



ST GEORGE'S AVENUE, WARBLINGTON

HIGHWAYS RESPONSE NOTE

February 2023

Barratt David Wilson Homes

RESIDENTIAL DEVELOPMENT
ST GEORGE'S AVENUE
WARBLINGTON

HIGHWAYS RESPONSE NOTE

CONTROLLED DOCUMENT

Document No:	041.0039/HRN/1	
Status:	Original	
	Name	Date
Prepared by:	Tom Fisher	January 2023
Checked by:	Jessica Miller	February 2023
Approved by:	Mark Smith	February 2023

Revision Record

Rev.	Date	By	Summary of Changes	Aprvd

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2022



Barratt David Wilson Homes
Tollbar House
Tollbar Way
Hedge End
Southampton
SO30 2UH

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

RESIDENTIAL DEVELOPMENT
ST GEORGE’S AVENUE
WARBLINGTON

HIGHWAYS RESPONSE NOTE

Contents

1.	INTRODUCTION	2
2.	ACCESSIBILITY	4
3.	INTERNAL ROAD LAYOUT.....	9
4.	JUNCTION MODELLING.....	13
5.	TRAVEL PLAN	14
6.	SUMMARY AND CONCLUSIONS.....	15

Tables

Table 1 – Comparison in distances from each access

Appendices

Appendix A – Hampshire County Council response

Appendix B – St George’s Avenue ATC data

Appendix C – Site Plan

Appendix D – Visibility Splays

Appendix E – Dimensions Plan

Appendix F – Vehicle Tracking

Appendix G – Cooks Lane traffic flows

1. INTRODUCTION

1.1 This Highways Response Note has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes to address comments raised by Hampshire County Council (HCC) within their latest consultation response dated 2nd December 2022. A Transport Assessment (TA) and previous Transport Assessment Addendum have been prepared by Paul Basham Associates to support the application for a residential development of originally 194 dwellings, but now 184 dwellings, and this HRN should be read in conjunction with the previous documents.

1.2 A copy of the most recent HCC Highway comments is included in **Appendix A**. This HRN will address the comments in the order that has been raised in the response for ease which are summarised as follows:

- Consider pedestrian and cycle routes and distances without south western corner route;
- Consider works that can be undertake to St George's Avenue to improve pedestrian and cycle facilities, such as a TRO at the St George's Avenue/Southleigh Road junction;
- Warblington Footbridge Contribution;
- WCHAR updates to reflect no south western corner route and comments on tactile paving and way finding;
- Bus service and infrastructure contributions;
- Road features and priority road markings;
- Location of gates to the play area;
- Plot 140;
- Gated maintenance access to the north of the site;
- Stage 1 Road Safety Audit;
- Visibility onto main access road;
- Future tree growth impact on visibility splay;
- Visitor parking bays and visibility splays;
- Forward visibility splays to 20mph;
- Internal crossing points;
- Footway west of the play area and connections to re-join the carriageway;
- Annotated footway widths required;
- Permeability with adjacent Persimmon Homes development;
- Footway across plots 88-93;
- Pedestrian links from Southleigh;
- Vehicle tracking to pumping station;
- Vehicle tracking directions for 11.2m refuse vehicle;

- Contributions towards the A27 Dumbbell Roundabouts; and
- Updates to Travel Plan.

2. ACCESSIBILITY

Walking and Cycling

- 2.1 HCC requested that a comparison in distances between the access on St George's Avenue and proposed pedestrian/cycle access onto Emsworth Road in the south-western corner be provided to compare the two to be satisfied that should the south-western route not be provided, distances from the main site access are acceptable. **Table 1** shows a comparison of the distances to the amenities from the centre of the site, as previously presented in the TA, via each of the two routes. Bosmere Junior School and Fairfield Infants School have been included and Emsworth Primary School removed as it is understood that the site falls within these catchments instead.

Facility / Amenity	Approximate Distance from each access from centre of site		
	St George's Avenue	Proposed Southern Route	Difference between St Georges and Southern Route
Warblington Station Bus Stop	500m	1km	-500m
Warblington School	500m	940m	-440m
Warblington Railway Station	570m	1km	-430m
The Avenue Fitness Club	600m	740m	+140m
One Stop Convenience Store	830m	640m	+190m
Havant Railway Station	1.53km	1.72km	-190m
Waitrose Havant	1.43km	1.42km	+10m
Lloyds Bank Havant	1.53km	1.42km	+110m
Davies Pharmacy	1.63km	1.42km	+210m
Bosmere Junior School	1.83km	1.62km	+210m
Fairfield Infant School	1.23km	1.52km	-290m

Table 1: Comparison in distances from each access or from centre of site

- 2.2 Whilst it is noted that some of the facilities highlighted in the above would largely only use the existing St George's Avenue access to walk or cycle to the above destinations (even if a southern access was provided), they have been included within the review to provide continuity and context. From **Table 1** it can be seen that for the majority of amenities the distance difference between the two routes is negligible. Without a southern route, the greatest increase in distance is only 210m to Davies Pharmacy and Bosmere Junior School, which equates to 2 minutes and 37 seconds walking time and 52 seconds cycling time.
- 2.3 The distances to Bosmere Junior School, Davies Pharmacy and Lloyds Bank all increase slightly by 210m however others, such as Havant Railway Station, Warblington bus stops all decreases when using St George's Avenue. The small increases in distance to a small number of the aforementioned destinations

is not considered significant and will not deter residents of the site to access these via walking or cycling travel modes. It is therefore considered that the route via St George's Avenue is acceptable and would not constitute a reason for refusal itself.

- 2.4 Routes which would be used to access the destinations have been assessed through the WCHAR assessment submitted as part of the initial Transport Assessment which HCC concluded, as part of their response dated 15th December 2021, that the WCHAR was sufficient and considered acceptable, subject to additional information which was provided through the previous Transport Assessment Addendum.
- 2.5 HCC raise that further assessments will be required should the southern pedestrian/cycling link onto Emsworth Road not be deliverable. However, the most direct and quickest route from the northern site access is St George's Avenue – Southleigh Road/Warblington Avenue – Emsworth Road – East Street – Town Hall Road – Grove Road – South Street. This route has been covered between the two WCHARs provided in the initial Transport Assessment and the subsequent Transport Assessment Addendum. Both of which have been considered acceptable by HCC. It should also be noted that should a southern route not come forward, the WCHAR has still considered routes via St Georges Avenue. It is therefore concluded that no further assessment will be required.
- 2.6 It should be noted that Barratt David Wilson Homes are still committed to providing the southern route should the land become available, with the route identified on the site layout up to their site boundary.

Traffic Calming on St George's Avenue/Castle Avenue/Warblington Avenue

- 2.7 HCC have stated that the development should consider works that can be undertaken to St George's Avenue to aid the use of the route for pedestrians and cyclists and in particular improvements around the junction with Southleigh Road in accordance with LTN 1/20.
- 2.8 Given the existing Southleigh Road route provides shared use facilities, the existing tie-in from St Georges Avenue is suitable and in line with LTN 1/20 Sections 9.3 and 9.4, which are relevant to the existing provision. The below highlights the relevant paragraphs which are relevant to the situation and explain how the existing complies with LTN 1/20 guidance.
- 9.3.1 – The existing provision allows cyclists to join the shared use path/carriageway without the need to turn immediately.
 - 9.3.3 – The transition between the carriageway and shared use path is not across a kerb and uses a continuous surface course.
 - 9.3.5 – Acknowledgement is given to site constraints where the ideal transition from the carriageway to the cycle track cannot be achieved then an arrow marking on the carriageway

can be provided such circumstances. There are existing arrows on the carriageway of St Georges Avenue which appear to be a recent addition.

- 9.4.3 – Tactile paving, change in colour of surfacing and signage is in place to remind people of the change in conditions.

- 2.9 Using speed surveys undertaken in 2018 along St George's Avenue as part of the adjacent Persimmon site, it shows that 85th percentile speeds are 27.2mph and 24.5mph eastbound and westbound respectively. Average daily flows were recorded as 199 vehicles. Even with the additional development traffic, it is likely that daily flows would not be greater than 2,000 daily flows. The data has been supplied in **Appendix B**.
- 2.10 LTN 1/20 Figure 4.1 suggests that roads with a speed limit of 30mph and flows less than 2,000 daily flows, the existing provision of advisory cycle lanes and mixed traffic, would be appropriate for cyclists but not suitable for all people and would exclude some potential users and/or have safety concerns. As per the Transport Assessment, there has been no recorded accidents along St Georges Avenue in the past five years.
- 2.11 Given the above, the additional traffic from this development will not change LTN 1/20 requirements for appropriate cycle protection as per Figure 4.1 and there has been no recorded accidents along St Georges Avenue. Therefore, it is considered that the existing provision is suitable, adheres to LTN1/20 guidance and this development is not required through planning to deliver additional cycle infrastructure.
- 2.12 Notwithstanding the above, a Traffic Regulation Order (TRO) contribution is sought by HCC to further extend the parking restrictions on St George's Avenue to allow greater provision for cyclists. Additionally, given the mean vehicular speeds along St George's Avenue are 20.5mph eastbound and 17.5mph westbound this would support a speed limit reduction to 20mph. It is agreed that a contribution of £6,000 will be made towards this by Barratt David Wilson Homes and should be secured through a S106 legal agreement. The TRO monies could also be used to reduce the speed limit along St Georges Avenue to 20mph. The development is however not reliant on the successful outcome of a TRO application.
- 2.13 In addition to the above, the WCHAR identified improvements to the St George's Avenue/Castle Avenue junction and Castle Avenue itself, in the form of demarking existing cycle provision, which still stands. It is likely that these would be delivered via contribution through a S106. We would be grateful if HCC could confirm if they would like to secure these improvements through this development.

Warblington Footbridge contribution

- 2.14 HCC have reiterated that a contribution towards a footbridge is required as part of the development and stated that this site has been identified as one that will '*cumulatively rely*' on the provision. At present no figure has been provided by HCC with regards to the overall figure of the works, or how much they suggest this site should contribute.
- 2.15 Notwithstanding the above, it is understood through Havant Borough Council's website that the cost of the bridge will likely cost around £3.35 million, with £2.7 million already being committed and of this £2.1 million being made available via existing CIL monies. This leaves a funding shortfall of £650k. HBC would collect CIL monies through this application which could in part, be allocated towards this scheme to make up the funding shortfall. However, HBC have also committed to provide any funding shortfall should other funding not be found or justified.
- 2.16 It is questionable that pedestrians from the development site would rely on a footbridge in this location given the existing provision on Southleigh Road and over the level crossing being acceptable. There is a footway on both sides of Southleigh Road circa 1.8m-2m which is considered acceptable and is currently used by pedestrians. There are limited destinations north of the rail station that would be regularly accessed by residents, and HCC have not requested any destinations north of the site to be included within a WCAHR of this site. Whilst it is acknowledged that the level crossing can be down for periods through the peak hours, there are no destinations which are likely to be accessed during this time that cannot be accessed via alternative routes.
- 2.17 In addition, the rationale for the footbridge, as per the Warblington Bid Form 2019, is largely due to school pupils and residents who reside north of the railway station travelling by non-active travel modes to Warblington School and Havant Town Centre. This stance was also presented by HCC highways in the Manor Nurseries application by BDW Homes to the north of the railway line, and a substantial contribution secured from that site for the footbridge.
- 2.18 Having regard to the above, it is therefore concluded that the likelihood of residents from this development site of relying on the footbridge would be negligible and does not justify a direct contribution from this site to be secured through S106. Additionally, CIL monies could be used from this site should HBC wish to allocate it as such.

Wayfinding

- 2.19 It is not clear where HCC believe deficits in wayfinding are on the local road network as there are existing wayfinding signs to Warblington School, Havant Rail Station and Emsworth which are present along St Georges Avenue. We would appreciate further information on where HCC feel there are deficits in

wayfinding and if it would be a requirement of this development to provide further wayfinding (as the routes for future residents are very clearly demarcated). It should be noted that the adjacent Persimmon site was not required to contribute towards wayfinding facilities. It is again questioned as to whether it is the development's responsibility to fund perceived existing deficits and whether this would pass necessary planning tests.

- 2.20 HCC have stated that they have identified up to five crossing provision locations along the WCHAR route which do not have tactile paving. It is acknowledged that there will be additional pedestrian demand along the routes and therefore Barratt David Wilson Homes are willing to provide a financial contribution towards the delivery of these to the value of £1,000 per crossing, equating to £5,000 in total.

Bus Service Infrastructure

- 2.21 HCC have requested for improvements at two bus stops, Warblington Station Southbound and Green Pond Corner Eastbound. It is acknowledged that this site will increase patronage and therefore improvements would increase the attractiveness of this mode of transport. HCC suggests that the improvements would be in the form of a new shelter and Real Time Information equipment. The requirement for a shelter for the Warblington Station Southbound stop is questioned as there is already a suitable shelter at this location. A contribution towards these improvements is agreed in principle, subject to costs being provided (and agreed) and confirmation on the existing provision.

3. INTERNAL ROAD LAYOUT

- 3.1 Manual for Streets states in paragraph 9.3.8 that there is no statutory requirement to provide priority markings across a development site and that leaving roads unmarked in low-trafficked areas aids control of vehicular speeds and will not result in significant or evident road safety problems. Many new developments within the vicinity of the site do not have priority markings. Notwithstanding this, should markings be necessary, this can be agreed through any Section 38 agreement.
- 3.2 The new site plan has been updated and made clearer so there should be no unidentified road features. The markings on the road are proposed surface material changes.
- 3.3 Gates have been relocated to the end of the parking bays to reduce pedestrians crossing where parked cars may be located as per HCC's request. This is shown on the updated site plan as shown in **Appendix C**.
- 3.4 An area of hardstanding has been provided adjacent to Plot 140 to allow access to the footway provision without the requirement of using the carriageway as per HCC request and is shown on the updated site plan in **Appendix C**.
- 3.5 The gate to the north of the site will be for maintenance for the acoustic fencing behind the property fences and will be a pedestrian only access. This has been annotated on the site plan shown in **Appendix C**. It is therefore considered not to require any further amendments to the internal layout.

Stage One Road Safety Audit

- 3.6 A Stage One Road Safety Audit (RSA) has been undertaken on the new site layout and will be submitted separately to this HRN, along with any Designer's Response as appropriate.

Visibility Splays

- 3.7 HCC have raised that the visibility splay for the access road adjacent to Plots 2 and 16 runs through land outside of the applicant's jurisdiction and should be within land within the control of the applicant or the highway boundary. A Section 38 legal agreement has been entered into with the adjacent site and HCC, as of 6th December 2022 and includes the land required for the visibility splay to be within the adopted highway. It should be noted that the drawings within the S38 agreement includes visibility splays from the adjacent site entering into land within this application boundary (i.e. the exact equivalent situation) and so it is unclear why the reverse position is being challenged. Drawing 041.0039.002 Rev E in **Appendix D** shows a set back of 2m which avoids the low wall.

- 3.8 A splay of 19.9m is also shown to the edge of the red line (to show maximum achievable within the redline). It is understood that there is a small slither of land between the adjacent site and proposed site which is outside of Persimmon or BDW control. If unresolved, this would create a situation where an alternative access strategy is proposed and we would welcome further discussions with HCC over this point. Should an alternative access solution be found to be acceptable, the visibility splay of 19.9m would be acceptable as there would be no vehicular traffic travelling from St George's Avenue. If the remaining land is to be adopted, a splay of 2m by 25m in line with HCC TG3 will be achievable within the future highway boundary. In either scenario it has been demonstrated that suitable visibility can be achieved.
- 3.9 HCC have requested that the further information is provided with regards to visibility splays and the impact of future growth by trees located close to visibility splays. There has been no specified dimension that a splay has to be away from trees or vegetation, and we are not aware of a set standard in HCC policy or Technical Guidance Notes. We previously set out that there are no trees located within the visibility splay and that these splays can be secured via condition to ensure they are not obstructed in perpetuity, the proposed landscaping includes slender-stemmed trees which will not fully obstruct splays which as stated within Manual for Streets (MfS), would not have a significant impact on highway safety. Canopies will be maintained above 2 meters so will not obstruct the visibility splays in the vertical plane. In addition, the visibility set back has been reduced from 2.4m to 2m (to reflect HCC's comments) on all splays and therefore provided greater distance from the proposed planting. The new splays which would be close to trees are shown in drawing 041.0039.002Rev E (**Appendix D**) and dimensions showing distance from the centre of the tree. The shortest distance is 1.3m and therefore this is considered more than acceptable.
- 3.10 The layout has altered slightly to provide perpendicular visitor bays by plots 62-65 which has allowed visibility splays of 2m by 25m to be unobstructed as shown on Drawing 041.0039.002 Rev E in **Appendix D**. It is therefore concluded that this point has been suitably addressed.
- 3.11 Forward visibility for 25m has been added where there is the likelihood of higher vehicle numbers, as shown on drawing 041.0039.003 Rev E (**Appendix D**). Forward visibility remains at 17m where traffic will be very low, and speeds will be reduced due to the horizontal alignment of the site. It is not envisaged that vehicles will use the southern end of the site as a loop and would just access/egress dwellings in this vicinity and as such reduced distances and speeds should be acceptable. Should these specific areas be re-designed to accommodate 25m this would encourage higher vehicle speeds whereby the existing design supports low speed environments.

Crossing Points

- 3.12 Additional crossing points have been provided on drawing 041.0039.005 Rev C in **Appendix E** in locations which would likely see higher volumes of pedestrian activity and pedestrian visibility splays have been added. The crossing point has been located away from the access to Plot 178.

Footways/Cycleway

- 3.13 A footway/cycleway has now been provided to the west of the open space and play area which is 3m wide and can be seen on the updated site plan in **Appendix C**. Cyclists will access the path using the dropper kerbs as shown on drawing 041.0039.006 Rev C (**Appendix E**).
- 3.14 Dimensions for footways have been shown on drawing 041.0039.005 Rev C in **Appendix E**. It should be noted that all adoptable footways are 2m wide. In addition, the footway across the frontage of Plots 88-93 has been widened to 2m as shown on the updated site plan. For clarity, for those outside of the proposed extent of adoption these do not go below the absolute minimum of 1.2m. The above plan also provides dimensions for the other infrastructure on site.
- 3.15 There is no opportunity for further connectivity into the Permission site due to the layout for both sites. In addition, the Persimmon site does not provide pedestrian or cycle infrastructure up to the red line boundary. It is not envisaged that a link would reduce pedestrian or cycling journey times to nearby amenities.

Connection to the future Southleigh development

- 3.16 Changes have been made to the shared use footway/cycleway on the eastern edge of the development site to provide future connectivity to the Southleigh development. There are numerous permeability opportunities which have been added for both pedestrians and cyclists to access or egress this provision across the development site and this can be seen on the updated site plan. The plan has also been annotated to remove the text which stated vehicular access and now provides a potential pedestrian and cyclist link. As per HCC suggestion, the intervisibility between the east/west and north/south paths can be considered further during the detailed design stage.
- 3.17 Alterations have also been made to the southern end of the development, around Plots 158-161 which now shows separation for vehicles and the shared use path. Vehicular tracking has been provided which shows a large car can access and egress the car parking area without encroaching onto the shared use path and is shown on drawing 041.0039.010 in **Appendix F**.

SuDS Access

- 3.18 The SuDS provision will likely be maintained by a van and would park in the visitor bays adjacent to the access of the SuDS. A drawing showing a van can access and egress these spaces has been provided on drawing 041.0039.010 shown in **Appendix F**. In addition, a servicing vehicle for the substation has been tracked showing it can drive through the site and access and egress out of the substation in a forward gear. Whilst there are a number of manoeuvres to access the substation, it should be noted that this vehicle will be extremely rare and there will be low vehicular traffic in this part of the site and therefore is considered acceptable.

Tracking

- 3.19 Drawing 041.0039.001 Rev E (**Appendix F**) shows that an 11.20m super large refuse vehicle can access and egress the site as per the refuse strategy at a speed of 10mph. Large cars have also been included onto the plan to show that a super large refuse vehicle and a large car can pass throughout the majority of the site. The vehicle has only been tracked one way, but this is shown to work and will therefore form part of the refuse strategy. As such if the refuse vehicle does not track another way round then the vehicle would not follow that route and instead should follow the route tracked which already follows the most likely route. This has addressed HCC comments and therefore is considered acceptable.

4. JUNCTION MODELLING

- 4.1 Whilst it is noted that a proportionate contribution has been agreed in principle towards the A27 Dumbbell Roundabout, subject to an agreed figure, given the significant update by HBC to withdraw their Emerging Local Plan we would like to understand whether the wider commitment to provide the substantial improvements to the A27 Dumbbell Roundabouts, which would have been required as a result of the potential site allocations, in particular the Southleigh development, can still be classed as a committed improvement. We would welcome further discussion with HCC on this point.
- 4.2 Notwithstanding the above, for the Land North of Cooks Lane, Soutbourne (18/03145/OUT) an agreed figure within the signed Section 106 legal agreement of £307,366 was secured to mitigate the impact of that development. It was agreed that 148 vehicles would be assigned to the junction through the AM and PM peak from that development and the flow diagram is contained within **Appendix G**.
- 4.3 Using the above, an attributed cost per trip has been calculated which equates to £2,076 per vehicular trip. Should a contribution to the wider scheme still be compliant, we would like to agree the methodology set out to enable further discussions on this point with HCC considered against the other contributions to support sustainable travel.

5. TRAVEL PLAN

- 5.1 The requested update to the Travel Plan to include Fairfield Infant School has been included. Given the improvements to permeability to the internal footway/cycleway shared use path which provides wider access to the local highway network at various points, it is not considered that further alterations to the Travel Plan will need to be made. However, should this be required, it is envisaged that this update could take place prior to 1st occupation and secured within any future S106 or planning condition. The updated Travel Plan is provided under a separate cover.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Highway Response Note has been produced to address comments by Hampshire County Council within their consultation response dated 2nd December 2022.
- 6.2 A comparison exercise between the difference in distance from each proposed pedestrian and cycling access location has been provided, should the southern access not be implemented. It shows that the maximum increase in distance to destinations from the northern access would be 210m. This is not considered to be significant, and the routes have already been agreed by HCC to be suitable. It should be noted that Barratt David Wilson Homes are still committed to provide a pedestrian and cycle route through to Emsworth Road from the development site.
- 6.3 HCC have requested that a contribution be provided to the Warblington footbridge, however, have not provided further information on the level of contribution. The evidence provided within this response has concluded that the likelihood of residents from this development site of relying on the footbridge would be negligible and does not justify a direct contribution from this site to be secured through S106. Additionally, CIL monies could be used from this site should HCC wish to allocate it as such.
- 6.4 Given the existing pedestrian and cycling provision on Southleigh Road and St George's Avenue it is considered that this meets LTN 1/20 criteria and further improvements are not required. Notwithstanding this, Barratt David Wilson Homes are committed to fund a Traffic Regulation Order of £6,000 to extend the existing parking restrictions on St George's Avenue to stop vehicles parking too close to the dropper to get on/off the shared use path.
- 6.5 Barratt David Wilson Homes have agreed to provide a financial contribution towards improvements for bus stop infrastructure for stops Warblington Station Southbound and Green Pond Corner Eastbound. This is subject to confirming with HCC the amount of the contribution and what it will be towards.
- 6.6 The internal road layout has been updated to reflect the majority of HCC comments in their response. A Stage One Road Safety Audit has been commissioned and will be provided under a separate cover.
- 6.7 Further discussion with HCC is sought to better understand the commitment to provide improvements at the A27 Dumbbell Roundabouts given HCC have withdrawn their Emerging Local Plan.
- 6.8 The Travel Plan has been updated to reflect HCC comments and is considered sufficient to now be agreed.

6.9 This Highways Response Note (HRN) has been produced to address comments raised by Hampshire County Council, within their consultee letter, as the highway authority for planning application APP/21/01010 dated 2nd December 2022. All concerns raised have been covered satisfactorily and we would therefore encourage the highway authority to provide a positive recommendation (subject to the terms of the Section 106).

Appendix A

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Holly Drury
Direct Line 0370 779 3193
Date 2 December 2022

My reference 047897
Your reference APP/21/01010
Email havantdc@hants.gov.uk

Dear Sir,

Land east of, St Georges Avenue, Havant

Erection of 184 No. dwellings, (no. of dwellings reduced from 194) means of access, public open space, play areas, associated infrastructure and landscaping.

Thank you for your re-consultation on the above planning application. The applicant has submitted a Transport Assessment Addendum (TAA) in response to our comments in our previous response dated 15th December 2021. For clarity, the Highway Authority requested the following further information:

- Engagement with the Highway Authority regarding traffic calming in the vicinity of the site;
- Engagement with the Highway authority regarding improvements to bus facilities in the vicinity of the site;
- Discussion with the Highway Authority regarding a contribution towards the Warblington Footbridge;
- Provision of the southbound pedestrian/cycle link to Emsworth Road;
- Updated walking and cycling assessment regarding the distances from the site;
- Updated WCHAR assessment to assess the route to Bosmere School;

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

- Discussions with the Highway Authority regarding the internal site layout;
- Stage 1 Road Safety Audit for the internal road network;
- Additional junction modelling outputs for the A27 dumbbell roundabouts; and
- Additional details in the Travel Plan regarding the walking route to catchment schools and commitment to providing school information packs

The Highway Authority have reviewed the information within the TAA, and the additional information submitted providing amendments to the internal layout including:

- Provision of additional connections onto the footway/cycleway to the south.
- Provision of a footway/cycleway north to south from the footway adjacent to plot 179 to the south-west corner of the site.
- Revisions to parking to plots 17/18 and 33/34
- Revised footway/cycleway around the pump station.
- Footway/cycleway link through the Feature Area on the eastern edge to connect back up to the shared surface by the parking plots 60/61.

Our comments are laid out below. It is noted that the number of dwellings has been reduced from 194 to 184 dwellings.

Walking and Cycling

Whilst the TAA provides a heavy reliance on the fact that the applicant has a commitment to provide the pedestrian/cycle link to Emsworth Road in the southern corner of the site, the Highway Authority have since been made aware that the applicant does not have the land within their jurisdiction. Considering this is the case, the applicant will be required to measure distances to local facilities and services without reliance on the southern link with comparisons made between distances with and without utilising the link to assess whether these would be acceptable or not. The Highway Authority would seek reasons for refusal if suitable alternatives cannot be provided for sustainable access in the absence of the pedestrian/cycle link. The Highway Authority's preferred position given other existing network constraints would be for the southern link to be provided.

Castle Avenue / Warblington Avenue / St Georges Avenue traffic calming measures:

The applicant suggests that on-street parking acts as a natural traffic calming measure, and thus, additional traffic calming measures are not required. This is not agreed. The applicant should consider works that can be undertaken to St George's Avenue to aid

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

the use of the route for pedestrians and cyclists and in particular improvements around the junction with Southleigh Road in accordance with LTN1/20.

This should include but not be limited to the provision of a TRO in order to encourage uptake of sustainable transport via pedal cycle to mitigate the impact of increased traffic along St Georges Avenue, a TRO should be implemented adjacent to the cycle slip at the St Georges Avenue / Southleigh Road junction preventing vehicles from parking here and blocking cyclists from accessing/egressing the slip. A typical TRO would cost £6,000 which would be secured through a S106 agreement.

Warblington Footbridge Contribution:

The applicant has questioned the need for the contribution for Warblington footbridge. No contribution for the Warblington Footbridge was sought for the adjacent Persimmon planning permission (APP/18/01033) as there was no identified requirement for a contribution when permission was granted. A funding shortfall has been identified through continued work on the proposals and therefore developments which would cumulatively rely on the bridge provision have been identified, this includes this site. This can be secured through a package of sustainable travel improvements through a S106 agreement.

WCHAR Assessment to Bosmere Junior School

Following requests from the Highway Authority in our previous response the applicant has now undertaken a WCHAR assessment to Bosmere Junior School. The route has been taken from the proposed pedestrian/cycle link from the southern end of the site onto Emsworth Road, providing a more direct connection for the route to school. It is unclear at this time whether this route can be delivered, and further assessments will be required should the link not be deliverable. The Highway Authority would require this link to connect to the adopted highway and be dedicated to the Highway Authority so access in perpetuity can be achieved.

The WCHAR provided has identified that no improvements are required to the walk to school route. The Highway Authority disagree however and noted deficits in tactile crossing provision in the following locations:

- Castle Avenue/Emsworth Road junction;
- Warblington Avenue/Emsworth Road junction;
- Meadowlands/Emsworth Road junction;
- Bellair Road/Emsworth Road junction; and
- Beechworth Road/Fairfield Road if residents utilise an alternative route to Bosmere Junior School from Fairfield Infant School

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Additionally, there are deficits in wayfinding provision making the route clear for those walking to school.

Bus Services and Infrastructure

The Highway Authority are aware of deficits in bus shelter and real time information (RTI) provision that need improvements. The Highway Authority will request a contribution from the applicant to upgrade the shelter, with RTI and hardstanding at the Warblington Station Southbound stop as well as the provision of a shelter, with RTI and hardstanding at the Green Pond Corner Eastbound stop. Upgrading and providing bus stop provision in these locations will increase the attractiveness and encourage the uptake of a sustainable travel mode rather than the private car.

The Highway Authority do not accept the prevalence of the First Bus mobile app as an alternative to real-time timetable information. This prejudices against many users who may not have access to a smart phone, and consequently the mobile app. No contribution was sought as part of the adjacent Persimmon application as many off-site highway works, from which this site will benefit from, were a requirement of the application instead.

Internal Layout

Drawing PLN-1-1101 Rev H was submitted previously showing the general arrangement of the site, comments were shared informally with the applicant on the internal layout and amendments have been made within the plans submitted 27th October 2022. This response sets out the previous concerns and addressed where amendments have been made within the updated plans.

There are currently no priority access markings on the site plan and these need to be provided at key junctions within the site layout. Additionally, there are a number of road features shown on the plan and it is unclear what these represent. This should be clarified and shown more clearly on the drawing.

It was unclear how pedestrians are to access the various greenspace areas throughout the development. Gates have been shown on the revised drawings to the feature play area. This includes gates to the rear of the visitor parking bays. The locations would encourage crossing through the parking bays and it is unclear why they have been provided in these areas. Gated access should be in places where suitable crossing or footway connections are present to facilitate sustainable access to the feature space.

Plot 140 has an entrance point onto the access road to the car park. It is unclear what separation is provided between the entrance point and the car parking. Forward visibility to anyone at the entrance to plot 140 and entering the parking area from the north would be poor. Suitable clear separation should be provided to this access point or alternatively the plot should provide access onto the footway along the main access

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

road. Whilst the design principle is noted as acceptable in some developments, this is an unusual arrangement within this site and therefore would not be expected by drivers.

Reference is made on drawing PLN-1-1106 Rev J to the need for gated maintenance access to the north of the site. It is unclear where this is proposed and whether this is a pedestrian gate only or access is required for vehicles. Confirmation should be provided so the Highway Authority can ensure suitable access is achieved.

Stage One Road Safety Audit (RSA1):

An RSA1 of the internal layout is required and should be provided. It is necessary to ensure that the design of the development does not give rise to any unaddressed safety concerns.

Visibility:

It is noted that the visibility splay for the road adjacent to plot 2/16 runs through land outside of the applicant's jurisdiction (the Persimmon land). All visibility splays should be provided within land of the applicants control or the adopted highway to ensure that the appropriate visibility is able to be maintained. Confirmation is required that this land sits within land to be adopted as highway, the applicant should be aware that occupation of this area of the site would be dependent on future adoption of the Persimmon land being complete. The visibility splay also skims the boundary wall of plot 2. Since the resubmission, HCC TG3 guidance has been updated requiring 2.0m X 25m for a 20mph speed limit which may resolve this concern.

Whilst the TAA states that there are no trees present within visibility splays to ensure clear sight lines, there still appears to be proposed tree planting close to visibility splays. As mentioned within our previous response, whilst minor obstructions <550mm diameter would be accepted, further growth and the impact on visibility needs to be considered. Drawing 041.0039.002 should be updated taking into account future tree growth and how this could impact the visibility splays provided. Visibility splays and proposed landscaping should be shown on the same plan to ensure no conflicts. The Highway Authority note the additional landscaping plan drawing PLN-1-1110 Rev K submitted in support of the application and consider the final detail can be agreed through the S38 process and secured through suitable condition. However to ensure that this does not change significantly from the submitted the visibility splays for the site should be provided alongside the landscaping as requested.

The Highway Authority note that the visibility splay for the parking court in the eastern parcel of the site by plots 62- 65 is obstructed by two visitor parking spaces to the north. Whilst Manual for Streets (chapter 7.8.5) allows for some encroachment, it also states that defined parking bays should be provided outside of the visibility splay. Having a visibility splay completely obstructed by two visitor parking spaces is unacceptable. It is

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

requested that the site layout is revised to ensure that the visibility splay is not obstructed.

The applicant has proposed 17m forward visibility around bends within the development. This is not agreed, and currently would not be adopted, especially considering there no speed reducing features along long stretches of carriageway to keep speeds at 20mph. As per TG3 a minimum forward visibility of 25.0m is required based on a minimum design speed of 20mph. Drawing 041.0039.003 should be updated to reflect this. Drawing 041.0039.005 showing the radii dimension of the bends within the development is blurry and the dimensions cannot be retrieved from the drawing. This should be resubmitted clearer for the Highway Authority to provide comments on. It is noted to the applicant that the kerb radii should have a minimum 16mm radius.

No updated regarding visibility have been provided within the latest drawing submission.

Crossing Points:

Drawing 041.0039.006 previously showed a tactile crossing point providing pedestrian access to the play area. The Highway Authority have a number of safety concerns with the location of the proposed crossing points which are likely to be picked up by an RSA1. These visibility splays were wholly unacceptable in they are substandard in length, cross over 3rd party landscaped land, conflicts with private access points to plot 134 and 178 and pass-through visitor and allocated parking bays. The applicant has sought to address this issue in the latest revised internal layout plans by removing the visitor parking. The crossing location along with achievable visibility splays have not been shown on the drawing and should be provided. The current design is unclear on the relationship between the driveway of plot 178 and the crossing to the park. There is no separation between the footway/cycleway and the driveway to plot 178 and this should be provided.

Pedestrian crossing points have only been provided to access the path adjacent to the public open space/play area. More crossing points should be provided throughout the development along with visibility splays to enable sustainable travel and to meet the needs of all users. These should be clearly shown on the plans.

Footways/Cycleways:

The submitted TA states that the footpath to the west of the play area will not be widened as it is not intended for cycle use. The Highway Authority disagree as it is against the desire lines of cyclists to have to cycle around the central square to exit the site or to utilise the desired southern link. The site in accordance with LTN1/20 should enable cycle activity to be accommodated on the most direct routes. General permeability of the site for users given its location and future and desired wider connectivity should be a key design principle. A shared use path connection with

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

appropriate cycle access points should be provided at each end to allow cyclists to join, as necessary. It is noted on the revised plans submitted 27th October 2022 that the provision for cyclists along this link have been made and this is welcomed. The arrangements for how cyclists re-join the carriageway or join the path from St Georges Avenue at the northern end of the link should be shown on the revised highway plans.

Within the previous internal layout plan, it was noted that in certain places around the development the footway reduces to a below standard with 2m. All footways should be a minimum of 2.0m throughout the development. If footways are outside of the adopted highway accessing small groups of houses, it may be appropriate to reduce the width to minimum standards of 1.5m to allow for DDA compliance with an absolute minimum of 1.2m. The site layout has been amended to address these issues; annotated widths should be provided on any approved plans for clarity.

The previous iterations of the proposals showed only footway running along the western boundary of the site. The purpose of the desire line through the site is to overcome existing issues along Castle Avenue with parked vehicles on road and the school children having to engage with vehicular traffic. The previous design does not achieve that objective and given it is a route to Warblington School, off road provision should be provided for cyclists travelling north/south through the site. This has been provided within the revised plans dated 27th October.

Connections through to the Persimmon site on the western boundary should be provided for pedestrian and cyclists to allow the integration of the sites and permeability for both pedestrians and cyclists. These have been enabled through the Persimmon design with opportunities for sustainable travel connection points and the site is sought as one allocation which should be brought together cohesively to ensure permeability throughout the whole development.

The footway across the frontage of plots 88-93 should be increased to a minimum of 2m to accommodate pedestrian access to the footway/cycleway on the eastern boundary.

Pedestrian/Cycle connection to future Southleigh development:

The submitted site layout as shown in drawing PLN-1-1101 Rev H shows pedestrian/cycle access to the Southleigh development due to come forward as a future strategic development. This should be bought forward for adoption and be street lit. The Highway Authority had several concerns regarding the proposals as they stand.

The path did not link at the northern end and should connect back into the internal road network as well as allow for future onward connections. This has been amended within the 27th October drawings to show a continuous route through the green space and opportunities for future connections which should be built to the site boundary to

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

facilitate these onward sustainable travel connections which will aid with sustainable access to the site in the future.

There was previously an access point proposed at the northern end of the path to connect pedestrians/cyclists into the development for those that wish to travel east/west across the site. This has been shown on the latest issue of the drawings, with amendments allowing a future connection into the car parking area of plots 56-61. Intervisibility between where the east/west and north/south path meet this area will need to be further considered at the detailed design stage to ensure appropriate intervisibility between the routes. Whilst the proposed link allows for cyclists to join the carriageway to navigate the site it doesn't link pedestrians to any existing footway provision. Amendments should be made to connect the proposed link to the existing proposed footway in the area for pedestrians.

The arrangement for cyclists to access the shared use link to the south was poor and appeared to be a shared access with a private drive. No cycle connection points were shown for how cyclists join the shared use provision either. The arrangement as previously shown would also not have been considered acceptable to allow the future adoption of the shared use path to the boundary due to its interaction with the private driveway to plots 158-161. The 27th October 2022 drawings show a re-redesign of this area, more clearly separating the footway/cycleway from the private access to plots 158-161. Further design work will be required to ensure appropriate separation. This must include a boundary treatment between the path and the driveway access to avoid vehicle driving on the shared use path. Tracking will need to show that this can be accommodated appropriately along with the vehicle access to the parking area.

In the original submission in the southern parcel of the site, the shared use path terminated and narrowed to navigate around 3 visitor parking spaces adjacent to the pumping station. This was not considered acceptable as this will lead to conflict between pedestrians, cyclists, and vehicles. The applicant has redesigned this area within the 27th October 2022 drawings showing a continuous link around the front of the substation and the parking spaces set back into the green space. This is considered acceptable and is a welcome change to the design.

The original submission drawings made note to a possible access point onto the new spur road to the east. There is no support for a future vehicle connection eastward from the site. The October 2022 submission has amended this annotation to refer to pedestrian/cycle connections only. This should be built to the boundary and be clearly integrated into the road layout with suitable crossing and access facilities.

SuDS:

The TAA states that the location of the SuDS has been considered to ensure that appropriately sized vehicles can access and maintain the SuDS. However, no narrative has been provided on the size of the vehicle require to maintain the SuDS. Tracking

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

should also be provided for the maintenance vehicle to ensure that it can appropriately access the SuDS when required.

Tracking:

Tracking has not been provided showing the ability of a super large 11.20m refuse vehicle to pass a standard size vehicle throughout the majority of the development. This should be submitted. Tracking speeds should also be provided for consideration. Where it is not possible for a refuse to pass a car, forward visibility should be provided for consideration. It is noted some movements are also missing and it's been assumed that the refuse vehicle will only travel in one direction. All movements need to be tracked.

It is noted that drawing PLN-1-1107 Rev J has been provided showing the proposed refuse strategy plan this is for the Refuse Authority to comment on the suitability of the proposals. The Highway Authority require the tracking as requested.

Parking:

The previous iterations of the design left the parking spaces for plot 48, 49 and 54 are located on the road in a manner which leaves them unprotected. This area of the design has been amended in the 27th October 2022 submission and now creates to clear parking areas with appropriate footway provision and vehicular access. Subject to provision of visibility splays and tracking across the site the Highway Authority are content with the revisions.

Junction Modelling

The applicant suggests that the development will not have an impact on the wider highway network or the A27 Dumbbell Roundabouts. The Highway Authority however disagree with this, and it was agreed following direct discussions with the applicant that a proportionate contribution would be provided towards the A27 Dumbbell Roundabouts to mitigate the impact that development trips will have on the wider highway network. It was suggested that the applicant based their calculations from the contribution provided for the Cooks Lane development (18/03145/OUT). The Highway Authority welcome further discussion to agree a proportionate contribution figure as part of a package of measures from the site as agreed

Travel Plan

As requested in our previous response, the travel plan has been amended to include the walking route to catchment schools and the provision of school information packs.

Commentary has been provided regarding the provision of school information packs on sustainable routes to Warblington School and Bosmere Junior School. It is noted that this does not include the catchment infant school, Fairfield Infant School. The travel plan should be amended to include this.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

The travel plan may require further consideration when the access points to the site are agreed.

Summary

There are a number of matters set out within this response which needs to be addressed before the Highway Authority make a recommendation on the application. If you are minded to determine the application in advance of this additional information being provided please contact us for our formal recommendation.

I trust that the above is clear but please do not hesitate to contact Holly Drury on the above number/email should you require any further information.

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Appendix B

Havant																																									
Report Id	55718																																								
Site Name	Site 2 of 2																																								
Description	St Georges Avenue, 50m East of Warlington Avenue																																								
Direction	Eastbound																																								
Thursday 20 September 2018																																									
Time	Hourly Totals	00-15	15 Minute Bin 15-30	Drops 30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	Vehicle Speed					MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation	
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300-0400	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	22.4	-	
0400-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500-0600	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	9.3	-	
0600-0700	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.9	3.8	
0700-0800	4	1	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.1	8	
0800-0900	17	6	4	4	3	1	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	31.7	25.5	6.9
0900-1000	13	6	0	3	4	3	1	9	0	0	0	0	0	0	0	0	0	0	0	0	3	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	16.4	5.7
1000-1100	5	1	0	2	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	-	16.5	7.6	
1100-1200	14	5	3	2	4	3	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	15.8	5.1	
1200-1300	9	2	4	2	1	2	0	4	0	2	0	1	0	0	0	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.9	4.8	
1300-1400	10	2	2	3	3	3	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	18.4	6.3
1400-1500	5	1	2	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.8	6	
1500-1600	17	4	3	4	6	4	0	12	0	1	0	0	0	0	0	0	0	0	0	0	2	4	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	17.4	5.4
1600-1700	17	3	4	6	4	5	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	20.6	5
1700-1800	11	1	3	3	4	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	19	5.7
1800-1900	7	0	4	1	2	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	-	22.4	9.3	9
1900-2000	5	2	0	2	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-	18.6	7.2	
2000-2100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	11.9	-	
2100-2200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.4	-	
2200-2300	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.6	15.7	
2300-0000	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.9	-	
0700-1900	129	32	29	34	34	29	2	84	1	11	0	2	0	0	0	0	0	0	0	0	9	35	30	33	15	5	2	0	0	0	0	0	0	0	0	0	0	25.5	18.9	6.6	
0600-2200	138	35	29	37	37	34	2	88	1	11	0	2	0	0	0	0	0	0	0	0	9	40	32	34	16	5	2	0	0	0	0	0	0	0	0	0	0	25.5	18.7	6.6	
0600-0600	141	37	30	37	37	35	3	89	1	11	0	2	0	0	0	0	0	0	0	0	9	41	32	35	16	5	2	1	0	0	0	0	0	0	0	0	0	25.5	18.9	6.8	
0000-0000	143	38	30	37	38	35	3	90	1	12	0	2	0	0	0	0	0	0	0	0	10	41	32	36	16	5	2	1	0	0	0	0	0	0	0	0	0	25.5	18.9	6.8	

Friday 21 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation		
			1 Adu Road	3 Adu Road	4 Adu Artic							4 Adu Artic	5 Adu Artic	6 Adu Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph								
0000 - 0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.9	-	
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0700 - 0800	4	0	1	0	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.2	8.4	
0800 - 0900	10	3	3	3	1	3	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	-	17.8	5.4	
0900 - 1000	9	0	5	3	1	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	0	0	0	0	0	0	-	18.8	5.2	
1000 - 1100	7	1	1	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.4	6	
1100 - 1200	12	2	1	5	4	4	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	3	1	0	0	0	0	23.3	17.7	5.2	
1200 - 1300	5	2	0	1	2	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	-	11.7	5.9	
1300 - 1400	9	2	1	4	3	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	-	18.6	9.4	
1400 - 1500	8	2	3	0	3	1	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	3	0	0	0	0	-	20.6	6.4	
1500 - 1600	11	2	1	4	4	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	0	0	0	28.9	21.4	7.4	
1600 - 1700	9	3	1	2	3	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	1	0	0	0	0	-	19.8	5.6	
1700 - 1800	16	3	8	2	3	5	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	6	2	0	0	0	0	26.1	19.7	5.7	
1800 - 1900	5	1	1	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	22.7	11.9	
1900 - 2000	8	0	4	2	2	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	-	19.5	4.6	
2000 - 2100	3	1	0	1	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	18.5	5.1	
2100 - 2200	3	1	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	-	17.5	5.6	
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2300 - 0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.4	-	
0700 - 1900	185	21	26	28	30	29	2	66	8	6	0	0	0	0	0	0	0	0	0	0	0	0	8	28	23	25	16	4	8	1	8	8	0	25.8	19.0	6.7
0800 - 2000	119	23	31	32	33	31	2	79	8	7	0	0	0	0	0	0	0	0	0	0	0	0	8	31	28	30	17	4	8	1	8	8	0	25.6	19.0	6.5
0900 - 0000	120	24	31	32	33	31	2	80	8	7	0	0	0	0	0	0	0	0	0	0	0	0	8	32	29	25	16	4	8	1	8	8	0	25.6	18.9	6.5
0000 - 0000	121	25	31	32	33	31	2	81	8	7	0	0	0	0	0	0	0	0	0	0	0	0	8	32	29	30	17	4	8	1	8	8	0	25.6	18.9	6.5

Saturday 22 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme				4 Adu Artic	5 Adu Artic	6 Adu Artic	Double Road Train	Triple Road Train	Vehicle Speed																P-Tile 85%	Average Speed	Standard Deviation
			00-15	15-30	30-45							3 Adu Road	4 Adu Road	3 Adu Artic	4 Adu Artic						MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph						
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0300 - 0400	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17,5	-					
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0600 - 0700	2	0	0	1	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	-	18,9	13,7				
0700 - 0800	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15,7	-					
0800 - 0900	5	1	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	1	0	0	0	0	0	0	-	23	10,6				
0900 - 1000	10	1	0	4	5	2	0	7	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	4	3	0	0	0	0	0	0	0	-	21,3	6,7				
1000 - 1100	11	4	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	15,1	6,4				
1100 - 1200	13	5	4	3	1	1	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	3	2	0	0	0	0	0	0	0	-	31,4	23,6			
1200 - 1300	9	2	3	1	3	0	0	8	0	0	1	0	0	0	0	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	-	22,6	5,4			
1300 - 1400	5	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	-	16,7	4,7			
1400 - 1500	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	19	5,2			
1500 - 1600	5	2	1	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	-	17	5,4			
1600 - 1700	6	1	0	0	0	0	0	6	0	1	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	20,1	4,2			
1700 - 1800	4	0	1	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	-	26,7	6,5			
1800 - 1900	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16,1	6,8			
1900 - 2000	3	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	22,4	5,3			
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
2100 - 2200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17,4	-			
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0700 - 0800	76	21	18	18	19	7	0	64	0	5	0	0	0	0	0	0	0	0	0	3	12	18	26	13	4	2	0	0	0	0	0	0	27,6	21,2	6,4				
0800 - 0900	82	21	18	21	22	7	0	69	0	6	0	0	0	0	0	0	0	0	0	4	12	18	27	15	4	2	0	0	0	0	0	0	27,6	21,2	6,5				
0900 - 0000	82	21	18	21	22	7	0	69	0	6	0	0	0	0	0	0	0	0	0	4	12	18	27	15	4	2	0	0	0	0	0	0	27,6	21,2	6,5				
0000 - 0000	83	21	18	21	23	7	0	69	0	7	0	0	0	0	0	0	0	0	0	4	12	19	27	15	4	2	0	0	0	0	0	0	27,6	21,1	6,4				

Sunday 23 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45	45-60						3 Adu Road	4 Adu Road	3 Adu Artic	4 Adu Artic	5 Adu Artic	6 Adu Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.6	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	8.2	0.8
0800 - 0900	2	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.1	6.6
0900 - 1000	6	1	0	1	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.6	5.5
1000 - 1100	5	0	2	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.4	10.9
1100 - 1200	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.9	6.7
1200 - 1300	3	0	2	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.7	11.3
1300 - 1400	5	0	2	1	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.2	11.5
1400 - 1500	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.6	2.7
1500 - 1600	2	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.6	6.9
1600 - 1700	7	2	0	3	2	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17	7
1700 - 1800	5	0	0	4	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.2	2.5
1800 - 1900	6	2	3	1	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.9	5.5
1900 - 2000	3	1	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.6	6.8
2000 - 2100	3	0	1	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.1	5.4
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	7.8	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	50	11	11	13	15	8	0	40	0	4	0	0	0	0	0	0	0	0	6	11	8	11	9	4	1	0	0	0	0	0	28.6	20.0	8.0
0800 - 2000	56	12	13	15	16	8	0	43	0	5	0	0	0	0	0	0	0	0	6	14	9	12	10	4	1	0	0	0	0	0	28.4	19.8	7.8
0900 - 0000	57	12	14	15	16	8	0	44	0	5	0	0	0	0	0	0	0	0	7	14	9	12	10	4	1	0	0	0	0	0	28.3	19.6	7.8
0000 - 0000	58	12	15	15	16	8	0	44	0	6	0	0	0	0	0	0	0	0	7	14	9	13	10	4	1	0	0	0	0	0	28.3	19.6	7.8

Monday 24 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme				4 Adu Artic	5 Adu Artic	6 Adu Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			00-15	15-30	30-45							3 Adu Road	4 Adu Road	3 Adu Artic	4 Adu Artic						MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0700 - 0800	6	0	3	2	1	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	-	-	-		
0800 - 0900	16	4	7	2	3	0	1	13	0	2	0	0	0	0	0	0	0	0	0	1	2	19	6	4	1	0	0	0	0	0	27,4	15,6	6,5		
0900 - 1000	9	1	5	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	2	0	0	0	0	0	0	-	17,7	7,3		
1000 - 1100	7	3	1	3	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13,3	5,4		
1100 - 1200	7	2	2	1	2	2	0	4	0	1	0	0	0	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	-	18,6	4,8		
1200 - 1300	6	1	0	4	1	3	0	2	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	-	15,5	7,9		
1300 - 1400	7	1	2	3	3	3	0	3	0	1	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	-	14,3	6,9		
1400 - 1500	5	1	0	2	2	1	1	1	3	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	-	16,8	8		
1500 - 1600	13	4	4	4	1	7	0	5	0	1	0	0	0	0	0	0	0	0	0	2	5	2	2	0	0	0	0	0	0	0	-	28,2	16,5	7,1	
1600 - 1700	12	4	2	5	1	4	0	7	0	1	0	0	0	0	0	0	0	0	0	1	1	4	1	1	2	1	1	0	0	0	0	36,8	23,1	10,4	
1700 - 1800	16	4	5	4	3	4	0	10	0	2	0	0	0	0	0	0	0	0	0	1	4	3	5	2	1	0	0	0	0	0	0	26,7	19,7	7,1	
1800 - 1900	9	5	1	2	1	2	0	7	0	0	0	0	0	0	0	0	0	0	0	3	2	3	0	1	0	0	0	0	0	0	-	15,8	6,3		
1900 - 2000	5	1	1	2	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	-	14,9	4,6	
2000 - 2100	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	20,8	-		
2100 - 2200	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12,5	-		
2200 - 2300	2	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	15,8	7,5		
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0700 - 0800	113	30	32	32	19	35	2	66	8	19	0	0	0	0	0	0	0	0	0	9	33	21	25	18	5	1	1	0	0	0	0	27,3	18,0	7,3	
0800 - 0900	120	31	34	34	21	36	3	71	8	19	0	0	0	0	0	0	0	0	0	9	37	22	27	18	5	1	1	0	0	0	0	27,0	18,8	7,2	
0900 - 0000	122	31	34	35	22	37	3	72	8	19	0	0	0	0	0	0	0	0	0	9	38	22	28	18	5	1	1	0	0	0	0	26,9	18,8	7,2	
0000 - 0000	122	31	34	35	22	37	3	72	8	19	0	0	0	0	0	0	0	0	0	9	38	22	28	18	5	1	1	0	0	0	0	26,9	18,8	7,2	

Virtual Day (7.00)																																		
Time	Hourly Totals	00-15	15 Minute Bin Drops			45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme			4 Adu Artic	5 Adu Artic	6 Adu Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45								3 Adu Road	4 Adu Road	3 Adu Artic						MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.9	-	
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.6	-	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.3	-	
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	9.3	-	
0600 - 0700	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.4	7.3	
0700 - 0800	4	0	1	2	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	0	-	15.7	7.3	
0800 - 0900	11	2	4	2	3	1	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	3	1	0	0	0	29.9	22.6	7	
0900 - 1000	9	2	2	3	3	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	3	1	0	0	0	0	0	-	18.8	6.7	
1000 - 1100	7	2	1	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	-	16.2	7.2	
1100 - 1200	9	2	2	2	2	2	0	6	0	1	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	-	15.5	6.1	
1200 - 1300	6	2	2	1	1	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	-	17.6	7.3	
1300 - 1400	7	1	1	2	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	0	1	0	0	0	0	0	-	17.3	7.1	
1400 - 1500	6	3	1	1	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	-	17.6	6.4	
1500 - 1600	10	3	2	3	2	2	0	7	0	1	0	0	0	0	0	0	0	0	0	0	1	3	2	2	2	0	0	0	0	0	26.1	18.7	6.7	
1600 - 1700	11	3	2	4	2	3	0	7	0	1	0	0	0	0	0	0	0	0	0	0	2	3	2	1	1	0	0	0	0	0	28.9	21	9	
1700 - 1800	12	2	4	3	3	2	0	9	0	1	0	0	0	0	0	0	0	0	0	0	2	2	4	2	1	0	0	0	0	0	27.5	21.3	6.5	
1800 - 1900	6	2	2	1	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	-	15.8	7	
1900 - 2000	6	1	1	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	-	15.3	6	
2000 - 2100	4	2	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	-	16.5	6.7	
2100 - 2200	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	16.8	5.4	
2200 - 2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.2	-	
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.6	-	
0700 - 1900	98	24	25	26	24	19	1	70	0	8	0	0	0	0	0	0	0	0	0	7	24	21	24	15	5	1	1	0	0	0	27.3	15.6	7.4	
0800 - 2000	111	27	27	30	26	21	1	79	0	8	0	0	0	0	0	0	0	0	0	8	27	23	27	17	6	1	1	0	0	0	27.2	15.5	7.0	
0900 - 0000	112	28	28	30	26	22	2	80	0	8	0	0	0	0	0	0	0	0	0	8	28	23	27	17	6	1	1	0	0	0	27.2	15.5	7.0	
0000 - 0000	113	28	28	30	27	22	2	80	0	9	0	0	0	0	0	0	0	0	0	8	28	24	28	17	6	1	1	0	0	0	27.2	15.5	7.0	

Virtual Week (120)

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-File 99%	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00					3 Axle Road	4 Axle Road	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60				MPH 65			
Mon	122	31	34	35	22	37	3	72	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,9	18,8	7,2
Tue	144	36	42	38	28	30	2	103	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,1	18	7,2
Wed	118	33	25	33	27	3	1	101	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,6	21,9	6,8
Thu	143	38	30	37	38	35	3	90	1	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,5	18,9	6,8
Fri	121	25	31	32	33	31	2	81	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,6	18,9	6,5
Sat	83	21	16	21	23	7	0	69	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27,6	21,1	6,4
Sun	98	12	15	15	16	8	0	44	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,3	19,6	7,8

Havant																																				
Report Id	55718																																			
Site Name	Site 2 of 2																																			
Description	St Georges Avenue, 50m East of Warlington Avenue																																			
Direction	Westbound																																			
Thursday 20 September 2018																																				
Time	Hourly Totals	00-15	15 Minute Bin Drops 15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
											3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <70mph		
0000-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100-0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	26.8	-	
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500-0600	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	5.9	5.9	
0600-0700	5	0	3	1	1	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	-	14.5	6.2	
0700-0800	7	2	1	2	2	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	2	1	1	1	2	0	0	0	0	0	0	0	-	21.5	9.1	
0800-0900	10	3	2	4	2	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	-	15.6	5.9
0900-1000	13	2	4	2	5	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	3	0	1	0	0	0	0	0	0	24.5	14.1	8.8	
1000-1100	10	1	6	1	2	2	0	7	0	1	0	0	0	0	0	0	0	0	0	0	3	1	4	1	1	0	0	0	0	0	0	0	-	14.3	7.4	
1100-1200	9	1	5	1	2	1	0	5	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.7	6	
1200-1300	6	0	1	4	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	-	14.5	3.9	
1300-1400	7	0	2	2	3	1	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	-	17.7	5.3	
1400-1500	5	0	2	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.4	3.8	
1500-1600	5	2	0	2	1	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	-	21.4	4.2	
1600-1700	6	0	2	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	1	0	0	0	0	0	0	0	-	20	6.1	
1700-1800	7	0	4	1	2	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	2	0	0	0	0	0	0	0	0	-	14.8	5.5	
1800-1900	5	1	1	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	-	15.6	4.2	
1900-2000	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	13.1	-	
2000-2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2100-2200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.3	-	
2200-2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2300-0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0700-1900	90	12	30	23	25	23	2	54	1	9	1	0	0	0	0	0	0	0	0	0	0	14	26	17	22	8	3	0	0	0	0	0	24.5	16.8	6.7	
0600-2200	97	13	34	24	26	26	2	57	1	9	2	0	0	0	0	0	0	0	0	0	15	30	17	24	8	3	0	0	0	0	0	24.3	16.8	6.6		
0600-0800	97	13	34	24	26	26	2	57	1	9	2	0	0	0	0	0	0	0	0	0	15	30	17	24	8	3	0	0	0	0	0	24.3	16.8	6.6		
0000-0000	99	14	34	24	27	26	2	59	1	9	2	0	0	0	0	0	0	0	0	0	16	30	17	24	9	3	0	0	0	0	0	24.4	16.8	6.7		

Friday 21 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme				5 Adu Artic	6 Adu Artic	Double Road Train	Triple Road Train	Vehicle Speed																P-Tile 85%	Average Speed	Standard Deviation
			00-15	15-30	30-45							3 Adu Road	4 Adu Road	3 Adu Artic	4 Adu Artic					MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph						
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0600 - 0700	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	19	-					
0700 - 0800	4	0	1	2	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	-	16.4	6.7					
0800 - 0900	11	5	1	3	2	3	0	6	1	0	0	0	0	0	0	0	0	0	0	1	3	2	3	1	0	0	0	0	0	0	27.6	18.9	7.3					
0900 - 1000	5	0	1	2	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	12.8	3.4					
1000 - 1100	7	2	2	0	3	2	1	4	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	1	0	0	0	0	0	0	-	16.4	7.7					
1100 - 1200	7	0	3	2	2	2	1	3	0	0	0	0	1	0	0	0	0	0	1	0	1	2	3	0	0	0	0	0	0	0	-	20.9	7					
1200 - 1300	9	1	2	4	2	2	0	6	0	1	0	0	0	0	0	0	0	0	0	2	2	1	2	0	2	0	0	0	0	0	-	18.4	8.4					
1300 - 1400	5	0	0	3	2	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	-	15.6	6.9					
1400 - 1500	7	3	0	2	2	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	-	18.4	5.2					
1500 - 1600	6	2	2	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	2	1	0	0	0	0	0	0	-	17.3	9.4					
1600 - 1700	10	2	2	3	3	2	0	7	0	1	0	0	0	0	0	0	0	0	0	0	2	0	5	2	0	0	0	0	0	0	-	20.7	6.1					
1700 - 1800	8	1	3	3	1	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	-	18	5.4					
1800 - 1900	8	2	5	1	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	1	1	0	0	0	0	0	-	15.3	7.1					
1900 - 2000	6	0	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	-	21.5	6					
2000 - 2100	4	2	0	1	1	1	0	2	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	-	20.7	10.7					
2100 - 2200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	18.8	-					
2200 - 2300	3	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	-	20	3.4					
2300 - 0000	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	23.6	-					
0700 - 1900	87	16	22	27	20	25	5	81	0	5	0	0	0	0	0	0	0	0	0	12	23	11	27	11	3	6	0	0	0	0	25.2	18.1	6.8					
0800 - 2000	99	22	24	32	21	28	5	81	0	6	0	0	0	0	0	0	0	0	0	13	23	17	30	11	4	1	0	0	0	0	25.2	18.5	6.8					
0900 - 0000	103	25	25	32	21	26	5	85	0	6	0	0	1	0	0	0	0	0	0	13	23	19	32	11	4	1	0	0	0	0	25.1	18.6	6.8					
0000 - 0000	103	25	25	32	21	26	5	85	0	6	0	0	1	0	0	0	0	0	0	13	23	19	32	11	4	1	0	0	0	0	25.1	18.6	6.8					

Saturday 22 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme				4 Adu Artic	5 Adu Artic	6 Adu Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			00-15	15-30	30-45							3 Adu Road	4 Adu Road	3 Adu Artic	4 Adu Artic						MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600 - 0700	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	14	-	
0700 - 0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26.5	-	
0800 - 0900	8	0	4	4	0	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	-	16.5	5.8	
0900 - 1000	4	1	0	2	1	2	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	16.5	7.5	
1000 - 1100	10	1	4	3	1	8	0	10	3	8	0	0	0	0	0	0	0	0	0	0	2	3	0	5	1	0	0	0	0	0	0	-	15.8	7.9	
1100 - 1200	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	18	5	
1200 - 1300	4	2	1	0	1	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	-	18.4	6.6
1300 - 1400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-	18	2.7
1400 - 1500	8	2	0	1	5	1	0	6	0	1	0	0	0	0	0	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	-	17.3	4.4
1500 - 1600	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	18.2	1.1
1600 - 1700	4	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	-	16.4	4.8
1700 - 1800	5	0	0	2	3	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	-	21.3	6.8
1800 - 1900	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.7	2.5	
1900 - 2000	2	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	20.9	5
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	5	2	0	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	-	19.6	4
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	53	8	11	16	18	9	8	37	37	8	7	8	8	8	8	8	8	8	8	8	4	14	13	16	5	1	8	8	8	8	8	0	24.2	17.8	6.1
0800 - 0900	61	10	11	19	21	9	8	45	8	7	8	8	8	8	8	8	8	8	8	8	4	16	15	20	5	1	8	8	8	8	8	0	24.0	16.1	5.9
0900 - 0000	61	10	11	19	21	9	8	45	8	7	8	8	8	8	8	8	8	8	8	8	4	16	15	20	5	1	8	8	8	8	8	0	24.0	16.1	5.9
0000 - 0000	61	10	11	19	21	9	8	45	8	7	8	8	8	8	8	8	8	8	8	8	4	16	15	20	5	1	8	8	8	8	8	0	24.0	16.1	5.9

Sunday 23 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme					Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
			15-30	30-45	45-60						3 Adu Road	4 Adu Road	3 Adu Artic	4 Adu Artic	5 Adu Artic			6 Adu Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	7.3	-	
0200 - 0300	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	7.4	-	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0800 - 0900	3	3	1	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	-	13.8	6.4	
0900 - 1000	5	4	1	2	1	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	-	16.4	7.2
1000 - 1100	4	1	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.3	4.3
1100 - 1200	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.9	-	
1200 - 1300	4	3	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	-	21.6	5.5
1300 - 1400	7	2	2	2	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	3	0	0	0	0	0	-	16.5	8.8
1400 - 1500	4	1	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.7	2.7	
1500 - 1600	3	0	1	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	16.7	7.8	
1600 - 1700	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.6	11.7	
1700 - 1800	2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.2	11.6	
1800 - 1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.9	-	
1900 - 2000	3	2	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	-	16.2	7.3	
2000 - 2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.8	-	
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
2200 - 2300	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.6	-	
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0700 - 1900	36	11	7	10	8	6	8	29	8	8	8	1	8	8	8	8	8	8	6	7	9	8	6	8	8	8	8	8	8	25.8	17.6	6.8	
0800 - 2000	40	13	8	11	8	6	1	32	8	8	8	1	8	8	8	8	8	8	7	7	9	11	6	8	8	8	8	8	8	25.5	17.9	6.7	
0900 - 0000	41	13	9	11	8	6	2	32	8	8	8	1	8	8	8	8	8	8	7	7	9	11	6	1	8	8	8	8	8	25.8	18.2	7.1	
0000 - 0000	43	13	9	12	9	7	2	33	8	8	8	1	8	8	8	8	8	8	9	7	9	11	6	1	8	8	8	8	8	25.8	17.7	7.3	

Monday 24 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme					Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45	45-60							3 Adu Road	4 Adu Road	3 Adu Artic	4 Adu Artic	5 Adu Artic			6 Adu Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	8.9	-
0600 - 0700	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-
0700 - 0800	13	0	2	8	3	7	0	5	0	0	1	0	0	0	0	0	0	6	2	1	3	0	0	0	0	0	0	0	0	0	25.3	16.8	6
0800 - 0900	9	6	1	1	1	4	1	4	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	-	16.6	6
0900 - 1000	10	3	4	0	3	3	0	7	0	0	0	0	0	0	0	0	0	4	2	1	2	1	0	0	0	0	0	0	0	0	-	14.7	6.8
1000 - 1100	3	2	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	-	14.6	6.5
1100 - 1200	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.8	9.8
1200 - 1300	8	4	3	1	0	4	0	2	0	2	0	0	0	0	0	0	0	1	4	0	3	0	0	0	0	0	0	0	0	0	-	15.1	6
1300 - 1400	8	1	0	6	4	0	0	3	0	1	0	0	0	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	0	0	-	15.8	6.3
1400 - 1500	6	1	1	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	2	2	1	0	1	0	0	0	0	0	0	0	-	16.6	7.1
1500 - 1600	6	2	3	0	0	1	1	1	1	4	0	0	0	0	0	0	0	2	0	3	0	1	0	0	0	0	0	0	0	0	-	17.6	7.1
1600 - 1700	7	1	5	0	1	1	0	6	0	0	0	0	0	0	0	0	0	1	1	0	6	1	0	0	0	0	0	0	0	0	-	15.3	5.6
1700 - 1800	10	1	5	1	3	5	0	4	0	0	1	0	0	0	0	0	0	4	2	3	1	0	0	0	0	0	0	0	0	0	-	12.7	5.5
1800 - 1900	8	5	2	1	0	1	1	5	0	0	0	0	0	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	-	22	7.4
1900 - 2000	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	19	4.6
2000 - 2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2100 - 2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	2	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	15.3	9.2
0700 - 1900	90	26	26	15	21	34	3	47	0	5	1	0	0	0	0	0	0	16	27	18	20	7	1	1	0	0	0	0	0	0	24.2	16.6	6.4
0800 - 2000	93	28	29	15	21	35	3	49	0	5	1	0	0	0	0	0	0	16	28	19	21	7	1	1	0	0	0	0	0	0	23.9	16.7	6.3
0900 - 0000	95	29	30	15	21	36	3	50	0	5	1	0	0	0	0	0	0	17	28	19	22	7	1	1	0	0	0	0	0	0	23.9	16.6	6.3
0000 - 0000	96	29	31	15	21	36	3	51	0	5	1	0	0	0	0	0	0	18	28	19	22	7	1	1	0	0	0	0	0	0	23.9	16.5	6.4

Tuesday 25 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45							3 Axle Rapid	4 Axle Rapid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.8	-
0700 - 0800	8	2	2	3	1	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.1	6.1
0800 - 0900	10	2	4	2	2	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.7	7.4
0900 - 1000	9	1	4	3	1	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.8	3.4
1000 - 1100	6	3	0	2	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.6	4.9
1100 - 1200	16	5	3	1	7	7	0	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	15.3	6.3
1200 - 1300	3	0	1	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.8	6.7
1300 - 1400	11	1	4	2	4	2	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	17.6	5
1400 - 1500	3	2	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	11.3	2.1
1500 - 1600	6	1	3	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.6	6.5
1600 - 1700	8	1	3	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.5	5.9
1700 - 1800	12	2	3	2	5	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	18.4	8.2
1800 - 1900	9	4	3	1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.4	6.8
1900 - 2000	4	1	0	0	3	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.7	3.5
2000 - 2100	7	3	2	1	1	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.8	6.4
2100 - 2200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.1	-
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	6.9	-
2300 - 0000	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 1900	101	24	30	21	26	35	4	4	53	8	1	8	0	0	0	0	0	0	14	35	17	26	8	1	6	8	6	6	9	0	24.0	16.7	6.3
0600 - 2200	114	28	32	22	32	37	4	63	8	9	1	8	0	0	0	0	0	0	17	38	22	27	9	1	6	8	8	8	0	0	23.9	16.6	6.3
0600 - 0000	115	28	33	22	32	37	4	64	8	9	1	8	0	0	0	0	0	0	18	38	22	27	9	1	6	8	8	8	0	0	23.8	16.5	6.4
0000 - 0000	115	28	33	22	32	37	4	64	8	9	1	8	0	0	0	0	0	0	18	38	22	27	9	1	6	8	8	8	0	0	23.8	16.5	6.4

Wednesday 26 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme					Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation			
			15-30	30-45							3 Axle Rigid	4 Axle Rigid	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	12.5	-
0700 - 0800	7	1	1	0	5	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.7	3.8
0800 - 0900	14	2	8	5	1	9	0	5	0	0	0	0	0	0	0	0	0	0	0	4	4	2	1	0	0	0	0	0	0	22.7	14.4	6.2
0900 - 1000	8	4	2	2	0	4	1	3	0	0	0	0	0	0	0	0	0	0	0	1	4	1	2	0	0	0	0	0	0	-	14.6	5.8
1000 - 1100	4	1	2	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	-	20.5	4.5
1100 - 1200	7	0	3	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	1	0	0	0	0	0	-	18.9	6.8
1200 - 1300	9	1	3	3	2	1	0	8	0	0	0	0	0	0	0	0	0	0	0	1	2	2	4	0	0	0	0	0	0	-	18.5	5
1300 - 1400	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	14.6	-
1400 - 1500	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	-	18.5	6.5
1500 - 1600	4	2	0	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	-	15.9	4.2
1600 - 1700	6	3	3	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	21.6	4.7
1700 - 1800	10	1	2	4	3	1	0	7	0	2	0	0	0	0	0	0	0	0	0	1	1	4	4	0	0	0	0	0	0	-	18	4.9
1800 - 1900	5	0	1	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	-	26.4	3.6
1900 - 2000	4	0	2	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	-	21.2	4.6
2000 - 2100	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-	22.9	5.4
2100 - 2200	2	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	16.1	3.2
2200 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0700 - 0800	78	16	27	21	14	18	2	52	15	8	6	0	0	0	0	0	0	0	0	8	8	6	8	2	52	9	16	0	24.2	17.9	5.9	
0800 - 2200	87	17	31	22	17	19	2	60	6	6	0	0	0	0	0	0	0	0	0	8	8	21	22	25	9	2	0	0	0	24.2	18.1	5.9
0900 - 0000	87	17	31	22	17	19	2	60	6	6	0	0	0	0	0	0	0	0	0	8	8	21	22	25	9	2	0	0	0	24.2	18.1	5.9
0000 - 0000	87	17	31	22	17	19	2	60	6	6	0	0	0	0	0	0	0	0	0	8	8	21	22	25	9	2	0	0	0	24.2	18.1	5.9

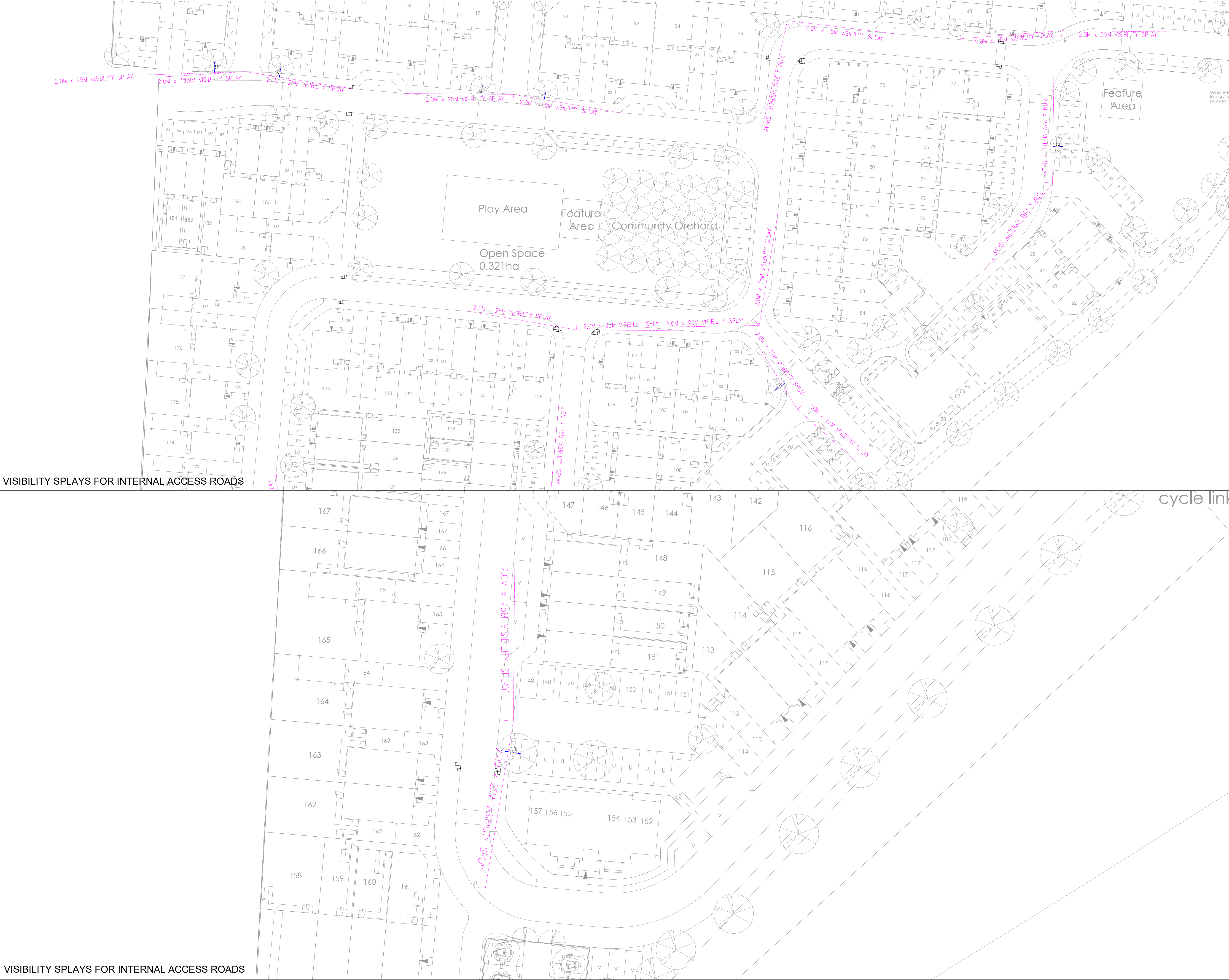
Virtual Day (7.00)																																				
Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Adu Van Lorry	Number Vehicle Classes ARX Scheme					4 Adu Artic	5 Adu Artic	6 Adu Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			00-15	15-30	30-45							3 Adu Road	4 Adu Road	3 Adu Artic	4 Adu Artic	5 Adu Artic						MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph			
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.1	-	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	7.4	-	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	7.4	7.4	
0600 - 0700	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.6	3.8	
0700 - 0800	6	1	1	2	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.8	6.6
0800 - 0900	9	3	3	2	1	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.4	6.4
0900 - 1000	8	2	2	2	2	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.2	6.5
1000 - 1100	6	2	2	1	1	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.6	6.6
1100 - 1200	6	1	2	2	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.1	6.5
1200 - 1300	6	2	2	2	1	2	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.6	6.4
1300 - 1400	6	1	1	2	2	2	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.8	5.9
1400 - 1500	5	1	1	1	1	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.5	5
1500 - 1600	5	1	1	1	1	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.6	6.3
1600 - 1700	6	1	2	1	1	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.5	5.6
1700 - 1800	8	1	2	3	3	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.9	6.6
1800 - 1900	5	2	2	1	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.9	6.9
1900 - 2000	3	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.5	5.1
2000 - 2100	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.4	8.5
2100 - 2200	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.8	4.2
2200 - 2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.4	-
2300 - 0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.2	-
0700 - 1900	76	16	22	19	19	21	2	46	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	17.3	8.4
0800 - 2000	84	19	24	21	21	23	2	52	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	17.4	8.4
0900 - 0000	86	19	25	21	21	23	3	53	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	17.4	8.4
0000 - 0000	86	19	25	21	21	23	3	54	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	17.4	8.5

Virtual Week (120)

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-File 99%	Average Speed	Standard Deviation					
			15-30	30-45	45-60						3 Axle Road	4 Axle Road	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph		
Mon	96	29	31	15	21	36	3	51	0	5	1	0	0	0	0	0	0	0	0	0	18	28	19	22	7	1	1	0	0	0	0	0	23.9	16.5	6.4	
Tue	115	28	33	22	32	37	4	64	0	9	1	0	0	0	0	0	0	0	0	0	16	38	22	27	9	1	0	0	0	0	0	0	0	23.8	16.5	6.4
Wed	87	17	31	22	17	19	2	80	0	6	0	0	0	0	0	0	0	0	0	0	8	21	22	25	9	2	0	0	0	0	0	0	0	24.2	18.1	5.9
Thu	99	14	34	24	27	26	2	59	1	9	2	0	0	0	0	0	0	0	0	0	16	30	17	24	9	3	0	0	0	0	0	0	0	24.4	16.8	6.7
Fri	103	25	25	32	21	26	5	65	0	6	0	0	1	0	0	0	0	0	0	0	13	23	19	32	11	4	1	0	0	0	0	0	0	25.1	18.6	6.8
Sat	61	10	11	19	21	9	0	45	0	7	0	0	0	0	0	0	0	0	0	0	4	16	15	20	5	1	0	0	0	0	0	0	24	18.1	5.9	
Sun	43	13	9	12	9	7	2	33	0	0	0	0	1	0	0	0	0	0	0	0	9	7	9	11	6	1	0	0	0	0	0	0	25.8	17.7	7.3	

Appendix C

Appendix D



The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorized recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.



E	REVISED SITE LAYOUT	19.01.23	TF	JM
D	REVISED SITE LAYOUT	15.06.22	AF	JL
C	REVISED SITE LAYOUT	09.03.22	SC	MS
B	REVISED SITE LAYOUT	04.03.22	SC	MS
A	REVISED SITE LAYOUT	29.06.21	MW	JL
Rev	Description	Date	By	Chkd



Paul Basham Associates Ltd
The Botley, Camo Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com



Project Name
ST GEORGE'S AVENUE
WARBLINGTON

Title
INTERNAL VISIBILITY SPLAYS

Project Phase

PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
JL	18.05.21	MW	13.05.21

Client Drawing No.	Scale	(AT A1 SIZE)
-	1:500	

PBA Drawing No.	Revision
041.0039.002	E



The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorized recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

GENERAL NOTES

1.

THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.

2.

ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.

3.

PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.

4.

ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.

5.

THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

NORTH

E	REVISED SITE LAYOUT	23.01.23	TF	JM
D	REVISED SITE LAYOUT	15.06.22	AF	JL
C	REVISED SITE LAYOUT	09.03.22	SC	MS
B	REVISED SITE LAYOUT	04.03.22	SC	MS
A	REVISED SITE LAYOUT	29.06.21	MW	JL
Rev	Description	Date	By	Chkd

paulbasham

associates

Paul Basham Associates Ltd

The Botley, Camle Hall Estate, Fareham, PO16 8UT

01329 711000

info@paulbashamassociates.com

www.paulbashamassociates.com

BARRATT

HOMES

Project Name

ST GEORGE'S AVENUE

WARBLINGTON

Title

FORWARD VISIBILITY SPLAYS

Project Phase

PRELIMINARY

Checked By

Checked Date

Drawn By

Drawn Date

Client Drawing No.

Scale

(AT A1 SIZE)

PBA Drawing No.

Revision

041.0039.003

D

SCALE: 1:500

Appendix E



SCALE 1:250 PEDESTRIAN VISIBILITY SPLAYS FOR NORTHERN PART OF THE SITE



SCALE 1:500 PEDESTRIAN VISIBILITY SPLAYS FOR SOUTHERN PART OF THE SITE



SCALE 1:500 PEDESTRIAN VISIBILITY SPLAYS FOR SOUTHERN PART OF THE SITE

The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorized recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

KEY	
	1.5M x 25M PEDESTRIAN VISIBILITY SPAY
	1.5M x 17M PEDESTRIAN VISIBILITY SPAY



NORTH

A	REVISED LAYOUT	03.02.23	TF	JM
Rev	Description	Date	By	Chkd



Paul Basham Associates Ltd
The Botley, Camm Hall Estate, Fareham, PO16 8UT
01509 711000
info@paulbashamassociates.com www.paulbashamassociates.com



BARRATT
HOMES

Project Name
ST GEORGE'S AVENUE
WARBLINGTON

Title
PEDESTRIAN VISIBILITY SPLAYS

Project Phase
PRELIMINARY

Checked By MS	Checked Date 11.03.22	Drawn By SC	Drawn Date 09.03.22
Client Drawing No. -		Scale AS SHOWN	(AT A1 SIZE)
PBA Drawing No. 041.0039.006			Revision A



The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorized recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

- GENERAL NOTES
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
 3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
 4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
 5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

 NORTH					
C	REVISED SITE LAYOUT	03.02.23	TF	JM	
B	REVISED SITE LAYOUT	15.06.22	AF	JL	
A	REVISED SITE LAYOUT	09.03.22	SC	MS	
Rev	Description	Date	By	Chkd	



Paul Basham Associates Ltd
The Botley, Camm Hall Estate, Fareham, PO16 8UT
01329 711000
info@paulbashamassociates.com www.paulbashamassociates.com



BARRATT
HOMES

Project Name
**ST GEORGE'S AVENUE
WARBLINGTON**

Title
SITE DIMENSIONS

Project Phase
PRELIMINARY

Checked By MS	Checked Date 04.03.22	Drawn By SC	Drawn Date 01.03.22
Client Drawing No. -	Scale 1:500	(AT A1 SIZE)	
PBA Drawing No. 041.0039.005	Revision C		

Appendix F

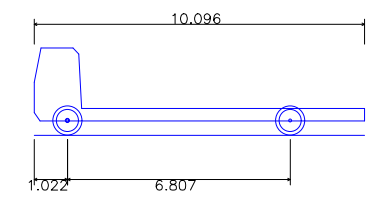


The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorized recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

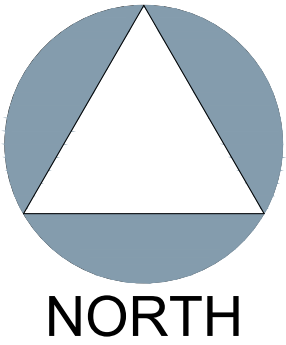
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILES



Rampmaster 5,000 Standard Tanker	
Overall Length	10.096m
Overall Width	2.565m
Overall Body Height	2.573m
Min Body Ground Clearance	0.429m
Track Width	2.565m
Lock to lock time	4.005m
Kerb to Kerb Turning Radius	12.192m



Rev	Description	Date	By	Chkd
-----	-------------	------	----	------



Paul Basham Associates Ltd
The Botley, Camo Hill Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client



Project Name
ST GEORGES
WARBLINGTON

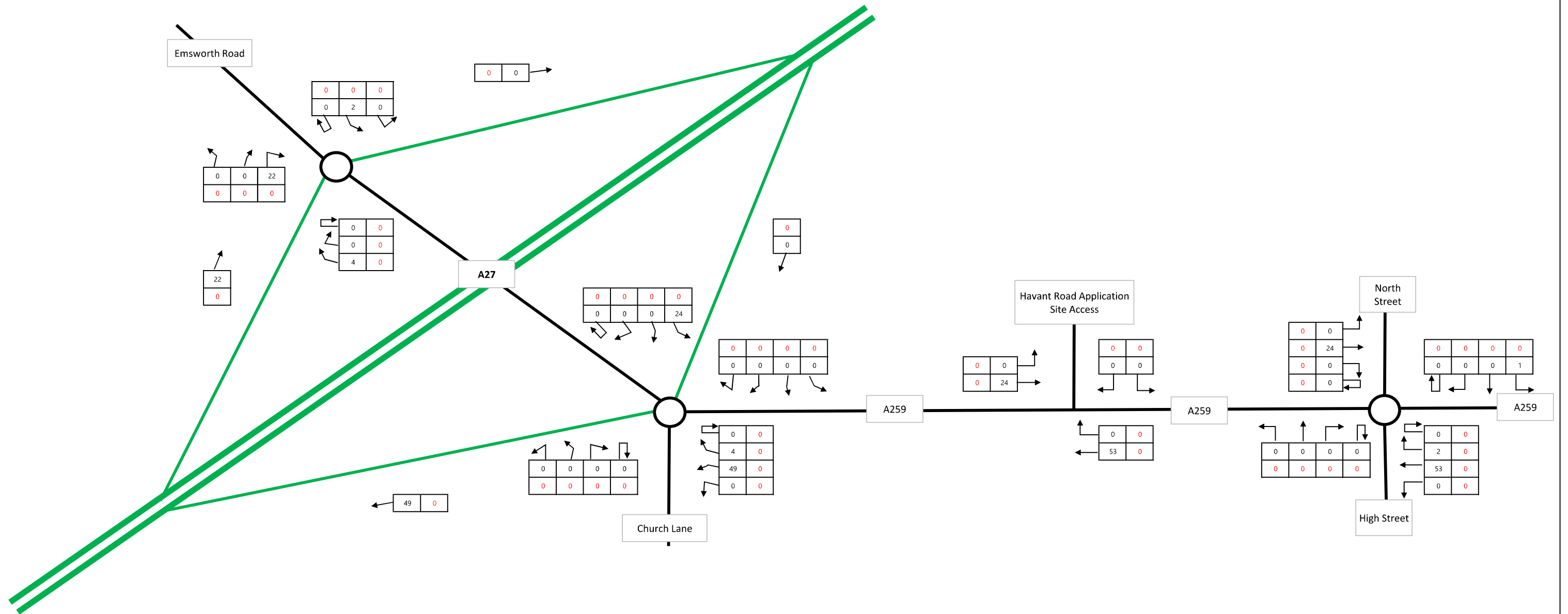
Title
VEHICLE TRACKING FOR SERVICING VEHICLE

Project Phase
PRELIMINARY

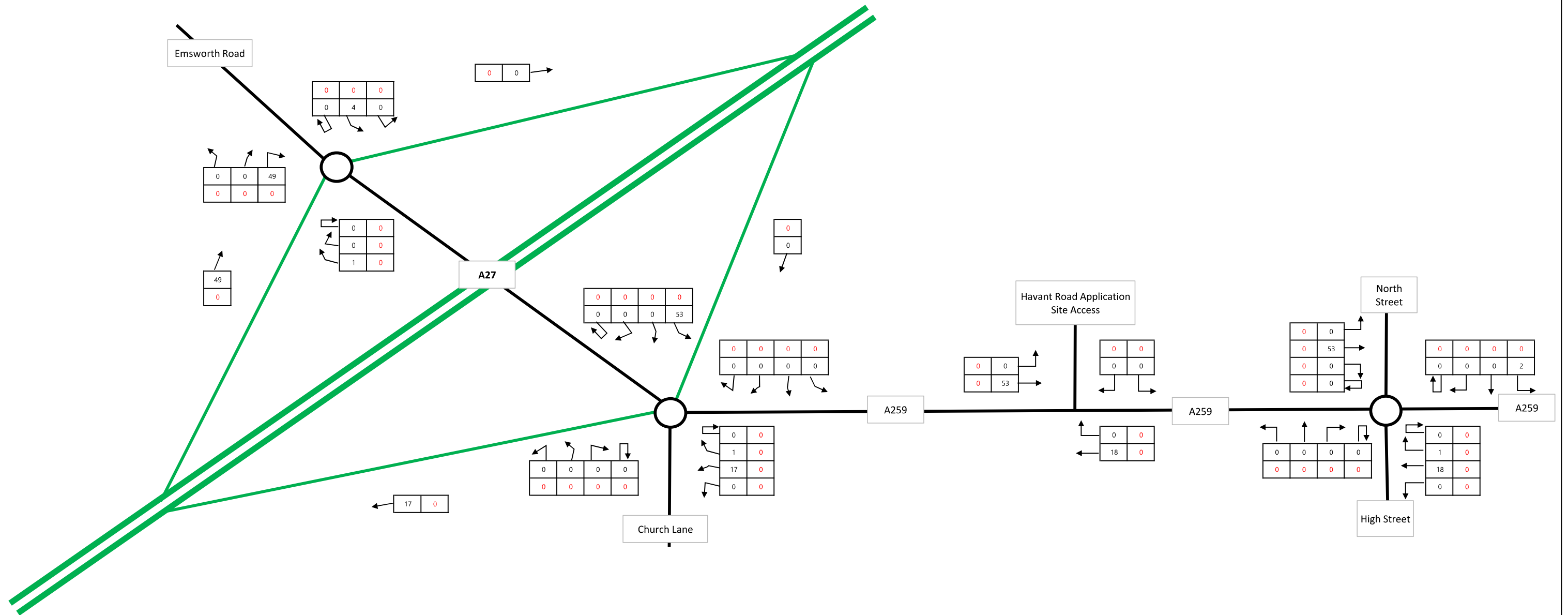
Checked By JM	Checked Date 03.02.23	Drawn By TF	Drawn Date 03.02.23
Client Drawing No. -	Scale 1:200	(AT A1 SIZE)	

PBA Drawing No. 041.0039.009	Revision -
---------------------------------	---------------

Appendix G



KEY 500 = TOTAL VEHICLES 25 = HGVs		Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640
	Land at Cooks Lane, Southbourne	
	TF4	
	Development Assignment Two-Way AM	



KEY 500 = TOTAL VEHICLES 25 = HGVs		Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640
	Land at Cooks Lane, Southbourne	
	TF5	
	Development Assignment Two-Way PM	