Eastleigh Local Plan

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SRTM MODELLING – DO SOMETHING 8 SCENARIO

TECHNICAL SCENARIO 8, WHICH FOLLOWS THE DO SOMETHING SCENARIOS 1 – 7 PREVIOUSLY SUBMITTED

SYSTRA

EASTLEIGH LOCAL PLAN

SRTM MODELLING – DO SOMETHING 8 SCENARIO

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1.1 Introduction

1.1.1 Eastleigh Borough Council (EBC) commissioned SYSTRA to undertake strategic modelling using the Solent Transport's Sub-Regional Traffic Model (SRTM) to test the traffic impacts of a range of development options as part of its Local Plan process.

1.1.2 The SRTM was developed to support a wide-ranging set of interventions across the Solent Transport sub-region, and is specifically required to be capable of:

- Forecasting changes in travel demand, road traffic, public transport patronage and active mode use over time as a result of changing economic conditions, land-use policies and development, and transport improvement and interventions (schemes);
- Testing the impacts of land-use and transport policies and strategies within a relatively short model run time; and
- Testing the impacts of individual transport interventions in the increased detail necessary for preparing submissions for inclusion in funding programmes.

1.1.3 All outputs in this report focus on 2036 forecast conditions.

1.2 Study Background

1.2.1 The SRTM was previously used to undertake a Baseline (committed development) and a number of Do Minimum (Local Plan additional development allocations) scenarios for 2036. In July 2017, the emerging Local Plan strategy of a 5,200 dwelling Strategic Growth Option (SGO) site north of Bishopstoke / North East of Fair Oak (SGO sites B and C), alongside provision of a new northern link road between M3 J12 and Fair Oak, via Allbrook was initially proposed.

1.2.2 In December 2017, EBC commissioned SYSTRA to undertake an Interim Do Something SRTM scenario that included a range of highway interventions to support the full Council in making a decision on the SGO site.

1.2.3 On December 11th 2017, the Council agreed that the Local Plan for submission will feature a strategic growth option of around 5,200 dwellings at North Bishopstoke / North East of Fair Oak which will enable achievement of the Council's housing delivery targets. This was subject to completion of evidence, including a Transport Assessment.

1.2.4 The focus of the study reported in the Transport Assessment was the impact of potential packages of "off-site" infrastructure schemes to mitigate congestion impacts resulting from the Local Plan. Traffic flow data output from the SRTM also formed inputs to an ecology and air quality assessment that was reported by a third party in a separate document. This Transport Assessment was delivered to EBC on 30/05/2018.

1.2.5 Alongside the preferred development option, a number of other development options have, or are expected to be specified by EBC and modelled using the SRTM, one of which is reported within this technical note.

1.2.6 On 25th July 2018, EBC commissioned SYSTRA to undertake an additional Do Something scenario. This DS8 scenario tests the transport effects if an initial phase of the SGO were to be developed prior to the completion of the link road (with most of the SGO only developed after the completion of the full link road). This scenario has been run at the request of Hampshire County Council to facilitate further consideration and discussion of the transport issues. The scenario does not necessarily reflect the position of Eastleigh Borough Council or Hampshire County Council.

1.3 Development Options

1.3.1 The scenarios and SGO sites which have been tested in 2036 are as follows:

- Baseline – forms the basis against which the proposed Local Plan development will be assessed
- DS1 – SGO sites B and C without the northern link road
- DS2 – SGO sites B and C with the northern link road. This is the Council's draft Local Plan option with an intermediate level of off-site infrastructure interventions
- DS3 – SGO sites B and C with the northern link road. This is the Council's draft Local Plan option with a high level of off-site infrastructure interventions
- DS4 – SGO site C without the northern link road
- DS5 – SGO site D
- DS6 – SGO site E
- DS7 – SGO site D and a small part of E
- DS8 – Parts of SGO sites B and C without the northern link road

1.3.2 The results of the Baseline and the DS1 to DS7 scenarios have been outlined as part of the Transport Assessment Part 1 provided on 14/06/2018. Part 2 of the Transport Assessment, provided on 18/05/2018, focusses entirely on the DS2 and DS3 scenarios as EBC's preferred options for the Local Plan.

1.3.3 The scenario being tested as part of this commission is Do Something 8. Full details of the DS8 scenario and development quantum's is provided in the following chapters, alongside descriptions of the associated infrastructure.

2. SOLENT TRANSPORT – SUB REGIONAL TRANSPORT MODEL (SRTM) BACKGROUND

2.1 Model Development

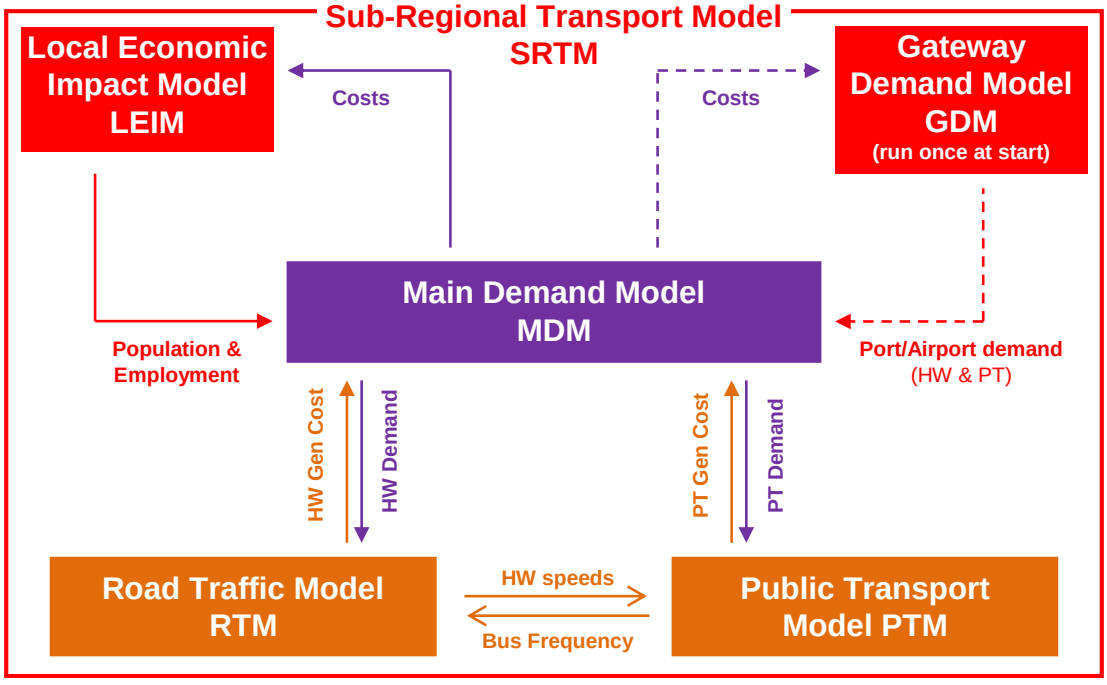
2.1.1 SYSTRA was commissioned, as part of a wider team, to support Solent Transport with the development and application of a Sub-Regional Transport Model (SRTM) for this nationally important area. An update to the 2010 model was completed in early 2017 to use a 2015 base year.

2.2 Sub Regional Transport Model Context and Scope

2.2.1 The SRTM is a suite of linked models comprising the following components as shown in Figure 1:

- The Main Demand Model (MDM) which predicts when (time of day), where (destination choice) and how (choice of mode) journeys are made;
- The Gateway Demand Model (GDM) which predicts demand for travel from ports and airports;
- The Road Traffic Model (RTM) which determines the routes taken by vehicles through the road network and journey times, accounting for congestion;
- The Public Transport Model (PTM) which determines routes and services chosen by public transport passengers; and
- A Local Economic Impact Model (LEIM) which uses inputs including transport costs to forecast the quantum and location of households, populations and jobs.

Figure 1. Solent Transport Sub-Regional Transport Model



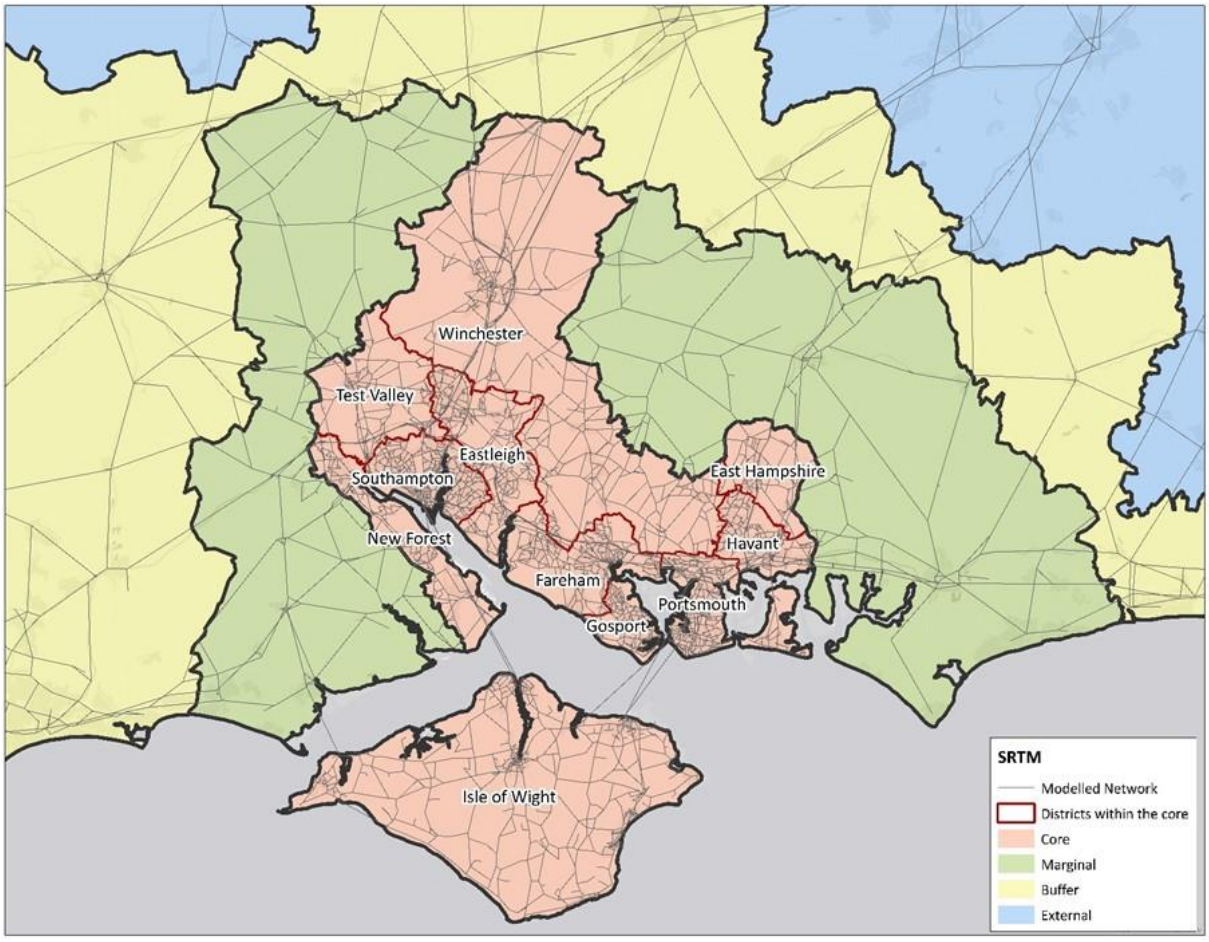
2.2.2 The area modelled by the SRTM is divided into four regions, shown in Figure 2, which differ by zone aggregation and modelling detail. Eastleigh Borough is within the Core Fully Modelled Area (the most detailed region of the model).

2.2.3 In accordance with guidance three weekday periods are modelled in the SRTM:

- AM peak: busiest hour between 07:00 and 10:00, (defined as 40.5% of the three hours for Highway and 40% for Public Transport);
- Inter peak: average of 10:00 to 16:00 (i.e. 16.7% of the six hours for both modes); and
- PM peak: busiest hour between 16:00 and 19:00, (defined as 36.8% of the three hours for Highway and 40% for Public Transport).

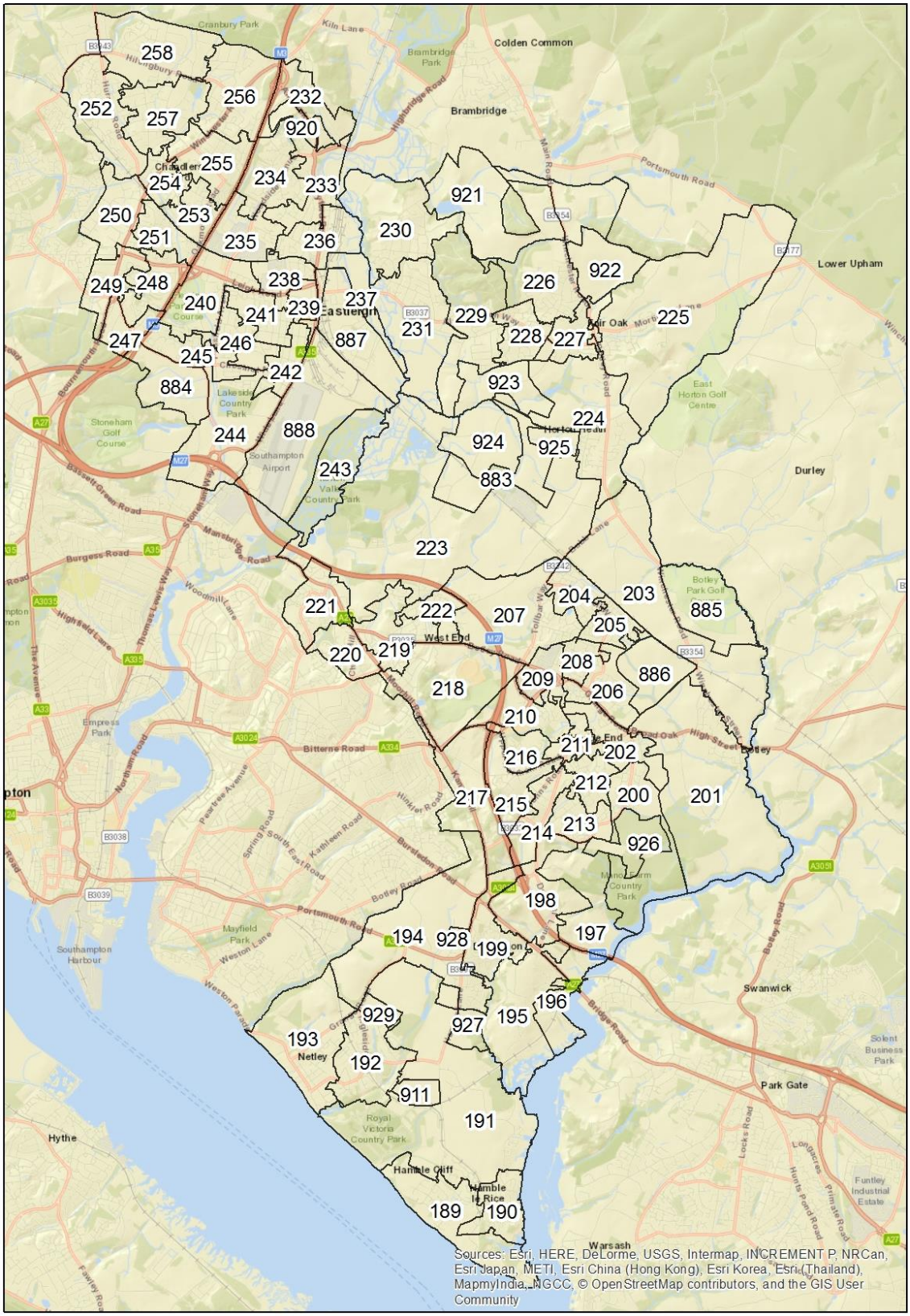
2.2.4 The SRTM has a base year of 2015, and forecast years of 2019, 2026, 2031, 2036 and 2041. For the Eastleigh Local Plan tests, the model was projected forward up to 2036.

Figure 2. Study Area of the SRTM



2.2.5 Figure 3 below shows the SRTM zone structure for Eastleigh Borough.

Figure 3. SRTM Zones – Eastleigh Borough



3. EASTLEIGH BASELINE (WITHOUT LOCAL PLAN DEVELOPMENT)

3.1.1 The Eastleigh Baseline Scenario has been outlined in detail as part of the Transport Assessment Part 1, provided on 14/06/2018.

4. EASTLEIGH LOCAL PLAN – DO SOMETHING 8

4.1 Introduction

4.1.1 This chapter summarises the planning assumptions applied to the SRTM forecast years that are used in the Eastleigh Local Plan commission, for the Do Something 8 scenario.

4.1.2 The Do Something 8 scenario uses parts of the SGO allocations of sites B and C, but does not include a link road in North Bishopstoke and Allbrook. The scenario tests the effects of developing some an initial phase of the SGO prior to the completion of the link road (with most of the SGO only developed after the completion of the full link road). It is being run at the request of Hampshire County Council to facilitate further discussion and does not necessarily reflect the position of Eastleigh Borough Council or Hampshire County Council.

4.2 Land Use Assumptions

4.2.1 All Local Plan scenarios are built on top of the land use inputs created as part of the Baseline undertaken for the previous seven Do Something scenarios to ensure that all completions and committed development are included in the Do Something scenarios, along with the proposed additional developments per scenario.

4.2.2 The Strategic Growth Option site north of Bishopstoke and Fair Oak (B and C) will only include 1,000 new homes (in addition to 250 homes already permitted at Pembers Hill Farm). This represents a phasing of the SGO prior to completion of the new link road. The land use breakdown for the Local Plan as set out in Table 1 below includes the partial SGO site (1,000 dwellings) and also all the other new sites around the Borough (smaller greenfield sites and urban infill sites) (3,032 dwellings) to total 4,032 additional dwellings. (The only new greenfield site excluded from these figures is site AL1 east of Allbrook Way, as that also depends on the completion of that part of the link road.) A breakdown by model zone is provided in Appendix A.

Table 1. Eastleigh Local Plan DS8 – Additional Land Use Assumptions 2015 - 2036

FLOORSPACE TYPE	DWELLINGS	SQM
Residential	4,032	
Retail		6,475
Office		73,400
Industrial		18,100
Warehousing		23,100
Primary and secondary education		11,239

FLOORSPACE TYPE	DWELLINGS	SQM
Leisure		88

4.3 Highway Network Changes

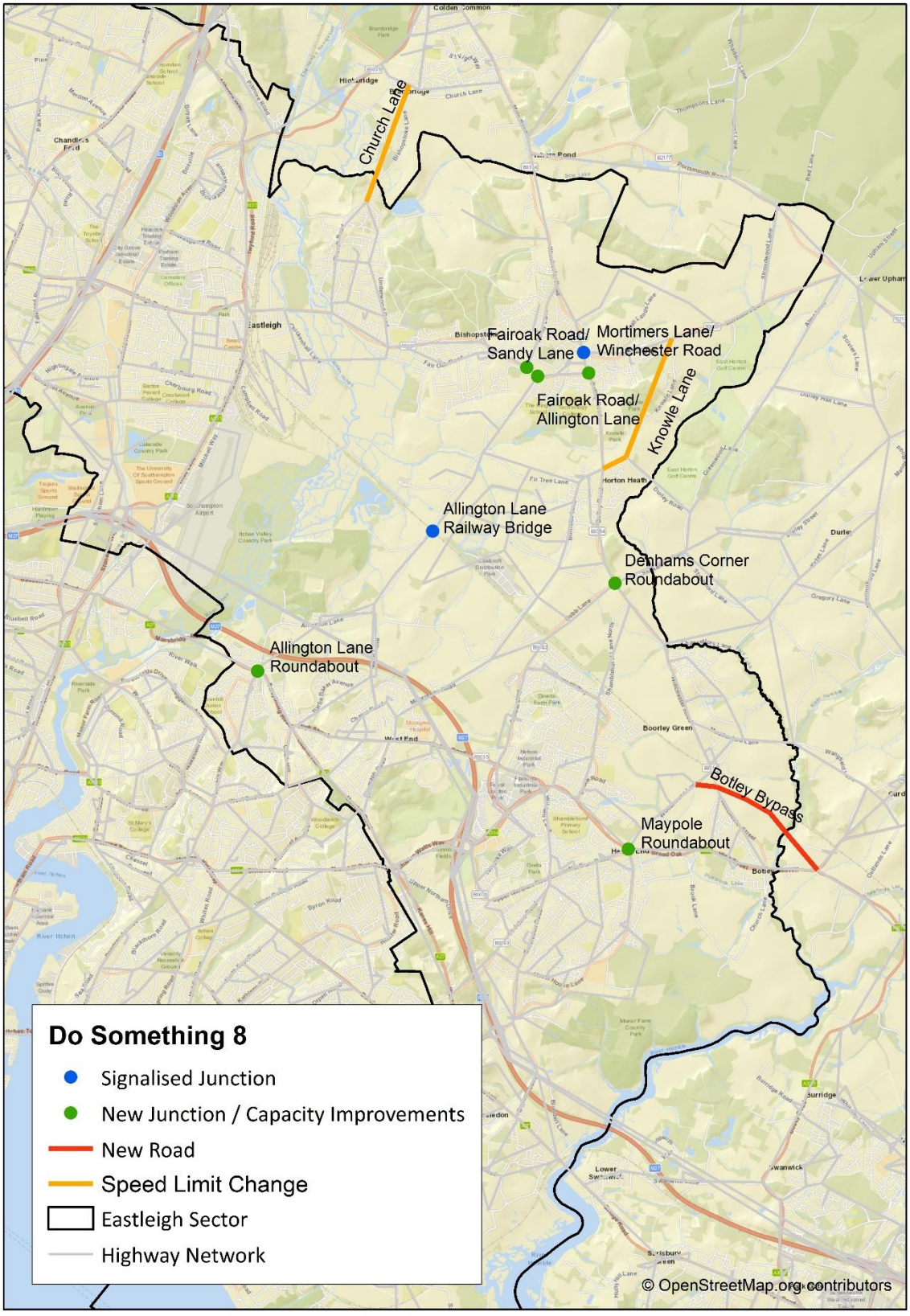
4.3.1 In addition to Reference Case schemes and schemes included in the Baseline, DS8 includes the following schemes:

- Botley Road / Eastleigh Road improvements – flared approach from Botley Road north
- Winchester Road / Mortimers Lane junction – changed to signals
- Botley Bypass and related improvements to Woodhouse Lane.
- A3024 Bitterne Road corridor improvements into Southampton
- Denhams Corner roundabout further improvements – improved Botley Road southbound approach to include a 1 lane plus a 2 lane flare and improved Winchester Road northbound approach to a 2 lane approach
- Maypole Roundabout improvements – B3033 Lower Northam Road approach increased to 1 lane and long flare, A334 Grange Road approach increased to 1 lane and long flare, Woodhouse Lane approach increased to 1 lane plus a 2 lane flare, A334 Broad Oak approach increased to 1 lane plus a 2 lane flare and Kings Copse Avenue approach increased to 1 lane plus a long flare
- Botley Bypass – junction of Botley Bypass / A334 / A3051, the westbound approach from A334 (over the railway line) increased to 2 lane plus a 2 lane flare
- Allington Lane / A27 / Townhill Way roundabout – longer flares and improved geometry, which include A27 Swaythling Road eastbound approach increased to 1 lane plus a long flare, Allington Lane southbound approach increased to 1 lane and a flare, A27 Swaythling Road westbound approach increased to 1 lane and a long flare and Townhill Way northbound approach increased to 1 lane and a long flare
- Allington Lane rail bridge – signalised node added to represent a shuttle on the bridge over the railway

4.3.2 The highway schemes included in this scenario can also be found in Appendix B to allow a comparison to the previous Do Something scenarios.

4.3.3 The map in Figure 4 shows the DS8 committed highway infrastructure locations.

Figure 4. Map of Eastleigh Borough DS8 Highway Infrastructure



4.4 Public Transport Network Changes

4.4.1 No changes to bus routes have been included in the DS8 scenario.

4.5 Active Mode Network Changes

4.5.1 At the time of the study, there was no additional active mode measures specified to be included for Eastleigh Borough.

5. LAND USE MODEL RESULTS

5.1 Introduction

5.1.1 This section summarises the outputs of the land use model for the Baseline and the DS8 scenario. The outputs of the previously provided Do Something scenarios (DS1-DS7) are still included in the tables to allow an easy comparison.

5.2 Population, Dwellings and Jobs (LEIM Module Output)

5.2.1 Table 2 and Table 3 summarise the forecasts, produced by the LEIM module of the SRTM, for the population and the number of jobs respectively within the Eastleigh Borough. The comparisons show the change between the 2036 Baseline (with no local plan allocations) and the 2036 site allocations which include for the different strategic growth options being tested as part of the local plan. DS1 – DS3 used the same land use allocations (sites B and C) so are only reported once in the tables below.

5.2.2 In the DS8 scenario, Eastleigh Borough is forecast to see an increase in population of approximately 10,700 (8%) between 2015 – 2036. In the same period, the number of jobs increases by approximately 6,900 (11%). All quoted numbers are in addition to the 2036 Baseline.

Table 2. Eastleigh Borough Change in Population, Baseline 2036 vs. SGO Options 2036

	BASELINE	DO SOMETHING	DIFFERENCE	% DIFFERENCE
Baseline	140,984			
DS1 – DS3		159,856	18,873	13%
DS4		156,047	15,063	11%
DS5		155,617	14,633	10%
DS6		155,015	14,031	10%
DS7		155,370	14,386	10%
DS8		151,715	10,732	8%

SRTM Ref: DOI, DOJ, DOK, DOL, DOM, DON, DWM

Table 3. Eastleigh Borough Change in Jobs, Baseline 2036 vs. SGO Options 2036

	BASELINE	DO SOMETHING	DIFFERENCE	% DIFFERENCE
Baseline	65,453			
DS1 – DS3		73,526	8,073	12%
DS4		73,117	7,663	12%
DS5		72,495	7,041	11%
DS6		73,045	7,592	12%
DS7		72,593	7,140	11%
DS8		72,402	6,949	11%

SRTM Ref: DOI, DOJ, DOK, DOL, DOM, DON, DWM

6. MAIN DEMAND MODEL RESULTS

6.1 Introduction

6.1.1 This section summarises the forecasts produced by the Main Demand Model (MDM) module of the SRTM for the Baseline and the Do Something 8 scenario in 2036, along with the differences to isolate the impacts of the Local Plan development.

6.2 Demand Model (MDM) Results

6.2.1 Table 4 summarises the total person trips with either an Origin or a Destination in Eastleigh Borough by period (AM, IP, PM and combined 12 hour).

6.2.2 This is further broken down by mode in Table 5, with the mode share for the 12 hour period shown in Table 6. The Main Demand Model outputs for the Baseline and the Do Something 1 to 7 scenarios previously provided, are included in the following tables to allow an easier comparison.

6.2.3 Comparing all scenarios, DS1 -3 have the highest number of additional highway trips when compared to the Baseline (11% increase over a 12 hour period) which ties in with these scenarios having the largest growth in land use inputs. DS8 on the other side has the lowest number of additional highway trips when compared to the Baseline (7.9% increase over a 12 hour period).

6.2.4 For the public transport trips, DS8 has the lowest number of additional trips over the Baseline (10% increase over the 12 hour period). DS5 and DS7 had the highest number of additional trips (27% increase over the 12 hour period).

6.2.5 DS8 also has the lowest increase of additional active mode trips over the Baseline, with an 10% increase over a 12 hour period.

6.2.6 Comparison of the modal split % within Eastleigh over a 12 hour period shows all scenarios to have a lower highway mode split when compared to the Baseline, with increases forecast for public transport and active mode splits. However, DS8 has the lowest decrease in car model split.

Table 4. Person trips with Origin / Destination in Eastleigh Borough

SCENARIO	AM PERIOD (0700-1000)	IP PERIOD (1000-1600)	PM PERIOD (1600-1900)	12 HOUR PERIOD (0700-1900)
Baseline	110,313	237,960	124,486	472,760
DS1	124,962	266,846	138,683	530,491
Difference DS1 – Baseline	14,649	28,886	14,196	57,731
Diff % DS1 - BL	13.3%	12.1%	11.4%	12.2%
DS2	124,962	266,846	138,683	530,491
Difference DS2 – Baseline	*14,649*	*28,886*	*14,196*	*57,731*
Diff % DS2 - BL	*13.3%*	*12.1%*	*11.4%*	*12.2%*
DS3	125,028	266,922	138,859	530,808
Difference DS3 – Baseline	*14,714*	*28,962*	*14,372*	*58,048*
Diff % DS3 - BL	*13.3%*	*12.2%*	*11.5%*	*12.3%*
DS4	122,768	261,664	136,906	521,339
Difference DS4 – Baseline	*12,455*	*23,704*	*12,420*	*48,579*
Diff % DS4 - BL	*11.3%*	*10.0%*	*10.0%*	*10.3%*
DS5	121,865	261,218	136,155	519,238
Difference DS5 – Baseline	*11,552*	*23,258*	*11,669*	*46,479*
Diff % DS5 - BL	*10.5%*	*9.8%*	*9.4%*	*9.8%*
DS6	121,868	259,785	137,465	519,117
Difference DS6 – Baseline	*11,554*	*21,825*	*12,978*	*46,357*
Diff % DS6 - BL	*10.5%*	*9.2%*	*10.4%*	*9.8%*
DS7	121,908	261,502	137,310	520,721
Difference DS7 – Baseline	*11,594*	*23,542*	*12,824*	*47,961*
Diff % DS7 - BL	*10.5%*	*9.9%*	*10.3%*	*10.1%*
DS8	119,635	255,631	134,923	510,188
Difference DS8 – Baseline	*9,321*	*17,671*	*10,436*	*37,428*
Diff % DS8 - BL	*8.4%*	*7.4%*	*8.4%*	*7.9%*

SRTM Ref: DOP, DPR, DPC, DPP, DQG, DQS, DQQ, DQR, DWM

Table 5. Person trips with Origin / Destination in Eastleigh Borough Split by Mode

SCENARIO	AM PERIOD (0700-1000)			IP PERIOD (1000-1600)			PM PERIOD (1600-1900)			12 HOUR PERIOD (0700-1900)		
	CAR	PT	ACTIVE	CAR	PT	ACTIVE	CAR	PT	ACTIVE	CAR	PT	ACTIVE
Baseline	89,347	5,925	15,042	196,545	9,010	32,405	105,997	5,083	13,406	391,889	20,018	60,853
DS1	100,073	7,004	17,885	218,090	10,596	38,160	117,041	5,893	15,749	435,203	23,493	71,794
Difference DS1 – Baseline	*10,726*	*1,079*	*2,843*	*21,545*	*1,586*	*5,755*	*11,044*	*809*	*2,343*	*43,314*	*3,475*	*10,942*
Diff % DS1 - BL	*12.0%*	*18.2%*	*18.9%*	*11.0%*	*17.6%*	*17.8%*	*10.4%*	*15.9%*	*17.5%*	*11.1%*	*17.4%*	*18.0%*
DS2	100,073	7,004	17,885	218,090	10,596	38,160	117,041	5,893	15,749	435,203	23,493	71,794
Difference DS2 – Baseline	*10,726*	*1,079*	*2,843*	*21,545*	*1,586*	*5,755*	*11,044*	*809*	*2,343*	*43,314*	*3,475*	*10,942*
Diff % DS2 - BL	*12.0%*	*18.2%*	*18.9%*	*11.0%*	*17.6%*	*17.8%*	*10.4%*	*15.9%*	*17.5%*	*11.1%*	*17.4%*	*18.0%*
DS3	100,195	6,989	17,843	218,245	10,595	38,082	117,245	5,897	15,717	435,685	23,482	71,641
Difference DS3 – Baseline	*10,849*	*1,065*	*2,801*	*21,700*	*1,585*	*5,677*	*11,248*	*814*	*2,311*	*43,796*	*3,464*	*10,789*
Diff % DS3 - BL	*12.1%*	*18.0%*	*18.6%*	*11.0%*	*17.6%*	*17.5%*	*10.6%*	*16.0%*	*17.2%*	*11.2%*	*17.3%*	*17.7%*
DS4	98,566	6,682	17,521	214,186	10,033	37,445	115,702	5,669	15,535	428,453	22,384	70,501
Difference DS4 – Baseline	*9,219*	*757*	*2,479*	*17,641*	*1,023*	*5,041*	*9,704*	*586*	*2,129*	*36,564*	*2,366*	*9,649*
Diff % DS4 - BL	*10.3%*	*12.8%*	*16.5%*	*9.0%*	*11.4%*	*15.6%*	*9.2%*	*11.5%*	*15.9%*	*9.3%*	*11.8%*	*15.9%*

SCENARIO	AM PERIOD (0700-1000)			IP PERIOD (1000-1600)			PM PERIOD (1600-1900)			12 HOUR PERIOD (0700-1900)		
	CAR	PT	ACTIVE	CAR	PT	ACTIVE	CAR	PT	ACTIVE	CAR	PT	ACTIVE
DS5	97,176	7,418	17,272	212,503	11,619	37,096	114,597	6,274	15,285	424,275	25,311	69,652
Difference DS5 – Baseline	*7,829*	*1,494*	*2,230*	*15,958*	*2,609*	*4,691*	*8,600*	*1,191*	*1,879*	*32,386*	*5,293*	*8,799*
Diff % DS5 - BL	*8.8%*	*25.2%*	*14.8%*	*8.1%*	*29.0%*	*14.5%*	*8.1%*	*23.4%*	*14.0%*	*8.3%*	*26.4%*	*14.5%*
DS6	97,939	6,716	17,213	212,908	10,112	36,765	116,442	5,717	15,305	427,288	22,545	69,283
Difference DS6 – Baseline	*8,592*	*791*	*2,171*	*16,363*	*1,102*	*4,360*	*10,445*	*634*	*1,899*	*35,400*	*2,527*	*8,430*
Diff % DS6 - BL	*9.6%*	*13.4%*	*14.4%*	*8.3%*	*12.2%*	*13.5%*	*9.9%*	*12.5%*	*14.2%*	*9.0%*	*12.6%*	*13.9%*
DS7	97,231	7,493	17,183	212,813	11,763	36,926	115,776	6,313	15,222	425,820	25,569	69,331
Difference DS7 – Baseline	*7,884*	*1,569*	*2,141*	*16,268*	*2,753*	*4,522*	*9,779*	*1,229*	*1,816*	*33,931*	*5,551*	*8,479*
Diff % DS7 - BL	*8.8%*	*26.5%*	*14.2%*	*8.3%*	*30.5%*	*14.0%*	*9.2%*	*24.2%*	*13.5%*	*8.7%*	*27.7%*	*13.9%*
DS8	96,544	6,558	16,533	210,202	9,905	35,524	114,661	5,590	14,671	421,407	22,053	66,728
Difference DS8 – Baseline	*7,197*	*633*	*1,491*	*13,657*	*895*	*3,119*	*8,664*	*507*	*1,265*	*29,518*	*2,034*	*5,876*
Diff % DS8 - BL	*8.1%*	*10.7%*	*9.9%*	*6.9%*	*9.9%*	*9.6%*	*8.2%*	*10.0%*	*9.4%*	*7.5%*	*10.2%*	*9.7%*

SRTM Ref: DOP, DPR, DPC, DPP, DQG, DQS, DQQ, DQR, DWM

Table 6. Mode Share (%) with Origin / Destination in Eastleigh Borough – 12 hour period

SCENARIO	CAR	PT	ACTIVE
Baseline	82.9%	4.2%	12.9%
DS1	82.0%	4.4%	13.5%
Difference DS1 – Baseline	*-0.9%*	*0.2%*	*0.7%*
DS2	82.0%	4.4%	13.5%
Difference DS2 – Baseline	*-0.9%*	*0.2%*	*0.7%*
DS3	82.1%	4.4%	13.5%
Difference DS3 – Baseline	*-0.8%*	*0.2%*	*0.6%*
DS4	82.2%	4.3%	13.5%
Difference DS4 – Baseline	*-0.7%*	*0.1%*	*0.7%*
DS5	81.7%	4.9%	13.4%
Difference DS5 – Baseline	*-1.2%*	*0.6%*	*0.5%*
DS6	82.3%	4.3%	13.3%
Difference DS6 – Baseline	*-0.6%*	*0.1%*	*0.5%*
DS7	81.8%	4.9%	13.3%
Difference DS7 – Baseline	*-1.1%*	*0.7%*	*0.4%*
DS8	82.6%	4.3%	13.1%
Difference DS8 – Baseline	*-0.3%*	*0.1%*	*0.2%*

SRTM Ref: DOP, DPR, DPC, DPP, DQG, DQS, DQQ, DQR, DWM

7. HIGHWAY MODEL RESULTS

7.1 Introduction

7.1.1 This section summarises specified highway outputs, with all outputs relating to a forecast year of 2036.

7.2 Assessment Criteria

7.2.1 To provide a consistent measure of the impacts arising from the Local Plan proposals all scenarios previously modelled have been assessed against the criteria below (these criteria match those applied to other SRTM commissions relating to Local Plan TAs). Volume to Capacity (V/C) is reported as a percentage to express the forecast take-up of available highway capacity at individual locations - hence identifying links with a high V/C is a proxy for identifying junctions with capacity issues:

- a junction where the ratio of volume to capacity (V/C) on any approach arm was 85% or more in the Do-Something or Do-More scenario and has increased by 5% or more compared with the Baseline scenario, is considered as experiencing a **significant** impact;
- a junction where the ratio of volume to capacity (V/C) on any approach arm was 95% or more in the Do-Something or Do-More scenario and has increased by 10% or more compared with the Baseline scenario, is considered as experiencing a **severe** impact;
- a junction where the average delay per vehicle in the Do-Something or Do-More scenario was two minutes or more in any period and has increased by one minute or more compared with the Baseline scenario, is considered as experiencing a severe impact.

7.3 Detailed List of Junctions

7.3.1 Table 7 shows where significant or severe impacts are expected to occur, having regard to the assessment criteria in paragraph 7.2.1. This shows there are 19 locations with significant impacts and 4 with severe impacts in the Do Something 8 scenario. One junction with significant impact is located outside Eastleigh Borough.

Table 7. 2036 Locations of Significant or Severe Impact

LINK/JUNCTION	ID	BASELINE		DO SOMETHING 8	
		AM	PM	AM	PM
Dodwell Lane / Dodwell Lane Priority Jct	7			Sev	
Bubb Lane / Burnetts Lane Link Rbt	12			Sig	
Grange Road / Locke Road Roundabout	14				Sig
Peter Cooper Roundabout	17				Sig
Charles Watts / Turnpike / Tollbar Way Rbt	18			Sig	
Church Hill / Moorhill Rd / West End Rd T Jct	29				Sig
High Street / West End Road Rbt	32				Sig
Botley Road / Eastleigh Road Signals	37				Sig
Winchester Road / Mortimers Lane	38			Sig	
M3 J12 / Allbrook Way Roundabout	41			Sig	
Passfield Avenue / Derby Road Rbt	49				Sig
Bridge Road / Dodwell Lane Signals	73			Sig	
A334 / B3051 / Botley Bypass Rbt	77			Sev	Sig
Grange Street / Shamblehurst Ln Signals	79			Sig	
M27 J7 Roundabout	80-83				Sig
Thornhill Park Rd / Hinkler Rd Signals	85			Sig	
Winchester Rd / Shamblehurst Ln T Jct	99			Sev	Sig
Tollbar Way / Bubb Lane T Jct	101				Sig
Station Hill / Bishopstoke Rd Rbt	104			Sig	
Woodhouse Lane / Botley Bypass Rbt	106			Sev	Sev
A33 Bassett Avenue/A27 Bassett Green Road/M3 J14 Rbt (Chilworth Rbt)	116				
A33 Bassett Avenue/A35 Winchester Road Rbt	117				
A33 Bassett Avenue/A35 Burgess Road Sgn	118				

LINK/JUNCTION	ID	BASELINE		DO SOMETHING 8	
		AM	PM	AM	PM
A35 Burgess Rd/High Rd/Stoneham Way Sgn	119				
Stoneham Way/Stoneham Ln Sgn	120				
A335 Stoneham Way/A335 Thomas Lewis Way Sgn	121				
A335 Stoneham Way/A27 Wide Ln/Bassett Green Rd Sgn	122				
A27 Kanes Hill/A334 Thornhill Park Road Rbt	123				
A334 Thornhill Park Road/Hinkler Road Sgn	124			Sig	
TOTALS	**Sig**	**0**	**0**	**9**	**10**
		0		**19**	
	Sev	**0**	**0**	**4**	**1**
		0		**5**	

7.3.2 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 8. Dodwell Lane / Dodwell Lane AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Dodwell Lane Westbound	73	78	0	0	3	4
Dodwell Lane Eastbound	42	42	2	2	12	12
Dodwell Lane Northbound	86	102	5	12	21	94

Table 9. Dodwell Lane / Dodwell Lane PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Dodwell Lane Westbound	61	66	0	0	2	3
Dodwell Lane Eastbound	62	66	2	2	9	11
Dodwell Lane Northbound	74	73	5	4	58	56

Bubb Lane / Burnetts Lane Link Roundabout

7.3.3 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 10. Bubb Lane / Link Road from Burnetts Lane AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
New Link Road	22	19	0	0	5	5
Bubb Lane Northbound	80	70	0	0	3	3
Bubb Lane Southbound	64	87	0	0	4	4

Table 11. Bubb Lane / Link Road from Burnetts Lane PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
New Link Road	16	16	0	0	5	5
Bubb Lane Northbound	71	74	0	0	3	3
Bubb Lane Southbound	50	59	0	0	3	3

Grange Road / Locke Road Roundabout

7.3.4 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 12. A334 Grange Road / Locke Road Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Locke Road	98	90	4	1	26	13
Grange Road Northbound	81	84	0	1	6	6
Grange Road Southbound	91	85	0	0	5	5

Table 13. A334 Grange Road / Locke Road Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Locke Road	76	87	1	1	8	12
Grange Road Northbound	64	70	0	0	5	5
Grange Road Southbound	88	97	0	0	4	6

Peter Cooper Roundabout

7.3.5 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 14. Peter Cooper Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Wildern Lane	106	97	14	5	199	70
A334 Grange Road	102	102	18	18	58	58
A334 Charles Watts Way	97	95	4	3	22	19
B3035 Botley Road	70	68	1	0	8	7

Table 15. Peter Cooper Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Wildern Lane	66	69	1	1	27	36
A334 Grange Road	99	100	6	8	24	33
A334 Charles Watts Way	86	91	1	2	14	17
B3035 Botley Road	101	103	12	21	47	82

Charles Watts Way / Turnpike Way / Tollbar Way Roundabout

7.3.6 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 16. Charles Watts / Turnpike / Tollbar Way Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Charles Watts Way S'bound	95	101	3	15	17	50
Tollbar Way	96	100	5	10	31	54
Turnpike Way	103	83	3	1	319	221
Charles Watts Way N'bound	105	104	49	40	105	87

Table 17. Charles Watts / Turnpike / Tollbar Way Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Charles Watts Way S'bound	103	101	24	14	80	48
Tollbar Way	102	102	14	15	73	82
Turnpike Way	41	41	1	1	156	156
Charles Watts Way N'bound	113	113	118	122	240	249

Church Hill / Moorhill Rd / West End Rd Priority Junction

7.3.7 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 18. Church Hill / Moorhill Road / West End Road Junction AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Moorhill Road	39	36	0	0	2	2
Church Hill	48	48	0	0	2	2
West End Road	100	100	7	7	51	52

Table 19. Church Hill / Moorhill Road / West End Road Junction PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Moorhill Road	61	41	0	0	2	2
Church Hill	62	52	0	0	9	2
West End Road	74	88	0	4	58	22

High Street / West End Road Roundabout

7.3.8 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 20. High Street / West End Road Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
B3035 High Street W'bound	80	81	0	0	4	4
West End Road	49	47	0	0	4	4
B3035 High Street E'bound	28	28	0	0	4	4

Table 21. High Street / West End Road Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
B3035 High Street W'bound	77	89	0	0	4	5
West End Road	74	68	0	0	5	4
B3035 High Street E'bound	53	53	0	0	7	6

B3354 Botley Road / B3037 Eastleigh Road Signals

7.3.9 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 22. B3354 Botley Road / B3037 Eastleigh Road Signals AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Botley Road Northbound	52	57	4	5	25	27
Eastleigh Road	71	72	1	1	81	99
Botley Road Southbound	93	66	5	5	51	24

Table 23. B3354 Botley Road / B3037 Eastleigh Road Signals PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Botley Road Northbound	47	57	3	5	26	31
Eastleigh Road	77	86	2	3	75	76
Botley Road Southbound	91	67	5	5	46	29

Winchester Road / Mortimers Lane Priority Junction

7.3.10 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 24. Winchester Road / Mortimers Lane AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Mortimers Lane	56	45	0	2	4	15
Winchester Road S'bound	22	86	0	4	1	50
Winchester Road N'bound	21	44	0	3	2	23

Table 25. Winchester Road / Mortimers Lane PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Mortimers Lane	43	49	0	2	5	29
Winchester Road S'bound	34	75	0	3	1	25
Winchester Road N'bound	24	49	0	2	3	16

M3 J12 / Allbrook Way Roundabout

7.3.11 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 26. M3 J12 / Allbrook Way Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
A335 Allbrook Way	106	106	33	32	146	143
M3 Southbound Off-Slip	93	94	3	3	22	25
Winchester Road	112	112	50	50	242	251
A335 Motorway Bridge	73	77	0	0	6	6

Table 27. M3 J12 / Allbrook Way Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
A335 Allbrook Way	104	104	24	25	111	115
M3 Southbound Off-Slip	106	106	22	22	139	140
Winchester Road	107	107	34	34	152	154
A335 Motorway Bridge	77	77	0	0	6	6

Passfield Avenue / Derby Road Roundabout

7.3.12 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 28. Passfield Avenue / Derby Road Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Passfield Avenue N'bound	98	98	1	1	8	7
Passfield Avenue S'bound	74	73	0	0	5	5
Derby Road	42	41	0	0	6	6

Table 29. Passfield Avenue / Derby Road Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Passfield Avenue N'bound	92	98	0	1	4	6
Passfield Avenue S'bound	65	66	0	0	5	5
Derby Road	27	28	0	0	5	5

Dodwell Lane / Bridge Road Signals

7.3.13 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 30. Dodwell Lane / Bridge Road Signals AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Dodwell Lane	81	85	3	3	17	21
A27 Bridge Road Eastbound	46	45	0	0	2	2
A27 Bridge Road Westbound	52	50	0	0	3	3

Table 31. Dodwell Lane / Bridge Road Signals PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Dodwell Lane	84	84	3	4	23	24
A27 Bridge Road Eastbound	40	41	0	0	1	1
A27 Bridge Road Westbound	47	45	0	0	2	2

A334 / B3051 / Botley Bypass Roundabout

7.3.14 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 32. A334 / B3051 / Botley Bypass Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
A334 Eastbound	44	71	2	1	8	32
Botley Bypass	N/A	102	N/A	18	N/A	57
A334 Westbound	60	98	0	5	2	21
A3051	106	84	19	1	174	10

Table 33. A334 / B3051 / Botley Bypass Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
A334 Eastbound	39	39	1	0	4	22
Botley Bypass	N/A	89	N/A	1	N/A	7
A334 Westbound	66	82	0	1	3	7
A3051	109	91	26	2	221	13

Shamblehurst Lane / Grange Road Signals

7.3.15 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 34. Shamblehurst Lane / Grange Road Signals AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Shamblehurst Lane	107	108	4	4	201	215
A334 Grange Road E'bound	39	36	3	3	17	15
A334 Grange Road W'bound	95	100	6	7	44	73

Table 35. Shamblehurst Lane / Grange Road Signals PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Shamblehurst Lane	88	82	2	2	145	113
A334 Grange Road E'bound	43	45	3	3	12	13
A334 Grange Road W'bound	36	37	2	2	8	8

M27 Junction 7 Roundabout

7.3.16 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 36. M27 Junction 7 Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
B3036 Upper Northam Rd	105	102	20	10	239	175
Circulatory C'way South	104	105	21	25	150	164
Charles Watts Way E'bound	95	91	10	10	66	54
Charles Watts Way W'bound	49	51	2	2	6	6
M27 Southbound-Off Slip	35	36	0	0	3	3
M27 Northbound-Off Slip	60	61	23	22	127	124

Table 37. M27 Junction 7 Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
B3036 Upper Northam Rd	41	53	1	1	59	65
Circulatory C'way South	90	95	4	5	46	61
Charles Watts Way E'bound	66	71	7	7	34	36

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Charles Watts Way W'bound	49	50	3	3	7	7
M27 Southbound-Off Slip	45	46	0	0	6	7
M27 Northbound-Off Slip	56	54	7	7	46	50

Thornhill Park Road / Hinkler Road Signals

7.3.17 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 38. Thornhill Park Road / Hinkler Road Signals AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Hinkler Road	99	102	2	6	99	137
Thornhill Park Rd W'bound	87	94	2	3	25	37
Thornhill Park Rd E'bound	96	100	3	5	49	80

Table 39. Thornhill Park Road / Hinkler Road Signals PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Hinkler Road	87	87	1	1	61	61
Thornhill Park Rd W'bound	83	84	2	2	18	19
Thornhill Park Rd E'bound	95	95	3	3	38	40

Winchester Road / Shamblehurst Lane T Junction

7.3.18 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 40. Winchester Road /Shamblehurst lane T Junction AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Winchester Road S'bound	87	96	1	1	11	29
Winchester Road N'bound	47	67	0	0	2	3
Shamblehurst Lane	52	74	0	1	10	25

Table 41. Winchester Road /Shamblehurst lane T Junction PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Winchester Road S'bound	94	100	1	3	19	49
Winchester Road N'bound	40	51	0	0	1	2
Shamblehurst Lane	40	55	0	1	8	12

Tollbar Way / Bubb Lane T Junction

7.3.19 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 42. Tollbar Way / Bubb Lane T Junction AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Bubb Lane	47	43	0	0	5	5
B3342 Tollbar Way N'bound	26	23	0	0	1	1
B3342 Tollbar Way S'bound	40	62	0	1	3	5

Table 43. Tollbar Way / Bubb Lane T Junction PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Bubb Lane	80	90	2	3	11	16
B3342 Tollbar Way N'bound	19	16	0	0	1	1
B3342 Tollbar Way S'bound	25	31	0	0	2	2

Station Hill / Bishopstoke Road Roundabout

7.3.20 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 44. Station Hill / Bishopstoke Road Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Bishopstoke Road	85	91	1	2	11	14
Station Hill	32	21	0	0	1	1
Southampton Road	26	25	0	0	0	0

Table 45. Station Hill / Bishopstoke Road Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Bishopstoke Road	44	48	0	0	4	4
Station Hill	18	18	0	0	1	1
Southampton Road	36	36	0	0	0	0

Woodhouse Lane / Botley Bypass Roundabout

7.3.21 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 46. Woodhouse Lane / Botley Bypass Roundabout AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Botley Bypass	N/A	97	N/A	2	N/A	9
Woodhouse Lane S'bound	11	77	0	1	0	6
Woodhouse Lane N'bound	13	96	0	2	0	13

Table 47. Woodhouse Lane / Botley Bypass Roundabout PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
Botley Bypass	N/A	101	N/A	14	N/A	44
Woodhouse Lane S'bound	9	72	0	1	0	7
Woodhouse Lane N'bound	22	99	0	5	0	19

A334 Thornhill Park Road/Hinkler Road

7.3.22 The tables below summarise the AM and PM peak hour junction performance statistics, by arm, for the Baseline (BL) and Do Something 8 (DS8) scenarios. Where the assessment criteria for 'significant' or 'severe' impacts are met, these are highlighted in yellow and red respectively.

Table 48. A334 Thornhill Park Road/Hinkler Road AM Peak Junction Performance

AM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
NB Hinkler Road	99	102	2	6	99	137
EB A334 Thornhill Park Rd	96	100	3	5	49	80
WB A334 Thornhill Park Rd	87	94	2	3	25	37

Table 49. A334 Thornhill Park Road/Hinkler Road PM Peak Junction Performance

PM PEAK (ARM)	V/C (%)		AVE QUEUE (PCU)		DELAY (S/PCU)	
	BL	DS8	BL	DS8	BL	DS8
NB Hinkler Road	87	87	1	1	61	61
EB A334 Thornhill Park Rd	95	95	3	3	38	40
WB A334 Thornhill Park Rd	83	84	2	2	18	19

7.4 Junction Delays

7.4.1 Table 50 to Table 54 show the total junction delays, by area, in PCU hours (junction delay multiplied by the actual modelled flow in PCUs), for the AM peak hour, IP, PM peak hour, total peak hour (AM + PM peak hour) and 12 hour (07:00-19:00) whole period respectively for all scenarios including the Baseline. The actual and relative changes to the Baseline are reported.

7.4.2 The delay in PCU hours is summarised in the context of the full model area (junction delay is only reported for the core and marginal model areas) through to individual areas in Eastleigh, Southampton, and Winchester and highway corridors outside of Eastleigh Borough as specified by EBC. An adjusted model wide area is also presented which excludes Portsmouth and the Isle of Wight as there was multiple small changes (model noise) being observed within these areas which were showing a large overall change, unrelated to the Eastleigh changes.

7.4.3 At the adjusted Model Wide level, DS8 is forecast a minor decrease in total junction delays for the 12 hour period but less than 1%. The additional highway infrastructure assumed for DS8 seems to outweigh additional traffic and associated delays.

7.4.4 Focussing on Eastleigh Borough as a whole, DS8 has the lowest forecast increase at 5% for the twelve hour period..

7.4.5 For the areas within Eastleigh Borough, the grouping of Bishopstoke / Fair Oak / Horton Heath which was forecast the largest percentage increase in delay in DS1 – 3 above the Baseline (circa 80-100% increase in the 12hr period) is forecast to increase at 26% for DS8. Similar to the DS2 and 3 scenarios, this is the area where the majority of the new development is located. The lower increase in total junction delays compared to the DS2 and 3 scenarios is in line with the assumption that only parts of this SGO will be delivered as part of the DS8 scenario, e.g. prior to the completion of the link road.

7.4.6 As previously reported, for the specified road corridors, the most significant changes in delay all occur in the DS1 – 4 scenarios, where the most significant changes are sometimes the largest increases but also sometimes the largest decreases in delay. For the 12 hour period, the corridor on the B3037 from Fair Oak to B2177 at Lower Upham has a delay increase in DS8 of approximately 372% (although this is from a very low Baseline value). In the DS1 and DS3 scenarios this increase was approximately 900%.

7.4.7 For the roads within the National Park, all scenarios except DS2 and DS3 are forecast an increase in delay, with an increase of 10% forecast for DS8.

Table 50. Total Junction Delay, AM Peak Hour

		AM									AM diff								AM %							
		BL	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8
Model Wide	Model Wide	19,137	19,483	19,585	19,018	19,286	19,299	19,226	19,286	19,078	345	448	-120	149	161	89	148	-59	2%	2%	-1%	1%	1%	0%	1%	0%
	Adjusted Model Wide	15,592	15,991	16,086	15,711	15,779	15,779	15,737	15,771	15,584	399	494	119	187	187	145	179	-8	3%	3%	1%	1%	1%	1%	1%	0%
Eastleigh	Eastleigh Borough	2,836	3,193	3,243	3,011	3,070	3,019	3,017	3,017	2,953	357	407	176	234	184	181	181	117	13%	14%	6%	8%	6%	6%	6%	4%
	Bishopstoke / Fair Oak / Horton Heath	76	126	145	145	98	65	63	62	95	50	69	69	22	-11	-13	-14	19	65%	91%	91%	29%	-15%	-18%	-18%	25%
	Botley / Hedge End / West End	983	1,012	1,004	919	972	982	1,002	981	934	29	21	-63	-11	-1	19	-2	-49	3%	2%	-6%	-1%	0%	2%	0%	-5%
	Bursledon / Hamble / Hound	579	594	577	565	586	586	588	586	579	15	-2	-15	7	7	8	7	-1	3%	0%	-3%	1%	1%	1%	1%	0%
	Chandler's Ford / Hiltingbury	128	133	168	180	134	129	128	127	134	5	40	52	6	0	-1	-1	5	4%	31%	40%	4%	0%	0%	-1%	4%
	Eastleigh	1,069	1,328	1,348	1,202	1,280	1,259	1,237	1,260	1,212	259	278	132	211	189	168	191	142	24%	26%	12%	20%	18%	16%	18%	13%
Southampton	Southampton Borough	3,626	3,765	3,619	3,646	3,675	3,696	3,696	3,710	3,639	139	-7	20	49	70	70	84	13	4%	0%	1%	1%	2%	2%	2%	0%
	Southampton West of River Itchen	2,987	3,023	2,970	2,953	2,986	2,978	2,988	3,006	2,954	36	-17	-34	-1	-9	1	19	-33	1%	-1%	-1%	0%	0%	0%	1%	-1%
	Southampton East of River Itchen	639	742	649	692	689	718	708	704	684	103	10	54	51	79	69	65	45	16%	2%	8%	8%	12%	11%	10%	7%
Winchester	Winchester Borough	1,740	1,795	1,988	1,774	1,759	1,787	1,754	1,756	1,735	54	248	34	18	47	14	16	-6	3%	14%	2%	1%	3%	1%	1%	0%
	Colden Common, Oswlebury, Otterbourne, Twyford	315	340	325	306	329	331	329	327	319	25	9	-9	14	16	14	12	4	8%	3%	-3%	4%	5%	4%	4%	1%
	Bishops Waltham, Upham	42	56	60	57	56	44	46	44	46	13	18	15	13	2	3	2	4	31%	41%	35%	31%	5%	8%	4%	9%
	Winchester Rest	1,383	1,399	1,604	1,411	1,374	1,412	1,380	1,385	1,354	16	221	28	-8	29	-3	2	-28	1%	16%	2%	-1%	2%	0%	0%	-2%
Road Corridors	B2177 : Fishers Pond to Bishops Waltham	18	24	25	25	23	18	19	18	19	6	7	7	5	1	1	1	1	34%	39%	41%	31%	3%	5%	3%	8%
	B3037 : Fair Oak to B2177 at Lower Upham	3	27	16	28	9	3	3	3	15	23	13	24	6	0	0	0	12	731%	392%	765%	174%	6%	8%	0%	373%
	B3335 : Allbrook to M3 Junction 11	36	50	26	28	38	37	34	33	38	14	-10	-8	2	1	-1	-3	2	40%	-28%	-22%	5%	3%	-4%	-8%	5%
	B3354 : Fair Oak to B3335 North of Colden Common	70	131	78	83	107	80	82	79	86	61	8	12	37	10	12	8	16	88%	11%	18%	53%	15%	17%	12%	23%
	Otterbourne Hill	50	50	62	78	50	50	50	50	49	-1	12	27	-1	0	0	0	-1	-1%	23%	54%	-1%	-1%	-1%	-1%	-2%
	National Park : All Roads	79	110	55	62	95	94	94	89	89	31	-24	-17	16	15	15	10	9	39%	-30%	-22%	20%	19%	18%	13%	12%
	National Park : Rural Lanes : Morestead, Owlesbury, Twyford, Upham	15	18	13	16	13	16	16	13	90	3	-2	1	-2	1	1	-3	10	18%	-14%	8%	-13%	5%	3%	-17%	112%

SRTM Ref: DOP, DPR, DPC, DPP, DQG, DQS, DQQ, DQR, DWM

Table 51. Total Junction Delay, IP

		IP									IP diff								IP %							
		BL	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8
Model Wide	Model Wide	7,870	7,995	7,917	7,837	7,930	7,898	7,914	7,898	7,820	125	47	-33	60	28	44	28	-50	2%	1%	0%	1%	0%	1%	0%	-1%
	Adjusted Model Wide	6,202	6,354	6,285	6,223	6,298	6,266	6,286	6,261	6,192	152	83	21	96	64	84	59	-10	2%	1%	0%	2%	1%	1%	1%	0%
Eastleigh	Eastleigh Borough	958	1,114	1,028	1,028	1,070	1,047	1,049	1,043	1,017	156	70	69	112	89	90	84	58	16%	7%	7%	12%	9%	9%	9%	6%
	Bishopstoke / Fair Oak / Horton Heath	34	70	67	74	55	40	37	39	44	36	33	40	20	5	3	4	10	104%	95%	116%	59%	16%	8%	13%	28%
	Botley / Hedge End / West End	307	352	343	332	345	341	352	340	326	45	36	25	37	34	45	33	19	15%	12%	8%	12%	11%	15%	11%	6%
	Bursledon / Hamble / Hound	159	165	163	164	166	165	163	163	164	6	4	6	7	6	4	4	5	4%	3%	4%	4%	4%	3%	3%	3%
	Chandler's Ford / Hiltingbury	57	60	61	58	58	58	58	58	59	3	4	1	1	1	1	1	2	5%	7%	2%	2%	2%	2%	2%	3%
	Eastleigh	401	467	394	399	447	444	439	443	424	66	-7	-2	46	43	38	42	23	16%	-2%	0%	12%	11%	9%	10%	6%
Southampton	Southampton Borough	1,974	1,961	1,971	1,944	1,972	1,955	1,977	1,954	1,944	-13	-4	-30	-2	-19	2	-21	-31	-1%	0%	-2%	0%	-1%	0%	-1%	-2%
	Southampton West of River Itchen	1,675	1,656	1,668	1,643	1,668	1,652	1,670	1,649	1,644	-19	-7	-31	-6	-22	-4	-25	-31	-1%	0%	-2%	0%	-1%	0%	-2%	-2%
	Southampton East of River Itchen	300	306	303	301	304	303	306	304	300	6	3	1	4	3	7	5	0	2%	1%	0%	1%	1%	2%	2%	0%
Winchester	Winchester Borough	689	700	707	695	699	698	700	698	700	11	19	6	11	9	11	9	11	2%	3%	1%	2%	1%	2%	1%	2%
	Colden Common, Oswlebury, Otterbourne, Twyford	54	57	57	53	56	55	55	55	55	3	4	0	2	1	1	1	1	6%	7%	-1%	3%	2%	2%	2%	2%
	Bishops Waltham, Upham	16	18	18	18	18	17	17	17	17	2	2	2	2	0	0	0	1	12%	12%	10%	9%	2%	3%	2%	5%
	Winchester Rest	619	624	632	624	626	626	628	627	617	6	13	5	7	7	9	8	-1	1%	2%	1%	1%	1%	2%	1%	0%
Road Corridors	B2177 : Fishers Pond to Bishops Waltham	8	10	7	8	9	8	8	8	8	2	0	0	1	0	0	0	1	28%	-4%	2%	16%	4%	5%	2%	10%
	B3037 : Fair Oak to B2177 at Lower Upham	1	14	4	15	3	2	2	1	7	13	2	13	2	0	0	0	5	899%	152%	916%	120%	8%	8%	-1%	374%
	B3335 : Allbrook to M3 Junction 11	10	11	11	8	11	10	10	10	10	1	1	-1	1	1	1	1	1	13%	13%	-14%	11%	7%	5%	6%	6%
	B3354 : Fair Oak to B3335 North of Colden Common	17	38	26	35	26	18	19	17	24	21	9	18	9	0	1	-1	7	120%	51%	103%	52%	1%	7%	-4%	39%
	Otterbourne Hill	14	13	15	14	13	13	13	13	13	0	1	1	0	0	0	0	0	-1%	9%	7%	-1%	0%	-1%	-1%	-2%
	National Park : All Roads	14	17	13	13	16	15	15	15	15	3	-1	-1	2	1	1	1	1	21%	-8%	-8%	12%	7%	7%	5%	7%
	National Park : Rural Lanes : Morestead, Owlesbury, Twyford, Upham	3	4	3	3	4	3	3	3	3	1	0	0	1	0	0	0	0	27%	-4%	0%	17%	4%	6%	2%	10%

SRTM Ref: DOP, DPR, DPC, DPP, DQG, DQS, DQQ, DQR, DWM

Table 52. Total Junction Delay, PM Peak Hour

		PM									PM diff								PM %							
		BL	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8
Model Wide	Model Wide	16,990	17,258	17,280	17,201	17,192	17,154	17,247	17,170	17,031	268	291	211	203	165	257	180	41	2%	2%	1%	1%	1%	2%	1%	0%
	Adjusted Model Wide	13,301	13,557	13,573	13,497	13,501	13,458	13,571	13,471	13,353	256	272	196	200	157	270	170	52	2%	2%	1%	2%	1%	2%	1%	0%
Eastleigh	Eastleigh Borough	2,157	2,407	2,395	2,337	2,365	2,319	2,353	2,300	2,294	250	237	179	208	162	196	143	136	12%	11%	8%	10%	7%	9%	7%	6%
	Bishopstoke / Fair Oak / Horton Heath	60	110	119	122	92	70	60	66	75	49	58	62	31	9	0	6	15	82%	96%	102%	51%	16%	0%	9%	24%
	Botley / Hedge End / West End	820	914	890	881	906	901	944	909	879	94	70	61	86	82	124	89	59	12%	9%	7%	11%	10%	15%	11%	7%
	Bursledon / Hamble / Hound	428	443	445	446	438	439	444	439	438	15	17	18	9	11	16	10	9	3%	4%	4%	2%	2%	4%	2%	2%
	Chandler's Ford / Hiltingbury	137	143	174	158	142	134	135	134	139	6	38	21	5	-3	-2	-3	2	5%	27%	15%	4%	-2%	-1%	-2%	2%
	Eastleigh	712	797	766	729	788	775	770	753	762	85	54	17	76	63	58	41	51	12%	8%	2%	11%	9%	8%	6%	7%
Southampton	Southampton Borough	2,907	2,914	2,912	2,918	2,912	2,930	2,954	2,920	2,882	7	5	11	5	23	47	13	-25	0%	0%	0%	0%	1%	2%	0%	-1%
	Southampton West of River Itchen	2,386	2,370	2,383	2,385	2,386	2,398	2,405	2,390	2,358	-16	-3	-1	0	12	19	5	-28	-1%	0%	0%	0%	1%	1%	0%	-1%
	Southampton East of River Itchen	521	544	529	533	526	532	548	530	524	22	8	12	5	10	27	9	3	4%	2%	2%	1%	2%	5%	2%	1%
Winchester	Winchester Borough	1,658	1,690	1,707	1,685	1,685	1,684	1,705	1,683	1,683	32	49	27	27	26	47	24	25	2%	3%	2%	2%	2%	3%	1%	2%
	Colden Common, Oswlebury, Otterbourne, Twyford	218	206	215	203	203	219	205	216	218	-13	-3	-15	-15	1	-13	-2	-1	-6%	-1%	-7%	-7%	0%	-6%	-1%	0%
	Bishops Waltham, Upham	31	36	37	37	36	33	34	33	34	6	7	7	6	2	3	2	4	20%	22%	23%	19%	7%	11%	8%	12%
	Winchester Rest	1,410	1,448	1,454	1,445	1,445	1,432	1,465	1,434	1,417	38	44	36	36	23	56	24	8	3%	3%	3%	3%	2%	4%	2%	1%
Road Corridors	B2177 : Fishers Pond to Bishops Waltham	15	20	16	15	19	16	17	15	17	5	0	0	4	0	1	0	2	30%	3%	-1%	24%	3%	9%	1%	13%
	B3037 : Fair Oak to B2177 at Lower Upham	3	30	6	31	5	3	3	3	12	27	4	29	3	0	0	0	9	1090%	157%	####	116%	11%	15%	4%	368%
	B3335 : Allbrook to M3 Junction 11	23	25	22	18	26	25	25	24	24	3	0	-5	3	2	2	2	1	12%	-1%	-22%	13%	10%	9%	8%	5%
	B3354 : Fair Oak to B3335 North of Colden Common	36	70	54	60	54	32	36	30	47	33	17	23	17	-4	0	-6	11	91%	47%	64%	47%	-12%	-1%	-17%	30%
	Otterbourne Hill	54	46	76	85	48	54	53	53	54	-9	21	30	-7	0	-1	-1	0	-16%	39%	56%	-13%	0%	-2%	-2%	-1%
	National Park : All Roads	36	45	30	30	40	38	40	37	39	9	-7	-7	4	2	4	1	3	24%	-18%	-18%	12%	5%	10%	3%	9%
	National Park : Rural Lanes : Morestead, Owlesbury, Twyford, Upham	11	16	11	11	13	12	13	12	13	4	-1	0	2	0	1	0	2	39%	-6%	-4%	16%	3%	11%	1%	14%

SRTM Ref: DOP, DPR, DPC, DPP, DQG, DQS, DQQ, DQR, DWM

Table 53. Total Junction Delay, Total Peak Hour (AM and PM)

		AM + PM Peak Hour									AM + PM diff								AM + PM %							
		BL	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8
Model Wide	Model Wide	36,127	36,740	36,865	36,218	36,478	36,453	36,473	36,456	36,109	613	738	91	351	326	346	329	-18	2%	2%	0%	1%	1%	1%	1%	0%
	Adjusted Model Wide	28,893	29,548	29,659	29,208	29,280	29,238	29,308	29,242	28,937	655	767	315	388	345	416	349	44	2%	3%	1%	1%	1%	1%	1%	0%
Eastleigh	Eastleigh Borough	4,993	5,600	5,637	5,348	5,435	5,338	5,370	5,317	5,246	607	645	355	442	345	377	324	253	12%	13%	7%	9%	7%	8%	6%	5%
	Bishopstoke / Fair Oak / Horton Heath	136	235	264	267	190	134	123	128	170	99	127	131	53	-2	-14	-8	34	72%	93%	96%	39%	-1%	-10%	-6%	25%
	Botley / Hedge End / West End	1,803	1,926	1,894	1,801	1,878	1,883	1,946	1,891	1,813	123	92	-2	75	80	143	88	11	7%	5%	0%	4%	4%	8%	5%	1%
	Bursledon / Hamble / Hound	1,008	1,037	1,023	1,011	1,024	1,025	1,032	1,024	1,016	29	15	3	16	17	24	17	9	3%	2%	0%	2%	2%	2%	2%	1%
	Chandler's Ford / Hiltingbury	265	277	343	338	276	263	263	261	273	11	78	73	11	-2	-2	-4	7	4%	29%	27%	4%	-1%	-1%	-2%	3%
	Eastleigh	1,781	2,125	2,114	1,931	2,068	2,033	2,007	2,013	1,974	344	333	150	287	252	226	232	193	19%	19%	8%	16%	14%	13%	13%	11%
Southampton	Southampton Borough	6,533	6,679	6,531	6,563	6,587	6,626	6,650	6,630	6,520	146	-2	30	54	93	117	97	-13	2%	0%	0%	1%	1%	2%	1%	0%
	Southampton West of River Itchen	5,373	5,393	5,353	5,338	5,372	5,376	5,394	5,397	5,312	20	-20	-35	-1	3	21	24	-61	0%	0%	-1%	0%	0%	0%	0%	-1%
	Southampton East of River Itchen	1,160	1,285	1,178	1,226	1,216	1,250	1,256	1,233	1,208	125	18	66	56	90	96	73	48	11%	2%	6%	5%	8%	8%	6%	4%
Winchester	Winchester Borough	3,398	3,484	3,695	3,459	3,444	3,471	3,459	3,439	3,418	86	296	61	45	72	60	40	20	3%	9%	2%	1%	2%	2%	1%	1%
	Colden Common, Oswlebury, Otterbourne, Twyford	533	546	540	509	532	550	534	543	537	12	7	-25	-1	16	1	10	3	2%	1%	-5%	0%	3%	0%	2%	1%
	Bishops Waltham, Upham	73	92	97	95	92	77	80	77	81	19	24	22	19	4	7	4	8	26%	33%	30%	26%	6%	9%	6%	10%
	Winchester Rest	2,792	2,846	3,057	2,856	2,819	2,844	2,845	2,818	2,772	54	265	64	27	52	53	26	-20	2%	9%	2%	1%	2%	2%	1%	-1%
Road Corridors	B2177 : Fishers Pond to Bishops Waltham	33	44	40	40	42	34	35	34	36	11	7	7	9	1	2	1	3	33%	22%	22%	28%	3%	7%	2%	10%
	B3037 : Fair Oak to B2177 at Lower Upham	6	56	22	59	14	6	6	6	27	51	16	53	8	0	1	0	21	889%	289%	933%	149%	8%	11%	2%	371%
	B3335 : Allbrook to M3 Junction 11	58	75	48	46	63	62	59	58	61	17	-10	-13	5	3	1	-1	3	29%	-18%	-22%	8%	6%	1%	-2%	5%
	B3354 : Fair Oak to B3335 North of Colden Common	107	201	131	142	161	112	118	109	134	94	25	36	54	6	11	2	27	89%	23%	33%	51%	5%	11%	2%	26%
	Otterbourne Hill	105	96	138	163	97	104	103	103	104	-9	33	58	-7	0	-1	-1	-1	-9%	32%	55%	-7%	0%	-1%	-1%	-1%
	National Park : All Roads	116	155	85	92	135	132	134	127	128	40	-31	-24	20	17	18	11	13	35%	-26%	-21%	17%	15%	16%	10%	11%
	National Park : Rural Lanes : Morestead, Owlesbury, Twyford, Upham	27	34	24	27	27	28	28	24	30	7	-3	1	0	1	2	-2	3	27%	-11%	2%	0%	4%	7%	-9%	12%

SRTM Ref: DOP, DPR, DPC, DPP, DQG, DQS, DQQ, DQR, DWM

Table 54. Total Junction Delay, 12 Hour Period

		12h (whole period)									12h diff								12h %							
		BL	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8
Model Wide	Model Wide	140,632	142,962	142,811	140,711	141,907	141,644	141,813	141,657	140,295	2330	2178	79	1274	1012	1181	1025	-337	2%	2%	0%	1%	1%	1%	1%	0%
	Adjusted Model Wide	111,849	114,442	114,308	112,798	113,429	113,122	113,444	113,107	111,909	2594	2459	950	1580	1273	1595	1258	61	2%	2%	1%	1%	1%	1%	1%	0%
Eastleigh	Eastleigh Borough	18,613	21,107	20,683	19,948	20,428	20,039	20,134	19,956	19,623	2494	2069	1335	1815	1426	1521	1343	1010	13%	11%	7%	10%	8%	8%	7%	5%
	Bishopstoke / Fair Oak / Horton Heath	558	1,030	1,083	1,135	820	588	542	566	703	471	525	577	262	29	-17	7	145	84%	94%	103%	47%	5%	-3%	1%	26%
	Botley / Hedge End / West End	6,497	7,094	6,957	6,654	6,928	6,917	7,150	6,936	6,650	597	460	157	431	420	653	439	153	9%	7%	2%	7%	6%	10%	7%	2%
	Bursledon / Hamble / Hound	3,547	3,660	3,614	3,594	3,631	3,631	3,636	3,616	3,599	113	67	46	84	84	88	69	52	3%	2%	1%	2%	2%	2%	2%	1%
	Chandler's Ford / Hiltingbury	1,031	1,076	1,255	1,222	1,065	1,030	1,030	1,025	1,060	46	224	192	34	-1	-1	-5	29	4%	22%	19%	3%	0%	0%	-1%	3%
	Eastleigh	6,980	8,246	7,773	7,343	7,984	7,873	7,776	7,814	7,610	1266	794	363	1004	894	797	834	630	18%	11%	5%	14%	13%	11%	12%	9%
Southampton	Southampton Borough	28,697	28,979	28,671	28,592	28,818	28,818	29,010	28,816	28,474	282	-26	-105	122	121	313	120	-222	1%	0%	0%	0%	0%	1%	0%	-1%
	Southampton West of River Itchen	23,905	23,836	23,814	23,631	23,864	23,781	23,934	23,813	23,561	-68	-90	-274	-41	-123	29	-92	-343	0%	0%	-1%	0%	-1%	0%	0%	-1%
	Southampton East of River Itchen	4,792	5,142	4,856	4,961	4,955	5,037	5,076	5,004	4,913	350	64	169	163	245	284	212	121	7%	1%	4%	3%	5%	6%	4%	3%
Winchester	Winchester Borough	12,934	13,220	13,790	13,130	13,116	13,173	13,161	13,095	13,054	285	855	196	181	239	226	160	120	2%	7%	2%	1%	2%	2%	1%	1%
	Colden Common, Oswlebury, Otterbourne, Twyford	1,693	1,739	1,731	1,626	1,698	1,742	1,699	1,722	1,707	46	38	-67	5	48	5	29	13	3%	2%	-4%	0%	3%	0%	2%	1%
	Bishops Waltham, Upham	285	347	359	351	343	299	306	299	310	61	74	65	57	13	21	13	25	21%	26%	23%	20%	5%	7%	5%	9%
	Winchester Rest	10,956	11,134	11,699	11,153	11,075	11,133	11,156	11,074	10,900	178	744	198	119	177	200	118	-56	2%	7%	2%	1%	2%	2%	1%	-1%
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Road Corridors	B2177 : Fishers Pond to Bishops Waltham	130	171	147	149	161	135	138	133	144	40	16	19	31	4	8	3	13	31%	12%	14%	24%	3%	6%	2%	10%
	B3037 : Fair Oak to B2177 at Lower Upham	23	234	78	242	56	25	26	24	110	210	55	218	32	2	2	0	87	898%	234%	932%	137%	8%	10%	1%	372%
	B3335 : Allbrook to M3 Junction 11	207	257	189	166	226	220	212	209	218	50	-19	-41	19	13	5	2	11	24%	-9%	-20%	9%	6%	2%	1%	5%
	B3354 : Fair Oak to B3335 North of Colden Common	377	743	495	578	569	391	412	377	488	367	118	201	192	14	36	0	111	97%	31%	53%	51%	4%	9%	0%	30%
	Otterbourne Hill	353	328	448	509	332	352	349	349	349	-26	94	156	-21	-1	-5	-4	-5	-7%	27%	44%	-6%	0%	-1%	-1%	-1%
	National Park : All Roads	379	498	295	312	440	427	430	411	417	119	-84	-67	61	48	51	32	38	31%	-22%	-18%	16%	13%	14%	9%	10%
	National Park : Rural Lanes : Morestead, Owlesbury, Twyford, Upham	87	111	79	88	90	90	93	81	97	24	-8	2	3	3	6	-5	10	27%	-9%	2%	4%	4%	7%	-6%	11%

SRTM Ref: DOP, DPR, DPC, DPP, DQG, DQS, DQQ, DQR, DWM

7.5 Highway Flow Difference Plots – Eastleigh Borough

7.5.1 Figure 5 and Figure 6 show the change in traffic flow (PCUs) in the AM and PM peak hours between the Baseline and the Do Something 8 scenario, at an overall Borough level. In addition to the new traffic directly associated with the DS8 land use, these plots highlight any re-routing of traffic that may result from new highway infrastructure or localised congestion. These plots identify where the net change to traffic flow is most pronounced.

7.5.2 For the flow difference plots the absolute difference in passenger car units (PCUs) is identified adjacent to the appropriate link. Blue lines identify a reduction compared to the 2036 Baseline and pink/red lines an increase. In addition, the scale of the change is represented graphically with the coloured lines of varying bandwidth. Only flow differences of 20 PCUs or greater and are displayed in the plots. The flows displayed on new highway links not included in the Baseline (e.g. Botley Bypass, Northern Link Road, Option D Link Road) are the actual link volumes because there is zero flow in the Baseline. It follows that these locations (and the routes they relieve) often show the largest change when looking at the flow difference plots.

7.5.3 Similar to the previously undertaken DS1-DS7 scenarios, the addition of the Botley Bypass over the Baseline shows significant re-routing around Botley in DS8, and in combination with the extension of Whiteley Way, does also have an overall strategic impact, pulling trips off the Motorway.

7.5.4 In DS8, a forecast increase in flow is shown around Fair Oak / B3037 as this is where the development is located. Unlike for DS2 and DS3, however where the Northern Link Road was provided to help accommodating development traffic, there in an increase in traffic on the B3037 and other local roads.

Figure 5. 2036 DS8 (DWM) vs Baseline (DOP) Flow Difference – AM Peak

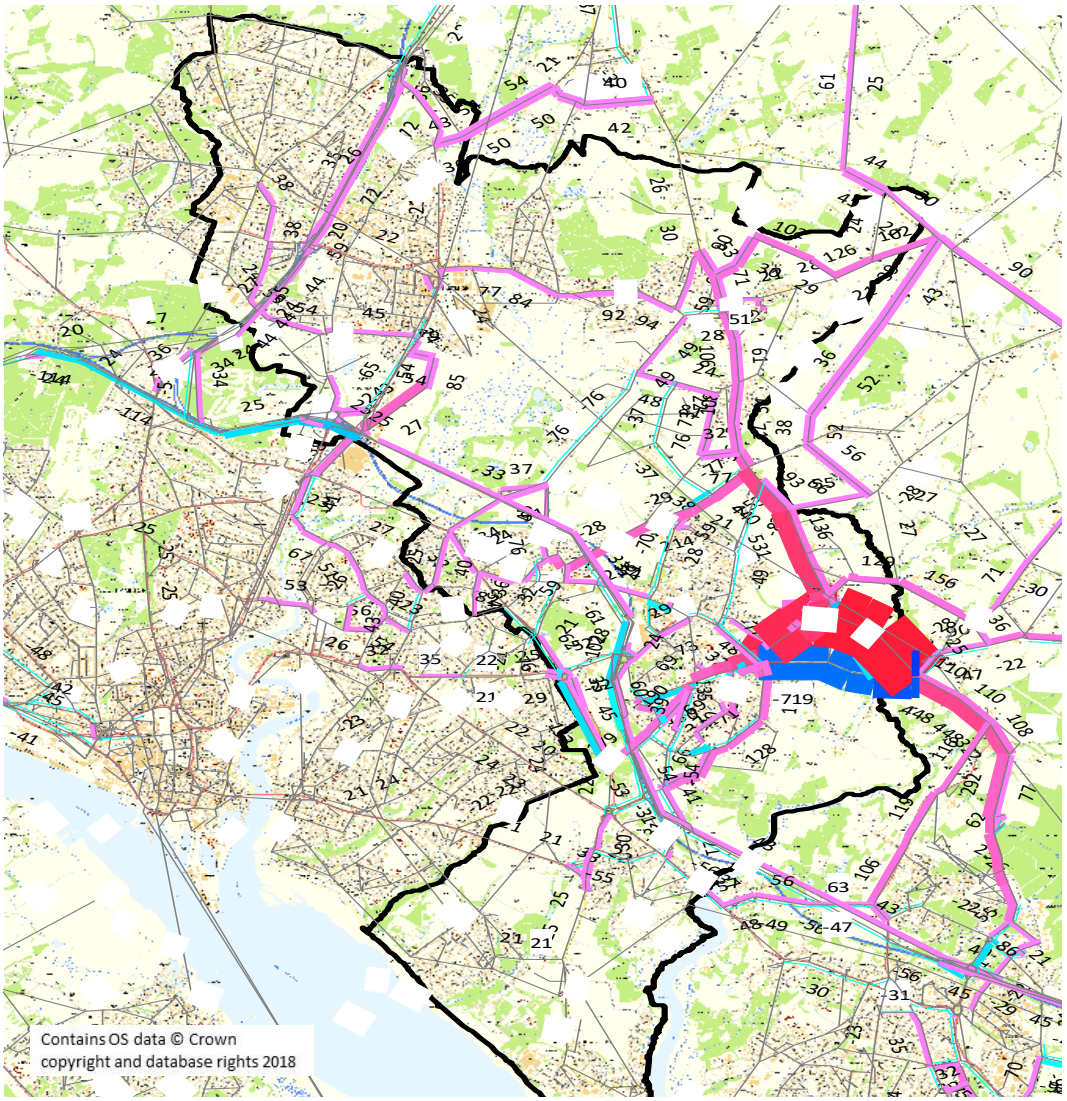
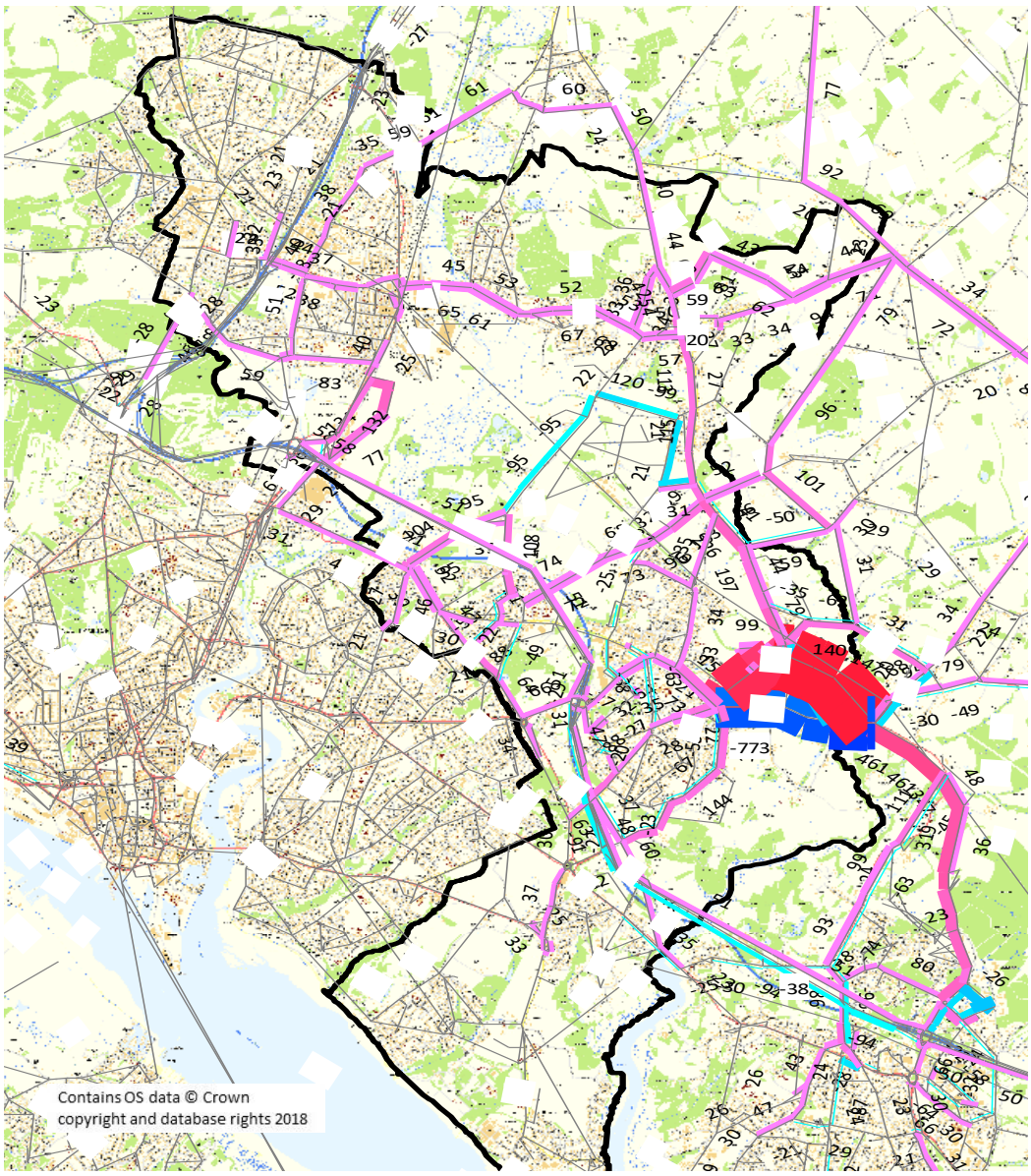


Figure 6. 2036 DS8 (DWM) vs Baseline (DOP) Flow Difference – PM Peak



7.6 Highway Flow Difference Plots – National Parks

7.6.1 Figure 7 and Figure 8 show the change in traffic flow (PCUs) in the AM and PM peak hours between the Baseline and the Do Something 8 scenario, for the South Downs National Parks area in the vicinity to Eastleigh. Flow differences of 1 PCU or greater and are displayed in the plots.

7.6.2 These plots indicate only minor flow changes on the roads within the National Park.

7.6.3 Table 55 and Table 56 below shows the road forecast with the largest flow increase and decrease respectively for each scenario compared to the Baseline for both peak hours. The Do Something scenarios previously provided are included in these tables to allow an easier comparison.

7.6.4 In the DS8 scenario during the AM peak, the largest increase is forecast on the A272 westbound and the largest flow decrease on Beeches Hill southbound. For the PM peak, the largest increase is forecast on Longwood Road southbound (as in most other scenarios) and the largest flow decrease is forecast on Beeches Hill southbound in DS8.

Table 55. National Parks Forecast Flow Increases (PCUs/hr)

SCENARIO	AM PEAK		PM PEAK	
	ROAD	CHANGE	ROAD	CHANGE
DS1	A272	+163 WB	Longwood Road	+136 SB
DS2	Whaddon Lane	+22 NB	Longwood Road	+ 84 SB
DS3	Longwood Road	+59 SB	Whaddon Lane	+121 SB
DS4	A272	+131 WB	Whaddon Lane	+93 SB
DS5	A272	+89 WB	Longwood Road	+74 SB
DS6	A272	+98 WB	Longwood Road	+61 SB
DS7	A272	+93 WB	Longwood Road	+46 SB
DS8	A272	+73 WB	Longwood Road	+77 SB

Table 56. National Parks Forecast Flow Decreases (PCUs/hr)

SCENARIO	AM PEAK		PM PEAK	
	ROAD	CHANGE	ROAD	CHANGE
DS1	B3335 High Street	-95 SB	Belmore Lane	-40 EB
DS2	B3335 Coxshill	-159 NB	B3335 High Street	-53 SB
DS3	B3335 High Street	-116 NB	B3335 High Street	-72 SB
DS4	B3335 High Street	-86 NB	Belmore Lane	-56 EB
DS5	Morestead Road	-60 EB	Belmore Lane	-55 EB
DS6	B3335 High Street	-76 NB	Belmore Lane	-13 EB
DS7	B3335 High Street	-65 NB	Belmore Lane	-40 EB
DS8	Beeches Hill	-20 SB	Beeches Hill	-29 SB

Figure 7. 2036 DS8 (DWM) vs Baseline (DOP) Flow Difference – AM Peak

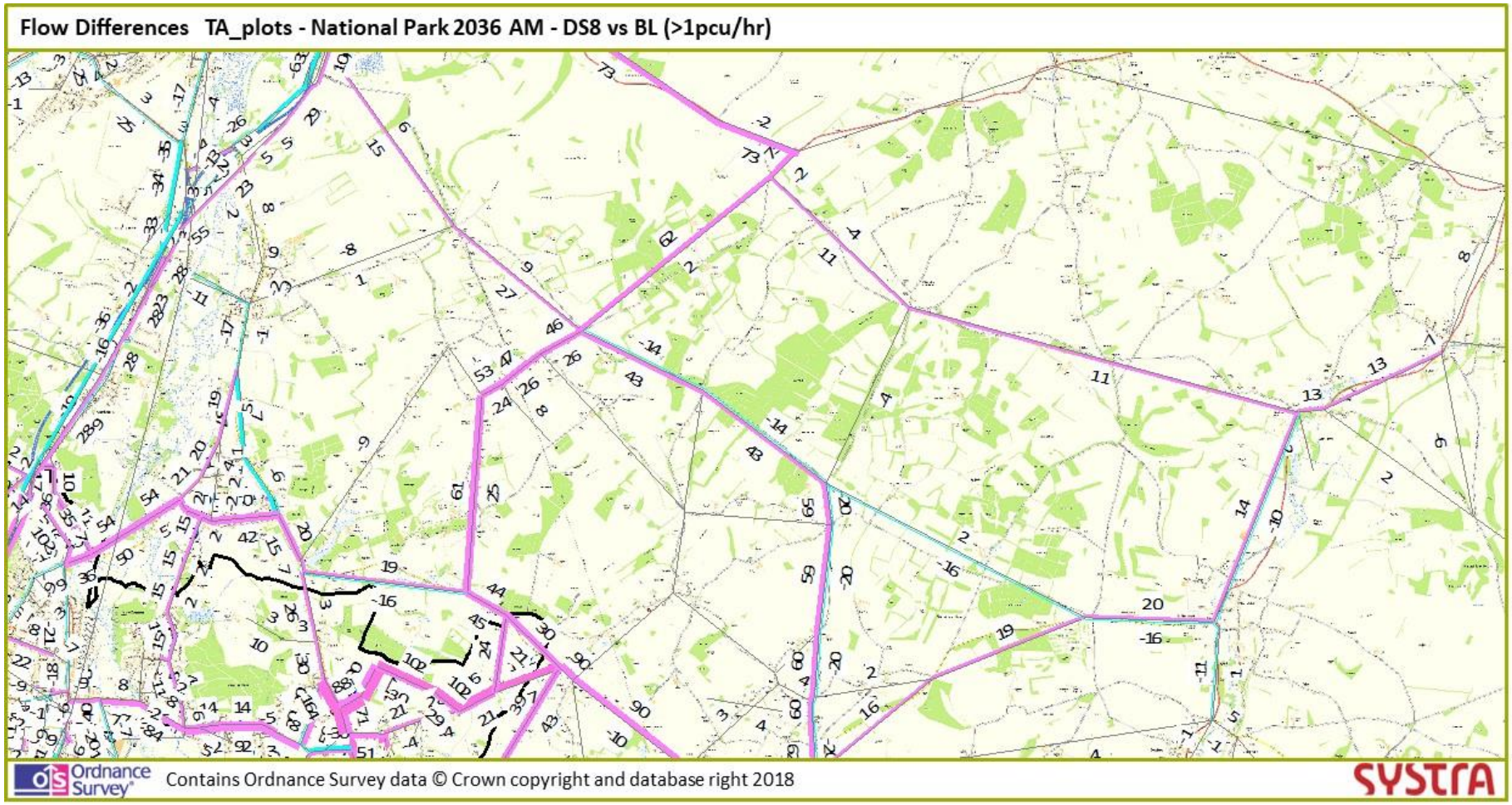
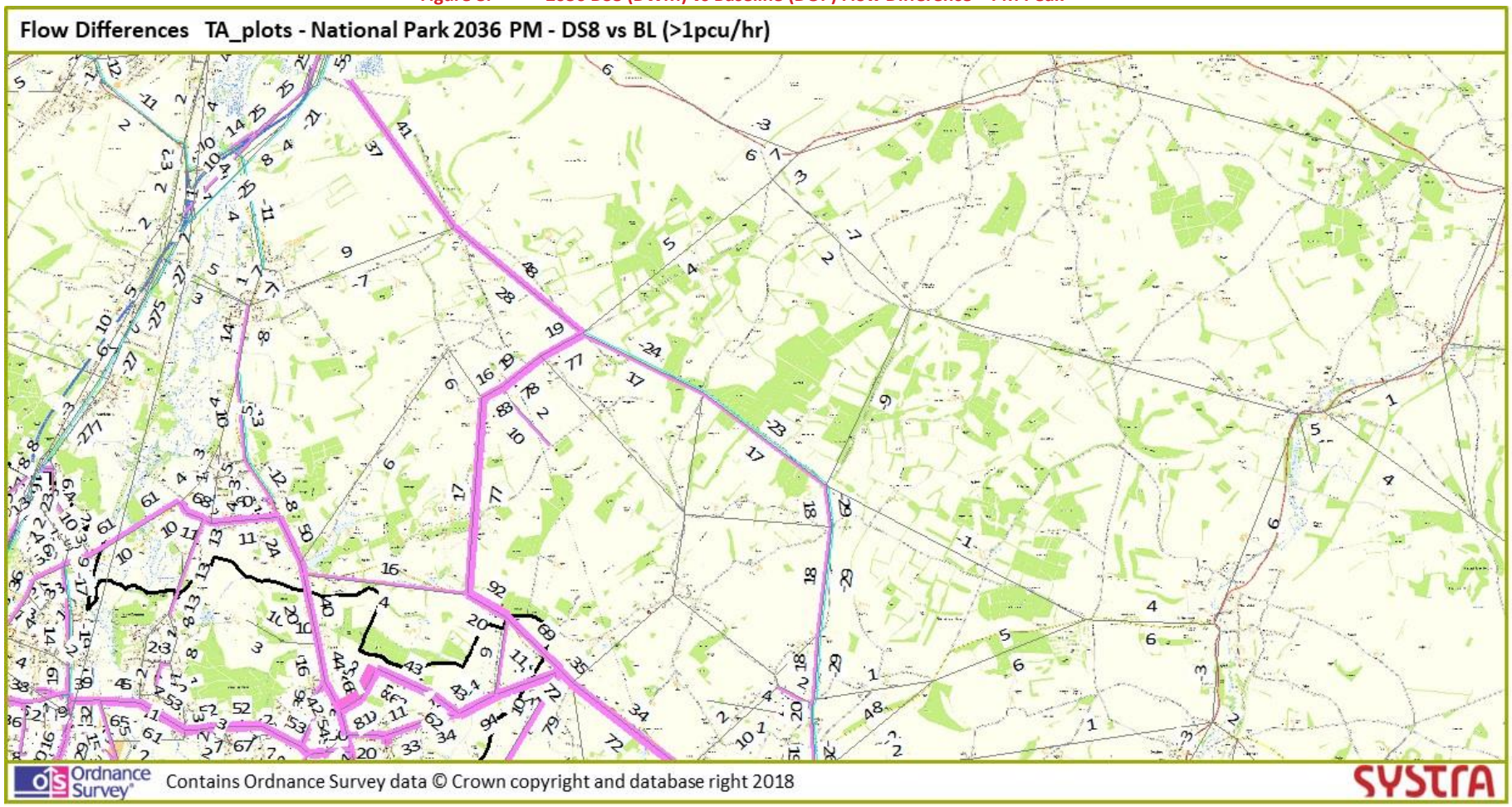


Figure 8. 2036 DS8 (DWM) vs Baseline (DOP) Flow Difference – PM Peak



8. MOTORWAY IMPACTS

8.1.1 This section summarises the transport impacts of the DS8 Local Plan development on the motorway network, including the motorway junctions and their adjacent approaches.

8.1.2 There are five motorway junctions in the borough, as listed below:

- M3 Junction 13
- M3 Junction 12
- M27 Junction 5
- M27 Junction 7
- M27 Junction 8

8.1.3 M27 Junction 9 lies close to the borough boundary and has also been included in this document.

8.1.4 The following assessment of impacts at all six motorway junctions focusses on the V/C and traffic flow changes on the slip roads.

8.2 M3 Junction 13

8.2.1 The following tables summarise the AM and PM peak hour performance statistics for each slip road for the Baseline (BL) and the Do-Something (DS8) scenario.

Table 57. M3 J13 V/C and Flows AM Peak

SLIP ROAD (AM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Northbound-Off	26	26	1154	1153
Northbound-On	37	37	812	819
Southbound-Off	27	28	599	613
Southbound-On	38	38	830	840

Table 58. M3 J13 V/C and Flows PM Peak

SLIP ROAD (PM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Northbound-Off	22	22	949	969
Northbound-On	24	25	537	548
Southbound-Off	31	32	692	699
Southbound-On	38	38	834	845

8.2.2 The results show the slip roads remain within capacity with no significant changes to either V/C values or traffic flows.

8.2.3 Junction 13 connects to the local highway network via Leigh Road, Eastleigh. The impact assessment in Section 6.5 did not identify any significant impacts at any of the Leigh Road junctions adjacent to M3 J13, indicating that Local Plan growth is not expected to adversely affect the motorway network in this area.

8.3 M3 Junction 12

8.3.1 The following tables summarise the AM and PM peak hour performance statistics for each slip road for the Baseline (BL) and the Do-Something (DS8) scenario.

Table 59. M3 J12 V/C and Flows AM Peak

SLIP ROAD (AM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Northbound-Off	100	100	600	628
Northbound-On	28	26	623	581
Southbound-Off	93	94	519	512
Southbound-On	32	34	707	743

Table 60. M3 J12 V/C and Flows PM Peak

SLIP ROAD (PM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Northbound-Off	102	102	650	655
Northbound-On	26	26	567	562
Southbound-Off	106	107	593	630
Southbound-On	37	37	813	815

8.3.2 The results show that high V/C ratios are predicted on both of the off-slip roads in both time periods. However, there are no significant changes to either V/C values or traffic flows between the DS8 and the Baseline scenario.

8.4 M27 Junction 5

8.4.1 The following tables summarise the AM and PM peak hour performance statistics for each slip road for the Baseline (BL) and the Do-Something (DS8) scenario.

Table 61. M27 J5 V/C and Flows AM Peak

SLIP ROAD (AM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Eastbound-Off	73	75	695	712
Eastbound-On	41	42	1805	1831
Westbound-Off	50	50	2200	2200
Westbound-On	22	23	976	1030

Table 62. M27 J5 V/C and Flows PM Peak

SLIP ROAD (AM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Eastbound-Off	57	58	672	677
Eastbound-On	53	55	2341	2416
Westbound-Off	49	50	2163	2186
Westbound-On	24	24	1052	1054

8.4.2 The results show the slip roads remain within capacity with no significant changes to either V/C values or traffic flows.

8.4.3 Junction 5 lies within close proximity to the A335 / Wide Lane roundabout near Southampton Airport, which is known to experience congestion during peak periods.

8.5 M27 Junction 7

8.5.1 The following tables summarise the AM and PM peak hour performance statistics for each slip road for the Baseline (BL) and the Do-Something (DS8) scenario.

Table 63. M27 J7 V/C and Flows AM Peak

SLIP ROAD (AM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Northbound-Off	60	60	1073	1080
Northbound-On	54	55	2396	2425
Southbound-Off	35	36	1271	1309
Southbound-On	38	41	827	894

Table 64. M27 J7 V/C and Flows PM Peak

SLIP ROAD (PM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Northbound-Off	56	54	1225	1166
Northbound-On	39	40	1694	1745
Southbound-Off	45	46	1643	1675
Southbound-On	31	32	675	704

8.5.2 The results show the slip roads remain within capacity with no significant changes to either V/C values or traffic flows.

8.5.3 Junction 7 lies within close proximity to the A334 Charles Watts Way / Tollbar Way Roundabout, which is known to experience congestion during peak periods.

8.6 M27 Junction 8

8.6.1 The following tables summarise the AM and PM peak hour performance statistics for each slip road for the Baseline (BL) and the Do-Something (DS8) scenario. All scenarios include for the proposed scheme to signalise all movements at the J8 roundabout.

Table 65. M27 J8 V/C and Flows AM Peak

SLIP ROAD (AM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Northbound-Off	72	72	858	856
Northbound-On	13	13	1336	1295
Southbound-Off	45	45	1380	1386
Southbound-On	20	20	2043	2031

Table 66. M27 J8 V/C and Flows PM Peak

SLIP ROAD (PM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Northbound-Off	68	68	1078	1075
Northbound-On	8	8	843	846
Southbound-Off	76	76	1478	1477
Southbound-On	15	15	1572	1515

8.6.2 The results show the slip roads remain within capacity with no significant changes to either V/C values or traffic flows.

8.6.3 8.6.3 Junction 8 lies within close proximity to the A27 / A3024 Windhover Roundabout.

8.7 M27 Junction 9

8.7.1 The following tables summarise the AM and PM peak hour performance statistics for each slip road for the Baseline (BL) and the Do-Something (DS8) scenario. All scenarios include for the proposed scheme to increase the capacity of the two off-slips on the approaches to the J9 roundabout.

Table 67. M27 J9 V/C and Flows AM Peak

SLIP ROAD (AM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Eastbound-Off	102	102	2496	2490
Eastbound-On	34	32	1370	1296
Westbound-Off	81	82	1830	1847
Westbound-On	32	30	2083	1983

Table 68. M27 J9 V/C and Flows PM Peak

SLIP ROAD (PM PEAK)	V/C (%)		FLOW (PCU/HR)	
	BL	DS8	BL	DS8
Eastbound-Off	99	100	2684	2720
Eastbound-On	42	42	1671	1671
Westbound-Off	86	88	1464	1514
Westbound-On	40	39	2654	2572

8.7.2 The results show that high V/C ratios are predicted on the eastbound off-slip in both time periods. However, there are no significant changes to either V/C values or traffic flows between the DS8 and the Baseline scenario.

9. SUMMARY

9.1.1 SYSTRA has been undertaking strategic modelling for Eastleigh Borough Council using Solent Transport's Sub-Regional Traffic Model (SRTM) to test the traffic impacts of a range of development options as part of EBC's Local Plan process. This report focussed on the Do Something 8 scenario.

9.1.2 The scenarios and SGO sites which have been tested in 2036 are as follows:

- Baseline – forms the basis against which the proposed Local Plan development will be assessed
- DS1 – SGO sites B and C without the northern link road
- DS2 – SGO sites B and C with the northern link road. This is the Council's draft Local Plan option with an intermediate level of off-site infrastructure interventions
- DS3 – SGO sites B and C with the northern link road. This is the Council's draft Local Plan option with a high level of off-site infrastructure interventions
- DS4 – SGO site C without the northern link road
- DS5 – SGO site D
- DS6 – SGO site E
- DS7 – SGO site D and a small part of E
- DS8 – Parts of SGO sites B and C prior to the completion of the northern link road

9.1.3 In DS8, Eastleigh Borough is forecast to see an increase in population of 8% alongside 4,032 additional residential dwellings compared to the Baseline between 2015 – 2036. In the same period, the number of jobs increases by 11%.

9.1.4 DS8 has the lowest number of additional highway trips when compared to the Baseline (8% increase over a 12 hour period) compared to all other Do Something scenarios. Moreover, for the public transport trips, DS8 has the lowest number of additional trips over the Baseline (10% increase over the 12 hour period). DS8 also has the lowest increase of additional active mode trips over the Baseline, with an 10% increase over a 12 hour period.

9.1.5 Model-wide total 12hr junction delays were forecast to an increase in all previous Do Something scenarios. However, delays in the DS8 scenario are forecast to decrease slightly.

9.1.6 Within Eastleigh Borough, an increase in junction delay is forecast for all scenarios above the Baseline. The DS8 scenario is in line with this trend but is showing the smallest increase compared to the other Do Something scenarios. This is as expected as DS1-DS2 have more development over the Baseline scenario as DS8.

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SYSTRA

Appendix A – Do Something 8 Land Use

Do Something 8

FS1 Residential (Total dwellings)

Zone ID	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	
189	1	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
190	-4	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
191	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
192	2	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
193	19	65	65	65	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
194	0	116	116	116	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
196	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
197	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
198	-1	115	115	115	0	0	0	0	0	0	0	0	0	0	0	0	26	26	26	0	0	0	0	0	0	0	0
199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
200	0	34	34	34	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
201	7	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
202	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
203	2	230	230	230	0	0	0	0	0	0	0	0	0	0	0	0	181	181	181	0	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
206	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
207	30	33	33	33	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
208	6	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	0	0	0	0	0	0	0	0
209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
214	3	42	42	42	0	0	0	0	0	0	0	0	0	0	0	0	55	55	55	0	0	0	0	0	0	0	0
215	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0
216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
218	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	29	29	29	0	0	0	0	0	0	0	0
219	0	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
220	-1	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
221	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
222	0	41	41	41	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
223	2	34	34	34	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
224	2	53	53	53	0	0	0	0	0	0	0	0	0	0	0	0	44	44	44	0	0	0	0	0	0	0	0
225	1	125	125	125	0	0	0	0	0	0	0	0	0	0	0	0	166	166	166	0	0	0	0	0	0	0	0
226	10	109	109	109	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
228	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
230	92	91	91	91	0	0	0	0	0	0	0	0	0	0	0	0	13	13	13	0	0	0	0	0	0	0	0
231	1	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
232	34	12	12	12	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
233	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
234	0	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0

235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
236	8	35	35	35	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
238	30	63	63	63	0	0	0	0	0	0	0	0	0	0	0	26	26	26	0	0	0	0	0	0	0	0
239	13	23	23	23	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
240	0	32	32	32	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
241	102	5	5	5	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
242	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
244	58	32	32	32	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
245	0	6	6	6	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
248	28	1	1	1	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
250	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
252	0	47	47	47	0	0	0	0	0	0	0	0	0	0	0	15	15	15	0	0	0	0	0	0	0	0
253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
255	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33	33	0	0	0	0	0	0	0	0
256	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
257	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
258	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
883	1	467	467	467	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
884	0	367	367	367	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
885	0	466	466	466	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
886	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	217	217	0	0	0	0	0	0	0	0
887	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	0	0	0	0	0	0	0	0
888	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	0	0
911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	51	51	0	0	0	0	0	0	0	0
921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
922	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	337	337	337	0	0	0	0	0	0	0	0
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	16	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37	37	0	0	0	0	0	0	0	0
927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
928	0	65	65	65	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	0
929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FS2 Retail (sqm)

Zone ID	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
198	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
207	1437	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
210	1317	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	328	328	328	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
218	929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
219	373	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
222	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
237	1489	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
239	1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	889	889	889	0	0	0	0	0	0	0
240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
247	3811	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	443	443	443	0	0	0	0	0	0	0
256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
884	1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
885	695	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
886	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
887	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
888	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
921	214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	71	71	0	0	0	0	0	0	0
922	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	499	499	499	0	0	0	0	0	0	0
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FS3 Office (sqm)

Zone ID	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
189	0	467	467	467	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
190	0	72	72	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2400	2400	2400	0	0	0	0	0	0	0
195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
198	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
203	0	117	117	117	0	0	0	0	0	0	0	0	0	0	0	0	2000	2000	2000	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
207	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	400	400	0	0	0	0	0	0	0
208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	88	88	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800	800	800	0	0	0	0	0	0	0
218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
219	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
222	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3733	3733	3733	0	0	0	0	0	0	0
224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	733	733	733	0	0	0	0	0	0	0
225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-200	-200	-200	0	0	0	0	0	0	0
239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
247	0	1197	1197	1197	0	0	0	0	0	0	0	0	0	0	0	867	867	867	0	0	0	0	0	0	0
248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600	600	600	0	0	0	0	0	0	0
252	0	-267	-267	-267	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
257	0	100	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
884	0	900	900	900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
885	0	667	667	667	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
886	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2400	2400	2400	0	0	0	0	0	0	0

887	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
888	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0100001000010000				0	0	0	0	0	0
911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
922	0	86	86	86	0	0	0	0	0	0	0	0	0	0	0	733	733	733	0	0	0	0	0	0	0
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FS4 Industrial (sqm)

Zone ID	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
189	0	1220	1220	1220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
190	0	157	157	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
193	0	-300	-300	-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
198	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
207	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	333	333	333	0	0	0	0	0	0	0
208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
209	0	90	90	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800	800	800	0	0	0	0	0	0	0
218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
219	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
222	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2667	2667	2667	0	0	0	0	0	0	0
224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	733	733	733	0	0	0	0	0	0	0
225	0	612	612	612	0	0	0	0	0	0	0	0	0	0	0	1100	1100	1100	0	0	0	0	0	0	0
226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1000	-1000	-1000	0	0	0	0	0	0	0
239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	833	833	833	0	0	0	0	0	0	0
248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
250	0	4989	4989	4989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	567	567	567	0	0	0	0	0	0	0
252	0	-4067	-4067	-4067	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
884	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
885	0	785	785	785	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
886	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
887	0	150	150	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
888	0	320	320	320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
922	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FS5 Warehousing (sqm)

Zone ID	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	
189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
193	0	-333	-333	-333	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2400	2400	2400	0	0	0	0	0	0	0	0
195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
198	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
207	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	333	333	333	0	0	0	0	0	0	0	0
208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
209	0	891	891	891	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800	800	800	0	0	0	0	0	0	0	0
218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
219	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
222	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3733	3733	3733	0	0	0	0	0	0	0	0
224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
225	0	-286	-286	-286	0	0	0	0	0	0	0	0	0	0	0	0	367	367	367	0	0	0	0	0	0	0	0
226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
238	0	100	100	100	0	0	0	0	0	0	0	0	0	0	0	-1333	-1333	-1333	0	0	0	0	0	0	0	0
239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	833	833	833	0	0	0	0	0	0	0	0
248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
249	0	181	181	181	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
250	0	85	85	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	567	567	567	0	0	0	0	0	0	0	0
252	0	-3000	-3000	-3000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
883	0	304	304	304	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
884	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
885	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
886	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
887	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
888	0	150	150	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
922	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FS6 Primary and Secondary Education (sqm)

Zone ID	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
198	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
203	0	486	486	486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
207	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
219	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
222	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
224	0	689	689	689	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
884	0	486	486	486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
885	0	486	486	486	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
886	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2583	2583	2583	0	0	0	0	0	0	0
887	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
888	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
922	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	689	689	689	0	0	0	0	0	0	0
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FS8 Hotel and other Accommodation (sqm)

Zone ID	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
198	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
207	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
209	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

211	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
218	7000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
219	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
222	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
244	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
884	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
885	0	587	587	587	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
886	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
887	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
888	0	360	360	360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
922	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FS10 Leisure (sqm)

Zone ID	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	
189		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
190		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
191		46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
192		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
193		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
194		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
195		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
196		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
197		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
198		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
199		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
201		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
202		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
203		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
204		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
205		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
206		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
207		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
208		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
209		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
210		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
211		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
212		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
213		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
214		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
216		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
217		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
218		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
219		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
220		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
221		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
222		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
223		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
224		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
232	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
240	1216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
241	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
244	805	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
247	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
249	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
255	265	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
884	1750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
885	366	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
886	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
887	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
888	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
922	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29	29	0	0	0	0	0	0	0	0
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B – Highway Schemes in Do Something Scenarios

HIGHWAY SCHEME	BL	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8
Fair Oak Road / Sandy Lane / Allington Lane junction improvements	✓	✓	✓	✓	✓	✓	✓	✓	✓
Knowle Road and Church Lane adjustments	✓	✓	✓	✓	✓	✓	✓	✓	✓
M3 Smart Motorways	✓	✓	✓	✓	✓	✓	✓	✓	✓
M27 J8 and Windhover RIS1 scheme	✓	✓	✓	✓	✓	✓	✓	✓	✓
M27 J9 Highways England Growth and Housing Fund Scheme	✓	✓	✓	✓	✓	✓	✓	✓	✓
Whitley Way new link road	✓	✓	✓	✓	✓	✓	✓	✓	✓
Northern Link Road (North Bishopstoke Bypass and Allbrook Hill Relief Road)			✓	✓					
M3 J12			✓	✓					
M3 J12 further improvements				✓					
Allbrook Way A335 / Allbrook Hill Relief Road new roundabout			✓	✓					
Central Allbrook junction – roundabout to priority			✓	✓					
Central Allbrook junction – westbound only slip from Highbridge Road onto Allbrook Hill				✓					
Highbridge Road / Northern Link Road – signals			✓						
Highbridge Road / Northern Link Road – roundabout				✓					
Botley Road / Eastleigh Road improvements		✓	✓	✓	✓	✓	✓	✓	✓
Winchester Road / Mortimers Lane improvements			✓		✓	✓	✓	✓	
Winchester Road / Mortimers Lane – changed to signals		✓		✓					✓
Denhams Corner improvements	✓		✓						
Denhams Corner roundabout further improvements		✓		✓	✓	✓	✓	✓	✓

HIGHWAY SCHEME	BL	DS1	DS2	DS3	DS4	DS5	DS6	DS7	DS8
Maypole roundabout improvements	✓		✓						
Maypole roundabout further improvements		✓		✓	✓	✓	✓	✓	✓
Botley Bypass and related improvements to Woodhouse Lane		✓	✓	✓	✓	✓	✓	✓	✓
Botley Bypass / A334 / A3051 improvements		✓		✓	✓	✓	✓	✓	✓
Eastleigh town centre Station Hill / Romsey Road roundabout improvements		✓			✓	✓	✓	✓	
Bishopstoke Road / Chickenhall Lane signalised		✓			✓	✓	✓	✓	
Allington Lane / A27 / Townhill Way longer flares				✓					✓
Allington Lane / A27 / Townhill Way signalised		✓			✓	✓	✓	✓	
Allington Lane Rail Bridge		✓		✓	✓	✓	✓	✓	✓
A3024 Bitterne Road corridor improvements		✓	✓	✓	✓	✓	✓	✓	✓
Link road between Mortimers Lane and Winchester Road at Crowdhill		✓			✓				
Option D Link Road						✓		✓	
Quobb Lane / Allington Lane changed to roundabout							✓	✓	
Quob Lane road closure immediately south of Barbe Baker Avenue / Quob Farm Close							✓	✓	