
	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		LOVEDEAN LANE AT JUNCTION	E0700009	VEH 1 (CAR) WAS		6. Friday	44
2030	3. Dual carriageway	40	3. Staggered or T Junction	2. Automatic traffic	6. Unclassified		0. None in 50m / not controlled	5. Pedestrian phase at	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		2. Monday	44
	3. Dual carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	4. Pelican, puffin, toucan or	1. Fine - no high winds	0. None	0. None		A3 MAUREPAS WAY 55	E0700009	INTENDED CAS 1 (PEDESTRIAN)		6. Friday	44
	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT JUNCTION	E0700009	INTENDING TO COMMIT		7. Saturday	44
2030	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	4. Pelican, puffin, toucan or	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		4. Wednesday	44
2030	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	4. Central refuge -	4. Fine - no high winds	0. None	0. None		A2030 VELDER ROAD AT JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		5. Thursday	44
	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None		A2030 LOCKSWAY ROAD AT JUNCTION	E0600004	CAS 1 (PEDESTRIAN) TRAVELLING		2. Monday	44
2150	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2150 HAMBLED ROAD AT JUNCTION	E0700009	VEH 1 (CAR) TRAVELLING		3. Tuesday	44
	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 LOCKSWAY ROAD AT JUNCTION	E0600004	CAS 1 (PEDESTRIAN) RAIN		5. Thursday	44
2030	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	(PEDESTRIAN) TRAVELLING		2. Monday	44
288	6. Single carriageway	30	2. Mini roundabout	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	8. Central refuge -	2. Raining no high winds	0. None	0. None		A288 MILTON ROAD AT JUNCTION	E0600004	VEH 1 (BUS) TRAVELLING		2. Monday	44
288	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	4. Pelican, puffin, toucan or	1. Fine - no high winds	0. None	0. None		A288 MILTON ROAD AT JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		5. Thursday	44
	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	4. B	2150	0. None in 50m / not controlled	5. Pedestrian phase at	1. Fine - no high winds	0. None	0. None		A2030 EASTON ROAD AT JUNCTION	E0700009	VEH 1 (CAR) TRAVELLING		7. Saturday	44
	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 LOCKSWAY ROAD AT JUNCTION	E0600004	CAS 1 (PEDESTRIAN) TRAVELLING		3. Tuesday	44
2030	6. Single carriageway	50	3. Staggered or T Junction	2. Automatic traffic	6. Unclassified		0. None in 50m / not controlled	4. Pelican, puffin, toucan or	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	CAS 1 (PEDESTRIAN) TRAVELLING		6. Friday	44
2030	1. Roundabout	50	1. Normal roundabout	4. Give way or Uncontrolled	3. A	27	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		5. Thursday	44
2030	3. Dual carriageway	40	3. Staggered or T Junction	2. Automatic traffic	6. Unclassified		0. None in 50m / not controlled	4. Pelican, puffin, toucan or	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (M/CYCLE) TRAVELLING		5. Thursday	44
2030	3. Dual carriageway	50	3. Staggered or T Junction	2. Automatic traffic	6. Unclassified		2. Controlled by other	4. Pelican, puffin, toucan or	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		6. Friday	44
2030	3. Dual carriageway	40	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		4. Wednesday	44
2030	6. Single carriageway	40	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (M/CYCLE) TRAVELLING		5. Thursday	44
2030	3. Dual carriageway	40	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (VAN) TRAVELLING		1. Sunday	44
288	6. Single carriageway	30	Crossroad	2. Automatic traffic	3. A	2030	0. None in 50m / not controlled	1. Zebra crossing	1. Fine - no high winds	0. None	0. None		A288 MILTON ROAD AT JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		6. Friday	44
3	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT JUNCTION	E0700009	VEH 1 (CAR) TRAVELLING SW		2. Monday	44
2030	6. Single carriageway	30	3. Staggered or T Junction	2. Automatic traffic	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTON ROAD AT JUNCTION	E0600004	VEH 1 (M/CYCLE) TRAVELLING		7. Saturday	44
	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	4. Road works	0. None		A3 LONDON ROAD AT JUNCTION	E0700009	VEH 1 (AMBULANCE) TRAVELLING		2. Monday	44
2030	3. Dual carriageway	40	3. Staggered or T Junction	2. Automatic traffic	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (CAR) TRAVELLING		6. Friday	44
	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	4. Pelican, puffin, toucan or	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT JUNCTION	E0700009	VEH 1 (VAN) TRAVELLING		3. Tuesday	44
	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 ROAD AT JUNCTION	E0600004	VEH 1 (P/CYCLE) TRAVELLING		2. Monday	44
	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 LONDON ROAD AT JUNCTION	E0700009	VEH 1 (VAN) TRAVELLING		3. Tuesday	44
2150	1. Roundabout	30	1. Normal roundabout	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		B2150 ROAD AT JUNCTION	E0700009	VEH 1 (VAN) TRAVELLING		4. Tuesday	44

288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	1. Zebra crossing	1. Fine - no high winds	0. None	0. None		A288 MILTON ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	1. Monday	44
2030	6. Single carriageway	40	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	4. Wednesday	44
3	6. Single carriageway	40	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	4. Pelican, toucan or puffin	1. Fine - no high winds	0. None	0. None		A3 MAUREPA ROAD AT PORTSMO	E0700009	VEH 1 (CAR)	5. Thursday	44
3	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	8. Central refuge - 1. Fine - no high winds	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0700009	VEH 1 (CAR)	2. Monday	44
2150	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		B2150 HAMBLEDON ROAD AT PORTSMO	E0700009	VEH 1 (CAR)	5. Thursday	44
2030	6. Single carriageway	40	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	5. Thursday	44
2150	6. Single carriageway	30	8. Private road/driveway	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		B2150 HAMBLEDON ROAD AT PORTSMO	E0700009	VEH 1 (CAR)	4. Wednesday	44
27	1. Roundabout	40	1. Normal roundabout	2. Automatic traffic	3. A	2030	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A27 OFF SLIP WEST AT PORTSMO	E0600004	VEH 1 (CAR)	4. Wednesday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	8. Central refuge - 1. Fine - no high winds	2. Raining no high winds	0. None	0. None		A3 PORTSMO 5. EAST	E0700008	VEH 3 (CAR)	4. Wednesday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	8. Central refuge - 1. Fine - no high winds	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (P/CYCLE)	2. Monday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0700009	VEH 1 (M/CYCLE)	2. Monday	44
3	1. Roundabout	30	1. Normal roundabout	2. Automatic traffic	3. A	31	0. None in 50m / not controlled	4. Pelican, toucan or puffin	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0700009	VEH 1 (CAR)	4. Wednesday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	no high winds	0. None	0. None		LONDON HAVANT ROAD AT PORTSMO	E0600004	VEH 1 (P/CYCLE)	3. Tuesday	44
2030	3. Dual carriageway	50	1. Normal roundabout	2. Automatic traffic	3. A	27	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	4. Wednesday	44
2030	3. Dual carriageway	50	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (VAN)	6. Friday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	4. Fine - high winds	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0700009	VEH 1 (M/CYCLE)	4. Wednesday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	4. B	2177	0. None in 50m / not controlled	5. Pedestrian phase at crossing	2. Raining no high winds	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	6. Friday	44
27	6. Single carriageway	40	1. Normal roundabout	2. Automatic traffic	3. A	2030	0. None in 50m / not controlled	5. Pedestrian phase at crossing	1. Fine - no high winds	0. None	0. None		A27 WESTBOURNE ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	4. Wednesday	44
27	3. Dual carriageway	70	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	1. Dislodged		A27 WESTBOURNE ROAD AT PORTSMO	E0600004	VEH 1 (M/CYCLE)	6. Friday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	0. No crossing facility	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0700009	VEH 1 (CAR)	3. Tuesday	44
2030	3. Dual carriageway	40	1. Normal roundabout	2. Automatic traffic	3. A	27	0. None in 50m / not controlled	5. Pedestrian phase at crossing	high winds	1. Automatic traffic	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	5. Thursday	44
2030	3. Dual carriageway	50	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (M/CYCLE)	3. Tuesday	44
2030	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 2 (CAR)	4. Wednesday	44
2030	6. Single carriageway	40	1. Normal roundabout	4. Give way or Uncontrolled	3. A	27	0. None in 50m / not controlled	4. Pelican, toucan or puffin	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (P/CYCLE)	2. Monday	44
3	7. Slip road	70	1. Normal roundabout	4. Give way or Uncontrolled	4. B	2149	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3(M) NORTHBOURNE ROAD AT PORTSMO	E0700008	VEH 1 (CAR)	4. Wednesday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0700009	VEH 2 (M/CYCLE)	7. Saturday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0700009	VEH 2 (CAR)	2. Monday	44
3	1. Roundabout	40	1. Normal roundabout	2. Automatic traffic	4. B	2150	0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None		A3 MAUREPA ROAD AT PORTSMO	E0700009	VEH 2 (CAR)	5. Thursday	44
3020	6. Single carriageway	60	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (TRAVELLI)	6. Friday	44
2150	3. Dual carriageway	40	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	5. Pedestrian phase at crossing	1. Fine - no high winds	0. None	0. None		B2150 HAMBLEDON ROAD AT PORTSMO	E0700009	VEH 2 (BUS)	2. Monday	44
2177	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		B2177 PORTSDOWN HILL AT PORTSMO	E0600004	VEH 1 (CAR)	2. Monday	44
3	6. Single carriageway	30	1. Normal roundabout	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0700009	VEH 1 (VAN)	3. Tuesday	44
27	7. Slip road	70	1. Normal roundabout	4. Give way or Uncontrolled	3. A	2030	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A27 EASTBOURNE ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	2. Monday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 VELDER AVENUE AT PORTSMO	E0600004	VEH 1 (CAR)	1. Sunday	44
288	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A288 MILTON ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	1. Sunday	44
2030	6. Single carriageway	30	1. Normal roundabout	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	6. Friday	44
2030	6. Single carriageway	40	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	7. Saturday	44
3	6. Single carriageway	40	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3 LONDON ROAD AT PORTSMO	E0700009	VEH 1 (CAR)	2. Monday	44
2030	3. Dual carriageway	40	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		2. Controlled by other	4. Pelican, toucan or puffin	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (CAR)	2. Monday	44
3	7. Slip road	40	1. Normal roundabout	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3(M) SOUTHBOURNE ROAD AT PORTSMO	E0700008	VEH 1 (CAR)	6. Friday	44
2030	1. Roundabout	50	1. Normal roundabout	4. Give way or Uncontrolled	3. A	27	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 2 (CAR)	6. Friday	44
27	7. Slip road	70	1. Normal roundabout	2. Automatic traffic	3. A	2030	0. None in 50m / not controlled	5. Pedestrian phase at crossing	1. Fine - no high winds	0. None	0. None		A27 OFF SLIP WEST AT PORTSMO	E0600004	VEH 3 (CAR)	5. Thursday	44
2030	6. Single carriageway	40	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 2 (CAR)	6. Friday	44
2030	1. Roundabout	40	1. Normal roundabout	4. Give way or Uncontrolled	3. A	27	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT PORTSMO	E0600004	VEH 1 (M/CYCLE)	3. Tuesday	44
6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable			0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 DAY LANE OUTSIDE OF THE	E0700008	VEH 2 (CAR)	4. Wednesday	44

2149	6. Single carriageway	30	1. Normal roundabout	4. Give way or Uncontrolled	2. A(M)	3	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2149 DELL PIECE	E0700008	VEH 2 (CAR)	5. Thursday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	3. A	2030	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT JUNCTION	E0600004	VEH 2 (CAR)	6. Friday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	LONDON ROAD AT JUNCTION	E0700009	VEH 2 (CAR)	3. Tuesday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	1. Zebra crossing	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT JUNCTION	E0600004	VEH 2 (CAR)	5. Thursday	44
3	6. Single carriageway	30	6. Crossroad	2. Automatic traffic	2. A(M)	2149	0. None in 50m / not controlled	5. Pedestrian phase at crossing	1. Fine - no high winds	0. None	0. None	A3 PORTSMOUTH MOORINGS WAY AT JUNCTION	E0700008	VEH 1 (CAR)	5. Thursday	44
6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified			0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	MOORINGS WAY AT JUNCTION	E0600004	VEH 1 (CAR)	7. Saturday	44
6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	3. A	3	3	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	LOVEDEAN LANE AT JUNCTION	E0700009	VEH 2 (P/CYCLE)	5. Thursday	44
2030	3. Dual carriageway	40	4. Staggered or T	2. Automatic traffic	Unclassified		0. None in 50m / not controlled	8. Central refuge - no other	1. Fine - no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (P/CYCLE)	2. Monday	44
2030	6. Single carriageway	50	3. Staggered or T	2. Automatic traffic	Unclassified		0. None in 50m / not controlled	5. Pedestrian phase at crossing	1. Fine - no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (CAR)	3. Tuesday	44
2030	6. Single carriageway	30	8. Private road/driveway	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing	1. Fine - no high winds	0. None	0. None	MOORINGS WAY AT JUNCTION	E0600004	VEH 1 (FUNERAL)	6. Friday	44
2030	6. Single carriageway	40	1. Normal roundabout	2. Automatic traffic	3. A	27	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 2 (GOODS)	6. Friday	44
3	6. Single carriageway	30	6. Crossroad	2. Automatic traffic	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	PORTSMOUTH MOORINGS WAY AT JUNCTION	E0700008	VEH 1 (AMBULANCE)	7. Saturday	44
288	6. Single carriageway	30	6. Crossroads	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT JUNCTION	E0600004	VEH 2 (CAR)	7. Saturday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	3. A	288	0. None in 50m / not controlled	0. No crossing facility	5. Raining high	0. None	0. None	A2030 GOLDSMITH ROAD AT JUNCTION	E0600004	VEH 1 (CAR)	4. Wednesday	44
3	Roundabout	30	1. Normal roundabout	4. Give way or Uncontrolled	3. A	3	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A3 LONDON ROAD AT JUNCTION	E0700009	VEH 2 (CAR)	3. Tuesday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	no high winds	0. None	0. None	LONDON ROAD AT JUNCTION	E0700005	VEH 1 (CAR)	6. Friday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 2 (CAR)	4. Wednesday	44
2030	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 HAVANT ROAD AT JUNCTION	E0600004	VEH 1 (CAR)	5. Thursday	44
2030	3. Dual carriageway	40	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility within 50m	1. Fine - no high winds	0. None	0. None	94 METRES SOUTH OF HAVANT LUTH	E0600004	VEH 1 (CAR)	6. Friday	44
2177	6. Single carriageway	30	5. Slip Road	4. Give way or Uncontrolled	3. A	3	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2177 PORTSDOWN HILL	E0600004	VEH 1 (CAR)	7. Saturday	44
2150	3. Dual carriageway	30	1. Normal roundabout	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2150 HAMBLEDON ROAD AT JUNCTION	E0700009	VEH 2 (CAR)	3. Tuesday	44
3	6. Single carriageway	50	1. Normal roundabout	4. Give way or Uncontrolled	4. B	2149	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A3160 NORTHBOURNE ROAD AT JUNCTION	E0700008	VEH 1 (CAR)	3. Tuesday	44
3	6. Single carriageway	30	6. Crossroad	2. Automatic traffic	4. B	2149	0. None in 50m / not controlled	5. Pedestrian phase at crossing	no high winds	0. None	0. None	PORTSMOUTH MOORINGS WAY AT JUNCTION	E0700008	VEH 2 (CAR)	5. Thursday	44
3	3. Dual carriageway	70	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility within 50m	2. Raining no high winds	0. None	0. None	A3160 NORTHBOURNE ROAD AT JUNCTION	E0700008	VEH 1 (CAR)	3. Tuesday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	4. Fine - high winds	0. None	0. None	A3 LONDON ROAD AT JUNCTION	E0600004	VEH 1 (M/CYCLE)	7. Saturday	44
2030	6. Single carriageway	40	3. Staggered or T	2. Automatic traffic	Unclassified		0. None in 50m / not controlled	4. Pelican, puffin,	1. Fine - no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (M/CYCLE)	6. Friday	44
27	1. Roundabout	40	1. Normal roundabout	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A27 WESTBOURNE ROAD AT JUNCTION	E0600004	VEH 2 (CAR)	2. Monday	44
6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified			0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	LOVEDEAN LANE AT JUNCTION	E0700009	VEH 1 (CAR)	5. Thursday	44
6. Single carriageway	30	1. Normal roundabout	4. Give way or Uncontrolled	4. B	2149	2149	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	LAKESMEAD ROAD AT JUNCTION	E0700008	VEH 2 (CAR)	7. Saturday	44
2150	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2150 HAMBLEDON ROAD AT JUNCTION	E0700009	VEH 2 (CAR)	4. Wednesday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A3 LONDON ROAD AT JUNCTION	E0700009	VEH 1 (CAR)	4. Wednesday	44
3	7. Slip road	70	1. Normal roundabout	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A3(M) NORTHBOURNE ROAD AT JUNCTION	E0700008	VEH 1 (CAR)	1. Sunday	44
2150	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2150 HAMBLEDON ROAD AT JUNCTION	E0700009	VEH 1 (CAR)	6. Friday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	3. A	2030	0. None in 50m / not controlled	1. Zebra crossing	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT JUNCTION	E0600004	VEH 1 (VAN)	7. Saturday	44
2030	3. Dual carriageway	50	3. Staggered or T	2. Automatic traffic	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 2 (CAR)	2. Monday	44
2030	3. Dual carriageway	50	3. Staggered or T	2. Automatic traffic	Unclassified		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (CAR)	5. Thursday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	4. Pelican, puffin, toucan or similar	2. Raining no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (CAR) AND VEH 2	3. Tuesday	44
2030	6. Single carriageway	30	3. Staggered or T	2. Automatic traffic	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (VAN)	4. Wednesday	44
3	3. Dual carriageway	40	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	4. Pelican, puffin, toucan or similar	1. Fine - no high winds	0. None	0. None	A3 MAUREPAS WAY 50 METRES NORTH OF	E0700009	VEH 1 (CAR)	2. Monday	44
2030	6. Single carriageway	40	3. Staggered or T	4. Give way or Uncontrolled	Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN ROAD AT JUNCTION	E0600004	VEH 1 (P/CYCLE) WAS	3. Tuesday	44

2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 VELDRE AVENUE	E0600004 4.	VEH 1 (CAR)	1.	7. Saturday	44
3	6. Single carriageway	30	1. Normal roundabout	4. Give way or	4. B	2150	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A3 MAUREPA	E0700009 4.	VEH 1 (CAR)	4.	4. Wednesday	44
2149	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None	B2149 DELL PIECE WEST 58	E0700008 5. EAST HAMPSHIRE	VEH 2 (CAR)	1.	3. Tuesday	44
3	1. Roundabout	30	1. Normal roundabout	4. Give way or	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None	A3 LONDON	E0700009 0.	VEH 2 (CAR)	5.	5. Thursday	44
288	6. Single carriageway	30	8. Private road/driv	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 2 (CAR)	1.	1. Sunday	44
3	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	8. Central refuge - no other	2. Raining no high winds	0. None	0. None	A3 PORTSMOUTH	E0700008 5. EAST HAMPSHIRE	VEH 1 (CAR)	6.	6. Friday	44
2030	3. Dual carriageway	50	0. Not at or within 3.	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 2 (CAR)	6.	6. Friday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 2 (CAR)	2.	2. Monday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 1 (CAR)	4.	4. Wednesday	44
288	6. Single carriageway	30	6. Crossroad	2. Automatic traffic	3. A	2030	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 VELDRE AVENUE	E0600004 4.	VEH 2 (M/CYCLE)	3.	3. Tuesday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 1 (CAR)	4.	4. Wednesday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 1 (CAR)	3.	3. Tuesday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0700009 4.	VEH 1 (CAR)	7.	7. Saturday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 1 (CAR)	2.	2. Monday	44
2030	3. Dual carriageway	40	3. Staggered or T	2. Automatic traffic	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 5 (CAR)	5.	5. Thursday	44
3	1. Roundabout	40	1. Normal roundabout	4. Give way or	4. B	2150	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A3 MAUREPA	E0700009 4.	VEH 1 (CAR)	7.	7. Saturday	44
2030	3. Dual carriageway	40	1. Normal roundabout	4. Give way or	3. A	27	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 1 (CAR)	1.	1. Sunday	44
2150	6. Single carriageway	30	6. Crossroad	4. Give way or	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2150 HAMBLEDON ROAD AT	E0700009 4.	VEH 1 (CAR)	3.	3. Tuesday	44
3	6. Single carriageway	30	8. Private road/driv	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	LONDON	E0700009 0.	VEH 1 (M/CYCLE)	4.	4. Wednesday	44
2149	6. Single carriageway	60	1. Normal roundabout	4. Give way or Uncontrolled	2. A(M)	3	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2149 DELL PIECE	E0700008 5. EAST HAMPSHIRE	VEH 2 (CAR)	1.	7. Saturday	44
2150	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None	B2150 HAMBLEDON ROAD AT	E0700009 0.	VEH 1 (CAR)	7.	7. Saturday	44
2030	7. Slip road	50	1. Normal roundabout	2. Automatic traffic	3. A	2030	0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 1 (CAR)	2.	2. Monday	44
2149	6. Single carriageway	60	1. Normal roundabout	4. Give way or Uncontrolled	2. A(M)	3	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2149 DELL PIECE	E0700008 5. EAST HAMPSHIRE	VEH 1 (CAR)	3.	3. Tuesday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 2 (CAR)	7.	7. Saturday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 1 (M/CYCLE)	6.	6. Friday	44
2177	6. Single carriageway	40	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 1 (M/CYCLE)	4.	4. Wednesday	44
2030	6. Single carriageway	40	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	4. Pelican, puffin	1. Fine - no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 1 (M/CYCLE)	2.	2. Monday	44
2030	6. Single carriageway	30	0. Not at or within 3.	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 HAVANT	E0600004 4.	VEH 1 (VAN)	5.	5. Thursday	44
288	6. Single carriageway	30	8. Private road/driv	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 1 (VAN)	3.	3. Tuesday	44
2030	6. Single carriageway	50	3. Staggered or T	2. Automatic traffic	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility within 50	1. Fine - no high winds	0. None	0. None	A2030 EASTERN	E0600004 4.	VEH 1 (CAR)	7.	7. Saturday	44
2149	6. Single carriageway	40	0. Not at or within 3.	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2149 DELL PIECE	E0700008 5. EAST HAMPSHIRE	VEH 1 (CAR)	4.	4. Wednesday	44
2030	6. Single carriageway	30	3. Staggered or T	2. Automatic traffic	6. Unclassified		0. None in 50m / not controlled	5. Pedestrian phase at	1. Fine - no high winds	0. None	0. None	A2030 VELDRE AVENUE	E0600004 4.	VEH 2 (CAR)	4.	4. Wednesday	44
2030	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A2030 LOCKSWAY ROAD AT	E0600004 4.	VEH 1 (CAR)	3.	3. Tuesday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 1 (CAR)	3.	3. Tuesday	44
27	1. Roundabout	30	1. Normal roundabout	2. Automatic traffic	3. A	2030	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A27 EASTBOURNE	E0600004 4.	VEH 1 (CAR)	4.	4. Wednesday	44
3	6. Single carriageway	30	0. Not at or within 20M	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A3 LONDON	E0700009 0.	VEH 2 (CAR)	7.	7. Saturday	44
3	6. Single carriageway	30	8. Private road/driv	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A3 LONDON	E0700009 0.	VEH 1 (VAN)	5.	5. Thursday	44
3	7. Slip road	60	1. Normal roundabout	4. Give way or Uncontrolled	4. B	2149	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A3 NORTHBOURNE	E0700006 5. EAST HAMPSHIRE	VEH 1 (CAR)	2.	2. Monday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 1 (PASSENGER)	1.	1. Sunday	44
3	6. Single carriageway	40	0. Not at or within 3.	. Not applicable	. Not applicable		0. None in 50m / not controlled	5. Pedestrian phase at	1. Fine - no high winds	0. None	0. None	A3 MAUREPA	E0700009 0.	VEH 1 (POLICE)	4.	4. Wednesday	44
2149	6. Single carriageway	20	0. Not at or within 3.	. Not applicable	. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None	B2149 HAMBLEDON ROAD AT	E0700009 0.	VEH 2 (CAR)	7.	7. Saturday	44
288	6. Single carriageway	30	3. Staggered or T	2. Automatic traffic	3. A	2030	0. None in 50m / not controlled	5. Pedestrian phase at	1. Fine - no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 1 (P/CYCLE)	4.	4. Wednesday	44
288	6. Single carriageway	30	3. Staggered or T	4. Give way or Uncontrolled	3. A	3	0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 2 (P/CYCLE)	5.	5. Thursday	44
288	6. Single carriageway	30	8. Private road/driv	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None	A288 MILTON ROAD AT	E0600004 4.	VEH 1 (CAR)	7.	7. Saturday	44

288	3	6. Single carriageway	30	6. Private road/driv	4. Give way or	Unclassifi		2030	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	AS LONDON A288 AT MILTON A2030, EASTERN B2177 PORTSDO A2030	E0700009	VEH1 (CAR)	3. Tuesday	44
2030	3	6. Single carriageway	30	3. Crossroad	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	MILTON A2030, EASTERN B2177 PORTSDO A2030	E0600004	VEH1 (CAR)	3. Tuesday	44
2177	6	6. Single carriageway	40	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN B2177 PORTSDO A2030	E0600004	VEH1 (CAR)	5. Thursday	44
2030	6	6. Single carriageway	50	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN B2177 PORTSDO A2030	E0600004	VEH1 (CAR)	5. Thursday	44
288	6	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi		2030	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN ROAD AT A288 MILTON B2177 PORTSDO A2030	E0600004	VEH1 (CAR)	3. Tuesday	44
2177	6	6. Single carriageway	40	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	MILTON B2177 PORTSDO A2030	E0600004	VEH1 (CAR)	5. Thursday	44
2030	6	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	PORTSDO A2030	E0600004	VEH2 (P/CYCLE)	2. Monday	44
2030	3	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	LONDON LOVEDEAN LANE AT JUNCTION HAMPSHIRE B2150 HAMBLED	E0700009	VEH1 (CAR)	3. Wednesday	44
2150	6	6. Single carriageway	40	1. Normal roundabout	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	A3 LONDON	E0600004	VEH1 (M/CYCLE)	7. Saturday	44
2149	6	6. Single carriageway	60	1. Normal roundabout	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	B2149 DELI A2030 MILTON ROAD, AT A288	E0700008	VEH1 (CAR)	5. Thursday	44
2030	6	6. Single carriageway	40	0. Not at or within	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	DEL I A2030 MILTON ROAD, AT A288	E0600004	VEH1 (CAR)	4. Wednesday	44
288	6	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	1. Zebra crossing	2. Raining	0. None	0. None	MILTON B2149 DELI A2030	E0600004	VEH2 (CAR)	6. Friday	44
2149	1	6. Single Roundabout	60	1. Normal roundabout	4. Give way or	2. A(M)		3	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	DEL I A2030	E0700008	VEH1 (CAR)	2. Monday	44
2030	6	6. Single carriageway	40	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN A3	E0600004	VEH1 (CAR)	4. Wednesday	44
2030	3	3. Dual carriageway	30	0. Not at or within	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	4. Fine - high	0. None	0. None	A3 MAUREPAS WAY AT JUNCTION A2030	E0700009	VEH1 (M/CYCLE)	7. Saturday	44
2030	6	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN A3	E0600004	VEH1 (M/CYCLE)	3. Tuesday	44
2030	6	6. Single carriageway	40	1. Normal roundabout	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN ROAD AT JUNCTION A3	E0700009	VEH1 (BICYCLE)	6. Friday	44
2030	3	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	LONDON A288 AT MILTON A2030	E0700009	VEH1 (P/CYCLE)	5. Thursday	44
288	6	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	1. Zebra crossing	1. Fine - no high	0. None	0. None	MILTON A2030	E0600004	VEH1 (CAR)	3. Tuesday	44
2030	6	6. Single carriageway	40	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN B2177	E0600004	VEH1 (CAR)	5. Thursday	44
2177	6	6. Single carriageway	40	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	PORTSDO A2030	E0600004	VEH1 (VAN)	4. Wednesday	44
2030	3	6. Single carriageway	30	0. Not at or within 20M	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	4. Pelican, puffin, toucan or controlled	0. None	0. None	AS LONDON ROAD, AT JUNCTION A2030	E0700009	VEH1 (CAR)	6. Friday	44
2030	6	6. Single Roundabout	50	1. Normal roundabout	4. Give way or	3. A		27	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN ROAD AT JUNCTION A2030	E0600004	VEH1 (M/CYCLE)	7. Saturday	44
2030	3	6. Single carriageway	30	3. Crossroad	4. Give way or	4. B		2149	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	PORTSMOUTH ROAD AT JUNCTION A2030	E0600004	VEH1 (CAR)	4. Wednesday	44
2030	3	3. Dual carriageway	50	6. Crossroad	2. Automatic	6.			0. None in 50m / not	5. Pedestria	1. Fine - no high	0. None	0. None	A2030 EASTERN A288	E0600004	VEH1 (CAR)	2. Monday	44
288	6	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	MILTON A27 EASTERN A2030	E0600004	VEH1 (CAR)	4. Wednesday	44
27	1	6. Single Roundabout	40	1. Normal roundabout	4. Give way or	3. A		2030	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN A2030	E0600004	VEH2 (CAR)	5. Thursday	44
2030	6	6. Single carriageway	40	0. Not at or within	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN A2030	E0600004	VEH2 (VAN)	1. Sunday	44
2030	6	6. Single carriageway	50	2. Automatic	4. Give way or	6.			0. None in 50m / not	0. No crossing	2. Raining	0. None	0. None	A2030	E0600004	VEH1 (VAN)	1. Sunday	44
2030	3	6. Single carriageway	40	1. Normal roundabout	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	A3 MAUREPAS WAY AT JUNCTION A2030	E0700009	VEH1 (M/CYCLE)	2. Monday	44
2030	6	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	8. Central refuge -	2. Raining	0. None	0. None	A2030 FELDER B2149 DELI A2030	E0600004	VEH1 (CAR)	2. Monday	44
2149	6	6. Single carriageway	40	0. Not at or within	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	5. Raining	0. None	0. None	B2149 DELI A2030	E0700008	VEH1 (CAR)	1. Sunday	44
2030	6	6. Single carriageway	40	0. Not at or within	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	A2030 EASTERN A2030	E0600004	VEH2 (CAR)	2. Monday	44
2030	3	3. Dual carriageway	40	3. Staggered	2. Automatic	6.			0. None in 50m / not	5. Pedestria	1. Fine - no high	0. None	0. None	EASTERN B2150 HAMBLED	E0600004	VEH1 (M/CYCLE)	4. Wednesday	44
2150	6	6. Single Roundabout	30	1. Normal roundabout	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	MILTON A288 AT MILTON ROAD, AT JUNCTION A3	E0600004	VEH1 (CAR)	6. Friday	44
288	6	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	PORTSMOUTH ROAD AT JUNCTION A3	E0700009	VEH1 (P/CYCLE)	7. Saturday	44
2030	6	6. Single carriageway	30	0. Not at or within	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	LONDON A3020	E0600004	VEH1 (P/CYCLE)	5. Thursday	44
2030	6	6. Single carriageway	30	3. Crossroad	2. Automatic	6.		288	0. None in 50m / not	5. Pedestria	1. Fine - no high	0. None	0. None	LOVEDEAN LANE AT JUNCTION HAMPSHIRE B2150 HAMBLED	E0700008	VEH1 (CAR)	4. Thursday	44
288	6	6. Single carriageway	40	8. Private road/driv	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	A288 MILTON A2030	E0600004	VEH1 (CAR)	4. Wednesday	44
2030	6	6. Single carriageway	40	0. Not at or within	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN A2030	E0600004	VEH1 (P/CYCLE)	3. Tuesday	44
2030	6	6. Single carriageway	40	1. Normal roundabout	4. Give way or	3. A		27	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN A2030	E0600004	VEH1 (P/CYCLE)	4. Wednesday	44
2030	6	6. Single Roundabout	40	1. Normal roundabout	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN A3	E0600004	VEH1 (P/CYCLE)	7. Saturday	44
2030	3	6. Single carriageway	30	3. Staggered	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	AS LONDON ROAD, AT JUNCTION A2030	E0700008	VEH1 (CAR)	2. Monday	44
288	6	6. Single Roundabout	30	2. Mini roundabout	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	2. Raining	0. None	0. None	PORTSMOUTH ROAD AT JUNCTION A288	E0600004	VEH1 (CAR)	7. Saturday	44
288	6	6. Single Roundabout	30	2. Mini roundabout	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	MILTON A3	E0700009	VEH1 (CAR)	3. Saturday	44
2030	6	6. Single Roundabout	30	1. Normal roundabout	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	LONDON ROAD, AT JUNCTION A2030	E0600004	VEH1 (CAR)	3. Tuesday	44
2030	6	6. Single carriageway	40	0. Not at or within 20M	4. Give way or	Unclassifi			0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	A2030 EASTERN ROAD, AT JUNCTION A2030	E0600004	VEH1 (CAR)	7. Saturday	44
2030	6	6. Single Roundabout	30	1. Normal roundabout	2. Automatic	3. A		27	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN ROAD, AT JUNCTION A2030	E0600004	VEH2 (CAR)	5. Thursday	44
2030	6	6. Single Roundabout	30	1. Normal roundabout	4. Give way or	3. A		27	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	PORTSMOUTH ROAD AT JUNCTION A2030	E0600004	VEH1 (CAR)	3. Thursday	44
2030	6	6. Single Roundabout	30	1. Normal roundabout	4. Give way or	3. A		27	0. None in 50m / not	0. No crossing	1. Fine - no high	0. None	0. None	EASTERN ROAD, AT JUNCTION A2030	E0600004	VEH1 (CAR)	3. Tuesday	44

	6. Single carriageway	40	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		PORTSMOUTH HILL ROAD AT JUNCTION	E0600004	VEH1 (CAR) TRAVELLING		6. Friday	44
	3. Single carriageway	60	1. Normal roundabout	4. Give way or Uncontrolled	4. B	2149	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3(M) OFF SLIP AT	E0700008	VEH1 (VAN) TRAVELLING		6. Friday	44
2030	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	3. A	288	0. None in 50m / not controlled	5. Pedestrian phase at traffic	1. Fine - no high winds	0. None	0. None		A2030 GOLDSMITH AVENUE	E0600004	VEH 2 (P/CYCLE) TRAVELLING SE		1. Sunday	44
	3. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None		A3 LONDON ROAD AT	E0700009	VEH1 (CAR) TRAVELLING		2. Monday	44
27	3. Dual carriageway	70	0. Not at or within 20M	1. Not applicable	1. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A27 HAVANT BYPASS	E0600004	VEH3 (CAR) TRAVELLING		5. Thursday	44
2150	6. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		B2150 HAMBLEDON ROAD	E0700009	VEH1 (CAR) TRAVELLING		2. Monday	44
	3. Single carriageway	40	1. Normal roundabout	4. Give way or Uncontrolled	4. B	2150	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3 MAUREPASWAY AT	E0700009	VEH1 (CAR) TRAVELLING		5. Thursday	44
	3. Single carriageway	30	3. Staggered or T Junction	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		LONDON ROAD AT	E0700009	VEH1 (CAR) TRAVELLING		2. Monday	44
2030	6. Single carriageway	50	0. Not at or within 20M	1. Not applicable	1. Not applicable		0. None in 50m / not controlled	0. No crossing facility	2. Raining no high winds	0. None	0. None		A2030 EASTERN	E0600004	VEH3 (CAR) TRAVELLING		3. Tuesday	44
2030	6. Single carriageway	40	3. Staggered or T Junction	2. Automatic	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN	E0600004	VEH2 (CAR) TRAVELLING		2. Monday	44
	6. Single carriageway	30	6. Crossroad	4. Give way or Uncontrolled	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		HAMBLEDON ROAD AT	E0700009	VEH2 (CAR) TRAVELLING		4. Wednesday	44
2030	6. Single carriageway	40	1. Normal roundabout	2. Automatic	3. A	27	0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN	E0600004	VEH1 (CAR) TRAVELLING		3. Tuesday	44
	3. Dual carriageway	70	0. Not at or within 20M	1. Not applicable	1. Not applicable		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A3 SOUTHBOURNE AT	E0700008	VEH1 (CAR) TRAVELLING		3. Tuesday	44
2030	3. Dual carriageway	40	3. Staggered or T Junction	2. Automatic	6. Unclassified		0. None in 50m / not controlled	0. No crossing facility	1. Fine - no high winds	0. None	0. None		A2030 EASTERN ROAD AT	E0600004	VEH2 (CAR) TRAVELLING		2. Monday	44

REPORTER DAT	pf	vorc	ref_no	CF1	CONF1	CF2	CONF2	CF3	CONF3	CF4	CONF4	othercause	localsp	status	statusdate	errortypes	VCU1	vcuref1	
1. Yes		1		802. Failed to look properly	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012		C. Casualty	1
2. No - accident was reported		1		405. Failed to look properly	A. Very likely	602. Careless/ Reckless/In a hurry	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded				33	20180209		V. Vehicle	1
2. No - accident was reported		1		801. Crossed road masked	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20151209		C. Casualty	1
1. Yes		1		405. Slippery road (due to ice)	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20151209		C. Casualty	1
2. No - accident was reported		1		407. Too close to cyclist, pedestrian	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20151209		V. Vehicle	1
2. No - accident was reported		1		802. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20170112		C. Casualty	1
1. Yes		1		Wrong use of pedestrian	A. Very likely	802. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20151209		C. Casualty	1
1. Yes		1		808. Careless/ Reckless/In a hurry	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20170112		C. Casualty	1
1. Yes		1		802. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20170112		C. Casualty	1
1. Yes		1		802. Failed to look	B. Possible	806. Impaired by alcohol	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20170112		C. Casualty	1
1. Yes		1		806. Impaired by alcohol	A. Very likely	810. Disability or illness	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20171012		C. Casualty	1
2. No - accident was reported		1		405. Failed to look	A. Very likely	509. Distraction in	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012		V. Vehicle	1
1. Yes		1		303. Illness or disability	A. Very likely	504. Uncorrected	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20171012		V. Vehicle	1
1. Yes		1		999. Other	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	PEDESTRIAN TRYING			33	20171215		C. Casualty	1
1. Yes		1		406. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M		33	20171115		V. Vehicle	1
1. Yes		1		801. Crossed road	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M		33	20171115		C. Casualty	1
1. Yes		1		802. Failed to look	B. Possible	805. Failed to judge	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20171012		C. Casualty	1
1. Yes		1		802. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				33	20171115		C. Casualty	1
2. No - accident was reported		1		301. Disobeyed automatic	B. Possible	405. Failed to look	B. Possible	802. Failed to look	B. Possible	. Not coded	. Not Coded				33	20181109		V. Vehicle	1
2. No - accident was reported		1		405. Failed to look	B. Possible	802. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded				33	20190115		V. Vehicle	1
1. Yes		1		801. Crossed road	A. Very likely	806. Impaired by alcohol	A. Very likely	810. Disability or illness	A. Very likely	. Not coded	. Not Coded				33	20180112		C. Casualty	1
2. No - accident was reported		1		405. Failed to look	B. Possible	304. Disobeyed pedestrian	B. Possible	802. Failed to look	B. Possible	. Not coded	. Not Coded				33	20180517		V. Vehicle	1
1. Yes		1		305. Illegal turn or	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20151209		V. Vehicle	1
1. Yes		1		405. Failed to look	B. Possible	405. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20151209		V. Vehicle	1
1. Yes		1		405. Failed to look	A. Very likely	406. Failed to judge	A. Very likely	Sudden braking	A. Very likely	. Not coded	. Not Coded		M		22	20151209		V. Vehicle	1
1. Yes		1		406. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20151209		V. Vehicle	1
1. Yes		1		204. Defective steering	A. Very likely	603. Nervous/ Uncertain	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20151209		V. Vehicle	1
2. No - accident was reported		1		405. Failed to look	A. Very likely	406. Failed to judge	B. Possible	509. Distraction in	B. Possible	602. Careless/ Reckless/In a hurry	B. Possible				22	20151209		V. Vehicle	1
1. Yes		1		303. Illegal turn or	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20151209		V. Vehicle	1
1. Yes		1		405. Failed to look properly	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20151209		V. Vehicle	1
1. Yes		1		605. Inexperience	B. Possible	410. Loss of control	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20151209		V. Vehicle	1
1. Yes		1		406. Failed to judge	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20151209		V. Vehicle	1
1. Yes		1		308. Following too close	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20151209		V. Vehicle	2
1. Yes		1		405. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20151209		V. Vehicle	1
1. Yes		1		203. Defective brakes	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M		22	20151209		V. Vehicle	1
2. No - accident was reported		1		405. Poor turn or	B. Possible	306. Driver using	B. Possible	409. Swerved	B. Possible	409. Swerved	B. Possible				22	20151209		V. Vehicle	2
1. Yes		1		302. Failed to look	A. Very likely	405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20151209		V. Vehicle	1

1. Yes	1		701. Stationary or parked	A. Very likely	405. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	2
1. Yes	1		605. Nervous/Inexperie	A. Very likely	. Not coded	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		401. Junction	A. Very likely	405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
2. No - accident	1		405. Poor turn or manoeuvre	A. Very likely	405. Failed to look	A. Very likely	602. Careless/Reckless/I	A. Very likely	. Not coded	. Not Coded			22	20151209		V. Vehicle	2
1. Yes	1		309. Vehicle	A. Very likely	405. Failed to look	A. Very likely	702. Vegetatio	A. Very likely	702. Vegetatio	A. Very likely			22	20151209		V. Vehicle	2
1. Yes	1		406. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
1. Yes	1		503. Fatigue	A. Very likely	307. Travelling	B. Possible	707. Rain, sleet,	B. Possible	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	3
2. No - accident	1		405. Failed to look	A. Very likely	406. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
2. No - accident	1		407. Too close to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		406. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
2. No - accident	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	2
1. Yes	1		408. Sudden braking	A. Very likely	405. Failed to look	A. Very likely	309. Distractio	B. Possible	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
1. Yes	1		501. Impaired	A. Very likely	405. Failed to look	A. Very likely	602. Careless/Reckless/I	A. Very likely	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
2. No - accident was	1		403. Poor turn or manoeuvre	A. Very likely	406. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		109. Animal or	A. Very likely	410. Loss of control	B. Possible	602. Careless/Reckless/I	B. Possible	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
2. No - accident was	1		105. Defective traffic	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		405. Aggressiv	B. Possible	602. Careless/Reckless/I	B. Possible	410. Loss of control	A. Very likely	405. Poor turn or	B. Possible	M		22	20151209		V. Vehicle	2
2. No - accident was	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	2
1. Yes	1		405. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
1. Yes	1		402. Junction	B. Possible	406. Failed to look	B. Possible	408. Sudden	B. Possible	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
2. No - accident	1		406. Failed to look	B. Possible	405. Failed to look	B. Possible	403. Poor turn or	B. Possible	706. Dazzling	B. Possible			22	20151209		V. Vehicle	1
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	2
1. Yes	1		405. Failed to look	A. Very likely	406. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	2
2. No - accident was	1		405. Failed to look	A. Very likely	Careless/Reckless/I	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	2
1. Yes	1		308. Following too close	B. Possible	408. Sudden braking	A. Very likely	602. Careless/Reckless/I	B. Possible	406. Failed to judge	B. Possible			22	20151209		V. Vehicle	2
2. No - accident was	1		406. Failed to judge	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
2. No - accident was	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		405. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
1. Yes	1		701. Stationary or parked	A. Very likely	404. Failed to signal/dic	A. Very likely	405. Failed to look	A. Very likely	406. Failed to judge	A. Very likely			22	20151209		V. Vehicle	1
1. Yes	1		602. Careless/Reckless/I	B. Possible	405. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
2. No - accident	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		509. Distractio	A. Very likely	602. Careless/Reckless/I	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		403. Failed to look	A. Very likely	410. Loss of control	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			32	20150427		V. Vehicle	2
1. Yes	1		601. Aggressiv	B. Possible	602. Careless/Reckless/I	A. Very likely	405. Failed to look	B. Possible	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
1. Yes	1		308. Following too close	B. Possible	405. Failed to look	A. Very likely	408. Sudden braking	B. Possible	. Not coded	. Not Coded			22	20151209		V. Vehicle	2
1. Yes	1		405. Poor turn or manoeuvre	B. Possible	405. Poor turn or manoeuvre	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
1. Yes	1		405. Failed to look properly	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
1. Yes	1		305. Illegal	A. Very likely	405. Failed to look	B. Possible	403. Poor turn or	A. Very likely	. Not coded	. Not Coded	M		22	20151209		V. Vehicle	1
2. No - accident was	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	2

1. Yes	1			405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
2. No - accident was	1			807. Inexperience with	B. Possible	405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
2. No - accident was	1			405. Failed to judge	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1			405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1			410. Loss of control	B. Possible	605. Inexperienced or	A. Very likely	103. Slippery road (due	B. Possible	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1			501. Impaired by alcohol	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
1. Yes	1			203. Defective brakes	A. Very likely	401. Junction overshoot	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
2. No - accident was	1			405. Failed to look	A. Very likely	605. Nervous/uncertain	B. Possible	310. Cyclist entering	A. Very likely	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
1. Yes	1			601. Aggressive driving	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	2
1. Yes	1			405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1			401. Junction overshoot	B. Possible	301. Disobeyed sign	B. Possible	606. Inexperienced	B. Possible	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1			605. Inexperienced	B. Possible	305. Emergency	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	2
1. Yes	1			405. Failed to look	A. Very likely	Driver using	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	2
2. No - accident	1			308. Following too close	B. Possible	307. Travelling too fast	B. Possible	408. Sudden braking	B. Possible	103. Slippery	B. Possible			22	20170112		V. Vehicle	2
2. No - accident was	1			401. Junction overshoot	B. Possible	405. Failed to look	B. Possible	Failed to look	B. Possible	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1			Impaired by alcohol	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1			405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	2
1. Yes	1			403. Poor turn or manoeuvre	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
1. Yes	1			901. Stolen vehicle	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1			307. Travelling too fast	B. Possible	410. Loss of control	B. Possible	505. Illness or disability	A. Very likely	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
2. No - accident	1			405. Failed to look	B. Possible	400. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
2. No - accident was	1			308. Following too close	B. Possible	308. Sudden braking	B. Possible	405. Failed to look	B. Possible	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1			301. Disobeyed sign	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1			Distraction outside vehicle	A. Very likely	405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1			402. Junction restart	A. Very likely	401. Junction overshoot	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	2
2. No - accident	1			602. Careless/Reckless/l	B. Possible	602. Careless/Reckless/l	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
2. No - accident was	1			405. Failed to look	A. Very likely	602. Careless/Reckless/l	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1			405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
2. No - accident	1			308. Following too close	B. Possible	408. Sudden braking	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
2. No - accident was	1			405. Failed to look	A. Very likely	602. Careless/Reckless/l	A. Very likely	408. Sudden braking	B. Possible	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1			410. Loss of control	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1			405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20151209		V. Vehicle	2
1. Yes	1			405. Failed to look	B. Possible	405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20151209		V. Vehicle	1
1. Yes	1			501. Impaired by alcohol	A. Very likely	307. Travelling too fast	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20151209		V. Vehicle	1
2. No - accident	1			402. Junction overshoot	B. Possible	405. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1			601. Aggressive driving	A. Very likely	602. Careless/Reckless/l	A. Very likely	300. Exceeding speed	A. Very likely	501. Impaired by alcohol	B. Possible		M	22	20170112		V. Vehicle	1
1. Yes	1			508. Driver using	B. Possible	509. Distraction in	B. Possible	510. Distraction outside	B. Possible	405. Failed to look	A. Very likely		M	22	20151209		V. Vehicle	3
1. Yes	1			406. Failed to judge	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20151209		V. Vehicle	2
1. Yes	1			505. Illness or disability, mental or physical	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
2. No - accident was	1			403. Poor turn or manoeuvre	B. Possible	405. Failed to look	B. Possible	406. Failed to judge	B. Possible	. Not coded	. Not Coded			22	20170112		V. Vehicle	2

1. Yes	1		403. Poor turn or manoeuvre	B. Possible	405. Failed to look	A. Very likely	406. Failed to judge	B. Possible	601. Aggressive driving	B. Possible		M	22	20170112		V. Vehicle	1
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1		706. Dazzling sun	A. Very likely	706. Dazzling sun	A. Very likely	408. Sudden braking	A. Very likely	406. Failed to judge other	A. Very likely			22	20170112		V. Vehicle	1
2. No - accident	1		401. Junction	B. Possible	405. Failed to look	A. Very likely	406. Failed to judge	A. Very likely	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
1. Yes	1		701. Stationary or parked	A. Very likely	701. Stationary or parked	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1		103. Slippery road/dive	B. Possible	605. Inexperienced or	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
1. Yes	1		802. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		U. Uninjured	0
2. No - accident	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1		706. Dazzling sun	A. Very likely	406. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
1. Yes	1		408. Sudden braking	A. Very likely	409. Swerved	A. Very likely	410. Loss of control	A. Very likely	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1		403. Poor turn or manoeuvre	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1		405. Failed to look	A. Very likely	904. Vehicle	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
2. No - accident was reported	1		108. Road layout (eg bend, hill, narrow)	A. Very likely	403. Poor turn or manoeuvre	A. Very likely	406. Failed to judge other	A. Very likely	703. Road layout (eg bend, winding)	A. Very likely			22	20170112		V. Vehicle	2
1. Yes	1		405. Failed to look	A. Very likely	701. Stationary or parked	A. Very likely	701. Stationary or parked	A. Very likely	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	2
2. No - accident	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	5
1. Yes	1		405. Failed to look	A. Very likely	602. Careless/Reckless/	A. Very likely	603. Nervous/Inexperienced	A. Very likely	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
2. No - accident	1		601. Aggressive driving	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1		403. Poor turn or manoeuvre	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
1. Yes	1		405. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1		405. Failed to look	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
2. No - accident	1		405. Failed to look	B. Possible	307. Travelling too fast	B. Possible	408. Sudden braking	B. Possible	408. Sudden braking	B. Possible			22	20170112		V. Vehicle	1
2. No - accident was	1		308. Following too close	B. Possible	408. Sudden braking	B. Possible	405. Failed to look	B. Possible	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1		406. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	2
1. Yes	1		405. Failed to look	A. Very likely	406. Failed to judge	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	2
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
2. No - accident	1		308. Following too close	B. Possible	408. Sudden braking	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
1. Yes	1		403. Poor turn or manoeuvre	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
2. No - accident was reported	1		405. Failed to look properly	A. Very likely	406. Failed to judge other	B. Possible	406. Failed to judge other	B. Possible	703. Road layout (eg bend, winding road, hill)	B. Possible			22	20170112		V. Vehicle	1
1. Yes	1		307. Travelling too fast	A. Very likely	405. Failed to look properly	A. Very likely	501. Impaired by alcohol	B. Possible	. Not coded	. Not Coded			22	20170112		V. Vehicle	1
2. No - accident	1		308. Following too close	B. Possible	408. Sudden braking	B. Possible	405. Failed to look	B. Possible	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
1. Yes	1		308. Following too close	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1		406. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1		402. Junction restart	B. Possible	403. Poor turn or manoeuvre	B. Possible	405. Failed to look	A. Very likely	406. Failed to judge	B. Possible		M	22	20170112		V. Vehicle	1
2. No - accident	1		602. Careless/Reckless/	A. Very likely	405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
2. No - accident was	1		901. Stolen vehicle	B. Possible	902. Vehicle in course of	B. Possible	308. Following too close	B. Possible	605. Inexperienced or	B. Possible			22	20170112		V. Vehicle	2
1. Yes	1		306. Exceeding speed	A. Very likely	405. Failed to look	A. Very likely	602. Careless/Reckless/	A. Very likely	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	2
1. Yes	1		405. Failed to look	A. Very likely	Careless/Reckless/	A. Very likely	Inexperienced or	A. Very likely	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
2. No - accident	1		999. Other	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112	CAS 1 FELL OVER	C. Casualty	1
1. Yes	1		903. Emergency	A. Very likely	602. Careless/Reckless/	A. Very likely	406. Failed to look	A. Very likely	903. Emergency	B. Possible			22	20170112		V. Vehicle	1
2. No - accident	1		405. Failed to look	B. Possible	602. Careless/Reckless/	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	2
2. No - accident was	1		405. Failed to look	B. Possible	602. Careless/Reckless/	B. Possible	Careless/Reckless/	B. Possible	407. Too close to cyclist	B. Possible			22	20170112		V. Vehicle	1
1. Yes	1		410. Loss of control	A. Very likely	406. Sudden braking	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20170112		V. Vehicle	1
1. Yes	1		405. Failed to look	B. Possible	701. Stationary or parked	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			22	20170112		V. Vehicle	1

1. Yes	1		302. Disobeyed	A. Very likely	402. Junction	A. Very likely	405. Failed to	A. Very likely	406. Failed to	B. Possible		M	22	20171012	V. Vehicle	1	
1. Yes	1		308. Following too close	B. Possible	405. Failed to look	B. Possible	405. Failed to look	B. Possible	406. Failed to look	B. Possible		M	22	20171012	V. Vehicle	1	
1. Yes	1		403. Poor turn or manoeuvre	B. Possible	405. Failed to look	B. Possible	406. Failed to judge	B. Possible	407. Too close to object	B. Possible		M	22	20171012	V. Vehicle	1	
1. Yes	1		603. Nervous/ Uncertain	A. Very likely	307. Travelling too fast	B. Possible	408. Sudden braking	A. Very likely	410. Loss of control	A. Very likely				22	20171012	V. Vehicle	1
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012	V. Vehicle	2
1. Yes	1		Impaired	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
2. No - accident	1		601. Aggressive driving	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20170112	V. Vehicle	1
1. Yes	1		307. Travelling	B. Possible	405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
1. Yes	1		405. Failed to	B. Possible	509. Distractio	B. Possible	602. Careless/	B. Possible	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
1. Yes	1		406. Failed to	B. Possible	405. Failed to	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	2	
2. No - accident	1		308. Following too close	B. Possible	408. Sudden braking	B. Possible	406. Failed to judge	B. Possible	. Not coded	. Not Coded				22	20171012	V. Vehicle	2
1. Yes	1		403. Poor turn or	B. Possible	405. Failed to	B. Possible	406. Failed to	B. Possible	701. Stationary	A. Very likely		M	22	20171012	V. Vehicle	1	
1. Yes	1		301. Disobeyed	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	2	
1. Yes	1		Travelling too fast	B. Possible	405. Failed to	B. Possible	905. Inexperie	B. Possible	408. Sudden braking	A. Very likely				22	20171012	V. Vehicle	1
2. No - accident	1		405. Failed to	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012	V. Vehicle	1
1. Yes	1		405. Failed to	A. Very likely	904. Vehicle	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012	V. Vehicle	1
1. Yes	1		308. Following too close	B. Possible	706. Dazzling sur	B. Possible	406. Failed to judge	B. Possible	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
2. No - accident	1		405. Failed to	B. Possible	405. Failed to	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012	V. Vehicle	1
1. Yes	1		406. Failed to judge	A. Very likely	408. Sudden braking	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	2	
2. No - accident	1		405. Failed to	A. Very likely	408. Sudden braking	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012	V. Vehicle	2
1. Yes	1		503. Illegal	B. Possible	405. Failed to	B. Possible	406. Failed to	B. Possible	. Not coded	. Not Coded				22	20171012	V. Vehicle	2
2. No - accident	1		405. Failed to look	A. Very likely	406. Failed to look	A. Very likely	308. Following too close	A. Very likely	. Not coded	. Not Coded				22	20171012	V. Vehicle	2
1. Yes	1		405. Failed to	A. Very likely	406. Failed to	A. Very likely	Distractio	B. Possible	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	2	
1. Yes	1		410. Loss of control	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
1. Yes	1		405. Failed to	A. Very likely	406. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	4	
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	2	
1. Yes	1		405. Failed to look	A. Very likely	602. Careless/ Backless/	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012	V. Vehicle	2
1. Yes	1		505. Illness or	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
1. Yes	1		405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	2	
2. No - accident	1		308. Following too close	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012	V. Vehicle	1
1. Yes	1		501. Impaired	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
1. Yes	1		405. Failed to	A. Very likely	605. Inexperie	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded				22	20171012	V. Vehicle	1
1. Yes	1		501. Impaired	A. Very likely	999. Other	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
1. Yes	1		405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
1. Yes	1		602. Careless/ Backless/	B. Possible	406. Failed to judge	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded		M	22	20171012	V. Vehicle	1	
1. Yes	1		406. Failed to	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20171215	V. Vehicle	1	
1. Yes	1		403. Poor turn or manoeuvre	B. Possible	405. Failed to look	B. Possible	602. Careless/ Backless/	B. Possible	302. Disobeyed Give Way	B. Possible		M	33	20171115	V. Vehicle	1	
1. Yes	1		405. Failed to	A. Very likely	406. Failed to judge	A. Very likely	999. Other	A. Very likely	. Not coded	. Not Coded	VISIBILITY NOT		33	20171215	V. Vehicle	1	
1. Yes	1		405. Failed to	B. Possible	406. Failed to judge	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20171115	V. Vehicle	1	
1. Yes	1		503. Fatigue	A. Very likely	501. Impaired	B. Possible	Distractio	B. Possible	. Not coded	. Not Coded		M	33	20171115	V. Vehicle	1	
2. No - accident	1		405. Failed to	A. Very likely	602. Careless/	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded				33	20171115	V. Vehicle	2
1. Yes	1		999. Other	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	FELL INTO ROAD	M	33	20171115	V. Vehicle	1	
2. No - accident	1		403. Poor turn or	B. Possible	601. Aggressiv	B. Possible	408. Sudden braking	B. Possible	. Not coded	. Not Coded				33	20171115	V. Vehicle	2
1. Yes	1		405. Failed to look	A. Very likely	406. Failed to judge	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20171115	V. Vehicle	1	
1. Yes	1		405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20171115	V. Vehicle	1	
2. No - accident	1		403. Poor turn or	A. Very likely	405. Failed to	A. Very likely	602. Careless/	A. Very likely	. Not coded	. Not Coded				33	20171115	V. Vehicle	2
1. Yes	1		405. Failed to look	A. Very likely	406. Failed to judge	B. Possible	408. Sudden braking	B. Possible	. Not coded	. Not Coded		M	33	20171115	V. Vehicle	1	
1. Yes	1		405. Failed to look	A. Very likely	406. Failed to judge	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20171115	V. Vehicle	1	
2. No - accident	1		602. Careless/	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded				33	20171115	V. Vehicle	1
2. No - accident	1		999. Other	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	HANDBRAKE NOT ON		33	20171115	V. Vehicle	2	
1. Yes	1		403. Poor turn or	A. Very likely	103. Slippery	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded				33	20171115	V. Vehicle	1

1. Yes	1		310. Cyclist	B. Possible	405. Failed to	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20171115	V. Vehicle	2
2. No - accident	1		405. Failed to	A. Very likely	402. Careless/	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171115	V. Vehicle	3
1. Yes	1		308. Following	B. Possible	405. Failed to	A. Very likely	406. Failed to	A. Very likely	509. Distraction	B. Possible	M	33	20171115	V. Vehicle	1	
1. Yes	1		405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
1. Yes	1		501. Impaired by alcohol	A. Very likely	509. Distraction	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
2. No - accident	1		308. Following	B. Possible	408. Sudden	B. Possible	405. Failed to	B. Possible	. Not Coded	. Not Coded			33	20171115	V. Vehicle	2
1. Yes	1		307. Travelling	B. Possible	405. Failed to	A. Very likely	406. Failed to	A. Very likely	. Not Coded	. Not Coded	M	33	20171215	V. Vehicle	1	
2. No - accident	1		405. Failed to	B. Possible	406. Failed to	B. Possible	407. Too close to	B. Possible	. Not coded	. Not Coded			33	20171115	V. Vehicle	1
2. No - accident	1		405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171115	V. Vehicle	2
2. No - accident	1		308. Following	B. Possible	306. Exceeding	B. Possible	405. Failed to	B. Possible	408. Sudden	A. Very likely			33	20171215	V. Vehicle	2
1. Yes	1		410. Loss of control	A. Very likely	410. Slippery	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171215	V. Vehicle	1
1. Yes	1		405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171215	V. Vehicle	1	
1. Yes	1		310. Cyclist	A. Very likely	406. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171215	V. Vehicle	2
1. Yes	1		702. Vegetatio	A. Very likely	702. Vegetatio	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	M	22	20171012	V. Vehicle	1	
1. Yes	1		204. Defective	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	22	20171012	V. Vehicle	1	
1. Yes	1		103. Slippery	B. Possible	402. Junction	A. Very likely	403. Failed to	A. Very likely	402. Careless/	B. Possible			22	20171012	V. Vehicle	2
1. Yes	1		405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	2	
1. Yes	1		403. Poor turn or	A. Very likely	403. Failed to	A. Very likely	406. Failed to	A. Very likely	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
1. Yes	1		203. Defective	B. Possible	301. Disobeyed	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
1. Yes	1		406. Failed to	A. Very likely	603. Inexperie	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171115	V. Vehicle	1
1. Yes	1		405. Failed to	A. Very likely	607. Inexperie	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
1. Yes	1		405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
2. No - accident was	1		602. Careless/	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171115	V. Vehicle	2
2. No - accident	1		405. Failed to	B. Possible	404. Disobeyed	B. Possible	406. Failed to	B. Possible	. Not coded	. Not Coded			33	20171115	V. Vehicle	2
2. No - accident	1		405. Poor turn or	B. Possible	405. Failed to	B. Possible	410. Loss of control	B. Possible	. Not coded	. Not Coded			33	20171115	V. Vehicle	2
1. Yes	1		304. Disobeyed	B. Possible	310. Cyclist	B. Possible	405. Failed to	B. Possible	405. Failed to	B. Possible			33	20171115	V. Vehicle	2
1. Yes	1		301. Disobeyed	A. Very likely	605. Inexperie	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
2. No - accident	1		406. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171115	V. Vehicle	2
1. Yes	1		405. Failed to	B. Possible	405. Failed to	A. Very likely	406. Failed to	A. Very likely	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
2. No - accident	1		405. Failed to	A. Very likely	602. Careless/	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171115	V. Vehicle	2
1. Yes	1		405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
1. Yes	1		301. Disobeyed	A. Very likely	509. Distraction	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	2	
1. Yes	1		506. Not displaying	A. Very likely	507. Not wearing	A. Very likely	607. Rann, sleet,	A. Very likely	. Not coded	. Not Coded			33	20171115	V. Vehicle	1
2. No - accident	1		404. Failed to	A. Very likely	405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171115	V. Vehicle	2
1. Yes	1		405. Failed to	B. Possible	999. Other	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	FLASHED HEADLIGHT	M	33	20171115	V. Vehicle	1
1. Yes	1		406. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
1. Yes	1		405. Failed to	B. Possible	406. Dazzling	B. Possible	706. Dazzling	B. Possible	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
1. Yes	1		405. Failed to	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
1. Yes	1		605. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
2. No - accident	1		302. Disobeyed	A. Very likely	405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171215	V. Vehicle	1
1. Yes	1		403. Poor turn or	A. Very likely	405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20171115	V. Vehicle	1	
2. No - accident	1		308. Following	B. Possible	408. Sudden	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20171115	V. Vehicle	1
2. No - accident	1		405. Failed to	A. Very likely	406. Failed to	A. Very likely	602. Careless/	A. Very likely	. Not coded	. Not Coded			33	20180619	V. Vehicle	2
1. Yes	1		405. Failed to	A. Very likely	602. Careless/	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20180619	V. Vehicle	2	
1. Yes	1		405. Failed to	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20180619	V. Vehicle	1	
1. Yes	1		405. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20180619	V. Vehicle	1	
2. No - accident	1		405. Failed to	A. Very likely	406. Careless/	A. Very likely	602. Careless/	A. Very likely	. Not coded	. Not Coded			33	20180712	V. Vehicle	2
1. Yes	1		405. Failed to look	A. Very likely	701. Stationary	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20180809	V. Vehicle	1	
1. Yes	1		407. Too close to	A. Very likely	408. Sudden	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20180619	V. Vehicle	1	
2. No - accident	1		602. Careless/	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20180712	V. Vehicle	2
1. Yes	1		301. Disobeyed	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20180913	V. Vehicle	1
1. Yes	1		405. Failed to	B. Possible	602. Careless/	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20180913	V. Vehicle	1	
1. Yes	1		403. Poor turn or	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20180809	V. Vehicle	1	
2. No - accident	1		403. Poor turn or	B. Possible	405. Failed to	B. Possible	308. Following	B. Possible	408. Sudden	B. Possible			33	20180809	V. Vehicle	2
1. Yes	1		406. Failed to	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	M	33	20180913	V. Vehicle	1	

1. Yes	1			405. Failed to look	A. Very likely	409. Swerved	A. Very likely	Illness or disability,	B. Possible	. Not coded	. Not Coded		M	33	20190207		V. Vehicle	1
1. Yes	1			405. Failed to look	A. Very likely	406. Failed to judge	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20190207		V. Vehicle	1
2. No - accident was reported	1			405. Failed to look properly	B. Possible	406. Failed to judge other	B. Possible	403. Poor turn or manoeuvre	B. Possible	406. Failed to judge other	B. Possible			33	20190207		V. Vehicle	1
1. Yes	1			405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20190228		V. Vehicle	1
2. No - accident was	1			406. Failed to judge	B. Possible	602. Careless/Reckless/I	B. Possible	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20190228		V. Vehicle	3
1. Yes	1			405. Failed to look	A. Very likely	406. Failed to judge	B. Possible	602. Careless/Reckless/I	B. Possible	605. Inexperienced or	B. Possible			33	20190207		V. Vehicle	1
1. Yes	1			405. Failed to look	B. Possible	405. Failed to look	B. Possible	406. Failed to judge	B. Possible	406. Failed to judge	B. Possible			33	20190228		V. Vehicle	1
1. Yes	1			Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20190321		V. Vehicle	1
1. Yes	1			510. Distracted	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20190321		V. Vehicle	3
1. Yes	1			301. Disobeyed	A. Very likely	510. Distracted	A. Very likely	706. Dazzling	A. Very likely	. Not coded	. Not Coded		M	33	20190228		V. Vehicle	1
1. Yes	1			405. Failed to look	A. Very likely	406. Failed to judge	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded		M	33	20190228		V. Vehicle	2
2. No - accident	1			. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20190321		. Not Coded	
1. Yes	1			Failed to judge	A. Very likely	405. Failed to look	A. Very likely	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20190321		V. Vehicle	1
2. No - accident was	1			. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded	. Not coded	. Not Coded			33	20190321		. Not Coded	

VCU2	vcuref2	VCU3	vcuref3	VCU4	vcuref4	VCU5	vcuref5	CONF5	VCU6	vcuref6	CONF6	CF5	CF6	lastedit	parish	oic_name	oic_num	station
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160205		FORRESTER	25681	PN
V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20171212		CAT	912043	OY
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20141016		LANSLEY	2926	PF
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20141124		GAWTHORPE	3494	PS
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140430		CAT	8172	OY
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20151022		WOODFIELD	24088	FF
C. Casualty	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20141223		SMITH	21087	JW
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150409		THOMAS	24345	JW
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150520		VOLLER	5551	JH
C. Casualty	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150721		OLIVER	3663	JH
C. Casualty	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160817		BATTEN	2658	JH
V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20161207		HESLIN	27023	PN
V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160204		BODENHAM	1489	FP
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20170616		GREENWOOD	27104	PN
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20170712		BRIDGEMAN-	2351	JH
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20170929		SHEPPARD	21940	EM
C. Casualty	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20170124		BATTEN	2658	JH
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20170309		PIPER	27033	PN
V. Vehicle	1	C. Casualty	1	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20180809		CAT	912043	OY
C. Casualty	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20181001		CAT	912043	OY
C. Casualty	1	C. Casualty	1	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20171113		BAKER	3803	JH
V. Vehicle	1	C. Casualty	1	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20180321		CAT	912043	OY
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140716		VOLLER	5551	PF
V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140716		ADCOCK	3350	PF
V. Vehicle	1	V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140704		SARGINSON	2606	PF
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140704		VOLLER	5551	PF
V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140731		DICKETY	27022	PN
V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140826		DAW	23378	PF
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140724		STEVENSON	31	PF
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140807		RADCLIFFE	24208	OP
V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140904		DALE	1058	PF
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140923		ROGERS	24120	JW
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140827		BRIDGEMAN	2351	PF
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20140902		O'CONNOR	2240	EM
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20141110		DAVISON	1308	PF
V. Vehicle	2	V. Vehicle	2	V. Vehicle	1	. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20141110		CAT	912043	OY
V. Vehicle	1	. Not		. Not		. Not		. Not	. Not		. Not	. Not	. Not	20140924		GIBBON	1017	JW

V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141124	GOODCHILD	22528	PS
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140926	SHAW	428	PF
V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141001	KILGALLO N	24059	JW
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141007	SMITH	23515	JW
V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141017	ROGERS	24120	JW
V. Vehicle	2	V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141023	FRUIN	1712	EM
V. Vehicle	2	V. Vehicle	2	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141010	BAKER	21271	WC
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141017	ADCOCK	3350	PF
V. Vehicle	3	V. Vehicle	3	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141112	ROBERTS ON	22977	JW
V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20150108	SACREE	21719	PS
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141104	ADCOCK	3350	PF
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141105	COX	27036	JW
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141127	ADAMS	95957	PN
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141202	HAMPSON	13828	PC
V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20141126	OATLEY	24225	PN
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	VOLLER	5551	PF
V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	LYNCH	24097	PN
V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	LYNCH	24097	PN
V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	INNESS	22813	PF
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	HOUGHTON	876	PF
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	HENDRY	25164	PN
V. Vehicle	2	V. Vehicle	1	V. Vehicle	2	V. Vehicle	2	B. Possible	. Not Coded	. Not Coded	Failed to	. Not Coded	. Not Coded	20140430	SHEPPARD	21940	PF
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	CAT	912043	OY
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	O'CONNOR	2240	PF
V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	SKINGSLEY	3197	PF
V. Vehicle	1	V. Vehicle	2	V. Vehicle	1	V. Vehicle	2	B. Possible	V. Vehicle	2	B. Possible	405. Failed to	406. Failed to	20140430	BAVIN	3279	JW
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	KILGALLO N	24059	JW
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	HINCKESMAN	4	JW
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	CAT	912043	OY
V. Vehicle	1	V. Vehicle	2	V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	GOODING	25366	JW
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	CASH	13052	JH
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	SMITH	24268	JW
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	BLAKE	3790	PF
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	DAVISON	1308	PF
V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	B. Possible	V. Vehicle	2	B. Possible	302. Disobeyed Give Way	307. Travelling too fast	20140519	SHARLAND	27025	PS
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140516	STEVENSON	31	PF
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140430	CAT	912043	30
V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140506	OAKLEY	25183	PN
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20150427	GLASBY	22048	CS
V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140704	SARGINSON	2606	PF
V. Vehicle	2	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140530	HURST	21892	JW
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140530	HEATH	23848	OR
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140624	ROBERTSON	23701	EM
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140703	GILES	3241	PF
V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140618	DAVISON	1308	PF
. Not Coded		. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20140624	BURDEN	20225	JW

V. Vehicle	1	V. Vehicle	1	V. Vehicle	2	. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150204		HOUGHTON	876	JH
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150205		TOMPKINS	2762	EM
V. Vehicle	2	V. Vehicle	1	V. Vehicle	1	. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150312		SEAL	21213	JW
V. Vehicle	1	V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150317		SMITH	21087	JW
V. Vehicle	3	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150226		SIMPSON	21990	PN
V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150303		BURKE	24064	JW
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150420		TOMPKINS	2762	JH
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150428		ROBERTSON	23701	JH
V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150318		MOORE	95849	PS
V. Vehicle	2	V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150505		BROUGHTON	24251	PS
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150507		LANSLEY	2926	EM
V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150423		AINSLEY	23815	PS
V. Vehicle	2	V. Vehicle	2	V. Vehicle	2	V. Vehicle	2	A. Very likely	. Not Coded		. Not Coded	Failed to look properly	. Not coded	20150501		PALMER	3872	FF
V. Vehicle	2	V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150507		ADCOCK	3350	EM
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150512		CAT	912043	OY
V. Vehicle	1	V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160218		MOORE	21516	JW
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150602		COX	24153	PN
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150810		BODENHAM	1489	JH
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20150528		LAYCOCK	3609	JW
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160713		PAGE	21645	JW
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160725		OLIVER	3663	JH
V. Vehicle	1	V. Vehicle	2	V. Vehicle	3	. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160711		CAT	912043	OY
V. Vehicle	1	V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160815		CAT	912043	OY
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160805		MCEWEN	24454	JH
V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160729		GILES	3241	JH
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160803		ADCOCK	3350	EM
V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160912		CAT	912043	OY
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160905		SARJEANT	549	JH
V. Vehicle	1	V. Vehicle	2	V. Vehicle	1	V. Vehicle	2	B. Possible	. Not Coded		. Not Coded	703. Road layout (eg bend, winding road, hill)	. Not coded	20160825		DICKETY	27022	PN
V. Vehicle	2	V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160831		JEVONS	24239	PN
V. Vehicle	1	V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160921		CAT	912043	OY
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160923		VOLLER	5551	JH
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160907		BATTEN	2658	JH
V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	V. Vehicle	2	B. Possible	V. Vehicle	2	B. Possible	405. Failed to look	406. Failed to judge	20160919		STUART	3073	JH
V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160928		CAT	912043	OY
V. Vehicle	2	V. Vehicle	2	V. Vehicle	2	V. Vehicle	2	B. Possible	V. Vehicle	2	B. Possible	602. Careless/Reckless/	405. Failed to look	20160930		COLLIS	25299	JW
V. Vehicle	2	V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20161020		HECTOR	2859	JH
V. Vehicle	1	V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20161020		DAW	23378	JH
. Not Coded		. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20161101		SHEPPARD	21940	EM
V. Vehicle	2	V. Vehicle	2	V. Vehicle	1	. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20161115		WITHERS	3886	JW
V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20160930		CAT	912043	OY
V. Vehicle	1	V. Vehicle	2	V. Vehicle	2	V. Vehicle	1	B. Possible	V. Vehicle	2	B. Possible	406. Failed to judge	406. Failed to judge	20161017		CAT	912043	OY
V. Vehicle	2	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20170120		SHEPPARD	21940	EM
V. Vehicle	1	. Not Coded		. Not Coded		. Not Coded		. Not Coded	. Not Coded		. Not Coded	. Not coded	. Not coded	20161207		DIXON	25194	PN

V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	B. Possible	. Not Coded	. Not Coded	602. Careless/	. Not Coded	20161118		LEECH	24078	EE
V. Vehicle	1	V. Vehicle	2	V. Vehicle	1	V. Vehicle	1	A. Very likely	V. Vehicle	1	A. Very likely	410. Loss of control	20161123		SINENSE	27193	PN
V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	B. Possible	. Not Coded	. Not Coded	602. Careless/	. Not Coded	20161222		STUART	3073	JH
V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20170113		DEAN	25210	PN
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20161221		PAGE	21645	JW
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160126		BRIDGEMAN	2351	JH
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160113		TRAN	27136	PS
V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160125		SARJEANT	549	JH
V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160205		DAW	23378	30
V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160211		SKINGSLEY	3197	EM
V. Vehicle	1	V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160205		CAT	912043	OY
V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	V. Vehicle	2	B. Possible	. Not Coded	. Not Coded	406. Failed to	. Not Coded	20160223		STUART	3073	JH
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160225		GILES	3241	JH
V. Vehicle	1	V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160211		FORRESTER	25681	PN
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160210		O'CONNOR	2240	JH
V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160223		MEACHAM	20066	PS
V. Vehicle	1	V. Vehicle	1	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160321		SARGINSON	2606	JH
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160301		FLEET	22137	PN
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160310		BRIDGEMAN	2351	JH
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160421		WATSON	24019	PN
V. Vehicle	2	V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160413		CAT	912043	OY
V. Vehicle	2	V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160321		SWAN	21522	JW
V. Vehicle	2	V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160330		HECTOR	2859	BW
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160708		HUGHTON	876	JH
V. Vehicle	4	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160525		GILES	3241	JH
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160414		CHAMBERS	1235	JH
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160505		COLE	24179	PN
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160606		BOTTEN	24195	JH
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160606		ROBERTSON	23701	JH
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160614		SEWELL	23085	PN
. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160525		STEVENSON	31	JH
V. Vehicle	2	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	. Not Coded	20160614		ORRISS	25175	JW
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Appendix F – OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 3 – Appendix 22.2 Framework Construction Traffic Management Plan

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 – Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

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AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 3 –
Appendix 22.2 – Framework Construction
Traffic Management Plan

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Date	31 October 2019
Approved By	C. Williams
Date	14 November 2019

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1. INTRODUCTION

1.1. OVERVIEW

1.1.1.1. This document sets out the proposed construction traffic arrangements and mitigation measures associated with the Onshore Components of the AQUIND Interconnector project. The terminology used in this document is consistent with that used in the Glossary (document reference 1.7) submitted alongside this Construction Traffic Management Plan ('CTMP'). For ease of reference, the Glossary terms relevant to this document are repeated below.

Table 1 - CTMP Glossary

Term	Definition
Abnormal Indivisible Load	An Abnormal Indivisible Load ('AIL') is a vehicle that has any of the following: a mass of more than 44,000 kilograms ('kg'), an axle load of more than 10,000 kg for a single non-driving axle and 11,500 kg for a single driving axle, a width of more than 2.9 m ('m'), a rigid length of more than 18.65 m.
HVAC Cable	The Cable designed to transfer power using High Voltage Alternating Current (HVAC) at a nominal voltage of 400 kV, which will connect Lovedean Substation to the Converter Station.
HVAC Cable Route	The final refined route for the HVAC Cable that lies within the HVAC Cable Corridor.
HVAC Cable Corridor	The area within which the HVAC Cable Route and all associated Temporary Works will be located.
Access Road	The permanent road that will be constructed to facilitate vehicular access to the Converter Station from the existing highway network.
AQUIND Interconnector	The Project.
Cable Joint	The components required to connect together two sections of Cable.
Cables	Insulated metallic electrical conductors used for the transfer of power.

Construction Environmental Management Plan (CEMP)	Document setting out methods to avoid, minimise and mitigate Impact on the environment and surrounding area and the protocols to be followed in implementing these measures in accordance with environmental commitments during the Construction Stage.
Converter Station	The fenced compound, adjacent to Lovedean Substation, comprising the necessary equipment to convert AC to Direct Current ('DC') and vice versa.
Converter Station Area	<p>This is the area of land identified to accommodate:</p> <ul style="list-style-type: none"> • the Converter Station and associated equipment; • the connection between the AC Cables and the National Electricity Transmission System ('NETS') at Lovedean Substation; • the AC Cable Corridor to accommodate the AC Cables and Fibre Optic Cable ('FOC') between the Converter Station and Lovedean Substation; • the High Voltage Direct Current ('HVDC') Cables and FOC corridor from the Converter Station southwards; • a Works Compound and Laydown Area; Access Road and associated haul roads; • surface water drainage and associated attenuation ponds; • landscape and ecology measures; • utilities such as potable water, electricity and telecom; • the compound comprising the Telecommunications Building(s) and associated equipment.
Development Consent Order (DCO)	A Development Consent Order ('DCO') is a statutory instrument made by the Secretary of State ('SoS')

	pursuant to the Planning Act 2008 (as amended) ('PA 2008')
Direct Current (DC)	A flow of continuous electrical current which flows in one direction.
Ducted Installation	An installation method where ducts are installed in the ground and cables are subsequently pulled into them.
Fibre Optic Cable	A telecommunications cable made from thin strands of glass fibre, which uses pulses of light to transfer data. Each Pole will have a FOC, which will be used to provide a dedicated communications link between the UK and French converter stations for the purposes of control, protection and monitoring of the Project. Capacity provided by strands that are not utilised for these functions will be available for third parties to purchase for other telecommunication purposes.
Fibre Optic Cable (FOC) Infrastructure	<p>The physical infrastructure associated with the fibre optic telecommunication system. This includes:</p> <ul style="list-style-type: none"> • Fibre Optic Cables; • up to two Optical Regeneration Stations (ORS) at the Landfall; • up to two Telecommunications Buildings in the vicinity of the Converter Station; • auxiliary power supply and fuel supply to buildings; • securely fenced compounds around buildings; <p>access and parking to buildings.</p>
Haul Road	A temporary road constructed for use during the Construction Stage.
Highway Boundary	The area which is adopted road, maintained at public expense.
Horizontal Directional Drilling (HDD)	A trenchless technology that involves drilling into the ground to create a bore with a generally horizontal profile, along a planned pathway.
HVDC Cable	The Cable designed to transfer power using High Voltage Direct Current (HVDC) at a nominal voltage

	of 320 kV. For the purpose of the Proposed Development, this comprises the Onshore Cable and the Marine Cable.
HVDC Cable Corridor	Comprises the Onshore Cable Corridor and the Marine Cable Corridor.
HVAC Cable Route	The final refined route for the HVAC Cable that lies within the HVAC Cable Corridor.
HVDC Circuit	One of two pairs of HVDC Cables, an associated Fibre Optic Cable (FOC), and any ancillaries, each of which will carry half of the specified rating.
Interconnector	An electrical system which provides the connection between electricity transmission systems, usually between areas over long distances or different frequencies.
Joint Bay (JB)	The location where sections of Cable are connected together. Each Joint Bay will be an excavation containing two joints for the HVDC Cables that form a HVDC Circuit and, at some locations, a joint for the Fibre Optic Cable (FOC) and / or equipment for testing the cable sheaths, to ensure the performance of the Cables.
Landfall	The Landfall is the area where the Onshore Cable Corridor and Marine Cable Corridor meet and includes the Transition Joint Bay (TJB), HDD compound and works where the Marine Cables come ashore, and the Optical Regenerations Stations (s) including their compounds and mitigations.
Laydown Area	Temporary area required during the Construction Stage of the Proposed Development for short-term storage of materials, which will be reinstated to its original state following demobilisation.
Lovedean Substation	The existing National Grid electrical substation located at Lovedean, Hampshire.
Marine Components	The Marine Components of the Proposed Development are all of that part below the Mean High Water Springs (MHWS).

Micro-Tunnelling	Driving tunnel sections, usually steel tubes or reinforced concrete section, in a straight line, between pits excavated on either side of the obstruction to be crossed. Hydraulic rams are used to drive the tunnel sections.
Mitigation Measures	Actions proposed to prevent, reduce and where possible, offset significant adverse Effects arising from the whole or specific elements of the Proposed Development.
Onshore Cable	The part of the HVDC Cable installed inland from the Mean High Water Springs (MHWS).
Onshore Cable Corridor	The area within which the Onshore Cable Route and all associated Temporary Works will be located. This runs landward from the Mean Low Water Springs (MLWS).
Onshore Cable Route	The final refined route for the Onshore Cable that lies within the Onshore Cable Corridor.
Onshore Components	The Onshore Components of the Proposed Development are all of that part landward from the Mean Low Water Springs (MLWS).
Operational Stage	The stage after which the Proposed Development is handed over by the relevant contractor and signed off as operational. It would remain in its Operational Stage until it is decommissioned.
Optical Regeneration Station(s) (ORS)	Structural unit housing telecommunication equipment for the Proposed Development and responsible for optical signal amplification purposes.
Order Limits	The limits shown on the Works Plans (document reference 2.4) within which the Authorised Development may be carried out.
Project	The Project comprises the Proposed Development, as well as the development proposed within French borders and the French Exclusive Economic Zone (EEZ) which do not fall within the remit of the Application.

Proposed Development	The development for which a Development Consent Order (DCO) is sought. This is equivalent to the Authorised Development that is set out in Schedule 1 of the draft Development Consent Order (dDCO) submitted with the Application (document reference 3.1).
Site	The land within the Order Limits that is shown on the Works Plans (document reference 2.4).
Telecommunications Building(s)	A building or buildings housing telecommunication equipment. For the Proposed Development, this / these will be contained within (a) dedicated building(s) within its / their own perimeter adjacent to the Converter Station perimeter.
Temporary Works	Those parts of the works that allow or enable construction of the Proposed Development and which do not remain in place at the completion of the works.
Transition Joint Bay (TJB)	The underground onshore point at which the HVDC Cable is jointed at the Landfall.
Trenching	The excavation and reinstatement of a narrow trench, typically 700 – 1,000 mm wide and 1,200 mm deep, into which the Cable ducts will be placed. The trench may be internally supported, and will be reinstated as per the original construction.
Trenchless	Any techniques for installing the HVDC Cable ducts and Fibre Optic Cable (FOC) ducts that does not require the excavation of a trench, enabling infrastructure and sensitive locations to be crossed with limited disruption. Examples include Horizontal Directional Drilling (HDD), whereby a hole is bored from, and exits at, ground level, and Micro-Tunnelling, auger boring and thrust boring, whereby a bore is drilled to and from excavated pits, using hydraulic ramming equipment.

1.2. BACKGROUND

1.2.1.1. AQUIND Interconnector is a proposed electricity interconnector between France and

the UK. The Project includes a new marine and onshore High Voltage Direct Current ('HVDC') power cable transmission link between Normandy in France and the south coast of England, converter stations in both England and France, and fibre optic data transmission cables.

1.2.1.2. With a net capacity of 2000 megawatts ('MW'), it will significantly increase the cross-border capacity between the UK and France, increasing competition and security of the electricity supply in each of the respective countries. To enhance the security of supply and availability of its power transfer capability, it is being designed as two independent pairs of cables, each with the net capacity of 1000 MW and a total transmission capacity of up to 2000 MW.

1.2.1.3. To date extensive consultation has been undertaken with the Highway Authorities and Highways England to mitigate concerns ahead of the submission of the Draft Development Consent Order ('dDCO') which this Framework CTMP (herein referred to as the CTMP) is part. For this reason, this document should be read in conjunction with the following documents:

- Chapter 3 (Description of the Proposed Development) of the ES Volume 1 (document reference 6.1.3);
- Appendix 22.1 (Transport Assessment) of the ES Volume 3 (document reference 6.3.22.1);
- Onshore Outline Construction Environmental Management Plan ('CEMP') (document reference 6.9);
- Appendix 6 (Traffic Management Strategy) of Appendix 22.1 (Transport Assessment); and
- Environmental Impact Assessment (document references 6.1 – 6.4).

1.3. SCOPE OF CTMP

1.3.1.1. This CTMP provides an overarching plan as to how the construction traffic and site operations will be managed across the extent of the Onshore Components of the Project. Individual CTMP documents will be provided to each contractor with further detail relating to their relevant work site locations. These will be prepared and agreed with the relevant Local Highway Authority ahead of works commencing. The Onshore Cable Corridor passes through a number of administrative boundaries which include Hampshire District Council ('EHDC'), Winchester City Council ('WCC'), Havant Borough Council ('HBC'), Hampshire County Council ('HCC') and Portsmouth City Council ('PCC'). HCC is the highways authority for the roads within the WCC, HBC and EHDC administrative areas and PCC, as a unitary authority, is highway authority for Portsmouth. The Onshore Cable Corridor crosses or runs adjacent to the A3(M) and the A27 which fall under Highways England's jurisdiction.

1.3.1.2. The CTMP sets out the parameters within which contractors will be required to work, including hours of operation, traffic routing, safe vehicular access and manoeuvring and minimising traffic impacts.

1.3.1.3. The individual CTMPs must contain details of:

- Vehicle routing plans;
- Proposed programme and duration;
- Number of construction personnel including travel arrangements and mitigation;
- Alterations to the highway to enable construction including temporary and permanent;
- Details of the number of construction and delivery vehicles using the public highway including abnormal and indivisible loads;
- Traffic management details;
- Compounds and laydown area details; and
- Highway condition surveys.

1.4. OBJECTIVES OF CTMP

1.4.1.1. The CTMP sets out the detailed measures that can be implemented to provide mitigation for the construction traffic associated with the Project. The CTMP has the primary objective of minimising impact and disruption to existing users of the public highway network and the surrounding community, forming the framework within which all contractors are expected to work. This can be achieved by:

- Minimising the number of vehicular trips required for the movement of material and people;
- Ensuring construction traffic trips and routes used are planned to be safe, efficient and timely;
- Ensuring the impact to residents, local sensitive receptors and the travelling public are minimised; and
- That the CTMP and the individual CTMPs are continuity monitored, reviewed and updated as necessary and improvements incorporated.

1.5. REPORT STRUCTURE

1.5.1.1. The following sections are included in this CTMP and will form, in part, the basis of the individual CTMPs submitted by contractors;

- Section 1 – Introduction – this section including scope and objectives;
- Section 2 – The Proposed Development – Onshore Cable Corridor, site

compounds and laydown areas, typical construction vehicles, AILs and construction activities;

- Section 3 – Vehicular Movement Management – vehicle routing strategy, timing of movements, sensitive receptors, reducing impacts of Heavy Goods Vehicle ('HGVs'), local highway issues and constraints and section specific constraints, management of abnormal loads and construction HGV routes;
- Section 4 – Construction Workforce – descriptions of controls to mitigate the impact of construction staff traffic;
- Section 5 – Site Accesses/Haul Road – design, management and mitigation of permanent and temporary accesses points;
- Section 6 – Highway/Railway Crossings –agreement, management and advance notification of diversions and public rights of way;
- Section 7 – Required Highway Interventions – Interventions identified.
- Section 8 – Management of Road Safety – Existing collision records, highway condition and construction traffic assumptions; and
- Section 9 – Implementation and Monitoring – Implementation of the final CTMPs and Compliance and monitoring.

2. THE PROPOSED DEVELOPMENT

2.1. OVERVIEW

2.1.1.1. This section summarises the Onshore Components of the Construction Stage, construction techniques and indicative construction programme. The main construction activities for the Onshore Component includes the following:

- Landfall works including Optical Regeneration Station ('ORS') at Eastney;
- Onshore Cable Corridor approximate length of 120 km;
- Lovedean Converter Station Area;
- Horizontal Directional Drilling ('HDD') at;
 - Landfall UK-HDD-1;
 - Milton and Eastney Allotments UK-HDD-2;
 - Langstone Harbour UK-HDD-3;
 - Farlington Railway Crossing (Trenchless) UK-HDD-4;
 - Kings Pond UK-HDD-5; and
 - Milton Common UK-HDD-6.
- Substation works at Lovedean Substation;
- Cable jointing bays at intervals on the Onshore Cable Route;
- Permanent highway interventions;
- Permanent access from the highway; and
- Temporary construction haul roads and accesses from public highway.

2.1.1.2. These construction activities and the Order Limits for the Onshore Components of the Proposed Development are shown in Appendix 1.

2.2. CABLE CORRIDOR SECTIONS

2.2.1.1. The Onshore Cable Corridor has been sub divided into ten sections for ease of understanding, planning and consultation. The sections are as follows from the north at the site of the Converter Station in Lovedean to south where the cables make Landfall at Eastney;

- Section 1 – Lovedean (Converter Station Area);
- Section 2 – Anmore;

- Section 3 – Denmead/Kings Pond Meadow;
- Section 4 – Hambledon Road to Farlington Avenue;
- Section 5 – Farlington;
- Section 6 – Zetland Field & Sainsbury’s Car Park;
- Section 7 – Farlington Junction to Airport Service Road;
- Section 8 – Eastern Road (adjacent to Great Salterns Golf Course) to Moorings Way;
- Section 9 – Moorings Way to Bransbury Road; and
- Section 10 – Eastney (Landfall).

2.2.1.2. Please refer to Figure 3.9 of the ES Volume 2 (document reference 6.2.3.9) for a plan of the cable corridor sections.

2.2.1.3. Below are brief descriptions of the works associated within the Onshore Cable Corridor (heading south from the Lovedean (Converter Station Area)), divided into appropriate sections, with details of the affected highway links.

2.2.2. SECTION 1 – LOVEDEAN (CONVERTER STATION AREA)

2.2.2.1. The existing Lovedean substation to the west of the village of Lovedean is to be extended for the siting of the new Converter Station. A new Access Road, proposed to act as the construction and permanent access, will be built from Broadway Lane across farmland to access the new Converter Station Area from the south. This road will also serve as the new permanent access to the Converter Station. The Onshore Cable Corridor will head south through farm land for approximately 800 m crossing the unnamed single-track road west of Denmead Farm and east of Edney’s Lane (The Crossways) through to the next section.

2.2.3. SECTION 2 – ANMORE

2.2.3.1. This 1.2 km section of Onshore Cable Corridor will cross agricultural farm land between Broadway Lane in Section 1 to Anmore Road in the land bound by Edney’s Lane in the west and Anmore Lane in the east. The Onshore Cable Corridor then crosses Anmore Road.

2.2.4. SECTION 3 – DENMEAD/ KINGS POND MEADOW

2.2.4.1. This section covers the Onshore Cable Corridor from Anmore Road east of Denmead to Hambledon Road via an off-road route via land known as Kings Pond Meadows. The section length is approximately 760 m.

2.2.5. SECTION 4 – HAMBLEDON ROAD TO FARLINGTON AVENUE

2.2.5.1. This section of the Onshore Cable Corridor passes from HCC into PCC. The Onshore Cable Corridor heads south for approximately 5.4 km through the HCC area following the B2150 Hambledon Road from Waterlooville and the A3 Maurepas Way/London Road through Purbrook and Widley to the highway boundary of HCC and PCC, which is north of B2177 Portsdown Hill Road.

2.2.5.2. The Onshore Cable Corridor within the PCC area is 1.2 km long and continues east along Portsdown Hill Road to Farlington Avenue as far as the junction with Burnham Road to contain a contractor lay-down area on land to the west of London Road north of Ladybridge Road.

2.2.6. SECTION 5 – FARLINGTON

2.2.6.1. This 1 km section leads the Onshore Cable Corridor south from the junction of Burham Road on Farlington Road, to the junction with A2030 Havant Road and turning east to the A2030 Eastern Road and continuing south until Zetland Field.

2.2.7. SECTION 6 – ZETLAND FIELD & SAINSBURY'S CAR PARK

2.2.7.1. This 600 m section will leave the carriageway of Eastern Road and use Zetland Field to continue south to Fitzherbert Road which it will cross and enter the car park of the retail park and Sainsbury's supermarket. Following the western side of the car park, it will reach the south coast railway. A trenchless solution will be utilised for the Onshore Cable Route to pass under the railway embankment. This will require a compound for the launch/reception pit.

2.2.8. SECTION 7 – FARLINGTON JUNCTION TO AIRPORT SERVICE ROAD

2.2.8.1. After passing under the south coast railway into Farlington Playing Fields, the Onshore Cable Corridor will follow the eastern boundary of the Farlington Playing Fields where it will be required to pass under the A27 Havant Bypass (maintained by Highways England) where HDD will be utilised. South of the A27, the Onshore Cable Corridor will cross the mud flats of Langstone Harbour to reach Portsea Island re-joining the A2030 Eastern Road at the Kendall's Wharf opposite Anchorage Road where it will proceed south to Airport Service Road junction, a total section distance of approximately 2.3 km. There will be a contractor lay-down area for materials within this section.

2.2.9. SECTION 8 – EASTERN ROAD (ADJACENT TO GREAT SALTERNS GOLF COURSE) TO MOORINGS WAY

2.2.9.1. This section has three potential routes for the Onshore Cable Corridor based on the possible connection points in section 9. The first route utilises the A2030 Eastern Road and the residential street of Eastern Avenue. The second crosses the western boundary of Milton Common from Eastern Road to Moorings Way. The third follows

the eastern boundary of Milton Common to reach Moorings Way. Milton Common is a former landfill site.

2.2.10. SECTION 9 – MOORINGS WAY TO BRANSBURY ROAD

2.2.10.1. From Moorings Way the Onshore Cable Corridor will lead from Moorings Way to head south through Furze Lane or through the sports grounds of University of Portsmouth where it will cross Locksway Road into the Thatched House public house car park and pass under the Milton and Eastney Allotments (through use of HDD). It will then enter Kingsley Road and passing into Bransbury Park via Yeo Court or via the access opposite Ironbridge Lane. The route will continue across Bransbury Park to join Henderson Road.

2.2.11. SECTION 10 – EASTNEY (LANDFALL)

2.2.11.1. This 650 m section of the Onshore Cable Corridor leads to the Landfall Temporary Joint Bays (TJB) and Optical Regeneration Station (ORS) building. After exiting Bransbury Park the Onshore Cable Corridor will travel east along Bransbury Road to Fort Cumberland Road and Henderson Road to the Fraser Range access road to the Landfall site, which is currently a car park with unmade ground. The car park will serve as a contractors compound and lay-down area for the construction of the optical regeneration station(s).

2.3. PERMANENT ACCESS POINTS

2.3.1.1. There will be two permanent accesses delivered by the completion of the Proposed Development The first will be at the Lovedean Converter Station from Broadway Lane in Denmead and the second to the ORS off Fort Cumberland Road.

2.3.2. SECTION 1 – LOVEDEAN (CONVERTER STATION AREA) ACCESS

2.3.2.1. A new junction will be created from Broadway Lane just south of junction with Day Lane as shown in Appendix 2. To facilitate construction there will be an upgrade of Broadway Lane and Day Lane junction including a construction of a haul road and temporary holding area. temporary holding area will be removed, and the land reinstated at the end of construction.

2.3.3. SECTION 10 – EASTNEY (LANDFALL)

2.3.3.1. A new formal access arrangement will be required for the ORS Building located in the public car park south of Fort Cumberland Road, and will be designed to appropriate standards and will follow all relevant visibility splay and tracking requirements and subject to a full Road Safety Audit prior to approval with PCC.

2.4. COMPOUND AND LAYDOWN AREAS

2.4.1.1. The primary contractor compound will be located at the Lovedean Converter Station Area. This compound will be accessed from Broadway Lane via a new junction to the Access Road which will also serve as a haul road during construction but becomes a permanent access to the Converter Station once construction is complete.

2.4.1.2. There will be satellite contractor's compounds along the Onshore Cable Corridor. These will be mainly utilised as laydown areas for materials and include staff welfare facilities and will be located at:

- Land adjacent to Kendall's Wharf and/or land south of the Langstone Harbour viewing car park; and
- The car park of Fort Cumberland Road (the site of the Landfall and the ORS).

2.4.1.3. To facilitate construction, laydown areas will be created to store materials such as cable ducting and arisings from the current work site. This will prevent double handling and additional vehicular trips. A generic layout for laydown areas is shown in Plate 1 below. The areas will be fenced from the public and vehicular access to them will be managed with arrangements detailed further in Section 5.

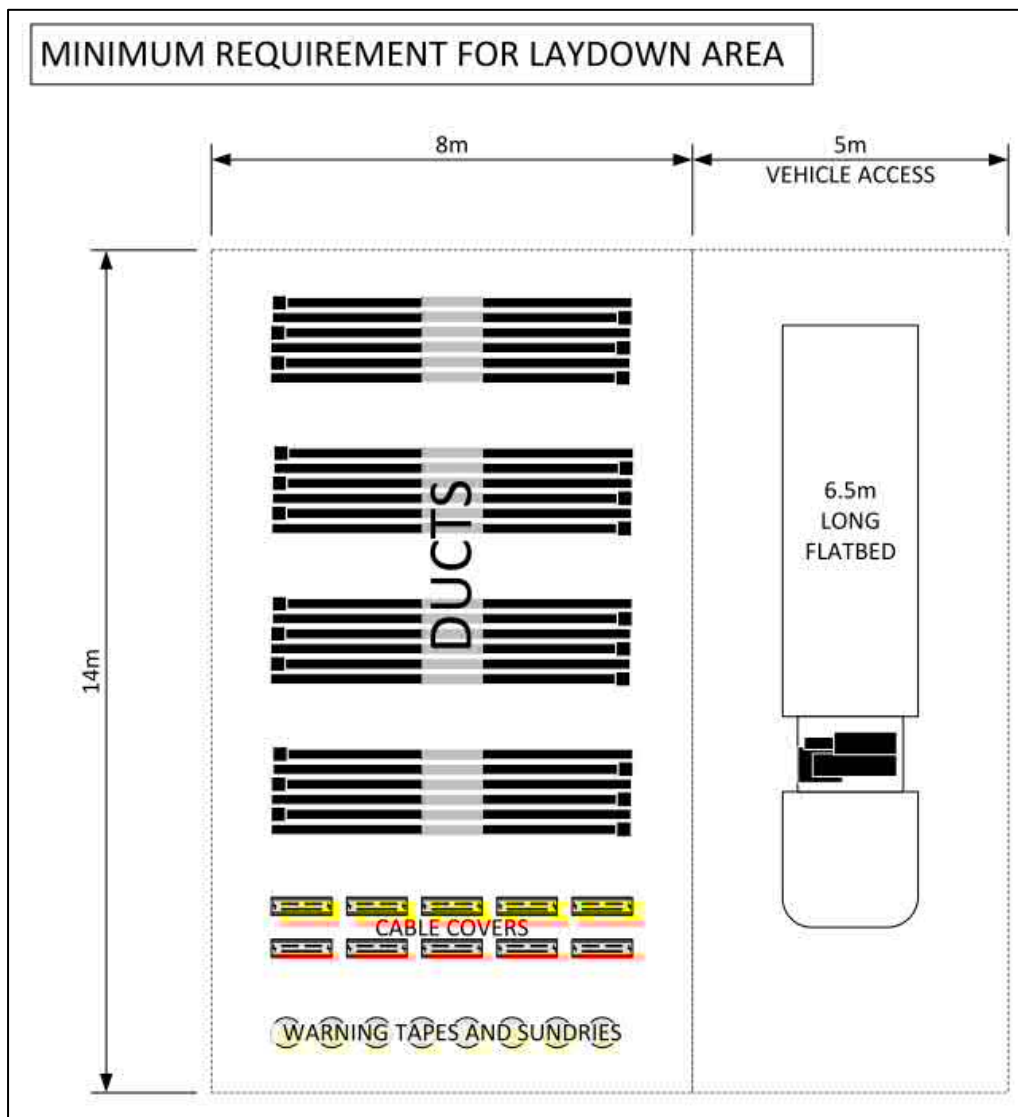


Plate 1 - Typical Laydown Area Dimensions

- 2.4.1.4. Welfare facilities, usually in the form of a mobile welfare unit, will be provided with each individual works area and therefore no additional facilities will be provided at laydown areas.
- 2.4.1.5. At JBs, a compound area of 20 m by 6 m will be required, which will include space of welfare facilities within the areas identified for winch/drum land-take shown in Plate 2.

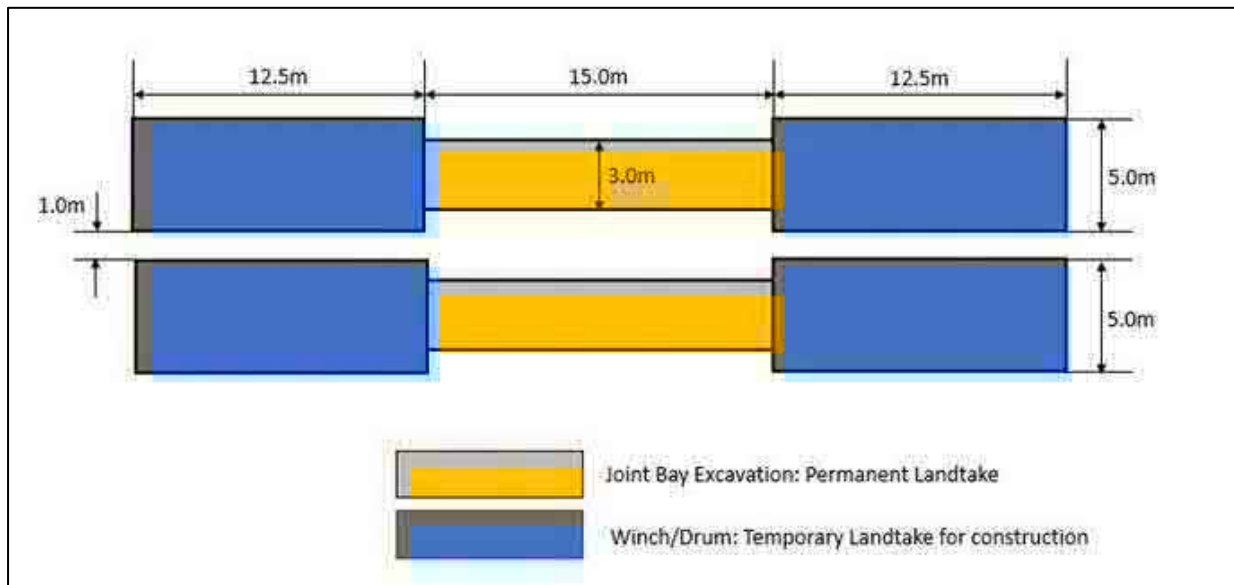


Plate 2 – Typical Compound Area for Joint Bay

2.5. INDICATIVE PROGRAMME

- 2.5.1.1. The indicative construction programme is anticipated to extend over three years, with further information provided within Chapter 3 (Description of the Proposed Development) of the Environmental Statement Volume 1 (document reference 6.1.3). This indicative programme is as shown in the table below. These timescales are subject to cable production, installation rates and environmental consideration. A Gantt chart of the proposed programme is provided in Appendix 3.

Table 2 - Indicative Construction Programme – Converter Station & Onshore Cable Corridor

Activity	Anticipated working hours per day	Anticipated working days per week
Converter Station Area Construction	10 hour shifts, 08:00 – 18:00	6 days*
Marine Cable Installation	24 hour shifts	7 days
Onshore Cable Installation (including HDD-2, HDD-5 and HDD-6)	10 hour shifts, 07:00 – 17:00	6 days*
Landfall Installation (including HDD-1, TJB and ORS)	12 hour shifts	7 days
HDD-3 and HDD-4 Installation	12 to 24 hour shifts	7 days

*Day 6 is Saturday working which is typically a 5-hour shift 08:00 to 13:00.

- 2.5.1.2. Enabling works are indicatively anticipated to take place in quarter three of 2021 and last approximately 12 months through to the middle of 2022. These works would include site clearance, such as tree and hedge pruning and clearance, modifications to junctions and roads to accommodate construction activities and vehicles.
- 2.5.1.3. The construction of the Converter Station at Lovedean is anticipated to take approximately two and a half years from Q3 2021. The construction of the Landfall for the TJB, HDD works and ORS building is anticipated to last up to 18 months.
- 2.5.1.4. The installation of the Onshore Cable Route is anticipated to start in the third quarter of 2021 and continue for 27 months to Q3 2023.
- 2.5.1.5. The following wildlife events are to be taken into consideration in the phasing of enabling and construction works for the Converter Station Area and Onshore Cable Route:
- Badger breeding season from January to March;
 - Bird breeding and nesting season from March to August;
 - Plant growing season and winter wet season from August to November, at Kings Pond Meadow SINC and Denmead in Section 3; and
 - Wintering bird season, from October to March.
- 2.5.1.6. Public activities and events that the Applicant has been aware of which are planned in proximity to the Converter Station Area and Onshore Cable Corridor, including but not limited to the following:
- School term times (as required);
 - Football season;

- Coastal Waterside Marathon;
- Cowes Week;
- Great South Run;
- South Central Festival; and
- Victorious Festival.

2.5.1.7. Further to this indicative programme, consideration has been given with the Traffic Management Strategy to the construction programme or each individual section of the Onshore Cable Corridor. This considers the constraints listed above and links between nearby sections of the Onshore Cable Corridor, where for example multiple construction zones in the same area should be avoided.

2.5.1.8. This programme will help mitigate the impacts of the construction works on the highway network.

2.6. SENSITIVE RECEPTORS

2.6.1.1. Identification of local sensitive receptors that would be negatively impacted by the construction of the Onshore Cable Route is a consideration of this Outline CTMP. Further mitigation measures may be developed in the detailed CTMPs in terms construction requirements and programme constraints. The identified sensitive receptors include:

- Schools, nurseries and places of learning;
- Hospitals, medical centres and doctor surgeries;
- Places of worship; and
- Leisure facilities.

2.6.1.2. The following table represents the first-pass at identifying the main receptors per section. Additional receptors may be identified by the construction contractors when further consultation with stakeholders and HCC and PCC is undertaken. A plan locating all the identified sensitive receptors is contained within Appendix 4.

Table 3– Identified Sensitive Receptors

Section	Location	Receptor
1	Broadway Lane, Day Lane	Campsite, pub
2	Broadway Lane	B&B
3	Anmore Road, Hambledon Road, Soake Road	Retail, pub, community centre, infant and junior school, care home

4	Hambledon Road, London Road, Portsdown Hill Road	Retail, industrial estates, pubs, schools, places of worship, care home, medical centre, guest house
5	Farlington Avenue, Solent Road, Eveleigh Road	Pub, infant and junior school, Scout hut
6	Eastern Road	Retail
7	Eastern Road	Hotel, sports ground, retail, football club, sailing club, Victorious Music Festival (Farlington Playing Fields)
8	Eastern Road, Tangier Road, Burrfields Road, Moorings Way	Golf club, pub/restaurant, caravan park, hotel, retail, college, infant school, places of worship, cemetery
9	Milton Road, Bransbury Road, Longshore Way	Places of worship, community centre, park, retail, nurseries, junior schools, museum, adult day care, medical centre, university campus, pub/restaurants, sailing club, hospital
10	Henderson Road, Fort Cumberland Road, Ferry road	Museum, adult day care, holiday park, playground, marina, lifeboat station

2.7. CONSTRUCTION VEHICLES

2.7.1.1. The following section provides details of typical vehicles which are expected to be used during the construction of the Onshore Cable Route, Converter Station and Landfall works.

2.7.2. HEAVY GOODS VEHICLES FOR CONVERTER STATION WORKS

2.7.2.1. These are vehicles that will be utilised for the delivery of materials and equipment and removal of waste. These vehicles will be in the form of articulated and rigid vehicles. All vehicles will have engines with the minimum standard of Euro 6 for diesel and Euro 4 for petrol. This will ensure that vehicular emissions are minimised as much as possible during construction. These vehicles could include;

- Six axle articulated tractor and trailer units including low-loader trailers for the delivery of materials and plant with gross weights up to 44 tonnes;
- Ready-mix concrete in the form of four axle rigid vehicles up to 32 tonnes in gross weight
- Rigid four axle tipper trucks with and without loader cranes for delivery of bulk aggregates and waste removal. Lorries will be of low and high visibility cabs for cyclist safety;
- Six axle articulate tractor and modified trailer for cable drum delivery to jointing bays; and
- Rigid flatbed trucks for delivery of construction materials for offloading with loader crane or forklift truck.

2.7.3. LIGHT GOODS VEHICLES AND CARS FOR CONVERTER STATION WORKS

2.7.3.1. Vehicles such as cars, vans and Light Goods Vehicles ('LGVs') under 7.5 tonne in gross weight will be used during the construction process for the movement of staff, equipment and deliveries. The individual CTMPs will propose measures to reduce the number of movements as much as possible. Further details of possible measures to reduce movements are provided later in the report in Section 4.

2.7.4. CONSTRUCTION VEHICLES FOR DUCT INSTALLATION, JOINT-BAY CONSTRUCTION/BACK FILL & REINSTATEMENT

2.7.4.1. The following vehicles will be used for duct installation, joint bay construction and reinstatement works:

- Low loader for plant deliveries;
- Grab wagon for muck away/stone & deliveries;
- HGV with loader crane for material deliveries;

- Vacuum tanker for dewatering excessive amounts of ground water;
- Tarmac lorries; and
- Welfare vehicle.

2.7.5. CONSTRUCTION VEHICLES FOR CABLE INSTALLATION AND CABLE JOINTING

2.7.5.1. The following vehicles will be used for cable installation and cable jointing works:

- HGV with loader crane /low loader for plant deliveries;
- Low loader for cable deliveries;
- Welfare vehicle;
- Light vehicles, including security vehicle; and
- Vacuum tanker for dewatering excessive amounts of ground water.

2.7.6. CONSTRUCTION VEHICLES FOR HORIZONTAL DIRECTIONAL DRILLING

2.7.6.1. The following vehicles will be used for HDD works:

- Low loader for plant deliveries;
- HGV's for material deliveries, including water, fuel, bentonite etc;
- HGV with loader crane for moving equipment from pipe side to rig side, delivery of cabins, storage and welfare;
- Vacuum tanker for mud return;
- Water tankers;
- Grab wagon for muck away;
- 20t tipper for stone deliveries; and
- Light vehicles.

2.7.7. ABNORMAL INDIVISIBLE LOADS

2.7.7.1. The construction of cable route is likely to result in a number of abnormal loads, technically known as an AIL. A vehicle is considered abnormal when;

- It is over 2.9 m wide or the payload projects over 0.306 m from the vehicle side;
- If it is over 18.65 m rigid length or the payload projects over the rear by 0.305 m; or
- It if the gross weight is over 80 tonnes.

2.7.7.2. It is expected the number of AILs will be low and most construction activities will take place with standard vehicles. The AILs will be to the Lovedean Converter Station site

for the Converter Station Area works in this area.

- 2.7.7.3. Management of AILs will be the responsibility of the contractor appointed to undertake the works. The will comply with the statutory regulations in terms of consulting with the relevant highway authority, police and other stakeholders. The routing and timing of the AILs will be agreed and communicated to minimise impact to residents and other road users as appropriate.
- 2.7.7.4. Given the anticipated size of the AIL deliveries and the traffic management consequently required, it is expected that the deliveries would be undertaken overnight, require road closures, temporary adjustment of highway geometry and temporary removal of street furniture
- 2.7.7.5. The specialist abnormal load contractor, Collett, has developed the study titled Route Access Survey contained within Appendix 5. This addresses the requirements for the delivery of a large transformers to the Lovedean sub-station.

2.8. CONSTRUCTION ACTIVITIES

- 2.8.1.1. This section provides further detail on the different construction methods to be currently employed along the Onshore Cable Corridor. These methods are determined according to the complexity and constraints of the surrounding environment, and the type of infrastructure being installed.

2.8.2. OPEN CUT TRENCH

- 2.8.2.1. The majority of the Onshore Cable Route will be constructed utilising an open cut trench method. The cable ducts will be installed, and the trenches reinstated before the cables are pulled through the ducts and connected at jointing bays. The installation of ducts minimises the duration of trenching operations and allows highways to be reinstated more quickly. Plate 3 provides a typical cross-section of the works. The trenches will be in the region of 700 mm wide and be a minimum of five metres apart

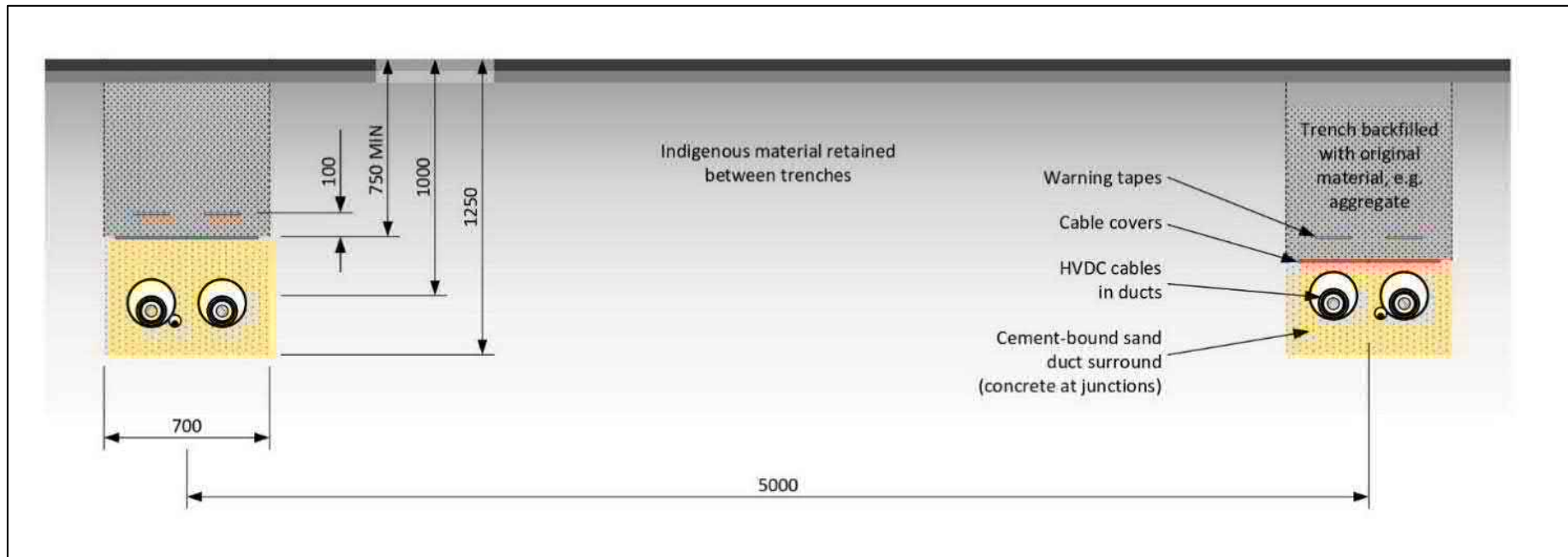


Plate 3 - Typical arrangement of HVDC and FOC cables in roads, verges and footpaths (all measurements in mm)

- 2.8.2.2. A significant proportion of the Onshore Cable Route will be within the public highway and typically one trench will be opened and reinstated before the second trench is opened in any particular section. In some locations the Onshore Cable Corridor may cross fields or open land. The width of the temporary construction corridor within these locations will include land necessary for temporary access and construction works. Typically, the width of the temporary construction corridor required through fields/open land is approximately 23 m (this includes a five metre haul road and safety clearance distance of one metre either side of this haul road) between safety barriers. This is shown in Plate 4.
- 2.8.2.3. The installation rate for cable ducts is approximately 18 m to 30 m per 10-hour day shift, on average, within urban areas and approximately 50 m per day in open country. These typical installation rates are per gang, per shift and are highly dependent upon the level of obstacles and utility services encountered within the road or constraints that need to be observed to minimise the impacts during the construction stage.

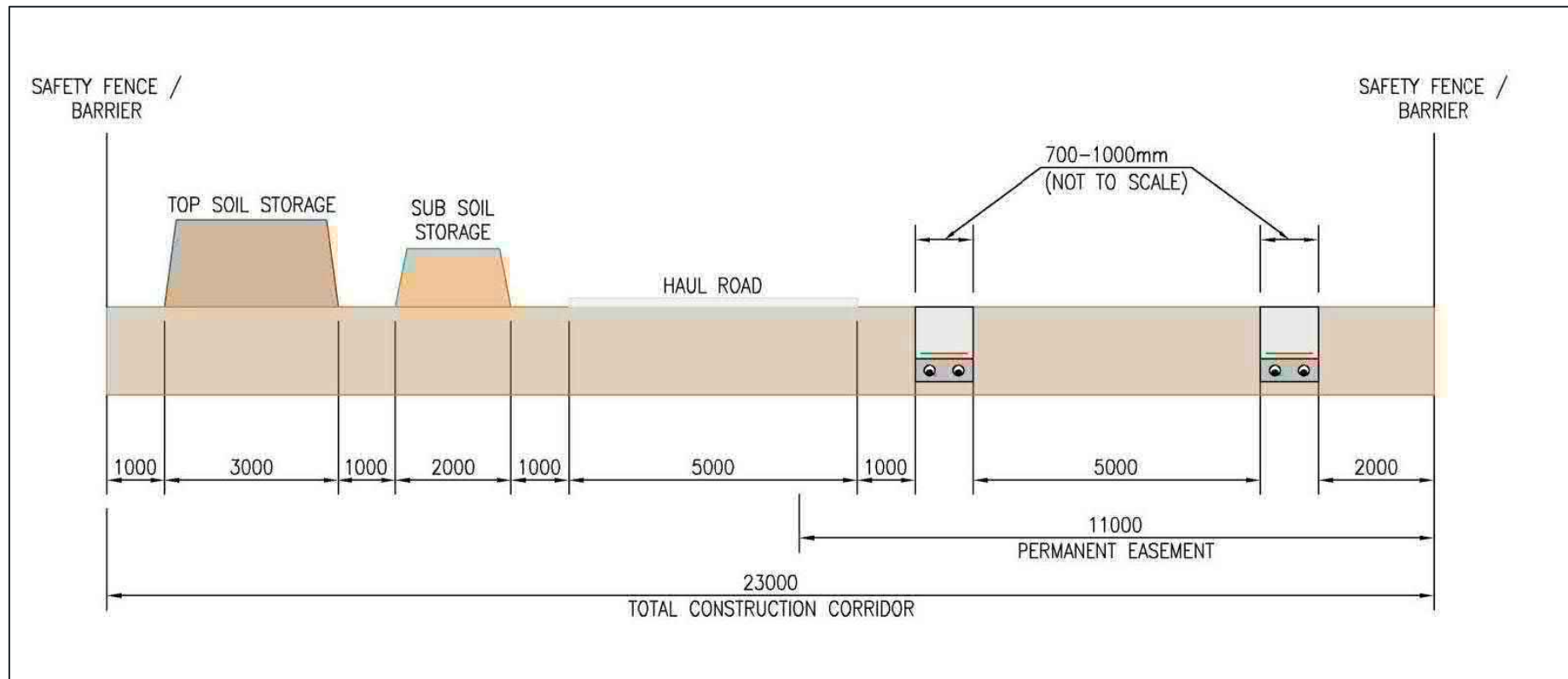


Plate 4 - Typical Onshore Cable Route Cross-Section within Fields or Open Land (all measurements in millimetres)

2.8.3. HORIZONTAL DIRECTIONAL DRILLING/TRENCHLESS

2.8.3.1. There are up to 6 locations along the Onshore Cable Corridor where the ducts will be installed by HDD or a similar Trenchless Technique. It allows cables to cross under certain constraints along the route namely water ways and environmentally sensitive areas. The method will also be used to bring the Marine Cables to the Landfall. It limits disturbance to the environment when compared with open trenching techniques. These locations are:

- HDD-1: Landfall at Eastney;
- HDD-2: Milton and Eastney Allotments (between north-east of Bransbury Park and Thatched House public house car park);
- HDD-3: Langstone Harbour crossing (between Kendall's Wharf and Farlington Playing Fields);
- HDD-4: Farlington Railway Crossing (between Farlington Playing Fields and southern extent of Sainsbury's car park);
- HDD-5: Kings Pond near Anmore (between Kings Pond Field and field north of Anmore Road); and
- HDD-6: Milton Common, crossing under the sea defence.

2.8.3.2. The HDD operations require a suitable space for the temporary construction area (including temporary access/egress routes), which will vary depending on the length and size of the HDD works. The HDD operations require a working area at the start and finish point to locate the drilling rig, water bowser/pump, generator, layout of ducts/pipes and other construction equipment. Adjacent land within the Order Limits (e.g. car parks, fields etc.) is proposed to be utilised to facilitate the HDD construction works.

2.8.3.3. For HDD-4, the expected Trenchless methodology is similar to the HDD and has been selected for the installation of the cable route under the railway north of Farlington Railway Crossing (HDD-4) from the playing fields. An alternative method of trenchless installation such as Micro-Tunnelling enables cables to be installed within ducts or pipes under a feature such as a railway with minimal impact on that feature, and is the preferred method of crossing railway infrastructure.

2.8.4. JOINT BAYS

2.8.4.1. At specifically intervals along the Onshore Cable Route JBs will be situated from which the operation of pulling the Cables and jointing of the Cables will take place. Plate 5 shows a typical schematic of a joint bay which will be in the region of 15 m by 3 m excavation per joint bay plus compound requirements. The operation will require a compound and laydown area for material and parking to be created and these have

typically been situated out of the public highway and will require temporary access from the highway. The completed JB will be 6 m by 3 m and be 1.85 m in depth.

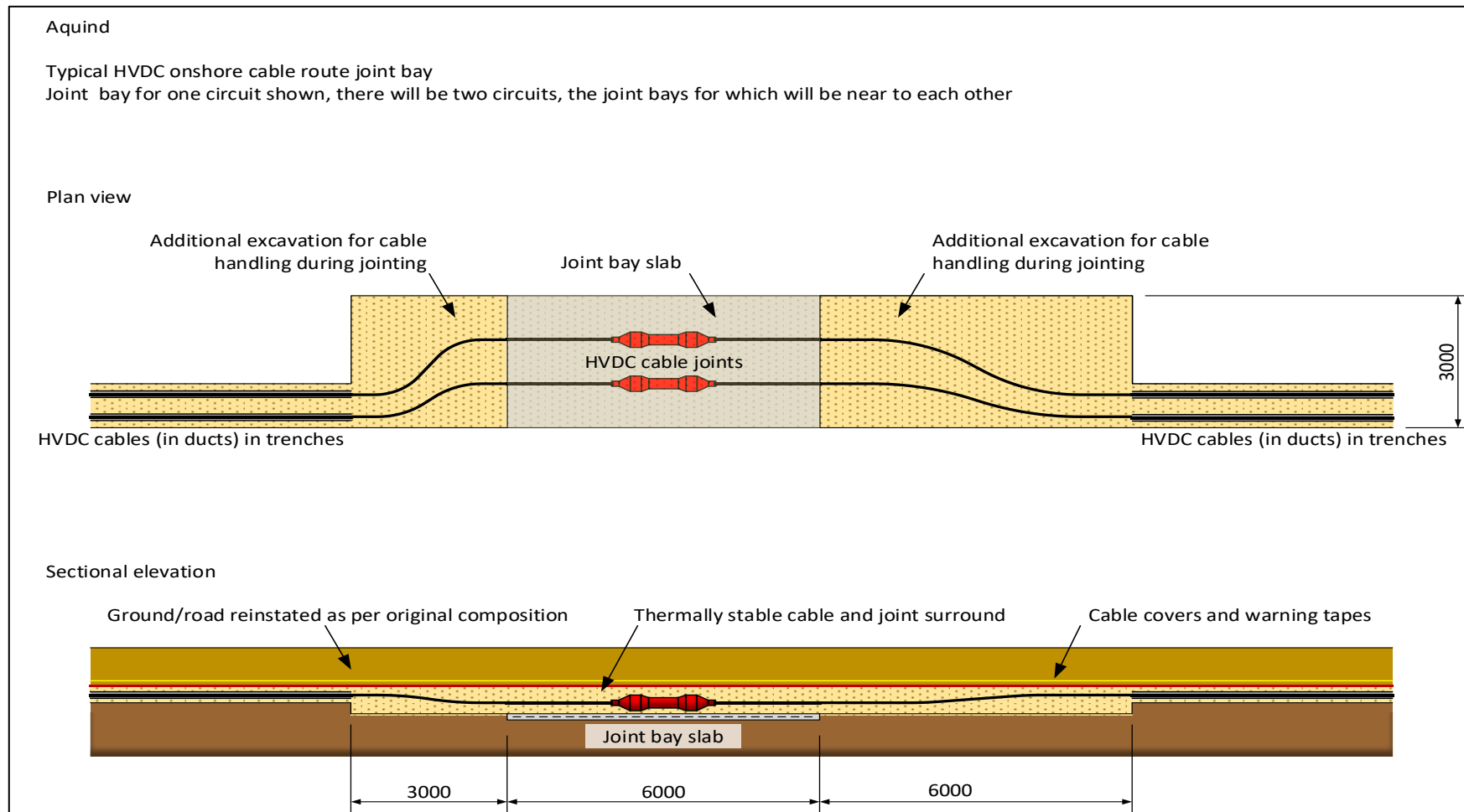


Plate 5 – Typical Schematic of Joint Bay (distances in millimetres)

3. VEHICULAR MOVEMENT MANAGEMENT

3.1. OVERVIEW

3.1.1.1. The CTMP purpose is to consider the construction phase only. This section discusses the vehicular access and route strategy for construction. The vehicular movement strategy for construction is based on a number of core principles:

- Ensuring a safe and efficient use of road space to provide access to the construction site;
- Minimising the number of vehicle movements and reducing impact as far as practical by proposing mitigation measures as required;
- Use the shortest routes to the construction sites as practical; and
- Avoiding residential areas and those near sensitive receptors such as schools etc.

3.1.1.2. The CTMP should also be ready in conjunction with the following transport reports completed for the Project:

- Appendix 6 (Framework Traffic Management Strategy) of Appendix 22.1 (Transport Assessment): This document provides details of the traffic management required to facilitate construction of the Onshore Cable Route within or adjacent to public highway. The Framework Traffic Management Strategy sets out the overarching principles and methodology to be used during the construction stage and will be developed by the contractor prior to commencement of each individual element of street works.
- Appendix 22.1 (Transport Assessment): This document provides an assessment of the impacts of the construction phase, both in relation to the Converter Station and Onshore Cable Route. It also provides details of proposed mitigation measures that will be provided as part of the Proposed Development.

3.2. VEHICLE ROUTING STRATEGY

3.2.1.1. Vehicular access to the construction works will follow three levels of road hierarchy.

- Level 1 Strategic Road Network – These are roads managed by Highways England being motorways and trunk roads which provide access to the construction sites from a wide catchment area to be distributed by the lower levels of road.
- Level 2 Primary and Local Road Networks – These being roads under the authority of Hampshire County Council and Portsmouth City Council, which provide access to most of the cable corridor.
- Level 3 Access Road – These will be temporary haul roads created by the construction contractors linking back to the Level 2 road network. These also may be existing privately owned roads utilised for the construction purposes.

3.3. WORKING HOURS

3.3.1.1. The working hours could be as shown in Table 4.

3.3.2. TIMING OF MOVEMENTS

3.3.2.1. HGV movements to the works sites will be as restricted as follows to reduce impact to the surrounding road network. The main compound for all construction works will be at the Converter Station.

3.3.2.2. For all sections of the Onshore Cable Corridor and all construction methods, additional restrictions on HGV movements will be considered to suit local sensitive receptors, such as schools.

3.3.2.3. The Contractor shall arrange for Vehicle Marshalls to direct construction traffic/HGV movements at the site entrances through to site compound areas. Flash cards should be issued to all HGV drivers and visitors entering the site and vehicles/deliveries will be provided with escorts through the site where required.

LOVEDEAN (CONVERTER STATION AREA)

3.3.2.4. General HGV movements will take place between 09:00 and 17:00 for HGVs relating to construction of the Converter Station, therefore avoiding the AM and PM peaks of 08:00-09:00 and 17:00-18:00. In addition, HGV trips will occur in relation to construction of the Onshore Cable Route to deliver equipment to each location, leaving the compound between 06:00 and 07:00 and arriving at the compound between 17:00 and 18:00.

3.3.3. EASTNEY (LANDFALL)

3.3.3.1. General HGV movements will take place between 09:00 and 17:00 for HGVs relating to construction of the ORS and Landfall, therefore avoiding the AM and PM peaks of 08:00-09:00 and 17:00-18:00

3.3.3.2. With regards to the HDD, once drilling plant and cabins have been delivered (a 2-3 day process) the Landfall construction site will only generate HGV movements associated with water, bentonite, fuel and removal of spoil. These movements however will be restricted to outside of the 08:00-09:00 and 17:00-18:00 peak traffic hours and 19:00-07:00 to avoid disturbance to nearby residential properties.

3.3.4. ONSHORE CABLE ROUTE

3.3.4.1. HGVs carrying equipment and material will arrive on-site at 07:00 to coincide with the start of the working day. General HGV movements will take place between 09:00-17:00 to avoid the peak traffic hours and 19:00 to 07:00 to avoid disturbance to nearby residential properties where the cable route corridor passes close to ones. However, equipment/material may also be transported away from each site at 17:00. HGV movements outside the normal hours may be required where 24-hour or weekend Onshore Cable Route works are undertaken.

3.3.5. HORIZONTAL DIRECTION DRILLING WORKS

3.3.5.1. These movements however will be restricted to outside of the 08:00-09:00 and 17:00-18:00 peak traffic hours and 19:00-07:00 to avoid disturbance to nearby residential properties. However, in areas that are not in close proximity to residential properties may require working between 10:00 and 7:00.

3.3.6. TRENCHLESS SOLUTION UNDER SOUTH COAST RAILWAY

3.3.6.1. The majority of HGV movements will occur Monday to Friday 09:00 to 17:00, avoiding the peak traffic hours of 08:00-09:00 and 17:00-18:00. There may be a requirement for some HGV movements outside of the time periods presented above to support 24 hour working. However, all endeavour will be made to avoid the hours of 19:00 to 07:00 to avoid disturbance to nearby residential properties

3.3.7. ISSUES AND CONSTRAINTS IDENTIFIED

3.3.7.1. There are a number of common issues that extend over the Onshore Cable Corridor and construction routes. Table 5 lists the common issues and constraints with the proposed mitigation, which have been mitigated as far as reasonably practicable through the planning and design process.

Table 4 - Common Issues and Constraints – Whole cable route

Issue/constraint	Mitigation stage	Proposed Mitigations
Narrow rural roads/no pedestrian footways/unrestricted speed limit	Route planning	Routing strategy and signage to be agreed with HCC and PCC

Narrow residential streets with on-street parking	Route planning	Parking suspension, HGV routing strategy
Congestion and impact on strategic roads	Route planning, Framework Traffic Management Strategy and Construction Traffic Management Plan	Traffic capacity assessments. Vehicle movements restricted.
Geometry of junctions and roads not suitable and visibility constrained for proposed construction vehicles	Route planning and design stage	Interventions proposed and agreed with highway authority

Long diversion routes for closed roads	Route planning and design stage	Construction techniques to avoid road closures if possible. Advanced signage/warning
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3.4. HGV ROUTES

3.4.1.1. An assessment has been made of potential vehicular routes to access the cable route and is detailed in the following sections below. These routes will be communicated to all hauliers and managed/enforced by the contractor. Drivers will be required to adhere to all existing restrictions such as weight and height restrictions. Temporary signage will be utilised by the contractor to direct construction traffic to compounds and site accesses. These will be agreed with the highway authorities.

3.4.1.2. A plan highlighting the construction access points is presented in Appendix 4.

3.4.2. SECTION 1 – LOVEDEAN (CONVERTER STATION AREA)

3.4.2.1. Construction traffic will use junction 2 of A3(M), B2149, A3 Portsmouth Road, Lovedean Lane and Day Lane.

3.4.2.2. No construction traffic (HGVs and constructions workers) will use the route from the south from Hambledon Road via Soake Road, Anmore Road and Anmore Lane.

3.4.2.3. There are no vehicular restrictions in this section other than geometric constraints along Day Lane and Broadway Lane. Day Lane and Broadway Lane are rural country lanes with a general width of 6.0 m or less. Each are bordered by hedgerow/grass verges without footways. Given its existing width, Day Lane will not be able to accommodate two-way HGV traffic and therefore vehicles exiting the Converter Station Area will be controlled to avoid meeting a vehicle travelling along Day Lane towards the site. This could be done using a combination of temporary traffic signals (near the access to the solar farm) and banksmen on either end. In some limited locations, the width of Day Lane may make it difficult for a car and HGV to pass. These locations are primarily where there is good forward visibility, while there is also an informal layby located within highway land adjacent to the Solar Farm access that will facilitate two-way flow of traffic.

3.4.3. SECTION 2 – ANMORE

3.4.3.1. Construction traffic within section 2 will travel directly from the Converter Station compound via the internal haul road and therefore HGV movements on highway will be limited to the assigned route to from the A3(M).

3.4.3.2. No construction traffic will use the route from the south from Hambledon Road via Soake Road, Anmore Road and Anmore Lane.

3.4.3.3. There are no vehicular restrictions in this section other than those mentioned in Section 1.

3.4.4. SECTION 3 – DENMEAD/KINGS POND MEADOWS

- 3.4.4.1. Construction traffic to/from Anmore Road will be routed either via the Converter Station compound and Broadway Lane/Anmore Lane or directly from junction 3 A3(M), Hulbert Road, A3 London Road, B2150 Hambledon Road and Mill Road.
- 3.4.4.2. No construction traffic will use routes along Soake Road. This will be managed and enforced by provision of route planning information by the contractor.
- 3.4.4.3. There are no vehicular restrictions in this section and no other geometric constraints have been identified beyond those discussed in Section 1.

3.4.5. SECTION 4 – HAMBLEDON ROAD TO FARLINGTON AVENUE

- 3.4.5.1. Given the length of this section, construction traffic will use different routes depending upon the location of the Onshore Cable Corridor construction works unless it is travelling to /from the Converter Station Area/Works Compound. All HGVs using the Converter Station Area/Works Compound will use Day Lane, Lovedean Lane, Milton Road and B2150 Hambledon Road to reach the relevant construction location.
- 3.4.5.2. Construction traffic not travelling via the Converter Station Area/Works Compound will use the following routes:
- B2150 Hambledon Road: Junction 3 A3(M), Hulbert Road and A3 London Road;
 - A3 Maurepas Way/London Road north of Ladybridge Roundabout: Hambledon Road: Junction 3 A3(M), Hulbert Road and A3 London Road;
 - A3 London Road south of Ladybridge roundabout: Junction 3 A3(M) Hulbert Road (eastern), Purbrook Way, Stake Road, Ladybridge Road and A3 London Road; and
 - Portsdown Hill Road/Farlington Avenue: Junction 5 A3(M), Bedhampton Hill, B2177 Portsdown Hill Road, Farlington Avenue.
- 3.4.5.3. No construction traffic will use Frennstaple Road, Stakes Hill Road and Crookhorn Lane. This will be managed and enforced by provision of route planning information by the contractor.
- 3.4.5.4. Restrictions in this section include the 'Access Only' 7.5 tonne weight restriction on Farlington Avenue which will be required to be rescinded for the duration of the works on Farlington Avenue. This weight restriction has been implemented in conjunction with the existing traffic calming measures to reduce use of Farlington Avenue as a through-route.

3.4.6. SECTION 5 – FARLINGTON

3.4.6.1. Generally, construction traffic will use junction 5 A3(M), A2030 Havant Road, Farlington Road and A2030 Eastern Road or A27 junction with A2030 Eastern Road. Due to the carriageway width and central islands at the A2030 Havant Road/Farlington Avenue junction it may be necessary for low loader HGVs with cable drums to access Farlington Avenue from the northern end, using the A27 Portsbridge Roundabout, A397 Northern Road, A3 London Road and Portsdown Hill Road to gain access.

3.4.6.2. No construction traffic will use any surrounding residential roads. This will be managed and enforced by provision of route planning information by the contractor.

3.4.6.3. Restrictions in this section include the 'Access Only' 7.5 tonne weight restriction on Farlington Avenue which will be required to be rescinded for the duration of the works on Farlington Avenue.

3.4.7. SECTION 6 – ZETLAND FIELD & SAINSBURY'S CAR PARK

3.4.7.1. Construction traffic will use junction 5 A3(M), A2030 Havant Road, and A2030 Eastern Road or A27 junction with A2030 Eastern Road.

3.4.7.2. No construction traffic will use Lower Farlington Road or Fitzherbert Road. This will be managed and enforced by provision of route planning information by the contractor.

3.4.7.3. There are no vehicular restrictions in this section and no geometric constraints have been identified.

3.4.8. SECTION 7 – FARLINGTON JUNCTION TO AIRPORT SERVICE ROAD

3.4.8.1. Construction traffic will use the A27 junction with the A2030 Eastern Road northbound for the Farlington Playing Fields works and southbound for Portsea Island works.

3.4.8.2. No construction traffic will use the London Road, Copnor Road and Norway Road. This will be managed and enforced by provision of route planning information by the contractor.

3.4.8.3. There are no vehicular restrictions in this section and no geometric constraints have been identified.

3.4.9. SECTION 8 – EASTERN ROAD (ADJACENT TO GREAT SALTERNS GOLF COURSE) TO MOORINGS WAY

3.4.9.1. Construction traffic will use the A27 junction with A2030 Eastern Road for access.

3.4.9.2. No construction traffic will use the section from Copnor Road to Milton Road. This will be managed by provision of route planning information by the contractor.

3.4.9.3. Restrictions in this section include the 5 tonne weight restriction on Eastern Avenue and Moorings Way which will be required to be rescinded for the duration of the works. This is an environmental weight restriction which restricts access between midnight and 07:00 and 19:00 to midnight Monday to Saturday and all day on Sunday. The impacts of lifting this restriction can therefore be mitigated by ensuring that access by construction vehicles follows these restrictions through the contractors CTMP

3.4.10. SECTION 9 – MOORINGS WAY TO BRANSBURY ROAD

3.4.10.1. Construction traffic will use A27 junction with A2030 Eastern Road, A288 Eastney Road, Milton Avenue, Moorings Way, Locksway Road, Kingsley Road, and Bransbury Road

3.4.10.2. No construction traffic will enter the 5 tonne restricted zone of Salterns Avenue residential area. Traffic will not use other residential side streets to travel north or south but will return to A88 Eastney Road or A2030 Milton Road. Construction traffic will leave Portsea Island via A2030 Eastern Road only.

3.4.10.3. There are no vehicular restrictions in this section other than geometric constraints associated with use of residential roads such as Locksway Road, Kingsley Road and Bransbury Road. These are generally 6.0-7.0 m in width with on-street parking on at least one-side of the carriageway. Taking this into account, the contractor will be required to use smaller construction vehicles and plant when accessing these roads.

3.4.11. SECTION 10 – EASTNEY (LANDFALL)

3.4.11.1. Construction traffic will use the A27 junction with A2030 Eastern Road, A288 Eastney Road and Bransbury Road, Henderson Road and Fort Cumberland Road

3.4.11.2. No construction traffic will use the section of Henderson Road to the roundabout with A288 Cromwell Road. This will be managed and enforced by provision of route planning information by the contractor.

3.4.11.3. There are no vehicular restrictions in this section, no geometric constraints have been identified other than removal of the existing height restriction gate at the existing public car park.

3.5. SECTION SPECIFIC CONSTRAINTS AND ISSUES

3.5.1.1. Table 6 details the specific constraints and issues identified at this stage of the project. The individual CTMPs will feature specific detailed including further mitigation that will be agreed with the highway authorities.

Table 5 - Cable Route Section Specific Issues and Constraints

Section	Description	Mitigation stage	Proposed mitigation
1	Geometry of Broadway Lane junction Day Lane	Design	Junction modification
2	Anmore Road open cut trench crossing	Design	Traffic management/diversions
2	Anmore Road access to haul roads narrow carriageway width	Design	Temporary junction design/traffic management/construction traffic marshalling
5	Farlington Road 7.5 tonne weight restriction	Construction	Suspension of weight restriction
6	Eastern Road Zetland Field access	Design	Left turn in left turn out junction
7	Eastern Road access Farlington sports fields	Design	No right turn out from car park to Eastern Road
8	Eastern Avenue 5 tonne vehicular weight restriction	Construction	Suspension of weight restriction
8	Furze Lane bus only road narrow carriageway	Construction	Bus route diversion
8	Ironbridge Lane/Tideway Gardens too narrow for rigid HGVs	Construction	Hand carting of materials from laydown area.

3.6. HGV IMPACT REDUCTION

- 3.6.1.1. The programme is being developed to minimise the overall impact on the road network, by taking account of seasonal peak traffic, events, the impact of reassigned traffic as a result of concurrent works as far as is practicable. The contractors will be required to minimise the impact of HGV construction traffic on the local community. Mitigation could include, where practicable, maximising loads to reduce vehicular trips, using local suppliers to reduce vehicular mileage, reusing bulk aggregate deliveries HGVs for waste spoil removal, consolidation of deliveries, smaller plant to minimise working widths.
- 3.6.1.2. Where sections of the highway have an insufficient width for construction, HGVs should pass without reversing or overrunning the verge or footways especially on the narrow rural roads and residential roads. HGV movements will be controlled and managed (e.g. one-way traffic routing) to ensure conflicts do not arise or are minimised wherever possible. Special measures will be detailed in the individual CTMPs to mitigate the impact to pedestrians on roads that do not have footways, especially the rural roads.
- 3.6.1.3. Wheel washing facilities will be provided where appropriate and the contractors will be required to ensure the public roads in the vicinity are monitored to ensure that they are not contaminated with debris that could become a hazard, and will be required to have road sweeping arrangements on call. Contractors will also be required to provide dust suppression from the works and movement of vehicles.

3.7. COMMUNICATION OF CONSTRUCTION TRAFFIC MOVEMENTS

- 3.7.1.1. A targeted strategy may be developed to inform the community and road users of up and coming works which could be undertaken through newsletters, road signage and websites (including providing updates to various travel apps/websites). Information could include;
- Duration of works;
 - Timing of the works;
 - Number of construction movements; and
 - Complaint procedure.

3.8. CONSTRUCTION WORK SIGNAGE

- 3.8.1.1. A works signage strategy (including wayfinding across the project for staff) will be agreed by the construction contractors and the relevant authorities to communicate the construction vehicle routes to access the temporary accesses, laydown areas and compounds. The use of communications technology to ensure efficient staff movements will be explored.

4. CONSTRUCTION WORKFORCE

4.1. OVERVIEW

4.1.1.1. The Proposed Development is expected to have a maximum of 150 construction workers for Converter Station plus 50-60 construction workers for construction of the Onshore Cable Corridor at the peak construction year. It is anticipated that up to six construction gangs will be working concurrently along sections of the Onshore Cable Route, plus a construction gang a Landfall. Mitigating the number of vehicular trips generated by construction staff travelling to and from their place of work and between work site locations is a key objective of the CTMPs.

4.2. CONSTRUCTION WORKERS

4.2.1.1. It is anticipated that there will be six construction worker gangs working on the Onshore Cable Route at any one time, in addition to those at the Converter Station Area and Landfall.

4.2.1.2. Working hours for the installation of the Onshore Cable installation are Monday to Friday, 07.00-17.00 and Saturday typically 08:00 to 13:00; and for the construction of the Converter Station are 08.00 -18.00 Monday to Friday and Saturday morning typically between 08.00-13.00. There will be some working outside these hours, for example to undertake trenchless techniques on the Onshore Cable Route (12 to 24 hour shifts), reduce duration of works in some locations; accommodate delivery of abnormal loads and minimise traffic impacts or overnight to limit daytime disruption. Working hours for the Marine Cable installation will be 24 hours

4.2.1.3. The final working hours and associated traffic movements will be agreed with the planning authorities.

4.3. STAFF TRAVEL PLANNING STRATEGY

4.3.1.1. This CTMP provides a guide to enable the production of the individual CTMPs by the contractors. Measures to encourage the use of sustainable modes will be encouraged and promoted by the contractor in their individual CTMPs. Examples of potential mitigation and management measures;

- Minibuses could be provided to transport staff to sites as required from the main construction compound and collection from transport hubs (railways stations and bus terminals). Consolidating all trips to one location will aid the promotion of travel to work by sustainable models;

- Parking can be controlled and prevented at construction sites to ensure construction workers do not park inappropriately on surrounding roads causing nuisance to residents. This will be managed by the contractor;
- Information boards could be used at the construction compounds detailing public transport information to encourage travel and to hubs where collection by minibuses is possible;
- Provision could be proposed for secure cycle parking at construction compounds;
- Welfare facilities at work sites such as canteens will prevent the need to travel during the working day; and
- Measures to encourage sustainable travel should be used including car sharing/a specific ride share app for staff to use on the project.

4.3.1.2. A Framework Construction Worker Travel Plan is contained within Appendix 6.

4.4. STAFF COMMUNICATION STRATEGY

4.4.1. STAFF INDUCTION

4.4.1.1. The contractors will be encouraged to provide a comprehensive staff induction for staff associated with each phase of the works.

4.4.1.2. Development of an information pack that will be distributed to all contractors, sub-contractors, hauliers and any staff associated with the project will be promoted. This would provide key information including;

- Permitted construction vehicle routes;
- Site rule and site traffic management;
- Location of holding areas; and
- Contact information.

4.4.1.3. Construction vehicle recognition through the use of unique identification plates could be implemented. This could allow vehicles for the construction works to be more easily identified by site staff and members of the public to aid complaints procedure.

5. TEMPORARY SITE ACCESSES

5.1. OVERVIEW

- 5.1.1.1. Locations for site access to haul roads and compounds from the public highway are required. These will be designed to ensure they are safe and delay and impact to the public is minimised.

5.2. DESIGN, MANAGEMENT AND MITIGATION

- 5.2.1.1. Any site access will be designed based around the existing constraints including speed limit, highway width, restrictions, traffic flows and visibilities. In some cases where geometry and sight lines are limited it may be necessary to temporarily reduce the speed limit with a traffic regulation order. Each access will be designed to the appropriate design guidelines (DMRB, HCC/PCC design standards).

- 5.2.1.2. A general principle will be to ensure that all vehicles entering and exiting do so in forward gear, other than in exceptional circumstances, in which case any reversing required will only be undertaken with the aid of a banksman and vehicle warning equipment. Layouts will ensure that vehicles can be checked and rejected if necessary off the public highway or in an area that is demarcated from the public highway. All site accesses will be laid out to avoid vehicles queuing back on to the highway.

- 5.2.1.3. Some site accesses will segregate construction traffic while other, particularly, the main compounds, will allow access for private vehicles of the construction work force.

- 5.2.1.4. All designs and locations of site access will be agreed with the appropriate highway authority and a plan of the anticipated access is contained within Appendix 4.

5.3. SITE ACCESS LOCATIONS

- 5.3.1.1. The following site accesses have been identified through the proposed design for the onshore cable route.

5.3.2. SECTION 1 LOVEDEAN (CONVERTER STATION)

- 5.3.2.1. A site access which will become a permanent access with be situated on Broadway Lane just south of the junction with Day Lane. This will provide access to the Converter Station and the fields between the Converter Station and Anmore Lane (as shown in Appendix 2)

5.3.3. SECTION 2 – ANMORE

5.3.3.1. The site access in Section 1 will be utilised as the access point. There will be a required crossing of the unnamed road between Anmore Lane and Edney's Lane. However, construction traffic will not be allowed to use this road owing to its narrow nature and geometry which is only suitable for small vehicles.

5.3.4. SECTION 3 – DENMEAD/KINGS ROAD MEADOW

5.3.4.1. An access will be required from Anmore Road south into Kings Pond Meadow via an existing gate. This access will be utilised as an exit for the HDD compound.

5.3.5. SECTION 4 - HAMBLEDON ROAD TO FARLINGTON AVENUE

5.3.5.1. An access will be made from Hambedon Road north-west of the junction with Soake Road in the Kings Pond Meadow and will be used as an entry point for the HDD compound.

5.3.5.2. An access will be required to the triangular plot of land that will serve as a laydown area on A3 London Road opposite No. 200 and 208 London Road, Waterlooovile.

5.3.5.3. The car park on the southside of Portsdown Hill Road near Hilltop Crescent will be utilised for construction purposes and will require the height restriction barrier to be removed.

5.3.6. SECTION 5 – FARLINGTON

5.3.6.1. No accesses are proposed on this section.

5.3.7. SECTION 6 – ZETLAND FIELD & SAINSBURY'S CAR PARK

5.3.7.1. An access to the works in Zetland Field will be required. Due to the central reservation on A2030 Eastern Road, this access will be left-turn-in and left-turn-out.

5.3.7.2. There will be a construction compound in the Sainsbury's car park for the reception pit of Trenchless solution under the south coast railway embankment from Farlington Playing Fields. However, this access will be made from within the Sainsbury's car park (private).

5.3.8. SECTION 7 – FARLINGTON JUNCTION TO AIRPORT SERVICE ROAD

5.3.8.1. The Farlington Playing Fields construction works will be assessed from its access road which is privately owned and not public highway.

5.3.8.2. The HDD compound at the land adjacent to Kendall's Wharf will utilise the existing access to the land.

5.3.9. SECTION 8 – EASTERN ROAD (ADJACENT TO GREAT SALTERNS GOLF COURSE) TO MOORINGS WAY

5.3.9.1. To access the northern section of Milton Common, it is intended to use the East Solent Coastal Partnership compound. This will be accessed from the A2030 Eastern Road south of the Langston Harbour viewing car park once their works are completed in October 2022.

5.3.10. SECTION 9 – MOORINGS WAY TO BRANSBURY ROAD

5.3.10.1. If the option to follow the route through the University of Portsmouth playing fields to Longshore Way is utilised, then the turning head and pedestrian gate access to the playing field will be utilised as a construction access point.

5.3.10.2. The rear of the Thatched House public house from Locksway Road will be utilised for construction access.

5.3.10.3. A construction access from Kingsley Road to the common land south of the allotments will be required for the horizontal directional drilling works.

5.3.10.4. The car park access from Bransbury Park from Bransbury Road will be utilised and require the height restriction barrier to be removed.

5.3.11. SECTION 10 – EASTNEY (LANDFALL)

5.3.11.1. The existing car park off Fort Cumberland Road, which is the Landfall and ORS will be utilised for construction access.

6. REQUIRED HIGHWAY INTERVENTIONS

6.1. OVERVIEW

- 6.1.1.1. The planning stage has identified interventions in Section 1 at the Converter Station and Day Lane that will be required to facilitate the construction of the Onshore Cable Route. The individual CTMPs may identify further interventions that alleviate narrow/constrained roads and junction which geometry cannot accommodate the manoeuvring of larger vehicles. These will also seek to allay safety concerns regarding visibility and sight lines. Traffic management measures will be implemented to ensure general traffic can continue to flow safely and effectively around the construction sites for the Interconnector, as well as ensuring construction vehicles can access the relevant worksites safely and with limited delay.
- 6.1.1.2. This Framework CTMP provides an overview of the interventions that have been identified at this stage. The individual CTMPs to be prepared by the construction contractors will include detail design and independent safety auditing. All will require approval by the appropriate Highway Authority.

6.2. INTERVENTIONS IDENTIFIED

- 6.2.1.1. The following measures will be required.
- 6.2.2. **SECTION 1 – LOVEDEAN (CONVERTER STATION AREA)**
- 6.2.2.1. The geometry of the Broadway Lane/Day Lane junction has been identified as a constraint by the design team, third parties during consultation and the abnormal load contractor (as shown in Appendix 5). The geometry of the junction cannot be eased owing to the location of existing electrical cable jointing. Therefore, a new construction access road is proposed to 'smooth' the corner. It will also serve as a construction traffic holding area as shown on the construction access drawing included in Appendix 2. It is intended that the infrastructure other than the permanent site access will be removed when construction is complete.

6.2.2.2. The effective carriageway width of Day Lane between Lovedean Lane and Broadway Lane has been identified that in places it may not be wide enough for two HGVs to pass, as shown on swept path analysis included in Appendix 6. This will be mitigated with a combination of regular maintenance and traffic management. Regular 'siding' will take place to clear the earth that has fallen on to the carriageway edges from the unrestrained verges to ensure maximum carriageway width is maintained. This will include regular cutting back of the verge vegetation. Traffic management can also be utilised for sections where the width remains a concern. At this stage, this has been identified as the 270m section located between east of the proposed construction traffic link road (before the s-bends) and the eastern end of the row of residential properties. Shuttle working traffic signals are proposed. The shuttle working traffic signals would only need to be operational during permitted times when HGVs travel to/from the Converter Station.

6.2.2.3. A section of approximately 50 metres length of Lovedean Lane between the junction with Day Lane and New Road has also been identified as an area that may not be wide enough for two HGVs to pass as shown on swept path analysis included in Appendix 6. In this location the road has no defined edge and the verges are earth and unrestrained. A centre line has not been provided. South of New Road, Lovedean Lane enters the residential conurbation and has a hard kerb edge increasing the effective width and a centre line is provided. For the identified narrower section, similarly as described above for Day Lane, regular 'siding' will take place and cutting back of the verge to ensure the maximum carriageway width is available. The section is short and straight and drivers could be expected to priority work as they would on any narrow road or when an obstruction is met.

6.3. TRAFFIC MANAGEMENT

6.3.1.1. Traffic management will be required for the construction of the entire Onshore Cable Route on the highway network and this will be laid out to the requirements of the TSRGD 2016 Chapter 8. A separate report (Appendix 6 (Framework Traffic Management Strategy) of Appendix 22.1 (Transport Assessment) has been prepared that details the requirements.

7. MANAGEMENT OF ROAD SAFETY

7.1. OVERVIEW

- 7.1.1.1. This section details strategy and measures that will be taken to ensure road safety is maintained during the construction. Highway condition is related to road safety and therefore included in this section.

7.2. EXISTING COLLISION RECORD

- 7.2.1.1. The existing collision record has been assessed in Appendix 22.1 (Transport Assessment). Roads that had a higher than average collision rate were assessed in more detail to understand if the road infrastructure was contributing. If the collision rate 25% higher than the national average injury collision rate further analysis was undertaken. If areas of concern were highlighted then further analysis was undertaken. No issues in relation to the existing highway layout or geometries were identified.

7.3. LIAISON, MONITORING AND MITIGATION

- 7.3.1.1. Near misses or collisions resulting in personal injury from traffic associated with the cable route construction traffic will be monitored throughout the programme to identify areas for improvements. A road safety and liaison officer will be appointed and be responsible for continuous monitoring of traffic management and signage. They will make improvements where necessary within the confines of the temporary Traffic Regulation Orders ('TRO's) and liaise with the highway authorities. They will also respond to public concerns and contact details will be provided.
- 7.3.1.2. The road safety liaison officer will be responsible for the continual monitoring of the road works for the Onshore Cable Route to ensure the proactive management of road safety. It will be ensured there is sufficient road signage to warn the public and inform construction related traffic to ensure compliance and route choice. There will also be contact telephone numbers for public to raise concerns as well as the provision of a website will be explored. Receptors that attract vulnerable people will be updated on a regular basis (e.g. schools) as necessary.
- 7.3.1.3. If during the construction localised mitigation measures are required these will be agreed with the relevant highway authorities and incorporated in to the individual CTMPs.

7.4. HIGHWAY CONDITION

- 7.4.1.1. Highway condition is closely related to road safety and construction traffic, particularly HGVs can have a negative impact to road condition. Therefore, it is proposed before and after construction pavement condition surveys are undertaken and to assess whether construction activities have resulted in worsening road conditions.
- 7.4.1.2. Weekly conditions surveys will be produced during the works programme to identify areas that are worsening and will become a hazard to other road users that require immediate action.

8. IMPLEMENTATION AND MONITORING

8.1. OVERVIEW

8.1.1.1. For a CTMP to be effective a robust monitoring process is required to ensure compliance.

8.2. DETAILED CTMPs

8.2.1.1. This Outline CTMP will form the framework for individual CTMPs to be produced by the contractors once they are appointed. These will then be approved by the relevant Highway Authority. These individual CTMPs will provide details of;

- Construction vehicle routing;
- A highway condition survey of all routes proposed and accesses;
- Road closures;
- Specific details regarding abnormal loads if any;
- Details of the interventions to the highway that are required to enable construction works (permanent or temporary) and reinstatements;
- Specific details regarding traffic management and construction management such as temporary signage, requirements for banksman or escort vehicles, wheel washing, shuttle buses etc.; and
- Details of construction staff travel arrangements/travel plan.

8.2.1.2. The works will be broken down into a number of sections which may result in multiple contractors being appointed. This will result in a number of individual CTMPs being prepared to cover different sections and stage of works which could include;

- Enabling and permanent works; and
- Specific works including Landfall, landfall head house, the Onshore Cable Route, construction compounds, HDD, Trenchless Solutions at the south coast railway, and the Converter Station works.

8.3. COMPLIANCE AND MONITORING

8.3.1.1. Responsibility for monitoring and compliance will lie with the Applicant. They will ensure that the construction contractors produce final CTMPs that are compliant and ensure their obligation to monitor is understood.

- 8.3.1.2. Several key points of contact will be made for the project who will liaise with relevant planning/highway authority and ensure coordination between contractors for all the section of works during the entire construction programme. This will facilitate a clear communication channel to ensure compliance.
- 8.3.1.3. The individual CTMPs will provide details of the monitoring process and who is responsible with contact details. These will be developed and agreed with the relevant planning authority.

