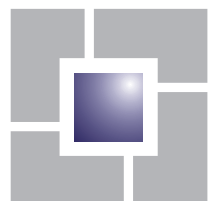


Waterloo Park – Elettra Avenue, Waterlooville

Transport Assessment



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Waterloo Park –
Elettra Avenue, Waterlooville

Transport Assessment

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1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) has been commissioned by Hargreaves Properties Limited to prepare a Transport Assessment (TA) to support a full application for retail uses on the former BAE site, Elettra Avenue, Waterlooville, hereafter referred to as Waterloo Park. The proposed site location is shown as **Figure 1**.
- 1.2 Waterloo Park comprises an existing Lidl and McDonalds, together with land for development subject of a resolution to grant an outline application (APP/18/01072) for mixed uses. The outline application sought permission for B1(c), B2, B8 and B8 Trade Counter use; class A1 Retail; classes A3/A5 Drink/Food Establishments; and class D2 Leisure.
- 1.3 The resolution to grant relates to a series of agreed obligations (including transport) and draft planning conditions. The conditions allow:
- Not more than 19105sqm development floor area, of which,
 - not more than 2787sqm B8 trade counter
 - not more than 4,334sqm of A1, A3, A5 and D2 uses, where the A1 does not include food retail.
- 1.4 The outline application was supported by a TA and a Travel Plan, and during the consultation period, a series of Technical Notes were submitted with agreement reached with the highway authority Hampshire County Council (HCC) on all matters.
- 1.5 This agreement was based upon an agreed forecast traffic pattern which is described in more detail in **Section 6**, and an agreed mitigation strategy.
- 1.6 On transport matters the agreed draft S106 obligations relating to the resolution to grant comprise:
- Contribution of £60,000 towards highway works at the Hambledon Road/Elettra Avenue roundabout.
 - Contribution of £150,000 towards a toucan crossing on Hambledon Road (which has since been constructed).



- Commitment to establishing localised S278 pedestrian/cyclist connectivity (and servicing) from the site onto the adjacent highway as part of subsequent Reserved Matters applications.
- Commitment to detailing of cycle link connectivity from Waterloo Park into Hambledon Road (in the vicinity of McDonalds).
- Travel Plan commitments.

1.7 A full application is now submitted to develop the north west corner of the land defined by the outline application site. This application is for:

- 1908sqm floor area of food retail (class E(a));
- 500sqm floor area of drive thru/restaurants (in two units), Clas E(b)/sui generis.

1.8 This complies with the A class floor area constraints set by the outline, with a total of 2,408sqm floor area, hence within the maximum of 4,334sqm but varies the use of the A1 element from non-food to food retail.

1.9 These floor areas are well within the consented outline areas. The balance of the outline consent floor area of 16,697sqm would remain available for future development, governed by the land use restrictions laid out above, but for the sake of clarity, comprising no more than 2,787sqm trade counter, 1,920sqm non-food retail or leisure use and the balance made up of E (g)(iii) class (formerly B1c), B2 or B8 employment.

1.10 Since the site already benefits from a resolution to grant, the principle of retail development is already established, as are the sustainable transport credentials of the site's location. This TA focuses upon the forecast trip pattern of the proposal compared against the outline application, and the impact that arises.

1.11 The relevant appraisal of the application in transport terms is the evaluation of the net difference (and hence impact) from the comparison between the outline application content and the full application content in combination with the residual development



from the outline. In traffic generation terms the “worst case” outcome that is consequent on the full application and the resolution to grant outline is set out below:

- Full application
 - 1908sqm food retail (class E(a));
 - 500sqm A3/A5 class restaurants; plus
- Residual outline (19,105sqm minus 2,414sqm development comprising)
 - 2787sqm B8 trade counter;
 - 11,990sqm class E (g)(iii), B2, B8; and
 - 1,920 non-food retail (class E(a)).

1.12 The transport and traffic movements arising from this combination of development can be accommodated on the local road network and in accordance with the NPPF, the impact of the full application proposal cannot be considered to be severe.



2.0 NATIONAL AND LOCAL POLICY

2.1 National Guidance

National Planning Policy Framework

- 2.1.1 In February 2019, the government published a revised National Planning Policy Framework (NPPF). This report should therefore be read in the context of the new NPPF.
- 2.1.2 Paragraph 109 of the NPPF is clear that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*
- 2.1.3 Within this context, the NPPF identifies in Paragraph 110 that applications for development should:
- "a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*



- 2.1.4 Paragraph 111 of the NPPF goes on to state that: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*.
- 2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the framework is *"...a presumption in favour of sustainable development"*.
- 2.1.6 The proposed development has been designed with precisely these issues in mind and the accessibility of the site to all users and modes, other than private, are given specific emphasis in this report.

Department for Transport – Guidance on Transport Assessment

- 2.1.7 The GTA document was issued by the DfT and DCLG in March 2007. In October 2014, the GTA document was archived; however it is still referred to in assisting the preparation of Transport Assessments and Transport Statements.
- 2.1.8 It is intended to assist stakeholders in determining if an Assessment is required for a particular development and provides guidance on the content. The methodology used for this report takes account of best practice guidance set out in the NPPF. As with the NPPF, this document should be reviewed in conjunction with other relevant statements of national planning policy.
- 2.1.9 In preparing this Transport Assessment (TA) the following three key areas have been identified:
- Encouraging environmental sustainability:
 - Reducing the need to travel, especially by car – reducing the need for travel, reducing the length of trips, and promoting multi-purpose or linked trips by promoting more sustainable patterns of development and more sustainable communities that reduce the physical separation of key land uses.



- Tackling the environmental impact of travel – by improving sustainable transport choices, and by making it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling.
 - The accessibility of the location – the extent to which a site is, or is capable of becoming, accessible by non car modes, particularly for large developments that involve major generators of travel demand.
 - Other measures which may assist in influencing travel behaviour (ITB) – achieving reductions in car usage (particularly single occupancy vehicles), by measures such as car sharing/pooling, High Occupancy Vehicle (HOV) lanes and parking control.
- Managing the existing network:
 - Making best possible use of existing transport infrastructure – for instance by low-cost improvements to the local public transport network and using advanced signal control systems, public transport priority measures (bus lanes), or other forms of Intelligent Transport Systems (ITS) to improve operations on the highway network. It should be noted that the capacity of the existing public transport infrastructure and footpaths is finite, and in some areas overcrowding already exists.
 - Managing access to the highway network – taking steps to maximise the extent to which the development can be made to 'fit' within the available capacity by managing access from developments onto the highway network.
- Mitigating residual impacts:
 - Through demand management – using traffic control measures across a wide network to regulate flows.
 - Through improvements to the local public transport network, and walking and cycling facilities – for example, by extending bus routes and increasing bus frequencies, and designing sites to facilitate walking and cycling.
 - Through minor physical improvements to existing roads – it may be possible



in some circumstances to improve the capacity of existing roads by relatively minor physical adjustments such as improving the geometry of junctions etc. within the existing highway boundary.

- Through provision of new or expanded roads – it is considered good transport planning practice to demonstrate that the other opportunities above have been fully explored before considering the provision of additional road space such as new roads or major junction upgrades.

2.1.10 The methodology used for the TA is in accordance with best practice outlined above.

2.2 Local Guidance

Hampshire Local Transport Plan (2011-2031)

2.2.1 The third Hampshire Local Transport Plan (LTP3) sets out the highway authority's detailed policies and proposals for developing an integrated transport strategy from 2011 to 2031. On 6 May 2014 the Executive Member for Environment and Transport approved a rolled forward three year Implementation Plan as part of a process of annual review and revision which is carried out each spring.

2.2.2 The LTP3 is a step towards realising the County's vision of 'safe, efficient and reliable ways to get around a prospering and sustainable Hampshire'. Hampshire has three main transport priorities over the next 20 years:

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire;
- Provide a safe, well-maintained, and more resilient road network in Hampshire; and
- Manage traffic to maximise the efficiency of existing network capacity.

2.2.3 Relevant to the proposed site are the following targets and indicators:

- Road safety: to reduce the number of people killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from 2004 to 2008 average by



2020; to reduce the number of children killed or seriously injured in road traffic accidents on Hampshire's roads by 20% from the 2004 to 2008 average by 2020.

- Level of congestion at local priority sites: to address issues within local priority areas with congestion using a programme of practical interventions.
- Reduce carbon emissions.
- Increase public transport usage.
- Good local accessibility: to reduce the need to travel in terms of trip length and frequency.



3.0 EXISTING CONDITIONS

3.1 Waterloo Park and Adjacent Highway Network

3.1.1 Waterloo Park is located to the north-west of Waterloooville town centre as shown on **Figure 1**.

3.1.2 It currently comprises a Lidl food store and a McDonalds restaurant and drive thru. The remainder of Waterloo Park is subject to a resolution to grant on an outline application as defined at paras 1.2-1.3.

3.1.3 Vehicular access to Waterloo Park is taken from the roundabout with Elettra Avenue and Waterberry Drive. Within the Park, the privately maintained internal spine road heads south, before taking a 90° bend to the east with Lidl on the inside of the bend and McDonalds further east. Lidl benefits from internal accesses to the west and the south of their premises onto the Park spine road. Pedestrian and cycle access is available via the roundabout, but also via a pedestrian link to the east onto Hambledon Road.

3.1.4 Elettra Avenue, between the Elettra Avenue/ Waterberry Drive/ Site Access roundabout and the B2150 Hambledon Road/ Milton Road/ Elettra Avenue roundabout, is a 10m wide carriageway with three lanes. In both the eastbound and westbound direction, a single exit lane is provided from each roundabout which flares to two lanes on the approach to the next roundabout.

3.1.5 Elettra Avenue continues west of the roundabout with Waterberry Drive as a single lane carriageway approximately 7.3m in width and subject to a 30mph speed limit. The B2150 Hambledon Road runs adjacent to the eastern boundary of the site and provides a key strategic link via connections with the A3(M), to the east of Waterloooville.

3.1.6 The B2150 Hambledon Road to the north of the roundabout with Elettra Avenue/ Milton Road is a single lane carriageway approximately 7.3m in width and subject to a 30mph speed limit. The B2150 Hambledon Road to the south of the roundabout with Milton Road/ Elettra Avenue is a dual carriageway of approximately 7.3m in width and subject



to a 40mph speed limit. A new toucan crossing has recently been implemented against to the Waterloo Park frontage.

- 3.1.7 Silverthorne Way also routes around the southern and western part of Waterloo Park connecting into Elettra Avenue to the west and north. Along the southern part of Waterloo Park, Silverthorne Way connects onto the B2150 Hambledon Road via a left in/ left out priority junction.

3.2 **Traffic Count Data**

- 3.2.1 Comprehensive traffic and queue surveys were undertaken in June 2017 for weekday peaks and Saturday (1100-1500 hours) in support of the outline application. The surveys comprised:
- Elettra Avenue / Waterberry Drive / Waterloo Park roundabout turning counts and queues;
 - B2150 Hambledon Road / Milton / Elettra Avenue roundabout turning counts and queues;
 - ATCs on Elettra Avenue and Hambledon Road. The ATCs were collected at HCC request to verify the appropriateness of Friday and Saturday for turning count data collection and hence appraisal.

Traffic data is provided at **Appendix A**.

3.3 **Committed Development**

- 3.3.1 An agreed position with regard to committed development and background traffic growth, reflecting the inclusion of Lidl traffic (which post dated the commissioned traffic counts) and the west of Waterlooville Major Development Area was agreed with HCC as part of the outline application and the same approach is applied within this report.

3.4 **Road Safety**

- 3.4.1 Personal Injury Collision (PIC) data has been obtained from Hampshire Constabulary for the latest 5 year period for which data is available 01/09/15 to 31/08/20. The



search area and list of collisions occurring is attached at **Appendix B**. A summary is provided in **Table 1**.

Table 1 – Summary of Personal Injury Collision (PICs)

Accident Severity	Slight	Serious	Fatal	Total
Number of PICs	21	1	0	22
% of Total	95	5	0	100

- 3.4.2 There has been a total of 22 incidents recorded within the vicinity of the site.
- 3.4.3 There have been no recorded accidents at the Elettra Avenue/Waterberry Drive/Waterloo Park Access roundabout, or on the Elettra Avenue link to Hambledon Road.
- 3.4.4 The serious incident occurred when a car entered the Elettra Avenue/B2150 Hambledon Road roundabout and failed to see a motorcyclist already on the roundabout. The two vehicles collided, and the motorcyclist sustained serious injuries.
- 3.4.5 The remaining slight incidents all occurred due to issues not relating to carriageway alignment or junction alignment. There are no notable clusters to report. It is therefore considered that there is currently no significant safety issue within the vicinity of the site that would require intervention and that the proposed development will not be detrimental to the safe operation of the roundabout.



4.0 ACCESSIBILITY

4.1 Walking and Cycling

- 4.1.1 The north eastern corner of Waterloo Park comprises a McDonalds and a Lidl. Existing pedestrian movements within Waterloo Park comprise a single sided 2m lit footway around the boundary of the units which provides convenient access to the north via the Elettra Avenue roundabout, and to the east from Hambledon Road via a dedicated footway link. All localised accesses benefit from dropped kerbs and tactile paving.
- 4.1.2 The Brambles Business Park and adjacent local community is served by an extensive network of footways. Existing off-road pedestrian and cycle routes are provided on both sides of Elettra Avenue providing good links into/ out of Brambles Business Park. The pedestrian and cycle routes within the vicinity of the site are shown in **Figure 2**.
- 4.1.3 The off-road pedestrian and cycle route adjacent to the southern carriageway of Elettra Avenue continues in a southerly direction adjacent to the south carriageway of Hambledon Road all the way through to the toucan crossing north of the Maurepas Way/ A3 London Road/ Rockville Drive roundabout. Street lighting is provided on all pedestrian/cycle links adjacent to the carriageway within the vicinity of the site.
- 4.1.4 A pedestrian link from Hambledon Road into Waterloo Park was constructed as part of the Lidl and McDonalds development. Commitment has been made by the applicant that this route will be widened to act as a shared footway/cycleway as part of the outline scheme. This widening to 3.5m is shown on **DTA Drawing 19235-10**. This will enhance access towards the site from Hambledon Road and is located around 40m to the south of the roundabout with Elettra Avenue. It is proposed to mimic this commitment within the full application such that whichever comes forward first, the full or the outline, the widening would be delivered. Further to this, the outline scheme is obligated within the draft S106 to make a significant contribution towards the construction of the new toucan crossing on Hambledon Road adjacent to Waterloo Park. This toucan crossing was completed in the second half of 2020.
- 4.1.5 The town centre can be accessed via the signalised crossing at the B2150 Hambledon Road/ Aston Road junction which provides a connection to the off-road pedestrian and



cycle route that runs through the Wellington Retail Park connecting to Waterlooville town centre via a subway.

4.1.6 The pedestrian and cycle route adjacent to the northern carriageway of Elettra Avenue provides a link to the residential areas accessed off Milton Road via the signalised crossing to the north of the B2150 Hambledon Road/ Milton Road/ Elettra Avenue roundabout. The obligation from the outline application included funding intended to deliver cycle enhancements to the Hambledon Road roundabout. It is proposed to mimic this commitment within the full application such that whichever comes forward first, the full or the outline, the cycle enhancements or funding to allow them to be implemented would be delivered.

4.1.7 Footways continue along Hambledon Road into the village of Denmead approximately 2.5km north of the site which translates into approximate walking and cycling times of 30 and 8 minutes respectively. These footways can also be used to connect pedestrians to the residential dwellings to the east and west of Hambledon Road.

4.2 Buses

4.2.1 Bus stops are located on the B2150 Hambledon Road to the north of Elettra Avenue which serve Brambles Business Park via Waterberry Drive. A southbound stop on Hambledon Road with bus layby and shelter is located adjacent to Waterloo Park. A pedestrian connection to Hambledon Road is provided alongside the McDonalds site. Continuous footways within Waterloo Park provide access to the site. Bus lay-bys and bus shelters are provided at both of the B2150 Hambledon Road bus stops. A bus stop flag with service and timetable information is provided at the Milton Road stop.

4.2.2 A summary of the bus services is detailed in **Table 2**. It should be noted that the summary below comprises the services as current during the Covid pandemic. Pre-pandemic the service frequencies were slightly higher. The service coverage and frequencies make the site highly accessible by bus.



Table 2 – Summary of Bus Services

Service No.	Operator	Route	Frequency		
			Mon - Fri	Sat	Sun
39	Stagecoach	Havant – Wecock Farm	20 minutes	20 minutes	60 minutes
7	First	City Centre - Wecock	20 minutes	20 minutes	20 minutes
D1/ D2	First	Waterlooville – Denmead/ Hambledon	Hourly	Hourly	No service

4.3 Summary

- 4.3.1 The site is sustainably located with access to local bus stops within short walking distances. Frequent bus services are available to Waterloo, Havant and Denmead.
- 4.3.2 The site is accessible from most parts of Waterloo with most of the surrounding residential areas within a 2.0km walking distance.
- 4.3.3 There are several off-road pedestrian and cycle routes within the vicinity of the site connecting users to other retail sites located to the south of the site, the town centre as well as residential areas.



5.0 DEVELOPMENT PROPOSALS

5.1 Description

5.1.1 The site comprises the north-west part of Waterloo Park. The site sits within the outline application with a resolution to grant (Application No:18/01072). The proposed site layout is included at **Appendix C**.

5.1.2 The proposals comprise 1,908sqm floor area of food retail in a single unit and 500sqm floor area of restaurant/drive thru across two units.

5.2 Vehicular Access

5.2.1 Vehicular access to the site is taken from the Elettra Avenue/Waterloo Park roundabout using the existing Waterloo Park spine road. The existing white lining and lane markings on the spine road still largely reflect the previous employment usage on the Waterloo Park land.

5.2.2 As part of the full application, it is proposed to revise the site access roundabout white lining detail as shown on **DTA Drawing 19235-08f RAB**. The works would also include the introduction of a new section of footway on the site side of the spine road linking into the western arm of the roundabout. The footway linkage would extend on the northern side connecting into Waterberry Drive. Drop kerb crossings would be added to the island on the western arm of the roundabout.

5.2.3 The junction formed to access the car parks for the retail/restaurant units with the Waterloo Park spine road would be priority controlled with a right turn lane as shown on **DTA Drawing 19235-08f GA**. The lane markings are designed to tie in with the Elettra Avenue/site access roundabout markings as indicated.

5.2.4 Servicing for the food retail unit and one of the restaurant/drive thru units is taken to the west of the site from Elettra Avenue. The service access design is shown on **DTA Drawing 19235-08f SERVICE**. The second restaurant/drive thru unit (Unit C) is serviced from the internal Waterloo Park spine road.



5.2.5 Vehicle tracking of the servicing access from Elettra Avenue is provided on **DTA Drawings 19235-08f DRIVE THRU** (Unit B) and **19235-08f FOOD** (Unit A). Vehicle tracking of the servicing of Unit C from the internal spine road is provided on **DTA Drawing 19235-08f INTERNAL**.

5.3 Walking and Cycling Links

- 5.3.1 Convenient access on foot and bike is provided from all directions. To the north from Elettra Avenue, an existing continuous footway route is provided to the east of the spine road. As part of the proposals, a footway link is put forward to the west of the spine road linking with the western side of Waterberry Drive. To the north, a pedestrian route via footways and a crossing of the western arm of the roundabout is proposed. This is shown on **DTA Drawing 19235-08f RAB**. Cyclists would briefly join the carriageway within Waterloo Park having benefitted from off carriageway facilities beyond the Park.
- 5.3.2 To the east, continuous footway linkage is provided through Waterloo Park to connect into Hambledon Road in the vicinity of a recently constructed toucan crossing. The access from Hambledon Road will be widened to create a shared footway/cycleway as it passes McDonalds as shown on **DTA Drawing 19235-10**.
- 5.3.3 A new zebra crossing facility on the Waterloo Park spine road is provided adjacent to the site as illustrated on the site layout. Existing zebra crossing markings on the same section of the spine road which related to the previous employment use would be removed.
- 5.3.4 To the west, a direct linkage into the site is provided for pedestrians. This would be accessed via a short new section of footway on the western side of Elettra Avenue and a dropped kerb crossing as shown on **DTA Drawing 19235-08f SERVICE**. The route provides convenient access for employees in the offices to the west of Elettra Avenue to access the site and the rest of Waterloo Park.



5.4 Internal Layout

5.4.1 The site layout comprises car parking generally shared between the three units, albeit with a natural tendency from the layout arrangement as to which spaces would tend to be used by customers to access each unit. The circulation access link and aisles are all of standard width and the drive thru lanes allow access for a suitably sized vehicle. This is illustrated on **DTA Drawing 19235-08f INTERNAL**.

5.4.2 Pedestrian routes and crossings are clearly indicated allowing safe movement around the site between units within the site are demarcated.

5.5 Car and Cycle Parking

5.5.1 Parking is provided in accordance with standards from the district set out in the Havant Borough Council Parking Supplementary Planning Document July 2016.

5.5.2 A total of 178 parking spaces are provided (including 6 provided for staff within the shared servicing area). The standards for food retail and A3/A5 restaurants in isolation have been reviewed, which relate to total floor area and dining floor area respectively. The dining floor areas for the restaurants are 98sqm and 91sqm respectively.

5.5.3 This gives rise to a total of 38 spaces for the restaurants and 136 for the food retail. Notwithstanding the fact that there will be cross-visitation between the units, the provision accords with the standards.

5.5.4 A total of 10 blue badge spaces are provided, conveniently located in close proximity to each of the units. Representing 5.6% of the total car parking provision, this is compliant.

5.5.5 The local cycle parking standards identify the need for long term and short term spaces based upon floor area. The cycle parking proposed comprises:



	Long Term	Short Term
Unit A (Food Retail)	10 spaces	10 stands
Unit B (Restaurant)	8 spaces	17 stands
Unit C (Restaurant)	4 spaces	8 stands

5.5.6 These levels either meet or exceed the standards. The provisions for the short-term spaces for the restaurants are considered to be especially generous.



6.0 TRAFFIC IMPACT

6.1 Introduction

- 6.1.1 The site sits within a wider area forming an outline application with a resolution to grant for mixed use retail/leisure/employment exists (Application No: 18/01072). The outline draft conditions allow up to 19,105sqm of development floorspace, with no more than 4,334sqm retail/leisure; and no more than 2,787sqm B8 trade counter. The outline floor area does not allow for food retail.
- 6.1.2 The outline application was supported by extensive transport evidence. All matters were agreed with the local highway authority and a mitigation package has been agreed. Included within this agreed position was the forecast traffic pattern, from which off-site highway impact was appraised. In traffic capacity terms an impact was demonstrated at the Hambledon Road/Elettra Avenue roundabout. This impact led to DTA proposing highway works at the roundabout. The main purpose of the works was to enhance the traffic capacity of the Elettra Avenue approach to the roundabout.
- 6.1.3 Whilst the empirical data was agreed with HCC, the interpretation as to how to best mitigate the impact resulted in a difference of opinion. The conclusion of the debate was that instead of the highway works scheme put forward by DTA being an obligation on the outline, a commensurate financial contribution was agreed.
- 6.1.4 No further traffic capacity-led works or related contributions were identified. In traffic terms therefore, the forecast traffic levels from the outline established a “trip envelope” for which the impact and hence mitigation is already established.
- 6.1.5 This was defined in **DTA Report 19235-06b** submitted with the outline application and is replicated in **Table 3**.

Table 3 – Outline Site Agreed Trip Generation

Time Period	In	Out	Total
AM Peak (0800-0900)	128	84	212
PM Peak (1700-1800)	144	153	297
Saturday (1200-1300)	220	213	433



6.1.6 The relevant appraisal of the full application is the net impact of the difference between the “trip envelope” identified for the outline and the traffic from the “full application added to the residual traffic from the outline”. In other words, the forecast traffic pattern difference between:

- Outline (19,105sqm mixed use employment, retail and leisure floor area of which:
 - Not more than 4,334sqm of non-food retail, restaurant/drive thru and leisure uses;
 - Not more than 2,787sqm B8 trade counter; and
- Full / Residual Outline (19,105sqm floor area) made up of:
 - Full 1,908sqm food retail and 500sqm restaurants/drive thru.
 - Residual (16,697sqm floor area) of which:
 - Not more than 1,920sqm of non-food retail or leisure;
 - Not more than 2,787sqm of B8 trade counter;
 - Hence 11,990sqm of E class (g)(iii), B2 and B8.

6.2 Trip Generation

6.2.1 Most of the individual land use trip rates applicable in this appraisal are drawn from the agreed outline assessment. The only additional use class content is the food retail (class E(a)). For this use class, recently agreed sensitivity trip rates with the same highway authority for an application at Mill Lane, Alton (Application No: 57035) are applied. This is considered to represent a highly robust position, with the Waterloo site benefiting from stronger sustainable credentials than the Alton location. This includes significantly more frequent bus services and a higher residential population within easy walking distance. The rates at Alton were also the highest of three sourced sets of data and exceeded what DTA considered appropriate.

6.2.2 The “front door” trip rates are as set out in **Table 4** and **Table 5**:



Table 4 – Full Application Units Vehicle Trip Rates per 100sqm – Weekday and Weekend

Time Period	Vehicle Trip Rates		
Food Retail	In	Out	Total
AM Peak (0800-0900)	3.782	2.749	6.531
PM Peak (1700-1800)	7.501	8.021	15.532
Saturday (1200-1300)	7.688	7.339	15.027
Fast Food Restaurant/Drive Thru	In	Out	Total
AM Peak (0800-0900)	5.94	4.41	10.35
PM Peak (1700-1800)	10.78	10.49	21.27
Saturday (1200-1300)	18.612	20.505	39.117

Table 5 – Residual Outline Application Vehicle Trip Rates per 100sqm – Weekday (Employment) and Non-Food Retail (Weekday and Saturday)

	Total Vehicle Trip Rate			OGV Trip Rate		
	In	Out	Total	In	Out	Total
Industrial Estate						
AM Peak (0800-0900)	0.456	0.213	0.669	0.025	0.021	0.046
PM Peak (1700-1800)	0.109	0.364	0.473	0.007	0.010	0.017
B8 - Warehousing						
AM Peak (0800-0900)	0.113	0.062	0.175	0.030	0.026	0.056
PM Peak (1700-1800)	0.034	0.084	0.118	0.018	0.026	0.044
B8 Trade Counter – Builders Merchant						
AM Peak (0800-0900)	0.612	0.458	1.070	0.097	0.081	0.178
PM Peak (1700-1800)	0.105	0.211	0.316	0.004	0.008	0.012
Non-Food Retail (higher than Leisure Use from outline TA)	In	Out	Total			
AM Peak (0800-0900)	0.156	0.026	0.182			
PM Peak (1700-1800)	1.796	2.031	3.827			
Saturday (1200-1300)	3.942	3.621	7.563			

6.3 Traffic Distribution

6.3.1 The traffic distribution for the food retail development trips is based on information provided in the Retail Impact Assessment (RIA) prepared to support the application. This includes details for the trade proportions from RIA zones within the catchment of the site and information on the potential trade draw from other units.

6.3.2 Relevant extracts from the RIA are included in **Appendix D**. The various zones have been assigned to a particular route based on the shortest journey times. Based on the route assignment, the development traffic is proposed to be distributed onto the local network as detailed in **Table 6**.

Table 6 – Distribution and Assignment of Traffic based on Trade Draw (Food Retail)

Road	Assignment
Hambledon Road (South)	80%
Milton Road	15%
Hambledon Road (North)	5%

6.3.3 The RIA also considers trade draw from sites from Waterlooville, including the Lidl store within Waterloo Park. The RIA forecasts that trade diversion from existing stores will be as follows:

Lidl	27%
Asda	22%
Sainsburys	15%
Waitrose	5%
Iceland	1%
Other Town Centre	5%

6.3.4 On this basis, relevant proportions of site traffic generation on the local network have been re-assigned. To provide a robust assessment only 25% of trips are assumed to be diverted from Lidl. In terms of diversion from Lidl, since this is located within Waterloo Park, the trips are taken to be unchanged beyond the site access.

6.3.5 Evidence has been provided by others within retail applications in the County regarding customer cross visitation between retail units and restaurants over the past few years.

This evidence has been accepted by HCC, ranging from estimates of between 20% and 53% of customers visiting more than one outlet on a site with multiple units. Forecast trip generation on those sites was reduced accordingly. The 20% figure was supported by customer interview surveys undertaken and presented within Application No: 16/04208/FUL. This assumption has been applied to the drive thru restaurants only and reflects the presence of Lidl and the proposed food retail unit on the site. A full breakdown of the proposed site traffic is shown in **Figure 7**.

- 6.3.6 Trip distribution estimates were presented and agreed in the 2018 outline application for non-food retail (based on the RIA at the time) and employment (based on a simplistic population gravity model). As the RIA does not inform the pattern of the fast food component of the full application, trips have been distributed in accordance with the previously agreed employment distribution.

Table 7 – Forecast Traffic Levels (Full Application Site)/Residual Outline/Net Difference

	AM Peak	PM Peak	Sat Peak
Food Retail Traffic	94	221	215
Fast Food Traffic	41	85	156
Full Application Total Traffic	135	306	371
Residual Outline Traffic (Non-Food + Employment)	113	138	145
Full Application + Residual Outline Traffic	248	444	516
Outline Application Trip Envelope	212	297	433
Net Difference	+36	+147	+83

- 6.3.7 The forecast trip patterns for the full application components and the residual outline components are shown in **Appendix E**.

6.4 Base Traffic Flows

- 6.4.1 The outline application was presented on the basis of a future assessment year of 2023. Those flows were derived from traffic surveys from 2017 with additional



committed development traffic from Lidl (at the time of the surveys, yet to be occupied) and traffic from the west of the Waterlooville MDA.

6.4.2 The Base traffic for this full application therefore also includes the traffic generated by the outline application as defined in **Table 7** and referred to as the Outline Application Trip Envelope.

6.4.3 The opening year for the full application is assumed to be 2023. A future year 2026 assessment is presented (5 years following application submission), with the application of current TEMPRO growth rates from 2023-2026 applied as follows:

AM Peak	1.0210
PM Peak	1.0208
Saturday	1.0229

6.5 Traffic Impact

6.5.1 The operation of the Elettra Avenue/Waterloo Park roundabout and the B2150 Hambledon Road/Milton Road/Elettra Avenue roundabout have been assessed using the relevant modules of in the JUNCTIONS software.

6.5.2 A future year of 2026 has been assessed for the AM and PM Friday peak periods and a peak period on a Saturday. The assessment traffic flows are included in **Appendix F**. The full results are included in **Appendix G** and a summary of the results is shown in **Tables 8, 9 and 10** below.

Elettra Avenue/Waterberry Drive/Waterloo Park Access

6.5.3 The results of the Waterloo Park access roundabout are shown in **Table 8**. The junction is forecast to operate with ample capacity in 2026 with the development traffic. The assessment demonstrates that the queue on the Waterloo Park arm will not block the site access.

Table 8 – Elettra Avenue/ Waterloo Park Roundabout Results

	AM					PM					Sat				
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Set ID	Q (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base+Outline														
1 - Elettra Av (east)	D5	0.6	3.00	0.39	A	D6	0.4	2.60	0.30	A	D9	0.5	2.66	0.31	A
2 - Site Access		0.1	2.01	0.10	A		0.2	1.94	0.16	A		0.2	1.96	0.19	A
3 - Elettra Av (west)		0.1	2.49	0.05	A		0.1	2.44	0.06	A		0.0	2.39	0.04	A
4 - Waterberry Drive		0.2	2.69	0.18	A		0.3	2.98	0.24	A		0.2	2.78	0.15	A
	A1 - 2026 Base+Outline+Net														
1 - Elettra Av (east)	D10	0.7	3.05	0.40	A	D11	0.5	2.72	0.33	A	D12	0.5	2.75	0.34	A
2 - Site Access		0.1	2.02	0.10	A		0.3	2.05	0.20	A		0.3	2.01	0.21	A
3 - Elettra Av (west)		0.1	2.50	0.05	A		0.1	2.56	0.07	A		0.0	2.44	0.04	A
4 - Waterberry Drive		0.2	2.70	0.18	A		0.3	3.16	0.25	A		0.2	2.85	0.16	A

Hambledon Road/Elettra Avenue/Milton Road

6.5.4 It was established as part of the outline application that mitigation was required to accommodate the traffic from the outline. DTA proposed the design shown on **DTA Drawing 19235-02i**, which is attached at **Appendix H**. The County Council sought a contribution in lieu of works proposed by DTA. The draft S106 requires that the additional capacity provided by future works is equivalent or more from the contribution. Whilst DTA understand that HCC intend to identify a different scheme, for the purposes of this assessment, the previously identified works represent the baseline situation since the capacity benefit would be as delivered by the scheme or better. Either these works or the equivalent contribution (£60,000) should be applied to the full or the outline whichever comes forward first.

6.5.5 The results are set out in **Tables 9** and **10**.

Table 9 – Hambledon Road/Elettra Avenue Roundabout Results AM Peak

	AM				
	Set ID	Q (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base+Outline				
1 - Milton road	D1	13.9	69.15	0.95	F
2 - Hambledon Road (south)		1.0	2.48	0.49	A
3 - Elettra Avenue		0.6	4.36	0.38	A
4 - Hambledon Road (north)		1.9	6.91	0.66	A
	A1 - 2026 Base+Outline+Net				
1 - Milton road	D3	11.5	59.32	0.94	F
2 - Hambledon Road (south)		1.0	2.51	0.50	A
3 - Elettra Avenue		0.6	4.38	0.39	A
4 - Hambledon Road (north)		1.9	6.88	0.66	A

Table 10 – Hambledon Road/Elettra Avenue Roundabout Results PM and Sat Peak

	PM					Sat				
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Set ID	Q (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base+Outline									
1 - Milton road	D6	1.8	11.53	0.65	B	D8	4.8	23.93	0.83	C
2 - Hambledon Road (south)		4.8	9.00	0.83	A		2.7	5.94	0.73	A
3 - Elettra Avenue		6.1	27.76	0.87	D		1.3	7.51	0.57	A
4 - Hambledon Road (north)		15.4	83.87	0.96	F		7.4	33.77	0.89	D
	A1 - 2026 Base+Outline+Net									
1 - Milton road	D9	2.0	12.92	0.67	B	D10	4.9	25.50	0.84	D
2 - Hambledon Road (south)		5.5	10.01	0.85	B		2.9	6.22	0.75	A
3 - Elettra Avenue		14.4	60.29	0.95	F		1.5	8.10	0.61	A
4 - Hambledon Road (north)		23.2	125.27	1.00	F		7.6	35.46	0.89	E

6.5.6 The results demonstrate that the impact of the proposed development will be modest. During the AM Peak and Saturday Peaks, forecast queuing patterns in 2026 are no different with the addition of the full application development traffic.

6.5.7 Queues on the Hambledon Road (North) in the centre of the PM peak increase from 15 to 23 vehicles. The approach arm comprises two lanes from approximately 100m sufficient for in excess of 15 vehicles to queue per lane. The increased queue will not have any material impact on the safe operation of the network, and the impact on traffic capacity is not severe.



6.6 Summary

- 6.6.1 The development traffic can be accommodated on the local network with improvements at the Hambledon Road/Elettra Avenue junction. The works are the same as identified by DTA as part of the outline application. HCC previously sought a contribution of £60,000 in lieu of these works. Conceptually the applicant is content for this contribution to be made to deliver the full application, although this would negate the requirement for the contribution to be made on the outline.
- 6.6.2 A further consideration is that the Elettra Avenue arm performs poorly without the works and with the full application and an opening year of 2023, the deferral to HCC of an alternative future scheme funded by the contribution, but with no scheme identified would risk an outcome of a poorly performing part of the highway even if it is only in the short term.

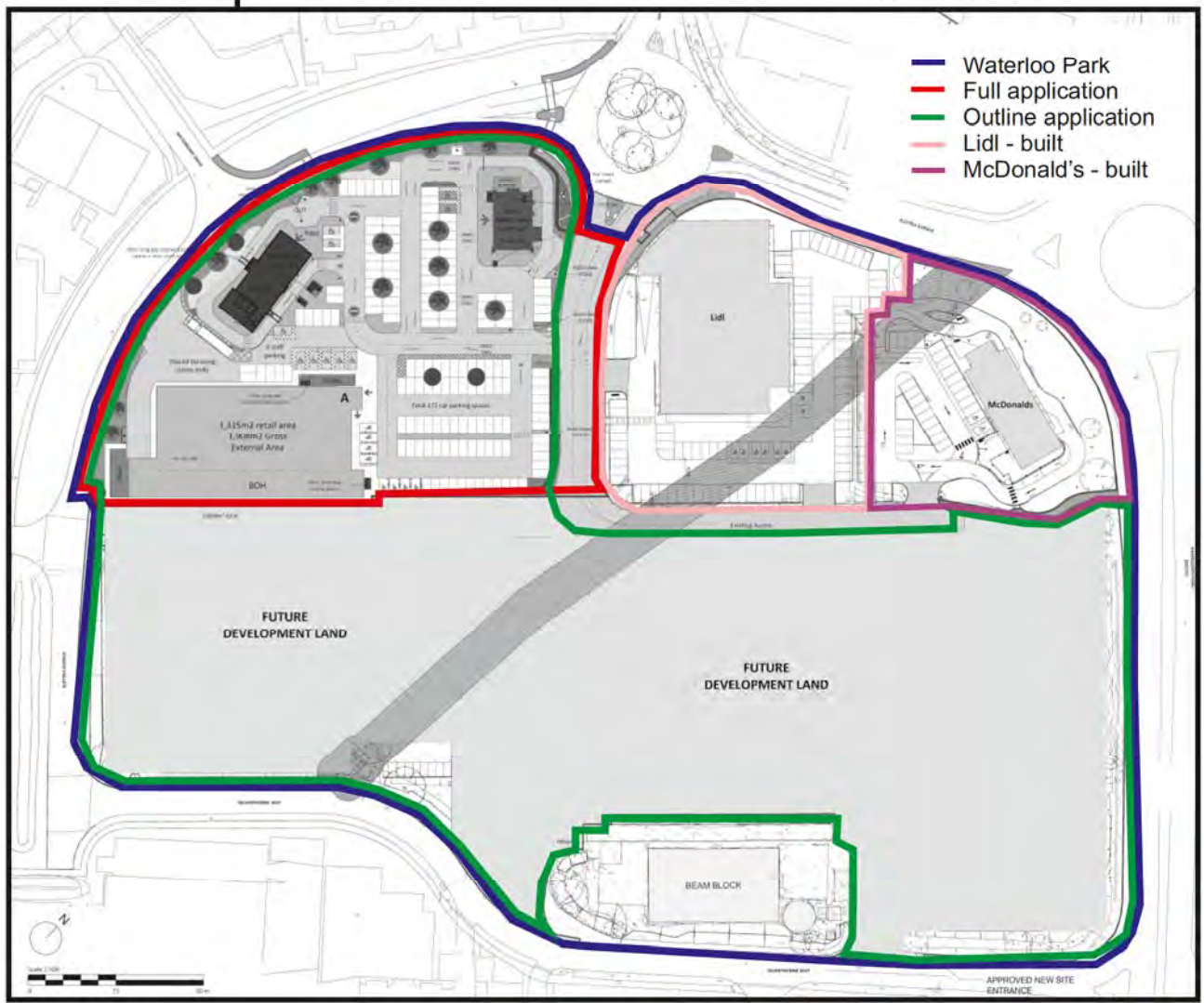
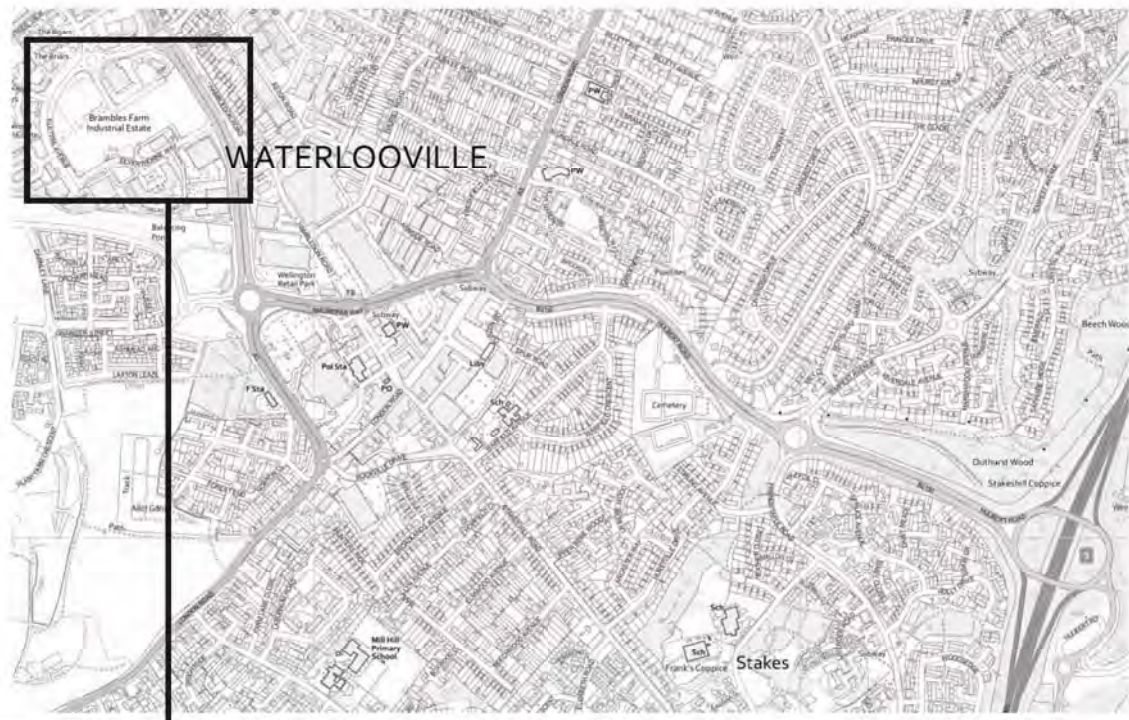


7.0 CONCLUSIONS

- 7.1 This Transport Assessment has reviewed the highway and transport implications of the proposed development for food retail and drive thru restaurant floorspace on Waterloo Park. The site sits within land for which an outline application with a resolution to grant exists. Additional traffic arises from the full application when combined with the traffic from the residual outline if compared with the traffic from the outline itself.
- 7.2 Site access will be provided via the Elettra Avenue/Waterloo Park roundabout.
- 7.3 A review of the road safety records within the vicinity of the site has been undertaken and there are no existing road safety issues to mitigate as a result of the proposals.
- 7.4 The site is in a sustainable location within the existing built up area where pedestrian and cycle links are well established. Frequent bus services are available within walking distances of the site.
- 7.5 The proposed trip generation has been reviewed and a robust assessment undertaken in relation to the potential impact on the local highway network.
- 7.6 A mitigation scheme is proposed for the Elettra Avenue/ Hambledon Road/ Milton Road roundabout junction which can accommodate the additional traffic associated with the proposals. This is the same scheme as presented to the highway authority to mitigate traffic from the outline application. The County sought a contribution in lieu of the works as part of the outline. Whilst this remains acceptable to the applicant, it remains the recommendation of this report that the works are implemented.
- 7.7 The proposals are in accordance with national and local policy guidance and can be accommodated on the local network without safety implications and with only a modest impact in terms of vehicle queuing. On this basis, the impact of the development is considered to be severe in accordance with NPPF paragraph 109.



FIGURE 1



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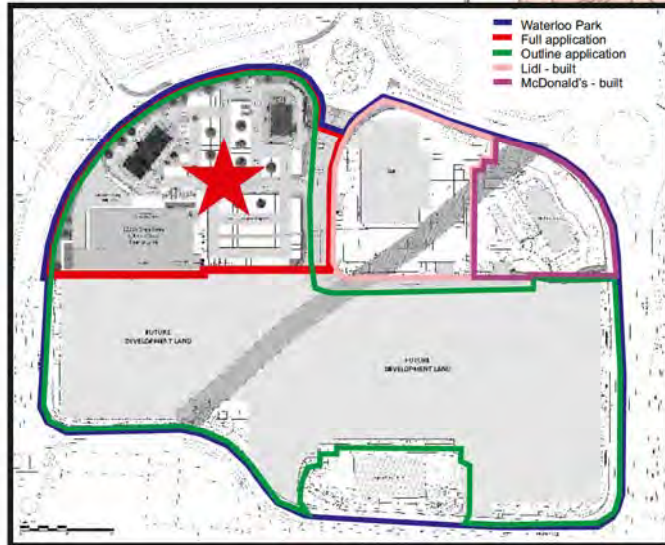
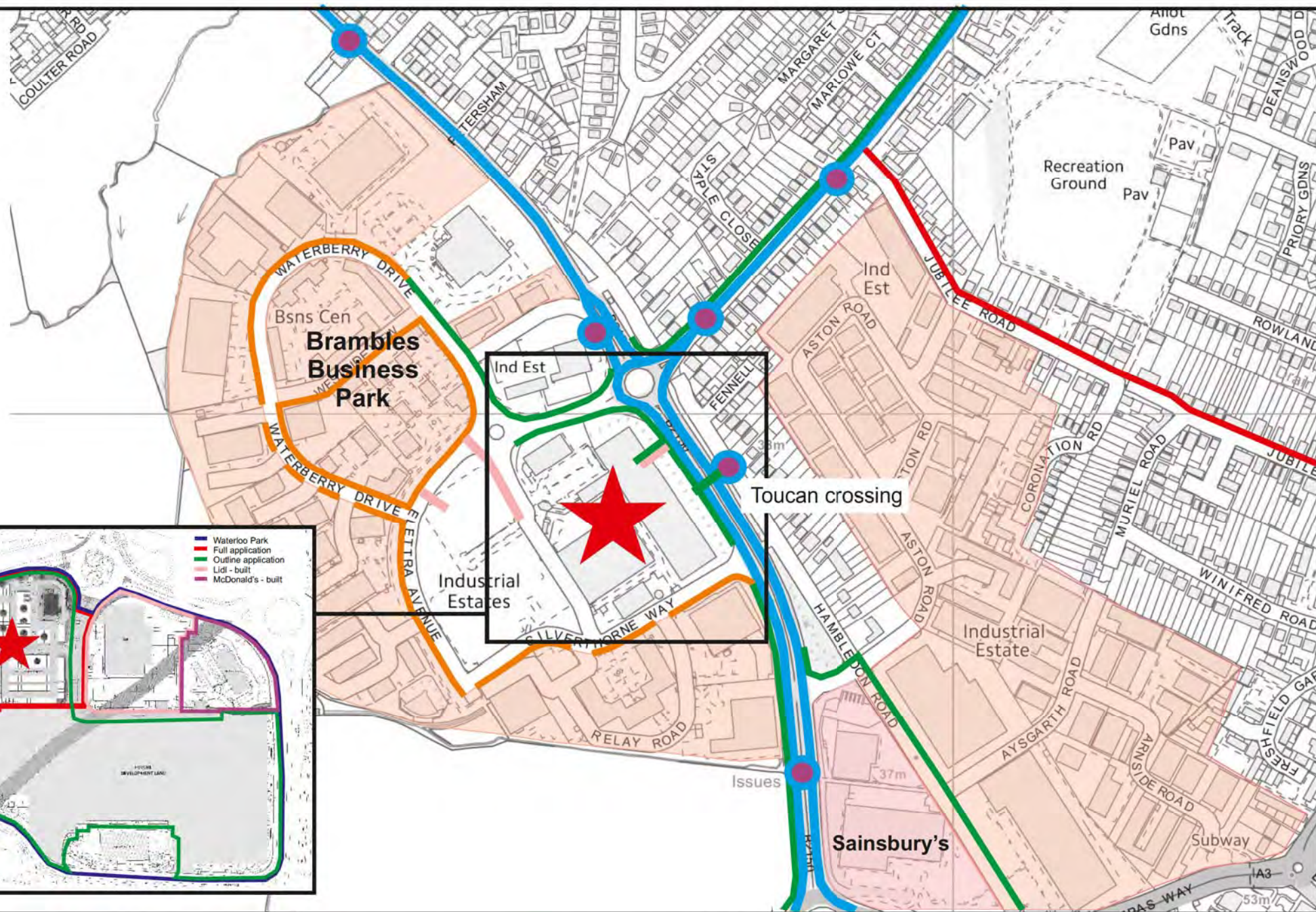
Figure 1
 Drawing Title Waterloo Park Location Plan
 Job Title Elettra Avenue, Waterloooville
 Client Hargreaves

Scale : NTS





FIGURE 2



Key:

- ★ Site Location
- Local Bus Routes
- Bus Stops

- Shared Pedestrian/ Cycle Route
- Off Road Cycle Route
- Footways around Business Park
- Pedestrian Links

Figure 2

Drawing Title

Job Title

Client

Accessibility Plan

Retail Application Waterloo Park

Hargreaves

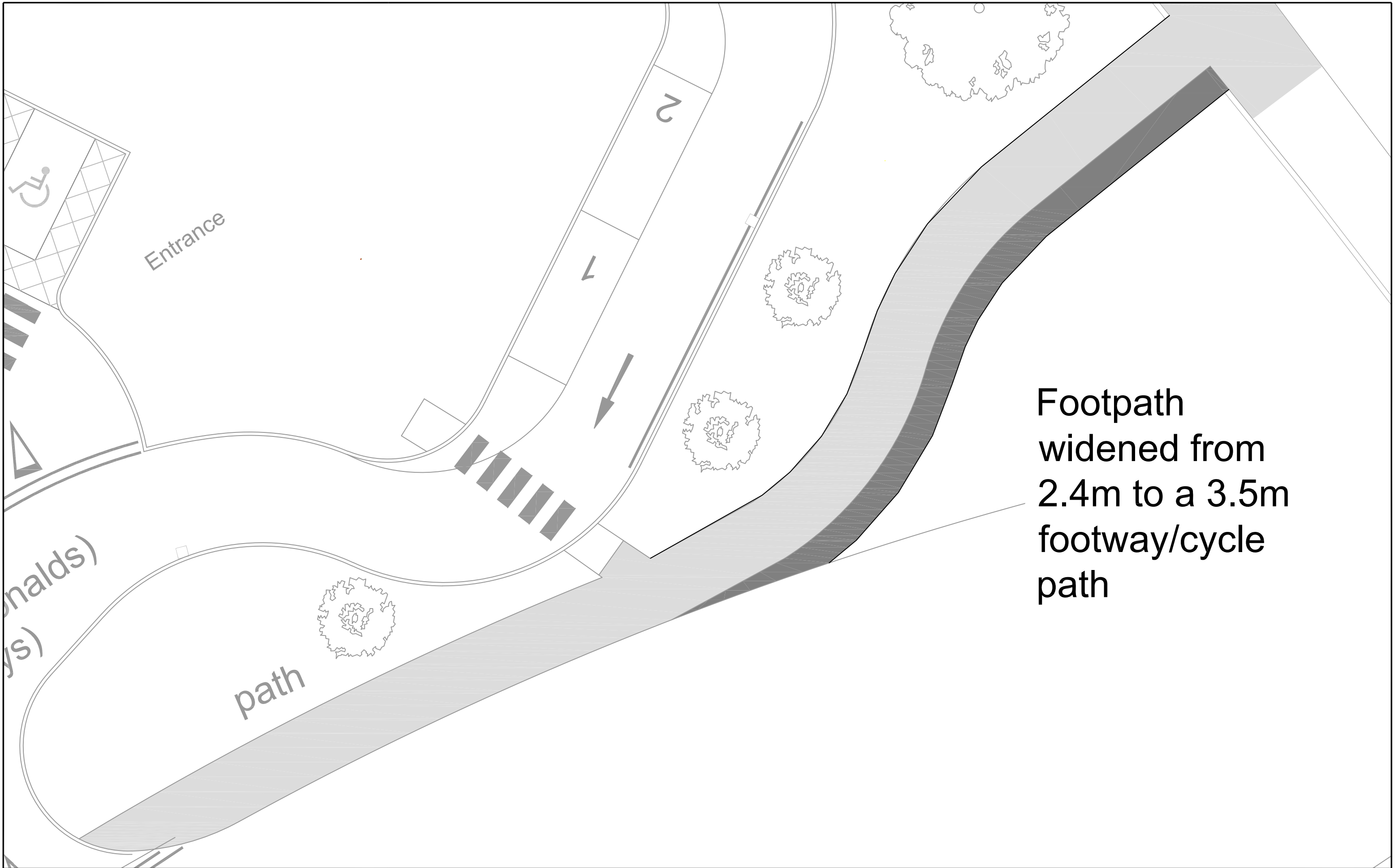
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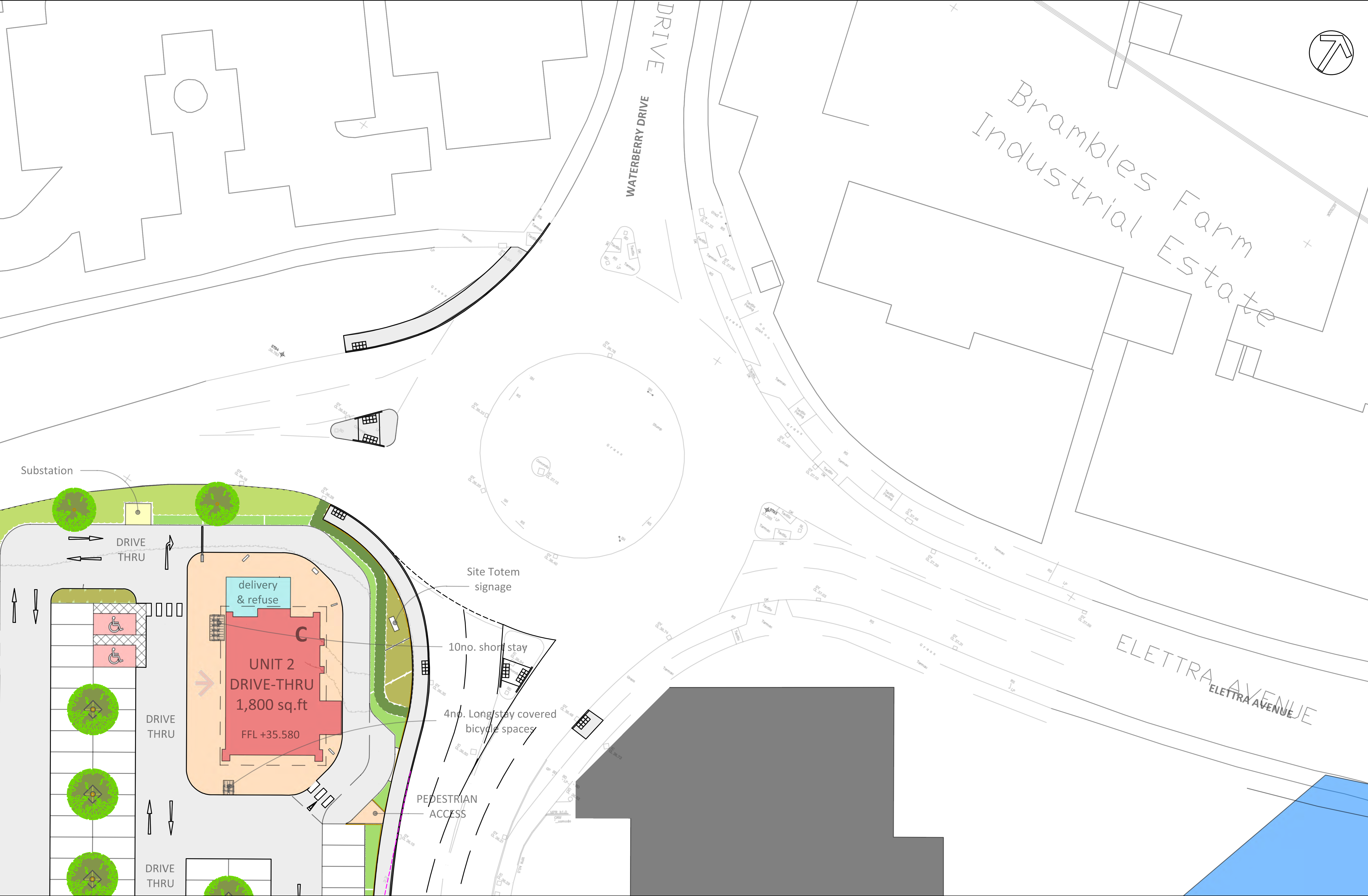
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DRAWINGS

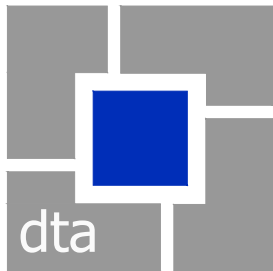


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SCALE 1/100@A3		DRAWN BY BP		DATE Feb2021		DRAWING No 19235-10		REVISION					



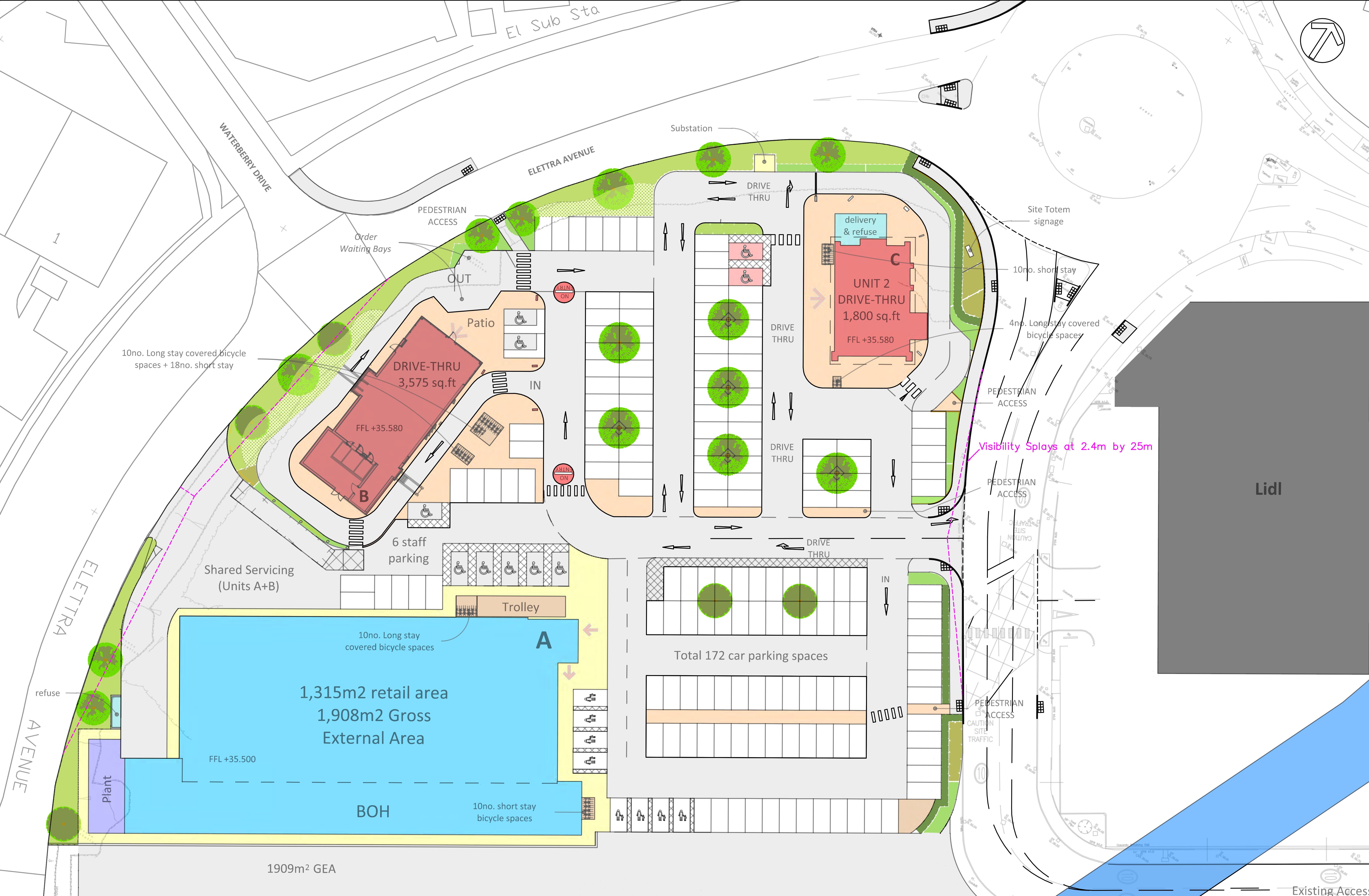
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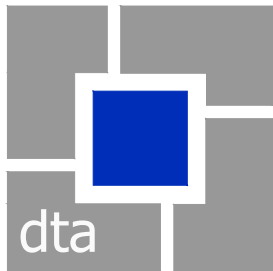
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JOB TITLE WATERLOOVILLE		CLIENT HARGREAVES	
DRAWING TITLE ELETTRA AVENUE ROUNDABOUT			
SCALE 1: 200@A1	DRAWN BY RM	DATE 24/03/21	DRAWING No 19235-08-RAB
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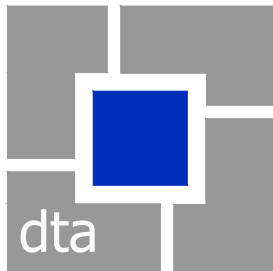
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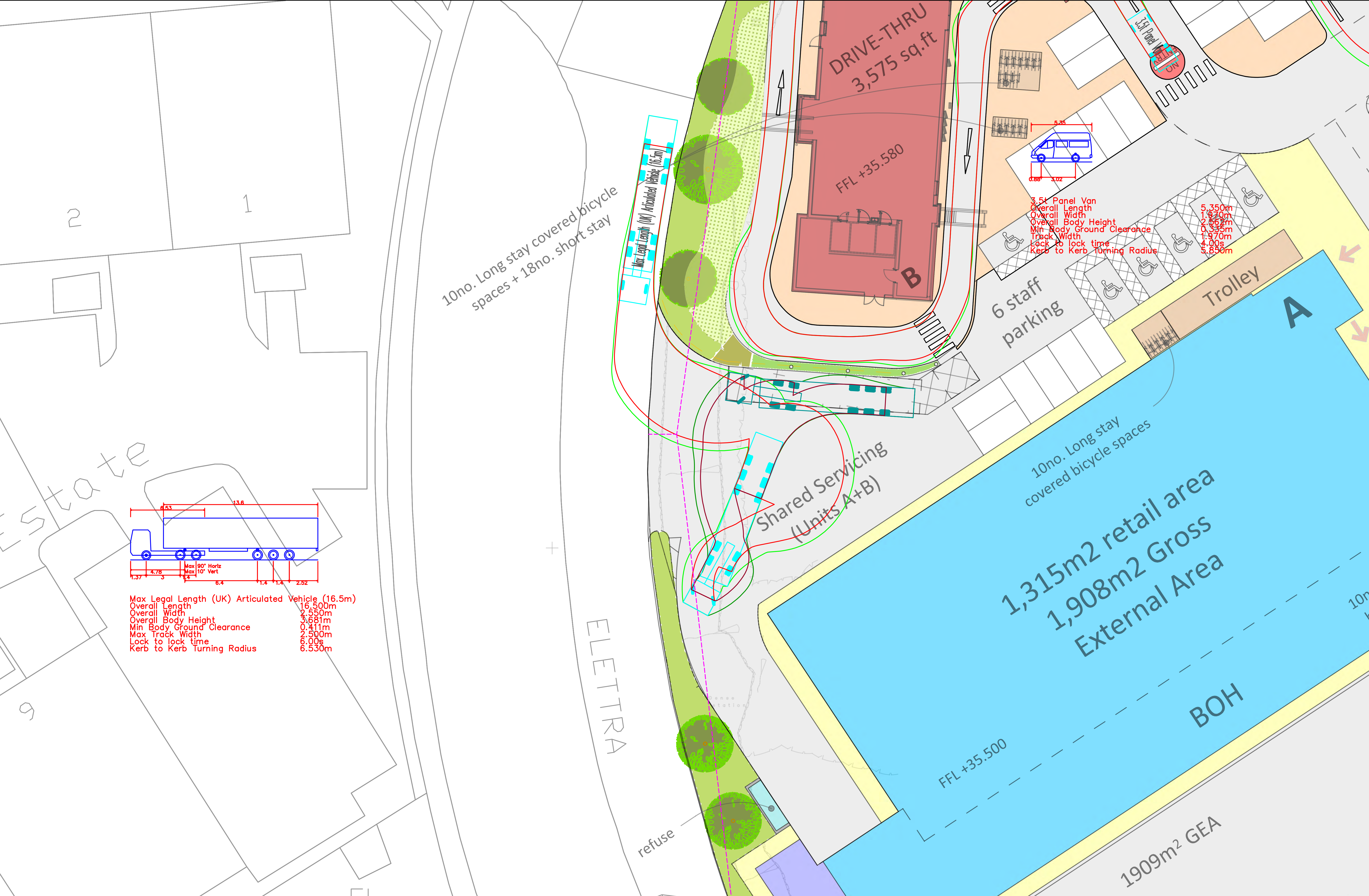
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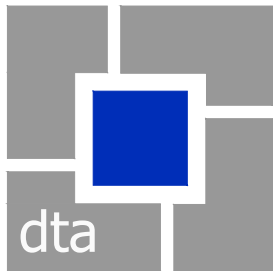
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WATERLOOVILLE		HARGREAVES		
DRAWING TITLE				
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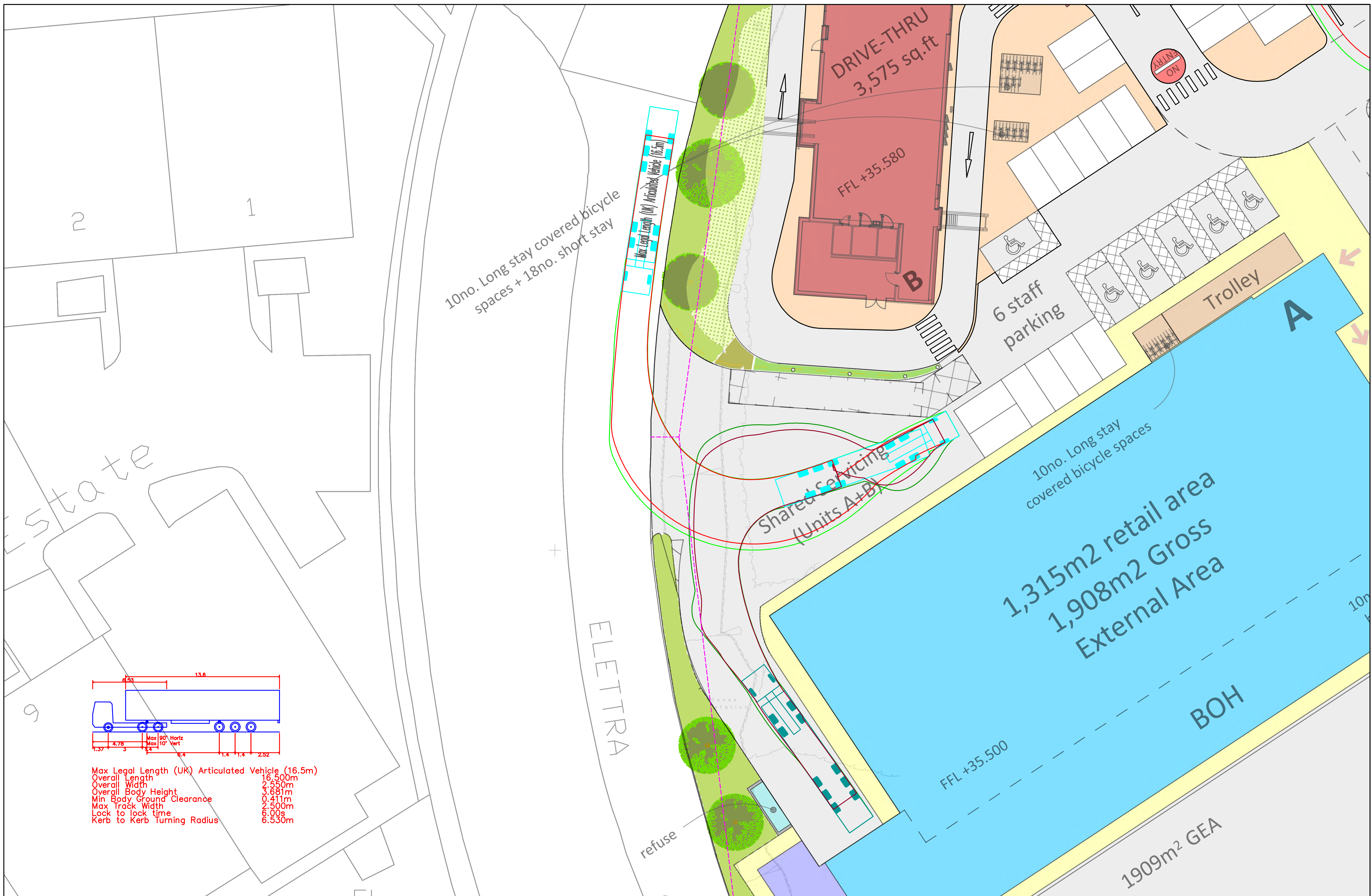
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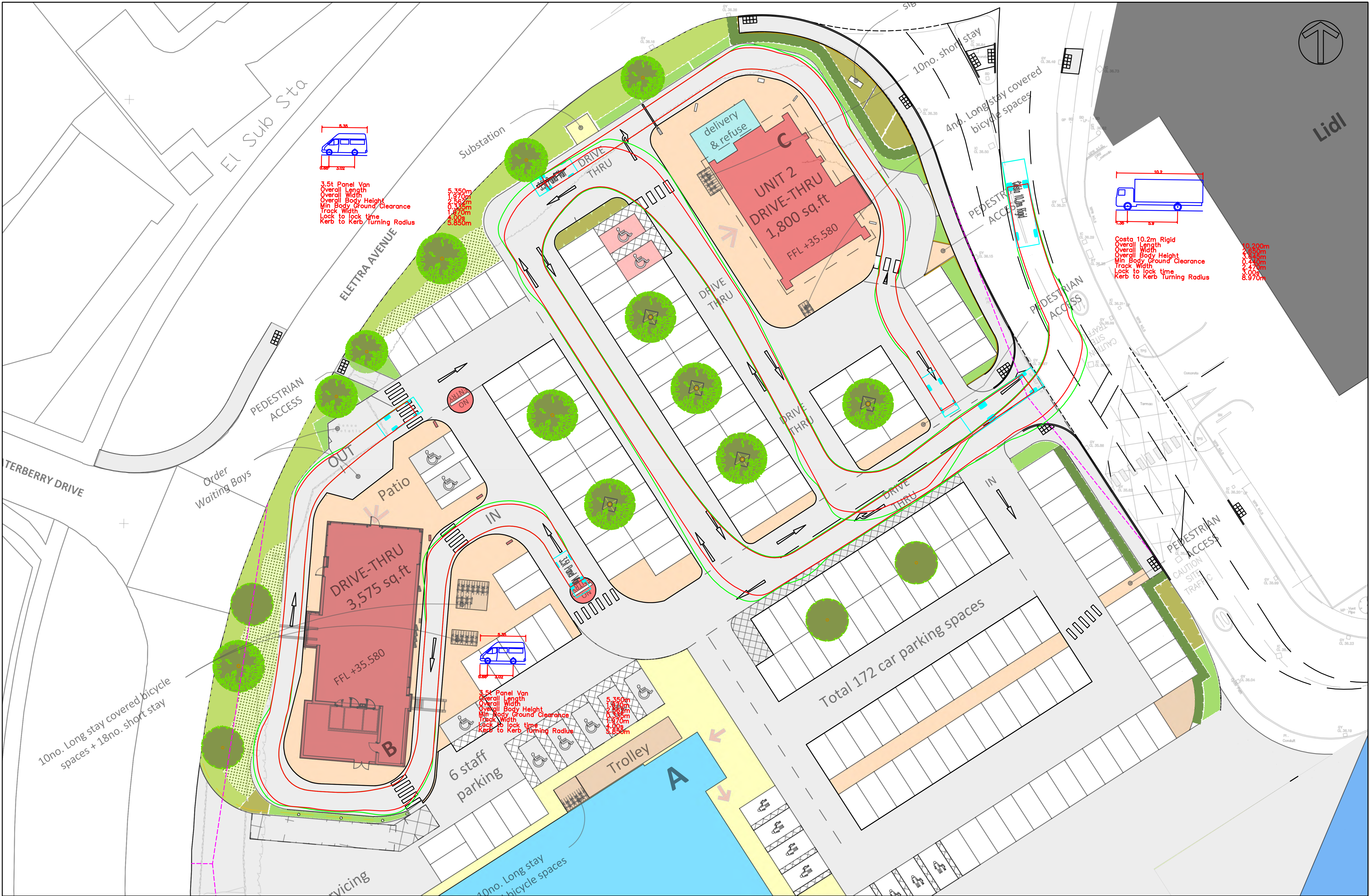
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JOB TITLE WATERLOOVILLE		CLIENT HARGREAVES	
DRAWING TITLE DRIVE THROUGH TRACKING			
SCALE 1:150@A1	DRAWN BY RM	DATE 24/03/21	DRAWING No 19235-08-TRACK-2
			REVISION F

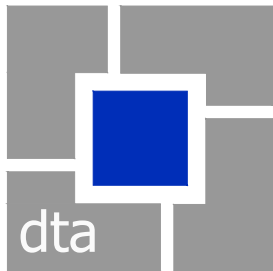


Max Legal Length (UK)	Articulated Vehicle (16.5m)
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to kerb Turning Radius	6.530m



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JOB TITLE WATERLOOVILLE		CLIENT HARGREAVES	
DRAWING TITLE INTERNAL TRACKING			
SCALE 1: 200@A1	DRAWN BY RM	DATE 24/03/21	DRAWING No 19235-08-INTERNAL
REVISION F			



APPENDIX A

For and on behalf of:



WATERLOOVILLE

Friday 23 June 2017
Saturday 24 June 2017

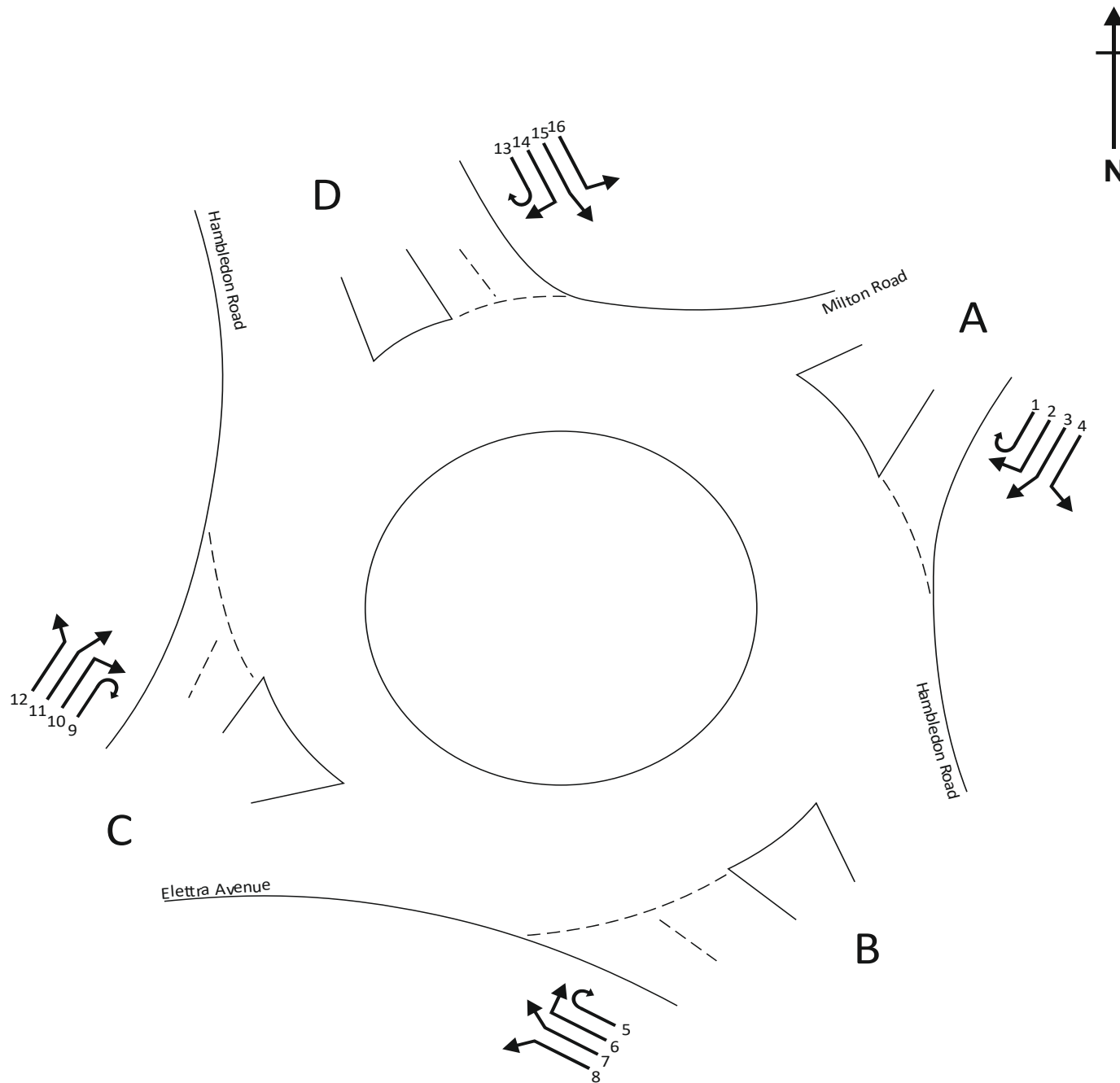
0700-1000
1600-1900

1100-1500

Drawing N°: 21839 - 01

Site: 1

Location: Milton Road /
Hambleton Road /
Elettra Avenue



For and on behalf of:



WATERLOOVILLE

Friday 23 June 2017
Saturday 24 June 2017

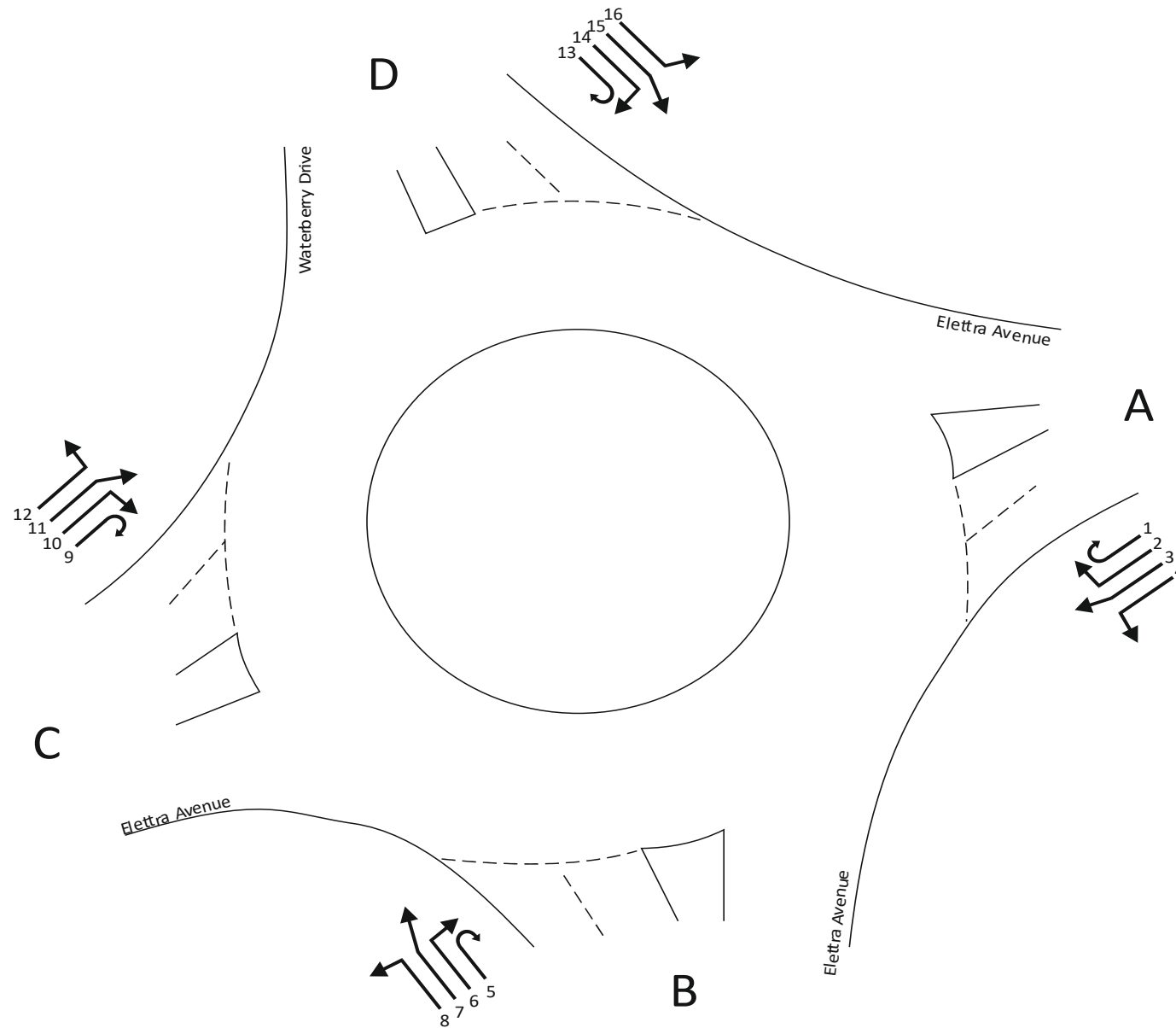
0700-1000
1600-1900

1100-1500

Drawing N°: 21839 - 02

Site: 2

Location: Elettra Avenue /
Waterberry Drive



MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 1 FROM MILTON ROAD TO MILTON ROAD								MOVEMENT 2 FROM MILTON ROAD TO HAMBLEDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
07:15	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	9
07:30	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	13
07:45	0	0	0	0	0	0	0	0	15	2	0	0	0	1	0	18
H/TOT	0	0	0	0	0	0	0	0	35	10	1	0	0	1	0	47
08:00	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17
08:15	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
08:30	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20
08:45	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
H/TOT	1	0	0	0	0	0	0	1	51	7	0	0	0	0	0	58
09:00	0	0	0	0	0	0	0	0	15	5	0	0	0	0	0	20
09:15	0	0	0	0	0	0	0	0	11	2	1	0	0	0	0	14
09:30	1	0	0	0	0	0	0	1	5	1	0	0	0	0	0	6
09:45	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14
H/TOT	1	0	0	0	0	0	0	1	42	11	1	0	0	0	0	54
P/TOT	2	0	0	0	0	0	0	2	128	28	2	0	0	1	0	159

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 1 FROM MILTON ROAD TO MILTON ROAD								MOVEMENT 2 FROM MILTON ROAD TO HAMBLEDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
16:15	0	0	0	0	0	0	0	0	14	3	0	0	0	2	0	19
16:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
16:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	46	5	0	0	0	2	0	53
17:00	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
17:15	1	0	0	0	0	0	0	1	7	1	0	0	0	0	1	9
17:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	1	0	0	0	0	0	0	1	32	2	0	0	0	0	1	35
18:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
18:15	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
18:30	0	0	0	0	0	0	0	0	11	2	0	0	0	1	0	14
18:45	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
H/TOT	2	0	0	0	0	0	0	2	40	3	0	0	0	1	0	44
P/TOT	3	0	0	0	0	0	0	3	118	10	0	0	0	3	1	132

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 3 FROM MILTON ROAD TO ELETTRA AVENUE								MOVEMENT 4 FROM MILTON ROAD TO HAMBLEDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	6	0	0	0	0	0	22	66	15	1	0	4	2	1	89
07:15	20	3	0	0	0	0	0	23	69	10	1	0	3	2	0	85
07:30	27	5	0	0	0	0	0	32	84	23	0	0	3	2	0	112
07:45	29	1	0	0	0	0	0	30	116	12	0	0	3	2	0	133
H/TOT	92	15	0	0	0	0	0	107	335	60	2	0	13	8	1	419
08:00	23	4	0	0	0	0	0	27	97	17	0	0	2	0	0	116
08:15	27	2	0	0	0	0	0	29	117	13	0	0	4	2	0	136
08:30	20	1	0	0	0	0	0	21	95	10	0	0	3	0	0	108
08:45	28	1	0	0	0	2	0	31	96	10	1	0	4	0	0	111
H/TOT	98	8	0	0	0	2	0	108	405	50	1	0	13	2	0	471
09:00	23	2	0	0	0	0	0	25	110	12	0	0	1	0	0	123
09:15	26	1	0	0	0	1	0	28	94	11	0	0	5	0	0	110
09:30	13	2	0	0	0	0	0	15	99	12	0	0	3	0	0	114
09:45	10	1	0	0	0	0	0	11	92	17	0	0	3	0	0	112
H/TOT	72	6	0	0	0	1	0	79	395	52	0	0	12	0	0	459
P/TOT	262	29	0	0	0	3	0	294	1135	162	3	0	38	10	1	1349

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 3 FROM MILTON ROAD TO ELETTRA AVENUE								MOVEMENT 4 FROM MILTON ROAD TO HAMBLEDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	0	0	0	0	0	0	18	79	12	1	0	3	0	0	95
16:15	18	3	0	0	0	0	0	21	95	19	0	0	3	2	0	119
16:30	21	1	0	0	0	0	3	25	83	8	0	0	2	1	1	95
16:45	21	3	0	0	0	1	0	25	66	13	1	0	4	0	0	84
H/TOT	78	7	0	0	0	1	3	89	323	52	2	0	12	3	1	393
17:00	11	0	0	0	0	0	1	12	67	6	0	0	4	3	1	81
17:15	17	5	0	0	0	0	0	22	60	12	0	0	4	1	0	77
17:30	24	1	0	0	0	1	0	26	81	8	0	0	2	0	1	92
17:45	22	0	0	0	0	0	0	22	71	10	0	0	3	0	0	84
H/TOT	74	6	0	0	0	1	1	82	279	36	0	0	13	4	2	334
18:00	19	1	0	0	0	0	0	20	63	7	0	0	2	2	0	74
18:15	15	0	0	0	0	0	0	15	71	4	0	0	4	0	0	79
18:30	14	2	0	0	0	0	0	16	67	9	0	0	3	1	0	80
18:45	6	0	0	0	0	0	0	6	80	11	0	0	2	2	0	95
H/TOT	54	3	0	0	0	0	0	57	281	31	0	0	11	5	0	328
P/TOT	206	16	0	0	0	2	4	228	883	119	2	0	36	12	3	1055

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 5								MOVEMENT 6							
	FROM HAMBLEDON ROAD (S) TO HAMBLEDON ROAD (S)								FROM HAMBLEDON ROAD (S) TO MILTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	2	0	0	0	0	0	2	13	5	0	0	2	0	0	20
07:15	1	1	0	0	0	0	0	2	22	12	0	0	3	0	1	38
07:30	2	1	0	0	0	0	0	3	27	10	0	0	3	0	0	40
07:45	0	3	0	0	0	0	0	3	38	14	0	0	0	0	0	52
H/TOT	3	7	0	0	0	0	0	10	100	41	0	0	8	0	1	150
08:00	3	0	0	0	0	1	0	4	41	17	0	0	3	0	1	62
08:15	1	0	0	0	0	0	0	1	43	12	1	0	4	0	0	60
08:30	7	0	1	0	0	0	0	8	51	15	1	0	4	1	0	72
08:45	3	0	0	0	0	0	0	3	75	17	1	0	4	0	0	97
H/TOT	14	0	1	0	0	1	0	16	210	61	3	0	15	1	1	291
09:00	5	1	0	0	0	0	0	6	51	11	1	0	3	0	0	66
09:15	3	1	1	0	0	0	0	5	47	3	0	0	3	0	0	53
09:30	4	2	0	0	0	0	0	6	54	8	1	0	2	1	0	66
09:45	2	4	0	0	0	0	0	6	50	6	1	0	3	2	0	62
H/TOT	14	8	1	0	0	0	0	23	202	28	3	0	11	3	0	247
P/TOT	31	15	2	0	0	1	0	49	512	130	6	0	34	4	2	688

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 5								MOVEMENT 6							
	FROM HAMBLEDON ROAD (S) TO HAMBLEDON ROAD (S)								FROM HAMBLEDON ROAD (S) TO MILTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	30	2	0	0	0	2	0	34	135	14	0	0	2	1	1	153
16:15	17	1	0	0	0	0	0	18	130	22	1	0	2	0	0	155
16:30	20	1	1	0	0	0	0	22	124	16	0	0	3	1	0	144
16:45	14	3	0	0	0	0	0	17	173	17	0	0	6	3	0	199
H/TOT	81	7	1	0	0	2	0	91	562	69	1	0	13	5	1	651
17:00	65	1	1	0	0	0	0	67	170	24	0	0	2	3	0	199
17:15	23	4	0	0	0	0	0	27	150	13	0	0	4	2	0	169
17:30	22	0	0	0	0	1	0	23	132	14	0	0	3	2	2	153
17:45	10	2	0	0	0	0	0	12	120	10	0	0	3	2	0	135
H/TOT	120	7	1	0	0	1	0	129	572	61	0	0	12	9	2	656
18:00	10	2	0	0	0	1	0	13	104	9	0	0	3	1	0	117
18:15	4	0	0	0	0	0	0	4	97	15	0	0	2	0	0	114
18:30	5	2	0	0	0	0	0	7	98	8	0	0	2	0	0	108
18:45	4	0	0	0	0	0	0	4	95	5	1	0	3	1	1	106
H/TOT	23	4	0	0	0	1	0	28	394	37	1	0	10	2	1	445
P/TOT	224	18	2	0	0	4	0	248	1528	167	2	0	35	16	4	1752

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 7 FROM HAMBLEDON ROAD (S) TO HAMBLEDON ROAD (N)								MOVEMENT 8 FROM HAMBLEDON ROAD (S) TO ELETTRA AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	63	22	2	0	1	2	0	90	43	1	1	0	0	1	0	46
07:15	68	18	2	0	1	1	0	90	48	9	1	0	0	1	3	62
07:30	56	24	4	1	0	0	0	85	33	8	2	0	0	0	1	44
07:45	91	23	1	0	2	0	0	117	59	12	2	0	0	0	1	74
H/TOT	278	87	9	1	4	3	0	382	183	30	6	0	0	2	5	226
08:00	109	30	5	0	1	1	0	146	69	7	1	0	0	0	1	78
08:15	91	20	2	0	0	1	0	114	72	14	1	0	0	1	0	88
08:30	96	23	2	4	0	0	1	126	62	7	0	1	0	0	2	72
08:45	112	29	2	0	0	0	1	144	81	6	3	0	0	2	0	92
H/TOT	408	102	11	4	1	2	2	530	284	34	5	1	0	3	3	330
09:00	119	24	5	3	0	0	1	152	52	5	1	1	0	1	2	62
09:15	99	23	2	1	1	0	0	126	49	14	0	1	0	0	1	65
09:30	95	18	1	1	0	2	0	117	32	5	0	0	0	0	1	38
09:45	96	11	3	0	0	0	1	111	26	4	1	2	0	0	0	33
H/TOT	409	76	11	5	1	2	2	506	159	28	2	4	0	1	4	198
P/TOT	1095	265	31	10	6	7	4	1418	626	92	13	5	0	6	12	754

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 7 FROM HAMBLEDON ROAD (S) TO HAMBLEDON ROAD (N)								MOVEMENT 8 FROM HAMBLEDON ROAD (S) TO ELETTRA AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	138	28	0	0	0	2	0	168	23	8	1	0	0	1	2	35
16:15	173	17	1	0	1	2	1	195	36	1	2	0	0	1	0	40
16:30	130	12	2	0	0	3	0	147	29	3	1	0	0	2	0	35
16:45	150	19	3	0	0	0	5	177	21	2	0	0	0	0	0	23
H/TOT	591	76	6	0	1	7	6	687	109	14	4	0	0	4	2	133
17:00	136	12	0	0	0	6	0	154	26	2	0	0	0	0	0	28
17:15	146	10	0	0	1	4	0	161	38	8	0	0	0	2	0	48
17:30	166	18	0	0	0	2	0	186	35	3	0	0	0	0	0	38
17:45	172	24	0	0	0	1	0	197	59	8	0	0	0	3	0	70
H/TOT	620	64	0	0	1	13	0	698	158	21	0	0	0	5	0	184
18:00	135	8	0	0	0	0	1	144	49	3	0	0	0	1	0	53
18:15	120	8	0	0	0	1	0	129	50	5	0	0	2	0	0	57
18:30	146	15	1	0	0	0	1	163	29	5	0	0	0	1	0	35
18:45	131	12	0	0	0	1	1	145	28	2	0	0	0	1	0	31
H/TOT	532	43	1	0	0	2	3	581	156	15	0	0	2	3	0	176
P/TOT	1743	183	7	0	2	22	9	1966	423	50	4	0	2	12	2	493

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 9								MOVEMENT 10							
	FROM ELETTRA AVENUE TO ELETTRA AVENUE								FROM ELETTRA AVENUE TO HAMBLEDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	24	4	1	0	0	0	0	29
07:15	0	0	0	0	0	0	0	0	28	13	0	0	0	2	0	43
07:30	0	0	0	0	0	0	0	0	31	6	0	0	0	0	0	37
07:45	0	0	0	0	0	0	0	0	32	6	2	0	0	0	0	40
H/TOT	0	0	0	0	0	0	0	0	115	29	3	0	0	2	0	149
08:00	0	0	0	0	0	0	0	0	35	8	1	0	0	0	0	44
08:15	0	0	0	0	0	0	0	0	43	18	2	1	0	0	0	64
08:30	0	0	0	0	0	0	0	0	31	20	2	0	0	0	0	53
08:45	0	0	0	0	0	0	0	0	33	11	2	3	0	0	0	49
H/TOT	0	0	0	0	0	0	0	0	142	57	7	4	0	0	0	210
09:00	0	0	0	0	0	0	0	0	49	10	0	1	0	0	0	60
09:15	0	0	0	0	0	0	0	0	25	8	2	0	0	0	0	35
09:30	0	0	0	0	0	0	0	0	33	5	1	2	0	0	0	41
09:45	0	0	0	0	0	0	0	0	35	12	0	0	0	0	0	47
H/TOT	0	0	0	0	0	0	0	0	142	35	3	3	0	0	0	183
P/TOT	0	0	0	0	0	0	0	0	399	121	13	7	0	2	0	542

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 9								MOVEMENT 10							
	FROM ELETTRA AVENUE TO ELETTRA AVENUE								FROM ELETTRA AVENUE TO HAMBLEDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	64	13	0	0	0	3	0	80
16:15	0	0	0	0	0	0	0	0	64	7	1	0	0	1	0	73
16:30	0	0	0	0	0	0	0	0	61	6	1	0	0	0	0	68
16:45	0	0	0	0	0	0	0	0	56	14	0	0	0	2	0	72
H/TOT	0	0	0	0	0	0	0	0	245	40	2	0	0	6	0	293
17:00	0	0	0	0	0	0	0	0	49	0	1	0	0	2	0	52
17:15	0	0	0	0	0	0	0	0	57	2	1	0	0	0	0	60
17:30	0	0	0	0	0	0	0	0	73	9	0	0	0	2	0	84
17:45	0	0	0	0	0	0	0	0	54	6	1	0	0	2	0	63
H/TOT	0	0	0	0	0	0	0	0	233	17	3	0	0	6	0	259
18:00	0	0	0	0	0	0	0	0	59	2	0	0	0	0	0	61
18:15	0	0	0	0	0	0	0	0	49	2	0	0	0	0	0	51
18:30	0	0	0	0	0	0	0	0	49	3	0	0	0	0	0	52
18:45	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34
H/TOT	0	0	0	0	0	0	0	0	188	10	0	0	0	0	0	198
P/TOT	0	0	0	0	0	0	0	0	666	67	5	0	0	12	0	750

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 11 FROM ELETTRA AVENUE TO MILTON ROAD								MOVEMENT 12 FROM ELETTRA AVENUE TO HAMBLEDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8
07:15	10	1	0	0	0	0	0	11	15	6	0	0	0	1	0	22
07:30	13	2	0	0	0	0	0	15	8	4	0	1	0	0	1	14
07:45	10	2	0	0	0	0	0	12	11	4	0	1	0	0	0	16
H/TOT	37	5	0	0	0	0	0	42	42	14	0	2	0	1	1	60
08:00	13	3	0	0	0	0	0	16	13	2	0	0	0	0	1	16
08:15	5	9	0	0	0	0	0	14	9	6	0	0	0	1	0	16
08:30	13	5	0	0	0	0	0	18	7	8	1	0	0	0	0	16
08:45	18	4	0	0	0	0	0	22	9	5	0	0	0	0	0	14
H/TOT	49	21	0	0	0	0	0	70	38	21	1	0	0	1	1	62
09:00	16	6	1	0	0	0	0	23	15	5	1	0	0	0	0	21
09:15	12	5	0	0	0	1	0	18	12	4	0	0	0	0	0	16
09:30	12	1	0	0	0	1	0	14	7	5	0	0	0	0	0	12
09:45	15	2	0	0	0	0	0	17	16	2	0	0	0	0	0	18
H/TOT	55	14	1	0	0	2	0	72	50	16	1	0	0	0	0	67
P/TOT	141	40	1	0	0	2	0	184	130	51	2	2	0	2	2	189

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 11 FROM ELETTRA AVENUE TO MILTON ROAD								MOVEMENT 12 FROM ELETTRA AVENUE TO HAMBLEDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	27	3	0	0	0	0	0	30	25	5	0	0	0	0	2	32
16:15	31	4	0	0	0	0	0	35	18	4	0	0	0	2	1	25
16:30	45	3	0	0	0	1	0	49	20	2	0	0	0	0	1	23
16:45	39	1	0	0	0	1	0	41	29	3	0	0	0	0	2	34
H/TOT	142	11	0	0	0	2	0	155	92	14	0	0	0	2	6	114
17:00	39	3	0	0	0	0	0	42	32	2	0	0	0	0	3	37
17:15	38	3	0	0	0	0	0	41	30	2	0	0	0	1	2	35
17:30	38	3	0	0	0	0	0	41	31	1	0	0	0	0	1	33
17:45	40	2	0	0	0	0	0	42	16	0	0	0	0	1	2	19
H/TOT	155	11	0	0	0	0	0	166	109	5	0	0	0	2	8	124
18:00	43	2	0	0	0	2	0	47	15	2	0	0	0	1	1	19
18:15	29	1	0	0	0	0	0	30	14	3	0	0	0	0	0	17
18:30	23	1	0	0	0	1	0	25	16	2	0	0	0	0	2	20
18:45	29	2	0	0	0	1	1	33	21	1	0	0	0	0	0	22
H/TOT	124	6	0	0	0	4	1	135	66	8	0	0	0	1	3	78
P/TOT	421	28	0	0	0	6	1	456	267	27	0	0	0	5	17	316

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 13 FROM HAMBLEDON ROAD (N) TO HAMBLEDON ROAD (N)								MOVEMENT 14 FROM HAMBLEDON ROAD (N) TO ELETTRA AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	17	5	0	0	0	0	0	22
07:15	6	4	1	0	0	1	0	12	18	1	0	0	0	1	0	20
07:30	5	1	0	0	0	0	0	6	12	1	0	0	0	0	0	13
07:45	7	1	0	0	0	0	0	8	19	1	0	0	0	0	0	20
H/TOT	20	7	1	0	0	1	0	29	66	8	0	0	0	1	0	75
08:00	5	1	0	0	0	0	0	6	21	2	1	0	0	1	0	25
08:15	10	0	0	0	0	0	0	10	34	2	1	0	0	0	0	37
08:30	5	1	0	0	0	0	0	6	21	1	0	0	0	0	0	22
08:45	5	0	0	0	0	0	0	5	20	2	0	0	0	0	0	22
H/TOT	25	2	0	0	0	0	0	27	96	7	2	0	0	1	0	106
09:00	7	0	0	0	0	0	0	7	21	2	0	0	0	0	0	23
09:15	5	1	0	0	0	0	0	6	19	6	0	0	0	0	0	25
09:30	4	1	0	0	0	0	0	5	13	2	0	0	0	0	0	15
09:45	1	2	0	0	0	0	0	3	8	3	0	0	0	0	0	11
H/TOT	17	4	0	0	0	0	0	21	61	13	0	0	0	0	0	74
P/TOT	62	13	1	0	0	1	0	77	223	28	2	0	0	2	0	255

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 13 FROM HAMBLEDON ROAD (N) TO HAMBLEDON ROAD (N)								MOVEMENT 14 FROM HAMBLEDON ROAD (N) TO ELETTRA AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	2	0	0	0	0	0	2	8	1	0	0	0	0	0	9
16:15	4	0	0	0	0	0	0	4	11	1	0	0	0	0	0	12
16:30	1	0	0	0	0	0	0	1	16	2	0	0	0	0	0	18
16:45	2	0	0	0	0	0	0	2	17	2	0	0	0	0	0	19
H/TOT	7	2	0	0	0	0	0	9	52	6	0	0	0	0	0	58
17:00	2	0	0	0	0	0	0	2	9	1	0	0	0	0	0	10
17:15	4	1	0	0	0	0	0	5	7	1	0	0	0	0	0	8
17:30	4	0	0	0	0	0	0	4	8	2	0	0	0	0	0	10
17:45	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11
H/TOT	13	1	0	0	0	0	0	14	35	4	0	0	0	0	0	39
18:00	4	0	0	0	0	0	0	4	12	1	0	0	0	0	0	13
18:15	4	1	0	0	0	0	0	5	11	0	0	0	0	0	0	11
18:30	0	0	0	0	0	0	1	1	4	1	0	0	0	0	0	5
18:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
H/TOT	9	1	0	0	0	0	1	11	33	2	0	0	0	0	0	35
P/TOT	29	4	0	0	0	0	1	34	120	12	0	0	0	0	0	132

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 15 FROM HAMBLEDON ROAD (N) TO HAMBLEDON ROAD (S)								MOVEMENT 16 FROM HAMBLEDON ROAD (N) TO MILTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	92	18	0	0	0	5	0	115	0	1	0	0	0	0	0	1
07:15	114	14	1	0	0	3	0	132	0	1	0	0	0	0	0	1
07:30	144	29	4	0	0	2	1	180	2	0	0	0	0	0	0	2
07:45	157	20	2	1	1	2	1	184	4	1	0	0	0	0	0	5
H/TOT	507	81	7	1	1	12	2	611	6	3	0	0	0	0	0	9
08:00	171	27	2	0	0	0	1	201	4	2	0	0	0	0	2	8
08:15	179	22	0	0	0	1	0	202	4	1	0	0	0	0	0	5
08:30	165	17	4	0	1	4	0	191	7	0	0	0	0	0	0	7
08:45	143	14	3	0	2	0	0	162	5	0	0	0	0	0	0	5
H/TOT	658	80	9	0	3	5	1	756	20	3	0	0	0	0	2	25
09:00	153	18	3	0	0	1	0	175	4	1	0	0	0	0	0	5
09:15	142	19	1	1	0	3	0	166	8	0	0	0	0	0	0	8
09:30	121	31	5	1	0	0	1	159	3	0	1	0	0	0	0	4
09:45	118	19	2	3	1	3	0	146	4	1	0	0	0	0	0	5
H/TOT	534	87	11	5	1	7	1	646	19	2	1	0	0	0	0	22
P/TOT	1699	248	27	6	5	24	4	2013	45	8	1	0	0	0	2	56

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 15 FROM HAMBLEDON ROAD (N) TO HAMBLEDON ROAD (S)								MOVEMENT 16 FROM HAMBLEDON ROAD (N) TO MILTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	125	22	0	1	0	2	0	150	1	1	0	0	0	0	0	2
16:15	92	22	2	0	0	2	0	118	4	0	0	0	0	0	0	4
16:30	97	29	0	0	1	1	0	128	6	2	0	0	0	0	0	8
16:45	102	17	1	0	1	1	0	122	2	1	0	0	0	0	1	4
H/TOT	416	90	3	1	2	6	0	518	13	4	0	0	0	0	1	18
17:00	104	16	1	0	0	0	0	121	7	0	0	0	0	0	0	7
17:15	129	21	0	0	0	1	0	151	5	1	1	0	0	0	0	7
17:30	109	13	1	0	0	1	0	124	9	0	0	0	0	0	0	9
17:45	111	15	0	0	1	2	0	129	5	0	0	0	0	0	0	5
H/TOT	453	65	2	0	1	4	0	525	26	1	1	0	0	0	0	28
18:00	106	15	0	0	0	2	0	123	10	1	0	0	0	0	1	12
18:15	126	14	0	0	0	1	1	142	10	0	0	0	0	0	0	10
18:30	108	14	0	0	0	1	0	123	4	1	0	0	0	0	0	5
18:45	96	10	0	0	0	2	1	109	6	1	0	0	0	0	0	7
H/TOT	436	53	0	0	0	6	2	497	30	3	0	0	0	0	1	34
P/TOT	1305	208	5	1	3	16	2	1540	69	8	1	0	0	0	2	80

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM A MILTON ROAD								FROM ARM A MILTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	6	0	0	2	0	0	25	87	23	1	0	4	2	1	118
07:15	32	14	0	0	3	0	1	50	96	14	2	0	3	2	0	117
07:30	42	12	0	0	3	0	0	57	119	33	0	0	3	2	0	157
07:45	52	17	0	0	0	0	0	69	160	15	0	0	3	3	0	181
H/TOT	143	49	0	0	8	0	1	201	462	85	3	0	13	9	1	573
08:00	58	22	0	0	3	0	3	86	133	25	0	0	2	0	0	160
08:15	52	22	1	0	4	0	0	79	153	16	0	0	4	2	0	175
08:30	71	20	1	0	4	1	0	97	133	13	0	0	3	0	0	149
08:45	99	21	1	0	4	0	0	125	136	11	1	0	4	2	0	154
H/TOT	280	85	3	0	15	1	3	387	555	65	1	0	13	4	0	638
09:00	71	18	2	0	3	0	0	94	148	19	0	0	1	0	0	168
09:15	67	8	0	0	3	1	0	79	131	14	1	0	5	1	0	152
09:30	70	9	2	0	2	2	0	85	118	15	0	0	3	0	0	136
09:45	69	9	1	0	3	2	0	84	113	21	0	0	3	0	0	137
H/TOT	277	44	5	0	11	5	0	342	510	69	1	0	12	1	0	593
P/TOT	700	178	8	0	34	6	4	930	1527	219	5	0	38	14	1	1804

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM A MILTON ROAD								FROM ARM A MILTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	163	18	0	0	2	1	1	185	111	13	1	0	3	0	0	128
16:15	165	26	1	0	2	0	0	194	127	25	0	0	3	4	0	159
16:30	175	21	0	0	3	2	0	201	112	10	0	0	2	1	4	129
16:45	214	19	0	0	6	4	1	244	97	16	1	0	4	1	0	119
H/TOT	717	84	1	0	13	7	2	824	447	64	2	0	12	6	4	535
17:00	216	27	0	0	2	3	0	248	94	7	0	0	4	3	2	110
17:15	194	17	1	0	4	2	0	218	85	18	0	0	4	1	1	109
17:30	179	17	0	0	3	2	2	203	109	9	0	0	2	1	1	122
17:45	165	12	0	0	3	2	0	182	98	10	0	0	3	0	0	111
H/TOT	754	73	1	0	12	9	2	851	386	44	0	0	13	5	4	452
18:00	158	12	0	0	3	3	1	177	90	8	0	0	2	2	0	102
18:15	136	16	0	0	2	0	0	154	97	5	0	0	4	0	0	106
18:30	125	10	0	0	2	1	0	138	92	13	0	0	3	2	0	110
18:45	131	8	1	0	3	2	2	147	98	11	0	0	2	2	0	113
H/TOT	550	46	1	0	10	6	3	616	377	37	0	0	11	6	0	431
P/TOT	2021	203	3	0	35	22	7	2291	1210	145	2	0	36	17	8	1418

TO ARM A IS TOTAL OF MOVEMENTS 1, 6, 11, 16

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM B HAMBLEDON ROAD (S)								FROM ARM B HAMBLEDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	182	39	2	0	4	7	1	235	119	30	3	0	3	3	0	158
07:15	212	38	2	0	3	7	0	262	139	40	3	0	4	2	4	192
07:30	261	59	4	0	3	4	1	332	118	43	6	1	3	0	1	172
07:45	305	41	4	1	4	4	1	360	188	52	3	0	2	0	1	246
H/TOT	960	177	12	1	14	22	3	1189	564	165	15	1	12	5	6	768
08:00	306	52	3	0	2	1	1	365	222	54	6	0	4	2	2	290
08:15	340	53	2	1	4	3	0	403	207	46	4	0	4	2	0	263
08:30	298	47	7	0	4	4	0	360	216	45	4	5	4	1	3	278
08:45	275	35	6	3	6	0	0	325	271	52	6	0	4	2	1	336
H/TOT	1219	187	18	4	16	8	1	1453	916	197	20	5	16	7	6	1167
09:00	317	41	3	1	1	1	0	364	227	41	7	4	3	1	3	286
09:15	264	39	4	1	5	3	0	316	198	41	3	2	4	0	1	249
09:30	257	50	6	3	3	0	1	320	185	33	2	1	2	3	1	227
09:45	247	52	2	3	4	3	0	311	174	25	5	2	3	2	1	212
H/TOT	1085	182	15	8	13	7	1	1311	784	140	17	9	12	6	6	974
P/TOT	3264	546	45	13	43	37	5	3953	2264	502	52	15	40	18	18	2909

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM B HAMBLEDON ROAD (S)								FROM ARM B HAMBLEDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	298	49	1	1	3	7	0	359	326	52	1	0	2	6	3	390
16:15	268	49	3	0	3	5	0	328	356	41	4	0	3	3	1	408
16:30	261	44	2	0	3	2	1	313	303	32	4	0	3	6	0	348
16:45	238	47	2	0	5	3	0	295	358	41	3	0	6	3	5	416
H/TOT	1065	189	8	1	14	17	1	1295	1343	166	12	0	14	18	9	1562
17:00	285	23	3	0	4	5	1	321	397	39	1	0	2	9	0	448
17:15	269	39	1	0	4	2	0	315	357	35	0	0	5	8	0	405
17:30	285	30	1	0	2	4	1	323	355	35	0	0	3	5	2	400
17:45	246	33	1	0	4	4	0	288	361	44	0	0	3	6	0	414
H/TOT	1085	125	6	0	14	15	2	1247	1470	153	1	0	13	28	2	1667
18:00	238	26	0	0	2	5	0	271	298	22	0	0	3	3	1	327
18:15	250	20	0	0	4	1	1	276	271	28	0	0	4	1	0	304
18:30	229	28	0	0	3	2	0	262	278	30	1	0	2	1	1	313
18:45	211	24	0	0	2	4	1	242	258	19	1	0	3	3	2	286
H/TOT	928	98	0	0	11	12	2	1051	1105	99	2	0	12	8	4	1230
P/TOT	3078	412	14	1	39	44	5	3593	3918	418	15	0	39	54	15	4459

TO ARM B IS TOTAL OF MOVEMENTS 4, 5, 10, 15

FROM ARM B IS TOTAL OF MOVEMENTS 5, 6, 7, 8

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM C ELETTRA AVENUE								FROM ARM C ELETTRA AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	76	12	1	0	0	1	0	90	36	4	1	0	0	0	0	41
07:15	86	13	1	0	0	2	3	105	53	20	0	0	0	3	0	76
07:30	72	14	2	0	0	0	1	89	52	12	0	1	0	0	1	66
07:45	107	14	2	0	0	0	1	124	53	12	2	1	0	0	0	68
H/TOT	341	53	6	0	0	3	5	408	194	48	3	2	0	3	1	251
08:00	113	13	2	0	0	1	1	130	61	13	1	0	0	0	1	76
08:15	133	18	2	0	0	1	0	154	57	33	2	1	0	1	0	94
08:30	103	9	0	1	0	0	2	115	51	33	3	0	0	0	0	87
08:45	129	9	3	0	0	4	0	145	60	20	2	3	0	0	0	85
H/TOT	478	49	7	1	0	6	3	544	229	99	8	4	0	1	1	342
09:00	96	9	1	1	0	1	2	110	80	21	2	1	0	0	0	104
09:15	94	21	0	1	0	1	1	118	49	17	2	0	0	1	0	69
09:30	58	9	0	0	0	0	1	68	52	11	1	2	0	1	0	67
09:45	44	8	1	2	0	0	0	55	66	16	0	0	0	0	0	82
H/TOT	292	47	2	4	0	2	4	351	247	65	5	3	0	2	0	322
P/TOT	1111	149	15	5	0	11	12	1303	670	212	16	9	0	6	2	915

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM C ELETTRA AVENUE								FROM ARM C ELETTRA AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	49	9	1	0	0	1	2	62	116	21	0	0	0	3	2	142
16:15	65	5	2	0	0	1	0	73	113	15	1	0	0	3	1	133
16:30	66	6	1	0	0	2	3	78	126	11	1	0	0	1	1	140
16:45	59	7	0	0	0	1	0	67	124	18	0	0	0	3	2	147
H/TOT	239	27	4	0	0	5	5	280	479	65	2	0	0	10	6	562
17:00	46	3	0	0	0	0	1	50	120	5	1	0	0	2	3	131
17:15	62	14	0	0	0	2	0	78	125	7	1	0	0	1	2	136
17:30	67	6	0	0	0	1	0	74	142	13	0	0	0	2	1	158
17:45	92	8	0	0	0	3	0	103	110	8	1	0	0	3	2	124
H/TOT	267	31	0	0	0	6	1	305	497	33	3	0	0	8	8	549
18:00	80	5	0	0	0	1	0	86	117	6	0	0	0	3	1	127
18:15	76	5	0	0	2	0	0	83	92	6	0	0	0	0	0	98
18:30	47	8	0	0	0	1	0	56	88	6	0	0	0	1	2	97
18:45	40	2	0	0	0	1	0	43	81	6	0	0	0	1	1	89
H/TOT	243	20	0	0	2	3	0	268	378	24	0	0	0	5	4	411
P/TOT	749	78	4	0	2	14	6	853	1354	122	5	0	0	23	18	1522

TO ARM C IS TOTAL OF MOVEMENTS 3, 8, 9, 14

FROM ARM C IS TOTAL OF MOVEMENTS 9, 10, 11, 12

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM D HAMBLEDON ROAD (N)								FROM ARM D HAMBLEDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	78	25	2	0	1	2	0	108	111	25	0	0	0	5	0	141
07:15	96	29	4	0	1	3	0	133	138	20	2	0	0	5	0	165
07:30	77	34	4	2	0	0	1	118	163	31	4	0	0	2	1	201
07:45	124	30	1	1	2	1	0	159	187	23	2	1	1	2	1	217
H/TOT	375	118	11	3	4	6	1	518	599	99	8	1	1	14	2	724
08:00	140	37	5	0	1	1	1	185	201	32	3	0	0	1	3	240
08:15	119	27	2	0	0	2	0	150	227	25	1	0	0	1	0	254
08:30	126	34	3	4	0	0	1	168	198	19	4	0	1	4	0	226
08:45	137	34	2	0	0	0	1	174	173	16	3	0	2	0	0	194
H/TOT	522	132	12	4	1	3	3	677	799	92	11	0	3	6	3	914
09:00	156	34	6	3	0	0	1	200	185	21	3	0	0	1	0	210
09:15	127	30	3	1	1	0	0	162	174	26	1	1	0	3	0	205
09:30	111	25	1	1	0	2	0	140	141	34	6	1	0	0	1	183
09:45	124	18	3	0	0	0	1	146	131	25	2	3	1	3	0	165
H/TOT	518	107	13	5	1	2	2	648	631	106	12	5	1	7	1	763
P/TOT	1415	357	36	12	6	11	6	1843	2029	297	31	6	5	27	6	2401

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM D HAMBLEDON ROAD (N)								FROM ARM D HAMBLEDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	177	36	0	0	0	2	2	217	134	26	0	1	0	2	0	163
16:15	209	24	1	0	1	6	2	243	111	23	2	0	0	2	0	138
16:30	159	15	2	0	0	3	1	180	120	33	0	0	1	1	0	155
16:45	191	22	3	0	0	0	7	223	123	20	1	0	1	1	1	147
H/TOT	736	97	6	0	1	11	12	863	488	102	3	1	2	6	1	603
17:00	186	15	0	0	0	6	3	210	122	17	1	0	0	0	0	140
17:15	187	14	0	0	1	5	3	210	145	24	1	0	0	1	0	171
17:30	205	19	0	0	0	2	1	227	130	15	1	0	0	1	0	147
17:45	196	24	0	0	0	2	2	224	130	15	0	0	1	2	0	148
H/TOT	774	72	0	0	1	15	9	871	527	71	3	0	1	4	0	606
18:00	161	10	0	0	0	1	2	174	132	17	0	0	0	2	1	152
18:15	149	13	0	0	0	1	0	163	151	15	0	0	0	1	1	168
18:30	173	19	1	0	0	1	4	198	116	16	0	0	0	1	1	134
18:45	164	13	0	0	0	1	1	179	109	11	0	0	0	2	1	123
H/TOT	647	55	1	0	0	4	7	714	508	59	0	0	0	6	4	577
P/TOT	2157	224	7	0	2	30	28	2448	1523	232	6	1	3	16	5	1786

TO ARM D IS TOTAL OF MOVEMENTS 2, 7, 12, 13

FROM ARM D IS TOTAL OF MOVEMENTS 13, 14, 15, 16

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 1 FROM ELETTRA AVENUE (E) TO ELETTRA AVENUE (E)								MOVEMENT 2 FROM ELETTRA AVENUE (E) TO WATERBERRY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	46	6	1	0	0	0	0	53
07:15	1	0	0	0	0	0	0	1	54	4	1	0	0	1	0	60
07:30	0	0	0	0	0	0	0	0	43	3	0	0	0	0	1	47
07:45	0	1	0	0	0	0	0	1	63	8	2	0	0	0	0	73
H/TOT	1	1	0	0	0	0	0	2	206	21	4	0	0	1	1	233
08:00	0	0	0	0	0	0	0	0	71	6	0	0	0	1	1	79
08:15	0	0	0	0	0	0	0	0	84	11	1	0	0	1	0	97
08:30	1	0	0	0	0	0	0	1	67	5	0	0	0	1	1	74
08:45	1	0	0	0	0	0	0	1	93	4	0	0	0	4	0	101
H/TOT	2	0	0	0	0	0	0	2	315	26	1	0	0	7	2	351
09:00	1	0	0	0	0	0	0	1	62	5	1	1	0	1	1	71
09:15	1	0	0	0	0	0	0	1	74	10	0	0	0	0	1	85
09:30	1	0	0	0	0	0	0	1	31	6	0	0	0	0	1	38
09:45	0	0	0	0	0	0	0	0	24	5	0	1	0	0	0	30
H/TOT	3	0	0	0	0	0	0	3	191	26	1	2	0	1	3	224
P/TOT	6	1	0	0	0	0	0	7	712	73	6	2	0	9	6	808

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 1 FROM ELETTRA AVENUE (E) TO ELETTRA AVENUE (E)								MOVEMENT 2 FROM ELETTRA AVENUE (E) TO WATERBERRY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	28	4	0	0	0	0	0	32
16:15	0	0	0	0	0	0	0	0	44	3	1	0	0	1	0	49
16:30	1	0	0	0	0	0	0	1	28	4	0	0	0	0	0	32
16:45	0	0	0	0	0	0	0	0	35	4	0	0	0	1	0	40
H/TOT	1	0	0	0	0	0	0	1	135	15	1	0	0	2	0	153
17:00	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
17:15	2	0	0	0	0	0	0	2	46	7	0	0	0	2	0	55
17:30	0	0	0	0	0	0	0	0	43	3	0	0	0	0	1	47
17:45	1	0	0	0	0	0	0	1	65	3	0	0	0	0	0	68
H/TOT	3	0	0	0	0	0	0	3	181	15	0	0	0	2	1	199
18:00	0	0	0	0	0	0	0	0	33	2	0	0	0	1	0	36
18:15	1	0	0	0	0	0	0	1	35	4	0	0	0	0	0	39
18:30	1	0	0	0	0	0	0	1	20	3	0	0	0	0	0	23
18:45	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21
H/TOT	2	0	0	0	0	0	0	2	106	12	0	0	0	1	0	119
P/TOT	6	0	0	0	0	0	0	6	422	42	1	0	0	5	1	471

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 3 FROM ELETTRA AVENUE (E) TO ELETTRA AVENUE (W)								MOVEMENT 4 FROM ELETTRA AVENUE (E) TO ELETTRA AVENUE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	0	0	0	0	1	0	17	15	5	0	0	0	1	0	21
07:15	21	0	0	0	0	1	0	22	12	7	0	0	0	0	0	19
07:30	21	5	2	0	0	0	0	28	10	6	1	0	0	0	0	17
07:45	35	3	0	0	0	0	1	39	10	1	0	0	0	0	0	11
H/TOT	93	8	2	0	0	2	1	106	47	19	1	0	0	1	0	68
08:00	26	2	1	0	0	0	0	29	16	3	0	1	0	0	0	20
08:15	32	2	0	0	0	0	0	34	11	7	1	0	0	0	0	19
08:30	23	3	0	0	0	2	0	28	14	4	0	1	0	0	0	19
08:45	25	3	1	0	0	0	0	29	7	2	2	0	0	0	0	11
H/TOT	106	10	2	0	0	2	0	120	48	16	3	2	0	0	0	69
09:00	19	2	0	0	0	0	0	21	13	2	0	0	0	0	0	15
09:15	10	3	0	0	0	0	0	13	12	5	0	1	0	1	0	19
09:30	6	6	0	0	0	0	0	12	16	2	0	0	0	0	0	18
09:45	9	1	0	0	0	0	0	10	11	4	1	1	0	0	0	17
H/TOT	44	12	0	0	0	0	0	56	52	13	1	2	0	1	0	69
P/TOT	243	30	4	0	0	4	1	282	147	48	5	4	0	2	0	206

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 3 FROM ELETTRA AVENUE (E) TO ELETTRA AVENUE (W)								MOVEMENT 4 FROM ELETTRA AVENUE (E) TO ELETTRA AVENUE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	8	4	1	0	0	0	0	13	23	3	0	0	0	1	0	27
16:15	2	3	1	0	0	0	0	6	20	1	0	0	0	0	0	21
16:30	2	1	0	0	0	0	0	3	32	1	0	0	0	0	3	36
16:45	2	2	0	0	0	1	0	5	29	2	0	0	0	0	0	31
H/TOT	14	10	2	0	0	1	0	27	104	7	0	0	0	1	3	115
17:00	2	0	0	0	0	0	0	2	13	1	0	0	0	0	0	14
17:15	1	0	0	0	0	0	0	1	23	4	0	0	0	0	0	27
17:30	1	1	0	0	0	0	0	2	25	1	0	0	0	0	0	26
17:45	2	0	0	0	0	0	0	2	34	3	0	0	0	3	0	40
H/TOT	6	1	0	0	0	0	0	7	95	9	0	0	0	3	0	107
18:00	2	2	0	0	0	0	0	4	39	1	0	0	0	0	0	40
18:15	2	1	0	0	0	0	0	3	23	0	0	0	0	0	0	23
18:30	1	0	0	0	0	0	0	1	23	4	0	0	0	0	0	27
18:45	0	1	0	0	0	0	0	1	21	0	0	0	0	0	1	22
H/TOT	5	4	0	0	0	0	0	9	106	5	0	0	0	0	1	112
P/TOT	25	15	2	0	0	1	0	43	305	21	0	0	0	4	4	334

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 5 FROM ELETTRA AVENUE (S) TO ELETTRA AVENUE (S)								MOVEMENT 6 FROM ELETTRA AVENUE (S) TO ELETTRA AVENUE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
07:15	0	0	0	0	0	0	0	0	9	7	0	0	0	1	0	17
07:30	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	11
07:45	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	32	16	0	0	0	1	0	49
08:00	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16
08:15	0	0	0	0	0	0	0	0	8	5	0	1	0	0	0	14
08:30	0	0	0	0	0	0	0	0	11	3	2	0	0	0	0	16
08:45	0	0	0	0	0	0	0	0	7	4	1	1	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	38	16	3	2	0	0	0	59
09:00	0	0	0	0	0	0	0	0	9	4	1	1	0	0	0	15
09:15	0	0	0	0	0	0	0	0	11	1	1	0	0	1	0	14
09:30	0	0	0	0	0	0	0	0	14	5	0	0	0	0	0	19
09:45	0	0	0	0	0	0	0	0	20	6	0	0	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	54	16	2	1	0	1	0	74
P/TOT	0	0	0	0	0	0	0	0	124	48	5	3	0	2	0	182

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 5 FROM ELETTRA AVENUE (S) TO ELETTRA AVENUE (S)								MOVEMENT 6 FROM ELETTRA AVENUE (S) TO ELETTRA AVENUE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	22	5	0	0	0	0	0	27
16:15	0	0	0	0	0	0	0	0	31	3	0	0	0	1	0	35
16:30	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
16:45	0	0	0	0	0	0	0	0	35	1	0	0	0	1	1	38
H/TOT	0	0	0	0	0	0	0	0	113	10	0	0	0	2	1	126
17:00	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24
17:15	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20
17:30	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35
17:45	0	0	0	0	0	0	0	0	23	2	0	0	0	1	0	26
H/TOT	0	0	0	0	0	0	0	0	94	10	0	0	0	1	0	105
18:00	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	36
18:15	0	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32
18:30	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34
18:45	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34
H/TOT	0	0	0	0	0	0	0	0	130	6	0	0	0	0	0	136
P/TOT	0	0	0	0	0	0	0	0	337	26	0	0	0	3	1	367

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 7 FROM ELETTRA AVENUE (S) TO WATERBERRY DRIVE								MOVEMENT 8 FROM ELETTRA AVENUE (S) TO ELETTRA AVENUE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
07:15	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4
07:30	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	2	2	0	0	0	0	0	4	12	0	0	0	0	0	0	12
08:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
08:30	6	0	0	0	0	0	0	6	3	1	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	7	0	0	0	0	0	0	7	9	2	0	0	0	0	0	11
09:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
P/TOT	11	2	0	0	0	0	0	13	22	3	0	0	0	0	0	25

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 7 FROM ELETTRA AVENUE (S) TO WATERBERRY DRIVE								MOVEMENT 8 FROM ELETTRA AVENUE (S) TO ELETTRA AVENUE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	1	3	2	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2
H/TOT	3	0	0	0	0	0	0	3	5	0	0	0	0	0	2	7
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
P/TOT	7	0	0	0	0	0	1	8	10	0	0	0	0	0	2	12

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 9 FROM ELETTRA AVENUE (W) TO ELETTRA AVENUE (W)								MOVEMENT 10 FROM ELETTRA AVENUE (W) TO ELETTRA AVENUE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	2	0	0	0	0	0	0	2	3	1	0	1	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 9 FROM ELETTRA AVENUE (W) TO ELETTRA AVENUE (W)								MOVEMENT 10 FROM ELETTRA AVENUE (W) TO ELETTRA AVENUE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	9	0	0	0	0	0	1	10
17:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
17:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
P/TOT	5	0	0	0	0	0	0	5	14	0	0	0	0	0	1	15

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 11 FROM ELETTRA AVENUE (W) TO ELETTRA AVENUE (E)								MOVEMENT 12 FROM ELETTRA AVENUE (W) TO WATERBERRY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
07:15	4	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:45	7	3	1	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	19	4	1	0	0	1	0	25	0	0	0	0	0	0	0	0
08:00	4	4	1	0	0	0	0	9	1	0	0	0	0	0	0	1
08:15	10	9	1	0	0	0	0	20	0	0	0	0	0	0	0	0
08:30	5	8	0	0	0	0	0	13	0	0	0	0	0	0	0	0
08:45	6	4	0	0	0	0	0	10	2	0	0	0	0	0	0	2
H/TOT	25	25	2	0	0	0	0	52	3	0	0	0	0	0	0	3
09:00	15	4	1	0	0	0	0	20	1	0	0	0	0	0	0	1
09:15	6	6	0	0	0	0	0	12	0	2	0	0	0	0	0	2
09:30	5	4	0	0	0	0	0	9	2	0	0	0	0	0	0	2
09:45	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	35	17	1	0	0	0	0	53	3	2	0	0	0	0	0	5
P/TOT	79	46	4	0	0	1	0	130	6	2	0	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 11 FROM ELETTRA AVENUE (W) TO ELETTRA AVENUE (E)								MOVEMENT 12 FROM ELETTRA AVENUE (W) TO WATERBERRY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	28	5	1	0	0	1	0	35	0	0	0	0	0	0	3	3
16:15	18	5	1	0	0	0	1	25	1	1	0	0	0	0	0	2
16:30	25	5	1	0	0	0	1	32	0	0	0	0	0	0	0	0
16:45	21	7	0	0	0	1	0	29	2	0	0	0	0	0	0	2
H/TOT	92	22	3	0	0	2	2	121	3	1	0	0	0	0	3	7
17:00	41	0	1	0	0	0	0	42	0	0	0	0	0	0	0	0
17:15	12	2	0	0	0	1	0	15	0	0	0	0	0	0	2	2
17:30	29	1	0	0	0	0	0	30	0	1	0	0	0	0	0	1
17:45	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	100	3	1	0	0	1	0	105	0	1	0	0	0	0	2	3
18:00	18	4	0	0	0	0	0	22	0	0	0	0	0	0	0	0
18:15	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1
18:30	5	1	0	0	0	0	1	7	0	0	0	0	0	0	0	0
18:45	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	28	10	0	0	0	0	1	39	1	0	0	0	0	0	0	1
P/TOT	220	35	4	0	0	3	3	265	4	2	0	0	0	0	5	11

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 13 FROM WATERBERRY DRIVE TO WATERBERRY DRIVE								MOVEMENT 14 FROM WATERBERRY DRIVE TO ELETTRA AVENUE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	5
09:00	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	2
P/TOT	0	0	1	0	0	0	0	1	6	1	0	0	0	1	1	9

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 13 FROM WATERBERRY DRIVE TO WATERBERRY DRIVE								MOVEMENT 14 FROM WATERBERRY DRIVE TO ELETTRA AVENUE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:15	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	1	1	8	1	0	0	0	0	0	9
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	1	1	16	2	0	0	0	0	0	18

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 15 FROM WATERBERRY DRIVE TO ELETTRA AVENUE (S)								MOVEMENT 16 FROM WATERBERRY DRIVE TO ELETTRA AVENUE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1	20	4	1	0	0	0	1	26
07:15	2	0	0	0	0	0	0	2	38	13	0	0	0	1	1	53
07:30	1	0	0	0	0	0	0	1	48	6	1	1	0	0	0	56
07:45	3	0	1	0	0	0	0	4	41	8	1	1	0	0	1	52
H/TOT	6	1	1	0	0	0	0	8	147	31	3	2	0	1	3	187
08:00	0	0	0	0	0	0	0	0	40	5	0	0	0	0	1	46
08:15	2	1	1	0	0	0	0	4	37	19	1	0	0	1	0	58
08:30	1	0	0	0	0	0	0	1	34	20	1	0	0	0	1	56
08:45	4	0	0	0	0	0	0	4	47	12	1	2	0	0	0	62
H/TOT	7	1	1	0	0	0	0	9	158	56	3	2	0	1	2	222
09:00	1	1	0	0	0	0	0	2	55	13	0	0	0	0	1	69
09:15	2	0	0	0	0	0	0	2	32	9	1	0	0	0	0	42
09:30	3	1	0	0	0	0	0	4	35	5	1	1	0	1	2	45
09:45	0	0	0	0	0	0	0	0	37	8	0	0	0	0	0	45
H/TOT	6	2	0	0	0	0	0	8	159	35	2	1	0	1	3	201
P/TOT	19	4	2	0	0	0	0	25	464	122	8	5	0	3	8	610

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	MOVEMENT 15 FROM WATERBERRY DRIVE TO ELETTRA AVENUE (S)								MOVEMENT 16 FROM WATERBERRY DRIVE TO ELETTRA AVENUE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	66	8	0	0	0	2	1	77
16:15	2	0	0	0	0	0	0	2	57	8	0	0	0	2	1	68
16:30	1	0	0	0	0	0	0	1	77	9	0	0	0	1	2	89
16:45	3	1	0	0	0	0	0	4	66	9	0	0	0	1	1	77
H/TOT	6	1	0	0	0	0	0	7	266	34	0	0	0	6	5	311
17:00	1	0	0	0	0	0	0	1	85	2	0	0	0	2	1	90
17:15	3	0	0	0	0	0	0	3	63	3	1	0	0	0	3	70
17:30	3	0	0	0	0	0	0	3	87	8	0	0	0	2	3	100
17:45	1	0	0	0	0	0	0	1	66	6	1	0	0	2	0	75
H/TOT	8	0	0	0	0	0	0	8	301	19	2	0	0	6	7	335
18:00	2	1	0	0	0	0	0	3	64	4	0	0	0	2	2	72
18:15	2	0	0	0	0	0	0	2	63	3	0	0	0	0	3	69
18:30	5	0	0	0	0	0	0	5	54	3	0	0	0	1	0	58
18:45	2	2	0	0	0	0	0	4	44	0	0	0	0	1	1	46
H/TOT	11	3	0	0	0	0	0	14	225	10	0	0	0	4	6	245
P/TOT	25	4	0	0	0	0	0	29	792	63	2	0	0	16	18	891

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM A ELETTRA AVENUE (E)								FROM ARM A ELETTRA AVENUE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	5	1	0	0	0	1	42	77	11	1	0	0	2	0	91
07:15	52	20	0	0	0	3	1	76	88	11	1	0	0	2	0	102
07:30	55	12	1	1	0	0	0	69	74	14	3	0	0	0	1	92
07:45	57	15	2	1	0	0	1	76	108	13	2	0	0	0	1	124
H/TOT	199	52	4	2	0	3	3	263	347	49	7	0	0	4	2	409
08:00	56	13	1	0	0	0	1	71	113	11	1	1	0	1	1	128
08:15	55	33	2	1	0	1	0	92	127	20	2	0	0	1	0	150
08:30	51	31	3	0	0	0	1	86	105	12	0	1	0	3	1	122
08:45	61	20	2	3	0	0	0	86	126	9	3	0	0	4	0	142
H/TOT	223	97	8	4	0	1	2	335	471	52	6	2	0	9	2	542
09:00	80	21	2	1	0	0	1	105	95	9	1	1	0	1	1	108
09:15	50	16	2	0	0	1	0	69	97	18	0	1	0	1	1	118
09:30	55	14	1	1	0	1	2	74	54	14	0	0	0	0	1	69
09:45	66	17	0	0	0	0	0	83	44	10	1	2	0	0	0	57
H/TOT	251	68	5	2	0	2	3	331	290	51	2	4	0	2	3	352
P/TOT	673	217	17	8	0	6	8	929	1108	152	15	6	0	15	7	1303

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM A ELETTRA AVENUE (E)								FROM ARM A ELETTRA AVENUE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	116	18	1	0	0	3	1	139	59	11	1	0	0	1	0	72
16:15	106	16	1	0	0	3	2	128	66	7	2	0	0	1	0	76
16:30	128	15	1	0	0	1	3	148	63	6	0	0	0	0	3	72
16:45	122	17	0	0	0	3	2	144	66	8	0	0	0	2	0	76
H/TOT	472	66	3	0	0	10	8	559	254	32	3	0	0	4	3	296
17:00	148	4	1	0	0	2	1	156	42	3	0	0	0	0	0	45
17:15	95	7	1	0	0	1	3	107	72	11	0	0	0	2	0	85
17:30	147	13	0	0	0	2	3	165	69	5	0	0	0	0	1	75
17:45	108	8	1	0	0	3	0	120	102	6	0	0	0	3	0	111
H/TOT	498	32	3	0	0	8	7	548	285	25	0	0	0	5	1	316
18:00	118	8	0	0	0	2	2	130	74	5	0	0	0	1	0	80
18:15	97	7	0	0	0	0	3	107	61	5	0	0	0	0	0	66
18:30	93	5	0	0	0	1	1	100	45	7	0	0	0	0	0	52
18:45	77	6	0	0	0	1	1	85	39	4	0	0	0	0	1	44
H/TOT	385	26	0	0	0	4	7	422	219	21	0	0	0	1	1	242
P/TOT	1355	124	6	0	0	22	22	1529	758	78	3	0	0	10	5	854

TO ARM A IS TOTAL OF MOVEMENTS 1, 6, 11, 16

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3, 4

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM B ELETTRA AVENUE (S)								FROM ARM B ELETTRA AVENUE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	6	0	0	0	1	0	22	13	0	0	0	0	0	0	13
07:15	14	7	0	0	0	0	0	21	13	8	0	0	0	1	0	22
07:30	11	6	1	1	0	0	0	19	8	7	0	0	0	0	0	15
07:45	14	1	1	0	0	0	0	16	12	3	0	0	0	0	0	15
H/TOT	54	20	2	1	0	1	0	78	46	18	0	0	0	1	0	65
08:00	17	3	0	1	0	0	0	21	15	4	0	0	0	0	0	19
08:15	13	8	2	0	0	0	0	23	10	6	0	1	0	0	0	17
08:30	15	4	0	1	0	0	0	20	20	4	2	0	0	0	0	26
08:45	12	3	2	0	0	0	0	17	9	4	1	1	0	0	0	15
H/TOT	57	18	4	2	0	0	0	81	54	18	3	2	0	0	0	77
09:00	14	3	0	0	0	0	0	17	10	5	1	1	0	0	0	17
09:15	14	5	0	1	0	1	0	21	13	1	1	0	0	1	0	16
09:30	19	3	0	0	0	0	0	22	14	5	0	0	0	0	0	19
09:45	11	4	1	1	0	0	0	17	20	6	0	0	0	0	0	26
H/TOT	58	15	1	2	0	1	0	77	57	17	2	1	0	1	0	78
P/TOT	169	53	7	5	0	2	0	236	157	53	5	3	0	2	0	220

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM B ELETTRA AVENUE (S)								FROM ARM B ELETTRA AVENUE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	3	0	0	0	1	0	29	22	5	0	0	0	0	0	27
16:15	23	1	0	0	0	0	0	24	32	3	0	0	0	1	1	37
16:30	34	1	0	0	0	0	4	39	27	1	0	0	0	0	0	28
16:45	37	3	0	0	0	0	0	40	36	1	0	0	0	1	1	39
H/TOT	119	8	0	0	0	1	4	132	117	10	0	0	0	2	2	131
17:00	15	1	0	0	0	0	0	16	24	2	0	0	0	0	0	26
17:15	27	4	0	0	0	0	0	31	21	2	0	0	0	0	0	23
17:30	28	1	0	0	0	0	0	29	33	4	0	0	0	0	0	37
17:45	36	3	0	0	0	3	0	42	24	2	0	0	0	1	2	29
H/TOT	106	9	0	0	0	3	0	118	102	10	0	0	0	1	2	115
18:00	41	2	0	0	0	0	0	43	38	0	0	0	0	0	0	38
18:15	27	0	0	0	0	0	0	27	31	2	0	0	0	0	0	33
18:30	28	4	0	0	0	0	0	32	34	1	0	0	0	0	0	35
18:45	23	2	0	0	0	0	1	26	32	3	0	0	0	0	0	35
H/TOT	119	8	0	0	0	0	1	128	135	6	0	0	0	0	0	141
P/TOT	344	25	0	0	0	4	5	378	354	26	0	0	0	3	4	387

TO ARM B IS TOTAL OF MOVEMENTS 4, 5, 10, 15

FROM ARM B IS TOTAL OF MOVEMENTS 5, 6, 7, 8

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM C ELETTRA AVENUE (W)								FROM ARM C ELETTRA AVENUE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	0	0	0	0	1	0	20	6	1	0	0	0	0	0	7
07:15	25	0	0	0	0	1	0	26	4	0	0	0	0	1	0	5
07:30	24	5	2	0	0	0	0	31	2	0	0	1	0	0	0	3
07:45	39	3	0	0	0	0	1	43	8	3	1	0	0	0	0	12
H/TOT	107	8	2	0	0	2	1	120	20	4	1	1	0	1	0	27
08:00	30	2	1	0	0	1	0	34	6	4	1	0	0	0	0	11
08:15	34	3	0	0	0	0	0	37	10	9	1	0	0	0	0	20
08:30	27	4	0	0	0	2	0	33	6	8	0	0	0	0	0	14
08:45	28	3	1	0	0	0	1	33	9	5	0	0	0	0	0	14
H/TOT	119	12	2	0	0	3	1	137	31	26	2	0	0	0	0	59
09:00	20	4	0	0	0	0	0	24	16	4	1	0	0	0	0	21
09:15	12	3	0	0	0	0	0	15	7	8	0	0	0	0	0	15
09:30	6	6	0	0	0	0	0	12	7	4	0	0	0	0	0	11
09:45	9	1	0	0	0	0	0	10	9	3	0	0	0	0	0	12
H/TOT	47	14	0	0	0	0	0	61	39	19	1	0	0	0	0	59
P/TOT	273	34	4	0	0	5	2	318	90	49	4	1	0	1	0	145

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM C ELETTRA AVENUE (W)								FROM ARM C ELETTRA AVENUE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	4	1	0	0	0	0	16	30	5	1	0	0	1	3	40
16:15	4	4	1	0	0	0	0	9	20	6	1	0	0	0	1	28
16:30	5	1	0	0	0	0	0	6	26	5	1	0	0	0	2	34
16:45	4	2	0	0	0	1	0	7	28	7	0	0	0	1	0	36
H/TOT	24	11	2	0	0	1	0	38	104	23	3	0	0	2	6	138
17:00	10	1	0	0	0	0	0	11	45	0	1	0	0	0	0	46
17:15	9	0	0	0	0	0	0	9	15	2	0	0	0	1	2	20
17:30	2	1	0	0	0	0	0	3	29	2	0	0	0	0	0	31
17:45	3	0	0	0	0	0	2	5	19	0	0	0	0	0	0	19
H/TOT	24	2	0	0	0	0	2	28	108	4	1	0	0	1	2	116
18:00	3	2	0	0	0	0	0	5	18	4	0	0	0	0	0	22
18:15	2	1	0	0	0	0	0	3	6	2	0	0	0	0	0	8
18:30	2	0	0	0	0	0	0	2	5	1	0	0	0	0	1	7
18:45	1	1	0	0	0	0	0	2	2	3	0	0	0	0	0	5
H/TOT	8	4	0	0	0	0	0	12	31	10	0	0	0	0	1	42
P/TOT	56	17	2	0	0	1	2	78	243	37	4	0	0	3	9	296

TO ARM C IS TOTAL OF MOVEMENTS 3, 8, 9, 14

FROM ARM C IS TOTAL OF MOVEMENTS 9, 10, 11, 12

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM D WATERBERRY DRIVE								FROM ARM D WATERBERRY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	6	1	0	0	0	0	55	21	5	1	0	0	0	1	28
07:15	54	5	1	0	0	1	0	61	40	13	0	0	0	1	1	55
07:30	43	4	0	0	0	0	1	48	49	6	1	1	0	0	0	57
07:45	63	8	2	0	0	0	0	73	45	8	2	1	0	0	1	57
H/TOT	208	23	4	0	0	1	1	237	155	32	4	2	0	1	3	197
08:00	72	6	0	0	0	1	1	80	41	5	0	0	0	1	1	48
08:15	85	11	1	0	0	1	0	98	40	20	2	0	0	1	0	63
08:30	73	5	0	0	0	1	1	80	35	20	1	0	0	0	1	57
08:45	95	4	0	0	0	4	0	103	52	12	1	2	0	0	1	68
H/TOT	325	26	1	0	0	7	2	361	168	57	4	2	0	2	3	236
09:00	64	5	2	1	0	1	1	74	57	15	1	0	0	0	1	74
09:15	75	12	0	0	0	0	1	88	34	9	1	0	0	0	0	44
09:30	33	6	0	0	0	0	1	40	38	6	1	1	0	1	2	49
09:45	24	5	0	1	0	0	0	30	37	8	0	0	0	0	0	45
H/TOT	196	28	2	2	0	1	3	232	166	38	3	1	0	1	3	212
P/TOT	729	77	7	2	0	9	6	830	489	127	11	5	0	4	9	645

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 23/06/2017

DAY: FRIDAY

TIME	TO ARM D WATERBERRY DRIVE								FROM ARM D WATERBERRY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	28	4	0	0	0	0	3	35	69	8	0	0	0	2	1	80
16:15	46	4	1	0	0	1	1	53	61	9	0	0	0	2	1	73
16:30	29	4	0	0	0	0	0	33	80	9	0	0	0	1	2	92
16:45	37	4	0	0	0	1	0	42	70	10	0	0	0	1	1	82
H/TOT	140	16	1	0	0	2	4	163	280	36	0	0	0	6	5	327
17:00	27	2	0	0	0	0	0	29	89	3	0	0	0	2	1	95
17:15	47	7	0	0	0	2	3	59	70	3	1	0	0	0	4	78
17:30	44	4	0	0	0	0	1	49	90	8	0	0	0	2	3	103
17:45	66	3	0	0	0	0	0	69	68	6	1	0	0	2	0	77
H/TOT	184	16	0	0	0	2	4	206	317	20	2	0	0	6	8	353
18:00	34	2	0	0	0	1	0	37	66	5	0	0	0	2	2	75
18:15	37	4	0	0	0	0	0	41	65	3	0	0	0	0	3	71
18:30	20	3	0	0	0	0	0	23	59	3	0	0	0	1	0	63
18:45	18	3	0	0	0	0	0	21	46	2	0	0	0	1	1	50
H/TOT	109	12	0	0	0	1	0	122	236	13	0	0	0	4	6	259
P/TOT	433	44	1	0	0	5	8	491	833	69	2	0	0	16	19	939

TO ARM D IS TOTAL OF MOVEMENTS 2, 7, 12, 13

FROM ARM D IS TOTAL OF MOVEMENTS 13, 14, 15, 16

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 1 FROM MILTON ROAD TO MILTON ROAD								MOVEMENT 2 FROM MILTON ROAD TO HAMBLEDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	9	0	1	0	0	0	0	10
11:15	1	0	0	0	0	0	0	1	17	0	0	0	0	0	0	17
11:30	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
11:45	1	0	0	0	0	0	0	1	15	3	0	0	0	0	0	18
H/TOT	2	0	0	0	0	0	0	2	53	3	1	0	0	0	0	57
12:00	2	0	0	0	0	0	0	2	20	2	0	0	0	0	0	22
12:15	1	0	0	0	0	0	0	1	17	0	0	0	0	0	0	17
12:30	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
12:45	3	0	0	0	0	0	0	3	13	1	0	0	0	0	0	14
H/TOT	6	0	0	0	0	0	0	6	60	4	0	0	0	0	0	64
13:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
13:15	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
13:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
13:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
H/TOT	1	0	0	0	0	0	0	1	42	1	0	0	0	0	0	43
14:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
14:15	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20
14:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
14:45	1	0	0	0	0	0	0	1	10	1	0	0	0	0	0	11
H/TOT	1	0	0	0	0	0	0	1	44	5	0	0	0	0	0	49
P/TOT	10	0	0	0	0	0	0	10	199	13	1	0	0	0	0	213

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 3 FROM MILTON ROAD TO ELETTRA AVENUE								MOVEMENT 4 FROM MILTON ROAD TO HAMBLEDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	11	0	0	0	0	0	0	11	82	10	1	0	3	2	0	98
11:15	10	4	0	0	0	0	0	14	111	4	0	0	4	1	0	120
11:30	8	2	0	0	0	0	0	10	91	6	0	0	3	1	0	101
11:45	9	2	0	0	0	0	0	11	118	9	0	0	3	2	0	132
H/TOT	38	8	0	0	0	0	0	46	402	29	1	0	13	6	0	451
12:00	8	8	0	0	0	0	2	18	84	4	0	0	3	2	0	93
12:15	18	4	0	0	0	0	0	22	79	9	1	0	4	5	0	98
12:30	5	7	0	0	0	0	0	12	98	8	1	0	3	0	0	110
12:45	13	2	0	0	0	0	0	15	79	12	1	0	2	2	0	96
H/TOT	44	21	0	0	0	0	2	67	340	33	3	0	12	9	0	397
13:00	14	1	0	0	0	1	0	16	90	6	0	0	3	0	0	99
13:15	17	4	0	0	0	0	0	21	76	8	0	0	4	1	0	89
13:30	11	1	0	0	0	0	0	12	70	5	0	0	4	1	0	80
13:45	13	2	0	0	0	0	0	15	91	7	1	0	2	0	0	101
H/TOT	55	8	0	0	0	1	0	64	327	26	1	0	13	2	0	369
14:00	6	0	0	0	0	0	0	6	78	6	0	0	3	3	0	90
14:15	4	1	0	0	0	0	0	5	86	7	0	0	4	0	0	97
14:30	5	1	0	0	0	0	0	6	80	9	0	0	1	0	0	90
14:45	11	1	0	0	0	0	0	12	77	6	1	0	4	1	0	89
H/TOT	26	3	0	0	0	0	0	29	321	28	1	0	12	4	0	366
P/TOT	163	40	0	0	0	1	2	206	1390	116	6	0	50	21	0	1583

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 5								MOVEMENT 6							
	FROM HAMBLEDON ROAD (S) TO HAMBLEDON ROAD (S)								FROM HAMBLEDON ROAD (S) TO MILTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	3	0	0	0	0	0	0	3	82	12	0	0	3	1	0	98
11:15	2	1	0	0	0	0	0	3	114	6	0	0	3	0	0	123
11:30	7	1	0	0	0	0	0	8	103	9	0	0	3	2	0	117
11:45	10	1	0	0	0	0	0	11	98	7	0	0	3	0	0	108
H/TOT	22	3	0	0	0	0	0	25	397	34	0	0	12	3	0	446
12:00	8	1	0	0	0	1	0	10	118	9	1	0	4	2	0	134
12:15	8	0	0	0	0	0	0	8	103	11	0	1	3	1	0	119
12:30	4	1	0	0	0	0	0	5	112	11	1	0	3	2	0	129
12:45	2	0	0	0	0	0	1	3	108	10	0	0	4	3	0	125
H/TOT	22	2	0	0	0	1	1	26	441	41	2	1	14	8	0	507
13:00	4	0	0	0	0	0	0	4	99	5	0	0	3	4	0	111
13:15	2	0	0	0	0	0	0	2	85	8	0	0	2	1	0	96
13:30	1	0	0	0	0	0	0	1	79	1	0	0	4	1	0	85
13:45	4	0	0	0	0	0	0	4	93	12	0	0	4	2	0	111
H/TOT	11	0	0	0	0	0	0	11	356	26	0	0	13	8	0	403
14:00	8	1	0	0	0	0	0	9	105	6	0	0	3	0	0	114
14:15	4	1	0	0	0	0	0	5	85	8	1	0	3	0	0	97
14:30	4	0	0	0	0	0	0	4	91	12	0	0	4	2	0	109
14:45	3	0	0	0	0	0	0	3	88	8	0	0	3	1	0	100
H/TOT	19	2	0	0	0	0	0	21	369	34	1	0	13	3	0	420
P/TOT	74	7	0	0	0	1	1	83	1563	135	3	1	52	22	0	1776

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 7 FROM HAMBLEDON ROAD (S) TO HAMBLEDON ROAD (N)								MOVEMENT 8 FROM HAMBLEDON ROAD (S) TO ELETTRA AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	131	11	0	0	0	0	1	143	29	2	0	0	0	1	0	32
11:15	137	10	1	0	1	1	0	150	41	4	0	0	1	0	0	46
11:30	168	12	1	0	0	1	0	182	37	1	0	0	0	0	0	38
11:45	147	14	0	1	0	0	0	162	42	4	0	0	1	1	1	49
H/TOT	583	47	2	1	1	2	1	637	149	11	0	0	2	2	1	165
12:00	149	12	0	1	0	0	0	162	26	5	0	0	0	0	0	31
12:15	164	10	0	0	1	0	0	175	31	8	0	0	0	2	1	42
12:30	151	10	0	0	0	1	0	162	38	1	1	0	0	0	0	40
12:45	155	15	0	0	1	2	1	174	32	2	0	0	0	0	0	34
H/TOT	619	47	0	1	2	3	1	673	127	16	1	0	0	2	1	147
13:00	129	10	0	0	0	0	0	139	41	9	0	0	0	0	0	50
13:15	153	15	0	0	1	1	0	170	41	12	0	0	0	0	1	54
13:30	129	7	1	0	0	0	0	137	30	7	0	0	0	0	0	37
13:45	149	9	0	0	0	2	0	160	38	7	0	0	0	0	0	45
H/TOT	560	41	1	0	1	3	0	606	150	35	0	0	0	0	1	186
14:00	124	10	0	0	0	0	0	134	30	5	0	0	0	0	0	35
14:15	127	8	2	0	1	0	0	138	22	1	0	0	0	0	0	23
14:30	112	16	1	0	0	2	0	131	19	2	0	0	0	0	0	21
14:45	135	10	0	1	1	1	1	149	31	1	0	0	0	1	0	33
H/TOT	498	44	3	1	2	3	1	552	102	9	0	0	0	1	0	112
P/TOT	2260	179	6	3	6	11	3	2468	528	71	1	0	2	5	3	610

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 9 FROM ELETTRA AVENUE TO ELETTRA AVENUE								MOVEMENT 10 FROM ELETTRA AVENUE TO HAMBLEDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	61	3	0	0	0	1	1	66
11:15	1	0	0	0	0	0	0	1	41	6	0	0	0	0	0	47
11:30	0	0	0	0	0	0	0	0	33	5	0	0	0	0	0	38
11:45	0	0	0	0	0	0	0	0	37	1	0	0	0	2	0	40
H/TOT	1	0	0	0	0	0	0	1	172	15	0	0	0	3	1	191
12:00	0	0	0	0	0	0	0	0	45	7	0	0	0	1	0	53
12:15	0	0	0	0	0	0	0	0	64	5	0	0	0	0	0	69
12:30	0	0	0	0	0	0	0	0	42	3	0	0	0	0	0	45
12:45	0	0	0	0	0	0	0	0	47	5	0	0	0	0	1	53
H/TOT	0	0	0	0	0	0	0	0	198	20	0	0	0	1	1	220
13:00	3	0	0	0	0	0	0	3	46	7	1	0	0	0	0	54
13:15	1	0	0	0	0	0	0	1	37	5	0	0	0	0	0	42
13:30	1	0	0	0	0	0	0	1	49	7	0	0	0	0	0	56
13:45	0	0	0	0	0	0	0	0	35	1	1	0	0	1	0	38
H/TOT	5	0	0	0	0	0	0	5	167	20	2	0	0	1	0	190
14:00	1	0	0	0	0	0	0	1	48	6	0	0	0	0	0	54
14:15	0	0	0	0	0	0	0	0	35	3	0	0	0	1	0	39
14:30	0	0	0	0	0	0	0	0	25	2	0	0	0	1	0	28
14:45	1	0	0	0	0	0	0	1	20	5	0	0	0	0	0	25
H/TOT	2	0	0	0	0	0	0	2	128	16	0	0	0	2	0	146
P/TOT	8	0	0	0	0	0	0	8	665	71	2	0	0	7	2	747

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 11 FROM ELETTRA AVENUE TO MILTON ROAD								MOVEMENT 12 FROM ELETTRA AVENUE TO HAMBLEDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	10	2	0	0	0	0	0	12	14	2	0	0	0	0	0	16
11:15	23	1	0	0	0	0	0	24	14	1	0	0	0	0	0	15
11:30	13	4	0	0	0	0	0	17	8	3	0	0	0	0	0	11
11:45	23	0	0	0	0	0	0	23	17	4	0	0	0	0	0	21
H/TOT	69	7	0	0	0	0	0	76	53	10	0	0	0	0	0	63
12:00	19	1	0	0	0	0	0	20	13	2	0	0	0	0	0	15
12:15	20	0	0	0	0	0	3	23	6	2	0	0	0	0	0	8
12:30	19	0	0	0	0	1	0	20	13	1	0	0	0	0	0	14
12:45	17	3	0	0	0	0	0	20	15	2	0	0	0	0	0	17
H/TOT	75	4	0	0	0	1	3	83	47	7	0	0	0	0	0	54
13:00	18	0	0	0	0	1	0	19	13	3	0	0	0	0	1	17
13:15	22	0	0	0	0	0	0	22	17	4	0	0	0	0	1	22
13:30	26	1	0	0	0	0	0	27	18	2	0	0	0	0	0	20
13:45	18	0	0	0	0	0	0	18	20	2	0	0	0	0	0	22
H/TOT	84	1	0	0	0	1	0	86	68	11	0	0	0	0	2	81
14:00	22	2	0	0	0	0	0	24	12	2	1	0	0	0	0	15
14:15	14	2	0	0	0	0	0	16	13	1	0	0	0	0	0	14
14:30	17	0	0	0	0	0	0	17	10	2	0	0	0	0	0	12
14:45	8	1	0	0	0	0	0	9	15	1	0	0	0	0	0	16
H/TOT	61	5	0	0	0	0	0	66	50	6	1	0	0	0	0	57
P/TOT	289	17	0	0	0	2	3	311	218	34	1	0	0	0	2	255

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 13 FROM HAMBLEDON ROAD (N) TO HAMBLEDON ROAD (N)								MOVEMENT 14 FROM HAMBLEDON ROAD (N) TO ELETTRA AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	3	0	0	0	0	0	0	3	10	2	0	0	0	0	0	12
11:15	5	1	0	0	0	0	0	6	9	2	0	0	0	0	0	11
11:30	6	0	0	0	0	0	0	6	8	0	0	0	0	0	0	8
11:45	5	1	0	0	0	0	0	6	7	2	0	0	0	1	0	10
H/TOT	19	2	0	0	0	0	0	21	34	6	0	0	0	1	0	41
12:00	2	0	0	0	0	0	0	2	13	1	0	0	0	0	0	14
12:15	1	0	0	0	0	0	0	1	10	3	0	0	0	0	0	13
12:30	3	0	0	0	0	0	0	3	4	2	0	0	0	0	0	6
12:45	5	0	0	0	0	0	0	5	6	2	0	0	0	0	0	8
H/TOT	11	0	0	0	0	0	0	11	33	8	0	0	0	0	0	41
13:00	4	1	0	0	0	0	0	5	10	1	0	0	0	0	0	11
13:15	2	0	0	0	0	0	0	2	15	3	0	0	0	0	0	18
13:30	5	1	0	0	0	0	0	6	10	0	0	0	0	0	0	10
13:45	5	0	0	0	0	0	0	5	12	0	0	0	0	0	0	12
H/TOT	16	2	0	0	0	0	0	18	47	4	0	0	0	0	0	51
14:00	4	0	0	0	0	0	0	4	11	2	0	0	0	0	0	13
14:15	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
14:30	3	0	0	0	0	0	0	3	10	2	0	0	0	0	0	12
14:45	2	0	0	0	0	0	0	2	5	2	0	0	0	0	0	7
H/TOT	15	0	0	0	0	0	0	15	31	6	0	0	0	0	0	37
P/TOT	61	4	0	0	0	0	0	65	145	24	0	0	0	1	0	170

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 15 FROM HAMBLEDON ROAD (N) TO HAMBLEDON ROAD (S)								MOVEMENT 16 FROM HAMBLEDON ROAD (N) TO MILTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	144	13	0	0	0	2	0	159	9	2	0	0	0	0	0	11
11:15	139	16	0	0	0	0	0	155	5	0	0	0	0	0	0	5
11:30	152	17	0	0	0	0	0	169	7	1	0	0	0	0	0	8
11:45	150	11	0	0	1	0	0	162	3	1	0	0	0	0	0	4
H/TOT	585	57	0	0	1	2	0	645	24	4	0	0	0	0	0	28
12:00	121	10	0	0	0	1	0	132	9	1	0	0	0	0	0	10
12:15	142	12	0	0	0	0	0	154	6	1	0	0	0	0	0	7
12:30	135	8	0	0	0	1	0	144	6	1	0	0	0	0	0	7
12:45	133	11	0	0	1	0	0	145	5	0	0	0	0	0	0	5
H/TOT	531	41	0	0	1	2	0	575	26	3	0	0	0	0	0	29
13:00	129	16	0	0	0	0	0	145	8	1	0	0	0	0	0	9
13:15	120	10	0	0	0	0	1	131	2	2	0	0	0	0	0	4
13:30	152	9	0	1	0	2	0	164	3	1	0	0	0	0	0	4
13:45	144	16	0	0	1	0	0	161	2	0	0	0	0	0	0	2
H/TOT	545	51	0	1	1	2	1	601	15	4	0	0	0	0	0	19
14:00	151	11	0	0	0	0	0	162	2	2	0	0	0	0	0	4
14:15	133	9	0	0	1	1	0	144	3	1	0	0	0	1	0	5
14:30	137	15	1	0	0	0	0	153	5	0	0	0	0	0	0	5
14:45	125	12	0	0	2	2	0	141	5	1	0	0	0	0	0	6
H/TOT	546	47	1	0	3	3	0	600	15	4	0	0	0	1	0	20
P/TOT	2207	196	1	1	6	9	1	2421	80	15	0	0	0	1	0	96

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 24/06/2017

DAY: SATURDAY

TIME	TO ARM A MILTON ROAD								FROM ARM A MILTON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	101	16	0	0	3	1	0	121	102	10	2	0	3	2	0	119
11:15	143	7	0	0	3	0	0	153	139	8	0	0	4	1	0	152
11:30	123	14	0	0	3	2	0	142	111	8	0	0	3	1	0	123
11:45	125	8	0	0	3	0	0	136	143	14	0	0	3	2	0	162
H/TOT	492	45	0	0	12	3	0	552	495	40	2	0	13	6	0	556
12:00	148	11	1	0	4	2	0	166	114	14	0	0	3	2	2	135
12:15	130	12	0	1	3	1	3	150	115	13	1	0	4	5	0	138
12:30	137	12	1	0	3	3	0	156	113	16	1	0	3	0	0	133
12:45	133	13	0	0	4	3	0	153	108	15	1	0	2	2	0	128
H/TOT	548	48	2	1	14	9	3	625	450	58	3	0	12	9	2	534
13:00	125	6	0	0	3	5	0	139	116	7	0	0	3	1	0	127
13:15	110	10	0	0	2	1	0	123	103	12	0	0	4	1	0	120
13:30	108	3	0	0	4	1	0	116	89	7	0	0	4	1	0	101
13:45	113	12	0	0	4	2	0	131	117	9	1	0	2	0	0	129
H/TOT	456	31	0	0	13	9	0	509	425	35	1	0	13	3	0	477
14:00	129	10	0	0	3	0	0	142	94	7	0	0	3	3	0	107
14:15	102	11	1	0	3	1	0	118	107	11	0	0	4	0	0	122
14:30	113	12	0	0	4	2	0	131	92	10	0	0	1	0	0	103
14:45	102	10	0	0	3	1	0	116	99	8	1	0	4	1	0	113
H/TOT	446	43	1	0	13	4	0	507	392	36	1	0	12	4	0	445
P/TOT	1942	167	3	1	52	25	3	2193	1762	169	7	0	50	22	2	2012

TO ARM A IS TOTAL OF MOVEMENTS 1, 6, 11, 16

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 24/06/2017

DAY: SATURDAY

TIME	TO ARM B HAMBLEDON ROAD (S)								FROM ARM B HAMBLEDON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	290	26	1	0	3	5	1	326	245	25	0	0	3	2	1	276
11:15	293	27	0	0	4	1	0	325	294	21	1	0	5	1	0	322
11:30	283	29	0	0	3	1	0	316	315	23	1	0	3	3	0	345
11:45	315	22	0	0	4	4	0	345	297	26	0	1	4	1	1	330
H/TOT	1181	104	1	0	14	11	1	1312	1151	95	2	1	15	7	2	1273
12:00	258	22	0	0	3	5	0	288	301	27	1	1	4	3	0	337
12:15	293	26	1	0	4	5	0	329	306	29	0	1	4	3	1	344
12:30	279	20	1	0	3	1	0	304	305	23	2	0	3	3	0	336
12:45	261	28	1	0	3	2	2	297	297	27	0	0	5	5	2	336
H/TOT	1091	96	3	0	13	13	2	1218	1209	106	3	2	16	14	3	1353
13:00	269	29	1	0	3	0	0	302	273	24	0	0	3	4	0	304
13:15	235	23	0	0	4	1	1	264	281	35	0	0	3	2	1	322
13:30	272	21	0	1	4	3	0	301	239	15	1	0	4	1	0	260
13:45	274	24	2	0	3	1	0	304	284	28	0	0	4	4	0	320
H/TOT	1050	97	3	1	14	5	1	1171	1077	102	1	0	14	11	1	1206
14:00	285	24	0	0	3	3	0	315	267	22	0	0	3	0	0	292
14:15	258	20	0	0	5	2	0	285	238	18	3	0	4	0	0	263
14:30	246	26	1	0	1	1	0	275	226	30	1	0	4	4	0	265
14:45	225	23	1	0	6	3	0	258	257	19	0	1	4	3	1	285
H/TOT	1014	93	2	0	15	9	0	1133	988	89	4	1	15	7	1	1105
P/TOT	4336	390	9	1	56	38	4	4834	4425	392	10	4	60	39	7	4937

TO ARM B IS TOTAL OF MOVEMENTS 4, 5, 10, 15

FROM ARM B IS TOTAL OF MOVEMENTS 5, 6, 7, 8

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 24/06/2017

DAY: SATURDAY

TIME	TO ARM C ELETTRA AVENUE								FROM ARM C ELETTRA AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	50	4	0	0	0	1	0	55	85	7	0	0	0	1	1	94
11:15	61	10	0	0	1	0	0	72	79	8	0	0	0	0	0	87
11:30	53	3	0	0	0	0	0	56	54	12	0	0	0	0	0	66
11:45	58	8	0	0	1	2	1	70	77	5	0	0	0	2	0	84
H/TOT	222	25	0	0	2	3	1	253	295	32	0	0	0	3	1	331
12:00	47	14	0	0	0	0	2	63	77	10	0	0	0	1	0	88
12:15	59	15	0	0	0	2	1	77	90	7	0	0	0	0	3	100
12:30	47	10	1	0	0	0	0	58	74	4	0	0	0	1	0	79
12:45	51	6	0	0	0	0	0	57	79	10	0	0	0	0	1	90
H/TOT	204	45	1	0	0	2	3	255	320	31	0	0	0	2	4	357
13:00	68	11	0	0	0	1	0	80	80	10	1	0	0	1	1	93
13:15	74	19	0	0	0	0	1	94	77	9	0	0	0	0	1	87
13:30	52	8	0	0	0	0	0	60	94	10	0	0	0	0	0	104
13:45	63	9	0	0	0	0	0	72	73	3	1	0	0	1	0	78
H/TOT	257	47	0	0	0	1	1	306	324	32	2	0	0	2	2	362
14:00	48	7	0	0	0	0	0	55	83	10	1	0	0	0	0	94
14:15	31	2	0	0	0	0	0	33	62	6	0	0	0	1	0	69
14:30	34	5	0	0	0	0	0	39	52	4	0	0	0	1	0	57
14:45	48	4	0	0	0	1	0	53	44	7	0	0	0	0	0	51
H/TOT	161	18	0	0	0	1	0	180	241	27	1	0	0	2	0	271
P/TOT	844	135	1	0	2	7	5	994	1180	122	3	0	0	9	7	1321

TO ARM C IS TOTAL OF MOVEMENTS 3, 8, 9, 14

FROM ARM C IS TOTAL OF MOVEMENTS 9, 10, 11, 12

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON ROAD / HAMBLEDON ROAD / ELETTRA AVENUE

DATE: 24/06/2017

DAY: SATURDAY

TIME	TO ARM D HAMBLEDON ROAD (N)								FROM ARM D HAMBLEDON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	157	13	1	0	0	0	1	172	166	17	0	0	0	2	0	185
11:15	173	12	1	0	1	1	0	188	158	19	0	0	0	0	0	177
11:30	194	15	1	0	0	1	0	211	173	18	0	0	0	0	0	191
11:45	184	22	0	1	0	0	0	207	165	15	0	0	1	1	0	182
H/TOT	708	62	3	1	1	2	1	778	662	69	0	0	1	3	0	735
12:00	184	16	0	1	0	0	0	201	145	12	0	0	0	1	0	158
12:15	188	12	0	0	1	0	0	201	159	16	0	0	0	0	0	175
12:30	177	12	0	0	0	1	0	190	148	11	0	0	0	1	0	160
12:45	188	18	0	0	1	2	1	210	149	13	0	0	1	0	0	163
H/TOT	737	58	0	1	2	3	1	802	601	52	0	0	1	2	0	656
13:00	158	14	0	0	0	0	1	173	151	19	0	0	0	0	0	170
13:15	181	19	0	0	1	1	1	203	139	15	0	0	0	0	1	155
13:30	160	11	1	0	0	0	0	172	170	11	0	1	0	2	0	184
13:45	187	11	0	0	0	2	0	200	163	16	0	0	1	0	0	180
H/TOT	686	55	1	0	1	3	2	748	623	61	0	1	1	2	1	689
14:00	150	13	1	0	0	0	0	164	168	15	0	0	0	0	0	183
14:15	163	12	2	0	1	0	0	178	147	10	0	0	1	2	0	160
14:30	132	18	1	0	0	2	0	153	155	17	1	0	0	0	0	173
14:45	162	12	0	1	1	1	1	178	137	15	0	0	2	2	0	156
H/TOT	607	55	4	1	2	3	1	673	607	57	1	0	3	4	0	672
P/TOT	2738	230	8	3	6	11	5	3001	2493	239	1	1	6	11	1	2752

TO ARM D IS TOTAL OF MOVEMENTS 2, 7, 12, 13

FROM ARM D IS TOTAL OF MOVEMENTS 13, 14, 15, 16

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 1 FROM ELETTRA AVENUE (E) TO ELETTRA AVENUE (E)								MOVEMENT 2 FROM ELETTRA AVENUE (E) TO WATERBERRY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	2	0	0	0	0	0	0	2	25	2	0	0	0	1	0	28
11:15	1	0	0	0	0	0	0	1	37	4	0	0	0	0	0	41
11:30	1	0	0	0	0	0	0	1	28	5	0	0	0	0	0	33
11:45	3	0	0	0	0	1	0	4	27	3	0	0	0	0	0	30
H/TOT	7	0	0	0	0	1	0	8	117	14	0	0	0	1	0	132
12:00	2	0	0	0	0	0	0	2	26	10	0	0	0	0	0	36
12:15	3	0	0	0	0	0	0	3	34	8	0	0	0	0	0	42
12:30	0	0	0	0	0	0	0	0	19	7	1	0	0	0	0	27
12:45	0	0	0	0	0	0	0	0	24	5	0	0	0	0	0	29
H/TOT	5	0	0	0	0	0	0	5	103	30	1	0	0	0	0	134
13:00	1	1	0	0	0	0	0	2	19	3	0	0	0	1	0	23
13:15	4	1	0	0	0	0	0	5	31	9	0	0	0	0	0	40
13:30	2	0	0	0	0	0	0	2	21	5	0	0	0	0	0	26
13:45	1	0	0	0	0	0	0	1	29	1	0	0	0	0	0	30
H/TOT	8	2	0	0	0	0	0	10	100	18	0	0	0	1	0	119
14:00	1	0	0	0	0	0	0	1	14	3	0	0	0	0	0	17
14:15	2	0	0	0	0	0	0	2	6	2	0	0	0	0	0	8
14:30	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
14:45	1	0	0	0	0	0	0	1	19	1	0	0	0	0	0	20
H/TOT	4	0	0	0	0	0	0	4	44	8	0	0	0	0	0	52
P/TOT	24	2	0	0	0	1	0	27	364	70	1	0	0	2	0	437

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 3 FROM ELETTRA AVENUE (E) TO ELETTRA AVENUE (W)								MOVEMENT 4 FROM ELETTRA AVENUE (E) TO ELETTRA AVENUE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	4	0	0	0	0	0	0	4	17	1	0	0	0	0	0	18
11:15	3	1	0	0	0	0	0	4	16	5	0	0	0	0	0	21
11:30	6	1	0	0	0	0	0	7	16	2	0	0	0	0	0	18
11:45	2	1	0	0	0	0	0	3	29	4	0	0	0	1	0	34
H/TOT	15	3	0	0	0	0	0	18	78	12	0	0	0	1	0	91
12:00	2	0	0	0	0	0	0	2	18	3	0	0	0	0	2	23
12:15	4	4	0	0	0	0	0	8	23	3	0	0	0	1	1	28
12:30	4	3	0	0	0	0	0	7	19	4	0	0	0	0	0	23
12:45	3	1	0	0	0	0	0	4	27	2	0	0	0	0	0	29
H/TOT	13	8	0	0	0	0	0	21	87	12	0	0	0	1	3	103
13:00	5	1	0	0	0	0	0	6	36	2	0	0	0	0	0	38
13:15	4	3	0	0	0	0	0	7	34	3	0	0	0	0	0	37
13:30	2	0	0	0	0	1	0	3	29	0	0	0	0	0	0	29
13:45	4	1	0	0	0	0	0	5	27	4	0	0	0	0	0	31
H/TOT	15	5	0	0	0	1	0	21	126	9	0	0	0	0	0	135
14:00	4	1	0	0	0	0	0	5	30	0	0	0	0	0	0	30
14:15	3	0	0	0	0	0	0	3	16	1	0	0	0	0	0	17
14:30	5	0	0	0	0	0	0	5	20	3	0	0	0	0	0	23
14:45	0	0	0	0	0	0	0	0	24	3	0	0	0	1	0	28
H/TOT	12	1	0	0	0	0	0	13	90	7	0	0	0	1	0	98
P/TOT	55	17	0	0	0	1	0	73	381	40	0	0	0	3	3	427

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 5 FROM ELETTRA AVENUE (S) TO ELETTRA AVENUE (S)								MOVEMENT 6 FROM ELETTRA AVENUE (S) TO ELETTRA AVENUE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	16
11:15	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
11:30	0	0	0	0	0	0	0	0	12	5	0	0	0	0	0	17
11:45	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
H/TOT	0	0	0	0	0	0	0	0	59	10	0	0	0	0	0	69
12:00	0	0	0	0	0	0	0	0	24	7	0	0	0	1	0	32
12:15	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	28
12:30	0	0	0	0	0	0	0	0	22	2	0	0	0	1	0	25
12:45	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	20
H/TOT	0	0	0	0	0	0	0	0	86	17	0	0	0	2	0	105
13:00	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32
13:15	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30
13:30	0	0	0	0	0	0	0	0	34	3	0	0	0	0	0	37
13:45	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	38
H/TOT	0	0	0	0	0	0	0	0	128	9	0	0	0	0	0	137
14:00	0	0	0	0	0	0	0	0	35	3	1	0	0	0	0	39
14:15	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	30
14:30	1	0	0	0	0	0	0	1	22	2	0	0	0	0	0	24
14:45	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20
H/TOT	1	0	0	0	0	0	0	1	102	10	1	0	0	0	0	113
P/TOT	1	0	0	0	0	0	0	1	375	46	1	0	0	2	0	424

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 7 FROM ELETTRA AVENUE (S) TO WATERBERRY DRIVE								MOVEMENT 8 FROM ELETTRA AVENUE (S) TO ELETTRA AVENUE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
12:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
12:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
H/TOT	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
P/TOT	19	0	0	0	0	0	0	19	5	0	0	0	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 9 FROM ELETTRA AVENUE (W) TO ELETTRA AVENUE (W)								MOVEMENT 10 FROM ELETTRA AVENUE (W) TO ELETTRA AVENUE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
13:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 11 FROM ELETTRA AVENUE (W) TO ELETTRA AVENUE (E)								MOVEMENT 12 FROM ELETTRA AVENUE (W) TO WATERBERRY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	4	0	0	0	0	0	1	5	2	0	0	0	0	0	1	3
11:15	7	1	1	0	0	0	0	9	0	0	0	0	0	0	0	0
11:30	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0
11:45	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	27	6	1	0	0	0	1	35	2	0	0	0	0	0	1	3
12:00	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
12:15	10	1	0	0	0	0	0	11	1	0	0	0	0	0	0	1
12:30	13	0	0	0	0	0	0	13	2	0	0	0	0	0	0	2
12:45	7	4	0	0	0	0	0	11	1	0	0	0	0	0	0	1
H/TOT	41	6	0	0	0	0	0	47	4	0	0	0	0	0	0	4
13:00	11	1	0	0	0	0	0	12	2	0	0	0	0	0	0	2
13:15	10	2	0	0	0	0	0	12	1	0	0	0	0	0	0	1
13:30	10	2	0	0	0	0	0	12	1	0	0	0	0	0	0	1
13:45	6	1	1	0	0	1	0	9	0	0	0	0	0	0	0	0
H/TOT	37	6	1	0	0	1	0	45	4	0	0	0	0	0	0	4
14:00	9	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0
14:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
14:30	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
14:45	2	4	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	25	8	0	0	0	0	0	33	1	0	0	0	0	0	0	1
P/TOT	130	26	2	0	0	1	1	160	11	0	0	0	0	0	1	12

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 13 FROM WATERBERRY DRIVE TO WATERBERRY DRIVE								MOVEMENT 14 FROM WATERBERRY DRIVE TO ELETTRA AVENUE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
13:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
P/TOT	2	0	0	0	0	0	0	2	10	1	0	0	0	0	0	11

MANUAL CLASSIFIED COUNTS

JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE



DATE: 24/06/2017

DAY: SATURDAY

TIME	MOVEMENT 15 FROM WATERBERRY DRIVE TO ELETTRA AVENUE (S)								MOVEMENT 16 FROM WATERBERRY DRIVE TO ELETTRA AVENUE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	1	0	0	0	0	0	0	1	63	7	1	0	0	1	0	72
11:15	2	0	0	0	0	0	0	2	57	3	0	0	0	0	0	60
11:30	2	0	0	0	0	0	0	2	36	4	0	0	0	0	0	40
11:45	4	0	0	0	0	0	0	4	49	2	0	0	0	1	0	52
H/TOT	9	0	0	0	0	0	0	9	205	16	1	0	0	2	0	224
12:00	1	1	0	0	0	0	0	2	43	3	0	0	0	0	0	46
12:15	3	1	0	0	0	0	0	4	51	1	0	0	0	0	2	54
12:30	2	0	0	0	0	0	0	2	43	1	0	0	0	0	1	45
12:45	2	0	0	0	0	0	0	2	52	3	0	0	0	0	2	57
H/TOT	8	2	0	0	0	0	0	10	189	8	0	0	0	0	5	202
13:00	1	0	0	0	0	0	0	1	37	3	1	0	0	1	2	44
13:15	0	0	0	0	0	0	0	0	42	6	0	0	0	0	0	48
13:30	3	0	0	0	0	0	0	3	49	5	0	0	0	0	0	54
13:45	1	0	0	0	0	0	0	1	29	1	0	0	0	0	0	30
H/TOT	5	0	0	0	0	0	0	5	157	15	1	0	0	1	2	176
14:00	1	0	0	0	0	0	0	1	38	3	0	0	0	0	0	41
14:15	1	0	0	0	0	0	2	3	28	4	0	0	0	1	0	33
14:30	0	0	0	0	0	0	0	0	18	4	0	0	0	1	0	23
14:45	0	0	0	0	0	0	4	4	20	0	0	0	0	0	0	20
H/TOT	2	0	0	0	0	0	6	8	104	11	0	0	0	2	0	117
P/TOT	24	2	0	0	0	0	6	32	655	50	2	0	0	5	7	719

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 24/06/2017

DAY: SATURDAY

TIME	TO ARM A ELETTRA AVENUE (E)								FROM ARM A ELETTRA AVENUE (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	82	10	1	0	0	1	1	95	48	3	0	0	0	1	0	52
11:15	81	5	1	0	0	0	0	87	57	10	0	0	0	0	0	67
11:30	58	11	0	0	0	0	0	69	51	8	0	0	0	0	0	59
11:45	77	6	0	0	0	2	0	85	61	8	0	0	0	2	0	71
H/TOT	298	32	2	0	0	3	1	336	217	29	0	0	0	3	0	249
12:00	80	11	0	0	0	1	0	92	48	13	0	0	0	0	2	63
12:15	88	6	0	0	0	0	2	96	64	15	0	0	0	1	1	81
12:30	78	3	0	0	0	1	1	83	42	14	1	0	0	0	0	57
12:45	75	11	0	0	0	0	2	88	54	8	0	0	0	0	0	62
H/TOT	321	31	0	0	0	2	5	359	208	50	1	0	0	1	3	263
13:00	78	8	1	0	0	1	2	90	61	7	0	0	0	1	0	69
13:15	84	11	0	0	0	0	0	95	73	16	0	0	0	0	0	89
13:30	95	10	0	0	0	0	0	105	54	5	0	0	0	1	0	60
13:45	73	3	1	0	0	1	0	78	61	6	0	0	0	0	0	67
H/TOT	330	32	2	0	0	2	2	368	249	34	0	0	0	2	0	285
14:00	83	10	1	0	0	0	0	94	49	4	0	0	0	0	0	53
14:15	63	6	0	0	0	1	0	70	27	3	0	0	0	0	0	30
14:30	49	6	0	0	0	1	0	56	30	5	0	0	0	0	0	35
14:45	40	7	0	0	0	0	0	47	44	4	0	0	0	1	0	49
H/TOT	235	29	1	0	0	2	0	267	150	16	0	0	0	1	0	167
P/TOT	1184	124	5	0	0	9	8	1330	824	129	1	0	0	7	3	964

TO ARM A IS TOTAL OF MOVEMENTS 1, 6, 11, 16

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 24/06/2017

DAY: SATURDAY

TIME	TO ARM B ELETTRA AVENUE (S)								FROM ARM B ELETTRA AVENUE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	19	1	0	0	0	0	0	20	14	3	0	0	0	0	0	17
11:15	19	5	0	0	0	0	0	24	17	1	0	0	0	0	0	18
11:30	19	2	0	0	0	0	0	21	14	5	0	0	0	0	0	19
11:45	33	4	0	0	0	1	0	38	19	1	0	0	0	0	0	20
H/TOT	90	12	0	0	0	1	0	103	64	10	0	0	0	0	0	74
12:00	19	4	0	0	0	0	2	25	26	7	0	0	0	1	0	34
12:15	27	4	0	0	0	1	1	33	27	4	0	0	0	0	0	31
12:30	21	5	0	0	0	0	0	26	24	2	0	0	0	1	0	27
12:45	31	3	0	0	0	0	0	34	17	4	0	0	0	0	0	21
H/TOT	98	16	0	0	0	1	3	118	94	17	0	0	0	2	0	113
13:00	40	2	0	0	0	0	0	42	29	3	0	0	0	0	0	32
13:15	35	3	0	0	0	0	0	38	29	2	0	0	0	0	0	31
13:30	32	0	0	0	0	0	0	32	35	3	0	0	0	0	0	38
13:45	28	4	0	0	0	0	0	32	43	1	0	0	0	0	0	44
H/TOT	135	9	0	0	0	0	0	144	136	9	0	0	0	0	0	145
14:00	31	0	0	0	0	0	0	31	35	3	1	0	0	0	0	39
14:15	17	1	0	0	0	0	2	20	29	2	0	0	0	0	0	31
14:30	22	3	0	0	0	0	0	25	25	2	0	0	0	0	0	27
14:45	24	3	0	0	0	1	4	32	17	3	0	0	0	0	0	20
H/TOT	94	7	0	0	0	1	6	108	106	10	1	0	0	0	0	117
P/TOT	417	44	0	0	0	3	9	473	400	46	1	0	0	2	0	449

TO ARM B IS TOTAL OF MOVEMENTS 4, 5, 10, 15

FROM ARM B IS TOTAL OF MOVEMENTS 5, 6, 7, 8

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 24/06/2017

DAY: SATURDAY

TIME	TO ARM C ELETTRA AVENUE (W)								FROM ARM C ELETTRA AVENUE (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	5	0	0	0	0	0	0	5	7	0	0	0	0	0	2	9
11:15	3	1	0	0	0	0	0	4	8	1	1	0	0	0	0	10
11:30	7	1	0	0	0	0	0	8	10	2	0	0	0	0	0	12
11:45	4	1	0	0	0	0	0	5	7	3	0	0	0	0	0	10
H/TOT	19	3	0	0	0	0	0	22	32	6	1	0	0	0	2	41
12:00	3	0	0	0	0	0	0	3	11	1	0	0	0	0	0	12
12:15	5	4	0	0	0	0	0	9	12	1	0	0	0	0	0	13
12:30	6	3	0	0	0	0	0	9	15	1	0	0	0	0	0	16
12:45	5	1	0	0	0	0	0	6	10	5	0	0	0	0	0	15
H/TOT	19	8	0	0	0	0	0	27	48	8	0	0	0	0	0	56
13:00	5	1	0	0	0	0	0	6	16	1	0	0	0	0	0	17
13:15	5	3	0	0	0	0	0	8	12	2	0	0	0	0	0	14
13:30	3	0	0	0	0	1	0	4	11	2	0	0	0	0	0	13
13:45	6	1	0	0	0	0	0	7	6	1	1	0	0	1	0	9
H/TOT	19	5	0	0	0	1	0	25	45	6	1	0	0	1	0	53
14:00	4	2	0	0	0	0	0	6	9	4	0	0	0	0	0	13
14:15	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
14:30	6	0	0	0	0	0	0	6	11	0	0	0	0	0	0	11
14:45	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6
H/TOT	13	2	0	0	0	0	0	15	27	8	0	0	0	0	0	35
P/TOT	70	18	0	0	0	1	0	89	152	28	2	0	0	1	2	185

TO ARM C IS TOTAL OF MOVEMENTS 3, 8, 9, 14

FROM ARM C IS TOTAL OF MOVEMENTS 9, 10, 11, 12

MANUAL CLASSIFIED COUNTS



JOB REF: 21839

JOB NAME: WATERLOOVILLE

SITE: 2

LOCATION: ELETTRA AVENUE / WATERBERRY DRIVE

DATE: 24/06/2017

DAY: SATURDAY

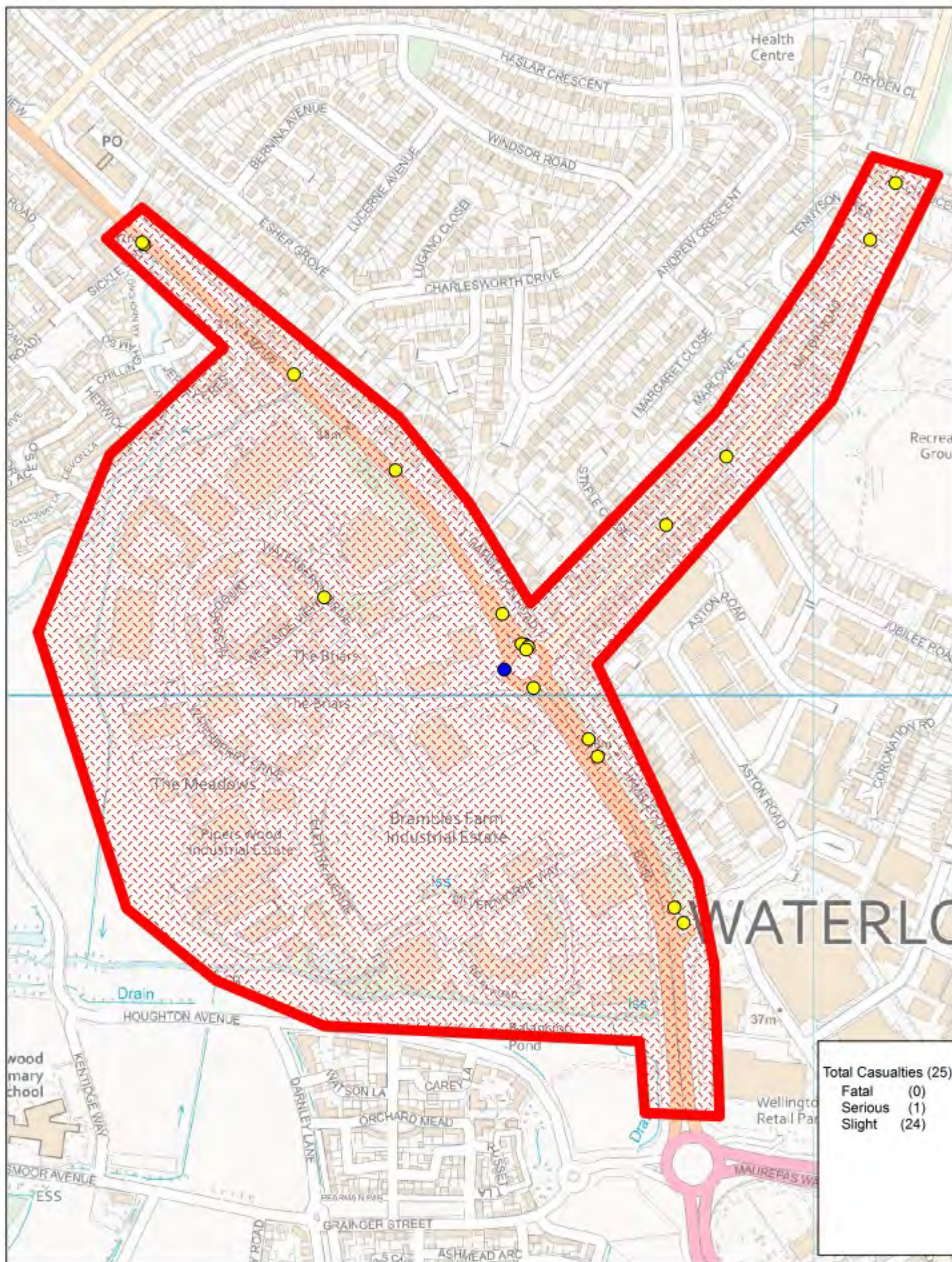
TIME	TO ARM D WATERBERRY DRIVE								FROM ARM D WATERBERRY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	27	2	0	0	0	1	1	31	64	7	1	0	0	1	0	73
11:15	38	4	0	0	0	0	0	42	59	3	0	0	0	0	0	62
11:30	29	5	0	0	0	0	0	34	38	4	0	0	0	0	0	42
11:45	28	3	0	0	0	0	0	31	55	2	0	0	0	1	0	58
H/TOT	122	14	0	0	0	1	1	138	216	16	1	0	0	2	0	235
12:00	28	10	0	0	0	0	0	38	45	4	0	0	0	0	0	49
12:15	37	8	0	0	0	0	0	45	54	2	0	0	0	0	2	58
12:30	23	7	1	0	0	0	0	31	47	1	0	0	0	0	1	49
12:45	25	5	0	0	0	0	0	30	55	3	0	0	0	0	2	60
H/TOT	113	30	1	0	0	0	0	144	201	10	0	0	0	0	5	216
13:00	23	3	0	0	0	1	0	27	40	3	1	0	0	1	2	47
13:15	33	9	0	0	0	0	0	42	43	6	0	0	0	0	0	49
13:30	23	5	0	0	0	0	0	28	53	5	0	0	0	0	0	58
13:45	34	1	0	0	0	0	0	35	31	1	0	0	0	0	0	32
H/TOT	113	18	0	0	0	1	0	132	167	15	1	0	0	1	2	186
14:00	14	3	0	0	0	0	0	17	39	4	0	0	0	0	0	43
14:15	7	2	0	0	0	0	0	9	29	4	0	0	0	1	2	36
14:30	8	2	0	0	0	0	0	10	19	4	0	0	0	1	0	24
14:45	19	1	0	0	0	0	0	20	20	0	0	0	0	0	4	24
H/TOT	48	8	0	0	0	0	0	56	107	12	0	0	0	2	6	127
P/TOT	396	70	1	0	0	2	1	470	691	53	2	0	0	5	13	764

TO ARM D IS TOTAL OF MOVEMENTS 2, 7, 12, 13

FROM ARM D IS TOTAL OF MOVEMENTS 13, 14, 15, 16



APPENDIX B



Waterlooville

SCALE	1 : 5500
DATE	29/01/2021
DRAWING No.	
DRAWN BY	

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

Selected Polygon:AW WATERLOOVILLE BACS/SR/0121/006

150382676 27/10/2015 Time 1530 Vehicles 2 Casualties 1 Serious
E:467661 N: 110029 First Road: B 2150 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING E ALONG ELETTRA AVENUE, ENTERS RBT AT JUNCTION WITH B2150
HAMBLEDON ROAD FAILING TO SEE VEH 1 (M/CYCLE) TRAVELLING N ON RBT CAUSING VEH 1 TO
COLLIDE INTO OFFSIDE OF VEH 2.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH ELETTRA AVENUE, WATERLOOVILLE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

160093476 07/03/2016 Time 0815 Vehicles 2 Casualties 1 Slight
E:467753 N: 109953 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 2	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 2	Very Likely	
3rd: Distraction in vehicle	Vehicle 2		
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS TRAVELLING SE ALONG B2150 HAMBLEDON ROAD WHEN VEH 2 (CAR) COLLIDED WITH VEH 1'S REAR.

Occurred on B2150 HAMBLEDON ROAD 77 METRES SOUTH-EAST OF MILTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

160183824 16/05/2016 Time 1528 Vehicles 2 Casualties 1 Slight
E:467684 N: 110056 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD ENTERED THE RBT AT MILTON ROAD
AND COLLIDED WITH THE NEARSIDE OF VEH 2 (M/CYCLE) TRAVELLING NE ACROSS THE RBT.
Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

160194336 24/05/2016 Time 1800 Vehicles 2 Casualties 1 Slight
E:467267 N: 110494 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG SICKLE WAY TURNS RIGHT ONTO B2150 HAMBLEDON ROAD
THROUGH STATIONARY TRAFFIC TRAVELLING NW ALONG B2150 HAMBLEDON ROAD AND COLLIDES
WITH (M/CYCLE) TRAVELLING NW OVERTAKING TRAFFIC. RIDER FALLS OFF.
Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH SICKLE WAY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Overtaking stat vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

160246148 02/07/2016 Time 1507 Vehicles 2 Casualties 1 Slight
E:467431 N: 110352 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG CHARLESWORTH DRIVE TURNED RIGHT INTO B2150 HAMBLEDON ROAD AND COLLIDED WITH THE NEARSIDE OF VEH 2 (CAR) TRAVELLING SE ALONG HAMBLEDON ROAD.
Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH CHARLESWORTH DRIVE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 50 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

160291496 04/08/2016 Time 1630 Vehicles 2 Casualties 1 Slight
E:467464 N: 110108 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Nervous/Uncertain/Panic	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG WESTSIDE VIEW TURNED RIGHT ONTO WATERBERRY DRIVE INTO
PATH OF VEH 2 (M/CYCCLE) TRAVELLING NW ALONG WATERBERRY DRIVE CAUSING COLLISION.
Occurred on WATERBERRY DRIVE AT JUNCTION WITH WESTSIDE VIEW, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

160341461 10/09/2016 Time 1334 Vehicles 2 Casualties 1 Slight
E:467659 N: 110090 First Road: B 2149 Road Type Single carriageway
Speed limit: 20 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SE ALONG B2149 HAMBLEDON ROAD COLLIDED WITH REAR OF VEH 1 (CAR)
TRAVELLING IN FRONT.

Occurred on B2149 HAMBLEDON ROAD 40 METRES NORTHWEST OF MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 38 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

44170175315 10/05/2017 Time 1939 Vehicles 2 Casualties 1 Slight
E:467685 N: 110054 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD ENTERS RBT AND COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING NE AROUND B2150 HAMBLEDON ROAD RBT TOWARDS MILTON ROAD.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 41 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

44170284083 21/07/2017 Time 1700 Vehicles 2 Casualties 3 Slight
E:467847 N: 109769 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified 1500
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

HANDBRAKE NOT ON

VEH 2 (VAN) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD STATIONARY AT TRAFFIC LIGHT
HANDBRAKE IN NOT ON AND ROLLS AND COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT
THE TRAFFIC LIGHTS WAITING TO TURN LEFT INTO ASTON ROAD.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH ASTON ROAD, WATERLOOVILLE
HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 14 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Casualty Reference: 3 Vehicle: 1 Age: 13 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Vehicle Reference	2	Van or Goods 3.5 tonnes mgw and under	Waiting to turn left
Vehicle movement from	NW to NE	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Jct Approach	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	Male
Not hit and run	Breath test	Not requested	
		Left hand drive:	No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

44170282954 23/07/2017 Time 1155 Vehicles 2 Casualties 1 Slight
E:467763 N: 109934 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD DUE TO DISTRACTION IN VEH HAS
COLLIDED WITH THE REAR OF VEH 2 (CAR) TRAVELLING IN THE SAME DIRECTION.

Occurred on B2150 HAMBLEDON ROAD 102 METRES SOUTH EAST OF MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Positive
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 57 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

44170310272 11/08/2017 Time 1840 Vehicles 2 Casualties 1 Slight
E:467838 N: 110187 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (TAXI) TRAVELLING SW ALONG MILTON ROAD STOPS DUE TO A VEH IN FRONT STOPPING.
FOLLOWING VEH 2 (CAR) FAILS TO STOP IN TIME AND COLLIDES WITH REAR OF VEH 1.
Occurred on MILTON ROAD OUTSIDE NUMBER 28, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Taxi/Private hire car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 45 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

44170318004 17/08/2017 Time 1324 Vehicles 2 Casualties 1 Slight
E:467693 N: 110009 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING NE AROUND B2150 HAMBLEDON ROAD INTENDING TO EXIT ONTO
MILTON ROAD WHEN VEH 2 (CAR) TRAVELLING NW ALONG B2150 HAMBLEDON ROAD ENTER THE RBT
FROM THE RIGHT AND COLLIDES, CAUSING THE RIDER TO BE KNOCKED OFF.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Starting
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Starting
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

44180027094 16/01/2018 Time 1730 Vehicles 2 Casualties 1 Slight
E:467680 N: 110057 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING NW ON B2150 HAMBLEDON ROAD GOES TO TURN RIGHT AT THE RBT ON
TO MILTON ROAD AND IS STRUCK BY VEH2 (CAR) TRAVELLING SE ON HAMBLEDON ROAD OVER RBT
WHO FAILED TO GIVE WAY. VEH2 DOES NOT STOP AND DRIVES OFF.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

44180024108 19/01/2018 Time 1120 Vehicles 2 Casualties 1 Slight
E:468089 N: 110561 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG MILTON ROAD STOPPED TO TURN RIGHT INTO CHAUCER CLOSE.
FOLLOWING VEH 2 (CAR) FAILED TO NOICE VEH 1 HAD STOPPED AND COLLIDED WITH REAR OF VEH 1.
Occurred on MILTON ROAD AT JUNCTION WITH CHAUCER ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 70 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

44180070945 22/02/2018 Time 1955 Vehicles 2 Casualties 1 Slight
E:467265 N: 110496 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NE ALONG SICKLE WAY, TURNS LEFT ONTO B2150 HAMBLEDON ROAD
ACROSS THE PATH OF VEH 1 (P/CYCLE) TRAVELLING NW ALONG B2150 HAMBLEDON ROAD AND
COLLIDES.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH SICKLE WAY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Turning left
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

44180244174 29/06/2018 Time 2250 Vehicles 2 Casualties 1 Slight
E:468061 N: 110499 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 2	Possible	
2nd: Distraction outside vehicle	Vehicle 1	Very Likely	
3rd: Failed to look properly	Vehicle 1	Possible	
4th: Failed to signal/Misleading signal	Vehicle 1	Possible	
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG MILTON ROAD, STOPS AND PULLS ACROSS THE PATH OF VEH 2 (M/CYCLE) TRAVELLING IN THE OPPOSITE DIRECTION TO PARK IN A PARKING SPACE AND COLLIDES, CAUSING THE RIDER TO FALL OFF.

Occurred on MILTON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

44180332545 01/09/2018 Time 1735 Vehicles 1 Casualties 1 Slight
E:467857 N: 109752 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2150
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Casualty 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG B2150 HAMBLEDON ROAD TURNS RIGHT INTO ASTON ROAD A CLIPS
CAS1 (PEDESTRIAN) WHO WAS CROSSING ASTON ROAD TRAVELLING NW.
Occurred on ASTON ROAD AT JUNCTION WIHT B2150 HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing NW bound
Driver's offside

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

44190087758 13/03/2019 Time 0635 Vehicles 2 Casualties 1 Slight
E:467687 N: 110054 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Zebra crossing Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD, FAILS TO GIVE WAY AND ENTERS THE
RBT ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING NE AROUND RBT INTENDING TO EXIT ONTO
MILTON ROAD AND COLLIDES, CAUSING VEH 2 TO OVERTURN

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 52 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

44190272132 02/08/2019 Time 1300 Vehicles 2 Casualties 2 Slight
E:467904 N: 110262 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG MILTON ROAD COLLIDED WITH THE REAR OF VEH2 (CAR)
TRAVELLING NE AHEAD, WAITING TO TURN RIGHT INTO JUBILLE ROAD.

Occurred on MILTON ROAD AT JUNCTION WITH JUBILEE ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 89 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 89 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

44190294462 19/08/2019 Time 2031 Vehicles 3 Casualties 1 Slight
E:467542 N: 110247 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lighting unknown Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

	Causation		
Factor:	Participant:	Confidence:	
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR), VEH 2 (VAN) AND VEH 3 (CAR) WERE ALL TRAVELLING SE ON B2150 WHEN VEH 1
ALLEGEDLY BRAKED SHARPLY, CAUSING VEH 3 TO COLLIDE WITH THE REAR OF VEH 2, PUSHING IT
INTO VEH 1.

Occurred on B2150 HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE, OUTSIDE NO 102

Vehicle Reference 1 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Vehicle Reference	3	Car		Stopping	
Vehicle movement from	NW	to SE	No tow / articulation		Leaving the main road
On main carriageway			Skidded		
Location at impact	Not at, or within 20M of Jct		First impact	Front	Hit vehicle:
Hit object in road	None		Off road:	None	
Did not leave carr				Age of Driver	59 Female
Not hit and run	Breath test	Driver not contacted			
		Left hand drive: No			

Casualty Reference:	1	Vehicle:	3	Age:	59	Female	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Unknown		Cycle helmet: Not a cyclist						

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

44190332160 16/09/2019 Time 1810 Vehicles 2 Casualties 1 Slight
E:467693 N: 110009 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NW ALONG B2150 HAMBLEDON ROAD ENTERED RBT AND COLLIDED WITH
VEH 2 (P/CYCLE) TRAVELLING SW AROUND RBT.

Occurred on MILTON ROAD AT JUNCTION WITH B2150 HAMBLEDON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WATERLOOVILLE BACS/SR/0121/006")

Notes:

44190368246 14/10/2019 Time 2027 Vehicles 2 Casualties 1 Slight
E:467685 N: 110051 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG HAMBLEDON ROAD ENTERS RBT FAILING TO GIVE WAY TO VEH 2 (CAR) ALREADY ON RBT TRAVELLING NE AND PROCEEDS COLLIDING INTO VEH 2.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 50 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/09/2015 and 31/08/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 WATERLOOVILLE BACS/SR/0121/006")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	12	12
2-wheeled motor vehicles	0	1	4	5
Pedal cycles	0	0	5	5
Horses & other	0	0	0	0
Total	0	1	21	22

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	12	12
Passenger	0	0	2	2
Motorcycle rider	0	1	4	5
Cyclist	0	0	5	5
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	1	24	25



APPENDIX C



Figured dimensions only are to be used. All dimensions to be checked onsite.
Differences between drawings and between drawings and specification or bills
of quantities to be reported to the LDA Group.

The copyright of the drawings and designs contained therein remains
vested in the LDA Group.

Revisions:	Drawn / Chid:	Date:
P1 Updated to client's email 22/04/20	MAS	06/05/2020
P2 Totem signage updated to client's requirements	MAS	11/05/2020
P3 Updated to client's email 21/05/2020	MAS	27/05/2020
P4 Updated to agents email 01/06/2020	MAS	01/06/2020
P5 Updated to KFC requirements email 02/06/2020	MAS	03/06/2020
P6 Updated to Aldi comments email 17/06/2020	MAS	19/06/2020
P7 Updated to David Tucker Associates requirements (drawings no.19235-04 & 19235-04-2)	DF/MAS	08/12/2020
P8 Information issue	DF/MAS	06/01/2021
P9 Updated to incorporate RGP Lid/ McD road design	MAS	20/01/2021
P10 Updated to DTA & Hargreaves tenant comments	MAS	25/01/2021
P11 Lidl layout updated & Lewis Brown survey incorporated as issued by Hargreaves	MAS	04/02/2021
P12 Aldi staff parking added for comment	MAS	10/02/2021
P13 Updated to DTA information (SP email 15/02/21)	MAS	17/02/2021
P14 Draft - Planning Issue for Approval	DF/MAS	23/02/2021
P15 ALDI service entrance updated to DTA proposals	MAS	01/03/2021
P16 Update to client's request (RT Email 22/03/21)	MAS	23/03/2021

SITE LEGEND

- Application boundary
- Land adjacent within the applicants ownership
- Sewer 'no build' corridor
- New trees - refer to Bradford Smith (Landscape Architect) drawing no.836-PP-P-01

Note:
- Soft landscape works : refer to Bradford Smith (Landscape Architect) drawing no.836-PP-P-01.
- Existing Trees & Vegetation to be removed:refer to Barrell Consultancy drawing no.15217-3.

Note: Site Plan based upon topographic survey data prepared by Lewis Brown Chartered Land Surveyors (ref: Z18317_2D_PROVISIONAL) & Hargreaves 'Base Plan - Services Combined' (ref: 144-999 BPS-1 rev H).

FFL added to Bright Plan Civils design (ref: D1934-200 Rev -).

Client:
HARGREAVES

Project:
**WATERLOO PARK
WATERLOOVILLE**

Drawing Title:
Proposed Site Plan

Scale @ A1: 1:500
Checked by: MAS
Date: 23.09.2019
Job No: 1618
Stage_Drawing No: PL_072
Rev: P16

Issue Status:
Construction ☐ Preliminary ☐
Information ☐ Approval ☒
Tender ☐

LDA CHARTERED ARCHITECTS

24/03/2021 13:19:22



24 Church St. West,
Woking, Surrey,
GU21 6HT
01483 494 350

lda@ldaarchitects.co.uk
www.ldaarchitects.co.uk

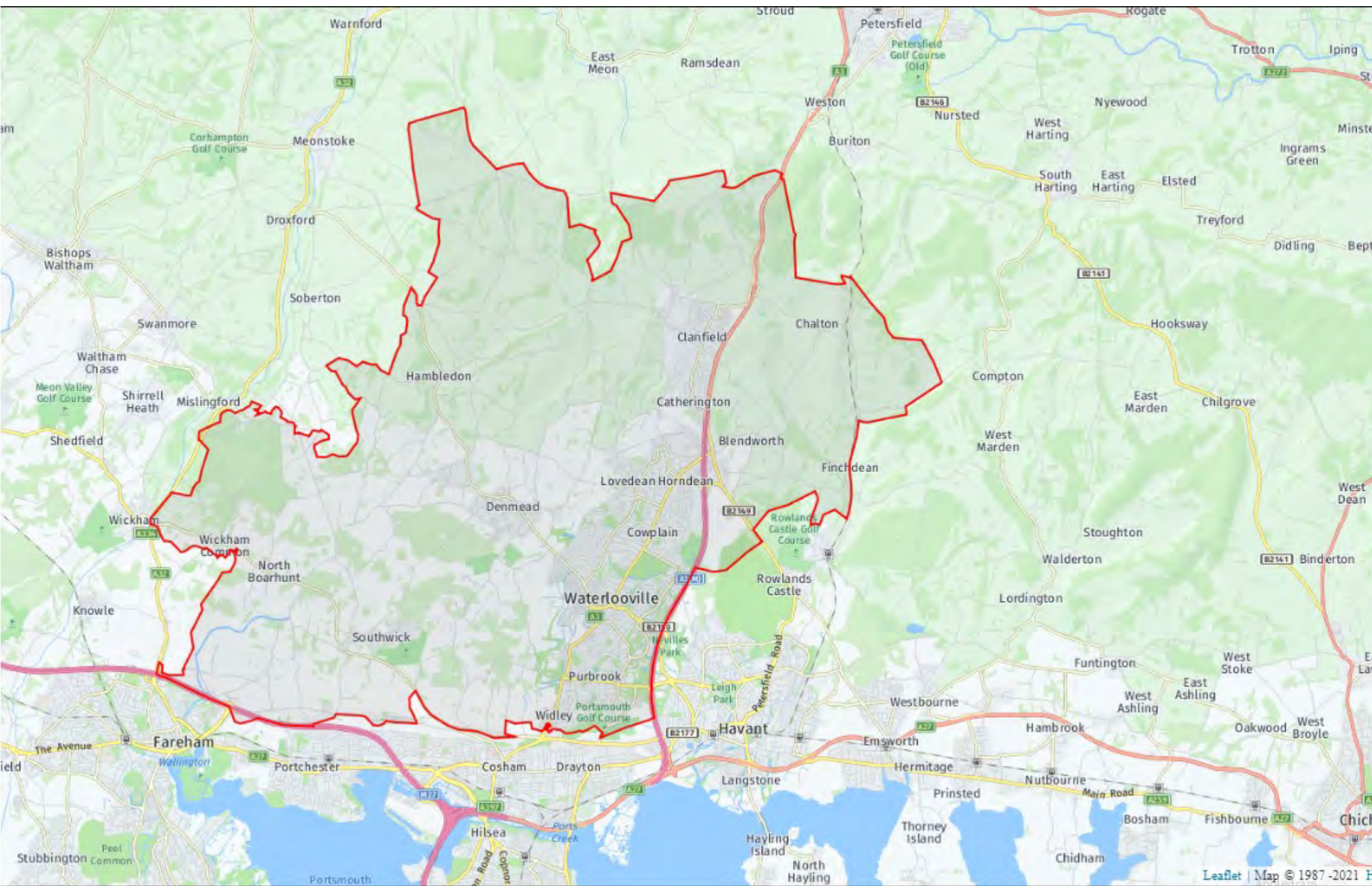
Architecture
Planning
Space Planning
Interior Design

Offices
Woking

APPROVED NEW SITE
ENTRANCE



APPENDIX D



Appendix [1] Retail impact tables (January 2021)

Table 1a: Population within postcode sectors/zones

Postcode sector	Zone	PCA	Population 2019	Population 2023	Sample
PO 7 5/8	7/8	A	20,838	21,398	75
PO 7 6, 7 and PO 8 8	9/10/11	B	31,797	32,528	150
PO 8 0 & 9	12/13	C	25,339	26,003	150
PO 7 4/17 6	14/18	D	3,495	3,561	25

Source: Location Analyst Area Comparison Report; Data Version UK 2019.

Zones reflect those set out in the Town Centres, Retail and Leisure Study (March 2009) prepared by Nathaniel Lichfield and Partners Ltd. We have aggregated these into four zones: A, B, C and D which reflect the Primary Catchment Area (PCA) of Waterlooville town centre. The zones equate to approximately a 10-minute drive time towards Havant and Drayton to the south-east and south and a 15-minute drive time towards the more rural parts such as Wickham to the west, Hambledon to the north-west and Clanfield in the north. All of these outlying, rural areas look towards Waterlooville as their main food and convenience goods shopping destination.

Appendices B and C to the report summarised the market shares for convenience and comparison goods shopping based on a telephone household and street surveys undertaken by NEMS in 2008. The respective shares are set out in Table 1b below.

Table 16: Convenience goods trade diversion 2023 £ms (2018 prices)

Centre/store	Main food 4 Zones	Top-up 4 Zones	Total Food and convenience goods expenditure from 4 zones	Inflow 15 %	Total	Trade draw	Trade diversion	Impact
	£ms	£ms	£ms	£ms	£ms	%	£ms	%
Town Centre								
Waterlooville Town Centre								
Asda	25.82	4.37	30.19	4.53	34.72	22	2.92	8.4
Sainsbury's	22.99	3.32	26.31	3.94	30.25	15	1.97	6.5
Iceland	1.32	0.83	2.15	0.32	2.47	1	0.13	5.3
Waitrose	12.70	2.91	15.61	2.34	17.95	5	0.66	3.3
Other	10.94	2.94	13.88	2.08	15.96	5	0.66	4.1
Total	73.77	14.37	88.14	13.21	101.35	-	6.34	6.3
Out-of-centre stores: Waterlooville and Elsewhere								
Lidl	7.83	1.57	9.40	1.41	10.81	27	3.58	33.1

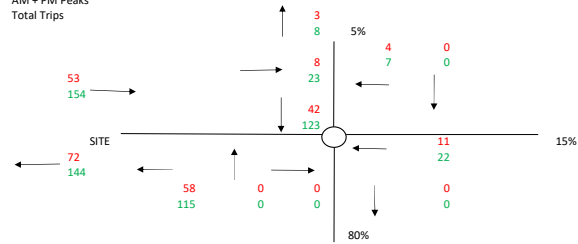
Elsewhere	60.78	26.02	86.80	-	86.80	25	3.31	3.8
Total	142.38	41.96	184.03	14.62	198.96	100	13.25	6.7



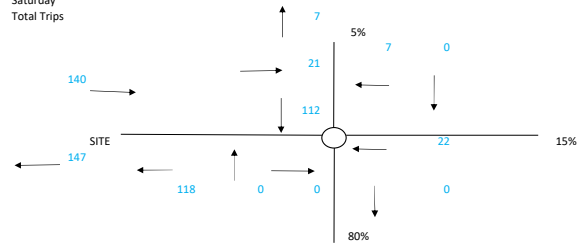
APPENDIX E

FOOD RETAIL

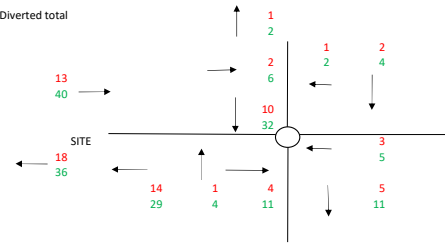
AM + PM Peaks
Total Trips



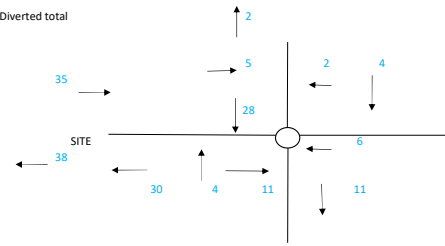
Saturday
Total Trips



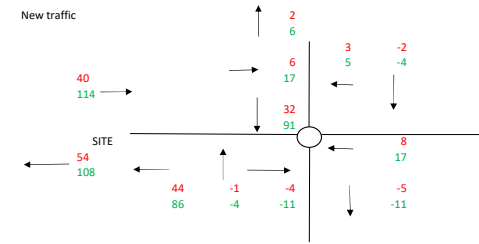
Diverted total



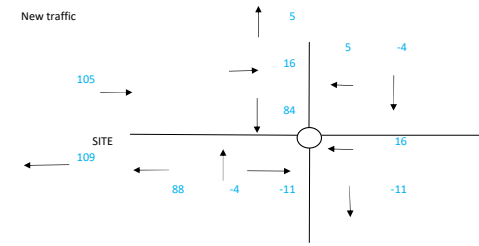
Diverted total



New traffic



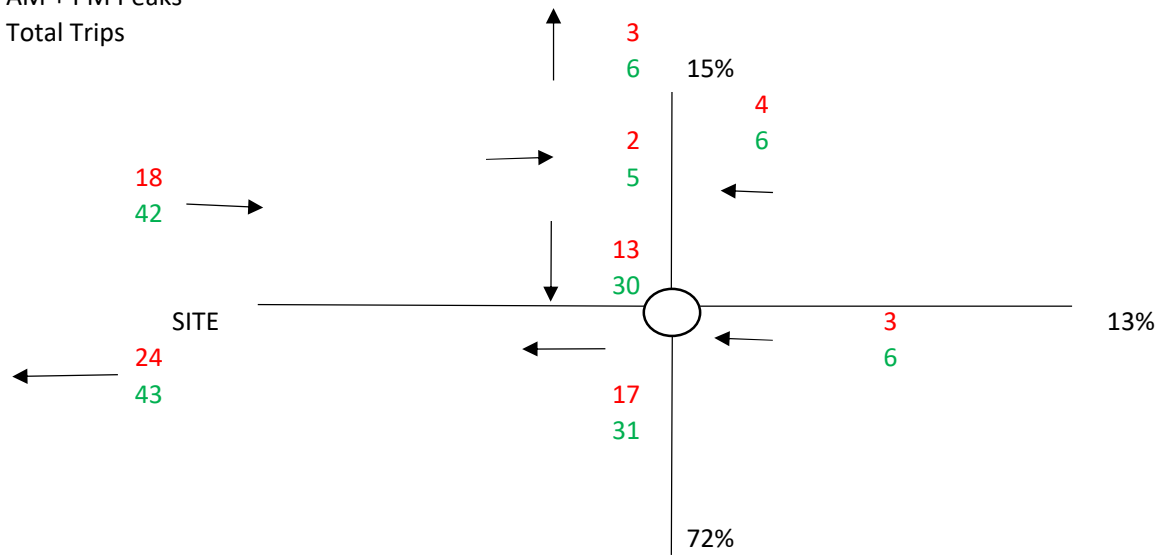
New traffic



FAST FOOD OUTLET

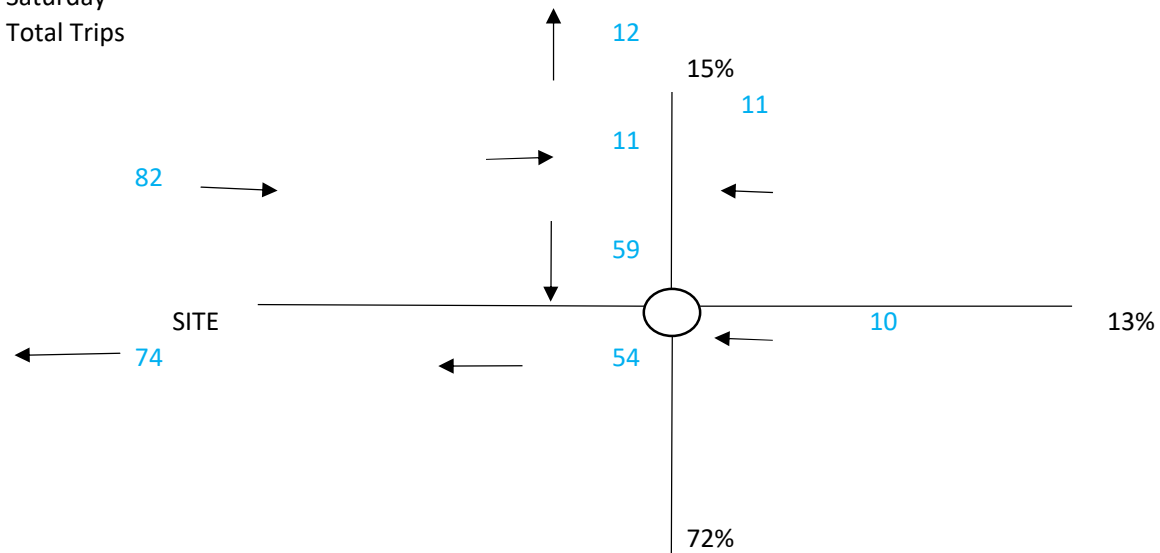
AM + PM Peaks

Total Trips



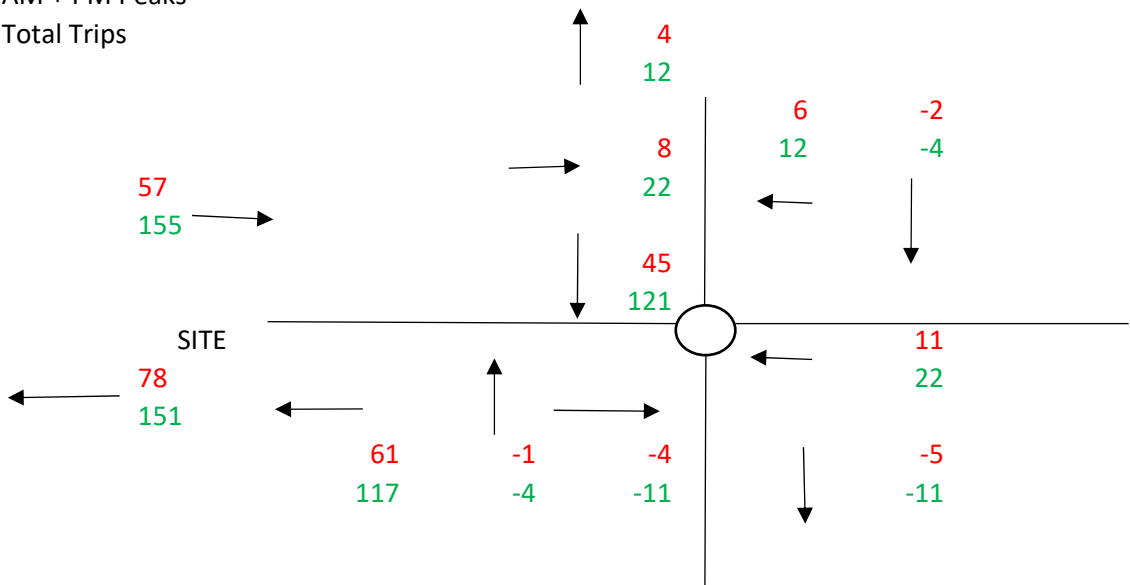
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Total Trips

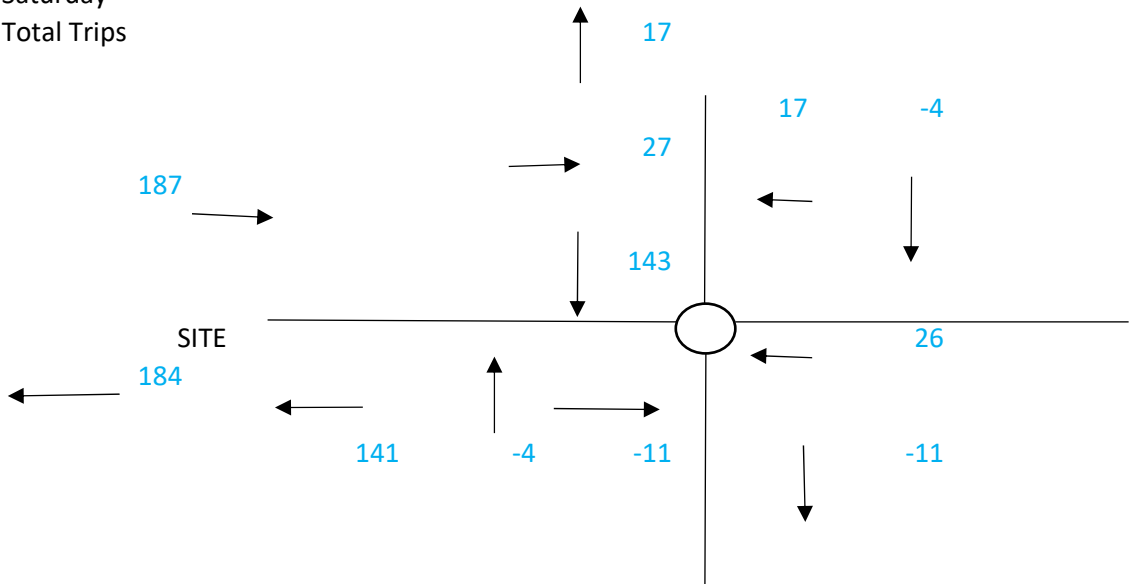


FULL APPLICATION TRIPS (FOOD AND FAST FOOD)

AM + PM Peaks
Total Trips



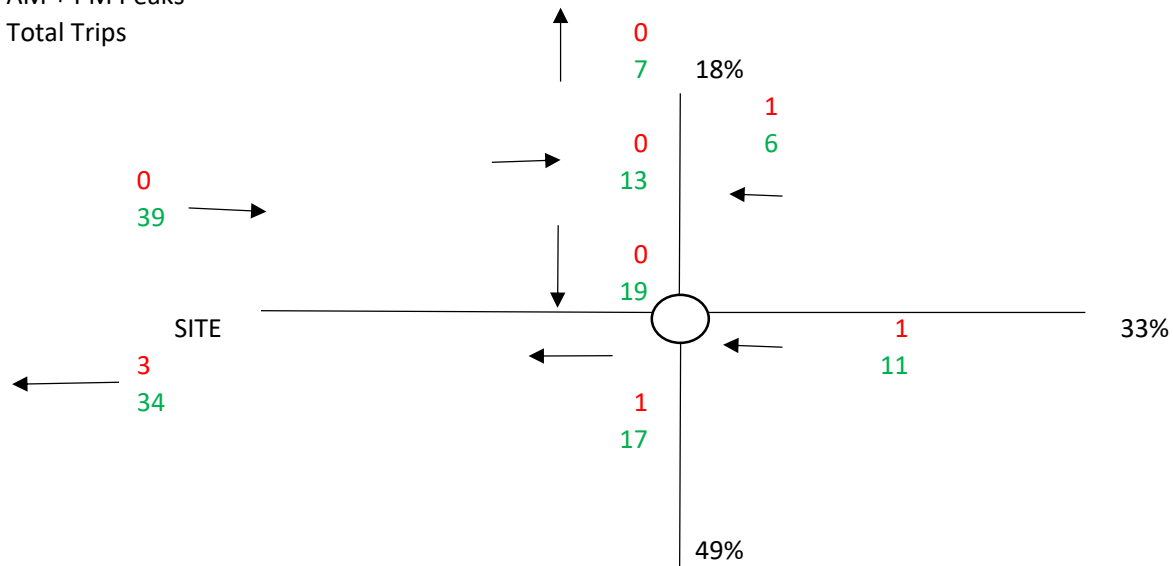
Saturday
Total Trips



NON FOOD RETAIL (RESIDUAL)

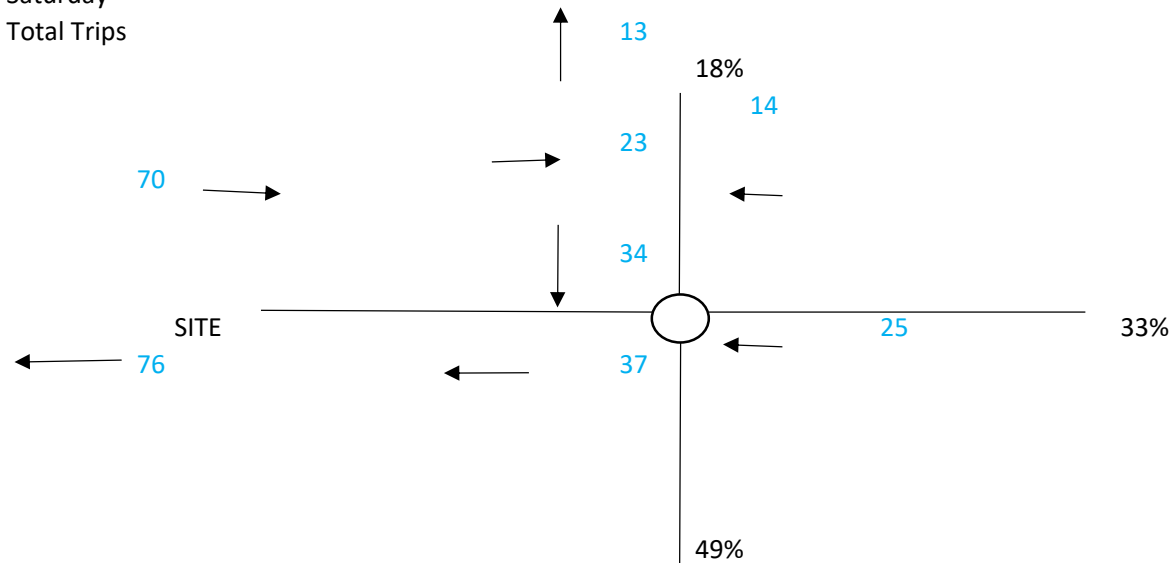
AM + PM Peaks

Total Trips



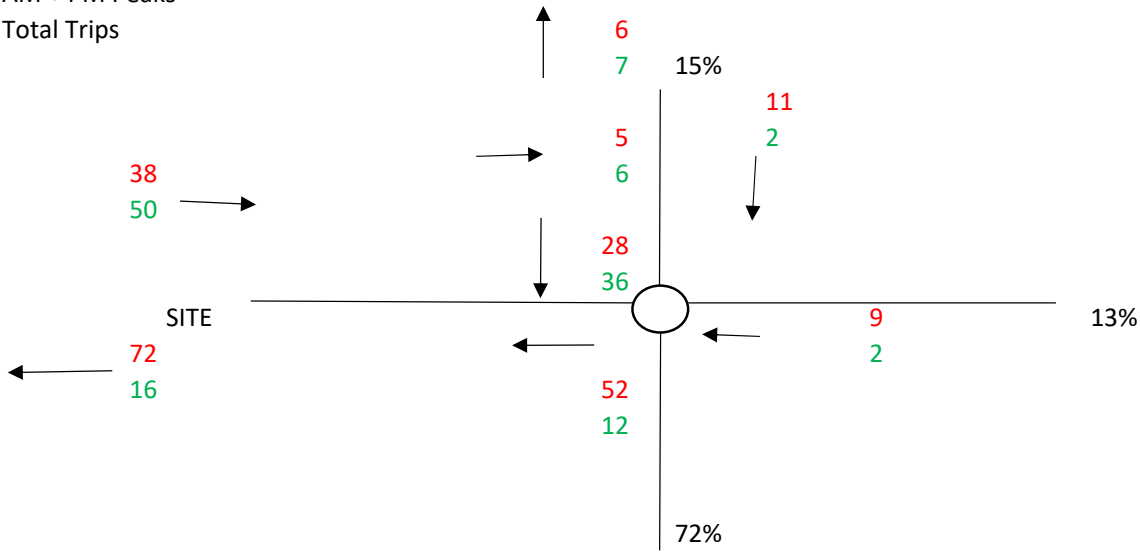
Saturday

Total Trips

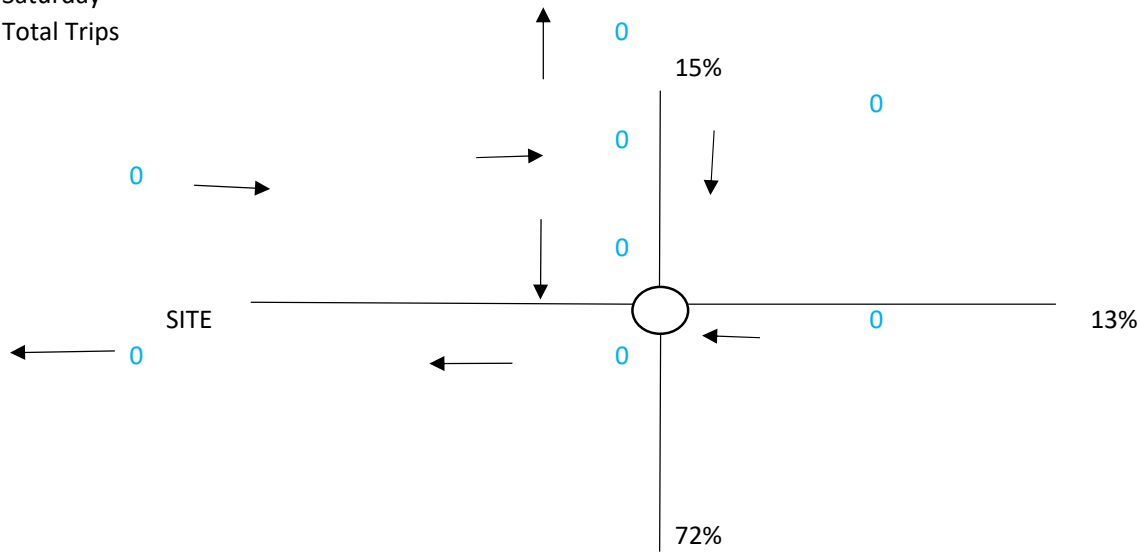


EMPLOYMENT (RESIDUAL)

AM + PM Peaks
Total Trips



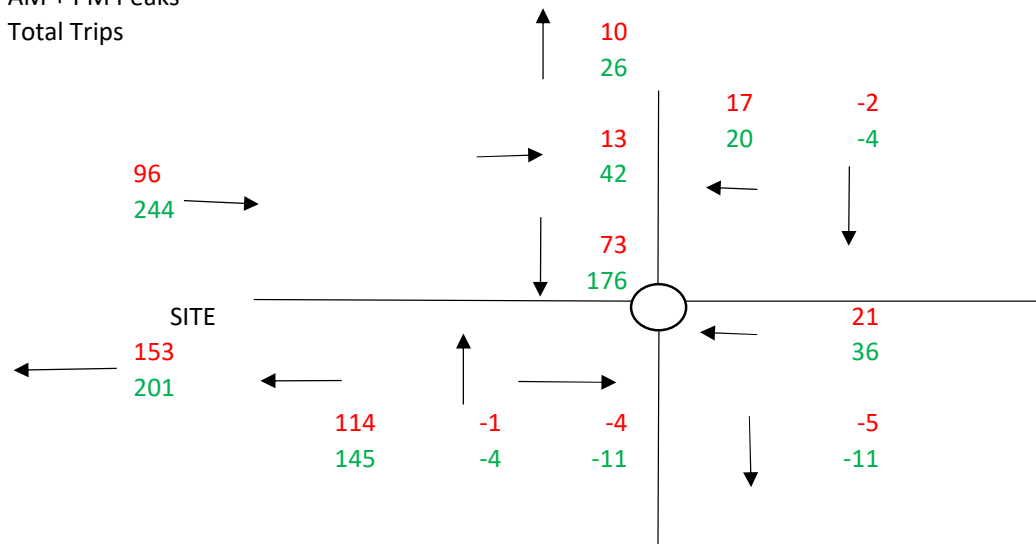
Saturday
Total Trips



COMBINED TOTAL (FULL APPLICATION + RESIDUAL OUTLINE)

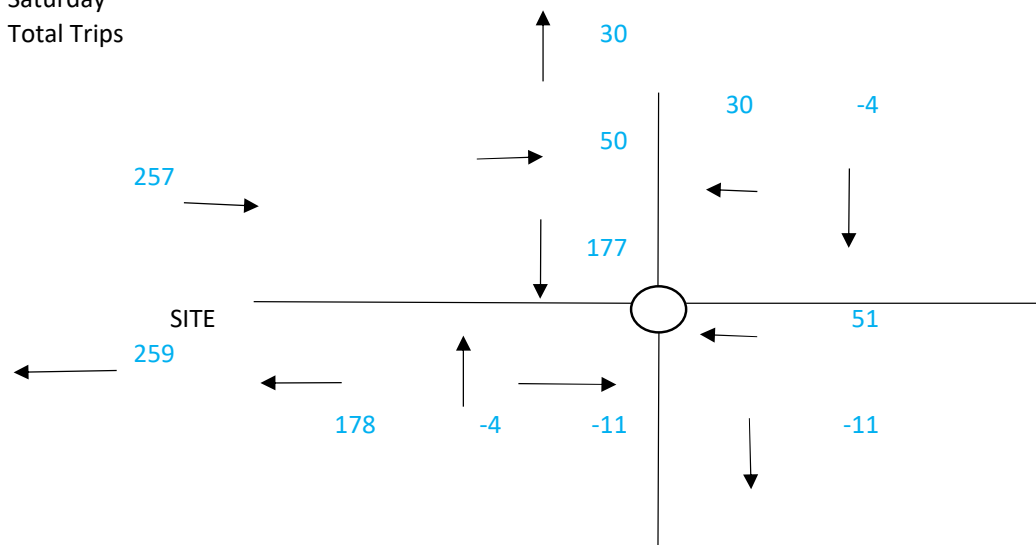
AM + PM Peaks

Total Trips



Saturday

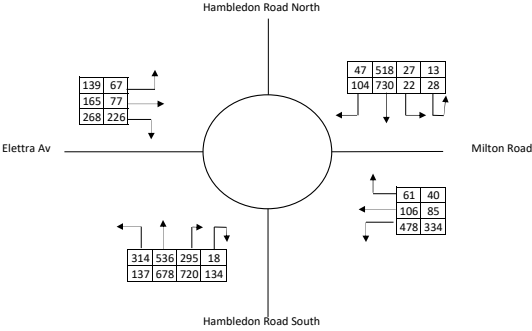
Total Trips



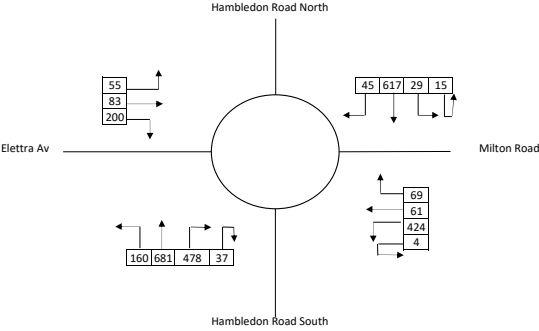


APPENDIX F

Junction Models - Hambledon Road/ Elettra Avenue Roundabout
2017 Observed Flows
Total vehicles
Friday (08:15-09:15 and 16:45-17:45)

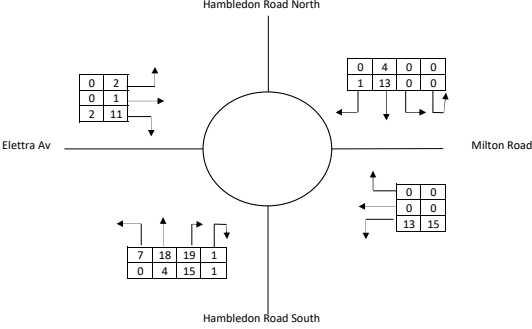


Saturday (11:30-12:30)

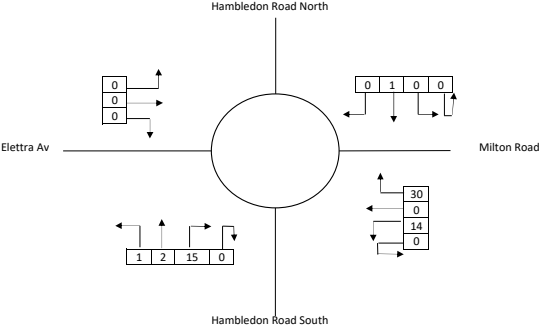


Heavies

Friday (08:15-09:15 and 16:45-17:45)

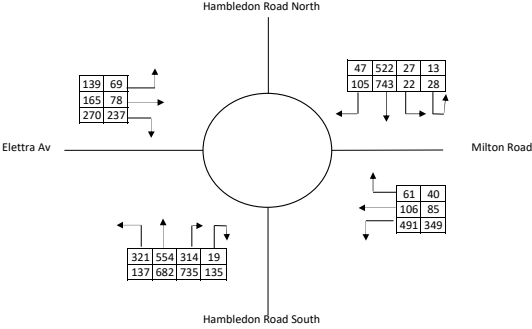


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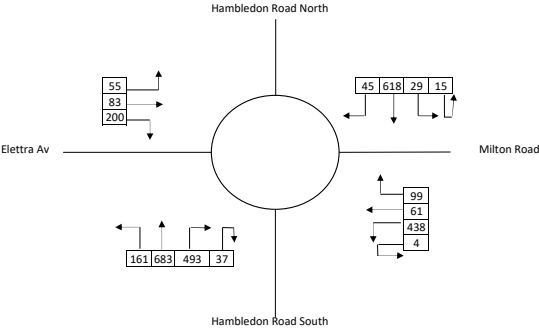


PCUs

Friday (08:15-09:15 and 16:45-17:45)

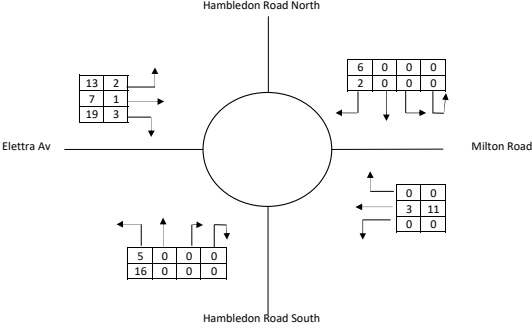


Saturday (11:30-12:30)



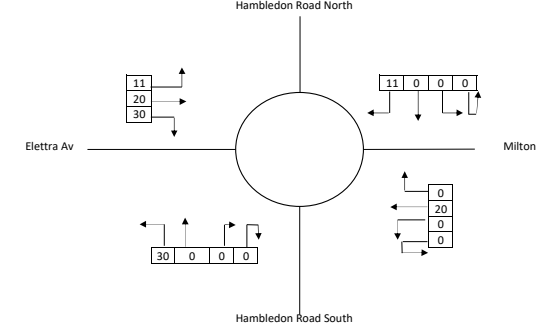
Committed - Lidl

Friday



Committed - Lidl

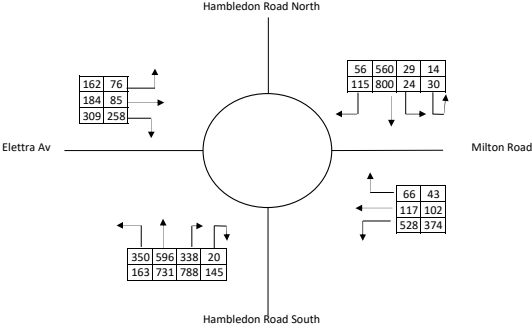
Saturday



2023 Base

Friday

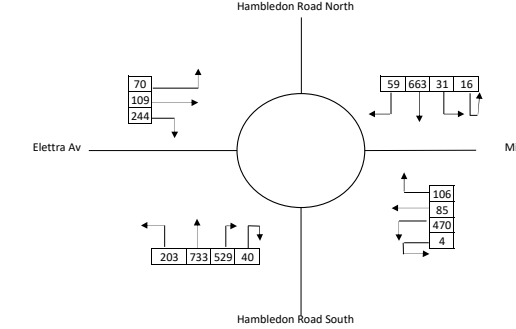
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PM 1.0723



2023 Base

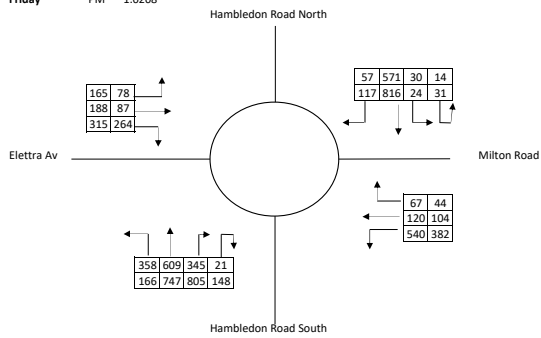
Saturday

1.0727

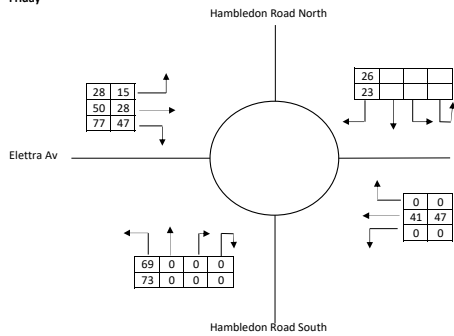


2026 Base
Friday

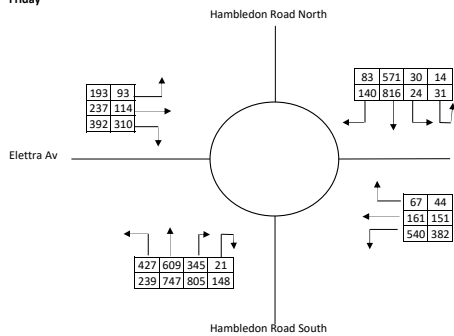
AM 1.021
PM 1.0208



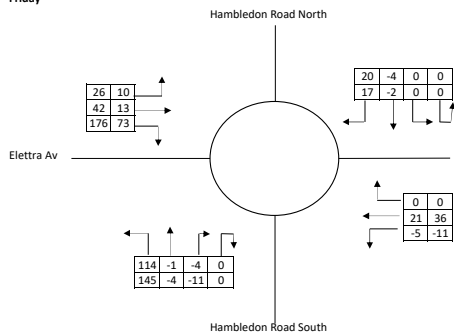
Development Flows - Outline
Friday



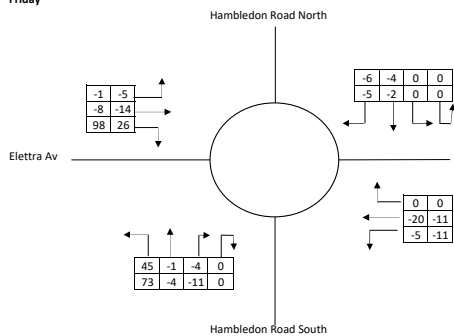
2026 Base + Outline
Friday



Development Flows - Full
Friday

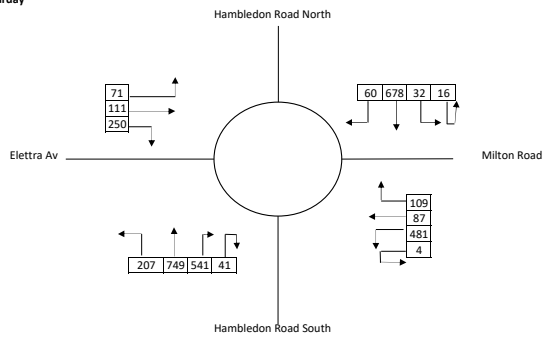


Development Flows - Net Diff
Friday

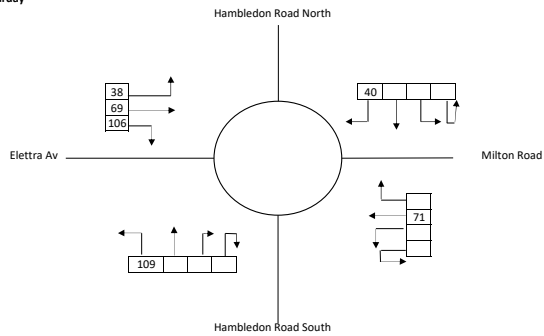


2026 Base
Saturday

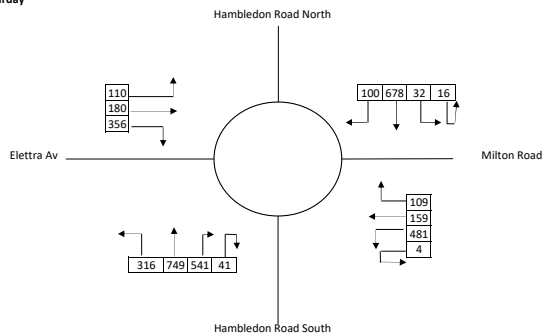
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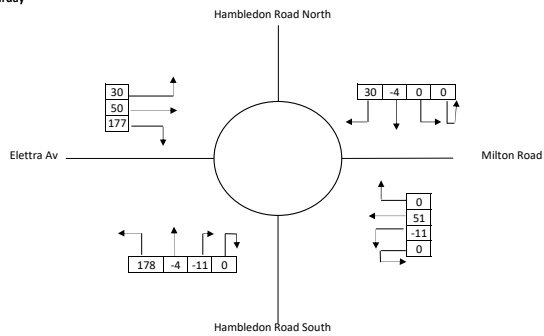
Development Flows - Outline
Saturday



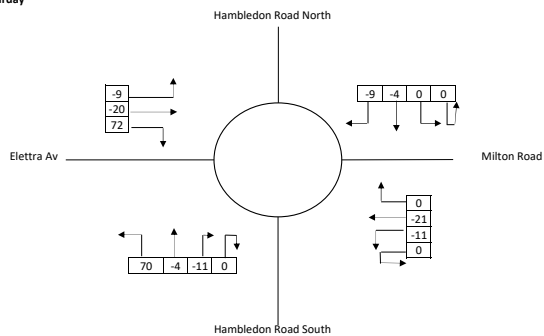
2026 Base + Outline
Saturday



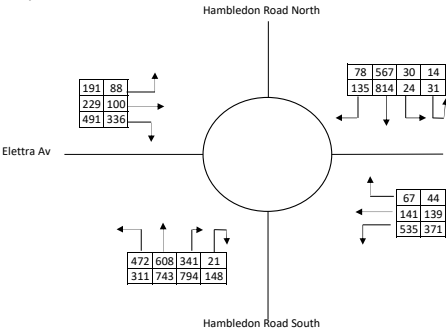
Development Flows Full
Saturday



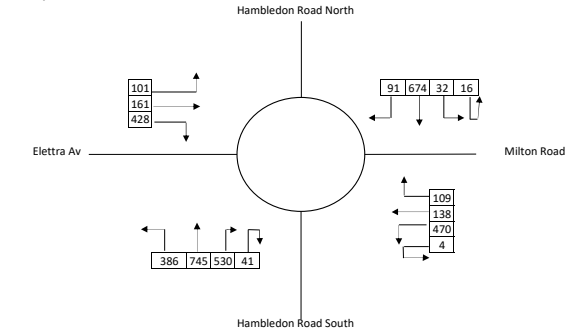
Development Flows- Net Diff
Saturday



2026 Base + Outline + Net
Friday



2026 Base + Outline + Net
Saturday



Junction Models - Site Access/ Elettra Avenue Roundabout

2017 Observed Flows

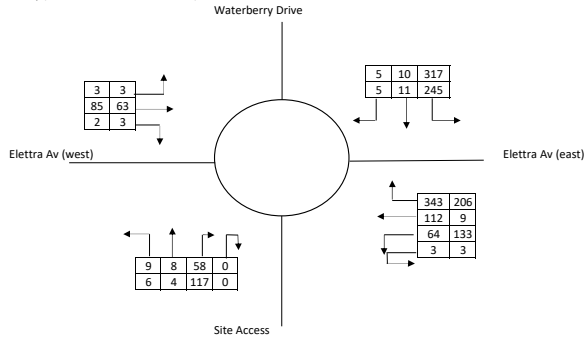
Total Vehicles

Friday (08:15-09:15 and 17:15-18:15)

KEY

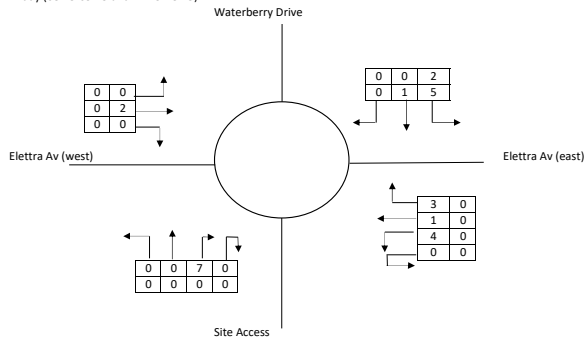
PM

AM



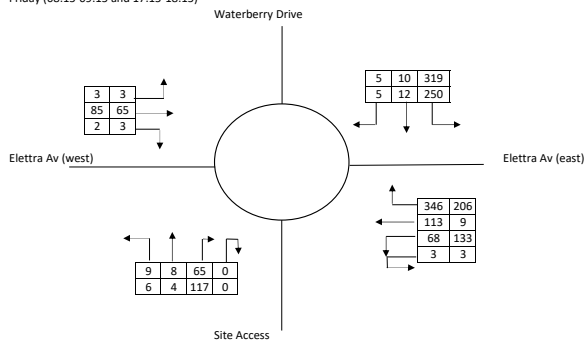
Heavies

Friday (08:15-09:15 and 17:15-18:15)



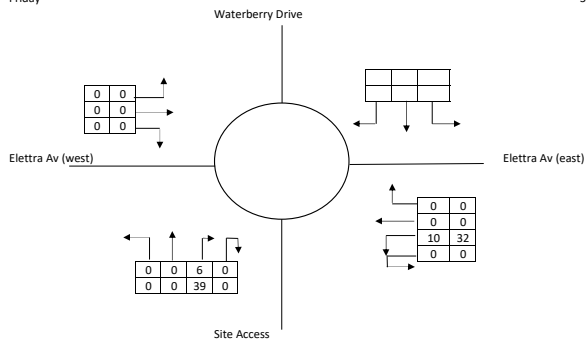
PCUs

Friday (08:15-09:15 and 17:15-18:15)



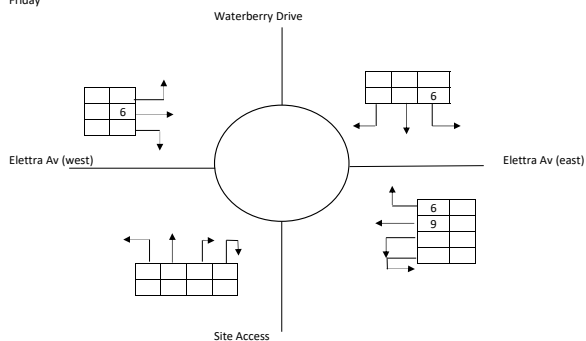
Committed - Lidl

Friday

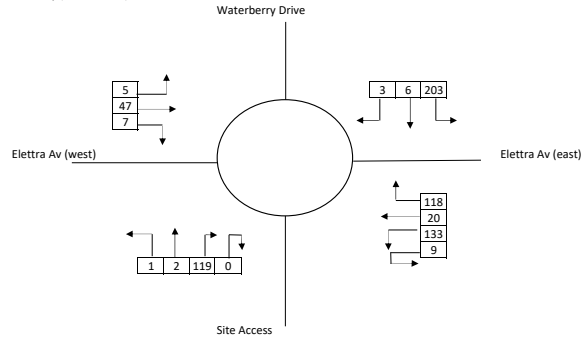


Committed - MDA

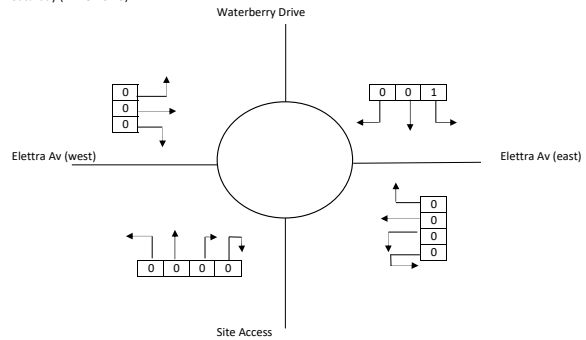
Friday



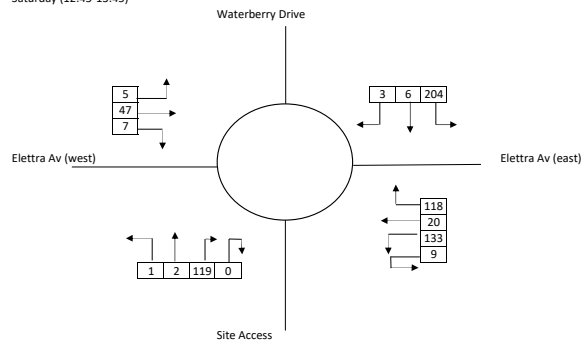
Saturday (12:45-13:45)



Saturday (12:45-13:45)

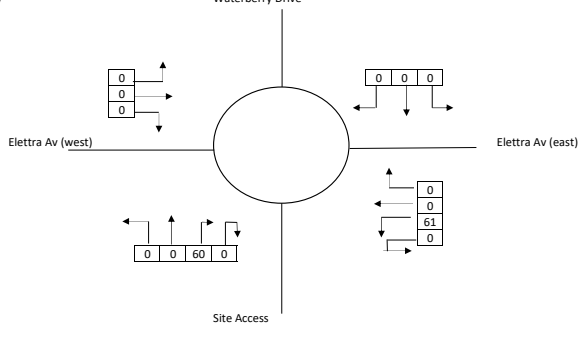


Saturday (12:45-13:45)



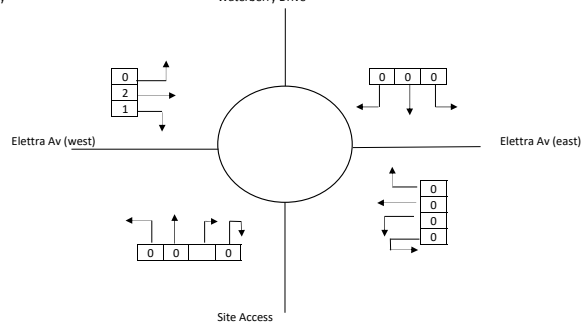
Committed - Lidl

Saturday

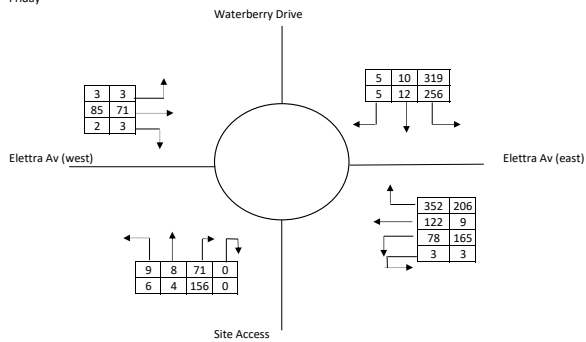


Committed - MDA

Saturday

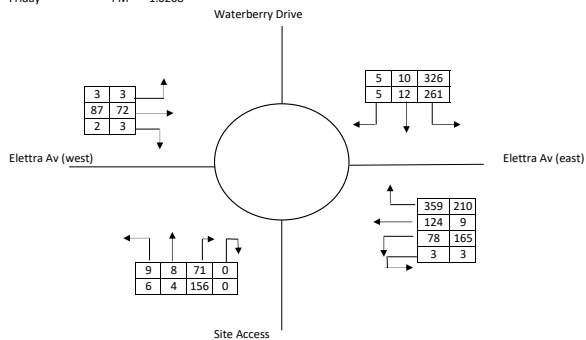


2017 Base + Committed
Friday

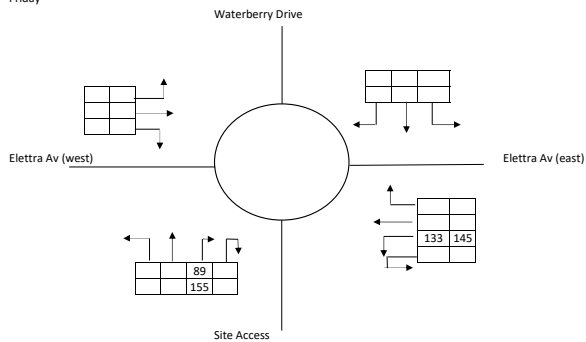


2026 Base
Friday

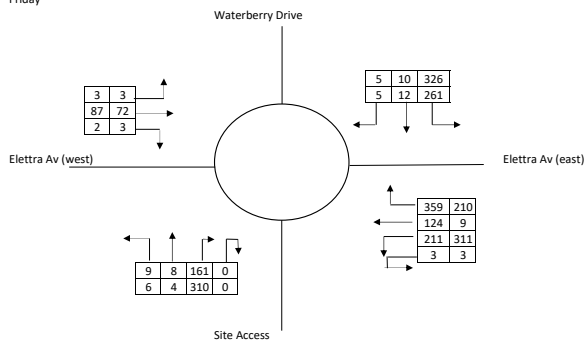
AM 1.021
PM 1.0208



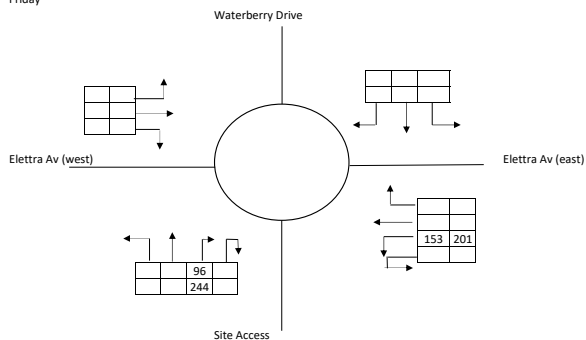
Development - Outline
Friday



2026 Base + Dev - Outline
Friday

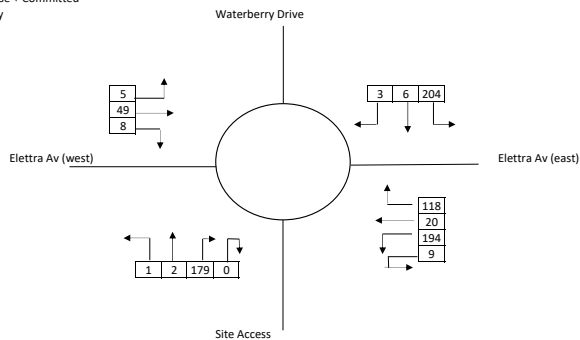


Development Flows - Full
Friday



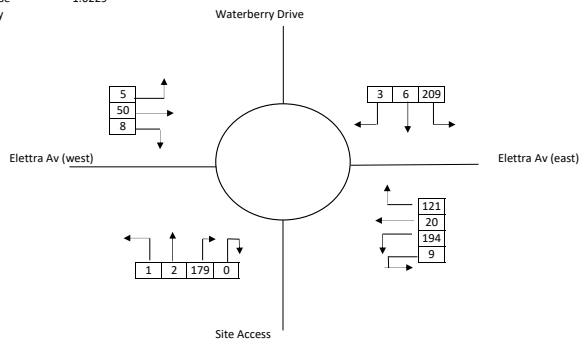
Development Flows - Net Diff
Friday

2017 Base + Committed
Saturday

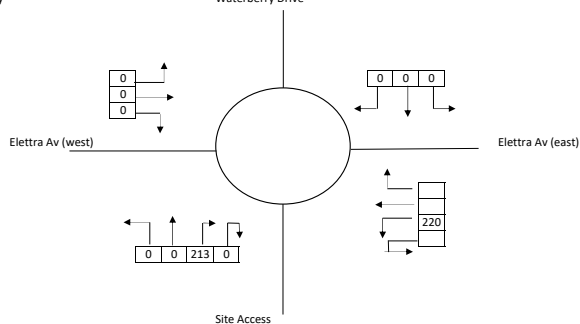


2026 Base
Saturday

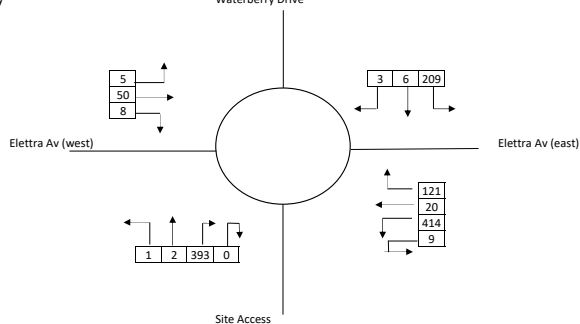
1.0229



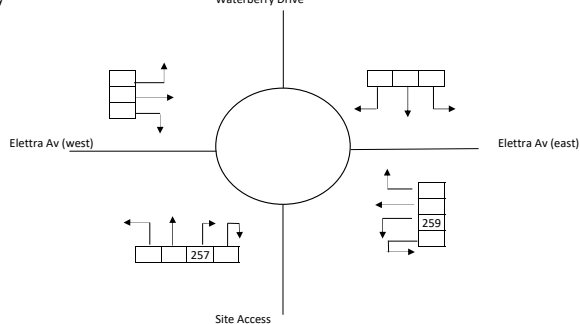
Development - Outline
Saturday



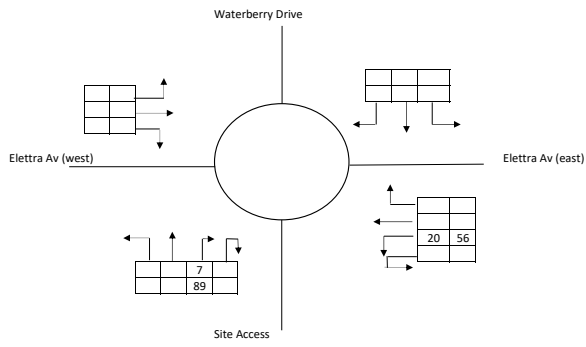
2026 Base + Dev - Outline
Saturday



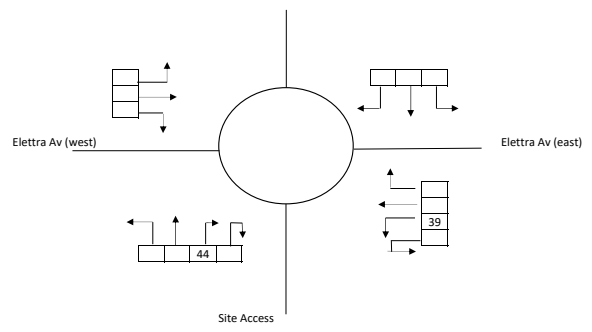
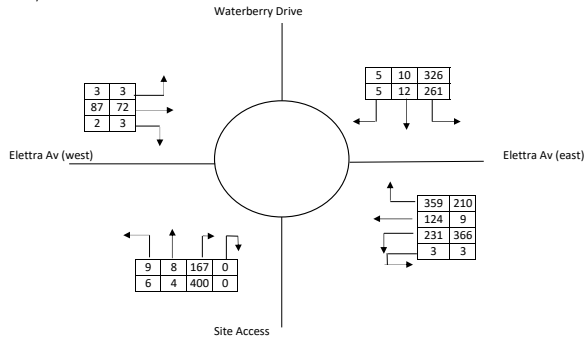
Development Flows - Full
Saturday



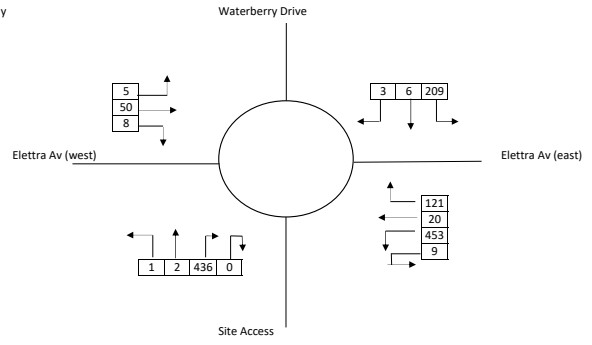
Development Flows - Net Diff
Saturday



2026 Base + Dev - Net Diff
Friday



2026 Base + Dev - Net Diff
Saturday





APPENDIX G

Junctions 9														
ARCADY 9 - Roundabout Module														
Version: 9.5.1.7462														
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Filename: Site Access_Elettra Avenue Roundabout_2021.j9

Path: P:\19000's\19235\Technical\Junction Modelling 2021

Report generation date: 22/01/2021 11:06:57

- »(Default Analysis Set) - 2026 Base+Outline, AM
- »(Default Analysis Set) - 2026 Base+Outline, PM
- »(Default Analysis Set) - 2026 Base+Outline, Sat
- »(Default Analysis Set) - 2026 Base+Outline+Net, AM
- »(Default Analysis Set) - 2026 Base+Outline+Net, PM
- »(Default Analysis Set) - 2026 Base+Outline+Net, Sat

Summary of junction performance

	AM					PM					Sat				
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Set ID	Q (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base+Outline														
1 - Elettra Av (east)	D5	0.6	3.00	0.39	A	D6	0.4	2.60	0.30	A	D9	0.5	2.66	0.31	A
2 - Site Access		0.1	2.01	0.10	A		0.2	1.94	0.16	A		0.2	1.96	0.19	A
3 - Elettra Av (west)		0.1	2.49	0.05	A		0.1	2.44	0.06	A		0.0	2.39	0.04	A
4 - Waterberry Drive		0.2	2.69	0.18	A		0.3	2.98	0.24	A		0.2	2.78	0.15	A
	A1 - 2026 Base+Outline+Net														
1 - Elettra Av (east)	D10	0.7	3.05	0.40	A	D11	0.5	2.72	0.33	A	D12	0.5	2.75	0.34	A
2 - Site Access		0.1	2.02	0.10	A		0.3	2.05	0.20	A		0.3	2.01	0.21	A
3 - Elettra Av (west)		0.1	2.50	0.05	A		0.1	2.56	0.07	A		0.0	2.44	0.04	A
4 - Waterberry Drive		0.2	2.70	0.18	A		0.3	3.16	0.25	A		0.2	2.85	0.16	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	Site Access_Elettra Avenue_Waterberry Drive
Location	waterlooville
Site number	
Date	14/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	17144
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base+Outline	AM	ONE HOUR	08:00	09:30	15	✓
D6	2026 Base+Outline	PM	ONE HOUR	17:00	18:30	15	✓
D9	2026 Base+Outline	Sat	ONE HOUR	12:30	14:00	15	✓
D10	2026 Base+Outline+Net	AM	ONE HOUR	08:00	09:30	15	✓
D11	2026 Base+Outline+Net	PM	ONE HOUR	17:00	18:30	15	✓
D12	2026 Base+Outline+Net	Sat	ONE HOUR	12:30	14:00	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2026 Base+Outline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Elettra Av (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	2.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Elettra Av (east)	
2	Site Access	
3	Elettra Av (west)	
4	Waterberry Drive	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Elettra Av (east)	3.00	7.40	41.5	25.7	44.0	19.5	
2 - Site Access	6.20	9.10	11.1	19.5	44.0	24.0	
3 - Elettra Av (west)	3.60	7.30	27.9	28.5	44.0	15.5	
4 - Waterberry Drive	3.76	7.50	13.4	55.4	44.0	11.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Elettra Av (east)	0.703	1994
2 - Site Access	0.775	2403
3 - Elettra Av (west)	0.709	2000
4 - Waterberry Drive	0.699	1903

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base+Outline	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Elettra Av (east)		ONE HOUR	✓	697	100.000
2 - Site Access		ONE HOUR	✓	178	100.000
3 - Elettra Av (west)		ONE HOUR	✓	78	100.000
4 - Waterberry Drive		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
From	1 - Elettra Av (east)	3	211	124	359
	2 - Site Access	161	0	9	8
	3 - Elettra Av (west)	72	3	0	3
	4 - Waterberry Drive	261	12	5	0

Vehicle Mix

HV %s

	To				
		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
From	1 - Elettra Av (east)	0	0	2	1
	2 - Site Access	0	0	0	0
	3 - Elettra Av (west)	4	0	0	0
	4 - Waterberry Drive	6	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Elettra Av (east)	0.39	3.00	0.6	A	640	959
2 - Site Access	0.10	2.01	0.1	A	163	245
3 - Elettra Av (west)	0.05	2.49	0.1	A	72	107
4 - Waterberry Drive	0.18	2.69	0.2	A	255	383

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	525	131	15	1984	0.265	523	373	0.0	0.4	2.484	A
2 - Site Access	134	34	369	2117	0.063	134	170	0.0	0.1	1.814	A
3 - Elettra Av (west)	59	15	399	1717	0.034	59	104	0.0	0.0	2.250	A
4 - Waterberry Drive	209	52	180	1777	0.118	209	278	0.0	0.1	2.424	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	627	157	18	1982	0.316	626	447	0.4	0.5	2.678	A
2 - Site Access	160	40	441	2061	0.078	160	203	0.1	0.1	1.892	A
3 - Elettra Av (west)	70	18	477	1661	0.042	70	124	0.0	0.0	2.345	A
4 - Waterberry Drive	250	62	215	1753	0.143	250	332	0.1	0.2	2.529	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	767	192	22	1979	0.388	767	547	0.5	0.6	2.994	A
2 - Site Access	196	49	540	1984	0.099	196	249	0.1	0.1	2.012	A
3 - Elettra Av (west)	86	21	584	1585	0.054	86	152	0.0	0.1	2.488	A
4 - Waterberry Drive	306	77	263	1719	0.178	306	407	0.2	0.2	2.690	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	767	192	22	1979	0.388	767	547	0.6	0.6	2.996	A
2 - Site Access	196	49	541	1984	0.099	196	249	0.1	0.1	2.013	A
3 - Elettra Av (west)	86	21	585	1585	0.054	86	152	0.1	0.1	2.489	A
4 - Waterberry Drive	306	77	263	1719	0.178	306	407	0.2	0.2	2.690	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	627	157	18	1982	0.316	627	447	0.6	0.5	2.683	A
2 - Site Access	160	40	442	2060	0.078	160	203	0.1	0.1	1.896	A
3 - Elettra Av (west)	70	18	478	1661	0.042	70	124	0.1	0.0	2.346	A
4 - Waterberry Drive	250	62	215	1752	0.143	250	333	0.2	0.2	2.532	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	525	131	15	1984	0.265	525	374	0.5	0.4	2.489	A
2 - Site Access	134	34	370	2116	0.063	134	170	0.1	0.1	1.818	A
3 - Elettra Av (west)	59	15	400	1716	0.034	59	104	0.0	0.0	2.253	A
4 - Waterberry Drive	209	52	180	1777	0.118	209	279	0.2	0.1	2.425	A

(Default Analysis Set) - 2026 Base+Outline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Elettra Av (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	2.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base+Outline	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Elettra Av (east)		ONE HOUR	✓	533	100.000
2 - Site Access		ONE HOUR	✓	320	100.000
3 - Elettra Av (west)		ONE HOUR	✓	92	100.000
4 - Waterberry Drive		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	3	311	9	210
	2 - Site Access	310	0	6	4
	3 - Elettra Av (west)	87	2	0	3
	4 - Waterberry Drive	326	10	5	0

Vehicle Mix

HV %s

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	0	0	7	2
	2 - Site Access	0	0	0	0
	3 - Elettra Av (west)	1	0	0	0
	4 - Waterberry Drive	1	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Elettra Av (east)	0.30	2.60	0.4	A	489	734
2 - Site Access	0.16	1.94	0.2	A	294	440
3 - Elettra Av (west)	0.06	2.44	0.1	A	84	127
4 - Waterberry Drive	0.24	2.98	0.3	A	313	469

Main Results for each time segment

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	401	100	13	1986	0.202	400	545	0.0	0.3	2.290	A
2 - Site Access	241	60	170	2271	0.106	240	243	0.0	0.1	1.772	A
3 - Elettra Av (west)	69	17	396	1719	0.040	69	15	0.0	0.0	2.202	A
4 - Waterberry Drive	257	64	302	1692	0.152	256	163	0.0	0.2	2.530	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	479	120	15	1984	0.242	479	652	0.3	0.3	2.413	A
2 - Site Access	288	72	204	2245	0.128	288	290	0.1	0.1	1.838	A
3 - Elettra Av (west)	83	21	474	1664	0.050	83	18	0.0	0.1	2.297	A
4 - Waterberry Drive	307	77	361	1650	0.186	306	195	0.2	0.2	2.704	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	587	147	19	1981	0.296	586	799	0.3	0.4	2.604	A
2 - Site Access	352	88	250	2209	0.159	352	355	0.1	0.2	1.938	A
3 - Elettra Av (west)	101	25	580	1588	0.064	101	22	0.1	0.1	2.443	A
4 - Waterberry Drive	375	94	442	1593	0.236	375	239	0.2	0.3	2.983	A

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	587	147	19	1981	0.296	587	799	0.4	0.4	2.604	A
2 - Site Access	352	88	250	2209	0.159	352	356	0.2	0.2	1.938	A
3 - Elettra Av (west)	101	25	580	1588	0.064	101	22	0.1	0.1	2.443	A
4 - Waterberry Drive	375	94	443	1593	0.236	375	239	0.3	0.3	2.983	A

18:00 - 18:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	479	120	15	1984	0.242	480	653	0.4	0.3	2.416	A
2 - Site Access	288	72	204	2244	0.128	288	291	0.2	0.1	1.842	A
3 - Elettra Av (west)	83	21	474	1664	0.050	83	18	0.1	0.1	2.300	A
4 - Waterberry Drive	307	77	362	1650	0.186	307	195	0.3	0.2	2.706	A

18:15 - 18:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	401	100	13	1985	0.202	402	547	0.3	0.3	2.294	A
2 - Site Access	241	60	171	2270	0.106	241	243	0.1	0.1	1.776	A
3 - Elettra Av (west)	69	17	397	1718	0.040	69	15	0.1	0.0	2.205	A
4 - Waterberry Drive	257	64	303	1691	0.152	257	163	0.2	0.2	2.536	A

(Default Analysis Set) - 2026 Base+Outline, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Elettra Av (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 Base+Outline	Sat	ONE HOUR	12:30	14:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Elettra Av (east)		ONE HOUR	✓	564	100.000
2 - Site Access		ONE HOUR	✓	396	100.000
3 - Elettra Av (west)		ONE HOUR	✓	63	100.000
4 - Waterberry Drive		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	9	414	20	121
	2 - Site Access	393	0	1	2
	3 - Elettra Av (west)	50	8	0	5
	4 - Waterberry Drive	209	6	3	0

Vehicle Mix

HV %s

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	0	0	7	2
	2 - Site Access	0	0	0	0
	3 - Elettra Av (west)	1	0	0	0
	4 - Waterberry Drive	1	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Elettra Av (east)	0.31	2.66	0.5	A	518	776
2 - Site Access	0.19	1.96	0.2	A	363	545
3 - Elettra Av (west)	0.04	2.39	0.0	A	58	87
4 - Waterberry Drive	0.15	2.78	0.2	A	200	300

Main Results for each time segment

12:30 - 12:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	425	106	13	1986	0.214	424	497	0.0	0.3	2.319	A
2 - Site Access	298	75	115	2314	0.129	298	321	0.0	0.1	1.785	A
3 - Elettra Av (west)	47	12	394	1720	0.028	47	18	0.0	0.0	2.169	A
4 - Waterberry Drive	164	41	346	1661	0.099	164	96	0.0	0.1	2.427	A

12:45 - 13:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	507	127	15	1984	0.256	507	594	0.3	0.3	2.453	A
2 - Site Access	356	89	137	2296	0.155	356	385	0.1	0.2	1.854	A
3 - Elettra Av (west)	57	14	472	1665	0.034	57	22	0.0	0.0	2.255	A
4 - Waterberry Drive	196	49	413	1614	0.121	196	115	0.1	0.1	2.562	A

13:00 - 13:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	621	155	19	1981	0.313	621	727	0.3	0.5	2.663	A
2 - Site Access	436	109	168	2272	0.192	436	471	0.2	0.2	1.960	A
3 - Elettra Av (west)	69	17	578	1590	0.044	69	26	0.0	0.0	2.385	A
4 - Waterberry Drive	240	60	506	1549	0.155	240	141	0.1	0.2	2.776	A

13:15 - 13:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	621	155	19	1981	0.313	621	728	0.5	0.5	2.663	A
2 - Site Access	436	109	168	2272	0.192	436	471	0.2	0.2	1.960	A
3 - Elettra Av (west)	69	17	578	1590	0.044	69	26	0.0	0.0	2.386	A
4 - Waterberry Drive	240	60	506	1549	0.155	240	141	0.2	0.2	2.776	A

13:30 - 13:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	507	127	15	1984	0.256	507	595	0.5	0.3	2.454	A
2 - Site Access	356	89	138	2296	0.155	356	385	0.2	0.2	1.855	A
3 - Elettra Av (west)	57	14	472	1665	0.034	57	22	0.0	0.0	2.256	A
4 - Waterberry Drive	196	49	414	1613	0.121	196	115	0.2	0.1	2.566	A

13:45 - 14:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	425	106	13	1985	0.214	425	498	0.3	0.3	2.322	A
2 - Site Access	298	75	115	2313	0.129	298	322	0.2	0.1	1.785	A
3 - Elettra Av (west)	47	12	395	1719	0.028	47	18	0.0	0.0	2.170	A
4 - Waterberry Drive	164	41	346	1661	0.099	164	96	0.1	0.1	2.430	A

(Default Analysis Set) - 2026 Base+Outline+Net, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Elettra Av (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	2.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 Base+Outline+Net	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Elettra Av (east)		ONE HOUR	✓	717	100.000
2 - Site Access		ONE HOUR	✓	184	100.000
3 - Elettra Av (west)		ONE HOUR	✓	78	100.000
4 - Waterberry Drive		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	3	231	124	359
	2 - Site Access	167	0	9	8
	3 - Elettra Av (west)	72	3	0	3
	4 - Waterberry Drive	261	12	5	0

Vehicle Mix

HV %s

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	0	0	2	1
	2 - Site Access	0	0	0	0
	3 - Elettra Av (west)	4	0	0	0
	4 - Waterberry Drive	6	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Elettra Av (east)	0.40	3.05	0.7	A	658	987
2 - Site Access	0.10	2.02	0.1	A	169	253
3 - Elettra Av (west)	0.05	2.50	0.1	A	72	107
4 - Waterberry Drive	0.18	2.70	0.2	A	255	383

Main Results for each time segment

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	540	135	15	1984	0.272	538	378	0.0	0.4	2.509	A
2 - Site Access	139	35	369	2117	0.065	138	185	0.0	0.1	1.818	A
3 - Elettra Av (west)	59	15	403	1714	0.034	59	104	0.0	0.0	2.254	A
4 - Waterberry Drive	209	52	184	1774	0.118	209	278	0.0	0.1	2.429	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	645	161	18	1982	0.325	644	452	0.4	0.5	2.714	A
2 - Site Access	165	41	441	2061	0.080	165	221	0.1	0.1	1.898	A
3 - Elettra Av (west)	70	18	482	1658	0.042	70	124	0.0	0.0	2.350	A
4 - Waterberry Drive	250	62	220	1749	0.143	250	332	0.1	0.2	2.535	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	789	197	22	1979	0.399	789	553	0.5	0.7	3.048	A
2 - Site Access	203	51	540	1984	0.102	202	271	0.1	0.1	2.020	A
3 - Elettra Av (west)	86	21	591	1581	0.054	86	152	0.0	0.1	2.496	A
4 - Waterberry Drive	306	77	270	1714	0.179	306	407	0.2	0.2	2.699	A

08:45 - 09:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	789	197	22	1979	0.399	789	554	0.7	0.7	3.051	A
2 - Site Access	203	51	541	1984	0.102	203	271	0.1	0.1	2.020	A
3 - Elettra Av (west)	86	21	591	1580	0.054	86	152	0.1	0.1	2.496	A
4 - Waterberry Drive	306	77	270	1714	0.179	306	407	0.2	0.2	2.699	A

09:00 - 09:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	645	161	18	1982	0.325	645	453	0.7	0.5	2.717	A
2 - Site Access	165	41	442	2060	0.080	166	221	0.1	0.1	1.902	A
3 - Elettra Av (west)	70	18	483	1657	0.042	70	124	0.1	0.0	2.351	A
4 - Waterberry Drive	250	62	220	1749	0.143	250	333	0.2	0.2	2.536	A

09:15 - 09:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	540	135	15	1984	0.272	540	379	0.5	0.4	2.516	A
2 - Site Access	139	35	370	2116	0.065	139	185	0.1	0.1	1.822	A
3 - Elettra Av (west)	59	15	405	1713	0.034	59	104	0.0	0.0	2.256	A
4 - Waterberry Drive	209	52	185	1774	0.118	209	279	0.2	0.1	2.430	A

(Default Analysis Set) - 2026 Base+Outline+Net, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Elettra Av (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	2.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2026 Base+Outline+Net	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Elettra Av (east)		ONE HOUR	✓	588	100.000
2 - Site Access		ONE HOUR	✓	410	100.000
3 - Elettra Av (west)		ONE HOUR	✓	92	100.000
4 - Waterberry Drive		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	3	366	9	210
	2 - Site Access	400	0	6	4
	3 - Elettra Av (west)	87	2	0	3
	4 - Waterberry Drive	326	10	5	0

Vehicle Mix

HV %s

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	0	0	7	2
	2 - Site Access	0	0	0	0
	3 - Elettra Av (west)	1	0	0	0
	4 - Waterberry Drive	1	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Elettra Av (east)	0.33	2.72	0.5	A	540	809
2 - Site Access	0.20	2.05	0.3	A	376	564
3 - Elettra Av (west)	0.07	2.56	0.1	A	84	127
4 - Waterberry Drive	0.25	3.16	0.3	A	313	469

Main Results for each time segment

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	443	111	13	1986	0.223	442	613	0.0	0.3	2.349	A
2 - Site Access	309	77	170	2271	0.136	308	284	0.0	0.2	1.833	A
3 - Elettra Av (west)	69	17	463	1671	0.041	69	15	0.0	0.0	2.268	A
4 - Waterberry Drive	257	64	370	1644	0.156	256	163	0.0	0.2	2.616	A

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	529	132	15	1984	0.266	528	733	0.3	0.4	2.493	A
2 - Site Access	369	92	204	2245	0.164	368	340	0.2	0.2	1.917	A
3 - Elettra Av (west)	83	21	554	1607	0.051	83	18	0.0	0.1	2.384	A
4 - Waterberry Drive	307	77	442	1594	0.192	306	195	0.2	0.2	2.823	A

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	647	162	19	1981	0.327	647	898	0.4	0.5	2.720	A
2 - Site Access	451	113	250	2209	0.204	451	416	0.2	0.3	2.047	A
3 - Elettra Av (west)	101	25	679	1518	0.067	101	22	0.1	0.1	2.564	A
4 - Waterberry Drive	375	94	541	1524	0.246	375	239	0.2	0.3	3.162	A

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	647	162	19	1981	0.327	647	898	0.5	0.5	2.720	A
2 - Site Access	451	113	250	2209	0.204	451	416	0.3	0.3	2.047	A
3 - Elettra Av (west)	101	25	679	1518	0.067	101	22	0.1	0.1	2.564	A
4 - Waterberry Drive	375	94	542	1524	0.246	375	239	0.3	0.3	3.163	A

18:00 - 18:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	529	132	15	1984	0.266	529	734	0.5	0.4	2.495	A
2 - Site Access	369	92	204	2244	0.164	369	340	0.3	0.2	1.918	A
3 - Elettra Av (west)	83	21	555	1606	0.052	83	18	0.1	0.1	2.387	A
4 - Waterberry Drive	307	77	443	1593	0.192	307	195	0.3	0.2	2.827	A

18:15 - 18:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	443	111	13	1985	0.223	443	615	0.4	0.3	2.352	A
2 - Site Access	309	77	171	2270	0.136	309	285	0.2	0.2	1.834	A
3 - Elettra Av (west)	69	17	465	1670	0.041	69	15	0.1	0.0	2.269	A
4 - Waterberry Drive	257	64	371	1644	0.156	257	163	0.2	0.2	2.622	A

(Default Analysis Set) - 2026 Base+Outline+Net, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Elettra Av (east) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	2.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2026 Base+Outline+Net	Sat	ONE HOUR	12:30	14:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Elettra Av (east)		ONE HOUR	✓	603	100.000
2 - Site Access		ONE HOUR	✓	439	100.000
3 - Elettra Av (west)		ONE HOUR	✓	63	100.000
4 - Waterberry Drive		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	9	453	20	121
	2 - Site Access	436	0	1	2
	3 - Elettra Av (west)	50	8	0	5
	4 - Waterberry Drive	209	6	3	0

Vehicle Mix

HV %s

	To				
From		1 - Elettra Av (east)	2 - Site Access	3 - Elettra Av (west)	4 - Waterberry Drive
	1 - Elettra Av (east)	0	0	7	2
	2 - Site Access	0	0	0	0
	3 - Elettra Av (west)	1	0	0	0
	4 - Waterberry Drive	1	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Elettra Av (east)	0.34	2.75	0.5	A	553	830
2 - Site Access	0.21	2.01	0.3	A	403	604
3 - Elettra Av (west)	0.04	2.44	0.0	A	58	87
4 - Waterberry Drive	0.16	2.85	0.2	A	200	300

Main Results for each time segment

12:30 - 12:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	454	113	13	1986	0.229	453	529	0.0	0.3	2.362	A
2 - Site Access	331	83	115	2314	0.143	330	351	0.0	0.2	1.814	A
3 - Elettra Av (west)	47	12	427	1697	0.028	47	18	0.0	0.0	2.199	A
4 - Waterberry Drive	164	41	378	1639	0.100	164	96	0.0	0.1	2.464	A

12:45 - 13:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	542	136	15	1984	0.273	542	633	0.3	0.4	2.511	A
2 - Site Access	395	99	137	2296	0.172	394	420	0.2	0.2	1.892	A
3 - Elettra Av (west)	57	14	510	1638	0.035	57	22	0.0	0.0	2.294	A
4 - Waterberry Drive	196	49	452	1587	0.124	196	115	0.1	0.1	2.612	A

13:00 - 13:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	664	166	19	1981	0.335	663	775	0.4	0.5	2.746	A
2 - Site Access	483	121	168	2272	0.213	483	514	0.2	0.3	2.012	A
3 - Elettra Av (west)	69	17	625	1556	0.045	69	26	0.0	0.0	2.439	A
4 - Waterberry Drive	240	60	554	1516	0.158	240	141	0.1	0.2	2.848	A

13:15 - 13:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	664	166	19	1981	0.335	664	775	0.5	0.5	2.748	A
2 - Site Access	483	121	168	2272	0.213	483	514	0.3	0.3	2.012	A
3 - Elettra Av (west)	69	17	625	1556	0.045	69	26	0.0	0.0	2.439	A
4 - Waterberry Drive	240	60	554	1516	0.158	240	141	0.2	0.2	2.848	A

13:30 - 13:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	542	136	15	1984	0.273	543	633	0.5	0.4	2.515	A
2 - Site Access	395	99	138	2296	0.172	395	420	0.3	0.2	1.892	A
3 - Elettra Av (west)	57	14	511	1637	0.035	57	22	0.0	0.0	2.295	A
4 - Waterberry Drive	196	49	452	1586	0.124	196	115	0.2	0.1	2.616	A

13:45 - 14:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Elettra Av (east)	454	113	13	1985	0.229	454	530	0.4	0.3	2.365	A
2 - Site Access	331	83	115	2313	0.143	331	352	0.2	0.2	1.817	A
3 - Elettra Av (west)	47	12	428	1696	0.028	47	18	0.0	0.0	2.202	A
4 - Waterberry Drive	164	41	379	1638	0.100	164	96	0.1	0.1	2.466	A

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.5.1.7462							
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Filename: Hambledon Road_Milton Road_Elettra Av_AM Peak.j9

Path: P:\19000's\19235\Technical\Junction Modelling 2021

Report generation date: 22/01/2021 11:28:41

»(Default Analysis Set) - 2026 Base+Outline, AM

»(Default Analysis Set) - 2026 Base+Outline+Net, AM

Summary of junction performance

	AM				
	Set ID	Q (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base+Outline				
1 - Milton road	D1	13.9	69.15	0.95	F
2 - Hambledon Road (south)		1.0	2.48	0.49	A
3 - Elettra Avenue		0.6	4.36	0.38	A
4 - Hambledon Road (north)		1.9	6.91	0.66	A
	A1 - 2026 Base+Outline+Net				
1 - Milton road	D3	11.5	59.32	0.94	F
2 - Hambledon Road (south)		1.0	2.51	0.50	A
3 - Elettra Avenue		0.6	4.38	0.39	A
4 - Hambledon Road (north)		1.9	6.88	0.66	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	Hambledon Road/ Milton Road/ Elettra Avenue
Location	Waterlooville
Site number	
Date	07/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	17144
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026 Base+Outline	AM	FLAT	08:00	09:00	60	15	✓
D3	2026 Base+Outline+Net	AM	FLAT	08:00	09:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2026 Base+Outline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Hambledon Road (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Hambledon Road (north) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	17.80	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Milton road	
2	Hambledon Road (south)	
3	Elettra Avenue	
4	Hambledon Road (north)	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Milton road	3.40	4.20	24.9	21.0	54.0	22.5	
2 - Hambledon Road (south)	7.20	8.20	55.8	54.6	54.0	25.0	
3 - Elettra Avenue	3.30	7.70	127.6	6.0	54.0	22.0	
4 - Hambledon Road (north)	3.60	7.70	127.6	6.0	54.0	22.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.521	1285
2 - Hambledon Road (south)	0.766	2587
3 - Elettra Avenue	0.622	2011
4 - Hambledon Road (north)	0.625	2026

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Milton road	Percentage		135.00
2 - Hambledon Road (south)	Percentage		125.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2026 Base+Outline	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Milton road		FLAT	✓	768	100.000
2 - Hambledon Road (south)		FLAT	✓	1402	100.000
3 - Elettra Avenue		FLAT	✓	517	100.000
4 - Hambledon Road (north)		FLAT	✓	1011	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	540	161	67
	2 - Hambledon Road (south)	345	21	427	609
	3 - Elettra Avenue	114	310	0	93
	4 - Hambledon Road (north)	24	816	140	31

Vehicle Mix

HV %s

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	0	0	0
	2 - Hambledon Road (south)	0	0	0	0
	3 - Elettra Avenue	0	0	0	0
	4 - Hambledon Road (north)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.95	69.15	13.9	F	768	768
2 - Hambledon Road (south)	0.49	2.48	1.0	A	1402	1402
3 - Elettra Avenue	0.38	4.36	0.6	A	517	517
4 - Hambledon Road (north)	0.66	6.91	1.9	A	1011	1011

Main Results for each time segment

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	768	192	1309	814	0.944	732	481	0.0	9.0	35.337	E
2 - Hambledon Road (south)	1402	351	387	2864	0.490	1398	1654	0.0	1.0	2.450	A
3 - Elettra Avenue	517	129	1067	1346	0.384	515	718	0.0	0.6	4.314	A
4 - Hambledon Road (north)	1011	253	787	1534	0.659	1003	795	0.0	1.9	6.697	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	768	192	1318	808	0.951	758	483	9.0	11.5	57.248	F
2 - Hambledon Road (south)	1402	351	396	2855	0.491	1402	1680	1.0	1.0	2.476	A
3 - Elettra Avenue	517	129	1072	1343	0.385	517	726	0.6	0.6	4.356	A
4 - Hambledon Road (north)	1011	253	790	1532	0.660	1011	799	1.9	1.9	6.907	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	768	192	1318	808	0.951	762	483	11.5	13.0	64.713	F
2 - Hambledon Road (south)	1402	351	397	2854	0.491	1402	1683	1.0	1.0	2.478	A
3 - Elettra Avenue	517	129	1072	1343	0.385	517	727	0.6	0.6	4.357	A
4 - Hambledon Road (north)	1011	253	790	1532	0.660	1011	799	1.9	1.9	6.910	A

08:45 - 09:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	768	192	1318	808	0.951	764	483	13.0	13.9	69.149	F
2 - Hambledon Road (south)	1402	351	398	2854	0.491	1402	1684	1.0	1.0	2.479	A
3 - Elettra Avenue	517	129	1073	1343	0.385	517	727	0.6	0.6	4.358	A
4 - Hambledon Road (north)	1011	253	790	1532	0.660	1011	800	1.9	1.9	6.910	A

(Default Analysis Set) - 2026 Base+Outline+Net, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Hambledon Road (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - Elettra Avenue - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Hambledon Road (north) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	15.32	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026 Base+Outline+Net	AM	FLAT	08:00	09:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Milton road		FLAT	✓	743	100.000
2 - Hambledon Road (south)		FLAT	✓	1442	100.000
3 - Elettra Avenue		FLAT	✓	524	100.000
4 - Hambledon Road (north)		FLAT	✓	1004	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	535	141	67
	2 - Hambledon Road (south)	341	21	472	608
	3 - Elettra Avenue	100	336	0	88
	4 - Hambledon Road (north)	24	814	135	31

Vehicle Mix

HV %s

		To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From	1 - Milton road	0	0	0	0
	2 - Hambledon Road (south)	0	0	0	0
	3 - Elettra Avenue	0	0	0	0
	4 - Hambledon Road (north)	0	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.94	59.32	11.5	F	743	743
2 - Hambledon Road (south)	0.50	2.51	1.0	A	1442	1442
3 - Elettra Avenue	0.39	4.38	0.6	A	524	524
4 - Hambledon Road (north)	0.66	6.88	1.9	A	1004	1004

Main Results for each time segment

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	743	186	1328	801	0.928	711	463	0.0	8.0	33.148	D
2 - Hambledon Road (south)	1442	361	364	2886	0.500	1438	1675	0.0	1.0	2.480	A
3 - Elettra Avenue	524	131	1062	1349	0.388	521	740	0.0	0.6	4.335	A
4 - Hambledon Road (north)	1004	251	795	1529	0.657	997	789	0.0	1.9	6.673	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	743	186	1337	794	0.935	735	465	8.0	9.9	51.253	F
2 - Hambledon Road (south)	1442	361	372	2879	0.501	1442	1700	1.0	1.0	2.505	A
3 - Elettra Avenue	524	131	1067	1346	0.389	524	746	0.6	0.6	4.377	A
4 - Hambledon Road (north)	1004	251	798	1527	0.658	1004	793	1.9	1.9	6.881	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	743	186	1337	794	0.935	739	465	9.9	10.9	56.487	F
2 - Hambledon Road (south)	1442	361	373	2877	0.501	1442	1703	1.0	1.0	2.507	A
3 - Elettra Avenue	524	131	1068	1346	0.389	524	747	0.6	0.6	4.379	A
4 - Hambledon Road (north)	1004	251	798	1527	0.658	1004	794	1.9	1.9	6.884	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	743	186	1337	794	0.935	740	465	10.9	11.5	59.318	F
2 - Hambledon Road (south)	1442	361	373	2877	0.501	1442	1704	1.0	1.0	2.508	A
3 - Elettra Avenue	524	131	1068	1346	0.389	524	748	0.6	0.6	4.379	A
4 - Hambledon Road (north)	1004	251	798	1527	0.658	1004	794	1.9	1.9	6.884	A

Junctions 9									
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Filename: Hambledon Road_Milton Road_Elettra Av_PM Peak_Mitigation2.j9

Path: P:\19000's\19235\Technical\Junction Modelling 2021

Report generation date: 22/01/2021 11:39:18

- »(Default Analysis Set) - 2026 Base+Outline, PM
- »(Default Analysis Set) - 2026 Base+Outline, Sat
- »(Default Analysis Set) - 2026 Base+Outline+Net, PM
- »(Default Analysis Set) - 2026 Base+Outline+Net, Sat

Summary of junction performance

	PM					Sat				
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Set ID	Q (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base+Outline									
1 - Milton road	D6	1.8	11.53	0.65	B	D8	4.8	23.93	0.83	C
2 - Hambledon Road (south)		4.8	9.00	0.83	A		2.7	5.94	0.73	A
3 - Elettra Avenue		6.1	27.76	0.87	D		1.3	7.51	0.57	A
4 - Hambledon Road (north)		15.4	83.87	0.96	F		7.4	33.77	0.89	D
	A1 - 2026 Base+Outline+Net									
1 - Milton road	D9	2.0	12.92	0.67	B	D10	4.9	25.50	0.84	D
2 - Hambledon Road (south)		5.5	10.01	0.85	B		2.9	6.22	0.75	A
3 - Elettra Avenue		14.4	60.29	0.95	F		1.5	8.10	0.61	A
4 - Hambledon Road (north)		23.2	125.27	1.00	F		7.6	35.46	0.89	E

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle.

File summary

File Description

Title	Hambledon Road/ Milton Road/ Elettra Avenue
Location	Waterlooville
Site number	
Date	07/05/2015
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	17144
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026 Base+Outline	PM	FLAT	17:00	18:00	60	15	✓
D8	2026 Base+Outline	Sat	FLAT	11:30	12:30	60	15	✓
D9	2026 Base+Outline+Net	PM	FLAT	17:00	18:00	60	15	✓
D10	2026 Base+Outline+Net	Sat	FLAT	11:30	12:30	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2026 Base+Outline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Hambledon Road (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Hambledon Road (north) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	26.13	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Milton road	
2	Hambledon Road (south)	
3	Elettra Avenue	
4	Hambledon Road (north)	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Milton road	3.40	4.20	24.9	21.0	54.0	22.5	
2 - Hambledon Road (south)	7.20	8.20	55.8	54.6	54.0	25.0	
3 - Elettra Avenue	6.00	10.50	13.2	31.5	54.0	35.0	
4 - Hambledon Road (north)	3.60	7.70	127.6	6.0	54.0	22.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Milton road	None		
2 - Hambledon Road (south)	Direct		-416
3 - Elettra Avenue	None		
4 - Hambledon Road (north)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Milton road	0.521	1285
2 - Hambledon Road (south)	0.766	2171
3 - Elettra Avenue	0.731	2471
4 - Hambledon Road (north)	0.625	2026

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Milton road	Percentage		135.00
2 - Hambledon Road (south)	Percentage		120.00
3 - Elettra Avenue	Percentage		80.00
4 - Hambledon Road (north)	Percentage		70.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026 Base+Outline	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Milton road		FLAT	✓	577	100.000
2 - Hambledon Road (south)		FLAT	✓	1939	100.000
3 - Elettra Avenue		FLAT	✓	822	100.000
4 - Hambledon Road (north)		FLAT	✓	698	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	382	151	44
	2 - Hambledon Road (south)	805	148	239	747
	3 - Elettra Avenue	237	392	0	193
	4 - Hambledon Road (north)	30	571	83	14

Vehicle Mix

HV %s

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	0	0	0
	2 - Hambledon Road (south)	0	0	0	0
	3 - Elettra Avenue	0	0	0	0
	4 - Hambledon Road (north)	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.65	11.53	1.8	B	577	577
2 - Hambledon Road (south)	0.83	9.00	4.8	A	1939	1939
3 - Elettra Avenue	0.87	27.76	6.1	D	822	822
4 - Hambledon Road (north)	0.96	83.87	15.4	F	698	698

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	577	144	1163	917	0.629	570	1057	0.0	1.6	10.205	B
2 - Hambledon Road (south)	1939	485	285	2344	0.827	1921	1448	0.0	4.5	8.187	A
3 - Elettra Avenue	822	206	1741	959	0.857	802	465	0.0	5.1	20.787	C
4 - Hambledon Road (north)	698	175	1557	736	0.948	662	985	0.0	8.9	38.526	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	577	144	1195	895	0.645	577	1070	1.6	1.8	11.292	B
2 - Hambledon Road (south)	1939	485	290	2339	0.829	1938	1481	4.5	4.7	8.946	A
3 - Elettra Avenue	822	206	1757	949	0.866	819	471	5.1	5.7	26.686	D
4 - Hambledon Road (north)	698	175	1580	727	0.961	685	997	8.9	12.1	65.499	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	577	144	1200	891	0.648	577	1071	1.8	1.8	11.459	B
2 - Hambledon Road (south)	1939	485	291	2339	0.829	1939	1486	4.7	4.8	8.986	A
3 - Elettra Avenue	822	206	1758	949	0.866	821	472	5.7	6.0	27.469	D
4 - Hambledon Road (north)	698	175	1581	726	0.961	690	998	12.1	14.0	76.668	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	577	144	1203	889	0.649	577	1072	1.8	1.8	11.528	B
2 - Hambledon Road (south)	1939	485	291	2338	0.829	1939	1488	4.8	4.8	9.001	A
3 - Elettra Avenue	822	206	1758	949	0.866	822	472	6.0	6.1	27.756	D
4 - Hambledon Road (north)	698	175	1582	726	0.962	693	998	14.0	15.4	83.871	F

(Default Analysis Set) - 2026 Base+Outline, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Hambledon Road (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Hambledon Road (north) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	15.63	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2026 Base+Outline	Sat	FLAT	11:30	12:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Milton road		FLAT	✓	749	100.000
2 - Hambledon Road (south)		FLAT	✓	1647	100.000
3 - Elettra Avenue		FLAT	✓	646	100.000
4 - Hambledon Road (north)		FLAT	✓	826	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	481	159	109
	2 - Hambledon Road (south)	541	41	316	749
	3 - Elettra Avenue	180	356	0	110
	4 - Hambledon Road (north)	32	678	100	16

Vehicle Mix

HV %s

	To				
From		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	0	0	0
	2 - Hambledon Road (south)	0	0	0	0
	3 - Elettra Avenue	0	0	0	0
	4 - Hambledon Road (north)	0	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.83	23.93	4.8	C	749	749
2 - Hambledon Road (south)	0.73	5.94	2.7	A	1647	1647
3 - Elettra Avenue	0.57	7.51	1.3	A	646	646
4 - Hambledon Road (north)	0.89	33.77	7.4	D	826	826

Main Results for each time segment

11:30 - 11:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	749	187	1164	916	0.818	733	747	0.0	4.0	18.348	C
2 - Hambledon Road (south)	1647	412	375	2261	0.728	1637	1522	0.0	2.6	5.671	A
3 - Elettra Avenue	646	162	1445	1132	0.571	641	567	0.0	1.3	7.254	A
4 - Hambledon Road (north)	826	207	1110	932	0.886	801	976	0.0	6.1	24.297	C

11:45 - 12:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	749	187	1188	899	0.833	747	753	4.0	4.6	23.046	C
2 - Hambledon Road (south)	1647	412	383	2254	0.731	1647	1552	2.6	2.7	5.922	A
3 - Elettra Avenue	646	162	1455	1126	0.574	646	574	1.3	1.3	7.498	A
4 - Hambledon Road (north)	826	207	1118	929	0.889	823	984	6.1	6.9	32.119	D

12:00 - 12:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	749	187	1190	898	0.834	748	753	4.6	4.7	23.707	C
2 - Hambledon Road (south)	1647	412	384	2253	0.731	1647	1554	2.7	2.7	5.934	A
3 - Elettra Avenue	646	162	1456	1126	0.574	646	575	1.3	1.3	7.505	A
4 - Hambledon Road (north)	826	207	1118	929	0.889	825	984	6.9	7.2	33.280	D

12:15 - 12:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	749	187	1190	898	0.834	749	753	4.7	4.8	23.927	C
2 - Hambledon Road (south)	1647	412	384	2253	0.731	1647	1555	2.7	2.7	5.938	A
3 - Elettra Avenue	646	162	1456	1126	0.574	646	575	1.3	1.3	7.505	A
4 - Hambledon Road (north)	826	207	1118	929	0.889	825	984	7.2	7.4	33.774	D

(Default Analysis Set) - 2026 Base+Outline+Net, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Hambledon Road (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Hambledon Road (north) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	40.57	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2026 Base+Outline+Net	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Milton road		FLAT	✓	554	100.000
2 - Hambledon Road (south)		FLAT	✓	1996	100.000
3 - Elettra Avenue		FLAT	✓	911	100.000
4 - Hambledon Road (north)		FLAT	✓	689	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From 1 - Milton road	0	371	139	44
From 2 - Hambledon Road (south)	794	148	311	743
From 3 - Elettra Avenue	229	491	0	191
From 4 - Hambledon Road (north)	30	567	78	14

Vehicle Mix

HV %s

	To				
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
	1 - Milton road	0	0	0	0
	2 - Hambledon Road (south)	0	0	0	0
	3 - Elettra Avenue	0	0	0	0
	4 - Hambledon Road (north)	0	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.67	12.92	2.0	B	554	554
2 - Hambledon Road (south)	0.85	10.01	5.5	B	1996	1996
3 - Elettra Avenue	0.95	60.29	14.4	F	911	911
4 - Hambledon Road (north)	1.00	125.27	23.2	F	689	689

Main Results for each time segment

17:00 - 17:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	554	139	1236	865	0.640	547	1034	0.0	1.7	11.086	B
2 - Hambledon Road (south)	1996	499	267	2360	0.846	1975	1516	0.0	5.1	8.928	A
3 - Elettra Avenue	911	228	1724	969	0.941	874	518	0.0	9.2	30.965	D
4 - Hambledon Road (north)	689	172	1623	708	0.974	647	975	0.0	10.6	44.573	E

17:15 - 17:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	554	139	1272	840	0.659	553	1049	1.7	1.9	12.513	B
2 - Hambledon Road (south)	1996	499	272	2356	0.847	1995	1553	5.1	5.3	9.924	A
3 - Elettra Avenue	911	228	1742	958	0.951	900	525	9.2	12.0	50.030	F
4 - Hambledon Road (north)	689	172	1653	695	0.992	668	989	10.6	15.9	84.187	F

17:30 - 17:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	554	139	1279	835	0.664	554	1051	1.9	1.9	12.789	B
2 - Hambledon Road (south)	1996	499	273	2355	0.848	1996	1560	5.3	5.4	9.982	A
3 - Elettra Avenue	911	228	1742	958	0.951	905	526	12.0	13.4	56.543	F
4 - Hambledon Road (north)	689	172	1657	693	0.995	673	990	15.9	19.9	107.009	F

17:45 - 18:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	554	139	1283	832	0.666	554	1051	1.9	2.0	12.916	B
2 - Hambledon Road (south)	1996	499	273	2355	0.848	1996	1564	5.4	5.5	10.006	B
3 - Elettra Avenue	911	228	1743	958	0.951	907	526	13.4	14.4	60.290	F
4 - Hambledon Road (north)	689	172	1659	692	0.996	676	991	19.9	23.2	125.270	F

(Default Analysis Set) - 2026 Base+Outline+Net, Sat

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Hambledon Road (south) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - Hambledon Road (north) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	(untitled)	Standard Roundabout		1, 2, 3, 4	16.14	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2026 Base+Outline+Net	Sat	FLAT	11:30	12:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Milton road		FLAT	✓	717	100.000
2 - Hambledon Road (south)		FLAT	✓	1702	100.000
3 - Elettra Avenue		FLAT	✓	690	100.000
4 - Hambledon Road (north)		FLAT	✓	813	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue	4 - Hambledon Road (north)
From 1 - Milton road	0	470	138	109
From 2 - Hambledon Road (south)	530	41	386	745
From 3 - Elettra Avenue	161	428	0	101
From 4 - Hambledon Road (north)	32	674	91	16

Vehicle Mix

HV %s

From	To			
		1 - Milton road	2 - Hambledon Road (south)	3 - Elettra Avenue
	1 - Milton road	0	0	0
	2 - Hambledon Road (south)	0	0	0
	3 - Elettra Avenue	0	0	0
	4 - Hambledon Road (north)	0	0	0

Results

Results Summary for whole modelled period

Am	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Milton road	0.84	25.50	4.9	D	717	717
2 - Hambledon Road (south)	0.75	6.22	2.9	A	1702	1702
3 - Elettra Avenue	0.61	8.10	1.5	A	690	690
4 - Hambledon Road (north)	0.89	35.46	7.6	E	813	813

Main Results for each time segment

11:30 - 11:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	717	179	1222	875	0.819	701	717	0.0	4.0	19.194	C
2 - Hambledon Road (south)	1702	426	345	2289	0.744	1691	1578	0.0	2.8	5.915	A
3 - Elettra Avenue	690	173	1429	1141	0.605	684	607	0.0	1.5	7.778	A
4 - Hambledon Road (north)	813	203	1151	914	0.889	788	962	0.0	6.2	24.993	C

11:45 - 12:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	717	179	1247	858	0.836	715	723	4.0	4.6	24.436	C
2 - Hambledon Road (south)	1702	426	353	2282	0.746	1702	1609	2.8	2.9	6.202	A
3 - Elettra Avenue	690	173	1440	1135	0.608	690	614	1.5	1.5	8.089	A
4 - Hambledon Road (north)	813	203	1160	910	0.893	810	970	6.2	7.1	33.533	D

12:00 - 12:15

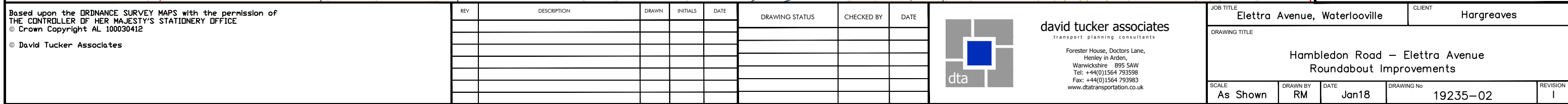
Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	717	179	1249	857	0.837	716	723	4.6	4.8	25.235	D
2 - Hambledon Road (south)	1702	426	354	2281	0.746	1702	1611	2.9	2.9	6.215	A
3 - Elettra Avenue	690	173	1441	1134	0.608	690	615	1.5	1.5	8.099	A
4 - Hambledon Road (north)	813	203	1160	910	0.893	812	971	7.1	7.4	34.879	D

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Milton road	717	179	1249	856	0.838	717	723	4.8	4.9	25.504	D
2 - Hambledon Road (south)	1702	426	354	2281	0.746	1702	1612	2.9	2.9	6.217	A
3 - Elettra Avenue	690	173	1441	1134	0.608	690	615	1.5	1.5	8.100	A
4 - Hambledon Road (north)	813	203	1160	910	0.893	812	971	7.4	7.6	35.460	E



APPENDIX H





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