

Appendix G

WORKPLACE TRAVEL PLAN

Clowes Developments (UK) Ltd

Former Landfill Site, Brockhampton West, Harts Farm Way,
Havant

February 2021

Workplace Travel Plan

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1 Introduction

1.1 Vectos have been appointed by Clowes Developments (UK) Ltd to provide advice on the traffic and transport aspects in relation to the proposed development on land to the west of Brockhampton, Havant. The site is located within the administrative boundaries of Havant Borough Council (HBC) and Hampshire County Council (HCC). The location of the site is shown in **Figure 1**.

1.2 The site comprises undeveloped land and is bound by the A27 Havant Bypass to the north, the Hermitage Stream to the east and Harts Farm Way to the south and west. The site is located immediately to the south east of the A27 / Harts Farm Way junction. Vehicular access to the site is achieved via an existing T-junction from Harts Farm Way.

1.3 The development proposals are for:

“Outline application for the development of new employment units to provide up to 29,000 sqm (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the primary means of access to the site.”

1.4 This Workplace Travel Plan (WTP) considered Travel Plan guidance contained within the National Planning Practice Guidance (NPPG), HCC’s ‘A Guide to Development Related Travel Plans’ document and the Havant Local Plan.

Mission Statement

1.5 The predominate aim of this WTP is to put in place the management tools deemed necessary to enable employees of the development to make more informed decisions about their travel, which minimises the adverse effects of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping employees from using sustainable modes which in effect self manages single-occupancy vehicle use.

Scope

1.6 This WTP has been written as a standalone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan itself.

1.7 The remainder of this document is structured as follows:

- **Section 2** – Outlines the site location and accessibility by non-car modes;
- **Section 3** – Outlines the baseline travel patterns for employees at the site;
- **Section 4** – Sets out the objectives and targets of the Travel Plan;
- **Section 5** – Outlines the Travel Plan strategy;

- **Section 6** – Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
- **Section 7** – Outlines the monitoring and review programme which will ensure the Travel Plan continues to develop;
- **Section 8** – Sets out the Action Plan for the site.

2 Site Location and Accessibility by Non-Car Modes

- 2.1 This section of the WTP provides an overview of the current accessibility of the site in terms of sustainable travel.

Site Location

- 2.2 The location of the site in both a strategic and local context is shown in **Figures 1 and 2**, respectively.
- 2.3 The site comprises reclaimed land, which has previously been used as landfill for a variety of refuse materials, including household waste. The site is otherwise undeveloped.

Accessibility by Non-Car Modes

- 2.4 The following section outlines the accessibility of the site by sustainable modes. A plan illustrating the connections available is included at **Figure 3**.

Walking and Cycling

- 2.5 Pedestrian access to the site is currently achieved via the existing vehicular access from Harts Farm Way. A shared footway / cycleway is provided to the south of the site along the westbound side of Harts Farm Way. In addition, a footway is provided on the northern side of Harts Farm Way once the carriageway has crossed over the Hermitage Stream immediately to the east of the site.
- 2.6 A number of shared footways / cycleways surround the site including at the A27 / A3(M) interchange and north towards the key residential area of Bedhampton. The shared footways / cycleways surrounding the site are of sufficient width with street lighting alongside dropped kerbs and tactile paving available to cross minor accesses and at junctions, including at the Harts Farm Way / A27 junction to the west of the site.
- 2.7 A second pedestrian access is provided to the north of the site via a pedestrian footbridge over the A27. The footbridge leads from Bedhampton directly into the site. The site is bound by a PRoW to the east, which is designated as footpath Havant 30 on HCC PRoW map. In addition, Solent Way, a long-distance footpath running from Milford-on-Sea to Emsworth Harbour in its entirety, runs to the south and east of the site along the coastal footpath before joining Harts Farm Way to the east of the Hermitage Stream.
- 2.8 The section of shared footway / cycleway along Harts Farm Way forms part of National Cycle Network (NCN) Route 22 which, when complete, will link London with Portsmouth, then Brockenhurst via the Isle of Wight. Locally, the route runs from Portsmouth Harbour Railway Station before travelling north following the alignment of the M27. Upon reaching Cosham, the route continues east towards the site before continuing north to Havant Railway Station and Petersfield. This route provides access from a number of nearby key residential areas, most pertinently Havant.
- 2.9 Certain roads throughout the surrounding industrial estate, including Southmoor Lane and Brookside Road, include on-road cycle lanes. Other surrounding roads throughout the industrial estate are wide, have slow speed limits and are conducive to cycling. In addition, in proximity to the site, NCN

Route 2 runs south towards Hayling Island and NCN Route 222 runs north towards Drayton and Farlington.

Public Transport

Bus Services

- 2.10 The nearest bus stops lie approximately a 1km walk to the north west of the proposed development on Havant Road (A2030) (Forty Acres). The eastbound bus stop is provided with seating, timetable information and a flag and pole arrangement, while the westbound bus stop is also provided with a bus shelter. These stops are served by the 21 and 23 bus services providing connections to Havant, Portsmouth, and Southsea.
- 2.11 In addition, further bus stops are located on Langstone Road approximately a 1.5km walk east of the site. The southbound bus stop (Woodbury Avenue) is provided with timetable information and a flag and pole arrangement, while the northbound bus stop (Langbrook Close) is also provided with a bus shelter and seating. These stops are served by the 30 and 31 bus service providing connections to Havant, Hayling Island and Eastoke.
- 2.12 Comprehensive services are available from Havant Bus Station approximately a 2km walk north east of the site. Services include the 20, 37 and 700 bus services providing connection to locations including Petersfield, Portsmouth, and Chichester.
- 2.13 A summary of the bus services that call at these stops is provided in **Table 2.1**.

Table 2.1: Existing Bus Services

Route Number	Route	Weekday Frequency
Forty Acres		
21	Havant - Leigh Park - Bedhampton - Farlington - Hilsea - Portsmouth	2 per hour
23	Leigh Park - Havant - Bedhampton - Cosham - Portsmouth – Southsea	4 per hour
Woodbury Avenue / Langbrook Close		
30	Havant - Hayling Island - Eastoke (circular)	2 per hour
31	Havant - Hayling Island - Eastoke (circular)	2 per hour
Havant Bus Station		
20	Havant - Leigh Park - Bedhampton - Purbrook - Cosham - Portsmouth	2 per hour
21	Havant - Leigh Park - Bedhampton - Farlington - Hilsea - Portsmouth	2 per hour
23	Leigh Park - Havant - Bedhampton - Cosham - Portsmouth - Southsea	4 per hour

Route Number	Route	Weekday Frequency
27	Rowlands Castle - Leigh Park - Havant - Denvilles - Emsworth	1 per 2 hours
30	Havant - Hayling Island - Eastoke (circular)	2 per hour
31	Havant - Hayling Island - Eastoke (circular)	2 per hour
32	Hayling Island - Havant	1 per hour
37	Havant - Purbrook - Waterloooville - Cowplain - Horndean - Clanfield - Petersfield	1 per hour
39	Havant - Leigh Park - Bedhampton - Purbrook - Waterloooville - Wecock	3 per hour
700	Felpham – Bognor Regis – Chichester – Emsworth – Havant - Portsmouth	2 per hour

Rail Services

- 2.14 Bedhampton Railway Station is the nearest station located approximately a 1.7km walk north east of the site. The station is operated by South Western Railway.
- 2.15 In addition, Havant Railway Station is located approximately a 2.3 km walk north east of the site. The station is also operated by South Western Railway, however, a wider range of services with greater frequencies are available from this station.
- 2.16 A summary of the services available from both Bedhampton and Havant Railway Station is provided in **Table 2.2**.

Table 2.2: Existing Rail Services

Destination	Weekday Frequency
Bedhampton Railway Station	
Littlehampton	1 per hour
Portsmouth & Southsea	2 per hour
Portsmouth Harbour	1 per hour
London Waterloo	1 per hour
Havant Railway Station	
Portsmouth Harbour	3 per hour
Portsmouth & Southsea	4 per hour
Brighton	2 per hour
Southampton Central	2 per hour
London Waterloo	2 per hour
London Victoria	2 per hour
Littlehampton	1 per hour

Summary

- 2.17 The site is accessible by walking and cycling with dedicated routes leading directly to the site. Of note is the shared footway/cycleway on the southern side of Harts Farm Way which forms part of NCN Route 22. Nearby train stations are accessible within an acceptable cycling distance from the site and bus stops are located within walking distance from the site.

3 Baseline Travel Patterns

Summary

- 3.1 This section will set out the baseline mode split information for employees of the proposed development. These will be used as a basis for setting future targets in this WTP.

Mode Share

- 3.2 Within the first six months of occupation of the site, employee travel surveys will be completed which will accurately identify the travel patterns of employees to the site. These will be carried out in the form of travel survey questionnaires and will identify an employee's main mode of travel to work. The exact nature of the survey will need to be discussed and agreed in advance with HCC and HBC. The baseline data will be a useful guide in the setting of realistic targets for mode shift over the life of the development. Details of the management of the survey are set out in **Sections 5 and 7**.
- 3.3 In the interim, and for the purpose of setting indicative targets as part of this WTP, the method of travel to work mode split has been derived from 2011 Census data (WU03EW), for employees of Havant 018 ward, which encompasses the site. This has been used to give an indication of the expected mode split for employees. This is summarised in **Table 3.1** below. It should be acknowledged that the mode share presented is likely to change to reflect the baseline travel surveys undertaken once the site is operational. These changes will be discussed with HCC and HBC.

Table 3.1: Workplace Mode Split (Havant 018)

Mode	Mode Split
Underground, metro, light rail or tram / Train	2%
Bus, minibus, or coach	5%
Taxi	2%
Motorcycle, scooter or moped	1%
Driving a car or van	64%
Passenger in a car or van	9%
Bicycle	4%
On foot	12%
Other method of travel to work	0%

- 3.4 **Table 3.1** indicates that, for Havant 018, approximately 23% of employees use sustainable and active modes of transport such as walking, cycling or public transport to travel to work.
- 3.5 The mode share shown above will be used to derive interim WTP targets. If, after the baseline travel surveys have been undertaken, it is found that the expected mode split is not accurate, the targets will be adjusted to reflect the actual mode split.

- 3.6 The undertaking of the baseline surveys represents the start of the WTP for monitoring purposes and will provide a basis for ratifying and adjusting the targets as set out in the WTP.

4 Objectives and Targets

Introduction

4.1 This section of the report sets out the overarching objectives for the WTP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the WTP can be found in **Section 7**.

- **Objectives** are the high-level aims of the WTP. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The WTP sets out targets which will be sought to be achieved within the period covered by this Travel Plan.

Objectives

4.2 The WTP's overriding objective is:

To engage with and encourage employees to use more sustainable ways of travelling to/from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network.

4.3 The sub-objectives are:

- **Sub-objective 1:** To increase employee awareness of the advantages and availability of sustainable / active modes of transport;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users; and therefore
- **Sub-objective 3:** To reduce the dependence of staff on travelling by private vehicles.

4.4 These objectives will be achieved by introducing a package of physical and management measures that will facilitate employee travel by sustainable modes.

Targets

4.5 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in **Section 7**) to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.6 There are two types of targets, namely: 'Action' and 'Aim' targets.

- **Action Targets** are non-quantifiable actions that need to be achieved by a certain time.
- **Aim Targets** are quantifiable and in the case of this WTP relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 4.7 The action targets for this Travel Plan in the short term are:
- To appoint a Travel Plan Co-Ordinator within first six months of occupation; and
 - To coordinate baseline travel surveys (see **Section 7**) within six months of the first occupation of the development.
- 4.8 A further action plan has been completed within **Section 8** of this WTP, this provides the key actions required before and within the first six months of occupation of the development.

Aim Targets

- 4.9 The aim targets of this WTP are focused on employee travel to the site.
- 4.10 The interim baseline travel patterns (as shown in **Table 3.1**) will be used to set targets until baseline travel surveys can be carried out by the future occupier. These will be carried out within six months of occupation of the development.
- 4.11 For this WTP, targets are set over a five-year period from the time of the initial baseline travel survey. The final target for this WTP should be achieved by the fifth anniversary of the first travel survey. There will be an interim review of the progress towards targets on the third anniversary of the initial baseline travel surveys. If the targets are not met by year five, the lifecycle of this WTP may be extended to a date agreeable with HCC, HBC, and the occupier. **Table 4.1** shows the target mode split for the development once the WTP has been implemented.

Table 4.1: Travel Plan Aim Targets

Target	Indicator	Mode Split		
		Baseline (Year 0)	Interim Review (Year 3)	Final Target (Year 5)
Achieve a 5-percentage point increase in sustainable mode share	Travel Surveys	23%	26%	28%
Achieve a 5-percentage point decrease in single occupancy vehicle movements	Travel Surveys	64%	61%	59%

- 4.12 The targets listed in **Table 4.1** are based on census data and therefore may need to be adjusted once an accurate baseline mode share has been established from the baseline travel surveys. Any adjustments to the targets will be discussed and agreed with HCC and HBC.

- 4.13 Indicators are the elements which will be measured in order to assess progress towards meeting the final target. For the most part this will be the main mode listed by employees of the site in the monitoring surveys conducted annually up to and including year five.
- 4.14 This target will be achieved by introducing a package of physical and management measures that will facilitate employee travel by sustainable modes. A description of these measures is set out in **Section 5**.
- 4.15 Details on the review and monitoring of these targets are set out in **Section 7**.

5 Travel Plan Strategy

Management

- 5.1 A Travel Plan Co-Ordinator (TPC) will be appointed whose role will be to encourage and foster a sustainable approach to the development where possible. A TPC will be named within the first six month of the occupation of the development.
- 5.2 The role of the TPC will be part-time and will vary throughout the year in response to campaigns / sustainable transport events / monitoring surveys taking place. The TPC will be allocated enough time to effectively manage and implement the WTP as agreed.

Funding

- 5.3 The WTP, its accompanying measures and initiatives, and the TPC role will be funded by the occupier, throughout the five-year period. The occupier will ensure that the TPC has sufficient funding to effectively implement the WTP.

Travel Plan Coordinator Responsibilities

- 5.4 The TPC will be responsible for the administration of the WTP, the implementation of measures, and for the on-going monitoring and review of the WTP. They will have overall responsibility for ensuring that the measures are successfully delivered on time and to budget.
- 5.5 The TPC will report to the site occupier, HCC, HBC and other involved stakeholders regarding the implementation and progression of the WTP.
- 5.6 The duties of the TPC will therefore include:
- Providing guidance to, and be the main point of contact, for staff and issue travel information to staff;
 - Liaising with staff to inform them of upcoming promotions and to gather feedback on the day-to-day operations of the WTP;
 - Communicating information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
 - Undertaking the travel surveys over the five-year period and supply evidence of this to HCC and HBC;
 - Taking responsibility for data collection and review of the WTP;
 - Designing and implementing effective marketing and awareness-raising campaigns to promote the WTP;
 - Liaising with external organisations, e.g., local authorities and retailers;

- Co-ordinating the monitoring programme for the WTP, including target setting (in agreement with HCC and HBC) and make necessary changes if the targets are not being met; and
- Establishing and maintaining a filing system for recording all correspondence relating to the WTP.

Marketing Strategy

- 5.7 An essential element of the strategy identified in this WTP, and one which largely determines its success, is the promotion of the WTP. In order to promote and increase awareness of the WTP, the following measures will be adopted:
- Display of key WTP information within employee travel packs;
 - Arrange Q&A sessions and offer a personalised travel planning service if demand is identified;
 - Promote national travel initiatives and organise events such as organised cycle rides; and
 - The provision of Information Packs.
- 5.8 The Information Packs will be distributed to all staff at the commencement of their employment or upon recruitment.

6 Measures and Initiatives

Introduction

- 6.1 This section of the WTP outlines the specific physical and management measures to be implemented as part of the WTP. The implementation of these measures includes both 'hard' and 'soft' measures and is considered to be the core of the WTP.
- 6.2 The measures outlined below will be agreed with HCC and HBC as being suitable for the situation at the site. However, this list is not exhaustive and the TPC will be free to investigate other potential initiatives.
- 6.3 An Action Plan is also included in this report, at **Section 8**, which shows the measures / initiatives and a possible timescale for implementation.

Measures

Management and Promotion

- 6.4 A TPC will be appointed to manage the WTP. The future occupier will be responsible for appointing a member of staff to fulfil this role and will ensure that they have sufficient time and resources to undertake their responsibilities.
- 6.5 The TPC will be responsible for overseeing the implementation of the WTP. The TPC will provide personalised travel planning advice to staff should demand be identified, as well as providing Information Packs to all new staff.
- 6.6 This Information Pack will contain information regarding:
- Walking and cycling routes;
 - Bus and train station locations and timetable information;
 - Journey Planner tools;
 - Car sharing opportunities;
 - Contact details for the TPC; and
 - Brief overview of the WTP.
- 6.7 The TPC will continuously promote the WTP and its initiatives and will be responsible for investigating new ways for staff to become involved. The TPC will also publicise the on-going progress and successes of the WTP in order to encourage staff to start to travel or continue to travel sustainably.

Walking

- 6.8 The TPC will report the results of the travel survey to the relevant HCC and HBC officers and will liaise with them to establish the potential for improvements to existing off-site facilities.

- 6.9 The TPC will be responsible for promoting the benefits of walking to staff of the site. As well as providing information regarding local walking routes within the Information Packs, the TPC will promote public health campaigns such as Change 4 Life (NHS programme) and walking challenges such as the 10,000 steps a day campaign. These highlight the health benefits associated with active travel.

Cycling

- 6.10 Long-stay and short-stay cycle parking will be provided in accordance with the HBC Parking Supplementary Planning Document. As such, a total of 88 cycle parking spaces will be provided.
- 6.11 The TPC will investigate the opportunity for a cycle to work scheme which allows employees to obtain a bike and cycle accessories through a salary sacrifice scheme. This scheme is provided through employers and also allows employees to spread the cost over 12 months.
- 6.12 As described previously, information regarding local cycle routes will be provided within Information Packs provided to staff upon commencement of their employment. Employees will be provided with information and advice concerning safe cycle routes to the site.
- 6.13 The TPC will also liaise with HCC and HBC to discuss ideas for awareness raising events and initiatives. Participation in national and local events for specific campaigns will also form a central role in raising awareness of travel options such as National Bike Week.
- 6.14 The TPC will investigate cycle training for staff, on either an individual or group basis, depending on the number and ability of participants and availability of trainers. The aim is to make cyclists more confident and comfortable cycling on the road, therefore encouraging them to cycle to / from the site on a regular basis.

Public Transport

- 6.15 Up-to-date timetables and journey planning tools, including route information and service frequencies, will be provided within the staff Information Packs.
- 6.16 In addition, links to the National Rail and Traveline websites as well as enquiry phone numbers will be advertised through all relevant means. Contact details for local taxi operators will be available on within the staff Information Packs.

Other Measures

- 6.17 Travel awareness measures should play a key part of the WTP, for example:
- Car-free days to be promoted;
 - Promote the use of a car sharing database such as Liftshare;
 - Personalised travel information if the demand is identified;
 - Promote participation in National Bike Week events; and

- Promoting the health and cost benefits of using sustainable transport.

7 Monitoring and Review

Introduction

- 7.1 The WTP is part of a continuous process for improvement, requiring monitoring review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the WTP.

Monitoring

- 7.2 All monitoring will follow the most up to date DfT, HCC and HBC best practice guidance and will be the responsibility of the TPC.
- 7.3 The monitoring programme will begin with the initial baseline travel survey, to be undertaken within six months of occupation of the development.
- 7.4 The WTP will be monitored on a five-year cycle. Monitoring surveys will be undertaken in years 0, 1, 3 and 5 on the anniversary of the initial baseline travel survey. The baseline survey represents the start of the travel plan for monitoring purposes.
- 7.5 The interim (Year 3) targets set out in this WTP may be revised on the results of the initial baseline travel survey if the modal split is found to be considerably different from the census data modal split. The targets will be discussed with HCC and HBC before being finalised.
- 7.6 If sustainable travel targets have not been met by the end of the WTP's five-year lifespan, monitoring could be extended.
- 7.7 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on a constant basis:
- Comments received from employees relating to the operation and implications of the WTP; and
 - Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to HCC and HBC.

Reporting

- 7.8 A WTP review will be undertaken by the TPC in years 1, 3 and 5 to assess the progress of the WTP. This will outline the results of the survey, measures that have been implemented and any changes to targets and measures as a result of the survey data. The report will also incorporate the results of monitoring throughout the preceding period. The report will be issued to HCC and HBC within three months of completion of the survey. Any revisions to targets or measures will be agreed with HCC and HBC.

8 Action Plan

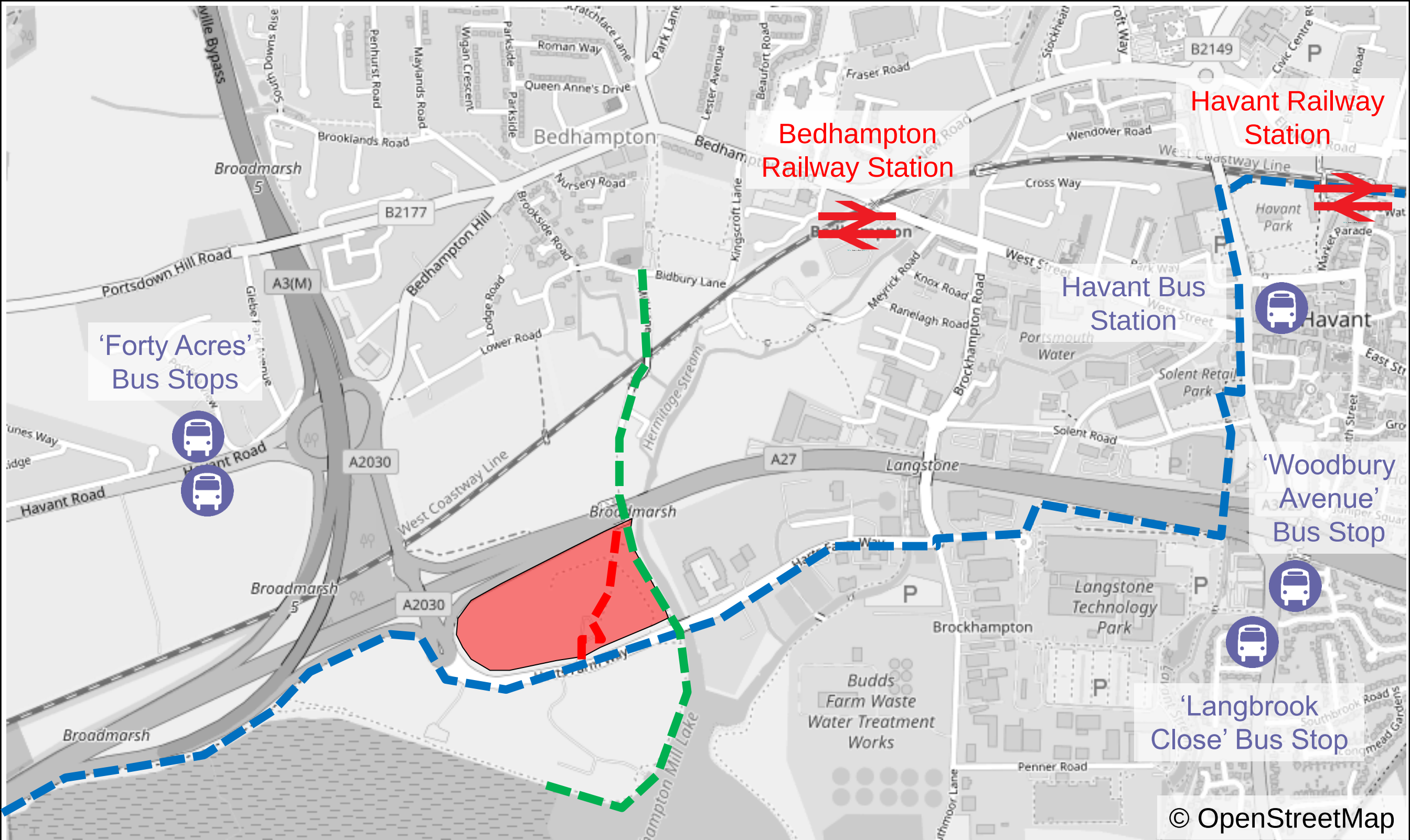
- 8.1 The Action Plan outlined in **Table 8.1** sets out the measures included within the WTP that are directed at influencing employee travel.

Table 8.1: Action Plan for Travel Plan Measures

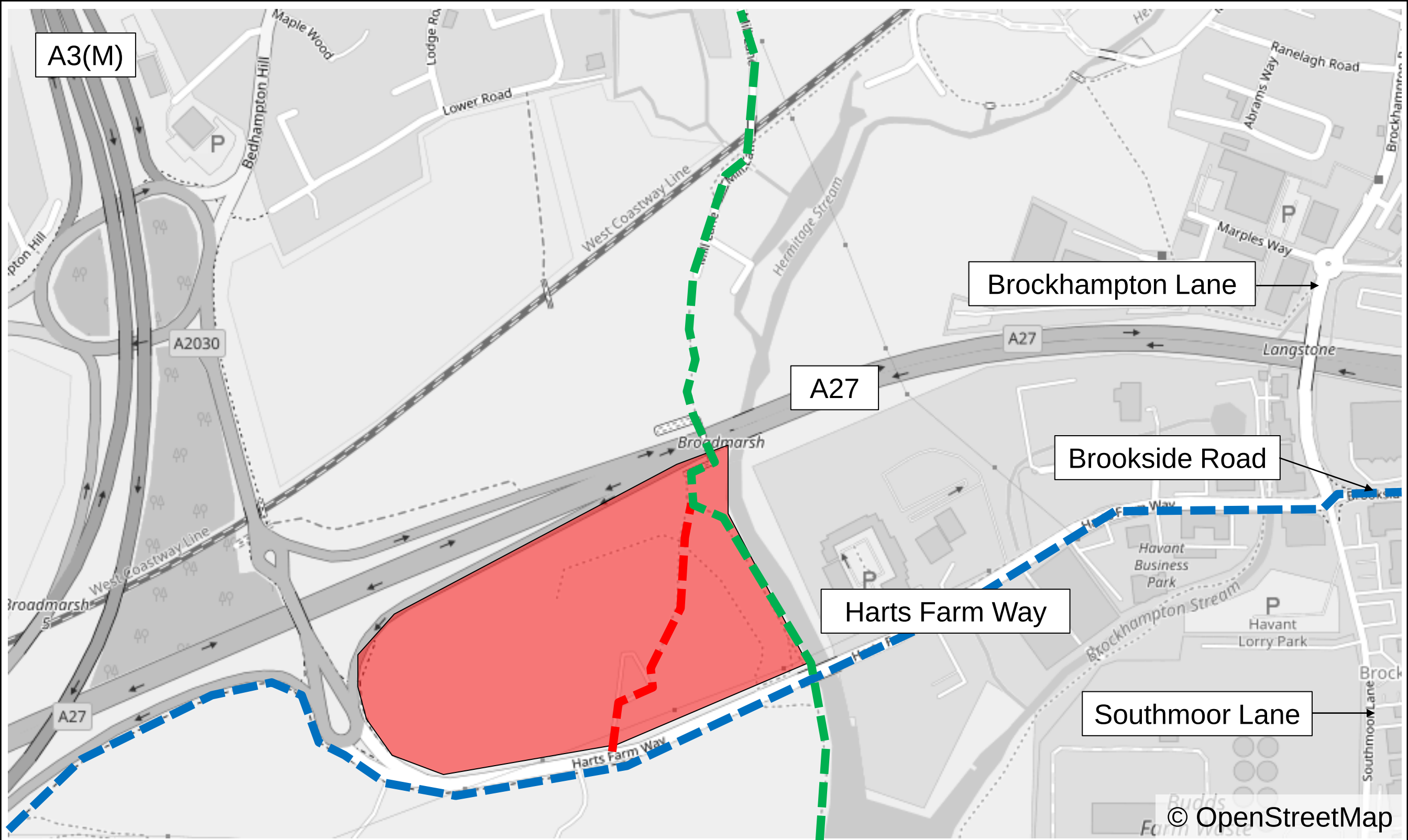
Measures	Notes	Timescale	Monitoring Method	Responsibility
General				
Appointment of Travel Plan Coordinator	Part time role	Within six months of the occupation of development	N/A	Occupier
Information Packs for all Employees	Staff to be provided with relevant information	Upon recruitment	N/A	TPC
Cycling				
Provision of cycle parking	Provision to be in accordance with HBC standards	As part of construction	N/A	Developer
Provide cycle route maps and other information relating to cycle facilities	Staff to be provided with relevant information	Ongoing	Monitor uptake through travel surveys	TPC
Investigate the provision of cycle to work schemes	Making cycling cheaper and more convenient	Ongoing	TPC to monitor uptake through travel surveys	TPC
Promote available cycle training	Making cycling more accessible	Ongoing	TPC to monitor uptake through travel surveys	TPC
Walking				
Health benefits of walking to be promoted (10,000 Steps a Day)	Promoted in conjunction with the organisation of social walks and walk to workdays	Spring and Summer (annually)	Monitor uptake through travel surveys	TPC

Employees provided with information related to safe walking routes	Staff to be provided with relevant information	Upon recruitment	Monitor uptake through travel surveys	TPC
Public Transport				
Journey planner information to be provided	Staff to be provided with relevant information	Ongoing	N/A	TPC
Other				
Promote initiatives to encourage sustainable travel such as commuter challenges and car-free days	Investigate local/national and regional options	Ongoing	TPC to monitor	TPC

Figures



Key: Site Boundary NCN Route 22 Havant 30 Footpath Undesignated Footpath Railway Station Bus Stop				Harts Farm Way, Brockhampton West		Clowes Developments (UK) Ltd.	
				Strategic Site Location		vectos. Network Building, 97 Tottenham Court Road, London W1T 4TP Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk	
DRAWN:	SB	CHECKED:	HA	DATE:	21/10/2020	SCALES:	NTS
						DRAWING REFERENCE: Figure 1	



© OpenStreetMap

Key:

- Site Boundary
- NCN Route 22
- Havant 30 Footpath
- Undesignated Footpath

Harts Farm Way, Brockhampton West

Clowes Developments (UK) Ltd.

Local Site Location

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:

SB

CHECKED:

HA

DATE:

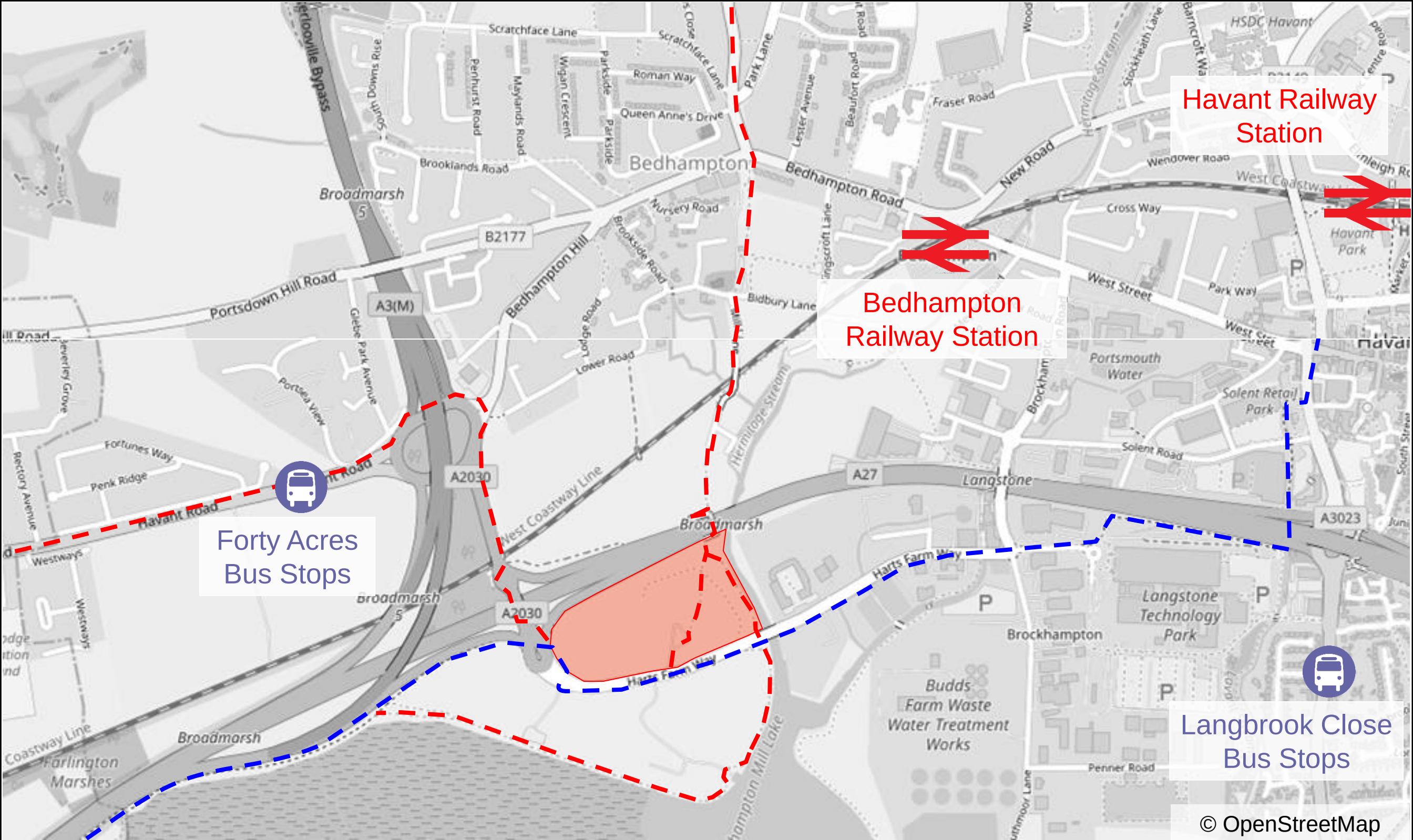
21/10/2020

SCALES:

NTS

DRAWING REFERENCE:

Figure 2



© OpenStreetMap

Key:

-  Site Location
-  NCN Route 22
-  Bus Stops
-  Footways
-  Railway Stations

Harts Farm Way, Havant

Clowes Developments (UK) Ltd.

Sustainable Transport Connections

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:

HA

CHECKED:

AW

DATE:

09/02/2021

SCALES:

NTS

DRAWING REFERENCE:

Figure 3

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661

Appendix H

Calculation Reference: AUDIT-152301-200827-0852

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3035 to 43325 (units: sqm)
 Range Selected by User: 2500 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 04/07/00 to 24/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	7
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	4
Built-Up Zone	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

Secondary Filtering selection:

Use Class:

B1	5 days
B2	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	2 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
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This data displays the number of selected surveys with PTAL Ratings.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters

1	CW-02-C-02 NORMANDY WAY BODMIN	LIGHTING COMPANY	CORNWALL
	Edge of Town Industrial Zone Total Gross floor area:	17675 sqm	
	Survey date: WEDNESDAY	06/06/07	Survey Type: MANUAL
2	DC-02-C-02 HAMPSHIRE ROAD WEYMOUTH CHICKERELL	NEWSPAPER HQ	DORSET
	Edge of Town Industrial Zone Total Gross floor area:	3035 sqm	
	Survey date: TUESDAY	04/07/00	Survey Type: MANUAL
3	DC-02-C-07 MERCERY ROAD WEYMOUTH	NEW LOOK	DORSET
	Edge of Town No Sub Category Total Gross floor area:	5467 sqm	
	Survey date: MONDAY	07/07/08	Survey Type: MANUAL
4	DS-02-C-01 STUBLEY LANE NEAR SHEFFIELD DRONFIELD	BAKERY	DERBYSHIRE
	Edge of Town No Sub Category Total Gross floor area:	23500 sqm	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
5	NF-02-C-01 KERRISON ROAD NORWICH	INDUSTRIAL UNIT	NORFOLK
	Edge of Town Built-Up Zone Total Gross floor area:	32000 sqm	
	Survey date: THURSDAY	16/11/00	Survey Type: MANUAL
6	NF-02-C-02 HARDWICK ROAD KINGS LYNN	GROCERY FACTORY	NORFOLK
	Edge of Town Industrial Zone Total Gross floor area:	43325 sqm	
	Survey date: MONDAY	19/09/05	Survey Type: MANUAL
7	WM-02-C-03 DOWNING STREET SMETHWICK	INDUSTRIAL GLASS	WEST MIDLANDS
	Edge of Town Industrial Zone Total Gross floor area:	5070 sqm	
	Survey date: TUESDAY	06/11/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CH-02-C-01	Not comparable to B1C

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	18582	0.101	7	18582	0.018	7	18582	0.119
07:30 - 08:00	7	18582	0.227	7	18582	0.032	7	18582	0.259
08:00 - 08:30	7	18582	0.261	7	18582	0.044	7	18582	0.305
08:30 - 09:00	7	18582	0.156	7	18582	0.042	7	18582	0.198
09:00 - 09:30	7	18582	0.078	7	18582	0.035	7	18582	0.113
09:30 - 10:00	7	18582	0.046	7	18582	0.032	7	18582	0.078
10:00 - 10:30	7	18582	0.052	7	18582	0.048	7	18582	0.100
10:30 - 11:00	7	18582	0.044	7	18582	0.045	7	18582	0.089
11:00 - 11:30	7	18582	0.044	7	18582	0.038	7	18582	0.082
11:30 - 12:00	7	18582	0.045	7	18582	0.044	7	18582	0.089
12:00 - 12:30	7	18582	0.053	7	18582	0.068	7	18582	0.121
12:30 - 13:00	7	18582	0.055	7	18582	0.066	7	18582	0.121
13:00 - 13:30	7	18582	0.098	7	18582	0.066	7	18582	0.164
13:30 - 14:00	7	18582	0.125	7	18582	0.062	7	18582	0.187
14:00 - 14:30	7	18582	0.073	7	18582	0.173	7	18582	0.246
14:30 - 15:00	7	18582	0.058	7	18582	0.052	7	18582	0.110
15:00 - 15:30	7	18582	0.063	7	18582	0.077	7	18582	0.140
15:30 - 16:00	7	18582	0.042	7	18582	0.099	7	18582	0.141
16:00 - 16:30	7	18582	0.043	7	18582	0.091	7	18582	0.134
16:30 - 17:00	7	18582	0.034	7	18582	0.250	7	18582	0.284
17:00 - 17:30	7	18582	0.022	7	18582	0.142	7	18582	0.164
17:30 - 18:00	7	18582	0.020	7	18582	0.167	7	18582	0.187
18:00 - 18:30	7	18582	0.016	7	18582	0.078	7	18582	0.094
18:30 - 19:00	7	18582	0.013	7	18582	0.046	7	18582	0.059
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.769			1.815			3.584

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	3035 - 43325 (units: sqm)
Survey date range:	04/07/00 - 24/09/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	18582	0.002	7	18582	0.001	7	18582	0.003
07:30 - 08:00	7	18582	0.003	7	18582	0.004	7	18582	0.007
08:00 - 08:30	7	18582	0.007	7	18582	0.005	7	18582	0.012
08:30 - 09:00	7	18582	0.007	7	18582	0.007	7	18582	0.014
09:00 - 09:30	7	18582	0.005	7	18582	0.007	7	18582	0.012
09:30 - 10:00	7	18582	0.005	7	18582	0.003	7	18582	0.008
10:00 - 10:30	7	18582	0.005	7	18582	0.007	7	18582	0.012
10:30 - 11:00	7	18582	0.005	7	18582	0.005	7	18582	0.010
11:00 - 11:30	7	18582	0.008	7	18582	0.006	7	18582	0.014
11:30 - 12:00	7	18582	0.011	7	18582	0.008	7	18582	0.019
12:00 - 12:30	7	18582	0.009	7	18582	0.011	7	18582	0.020
12:30 - 13:00	7	18582	0.007	7	18582	0.006	7	18582	0.013
13:00 - 13:30	7	18582	0.008	7	18582	0.007	7	18582	0.015
13:30 - 14:00	7	18582	0.008	7	18582	0.008	7	18582	0.016
14:00 - 14:30	7	18582	0.005	7	18582	0.009	7	18582	0.014
14:30 - 15:00	7	18582	0.010	7	18582	0.008	7	18582	0.018
15:00 - 15:30	7	18582	0.005	7	18582	0.005	7	18582	0.010
15:30 - 16:00	7	18582	0.003	7	18582	0.006	7	18582	0.009
16:00 - 16:30	7	18582	0.003	7	18582	0.005	7	18582	0.008
16:30 - 17:00	7	18582	0.005	7	18582	0.004	7	18582	0.009
17:00 - 17:30	7	18582	0.001	7	18582	0.001	7	18582	0.002
17:30 - 18:00	7	18582	0.001	7	18582	0.004	7	18582	0.005
18:00 - 18:30	7	18582	0.004	7	18582	0.003	7	18582	0.007
18:30 - 19:00	7	18582	0.002	7	18582	0.002	7	18582	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.129			0.132			0.261

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	18582	0.002	7	18582	0.000	7	18582	0.002
07:30 - 08:00	7	18582	0.021	7	18582	0.002	7	18582	0.023
08:00 - 08:30	7	18582	0.005	7	18582	0.000	7	18582	0.005
08:30 - 09:00	7	18582	0.002	7	18582	0.000	7	18582	0.002
09:00 - 09:30	7	18582	0.001	7	18582	0.000	7	18582	0.001
09:30 - 10:00	7	18582	0.002	7	18582	0.001	7	18582	0.003
10:00 - 10:30	7	18582	0.000	7	18582	0.001	7	18582	0.001
10:30 - 11:00	7	18582	0.002	7	18582	0.002	7	18582	0.004
11:00 - 11:30	7	18582	0.000	7	18582	0.000	7	18582	0.000
11:30 - 12:00	7	18582	0.001	7	18582	0.000	7	18582	0.001
12:00 - 12:30	7	18582	0.000	7	18582	0.000	7	18582	0.000
12:30 - 13:00	7	18582	0.002	7	18582	0.001	7	18582	0.003
13:00 - 13:30	7	18582	0.005	7	18582	0.000	7	18582	0.005
13:30 - 14:00	7	18582	0.004	7	18582	0.002	7	18582	0.006
14:00 - 14:30	7	18582	0.000	7	18582	0.012	7	18582	0.012
14:30 - 15:00	7	18582	0.002	7	18582	0.000	7	18582	0.002
15:00 - 15:30	7	18582	0.000	7	18582	0.002	7	18582	0.002
15:30 - 16:00	7	18582	0.001	7	18582	0.003	7	18582	0.004
16:00 - 16:30	7	18582	0.000	7	18582	0.006	7	18582	0.006
16:30 - 17:00	7	18582	0.001	7	18582	0.021	7	18582	0.022
17:00 - 17:30	7	18582	0.000	7	18582	0.004	7	18582	0.004
17:30 - 18:00	7	18582	0.000	7	18582	0.002	7	18582	0.002
18:00 - 18:30	7	18582	0.000	7	18582	0.002	7	18582	0.002
18:30 - 19:00	7	18582	0.000	7	18582	0.002	7	18582	0.002
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.051			0.063			0.114

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	18582	0.124	7	18582	0.017	7	18582	0.141
07:30 - 08:00	7	18582	0.253	7	18582	0.025	7	18582	0.278
08:00 - 08:30	7	18582	0.293	7	18582	0.045	7	18582	0.338
08:30 - 09:00	7	18582	0.175	7	18582	0.044	7	18582	0.219
09:00 - 09:30	7	18582	0.085	7	18582	0.036	7	18582	0.121
09:30 - 10:00	7	18582	0.050	7	18582	0.035	7	18582	0.085
10:00 - 10:30	7	18582	0.056	7	18582	0.054	7	18582	0.110
10:30 - 11:00	7	18582	0.054	7	18582	0.052	7	18582	0.106
11:00 - 11:30	7	18582	0.050	7	18582	0.042	7	18582	0.092
11:30 - 12:00	7	18582	0.052	7	18582	0.052	7	18582	0.104
12:00 - 12:30	7	18582	0.059	7	18582	0.078	7	18582	0.137
12:30 - 13:00	7	18582	0.063	7	18582	0.081	7	18582	0.144
13:00 - 13:30	7	18582	0.116	7	18582	0.078	7	18582	0.194
13:30 - 14:00	7	18582	0.144	7	18582	0.067	7	18582	0.211
14:00 - 14:30	7	18582	0.100	7	18582	0.200	7	18582	0.300
14:30 - 15:00	7	18582	0.079	7	18582	0.060	7	18582	0.139
15:00 - 15:30	7	18582	0.093	7	18582	0.083	7	18582	0.176
15:30 - 16:00	7	18582	0.052	7	18582	0.126	7	18582	0.178
16:00 - 16:30	7	18582	0.046	7	18582	0.105	7	18582	0.151
16:30 - 17:00	7	18582	0.036	7	18582	0.296	7	18582	0.332
17:00 - 17:30	7	18582	0.023	7	18582	0.161	7	18582	0.184
17:30 - 18:00	7	18582	0.021	7	18582	0.197	7	18582	0.218
18:00 - 18:30	7	18582	0.017	7	18582	0.095	7	18582	0.112
18:30 - 19:00	7	18582	0.014	7	18582	0.051	7	18582	0.065
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.055			2.080			4.135

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	18582	0.006	7	18582	0.003	7	18582	0.009
07:30 - 08:00	7	18582	0.024	7	18582	0.001	7	18582	0.025
08:00 - 08:30	7	18582	0.018	7	18582	0.002	7	18582	0.020
08:30 - 09:00	7	18582	0.013	7	18582	0.003	7	18582	0.016
09:00 - 09:30	7	18582	0.015	7	18582	0.008	7	18582	0.023
09:30 - 10:00	7	18582	0.008	7	18582	0.009	7	18582	0.017
10:00 - 10:30	7	18582	0.009	7	18582	0.006	7	18582	0.015
10:30 - 11:00	7	18582	0.006	7	18582	0.003	7	18582	0.009
11:00 - 11:30	7	18582	0.003	7	18582	0.006	7	18582	0.009
11:30 - 12:00	7	18582	0.005	7	18582	0.007	7	18582	0.012
12:00 - 12:30	7	18582	0.010	7	18582	0.025	7	18582	0.035
12:30 - 13:00	7	18582	0.028	7	18582	0.028	7	18582	0.056
13:00 - 13:30	7	18582	0.038	7	18582	0.016	7	18582	0.054
13:30 - 14:00	7	18582	0.025	7	18582	0.019	7	18582	0.044
14:00 - 14:30	7	18582	0.014	7	18582	0.037	7	18582	0.051
14:30 - 15:00	7	18582	0.000	7	18582	0.009	7	18582	0.009
15:00 - 15:30	7	18582	0.002	7	18582	0.021	7	18582	0.023
15:30 - 16:00	7	18582	0.002	7	18582	0.020	7	18582	0.022
16:00 - 16:30	7	18582	0.003	7	18582	0.009	7	18582	0.012
16:30 - 17:00	7	18582	0.009	7	18582	0.028	7	18582	0.037
17:00 - 17:30	7	18582	0.006	7	18582	0.010	7	18582	0.016
17:30 - 18:00	7	18582	0.002	7	18582	0.018	7	18582	0.020
18:00 - 18:30	7	18582	0.000	7	18582	0.006	7	18582	0.006
18:30 - 19:00	7	18582	0.002	7	18582	0.005	7	18582	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.248			0.299			0.547

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	18582	0.010	7	18582	0.000	7	18582	0.010
07:30 - 08:00	7	18582	0.009	7	18582	0.000	7	18582	0.009
08:00 - 08:30	7	18582	0.001	7	18582	0.000	7	18582	0.001
08:30 - 09:00	7	18582	0.001	7	18582	0.000	7	18582	0.001
09:00 - 09:30	7	18582	0.002	7	18582	0.000	7	18582	0.002
09:30 - 10:00	7	18582	0.000	7	18582	0.000	7	18582	0.000
10:00 - 10:30	7	18582	0.000	7	18582	0.000	7	18582	0.000
10:30 - 11:00	7	18582	0.000	7	18582	0.000	7	18582	0.000
11:00 - 11:30	7	18582	0.002	7	18582	0.000	7	18582	0.002
11:30 - 12:00	7	18582	0.000	7	18582	0.000	7	18582	0.000
12:00 - 12:30	7	18582	0.000	7	18582	0.000	7	18582	0.000
12:30 - 13:00	7	18582	0.000	7	18582	0.000	7	18582	0.000
13:00 - 13:30	7	18582	0.001	7	18582	0.001	7	18582	0.002
13:30 - 14:00	7	18582	0.000	7	18582	0.000	7	18582	0.000
14:00 - 14:30	7	18582	0.002	7	18582	0.015	7	18582	0.017
14:30 - 15:00	7	18582	0.001	7	18582	0.002	7	18582	0.003
15:00 - 15:30	7	18582	0.001	7	18582	0.018	7	18582	0.019
15:30 - 16:00	7	18582	0.000	7	18582	0.003	7	18582	0.003
16:00 - 16:30	7	18582	0.000	7	18582	0.009	7	18582	0.009
16:30 - 17:00	7	18582	0.000	7	18582	0.005	7	18582	0.005
17:00 - 17:30	7	18582	0.002	7	18582	0.003	7	18582	0.005
17:30 - 18:00	7	18582	0.000	7	18582	0.003	7	18582	0.003
18:00 - 18:30	7	18582	0.000	7	18582	0.001	7	18582	0.001
18:30 - 19:00	7	18582	0.000	7	18582	0.000	7	18582	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.032			0.060			0.092

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	18582	0.142	7	18582	0.020	7	18582	0.162
07:30 - 08:00	7	18582	0.307	7	18582	0.028	7	18582	0.335
08:00 - 08:30	7	18582	0.318	7	18582	0.046	7	18582	0.364
08:30 - 09:00	7	18582	0.191	7	18582	0.047	7	18582	0.238
09:00 - 09:30	7	18582	0.103	7	18582	0.044	7	18582	0.147
09:30 - 10:00	7	18582	0.060	7	18582	0.045	7	18582	0.105
10:00 - 10:30	7	18582	0.065	7	18582	0.061	7	18582	0.126
10:30 - 11:00	7	18582	0.062	7	18582	0.057	7	18582	0.119
11:00 - 11:30	7	18582	0.055	7	18582	0.048	7	18582	0.103
11:30 - 12:00	7	18582	0.057	7	18582	0.058	7	18582	0.115
12:00 - 12:30	7	18582	0.069	7	18582	0.102	7	18582	0.171
12:30 - 13:00	7	18582	0.093	7	18582	0.110	7	18582	0.203
13:00 - 13:30	7	18582	0.160	7	18582	0.095	7	18582	0.255
13:30 - 14:00	7	18582	0.173	7	18582	0.088	7	18582	0.261
14:00 - 14:30	7	18582	0.116	7	18582	0.263	7	18582	0.379
14:30 - 15:00	7	18582	0.081	7	18582	0.071	7	18582	0.152
15:00 - 15:30	7	18582	0.096	7	18582	0.125	7	18582	0.221
15:30 - 16:00	7	18582	0.055	7	18582	0.152	7	18582	0.207
16:00 - 16:30	7	18582	0.049	7	18582	0.130	7	18582	0.179
16:30 - 17:00	7	18582	0.046	7	18582	0.350	7	18582	0.396
17:00 - 17:30	7	18582	0.031	7	18582	0.178	7	18582	0.209
17:30 - 18:00	7	18582	0.022	7	18582	0.220	7	18582	0.242
18:00 - 18:30	7	18582	0.017	7	18582	0.103	7	18582	0.120
18:30 - 19:00	7	18582	0.015	7	18582	0.058	7	18582	0.073
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.383			2.499			4.882

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Calculation Reference: AUDIT-152301-200827-0821

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 3035 to 43325 (units: sqm)
 Range Selected by User: 2500 to 80000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 04/07/00 to 24/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	6
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Built-Up Zone	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	3 days
B2	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	4 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	2 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

LIST OF SITES relevant to selection parameters

1	CH-02-C-01	BAKERY	CESHIRE
	GADBROOK PARK		
	NORTHWICH		
	HIGH SHURLACH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	15000 sqm	
	Survey date: THURSDAY	21/06/07	Survey Type: MANUAL
2	DC-02-C-02	NEWSPAPER HQ	DORSET
	HAMPSHIRE ROAD		
	WEYMOUTH		
	CHICKERELL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3035 sqm	
	Survey date: TUESDAY	04/07/00	Survey Type: MANUAL
3	DC-02-C-07	NEW LOOK	DORSET
	MERCERY ROAD		
	WEYMOUTH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	5467 sqm	
	Survey date: MONDAY	07/07/08	Survey Type: MANUAL
4	DS-02-C-01	BAKERY	DERBYSHIRE
	STUBLEY LANE		
	NEAR SHEFFIELD		
	DRONFIELD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	23500 sqm	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
5	NF-02-C-01	INDUSTRIAL UNIT	NORFOLK
	KERRISON ROAD		
	NORWICH		
	Edge of Town		
	Built-Up Zone		
	Total Gross floor area:	32000 sqm	
	Survey date: THURSDAY	16/11/00	Survey Type: MANUAL
6	NF-02-C-02	GROCERY FACTORY	NORFOLK
	HARDWICK ROAD		
	KINGS LYNN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	43325 sqm	
	Survey date: MONDAY	19/09/05	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CW-02-C-02	Not comparable to B2 Use
WM-02-C-03	Not comparable to B2 Use

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	20388	0.076	6	20388	0.050	6	20388	0.126
07:30 - 08:00	6	20388	0.199	6	20388	0.029	6	20388	0.228
08:00 - 08:30	6	20388	0.279	6	20388	0.045	6	20388	0.324
08:30 - 09:00	6	20388	0.168	6	20388	0.043	6	20388	0.211
09:00 - 09:30	6	20388	0.077	6	20388	0.035	6	20388	0.112
09:30 - 10:00	6	20388	0.051	6	20388	0.038	6	20388	0.089
10:00 - 10:30	6	20388	0.052	6	20388	0.053	6	20388	0.105
10:30 - 11:00	6	20388	0.052	6	20388	0.043	6	20388	0.095
11:00 - 11:30	6	20388	0.047	6	20388	0.043	6	20388	0.090
11:30 - 12:00	6	20388	0.045	6	20388	0.047	6	20388	0.092
12:00 - 12:30	6	20388	0.049	6	20388	0.062	6	20388	0.111
12:30 - 13:00	6	20388	0.065	6	20388	0.066	6	20388	0.131
13:00 - 13:30	6	20388	0.112	6	20388	0.069	6	20388	0.181
13:30 - 14:00	6	20388	0.135	6	20388	0.065	6	20388	0.200
14:00 - 14:30	6	20388	0.081	6	20388	0.198	6	20388	0.279
14:30 - 15:00	6	20388	0.065	6	20388	0.066	6	20388	0.131
15:00 - 15:30	6	20388	0.069	6	20388	0.079	6	20388	0.148
15:30 - 16:00	6	20388	0.052	6	20388	0.109	6	20388	0.161
16:00 - 16:30	6	20388	0.034	6	20388	0.084	6	20388	0.118
16:30 - 17:00	6	20388	0.041	6	20388	0.215	6	20388	0.256
17:00 - 17:30	6	20388	0.023	6	20388	0.135	6	20388	0.158
17:30 - 18:00	6	20388	0.015	6	20388	0.180	6	20388	0.195
18:00 - 18:30	6	20388	0.032	6	20388	0.096	6	20388	0.128
18:30 - 19:00	6	20388	0.036	6	20388	0.063	6	20388	0.099
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.855			1.913			3.768

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	3035 - 43325 (units: sqm)
Survey date date range:	04/07/00 - 24/09/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	20388	0.003	6	20388	0.005	6	20388	0.008
07:30 - 08:00	6	20388	0.003	6	20388	0.006	6	20388	0.009
08:00 - 08:30	6	20388	0.011	6	20388	0.007	6	20388	0.018
08:30 - 09:00	6	20388	0.008	6	20388	0.008	6	20388	0.016
09:00 - 09:30	6	20388	0.012	6	20388	0.007	6	20388	0.019
09:30 - 10:00	6	20388	0.011	6	20388	0.005	6	20388	0.016
10:00 - 10:30	6	20388	0.007	6	20388	0.007	6	20388	0.014
10:30 - 11:00	6	20388	0.011	6	20388	0.005	6	20388	0.016
11:00 - 11:30	6	20388	0.011	6	20388	0.006	6	20388	0.017
11:30 - 12:00	6	20388	0.014	6	20388	0.007	6	20388	0.021
12:00 - 12:30	6	20388	0.008	6	20388	0.007	6	20388	0.015
12:30 - 13:00	6	20388	0.010	6	20388	0.004	6	20388	0.014
13:00 - 13:30	6	20388	0.014	6	20388	0.008	6	20388	0.022
13:30 - 14:00	6	20388	0.008	6	20388	0.006	6	20388	0.014
14:00 - 14:30	6	20388	0.009	6	20388	0.008	6	20388	0.017
14:30 - 15:00	6	20388	0.009	6	20388	0.006	6	20388	0.015
15:00 - 15:30	6	20388	0.006	6	20388	0.006	6	20388	0.012
15:30 - 16:00	6	20388	0.006	6	20388	0.007	6	20388	0.013
16:00 - 16:30	6	20388	0.001	6	20388	0.003	6	20388	0.004
16:30 - 17:00	6	20388	0.007	6	20388	0.004	6	20388	0.011
17:00 - 17:30	6	20388	0.002	6	20388	0.002	6	20388	0.004
17:30 - 18:00	6	20388	0.002	6	20388	0.004	6	20388	0.006
18:00 - 18:30	6	20388	0.008	6	20388	0.007	6	20388	0.015
18:30 - 19:00	6	20388	0.002	6	20388	0.003	6	20388	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.183			0.138			0.321

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
07:30 - 08:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
08:00 - 08:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
08:30 - 09:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
09:00 - 09:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
09:30 - 10:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
10:00 - 10:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
10:30 - 11:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
11:00 - 11:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
11:30 - 12:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
12:00 - 12:30	6	20388	0.001	6	20388	0.000	6	20388	0.001
12:30 - 13:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
13:00 - 13:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
13:30 - 14:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
14:00 - 14:30	6	20388	0.001	6	20388	0.000	6	20388	0.001
14:30 - 15:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
15:00 - 15:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
15:30 - 16:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
16:00 - 16:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
16:30 - 17:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
17:00 - 17:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
17:30 - 18:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
18:00 - 18:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
18:30 - 19:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.002			0.000			0.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	20388	0.006	6	20388	0.002	6	20388	0.008
07:30 - 08:00	6	20388	0.020	6	20388	0.001	6	20388	0.021
08:00 - 08:30	6	20388	0.009	6	20388	0.001	6	20388	0.010
08:30 - 09:00	6	20388	0.002	6	20388	0.000	6	20388	0.002
09:00 - 09:30	6	20388	0.001	6	20388	0.000	6	20388	0.001
09:30 - 10:00	6	20388	0.002	6	20388	0.001	6	20388	0.003
10:00 - 10:30	6	20388	0.000	6	20388	0.002	6	20388	0.002
10:30 - 11:00	6	20388	0.002	6	20388	0.002	6	20388	0.004
11:00 - 11:30	6	20388	0.000	6	20388	0.001	6	20388	0.001
11:30 - 12:00	6	20388	0.001	6	20388	0.000	6	20388	0.001
12:00 - 12:30	6	20388	0.000	6	20388	0.002	6	20388	0.002
12:30 - 13:00	6	20388	0.002	6	20388	0.001	6	20388	0.003
13:00 - 13:30	6	20388	0.008	6	20388	0.002	6	20388	0.010
13:30 - 14:00	6	20388	0.007	6	20388	0.001	6	20388	0.008
14:00 - 14:30	6	20388	0.002	6	20388	0.017	6	20388	0.019
14:30 - 15:00	6	20388	0.001	6	20388	0.001	6	20388	0.002
15:00 - 15:30	6	20388	0.000	6	20388	0.004	6	20388	0.004
15:30 - 16:00	6	20388	0.001	6	20388	0.003	6	20388	0.004
16:00 - 16:30	6	20388	0.000	6	20388	0.006	6	20388	0.006
16:30 - 17:00	6	20388	0.002	6	20388	0.020	6	20388	0.022
17:00 - 17:30	6	20388	0.000	6	20388	0.004	6	20388	0.004
17:30 - 18:00	6	20388	0.000	6	20388	0.002	6	20388	0.002
18:00 - 18:30	6	20388	0.000	6	20388	0.003	6	20388	0.003
18:30 - 19:00	6	20388	0.002	6	20388	0.002	6	20388	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.068			0.078			0.146

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	20388	0.081	6	20388	0.057	6	20388	0.138
07:30 - 08:00	6	20388	0.213	6	20388	0.033	6	20388	0.246
08:00 - 08:30	6	20388	0.310	6	20388	0.045	6	20388	0.355
08:30 - 09:00	6	20388	0.188	6	20388	0.046	6	20388	0.234
09:00 - 09:30	6	20388	0.086	6	20388	0.037	6	20388	0.123
09:30 - 10:00	6	20388	0.056	6	20388	0.043	6	20388	0.099
10:00 - 10:30	6	20388	0.057	6	20388	0.060	6	20388	0.117
10:30 - 11:00	6	20388	0.063	6	20388	0.049	6	20388	0.112
11:00 - 11:30	6	20388	0.055	6	20388	0.047	6	20388	0.102
11:30 - 12:00	6	20388	0.052	6	20388	0.056	6	20388	0.108
12:00 - 12:30	6	20388	0.056	6	20388	0.073	6	20388	0.129
12:30 - 13:00	6	20388	0.076	6	20388	0.084	6	20388	0.160
13:00 - 13:30	6	20388	0.133	6	20388	0.087	6	20388	0.220
13:30 - 14:00	6	20388	0.160	6	20388	0.074	6	20388	0.234
14:00 - 14:30	6	20388	0.110	6	20388	0.230	6	20388	0.340
14:30 - 15:00	6	20388	0.088	6	20388	0.075	6	20388	0.163
15:00 - 15:30	6	20388	0.102	6	20388	0.087	6	20388	0.189
15:30 - 16:00	6	20388	0.063	6	20388	0.137	6	20388	0.200
16:00 - 16:30	6	20388	0.040	6	20388	0.101	6	20388	0.141
16:30 - 17:00	6	20388	0.045	6	20388	0.243	6	20388	0.288
17:00 - 17:30	6	20388	0.025	6	20388	0.150	6	20388	0.175
17:30 - 18:00	6	20388	0.016	6	20388	0.211	6	20388	0.227
18:00 - 18:30	6	20388	0.033	6	20388	0.111	6	20388	0.144
18:30 - 19:00	6	20388	0.037	6	20388	0.069	6	20388	0.106
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.145			2.205			4.350

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	20388	0.006	6	20388	0.009	6	20388	0.015
07:30 - 08:00	6	20388	0.019	6	20388	0.001	6	20388	0.020
08:00 - 08:30	6	20388	0.017	6	20388	0.002	6	20388	0.019
08:30 - 09:00	6	20388	0.014	6	20388	0.006	6	20388	0.020
09:00 - 09:30	6	20388	0.011	6	20388	0.005	6	20388	0.016
09:30 - 10:00	6	20388	0.005	6	20388	0.006	6	20388	0.011
10:00 - 10:30	6	20388	0.004	6	20388	0.005	6	20388	0.009
10:30 - 11:00	6	20388	0.007	6	20388	0.006	6	20388	0.013
11:00 - 11:30	6	20388	0.002	6	20388	0.007	6	20388	0.009
11:30 - 12:00	6	20388	0.007	6	20388	0.004	6	20388	0.011
12:00 - 12:30	6	20388	0.010	6	20388	0.022	6	20388	0.032
12:30 - 13:00	6	20388	0.025	6	20388	0.024	6	20388	0.049
13:00 - 13:30	6	20388	0.038	6	20388	0.014	6	20388	0.052
13:30 - 14:00	6	20388	0.026	6	20388	0.020	6	20388	0.046
14:00 - 14:30	6	20388	0.011	6	20388	0.043	6	20388	0.054
14:30 - 15:00	6	20388	0.001	6	20388	0.013	6	20388	0.014
15:00 - 15:30	6	20388	0.001	6	20388	0.029	6	20388	0.030
15:30 - 16:00	6	20388	0.002	6	20388	0.023	6	20388	0.025
16:00 - 16:30	6	20388	0.004	6	20388	0.010	6	20388	0.014
16:30 - 17:00	6	20388	0.005	6	20388	0.025	6	20388	0.030
17:00 - 17:30	6	20388	0.003	6	20388	0.011	6	20388	0.014
17:30 - 18:00	6	20388	0.002	6	20388	0.019	6	20388	0.021
18:00 - 18:30	6	20388	0.001	6	20388	0.007	6	20388	0.008
18:30 - 19:00	6	20388	0.006	6	20388	0.009	6	20388	0.015
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.227			0.320			0.547

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	20388	0.011	6	20388	0.000	6	20388	0.011
07:30 - 08:00	6	20388	0.011	6	20388	0.001	6	20388	0.012
08:00 - 08:30	6	20388	0.001	6	20388	0.000	6	20388	0.001
08:30 - 09:00	6	20388	0.002	6	20388	0.002	6	20388	0.004
09:00 - 09:30	6	20388	0.002	6	20388	0.000	6	20388	0.002
09:30 - 10:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
10:00 - 10:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
10:30 - 11:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
11:00 - 11:30	6	20388	0.002	6	20388	0.000	6	20388	0.002
11:30 - 12:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
12:00 - 12:30	6	20388	0.000	6	20388	0.000	6	20388	0.000
12:30 - 13:00	6	20388	0.001	6	20388	0.001	6	20388	0.002
13:00 - 13:30	6	20388	0.001	6	20388	0.001	6	20388	0.002
13:30 - 14:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
14:00 - 14:30	6	20388	0.002	6	20388	0.016	6	20388	0.018
14:30 - 15:00	6	20388	0.001	6	20388	0.002	6	20388	0.003
15:00 - 15:30	6	20388	0.001	6	20388	0.020	6	20388	0.021
15:30 - 16:00	6	20388	0.000	6	20388	0.003	6	20388	0.003
16:00 - 16:30	6	20388	0.000	6	20388	0.010	6	20388	0.010
16:30 - 17:00	6	20388	0.000	6	20388	0.005	6	20388	0.005
17:00 - 17:30	6	20388	0.002	6	20388	0.002	6	20388	0.004
17:30 - 18:00	6	20388	0.000	6	20388	0.003	6	20388	0.003
18:00 - 18:30	6	20388	0.000	6	20388	0.001	6	20388	0.001
18:30 - 19:00	6	20388	0.000	6	20388	0.000	6	20388	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.037			0.067			0.104

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

VECTOS 97 TOTTENHAM COURT ROAD LONDON

Licence No: 152301

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	20388	0.103	6	20388	0.068	6	20388	0.171
07:30 - 08:00	6	20388	0.262	6	20388	0.035	6	20388	0.297
08:00 - 08:30	6	20388	0.337	6	20388	0.048	6	20388	0.385
08:30 - 09:00	6	20388	0.207	6	20388	0.053	6	20388	0.260
09:00 - 09:30	6	20388	0.099	6	20388	0.042	6	20388	0.141
09:30 - 10:00	6	20388	0.062	6	20388	0.049	6	20388	0.111
10:00 - 10:30	6	20388	0.061	6	20388	0.067	6	20388	0.128
10:30 - 11:00	6	20388	0.071	6	20388	0.056	6	20388	0.127
11:00 - 11:30	6	20388	0.058	6	20388	0.055	6	20388	0.113
11:30 - 12:00	6	20388	0.059	6	20388	0.060	6	20388	0.119
12:00 - 12:30	6	20388	0.065	6	20388	0.096	6	20388	0.161
12:30 - 13:00	6	20388	0.105	6	20388	0.110	6	20388	0.215
13:00 - 13:30	6	20388	0.181	6	20388	0.105	6	20388	0.286
13:30 - 14:00	6	20388	0.193	6	20388	0.094	6	20388	0.287
14:00 - 14:30	6	20388	0.126	6	20388	0.305	6	20388	0.431
14:30 - 15:00	6	20388	0.091	6	20388	0.092	6	20388	0.183
15:00 - 15:30	6	20388	0.104	6	20388	0.140	6	20388	0.244
15:30 - 16:00	6	20388	0.066	6	20388	0.167	6	20388	0.233
16:00 - 16:30	6	20388	0.044	6	20388	0.126	6	20388	0.170
16:30 - 17:00	6	20388	0.052	6	20388	0.293	6	20388	0.345
17:00 - 17:30	6	20388	0.029	6	20388	0.168	6	20388	0.197
17:30 - 18:00	6	20388	0.018	6	20388	0.235	6	20388	0.253
18:00 - 18:30	6	20388	0.034	6	20388	0.122	6	20388	0.156
18:30 - 19:00	6	20388	0.045	6	20388	0.081	6	20388	0.126
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.472			2.667			5.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix I

K&M TRAFFIC SURVEYS

DATE : TUESDAY 18TH JULY 2017

LOCATION : BOB DUNN WAY, DARTFORD, KENT

A206 BOB DUNN WAY / CENTRAL ROAD / JOYCE GREEN LANE ROUNDABOUT

	A206 BOB DUNN WAY FROM EAST LEFT TURN TO CENTRAL ROAD SOUTH						A206 BOB DUNN WAY FROM EAST STRAIGHT AHEAD TO A206 BOB DUNN WAY WEST / ERITH						A206 BOB DUNN WAY FROM EAST RIGHT TURN TO JOYCE GREEN LANE NORTH						A206 BOB DUNN WAY FROM EAST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1	1				2	275	33		7	1	316	0					0	0					0
0715-0730	1	3			1	5	240	45		9		294	0	1				1	2					2
0730-0745	4					4	243	54		5	2	304	0					0	0					0
0745-0800	3	1				4	239	51		3		293	0					0	0					0
0800-0815	1	1				2	230	50		8		288	0					0	0					0
0815-0830	1	1				2	230	43	1	8		282	2	1				3	0					0
0830-0845	6					6	205	30	1	6		242	2					2	1	1				2
0845-0900	0	2				2	221	40		2		263	0					0	0					0
0900-0915	5					5	211	49		2		262	0					0	2					2
0915-0930	2	1				3	196	43		2		241	0	1				1	0					0
0930-0945	1	2				3	149	38		2	1	190	0					0	1					1
0945-1000	3	1				4	178	44		3		225	0	1				1	0					0
0700-1000	28	13	0	0	1	42	2617	520	2	57	4	3200	4	4	0	0	0	8	6	1	0	0	0	7
0700-0800	9	5	0	0	1	15	997	183	0	24	3	1207	0	1	0	0	0	1	2	0	0	0	0	2
0715-0815	9	5	0	0	1	15	952	200	0	25	2	1179	0	1	0	0	0	1	2	0	0	0	0	2
0730-0830	9	3	0	0	0	12	942	198	1	24	2	1167	2	1	0	0	0	3	0	0	0	0	0	0
0745-0845	11	3	0	0	0	14	904	174	2	25	0	1105	4	1	0	0	0	5	1	1	0	0	0	2
0800-0900	8	4	0	0	0	12	886	163	2	24	0	1075	4	1	0	0	0	5	1	1	0	0	0	2
0815-0915	12	3	0	0	0	15	867	162	2	18	0	1049	4	1	0	0	0	5	3	1	0	0	0	4
0830-0930	13	3	0	0	0	16	833	162	1	12	0	1008	2	1	0	0	0	3	3	1	0	0	0	4
0845-0945	8	5	0	0	0	13	777	170	0	8	1	956	0	1	0	0	0	1	3	0	0	0	0	3
0900-1000	11	4	0	0	0	15	734	174	0	9	1	918	0	2	0	0	0	2	3	0	0	0	0	3

K&M TRAFFIC SURVEYS

DATE : TUESDAY 18TH JULY 2017

LOCATION : BOB DUNN WAY, DARTFORD, KENT

A206 BOB DUNN WAY / CENTRAL ROAD / JOYCE GREEN LANE ROUNDABOUT

	A206 BOB DUNN WAY FROM EAST LEFT TURN TO CENTRAL ROAD SOUTH						A206 BOB DUNN WAY FROM EAST STRAIGHT AHEAD TO A206 BOB DUNN WAY WEST / ERITH						A206 BOB DUNN WAY FROM EAST RIGHT TURN TO JOYCE GREEN LANE NORTH						A206 BOB DUNN WAY FROM EAST U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	4					4	211	34		2	1	248	1					1	0					0
1615-1630	2	1				3	238	25		5	1	269	0	1				1	0					0
1630-1645	2	1				3	205	32		5	2	244	1					1	0					0
1645-1700	0	2				2	208	27		1	1	237	0					0	0					0
1700-1715	0					0	244	28		7		279	0					0	0					0
1715-1730	3	3				6	215	21	1	3	1	241	0					0	2					2
1730-1745	2					2	285	18	4	2		309	0					0	0					0
1745-1800	0	3				3	238	29		2	1	270	0					0	1					1
1800-1815	1	2				3	245	13	1	3		262	1					1	0					0
1815-1830	0	4		1		5	214	21	1	6	1	243	0					0	0					0
1830-1845	3	3				6	203	19	2			224	0					0	0					0
1845-1900	3	1				4	195	18		2	1	216	0					0	0					0
1600-1900	20	20	0	1	0	41	2701	285	9	38	9	3042	3	1	0	0	0	4	3	0	0	0	0	3
1600-1700	8	4	0	0	0	12	862	118	0	13	5	998	2	1	0	0	0	3	0	0	0	0	0	0
1615-1715	4	4	0	0	0	8	895	112	0	18	4	1029	1	1	0	0	0	2	0	0	0	0	0	0
1630-1730	5	6	0	0	0	11	872	108	1	16	4	1001	1	0	0	0	0	1	2	0	0	0	0	2
1645-1745	5	5	0	0	0	10	952	94	5	13	2	1066	0	0	0	0	0	0	2	0	0	0	0	2
1700-1800	5	6	0	0	0	11	982	96	5	14	2	1099	0	0	0	0	0	0	3	0	0	0	0	3
1715-1815	6	8	0	0	0	14	983	81	6	10	2	1082	1	0	0	0	0	1	3	0	0	0	0	3
1730-1830	3	9	0	1	0	13	982	81	6	13	2	1084	1	0	0	0	0	1	1	0	0	0	0	1
1745-1845	4	12	0	1	0	17	900	82	4	11	2	999	1	0	0	0	0	1	1	0	0	0	0	1
1800-1900	7	10	0	1	0	18	857	71	4	11	2	945	1	0	0	0	0	1	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : TUESDAY 18TH JULY 2017

LOCATION : BOB DUNN WAY, DARTFORD, KENT

A206 BOB DUNN WAY / CENTRAL ROAD / JOYCE GREEN LANE ROUNDABOUT

	CENTRAL ROAD SOUTH LEFT TURN TO A206 BOB DUNN WAY WEST / ERITH						CENTRAL ROAD SOUTH STRAIGHT AHEAD TO JOYCE GREEN LANE NORTH						CENTRAL ROAD SOUTH RIGHT TURN TO A206 BOB DUNN WAY EAST / M25						CENTRAL ROAD SOUTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	0				1	1	0					0	2	3				5	0					0
0715-0730	0					0	0					0	1	6				7	0					0
0730-0745	0					0	0					0	1					1	0					0
0745-0800	0					0	0					0	3					3	0					0
0800-0815	1	1		1		3	0					0	3	1		1		5	0					0
0815-0830	0					0	0					0	0					0	0					0
0830-0845	1					1	0					0	0	1				1	0					0
0845-0900	0	1			1	2	0					0	0	1				1	0					0
0900-0915	1					1	0					0	1	1				2	0					0
0915-0930	1					1	0	1				1	1	1				2	0					0
0930-0945	0					0	0					0	0	1				1	0					0
0945-1000	0	1			1	2	0					0	2					2	0					0
0700-1000	4	3	0	1	3	11	0	1	0	0	0	1	14	15	0	1	0	30	0	0	0	0	0	0
0700-0800	0	0	0	0	1	1	0	0	0	0	0	0	7	9	0	0	0	16	0	0	0	0	0	0
0715-0815	1	1	0	1	0	3	0	0	0	0	0	0	8	7	0	1	0	16	0	0	0	0	0	0
0730-0830	1	1	0	1	0	3	0	0	0	0	0	0	7	1	0	1	0	9	0	0	0	0	0	0
0745-0845	2	1	0	1	0	4	0	0	0	0	0	0	6	2	0	1	0	9	0	0	0	0	0	0
0800-0900	2	2	0	1	1	6	0	0	0	0	0	0	3	3	0	1	0	7	0	0	0	0	0	0
0815-0915	2	1	0	0	1	4	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	0
0830-0930	3	1	0	0	1	5	0	1	0	0	0	1	2	4	0	0	0	6	0	0	0	0	0	0
0845-0945	2	1	0	0	1	4	0	1	0	0	0	1	2	4	0	0	0	6	0	0	0	0	0	0
0900-1000	2	1	0	0	1	4	0	1	0	0	0	1	4	3	0	0	0	7	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : TUESDAY 18TH JULY 2017

LOCATION : BOB DUNN WAY, DARTFORD, KENT

A206 BOB DUNN WAY / CENTRAL ROAD / JOYCE GREEN LANE ROUNDABOUT

	CENTRAL ROAD SOUTH LEFT TURN TO A206 BOB DUNN WAY WEST / ERITH						CENTRAL ROAD SOUTH STRAIGHT AHEAD TO JOYCE GREEN LANE NORTH						CENTRAL ROAD SOUTH RIGHT TURN TO A206 BOB DUNN WAY EAST / M25						CENTRAL ROAD SOUTH U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	4					4	0					0							1	3				4	0
1615-1630	2					2	0					0												2	0
1630-1645	2				1	3	0	1				1							5					5	0
1645-1700	1					1	0					0						1	0					1	0
1700-1715	0					0	0					0							3					3	0
1715-1730	3	1				4	0					0							3					3	0
1730-1745	0					0	0					0							2					2	0
1745-1800	0					0	0					0							3					3	0
1800-1815	0				1	1	0					0							0					0	0
1815-1830	1					1	0					0							0	1			1	2	0
1830-1845	0					0	0					0							1					1	0
1845-1900	1					1	0					0							1	1				2	0
1600-1900	14	1	0	0	2	17	0	1	0	0	0	1							21	5	0	1	1	28	0
1600-1700	9	0	0	0	1	10	0	1	0	0	0	1							8	3	0	0	1	12	0
1615-1715	5	0	0	0	1	6	0	1	0	0	0	1							10	0	0	0	1	11	0
1630-1730	6	1	0	0	1	8	0	1	0	0	0	1							11	0	0	0	1	12	0
1645-1745	4	1	0	0	0	5	0	0	0	0	0	0							8	0	0	0	1	9	0
1700-1800	3	1	0	0	0	4	0	0	0	0	0	0							11	0	0	0	0	11	0
1715-1815	3	1	0	0	1	5	0	0	0	0	0	0							8	0	0	0	0	8	0
1730-1830	1	0	0	0	1	2	0	0	0	0	0	0							5	1	0	1	0	7	0
1745-1845	1	0	0	0	1	2	0	0	0	0	0	0							4	1	0	1	0	6	0
1800-1900	2	0	0	0	1	3	0	0	0	0	0	0							2	2	0	1	0	5	0

K&M TRAFFIC SURVEYS

DATE : TUESDAY 18TH JULY 2017

LOCATION : BOB DUNN WAY, DARTFORD, KENT

A206 BOB DUNN WAY / CENTRAL ROAD / JOYCE GREEN LANE ROUNDABOUT

	A206 BOB DUNN WAY WEST / ERITH LEFT TURN TO JOYCE GREEN LANE NORTH							A206 BOB DUNN WAY WEST / ERITH STRAIGHT AHEAD TO A206 BOB DUNN WAY EAST / M25							A206 BOB DUNN WAY WEST / ERITH RIGHT TURN TO CENTRAL ROAD SOUTH							A206 BOB DUNN WAY WEST / ERITH U TURNS						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	1	1				2		190	68	1	6	4	269		0					0		0					0	
0715-0730	0					0		180	60		6		246		0					0		0					0	
0730-0745	0					0		183	50		2	2	237		1					1		0					0	
0745-0800	0					0		182	41		6	4	233		0					0		0					0	
0800-0815	0				1	1		233	55		2		290		1					1		0					0	
0815-0830	0					0		174	43		2		219		0	1				1		0					0	
0830-0845	0					0		201	45		1		247		1					1		0					0	
0845-0900	0					0		198	50		1		249		2	1				3		0					0	
0900-0915	1					1		143	38		4	1	186		1					1		0					0	
0915-0930	0	1				1		137	55		1	2	195		1					1		0					0	
0930-0945	0					0		128	37		1	2	168		1					1		0					0	
0945-1000	2	1				3		137	58		1	1	197		0					0		0					0	
0700-1000	4	3	0	0	1	8		2086	600	1	33	16	2736		8	2	0	0	0	10		0	0	0	0	0	0	
0700-0800	1	1	0	0	0	2		735	219	1	20	10	985		1	0	0	0	0	1		0	0	0	0	0	0	
0715-0815	0	0	0	0	1	1		778	206	0	16	6	1006		2	0	0	0	0	2		0	0	0	0	0	0	
0730-0830	0	0	0	0	1	1		772	189	0	12	6	979		2	1	0	0	0	3		0	0	0	0	0	0	
0745-0845	0	0	0	0	1	1		790	184	0	11	4	989		2	1	0	0	0	3		0	0	0	0	0	0	
0800-0900	0	0	0	0	1	1		806	193	0	6	0	1005		4	2	0	0	0	6		0	0	0	0	0	0	
0815-0915	1	0	0	0	0	1		716	176	0	8	1	901		4	2	0	0	0	6		0	0	0	0	0	0	
0830-0930	1	1	0	0	0	2		679	188	0	7	3	877		5	1	0	0	0	6		0	0	0	0	0	0	
0845-0945	1	1	0	0	0	2		606	180	0	7	5	798		5	1	0	0	0	6		0	0	0	0	0	0	
0900-1000	3	2	0	0	0	5		545	188	0	7	6	746		3	0	0	0	0	3		0	0	0	0	0	0	

K&M TRAFFIC SURVEYS

DATE : TUESDAY 18TH JULY 2017

LOCATION : BOB DUNN WAY, DARTFORD, KENT

A206 BOB DUNN WAY / CENTRAL ROAD / JOYCE GREEN LANE ROUNDABOUT

	A206 BOB DUNN WAY WEST / ERITH LEFT TURN TO JOYCE GREEN LANE NORTH						A206 BOB DUNN WAY WEST / ERITH STRAIGHT AHEAD TO A206 BOB DUNN WAY EAST / M25						A206 BOB DUNN WAY WEST / ERITH RIGHT TURN TO CENTRAL ROAD SOUTH						A206 BOB DUNN WAY WEST / ERITH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	0					0	262	27		5		294	1					1	0					0
1615-1630	1					1	262	26		11	3	302	0					0	0					0
1630-1645	2					2	239	37		7	1	284	0					0	0					0
1645-1700	0					0	267	18		6	1	292	0					0	0					0
1700-1715	2					2	289	24		9	4	326	1					1	0					0
1715-1730	1					1	249	15		10	1	275	1	1				2	0					0
1730-1745	2					2	273	23		4	1	301	1					1	0					0
1745-1800	0					0	237	19		3	1	260	0					0	0					0
1800-1815	0					0	268	17		7	2	294	1	1				2	0					0
1815-1830	0					0	237	18		3	4	262	0					0	0					0
1830-1845	0					0	248	15		7	3	273	0					0	0					0
1845-1900	0					0	220	27		3		250	0					0	0					0
1600-1900	8	0	0	0	0	8	3051	266	0	75	21	3413	5	2	0	0	0	7	0	0	0	0	0	0
1600-1700	3	0	0	0	0	3	1030	108	0	29	5	1172	1	0	0	0	0	1	0	0	0	0	0	0
1615-1715	5	0	0	0	0	5	1057	105	0	33	9	1204	1	0	0	0	0	1	0	0	0	0	0	0
1630-1730	5	0	0	0	0	5	1044	94	0	32	7	1177	2	1	0	0	0	3	0	0	0	0	0	0
1645-1745	5	0	0	0	0	5	1078	80	0	29	7	1194	3	1	0	0	0	4	0	0	0	0	0	0
1700-1800	5	0	0	0	0	5	1048	81	0	26	7	1162	3	1	0	0	0	4	0	0	0	0	0	0
1715-1815	3	0	0	0	0	3	1027	74	0	24	5	1130	3	2	0	0	0	5	0	0	0	0	0	0
1730-1830	2	0	0	0	0	2	1015	77	0	17	8	1117	2	1	0	0	0	3	0	0	0	0	0	0
1745-1845	0	0	0	0	0	0	990	69	0	20	10	1089	1	1	0	0	0	2	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	973	77	0	20	9	1079	1	1	0	0	0	2	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : TUESDAY 18TH JULY 2017

LOCATION : BOB DUNN WAY, DARTFORD, KENT

A206 BOB DUNN WAY / CENTRAL ROAD / JOYCE GREEN LANE ROUNDABOUT

	JOYCE GREEN LANE NORTH LEFT TURN TO A206 BOB DUNN WAY EAST / M25						JOYCE GREEN LANE NORTH STRAIGHT AHEAD TO CENTRAL ROAD SOUTH						JOYCE GREEN LANE NORTH RIGHT TURN TO A206 BOB DUNN WAY WEST / ERITH						JOYCE GREEN LANE NORTH U TURNS					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1					1	0					0						0	0					0
0715-0730	1	1				2	0					0	1					1	0					0
0730-0745	0					0	0					0						0	0					0
0745-0800	0					0	0					0						0	0					0
0800-0815	0					0	0					0						0	0					0
0815-0830	0					0	0					0						0	0					0
0830-0845	0					0	0					0						0	0					0
0845-0900	0					0	0					0						0	0					0
0900-0915	0					0	0					0						0	0					0
0915-0930	1	1				2	0	1				1						0	0					0
0930-0945	0	1				1	0					0	1					1	0					0
0945-1000	1					1	0					0	0					0	0					0
0700-1000	4	3	0	0	0	7	0	1	0	0	0	1	1	1	0	0	0	2	0	0	0	0	0	0
0700-0800	2	1	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
0715-0815	1	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
0730-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815-0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830-0930	1	1	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0845-0945	1	2	0	0	0	3	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
0900-1000	2	2	0	0	0	4	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

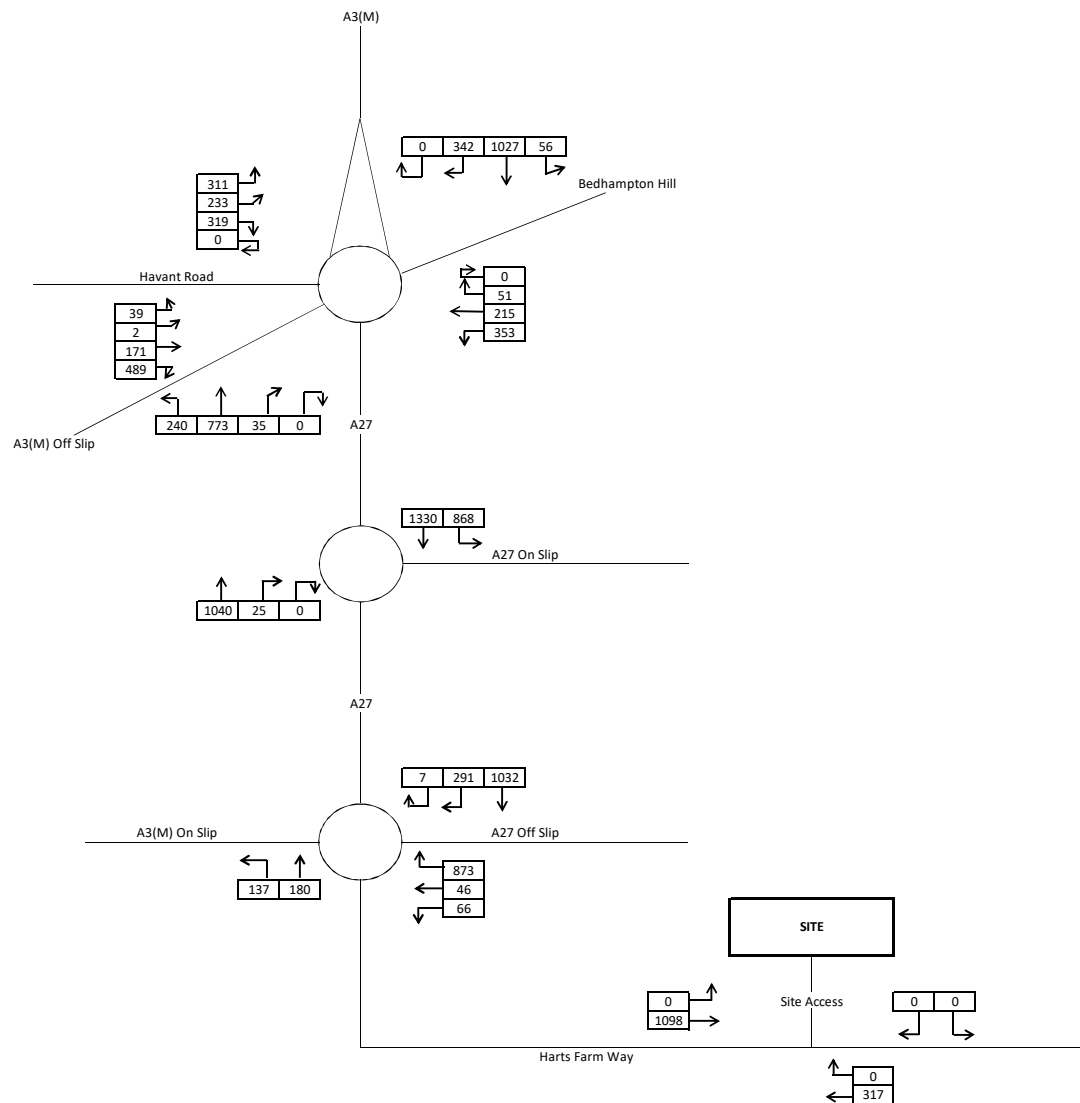
DATE : TUESDAY 18TH JULY 2017

LOCATION : BOB DUNN WAY, DARTFORD, KENT

A206 BOB DUNN WAY / CENTRAL ROAD / JOYCE GREEN LANE ROUNDABOUT

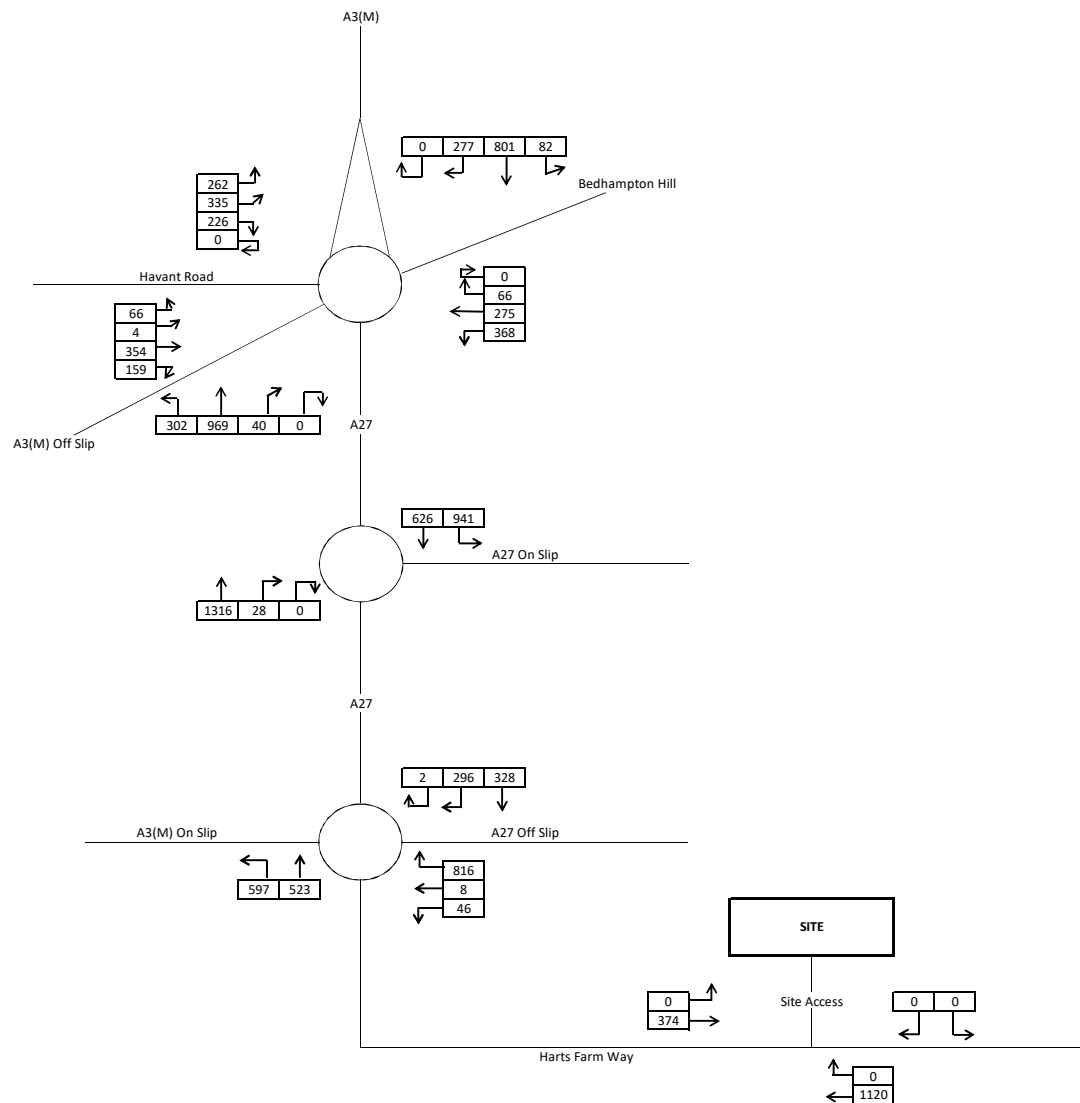
[illegible]

Appendix J



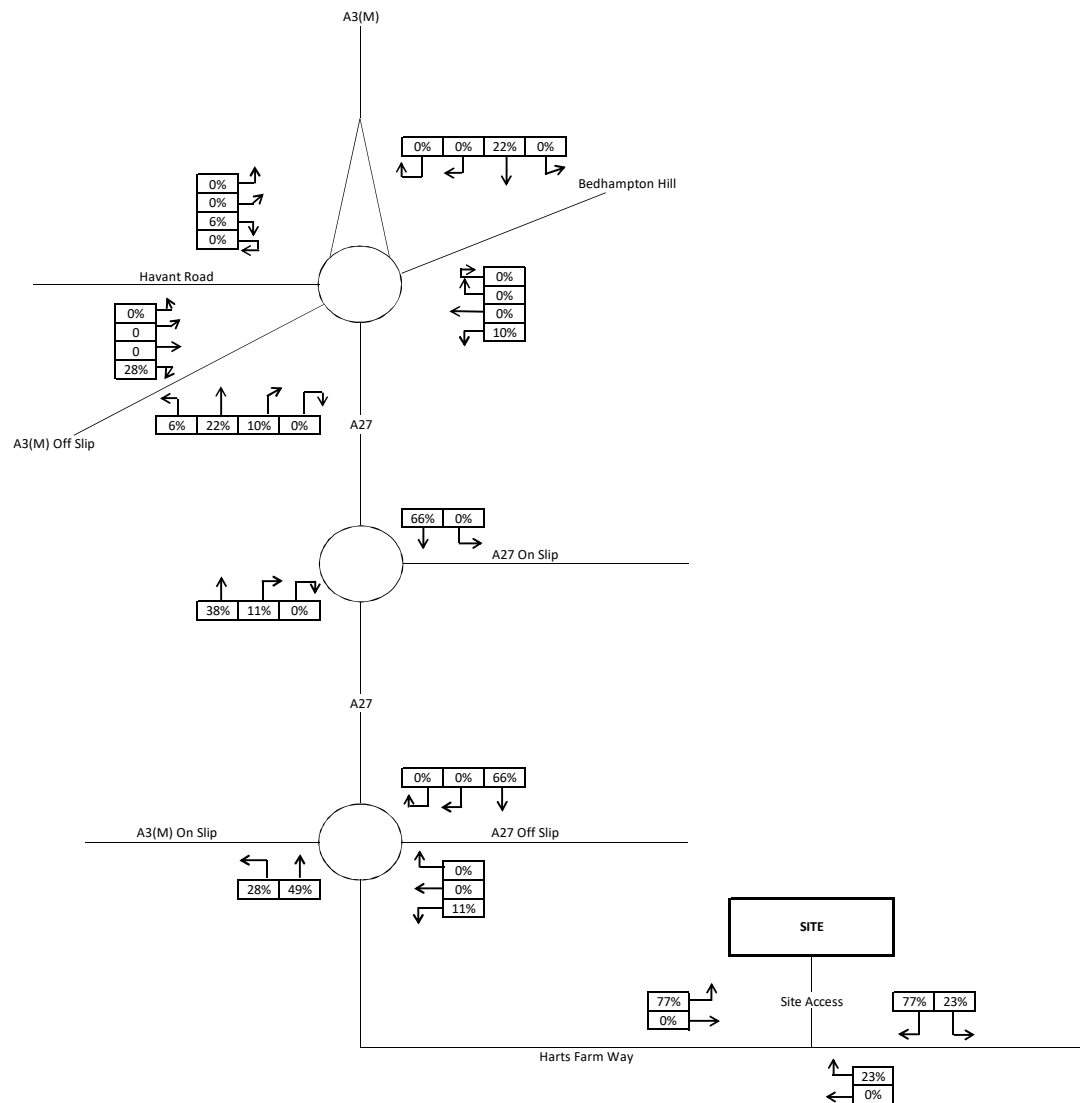
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	1
February 2021	SB	HA	HA	2016 Observed Year (07:30-08:30)		

vectors.



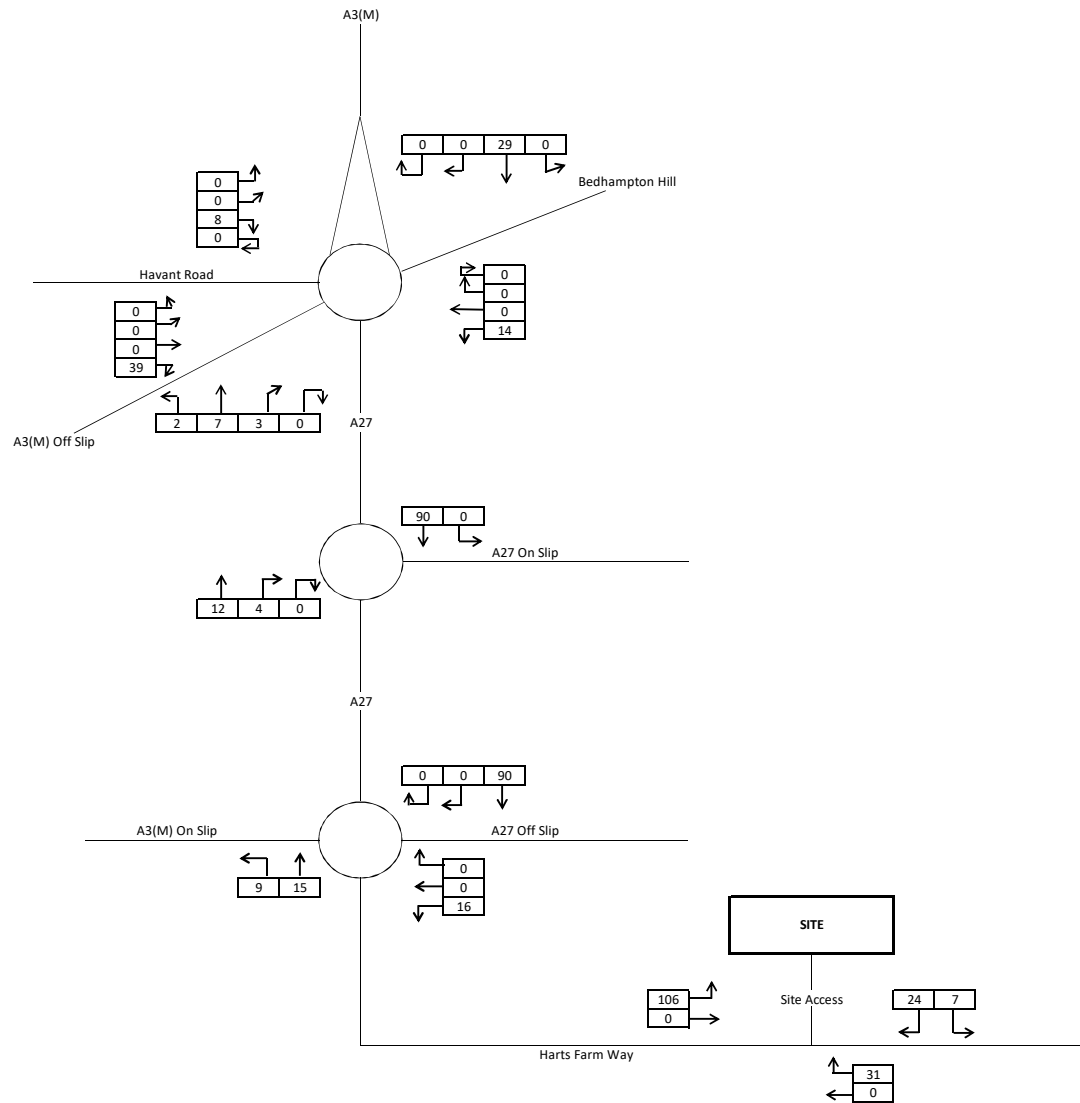
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	2
February 2021	SB	HA	HA	2016 Observed Year (16:00-17:00)		

vectors.



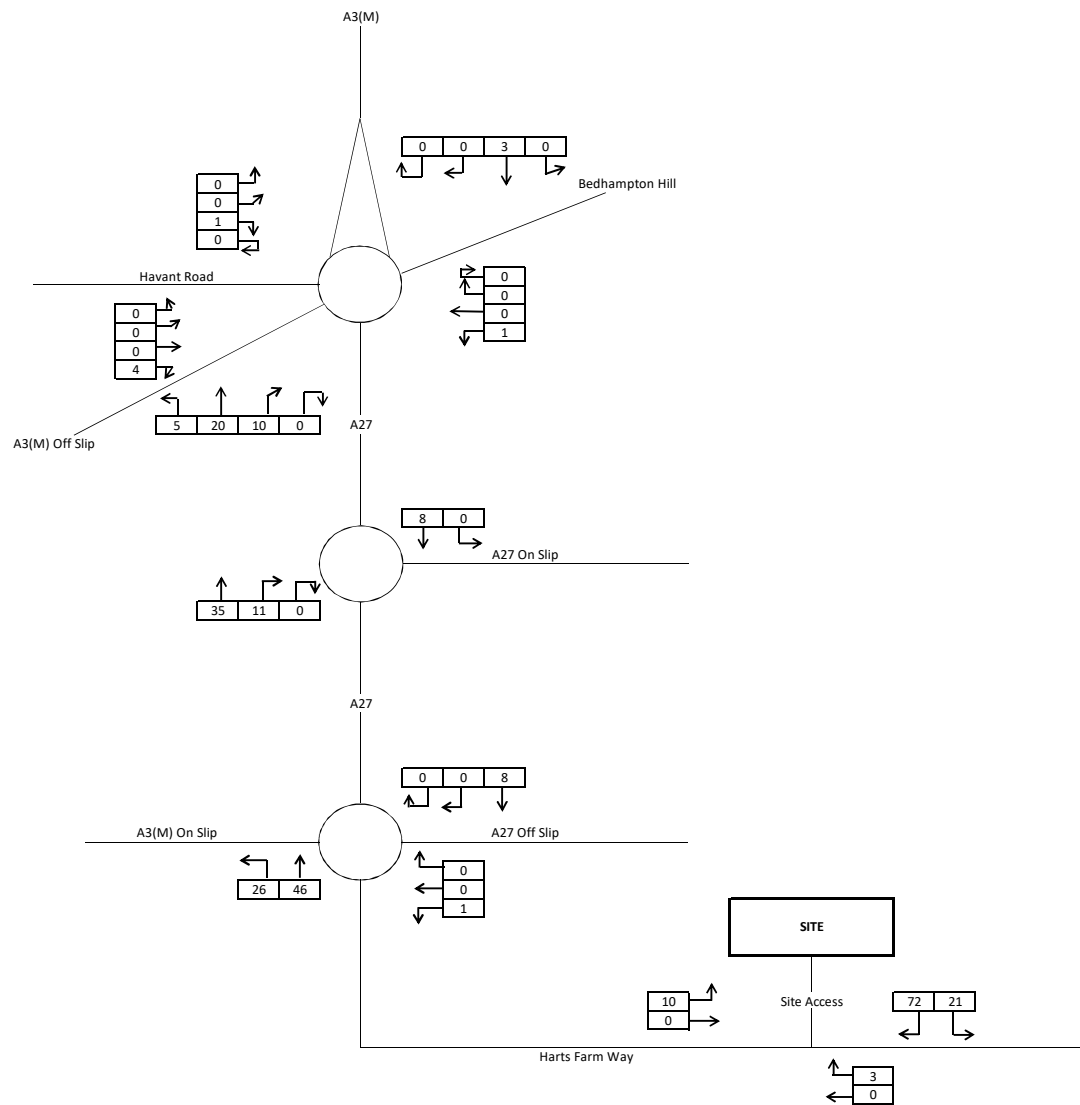
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	3
February 2021	SB	HA	HA	Development Distribution		

vectos.



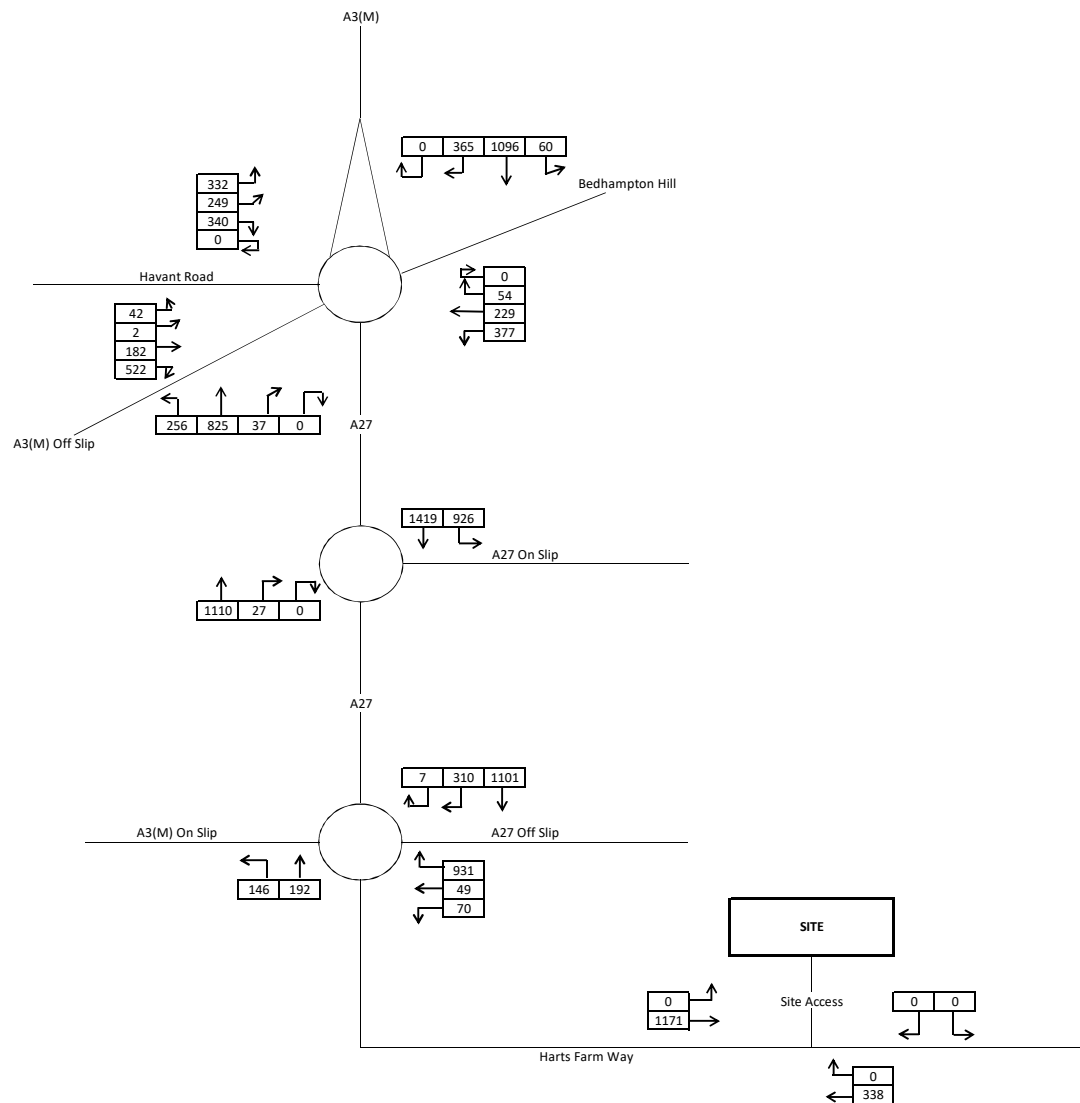
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	4
February 2021	SB	HA	HA	Development Distribution (08:00-09:00)		

vectors.



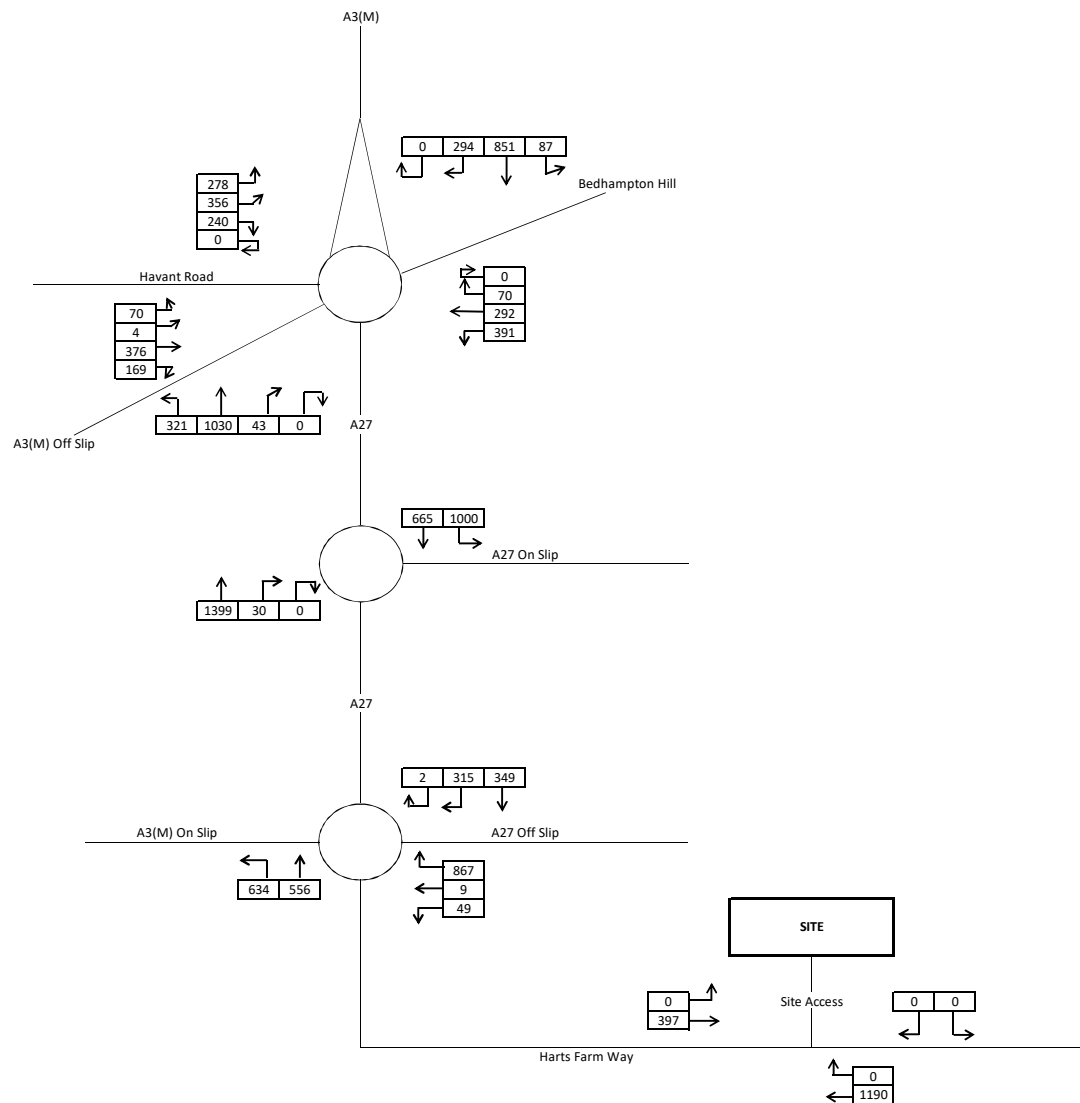
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	5
February 2021	SB	HA	HA	Development Distribution (17:00-18:00)		

vectors.



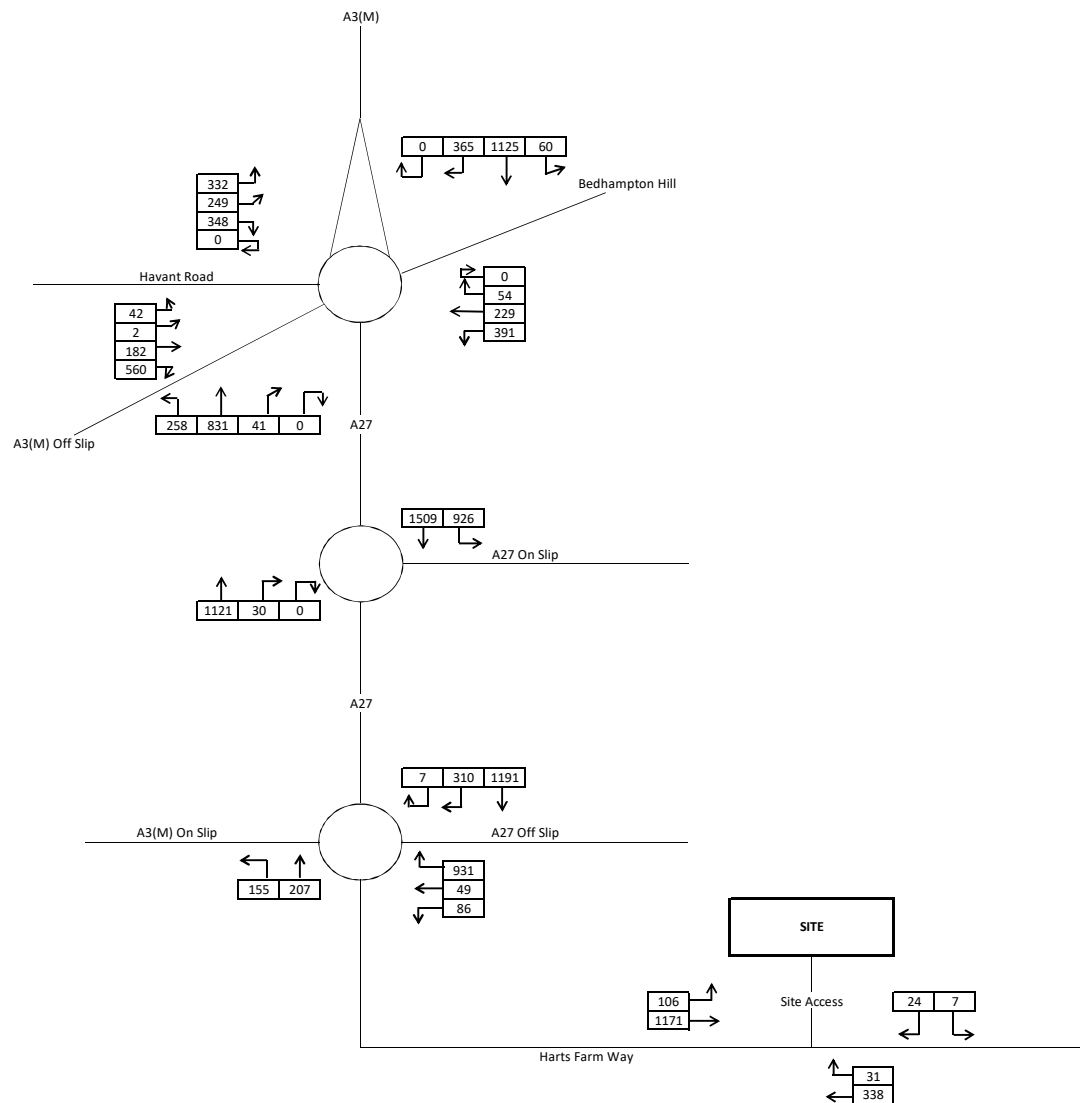
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	6
February 2021	SB	HA	HA	2020 Base Year (08:00-09:00)		

vectors.



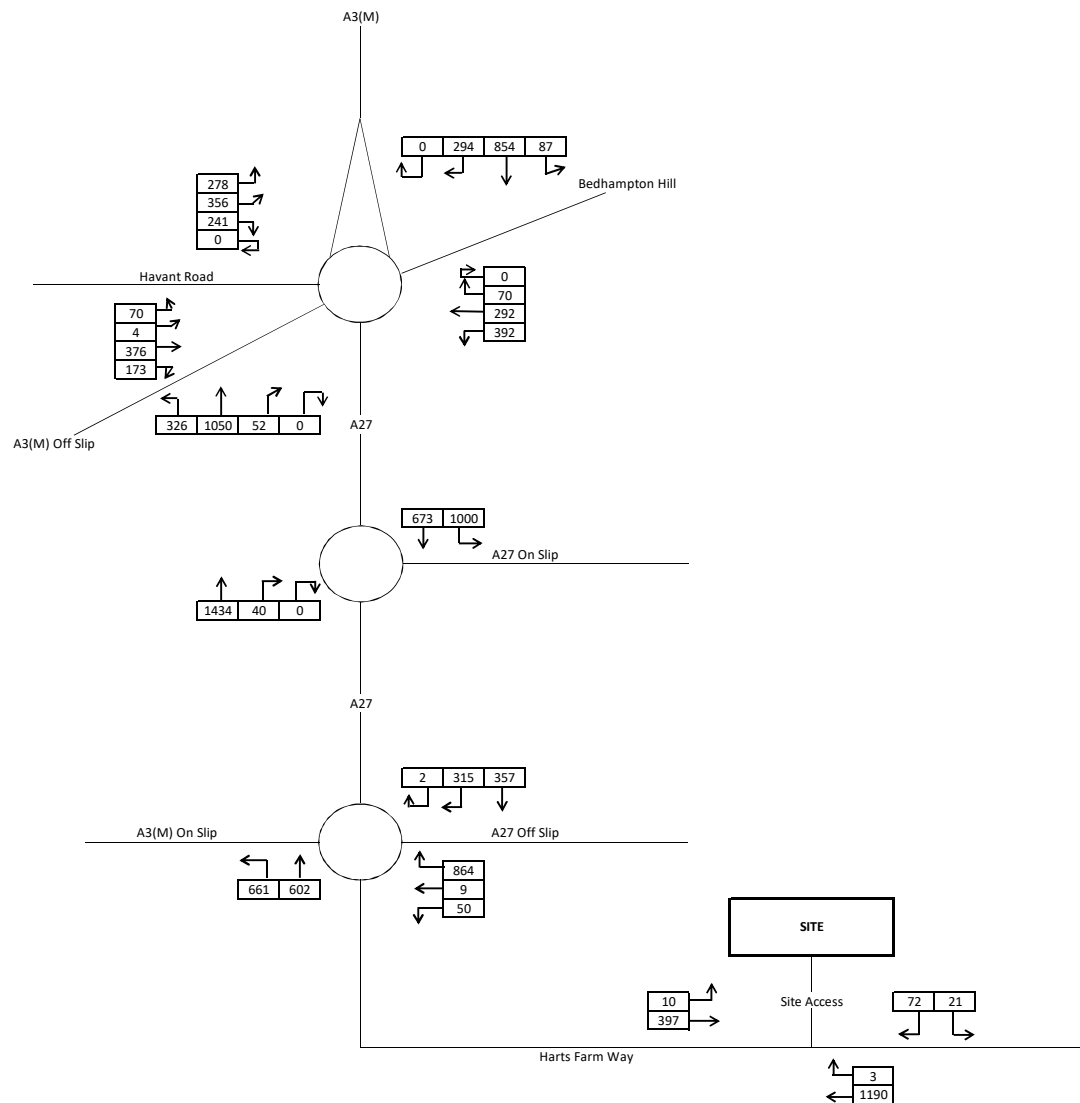
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	7
February 2021	SB	HA	HA	2020 Base Year (17:00-18:00)		

vectors.



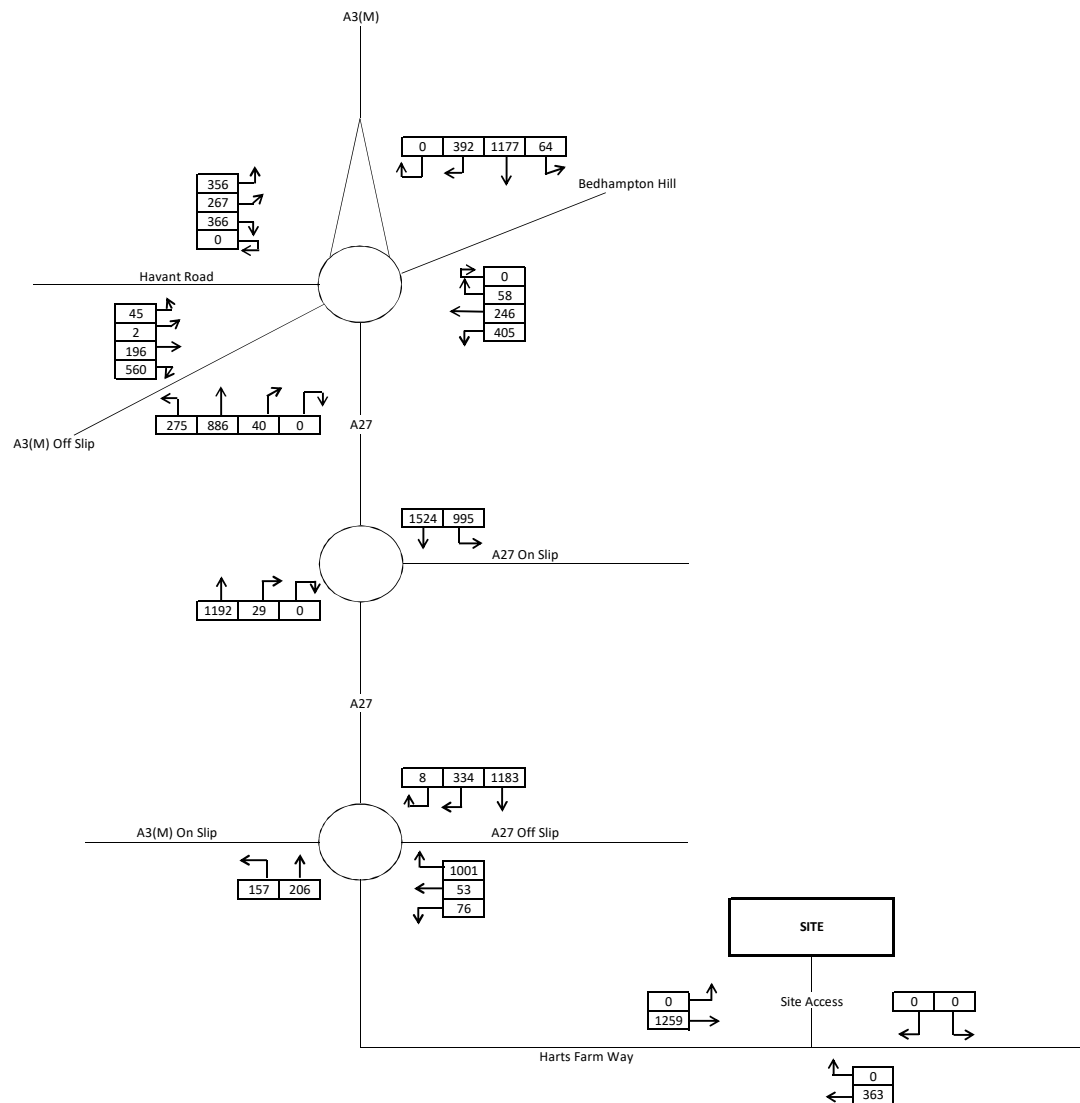
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	8
February 2021	SB	HA	HA	2020 Base Year + Development (08:00-09:00)		

vectos.



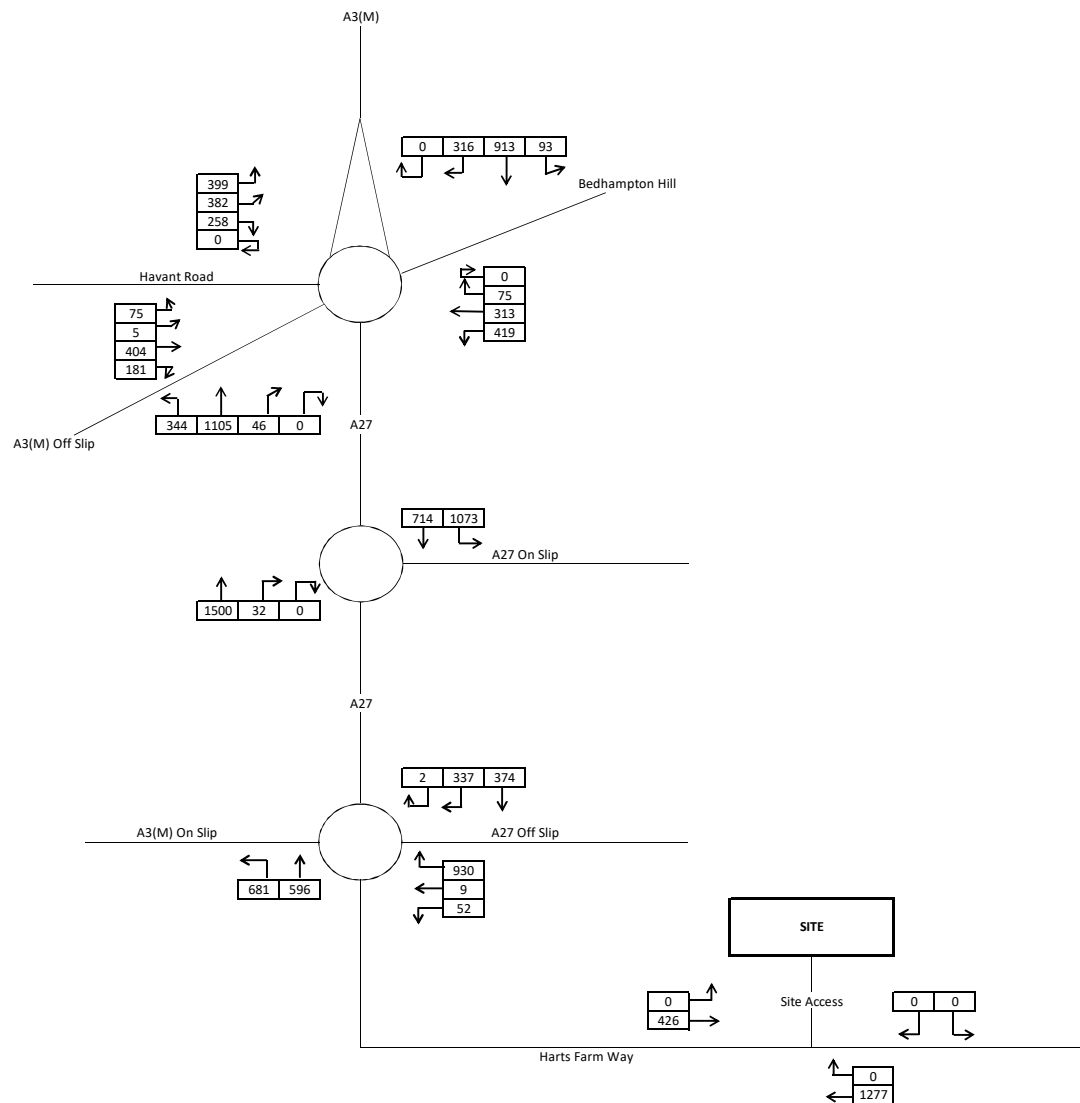
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	9
February 2021	SB	HA	HA	2020 Base Year + Development (17:00-18:00)		

vectos.



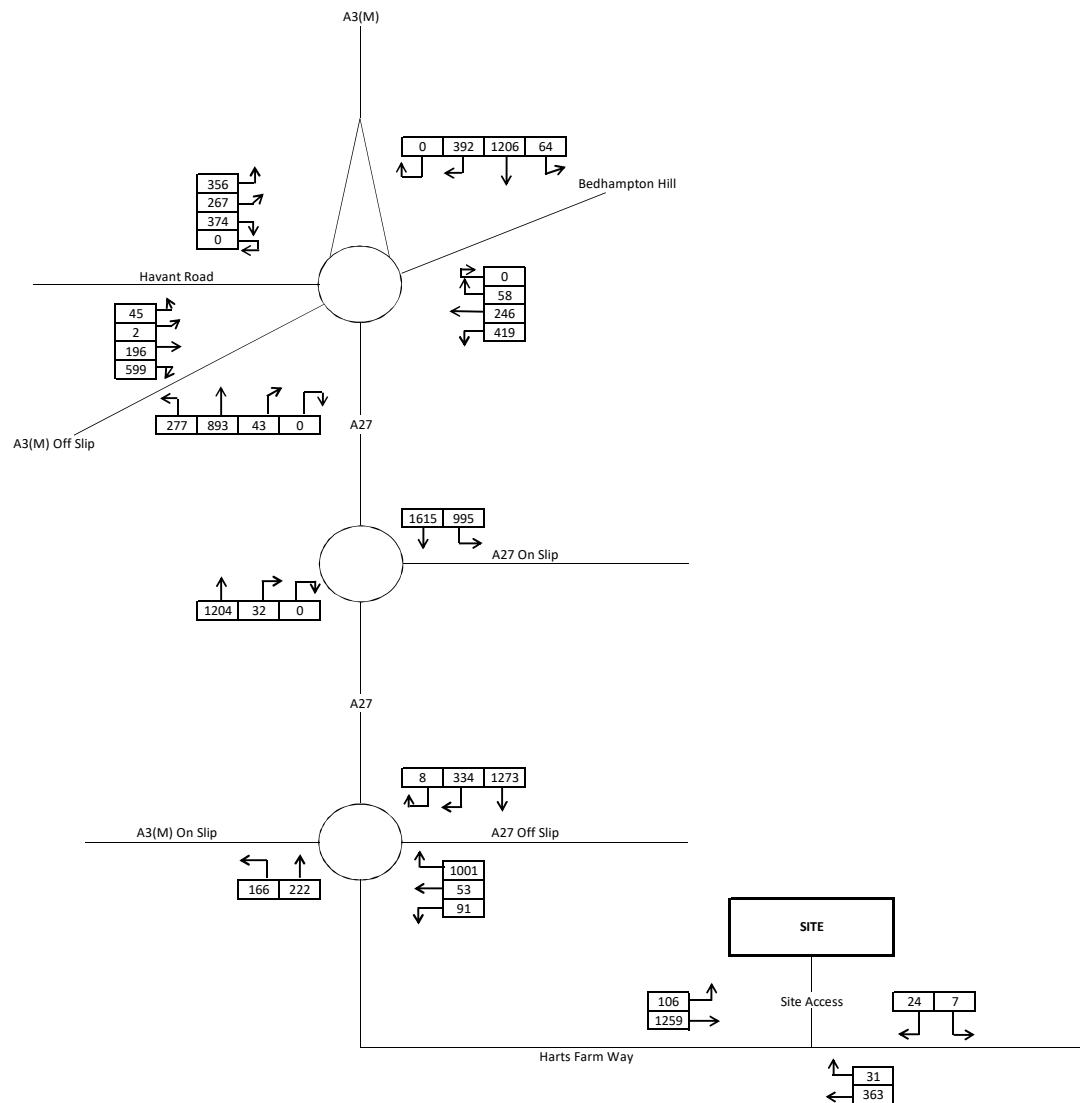
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	10
February 2021	SB	HA	HA	2025 Base Year (08:00-09:00)		

vectors.



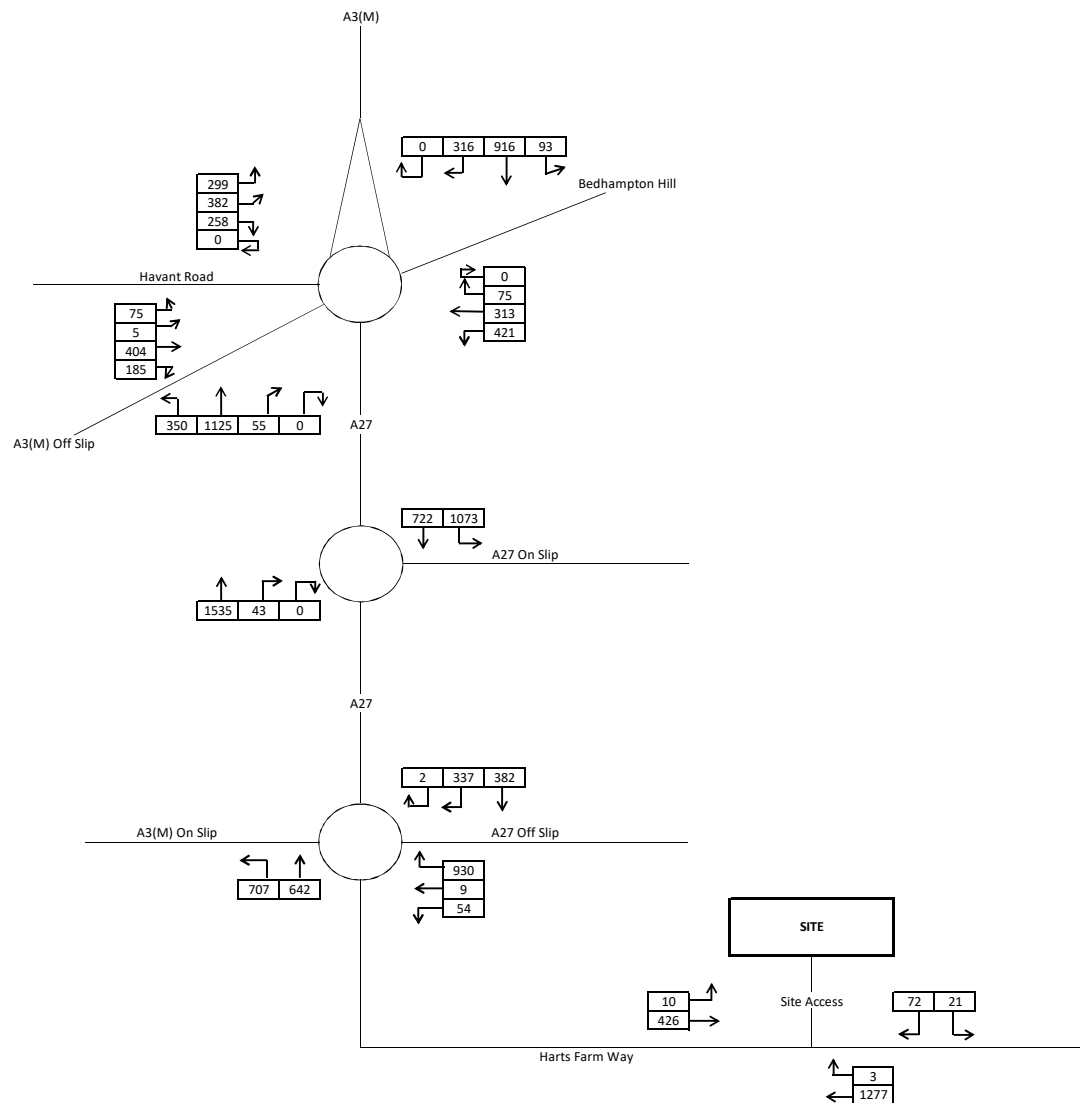
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	11
February 2021	SB	HA	HA	2025 Base Year (17:00-18:00)		

vectors.



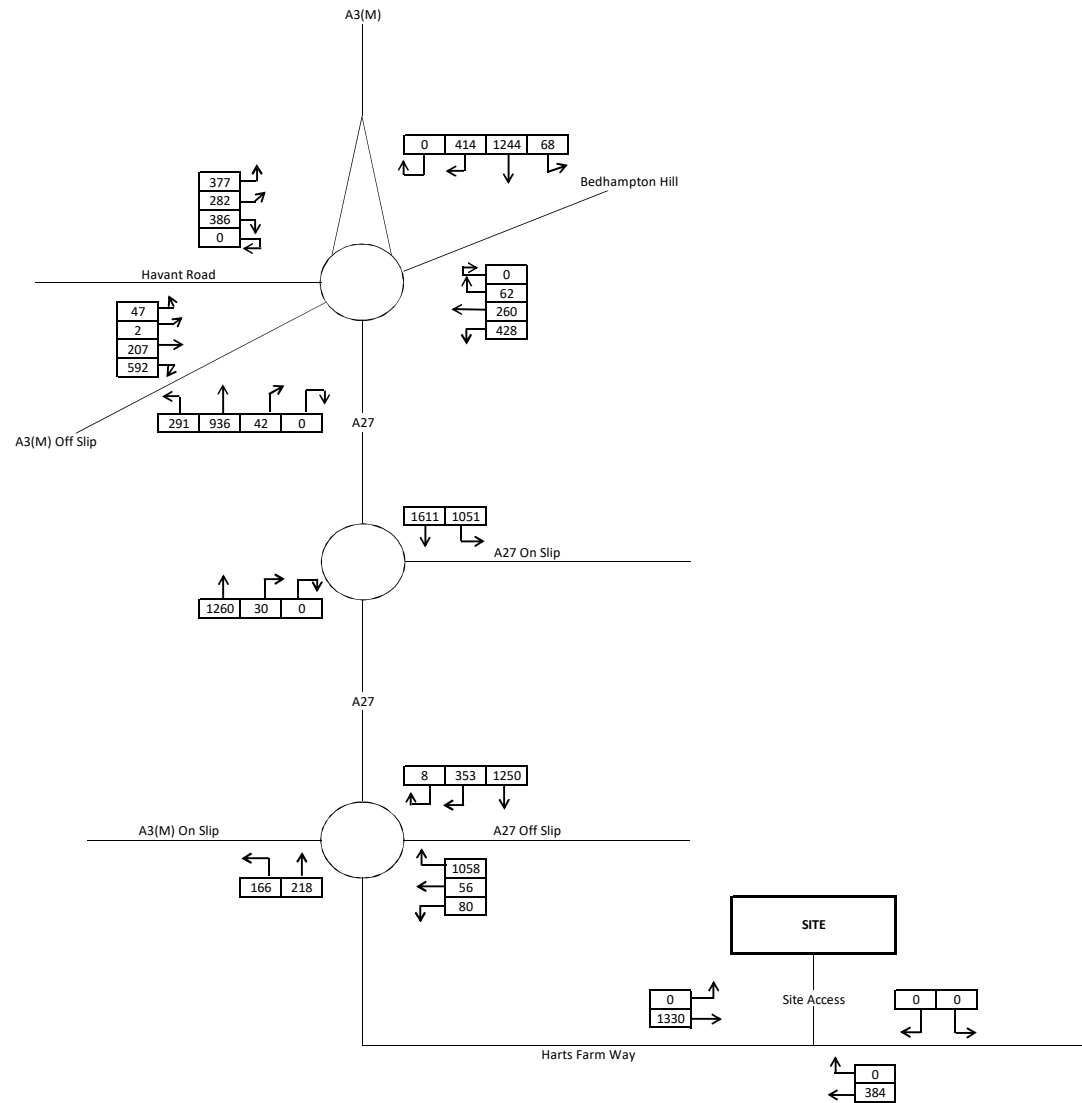
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	12
February 2021	SB	HA	HA	2025 Base Year + Development (08:00-09:00)		

vectos.



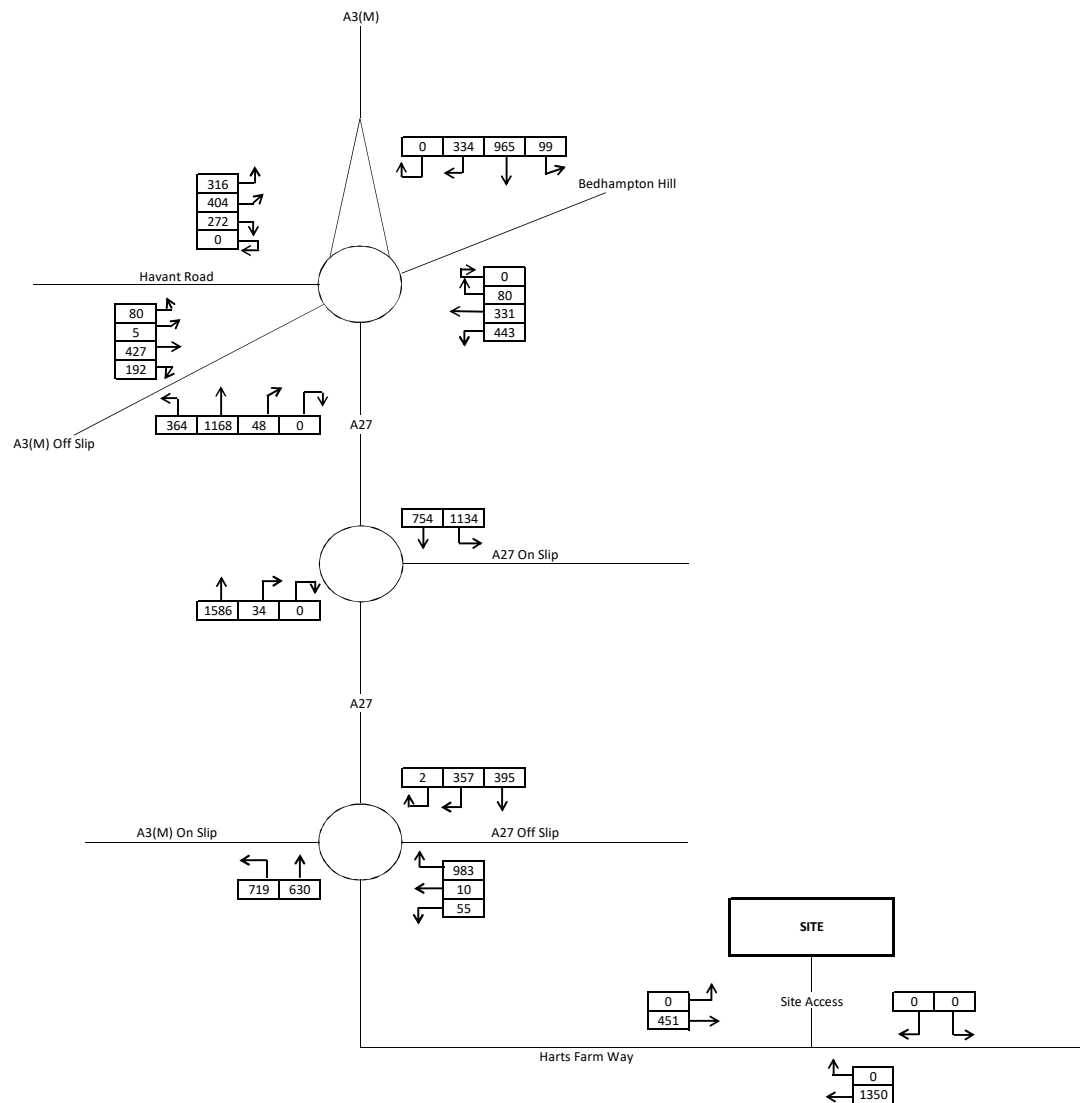
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	13
February 2021	SB	HA	HA	2025 Base Year + Development (17:00-18:00)		

vectos.



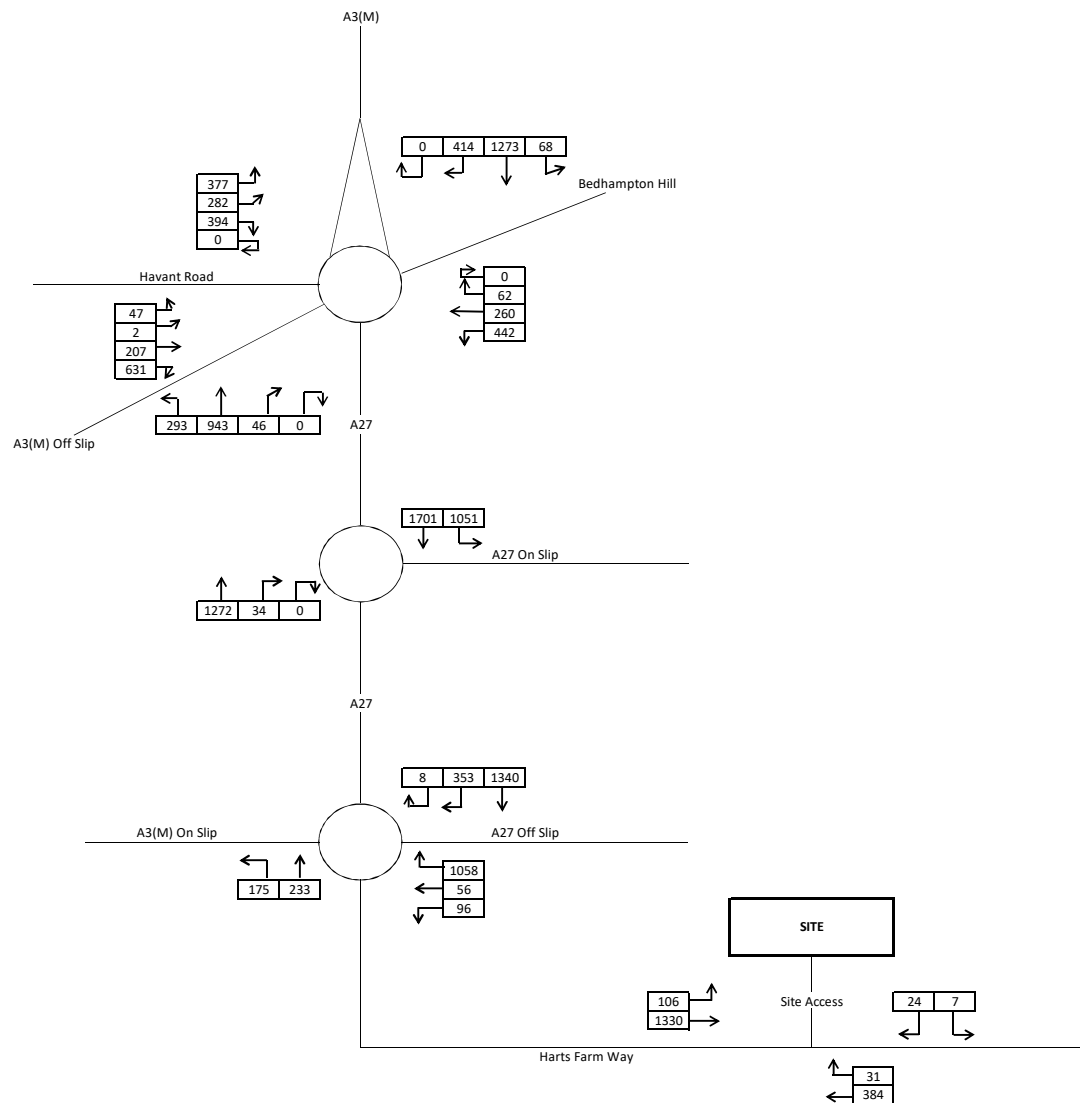
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	14
February 2021	SB	HA	HA	2030 Base Year (08:00-09:00)		

vectors.



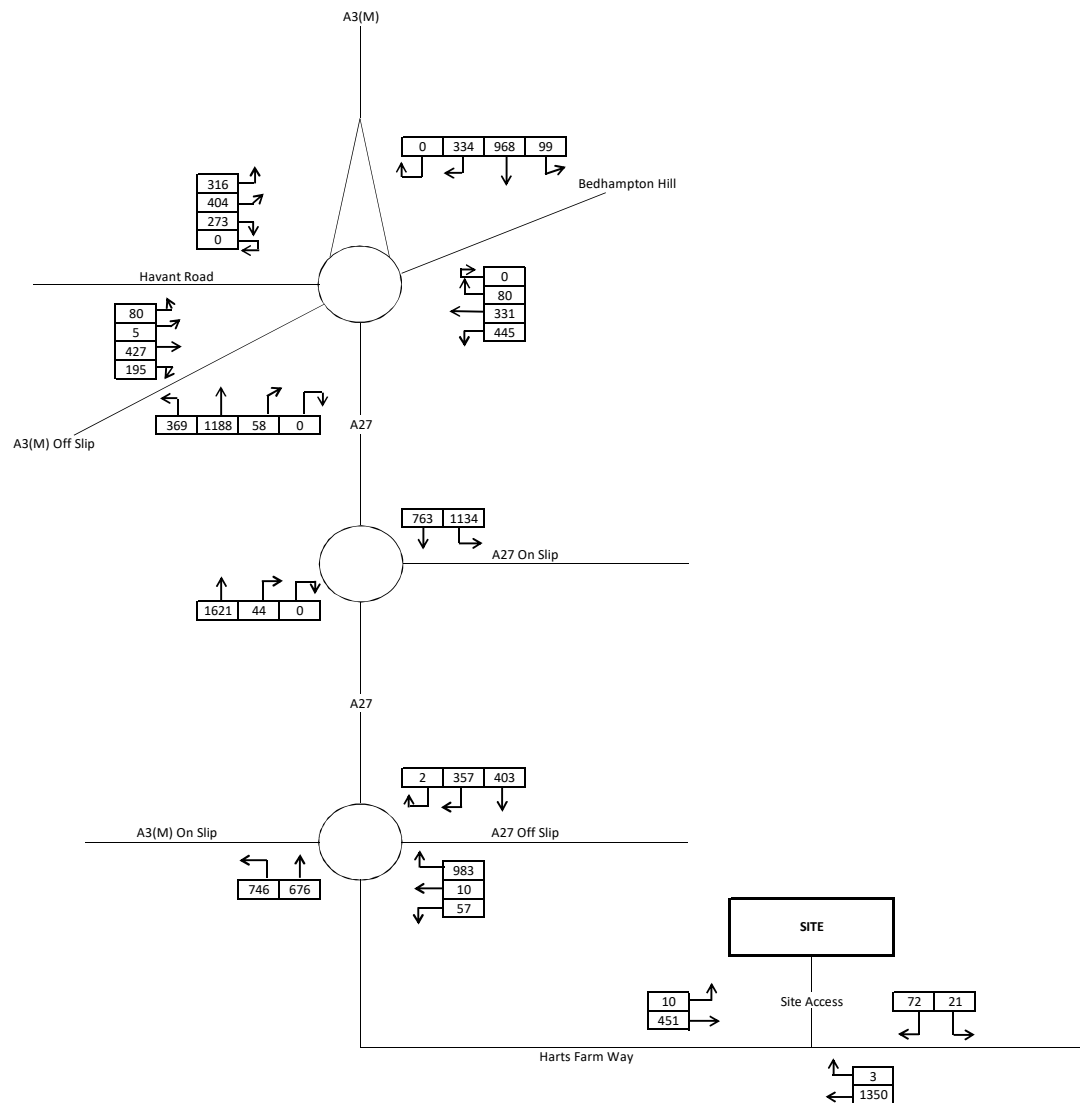
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	15
February 2021	SB	HA	HA	2030 Base Year (17:00-18:00)		

vectors.



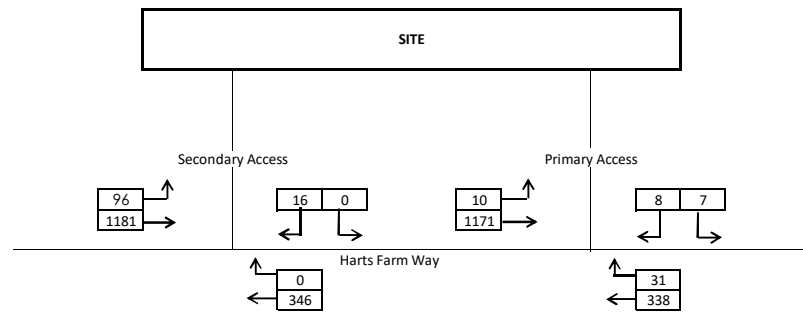
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	16
February 2021	SB	HA	HA	2030 Base Year + Development (08:00-09:00)		

vectors.



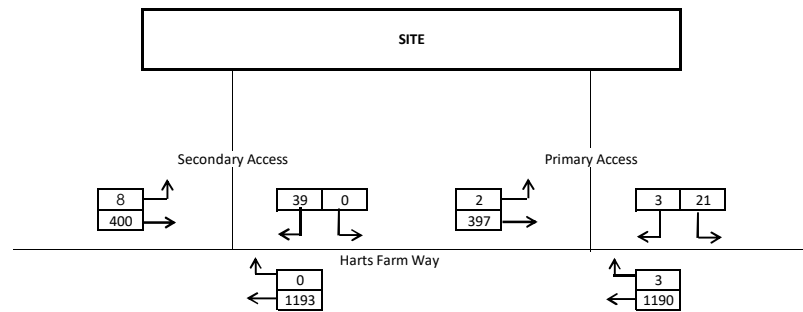
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	17
February 2021	SB	HA	HA	2030 Base Year + Development (17:00-18:00)		

vectors.



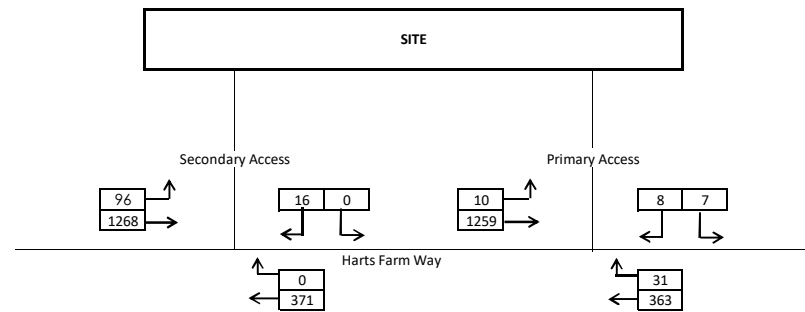
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	18
February 2021	SB	HA	HA	2020 Base Year + Development (08:00-09:00) (Second Access Option)		

vectos.



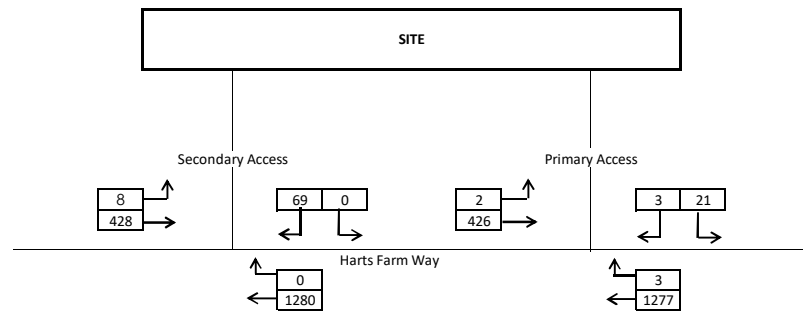
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	19
February 2021	SB	HA	HA	2020 Base Year + Development (17:00-18:00) (Second Access Option)		

vectos.



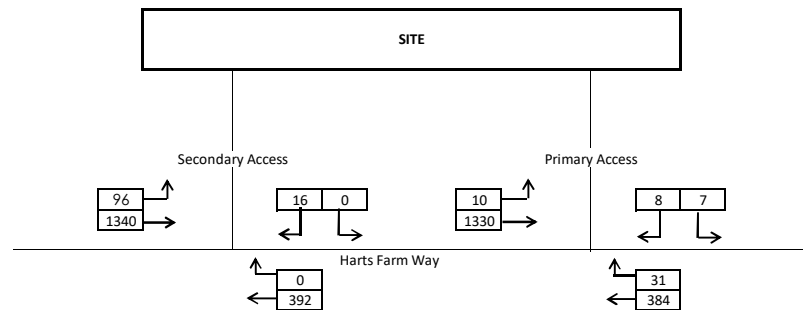
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	20
February 2021	SB	HA	HA	2025 Base Year + Development (08:00-09:00) (Second Access Option)		

vectos.



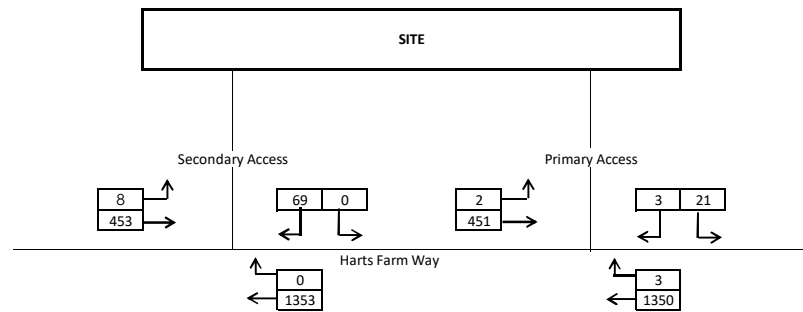
Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	21
February 2021	SB	HA	HA	2025 Base Year + Development (17:00-18:00) (Second Access Option)		

vectos.



Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	22
February 2021	SB	HA	HA	2030 Base Year + Development (08:00-09:00) (Second Access Option)		

vectos.



Notes:				Client		
				Clowes Developments (UK) Ltd.		
Project No.	File name			Project		
205465	Traffic Flows			Harts Farm Way		
Date	Drawn	Checked	Approved	Title	Figure	23
February 2021	SB	HA	HA	2030 Base Year + Development (17:00-18:00) (Second Access Option)		

vectos.

Appendix K

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.1.7462										
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution										

Filename: Site Access.j9

Path: X:\Projects\200000\205465 - Harts Farm Way, Havant\Junction Modelling\Site Access

Report generation date: 29/01/2021 15:46:58

»2020 Base Year + Development, AM
 »2020 Base Year + Development, PM
 »2025 Base Year + Development, AM
 »2025 Base Year + Development, PM
 »2030 Base Year + Development, AM
 »2030 Base Year + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2020 Base Year + Development									
Stream B-C	D1	0.0	11.72	0.02	B	D2	0.1	7.84	0.05	A
Stream B-A		0.2	22.45	0.14	C		0.4	18.69	0.29	C
Stream C-AB		0.3	6.59	0.13	A		0.0	3.07	0.02	A
	2025 Base Year + Development									
Stream B-C	D3	0.0	12.64	0.03	B	D4	0.1	8.03	0.05	A
Stream B-A		0.2	27.15	0.17	D		0.5	21.14	0.31	C
Stream C-AB		0.4	6.62	0.14	A		0.0	2.96	0.03	A
	2030 Base Year + Development									
Stream B-C	D5	0.0	13.52	0.03	B	D6	0.1	8.20	0.05	A
Stream B-A		0.2	32.69	0.19	D		0.5	23.78	0.34	C
Stream C-AB		0.4	6.66	0.15	A		0.0	2.88	0.04	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 average delay per arriving vehicle.

File summary

File Description

Title	Site Access
Location	
Site number	
Date	29/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\taylor.davis
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue 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
D1	2020 Base Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2020 Base Year + Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Base Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Base Year + Development	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Base Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Base Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2020 Base Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Harts Farm Way (EB)		Major
B	Site Access		Minor
C	Harts Farm Way (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.06			115.1	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.56	6.14	5.53	5.53	✓	3.00	25	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	579	0.096	0.243	0.153	0.347
B-C	617	0.086	0.218	-	-
C-B	641	0.226	0.226	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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
D1	2020 Base Year + Development	AM	ONE HOUR	07:45	09:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1274	100.000
B		ONE HOUR	✓	31	100.000
C		ONE HOUR	✓	368	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	103	1171
	B	24	0	7
	C	338	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	11.72	0.0	B	6	10
B-A	0.14	22.45	0.2	C	22	33
C-AB	0.13	6.59	0.3	A	58	87
C-A					280	420
A-B					95	142
A-C					1075	1612

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	413	0.013	5	0.0	0.0	8.833	A
B-A	18	5	311	0.058	18	0.0	0.1	12.276	B
C-AB	38	10	618	0.062	38	0.0	0.1	6.200	A
C-A	239	60			239				
A-B	78	19			78				
A-C	882	220			882				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	372	0.017	6	0.0	0.0	9.840	A
B-A	22	5	259	0.083	21	0.1	0.1	15.162	C
C-AB	53	13	621	0.085	53	0.1	0.2	6.336	A
C-A	278	69			278				
A-B	93	23			93				
A-C	1053	263			1053				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	315	0.024	8	0.0	0.0	11.709	B
B-A	26	7	187	0.141	26	0.1	0.2	22.367	C
C-AB	81	20	629	0.129	81	0.2	0.3	6.575	A
C-A	324	81			324				
A-B	113	28			113				
A-C	1289	322			1289				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	315	0.024	8	0.0	0.0	11.721	B
B-A	26	7	187	0.142	26	0.2	0.2	22.451	C
C-AB	82	20	630	0.130	82	0.3	0.3	6.588	A
C-A	324	81			324				
A-B	113	28			113				
A-C	1289	322			1289				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	372	0.017	6	0.0	0.0	9.852	A
B-A	22	5	259	0.083	22	0.2	0.1	15.214	C
C-AB	53	13	622	0.086	54	0.3	0.2	6.351	A
C-A	278	69			278				
A-B	93	23			93				
A-C	1053	263			1053				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	412	0.013	5	0.0	0.0	8.843	A
B-A	18	5	311	0.058	18	0.1	0.1	12.310	B
C-AB	39	10	619	0.062	39	0.2	0.1	6.214	A
C-A	238	60			238				
A-B	78	19			78				
A-C	882	220			882				

2020 Base Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.92	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
D2	2020 Base Year + Development	PM	ONE HOUR	16:45	18:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	406	100.000
B		ONE HOUR	✓	92	100.000
C		ONE HOUR	✓	1193	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	9	397
	B	71	0	21
	C	1190	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	7.84	0.1	A	19	29
B-A	0.29	18.69	0.4	C	65	98
C-AB	0.02	3.07	0.0	A	19	29
C-A					1075	1613
A-B					8	12
A-C					364	546

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	532	0.030	16	0.0	0.0	6.968	A
B-A	53	13	368	0.145	53	0.0	0.2	11.402	B
C-AB	9	2	1183	0.008	9	0.0	0.0	3.066	A
C-A	889	222			889				
A-B	7	2			7				
A-C	299	75			299				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	513	0.037	19	0.0	0.0	7.289	A
B-A	64	16	327	0.195	64	0.2	0.2	13.645	B
C-AB	15	4	1296	0.012	15	0.0	0.0	2.810	A
C-A	1057	264			1057				
A-B	8	2			8				
A-C	357	89			357				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	483	0.048	23	0.0	0.0	7.831	A
B-A	78	20	271	0.289	78	0.2	0.4	18.586	C
C-AB	33	8	1457	0.023	33	0.0	0.0	2.527	A
C-A	1281	320			1281				
A-B	10	2			10				
A-C	437	109			437				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	482	0.048	23	0.0	0.1	7.841	A
B-A	78	20	271	0.289	78	0.4	0.4	18.694	C
C-AB	33	8	1457	0.023	33	0.0	0.0	2.527	A
C-A	1281	320			1281				
A-B	10	2			10				
A-C	437	109			437				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	512	0.037	19	0.1	0.0	7.301	A
B-A	64	16	327	0.195	64	0.4	0.2	13.729	B
C-AB	15	4	1296	0.012	16	0.0	0.0	2.810	A
C-A	1057	264			1057				
A-B	8	2			8				
A-C	357	89			357				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	532	0.030	16	0.0	0.0	6.983	A
B-A	53	13	368	0.145	54	0.2	0.2	11.467	B
C-AB	9	2	1183	0.008	9	0.0	0.0	3.066	A
C-A	889	222			889				
A-B	7	2			7				
A-C	299	75			299				

2025 Base Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.67	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
D3	2025 Base Year + Development	AM	ONE HOUR	07:45	09:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1362	100.000
B		ONE HOUR	✓	31	100.000
C		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	103	1259
	B	24	0	7
	C	363	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	12.64	0.0	B	6	10
B-A	0.17	27.15	0.2	D	22	33
C-AB	0.14	6.62	0.4	A	63	94
C-A					298	447
A-B					95	142
A-C					1155	1733

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	398	0.013	5	0.0	0.0	9.162	A
B-A	18	5	292	0.062	18	0.0	0.1	13.123	B
C-AB	40	10	620	0.065	40	0.0	0.1	6.204	A
C-A	255	64			255				
A-B	78	19			78				
A-C	948	237			948				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	355	0.018	6	0.0	0.0	10.337	B
B-A	22	5	236	0.091	21	0.1	0.1	16.756	C
C-AB	57	14	624	0.091	56	0.1	0.2	6.344	A
C-A	297	74			297				
A-B	93	23			93				
A-C	1132	283			1132				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	293	0.026	8	0.0	0.0	12.625	B
B-A	26	7	159	0.166	26	0.1	0.2	26.985	D
C-AB	90	22	635	0.142	89	0.2	0.4	6.607	A
C-A	343	86			343				
A-B	113	28			113				
A-C	1386	347			1386				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	292	0.026	8	0.0	0.0	12.644	B
B-A	26	7	159	0.166	26	0.2	0.2	27.147	D
C-AB	90	23	635	0.142	90	0.4	0.4	6.623	A
C-A	342	86			342				
A-B	113	28			113				
A-C	1386	347			1386				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	354	0.018	6	0.0	0.0	10.357	B
B-A	22	5	236	0.091	22	0.2	0.1	16.838	C
C-AB	57	14	625	0.091	58	0.4	0.2	6.364	A
C-A	296	74			296				
A-B	93	23			93				
A-C	1132	283			1132				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	398	0.013	5	0.0	0.0	9.173	A
B-A	18	5	292	0.062	18	0.1	0.1	13.164	B
C-AB	41	10	620	0.066	41	0.2	0.1	6.220	A
C-A	255	64			255				
A-B	78	19			78				
A-C	948	237			948				

2025 Base Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.97	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
D4	2025 Base Year + Development	PM	ONE HOUR	16:45	18:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	435	100.000
B		ONE HOUR	✓	92	100.000
C		ONE HOUR	✓	1280	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	9	426
	B	71	0	21
	C	1277	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	8.03	0.1	A	19	29
B-A	0.31	21.14	0.5	C	65	98
C-AB	0.03	2.96	0.0	A	24	36
C-A					1151	1726
A-B					8	12
A-C					391	586

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	527	0.030	16	0.0	0.0	7.042	A
B-A	53	13	353	0.152	53	0.0	0.2	11.979	B
C-AB	10	3	1225	0.009	10	0.0	0.0	2.962	A
C-A	953	238			953				
A-B	7	2			7				
A-C	321	80			321				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	506	0.037	19	0.0	0.0	7.394	A
B-A	64	16	309	0.207	64	0.2	0.3	14.655	B
C-AB	18	5	1348	0.014	18	0.0	0.0	2.706	A
C-A	1132	283			1132				
A-B	8	2			8				
A-C	383	96			383				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	472	0.049	23	0.0	0.1	8.012	A
B-A	78	20	248	0.315	77	0.3	0.4	20.979	C
C-AB	43	11	1523	0.028	43	0.0	0.0	2.433	A
C-A	1366	342			1366				
A-B	10	2			10				
A-C	469	117			469				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	472	0.049	23	0.1	0.1	8.025	A
B-A	78	20	248	0.315	78	0.4	0.5	21.144	C
C-AB	43	11	1523	0.028	43	0.0	0.0	2.433	A
C-A	1366	342			1366				
A-B	10	2			10				
A-C	469	117			469				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	505	0.037	19	0.1	0.0	7.409	A
B-A	64	16	309	0.207	65	0.5	0.3	14.773	B
C-AB	18	5	1348	0.014	18	0.0	0.0	2.706	A
C-A	1132	283			1132				
A-B	8	2			8				
A-C	383	96			383				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	526	0.030	16	0.0	0.0	7.058	A
B-A	53	13	353	0.152	54	0.3	0.2	12.054	B
C-AB	11	3	1225	0.009	11	0.0	0.0	2.962	A
C-A	953	238			953				
A-B	7	2			7				
A-C	321	80			321				

2030 Base Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.73	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
D5	2030 Base Year + Development	AM	ONE HOUR	07:45	09:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1433	100.000
B		ONE HOUR	✓	31	100.000
C		ONE HOUR	✓	414	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	103	1330
	B	24	0	7
	C	384	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	13.52	0.0	B	6	10
B-A	0.19	32.69	0.2	D	22	33
C-AB	0.15	6.66	0.4	A	67	100
C-A					313	469
A-B					95	142
A-C					1220	1831

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	386	0.014	5	0.0	0.0	9.445	A
B-A	18	5	277	0.065	18	0.0	0.1	13.901	B
C-AB	42	11	622	0.068	42	0.0	0.1	6.201	A
C-A	269	67			269				
A-B	78	19			78				
A-C	1001	250			1001				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	340	0.019	6	0.0	0.0	10.779	B
B-A	22	5	218	0.099	21	0.1	0.1	18.319	C
C-AB	60	15	628	0.096	60	0.1	0.2	6.344	A
C-A	312	78			312				
A-B	93	23			93				
A-C	1196	299			1196				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	274	0.028	8	0.0	0.0	13.495	B
B-A	26	7	137	0.193	26	0.1	0.2	32.394	D
C-AB	98	24	641	0.153	97	0.2	0.4	6.638	A
C-A	358	89			358				
A-B	113	28			113				
A-C	1464	366			1464				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	274	0.028	8	0.0	0.0	13.523	B
B-A	26	7	136	0.194	26	0.2	0.2	32.686	D
C-AB	98	25	641	0.154	98	0.4	0.4	6.655	A
C-A	357	89			357				
A-B	113	28			113				
A-C	1464	366			1464				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	340	0.019	6	0.0	0.0	10.806	B
B-A	22	5	218	0.099	22	0.2	0.1	18.440	C
C-AB	61	15	629	0.096	62	0.4	0.2	6.365	A
C-A	312	78			312				
A-B	93	23			93				
A-C	1196	299			1196				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	386	0.014	5	0.0	0.0	9.458	A
B-A	18	5	276	0.065	18	0.1	0.1	13.948	B
C-AB	43	11	623	0.068	43	0.2	0.1	6.216	A
C-A	269	67			269				
A-B	78	19			78				
A-C	1001	250			1001				

2030 Base Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.03	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	2030 Base Year + Development	PM	ONE HOUR	16:45	18:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	460	100.000
B		ONE HOUR	✓	92	100.000
C		ONE HOUR	✓	1353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	9	451
	B	71	0	21
	C	1350	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	8.20	0.1	A	19	29
B-A	0.34	23.78	0.5	C	65	98
C-AB	0.04	2.88	0.0	A	30	45
C-A					1212	1817
A-B					8	12
A-C					414	621

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	522	0.030	16	0.0	0.0	7.108	A
B-A	53	13	340	0.157	53	0.0	0.2	12.516	B
C-AB	12	3	1261	0.009	12	0.0	0.0	2.880	A
C-A	1007	252			1007				
A-B	7	2			7				
A-C	340	85			340				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	499	0.038	19	0.0	0.0	7.489	A
B-A	64	16	293	0.218	63	0.2	0.3	15.609	C
C-AB	21	5	1392	0.015	21	0.0	0.0	2.625	A
C-A	1195	299			1195				
A-B	8	2			8				
A-C	405	101			405				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	463	0.050	23	0.0	0.1	8.186	A
B-A	78	20	229	0.341	77	0.3	0.5	23.536	C
C-AB	57	14	1578	0.036	57	0.0	0.0	2.366	A
C-A	1433	358			1433				
A-B	10	2			10				
A-C	497	124			497				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	462	0.050	23	0.1	0.1	8.204	A
B-A	78	20	229	0.341	78	0.5	0.5	23.783	C
C-AB	57	14	1578	0.036	57	0.0	0.0	2.366	A
C-A	1433	358			1433				
A-B	10	2			10				
A-C	497	124			497				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	498	0.038	19	0.1	0.0	7.508	A
B-A	64	16	294	0.217	65	0.5	0.3	15.790	C
C-AB	21	5	1392	0.015	21	0.0	0.0	2.626	A
C-A	1195	299			1195				
A-B	8	2			8				
A-C	405	101			405				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	521	0.030	16	0.0	0.0	7.123	A
B-A	53	13	340	0.157	54	0.3	0.2	12.603	B
C-AB	12	3	1261	0.009	12	0.0	0.0	2.882	A
C-A	1007	252			1007				
A-B	7	2			7				
A-C	340	85			340				

Appendix L

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.1.7462										
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Filename: Site Access with Secondary Access.j9

Path: X:\Projects\200000\205465 - Harts Farm Way, Havant\Junction Modelling\Site Access

Report generation date: 09/02/2021 16:19:10

»2020 Base Year + Development, AM
 »2020 Base Year + Development, PM
 »2025 Base Year + Development, AM
 »2025 Base Year + Development, PM
 »2030 Base Year + Development, AM
 »2030 Base Year + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2020 Base Year + Development									
Stream B-C	D1	0.0	10.23	0.02	B	D2	0.0	5.83	0.04	A
Stream B-A		0.1	20.71	0.05	C		0.0	16.68	0.02	C
Stream C-AB		0.3	6.34	0.12	A		0.0	3.06	0.02	A
	2025 Base Year + Development									
Stream B-C	D3	0.0	10.96	0.02	B	D4	0.0	5.91	0.04	A
Stream B-A		0.1	24.30	0.06	C		0.0	18.20	0.02	C
Stream C-AB		0.3	6.36	0.13	A		0.0	2.96	0.03	A
	2030 Base Year + Development									
Stream B-C	D5	0.0	11.63	0.02	B	D6	0.0	5.99	0.04	A
Stream B-A		0.1	28.30	0.06	D		0.0	19.72	0.02	C
Stream C-AB		0.4	6.39	0.14	A		0.0	2.88	0.04	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 average delay per arriving vehicle.

File summary

File Description

Title	Site Access
Location	
Site number	
Date	29/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\taylor.davis
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue 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
D1	2020 Base Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2020 Base Year + Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Base Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Base Year + Development	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Base Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Base Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2020 Base Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Harts Farm Way (EB)		Major
B	Site Access		Minor
C	Harts Farm Way (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.06			115.1	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.56	6.14	5.53	5.53	✓	3.00	25	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	538	0.089	0.225	0.142	0.322
B-C	670	0.094	0.236	-	-
C-B	641	0.226	0.226	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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
D1	2020 Base Year + Development	AM	ONE HOUR	07:45	09:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1181	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	368	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	10	1171
	B	8	0	7
	C	338	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.23	0.0	B	6	10
B-A	0.05	20.71	0.1	C	7	11
C-AB	0.12	6.34	0.3	A	56	84
C-A					282	422
A-B					9	14
A-C					1075	1612

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	459	0.011	5	0.0	0.0	7.935	A
B-A	6	2	295	0.020	6	0.0	0.0	12.453	B
C-AB	38	9	632	0.060	37	0.0	0.1	6.053	A
C-A	239	60			239				
A-B	8	2			8				
A-C	882	220			882				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	417	0.015	6	0.0	0.0	8.757	A
B-A	7	2	248	0.029	7	0.0	0.0	14.954	B
C-AB	52	13	637	0.081	52	0.1	0.2	6.153	A
C-A	279	70			279				
A-B	9	2			9				
A-C	1053	263			1053				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	360	0.021	8	0.0	0.0	10.222	B
B-A	9	2	183	0.048	9	0.0	0.0	20.684	C
C-AB	78	20	647	0.121	78	0.2	0.3	6.326	A
C-A	327	82			327				
A-B	11	3			11				
A-C	1289	322			1289				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	360	0.021	8	0.0	0.0	10.228	B
B-A	9	2	183	0.048	9	0.0	0.1	20.705	C
C-AB	78	20	648	0.121	78	0.3	0.3	6.336	A
C-A	327	82			327				
A-B	11	3			11				
A-C	1289	322			1289				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	417	0.015	6	0.0	0.0	8.768	A
B-A	7	2	248	0.029	7	0.1	0.0	14.967	B
C-AB	52	13	637	0.082	53	0.3	0.2	6.164	A
C-A	279	70			279				
A-B	9	2			9				
A-C	1053	263			1053				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	458	0.011	5	0.0	0.0	7.945	A
B-A	6	2	295	0.020	6	0.0	0.0	12.459	B
C-AB	38	10	632	0.060	38	0.2	0.1	6.067	A
C-A	239	60			239				
A-B	8	2			8				
A-C	882	220			882				

2020 Base Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.15	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
D2	2020 Base Year + Development	PM	ONE HOUR	16:45	18:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	399	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	1193	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	397
	B	3	0	21
	C	1190	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.83	0.0	A	19	29
B-A	0.02	16.68	0.0	C	3	4
C-AB	0.02	3.06	0.0	A	19	29
C-A					1076	1613
A-B					2	3
A-C					364	546

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	679	0.023	16	0.0	0.0	5.426	A
B-A	2	0.56	298	0.008	2	0.0	0.0	12.187	B
C-AB	9	2	1184	0.008	9	0.0	0.0	3.065	A
C-A	889	222			889				
A-B	2	0.38			2				
A-C	299	75			299				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	663	0.028	19	0.0	0.0	5.587	A
B-A	3	0.67	265	0.010	3	0.0	0.0	13.740	B
C-AB	15	4	1297	0.012	15	0.0	0.0	2.808	A
C-A	1057	264			1057				
A-B	2	0.45			2				
A-C	357	89			357				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	641	0.036	23	0.0	0.0	5.828	A
B-A	3	0.83	219	0.015	3	0.0	0.0	16.677	C
C-AB	33	8	1458	0.022	33	0.0	0.0	2.526	A
C-A	1281	320			1281				
A-B	2	0.55			2				
A-C	437	109			437				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	641	0.036	23	0.0	0.0	5.828	A
B-A	3	0.83	219	0.015	3	0.0	0.0	16.677	C
C-AB	33	8	1458	0.022	33	0.0	0.0	2.528	A
C-A	1281	320			1281				
A-B	2	0.55			2				
A-C	437	109			437				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	663	0.028	19	0.0	0.0	5.589	A
B-A	3	0.67	265	0.010	3	0.0	0.0	13.740	B
C-AB	15	4	1297	0.012	16	0.0	0.0	2.811	A
C-A	1057	264			1057				
A-B	2	0.45			2				
A-C	357	89			357				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	679	0.023	16	0.0	0.0	5.428	A
B-A	2	0.56	298	0.008	2	0.0	0.0	12.190	B
C-AB	9	2	1184	0.008	9	0.0	0.0	3.065	A
C-A	889	222			889				
A-B	2	0.38			2				
A-C	299	75			299				

2025 Base Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.41	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
D3	2025 Base Year + Development	AM	ONE HOUR	07:45	09:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1269	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	10	1259
	B	8	0	7
	C	363	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	10.96	0.0	B	6	10
B-A	0.06	24.30	0.1	C	7	11
C-AB	0.13	6.36	0.3	A	60	91
C-A					300	450
A-B					9	14
A-C					1155	1733

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	443	0.012	5	0.0	0.0	8.220	A
B-A	6	2	277	0.022	6	0.0	0.0	13.258	B
C-AB	40	10	634	0.063	39	0.0	0.1	6.056	A
C-A	256	64			256				
A-B	8	2			8				
A-C	948	237			948				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	399	0.016	6	0.0	0.0	9.178	A
B-A	7	2	227	0.032	7	0.0	0.0	16.386	C
C-AB	55	14	640	0.086	55	0.1	0.2	6.157	A
C-A	298	75			298				
A-B	9	2			9				
A-C	1132	283			1132				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	337	0.023	8	0.0	0.0	10.948	B
B-A	9	2	157	0.056	9	0.0	0.1	24.267	C
C-AB	86	21	653	0.131	85	0.2	0.3	6.352	A
C-A	347	87			347				
A-B	11	3			11				
A-C	1386	347			1386				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	336	0.023	8	0.0	0.0	10.956	B
B-A	9	2	157	0.056	9	0.1	0.1	24.305	C
C-AB	86	22	653	0.132	86	0.3	0.3	6.363	A
C-A	347	87			347				
A-B	11	3			11				
A-C	1386	347			1386				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	398	0.016	6	0.0	0.0	9.192	A
B-A	7	2	227	0.032	7	0.1	0.0	16.399	C
C-AB	56	14	640	0.087	56	0.3	0.2	6.174	A
C-A	298	74			298				
A-B	9	2			9				
A-C	1132	283			1132				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	443	0.012	5	0.0	0.0	8.231	A
B-A	6	2	277	0.022	6	0.0	0.0	13.267	B
C-AB	40	10	634	0.063	40	0.2	0.1	6.070	A
C-A	256	64			256				
A-B	8	2			8				
A-C	948	237			948				

2025 Base Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.15	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
D4	2025 Base Year + Development	PM	ONE HOUR	16:45	18:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	428	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	1280	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	426
	B	3	0	21
	C	1277	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.91	0.0	A	19	29
B-A	0.02	18.20	0.0	C	3	4
C-AB	0.03	2.96	0.0	A	24	36
C-A					1151	1726
A-B					2	3
A-C					391	586

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	673	0.023	16	0.0	0.0	5.475	A
B-A	2	0.56	285	0.008	2	0.0	0.0	12.719	B
C-AB	10	3	1226	0.009	10	0.0	0.0	2.961	A
C-A	953	238			953				
A-B	2	0.38			2				
A-C	321	80			321				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	656	0.029	19	0.0	0.0	5.649	A
B-A	3	0.67	250	0.011	3	0.0	0.0	14.560	B
C-AB	18	5	1349	0.013	18	0.0	0.0	2.705	A
C-A	1133	283			1133				
A-B	2	0.45			2				
A-C	383	96			383				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	632	0.037	23	0.0	0.0	5.912	A
B-A	3	0.83	201	0.016	3	0.0	0.0	18.197	C
C-AB	43	11	1523	0.028	43	0.0	0.0	2.432	A
C-A	1366	342			1366				
A-B	2	0.55			2				
A-C	469	117			469				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	632	0.037	23	0.0	0.0	5.912	A
B-A	3	0.83	201	0.016	3	0.0	0.0	18.199	C
C-AB	43	11	1523	0.028	43	0.0	0.0	2.432	A
C-A	1366	342			1366				
A-B	2	0.55			2				
A-C	469	117			469				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	656	0.029	19	0.0	0.0	5.654	A
B-A	3	0.67	250	0.011	3	0.0	0.0	14.559	B
C-AB	18	5	1349	0.014	18	0.0	0.0	2.707	A
C-A	1132	283			1132				
A-B	2	0.45			2				
A-C	383	96			383				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	673	0.023	16	0.0	0.0	5.479	A
B-A	2	0.56	285	0.008	2	0.0	0.0	12.719	B
C-AB	11	3	1226	0.009	11	0.0	0.0	2.963	A
C-A	953	238			953				
A-B	2	0.38			2				
A-C	321	80			321				

2030 Base Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.43	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
D5	2030 Base Year + Development	AM	ONE HOUR	07:45	09:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1340	100.000
B		ONE HOUR	✓	15	100.000
C		ONE HOUR	✓	414	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	10	1330
	B	8	0	7
	C	384	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	11.63	0.0	B	6	10
B-A	0.06	28.30	0.1	D	7	11
C-AB	0.14	6.39	0.4	A	64	97
C-A					315	473
A-B					9	14
A-C					1220	1831

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	430	0.012	5	0.0	0.0	8.465	A
B-A	6	2	263	0.023	6	0.0	0.0	13.994	B
C-AB	41	10	635	0.065	41	0.0	0.1	6.054	A
C-A	270	68			270				
A-B	8	2			8				
A-C	1001	250			1001				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	383	0.016	6	0.0	0.0	9.548	A
B-A	7	2	210	0.034	7	0.0	0.0	17.762	C
C-AB	59	15	643	0.091	58	0.1	0.2	6.160	A
C-A	314	78			314				
A-B	9	2			9				
A-C	1196	299			1196				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	318	0.024	8	0.0	0.0	11.615	B
B-A	9	2	136	0.065	9	0.0	0.1	28.237	D
C-AB	93	23	658	0.141	92	0.2	0.4	6.370	A
C-A	363	91			363				
A-B	11	3			11				
A-C	1464	366			1464				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	2	317	0.024	8	0.0	0.0	11.630	B
B-A	9	2	136	0.065	9	0.1	0.1	28.297	D
C-AB	93	23	659	0.142	93	0.4	0.4	6.385	A
C-A	362	91			362				
A-B	11	3			11				
A-C	1464	366			1464				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6	2	383	0.016	6	0.0	0.0	9.565	A
B-A	7	2	210	0.034	7	0.1	0.0	17.784	C
C-AB	59	15	644	0.091	60	0.4	0.2	6.176	A
C-A	313	78			313				
A-B	9	2			9				
A-C	1196	299			1196				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	430	0.012	5	0.0	0.0	8.478	A
B-A	6	2	263	0.023	6	0.0	0.0	14.005	B
C-AB	42	10	636	0.066	42	0.2	0.1	6.068	A
C-A	270	67			270				
A-B	8	2			8				
A-C	1001	250			1001				

2030 Base Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.15	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	2030 Base Year + Development	PM	ONE HOUR	16:45	18:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	453	100.000
B		ONE HOUR	✓	24	100.000
C		ONE HOUR	✓	1353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	451
	B	3	0	21
	C	1350	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	5.99	0.0	A	19	29
B-A	0.02	19.72	0.0	C	3	4
C-AB	0.04	2.88	0.0	A	30	45
C-A					1212	1818
A-B					2	3
A-C					414	621

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	668	0.024	16	0.0	0.0	5.517	A
B-A	2	0.56	275	0.008	2	0.0	0.0	13.207	B
C-AB	12	3	1262	0.009	12	0.0	0.0	2.879	A
C-A	1007	252			1007				
A-B	2	0.38			2				
A-C	340	85			340				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	650	0.029	19	0.0	0.0	5.704	A
B-A	3	0.67	237	0.011	3	0.0	0.0	15.334	C
C-AB	21	5	1392	0.015	21	0.0	0.0	2.624	A
C-A	1195	299			1195				
A-B	2	0.45			2				
A-C	405	101			405				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	624	0.037	23	0.0	0.0	5.986	A
B-A	3	0.83	186	0.018	3	0.0	0.0	19.722	C
C-AB	57	14	1578	0.036	57	0.0	0.0	2.365	A
C-A	1433	358			1433				
A-B	2	0.55			2				
A-C	497	124			497				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	624	0.037	23	0.0	0.0	5.987	A
B-A	3	0.83	186	0.018	3	0.0	0.0	19.724	C
C-AB	57	14	1578	0.036	57	0.0	0.0	2.365	A
C-A	1433	358			1433				
A-B	2	0.55			2				
A-C	497	124			497				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	650	0.029	19	0.0	0.0	5.706	A
B-A	3	0.67	237	0.011	3	0.0	0.0	15.334	C
C-AB	21	5	1392	0.015	21	0.0	0.0	2.627	A
C-A	1195	299			1195				
A-B	2	0.45			2				
A-C	405	101			405				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16	4	668	0.024	16	0.0	0.0	5.522	A
B-A	2	0.56	275	0.008	2	0.0	0.0	13.207	B
C-AB	12	3	1262	0.009	12	0.0	0.0	2.881	A
C-A	1007	252			1007				
A-B	2	0.38			2				
A-C	340	85			340				

Appendix M

Junctions 9										
PICADY 9 - Priority Intersection Module										
Version: 9.5.1.7462 © Copyright TRL Limited, 2019										
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Filename: Second Access.j9

Path: X:\Projects\200000\205465 - Harts Farm Way, Havant\Junction Modelling\Site Access\Second Access

Report generation date: 10/02/2021 10:14:03

»2020 Base Year + Development, AM
 »2020 Base Year + Development, PM
 »2025 Base Year + Development, AM
 »2025 Base Year + Development, PM
 »2030 Base Year + Development, AM
 »2030 Base Year + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2020 Base Year + Development									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.1	24.29	0.11	C		0.5	22.66	0.32	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2025 Base Year + Development									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.1	29.10	0.12	D		0.5	25.92	0.35	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2030 Base Year + Development									
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		0.2	34.84	0.15	D		0.6	29.51	0.38	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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 average delay per arriving vehicle.

File summary

File Description

Title	Site Access
Location	
Site number	
Date	29/01/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\taylor.davis
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue 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
D1	2020 Base Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2020 Base Year + Development	PM	ONE HOUR	16:45	18:15	15	✓
D3	2025 Base Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Base Year + Development	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Base Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Base Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2020 Base Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Harts Farm Way (EB)		Major
B	Second Access		Minor
C	Harts Farm Way (WB)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.69			66.7	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.00	3.00	3.00	3.00	3.00	✓	1.00	16	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	509	0.086	0.217	0.137	0.310
B-C	506	0.072	0.182	-	-
C-B	613	0.220	0.220	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

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
D1	2020 Base Year + Development	AM	ONE HOUR	07:45	09:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1275	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	94	1181
	B	16	0	0
	C	346	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.11	24.29	0.1	C	15	22
C-AB	0.00	0.00	0.0	A	0	0
C-A					317	476
A-B					86	129
A-C					1084	1626

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	336	0.000	0	0.0	0.0	0.000	A
B-A	12	3	274	0.044	12	0.0	0.0	13.705	B
C-AB	0	0	402	0.000	0	0.0	0.0	0.000	A
C-A	260	65			260				
A-B	71	18			71				
A-C	889	222			889				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	302	0.000	0	0.0	0.0	0.000	A
B-A	14	4	229	0.063	14	0.0	0.1	16.768	C
C-AB	0	0	361	0.000	0	0.0	0.0	0.000	A
C-A	311	78			311				
A-B	85	21			85				
A-C	1062	265			1062				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	255	0.000	0	0.0	0.0	0.000	A
B-A	18	4	166	0.106	17	0.1	0.1	24.225	C
C-AB	0	0	304	0.000	0	0.0	0.0	0.000	A
C-A	381	95			381				
A-B	103	26			103				
A-C	1300	325			1300				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	255	0.000	0	0.0	0.0	0.000	A
B-A	18	4	166	0.106	18	0.1	0.1	24.286	C
C-AB	0	0	304	0.000	0	0.0	0.0	0.000	A
C-A	381	95			381				
A-B	103	26			103				
A-C	1300	325			1300				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	302	0.000	0	0.0	0.0	0.000	A
B-A	14	4	229	0.063	15	0.1	0.1	16.817	C
C-AB	0	0	361	0.000	0	0.0	0.0	0.000	A
C-A	311	78			311				
A-B	85	21			85				
A-C	1062	265			1062				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	335	0.000	0	0.0	0.0	0.000	A
B-A	12	3	274	0.044	12	0.1	0.0	13.730	B
C-AB	0	0	402	0.000	0	0.0	0.0	0.000	A
C-A	260	65			260				
A-B	71	18			71				
A-C	889	222			889				

2020 Base Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.92	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
D2	2020 Base Year + Development	PM	ONE HOUR	16:45	18:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	406	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	1193	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	7	399
	B	68	0	0
	C	1193	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.32	22.66	0.5	C	62	94
C-AB	0.00	0.00	0.0	A	0	0
C-A					1095	1642
A-B					6	10
A-C					366	549

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	433	0.000	0	0.0	0.0	0.000	A
B-A	51	13	321	0.160	50	0.0	0.2	13.284	B
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	898	225			898				
A-B	5	1			5				
A-C	300	75			300				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	416	0.000	0	0.0	0.0	0.000	A
B-A	61	15	284	0.215	61	0.2	0.3	16.092	C
C-AB	0	0	532	0.000	0	0.0	0.0	0.000	A
C-A	1072	268			1072				
A-B	6	2			6				
A-C	359	90			359				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	391	0.000	0	0.0	0.0	0.000	A
B-A	75	19	234	0.320	74	0.3	0.5	22.463	C
C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
C-A	1314	328			1314				
A-B	8	2			8				
A-C	439	110			439				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	391	0.000	0	0.0	0.0	0.000	A
B-A	75	19	234	0.320	75	0.5	0.5	22.660	C
C-AB	0	0	514	0.000	0	0.0	0.0	0.000	A
C-A	1314	328			1314				
A-B	8	2			8				
A-C	439	110			439				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	416	0.000	0	0.0	0.0	0.000	A
B-A	61	15	284	0.215	62	0.5	0.3	16.246	C
C-AB	0	0	532	0.000	0	0.0	0.0	0.000	A
C-A	1072	268			1072				
A-B	6	2			6				
A-C	359	90			359				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	433	0.000	0	0.0	0.0	0.000	A
B-A	51	13	321	0.160	52	0.3	0.2	13.389	B
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	898	225			898				
A-B	5	1			5				
A-C	300	75			300				

2025 Base Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.27	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
D3	2025 Base Year + Development	AM	ONE HOUR	07:45	09:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1362	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	94	1268
	B	16	0	0
	C	371	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.12	29.10	0.1	D	15	22
C-AB	0.00	0.00	0.0	A	0	0
C-A					340	511
A-B					86	129
A-C					1164	1745

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	324	0.000	0	0.0	0.0	0.000	A
B-A	12	3	258	0.047	12	0.0	0.0	14.650	B
C-AB	0	0	387	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	71	18			71				
A-C	955	239			955				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	288	0.000	0	0.0	0.0	0.000	A
B-A	14	4	209	0.069	14	0.0	0.1	18.501	C
C-AB	0	0	343	0.000	0	0.0	0.0	0.000	A
C-A	334	83			334				
A-B	85	21			85				
A-C	1140	285			1140				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	237	0.000	0	0.0	0.0	0.000	A
B-A	18	4	141	0.125	17	0.1	0.1	28.991	D
C-AB	0	0	283	0.000	0	0.0	0.0	0.000	A
C-A	408	102			408				
A-B	103	26			103				
A-C	1396	349			1396				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	237	0.000	0	0.0	0.0	0.000	A
B-A	18	4	141	0.125	18	0.1	0.1	29.105	D
C-AB	0	0	283	0.000	0	0.0	0.0	0.000	A
C-A	408	102			408				
A-B	103	26			103				
A-C	1396	349			1396				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	288	0.000	0	0.0	0.0	0.000	A
B-A	14	4	209	0.069	15	0.1	0.1	18.569	C
C-AB	0	0	343	0.000	0	0.0	0.0	0.000	A
C-A	334	83			334				
A-B	85	21			85				
A-C	1140	285			1140				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	323	0.000	0	0.0	0.0	0.000	A
B-A	12	3	258	0.047	12	0.1	0.0	14.675	B
C-AB	0	0	387	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	71	18			71				
A-C	955	239			955				

2025 Base Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.99	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
D4	2025 Base Year + Development	PM	ONE HOUR	16:45	18:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	435	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	1280	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	7	428
	B	68	0	0
	C	1280	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.35	25.92	0.5	D	62	94
C-AB	0.00	0.00	0.0	A	0	0
C-A					1175	1762
A-B					6	10
A-C					393	589

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	428	0.000	0	0.0	0.0	0.000	A
B-A	51	13	307	0.167	50	0.0	0.2	13.986	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	964	241			964				
A-B	5	1			5				
A-C	322	81			322				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	410	0.000	0	0.0	0.0	0.000	A
B-A	61	15	268	0.228	61	0.2	0.3	17.353	C
C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
C-A	1151	288			1151				
A-B	6	2			6				
A-C	385	96			385				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	382	0.000	0	0.0	0.0	0.000	A
B-A	75	19	214	0.351	74	0.3	0.5	25.608	D
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	1409	352			1409				
A-B	8	2			8				
A-C	471	118			471				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	382	0.000	0	0.0	0.0	0.000	A
B-A	75	19	214	0.351	75	0.5	0.5	25.920	D
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	1409	352			1409				
A-B	8	2			8				
A-C	471	118			471				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	410	0.000	0	0.0	0.0	0.000	A
B-A	61	15	268	0.228	62	0.5	0.3	17.566	C
C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
C-A	1151	288			1151				
A-B	6	2			6				
A-C	385	96			385				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	428	0.000	0	0.0	0.0	0.000	A
B-A	51	13	307	0.167	52	0.3	0.2	14.115	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	964	241			964				
A-B	5	1			5				
A-C	322	81			322				

2030 Base Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		0.30	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
D5	2030 Base Year + Development	AM	ONE HOUR	07:45	09:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1434	100.000
B		ONE HOUR	✓	16	100.000
C		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	94	1340
	B	16	0	0
	C	392	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.15	34.84	0.2	D	15	22
C-AB	0.00	0.00	0.0	A	0	0
C-A					360	540
A-B					86	129
A-C					1230	1844

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	314	0.000	0	0.0	0.0	0.000	A
B-A	12	3	244	0.049	12	0.0	0.1	15.516	C
C-AB	0	0	375	0.000	0	0.0	0.0	0.000	A
C-A	295	74			295				
A-B	71	18			71				
A-C	1009	252			1009				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	276	0.000	0	0.0	0.0	0.000	A
B-A	14	4	192	0.075	14	0.1	0.1	20.226	C
C-AB	0	0	329	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	85	21			85				
A-C	1205	301			1205				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	222	0.000	0	0.0	0.0	0.000	A
B-A	18	4	121	0.146	17	0.1	0.2	34.630	D
C-AB	0	0	265	0.000	0	0.0	0.0	0.000	A
C-A	432	108			432				
A-B	103	26			103				
A-C	1475	369			1475				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	222	0.000	0	0.0	0.0	0.000	A
B-A	18	4	121	0.146	18	0.2	0.2	34.840	D
C-AB	0	0	265	0.000	0	0.0	0.0	0.000	A
C-A	432	108			432				
A-B	103	26			103				
A-C	1475	369			1475				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	276	0.000	0	0.0	0.0	0.000	A
B-A	14	4	192	0.075	15	0.2	0.1	20.327	C
C-AB	0	0	329	0.000	0	0.0	0.0	0.000	A
C-A	352	88			352				
A-B	85	21			85				
A-C	1205	301			1205				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	314	0.000	0	0.0	0.0	0.000	A
B-A	12	3	244	0.049	12	0.1	0.1	15.558	C
C-AB	0	0	375	0.000	0	0.0	0.0	0.000	A
C-A	295	74			295				
A-B	71	18			71				
A-C	1009	252			1009				

2030 Base Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
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	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		1.07	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	2030 Base Year + Development	PM	ONE HOUR	16:45	18:15	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	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	460	100.000
B		ONE HOUR	✓	68	100.000
C		ONE HOUR	✓	1353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	7	453
	B	68	0	0
	C	1353	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.38	29.51	0.6	D	62	94
C-AB	0.00	0.00	0.0	A	0	0
C-A					1242	1862
A-B					6	10
A-C					416	624

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	424	0.000	0	0.0	0.0	0.000	A
B-A	51	13	295	0.173	50	0.0	0.2	14.642	B
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	1019	255			1019				
A-B	5	1			5				
A-C	341	85			341				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	405	0.000	0	0.0	0.0	0.000	A
B-A	61	15	254	0.241	61	0.2	0.3	18.586	C
C-AB	0	0	522	0.000	0	0.0	0.0	0.000	A
C-A	1216	304			1216				
A-B	6	2			6				
A-C	407	102			407				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	375	0.000	0	0.0	0.0	0.000	A
B-A	75	19	197	0.381	74	0.3	0.6	29.033	D
C-AB	0	0	501	0.000	0	0.0	0.0	0.000	A
C-A	1490	372			1490				
A-B	8	2			8				
A-C	499	125			499				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	374	0.000	0	0.0	0.0	0.000	A
B-A	75	19	197	0.381	75	0.6	0.6	29.512	D
C-AB	0	0	501	0.000	0	0.0	0.0	0.000	A
C-A	1490	372			1490				
A-B	8	2			8				
A-C	499	125			499				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	404	0.000	0	0.0	0.0	0.000	A
B-A	61	15	254	0.241	62	0.6	0.3	18.877	C
C-AB	0	0	522	0.000	0	0.0	0.0	0.000	A
C-A	1216	304			1216				
A-B	6	2			6				
A-C	407	102			407				

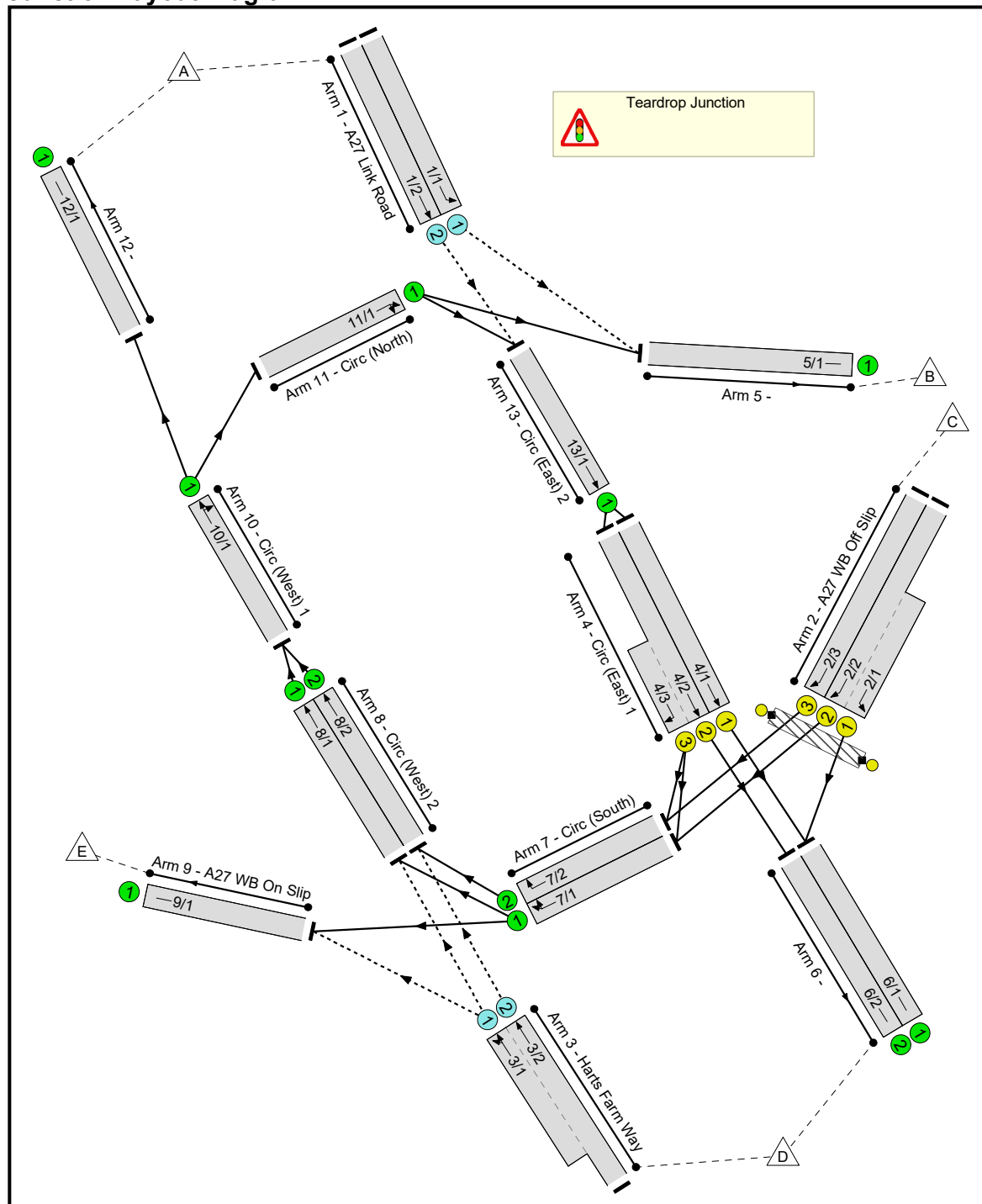
18:00 - 18:15

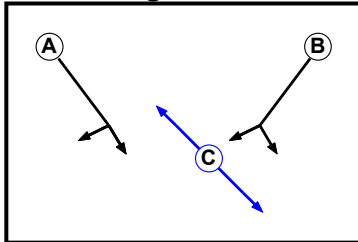
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	424	0.000	0	0.0	0.0	0.000	A
B-A	51	13	295	0.173	52	0.3	0.2	14.793	B
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	1019	255			1019				
A-B	5	1			5				
A-C	341	85			341				

Appendix N

User and Project Details

Project:	Harts Farm Way, Havant
Title:	A27 Teardrop Junction
Design Layout Ref:	Existing Junction Layout
Additional detail:	PBA Approved Model
File name:	Teardrop v9 – Approved Model.lsg3x
Author:	David Noyce
Company:	Vectos (South) Ltd
Address:	Network Building, 97 Tottenham Court Road, London W1T 4TP

Junction Layout Diagram

Phase Diagram**Phase Input Data**

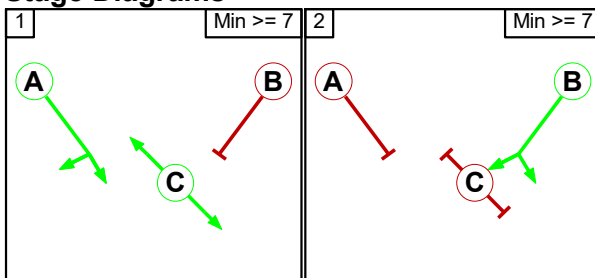
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		6	6

Intergreens

	Starting Phase			
Terminating Phase	A	B	C	
	A	6	-	
	B	7	6	
	C	-	0	

Stage Data

Stage No.	Phases in Stage
1	A C
2	B

Stage Diagrams**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Lane Input Data

Junction: Teardrop Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27 Link Road)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Left	42.71
1/2 (A27 Link Road)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm 13 Ahead	10.00
2/1 (A27 WB Off Slip)	U	B	2	3	8.7	Geom	-	3.80	0.00	Y	Arm 6 Left	91.34
2/2 (A27 WB Off Slip)	U	B	2	3	81.7	Geom	-	3.80	0.00	N	Arm 7 Ahead	17.00
2/3 (A27 WB Off Slip)	U	B	2	3	81.7	Geom	-	3.80	0.00	N	Arm 7 Ahead	17.00
3/1 (Harts Farm Way)	O		2	3	12.2	Geom	-	3.90	0.00	Y	Arm 8 Ahead	Inf
											Arm 9 Left	27.22
3/2 (Harts Farm Way)	O		2	3	60.0	Geom	-	3.90	0.00	Y	Arm 8 Ahead	Inf
4/1 (Circ (East) 1)	U	A	2	3	6.1	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
4/2 (Circ (East) 1)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 6 Ahead	Inf
4/3 (Circ (East) 1)	U	A	2	3	6.1	Geom	-	3.25	0.00	N	Arm 7 Right	17.00

Give-Way Lane Input Data

Junction: Teardrop Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Block Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in IG (PCU)
1/1 (A27 Link Road)	5/1 (Left)	2532	0	11/1	0.82	To 5/1 (Ahead)	-	-	-	-	-
1/2 (A27 Link Road)	13/1 (Ahead)	2532	0	11/1	0.82	All	-	-	-	-	-
3/1 (Harts Farm Way)	8/1 (Ahead)	1211	0	7/1	0.38	All	-	-	-	-	-
	9/1 (Left)	1211	0	7/1	0.38	All					
3/2 (Harts Farm Way)	8/2 (Ahead)	1211	0	7/1	0.38	All	-	-	-	-	-
				7/2	0.38	All					

Lane Connector Input Data

Junction: Teardrop Junction				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	5/1	Internal	5	35
1/2	13/1	Internal	5	35
2/1	6/1	Internal	5	35
2/2	7/1	Internal	5	35
2/3	7/2	Internal	5	35
3/1	8/1	Internal	5	35
3/1	9/1	Internal	5	35
3/2	8/2	Internal	5	35
4/1	6/1	Internal	5	35
4/2	6/2	Internal	5	35
4/3	7/1	Internal	0	35
4/3	7/2	Internal	0	35
7/1	8/1	Internal	5	35
7/1	9/1	Internal	5	35
7/2	8/2	Internal	5	35
8/1	10/1	Internal	0	35
8/2	10/1	Internal	0	35
10/1	11/1	Internal	0	35
10/1	12/1	Internal	5	35
11/1	5/1	Internal	5	35
11/1	13/1	Internal	0	35
13/1	4/1	Internal	0	35
13/1	4/2	Internal	0	35

Scenario 1: 'Base 2016 AM'

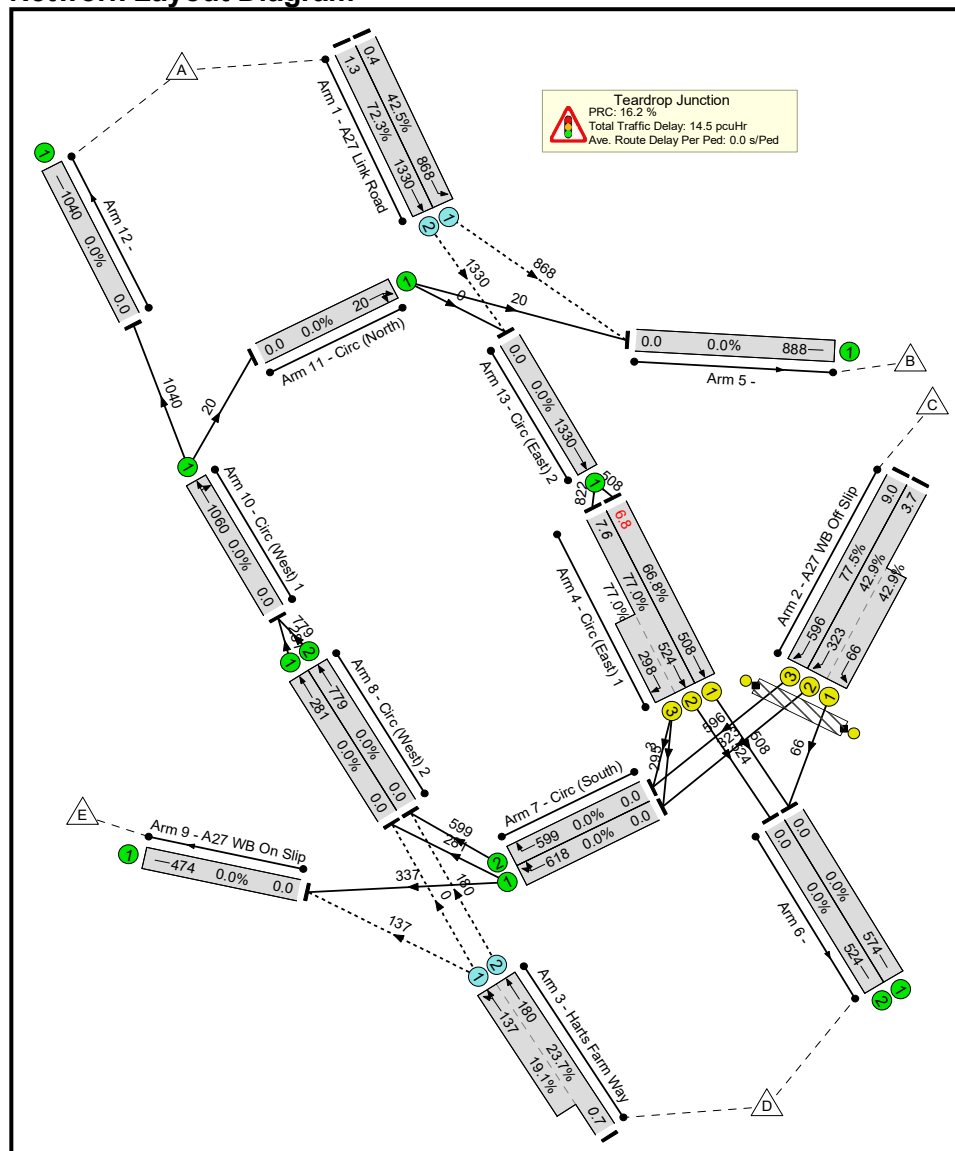
(FG1: '2016 Base, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination						
		A	B	C	D	E	Tot.
	A	7	868	0	1032	291	2198
	B	0	0	0	0	0	0
	C	868	5	0	66	46	985
	D	165	15	0	0	137	317
	E	0	0	0	0	0	0
	Tot.	1040	888	0	1098	474	3500

Stage Timings

Stage	1	2
Duration	19	19
Change Point	0	26

Network Layout Diagram

[illegible]

Scenario 2: 'Base 2016 PM'

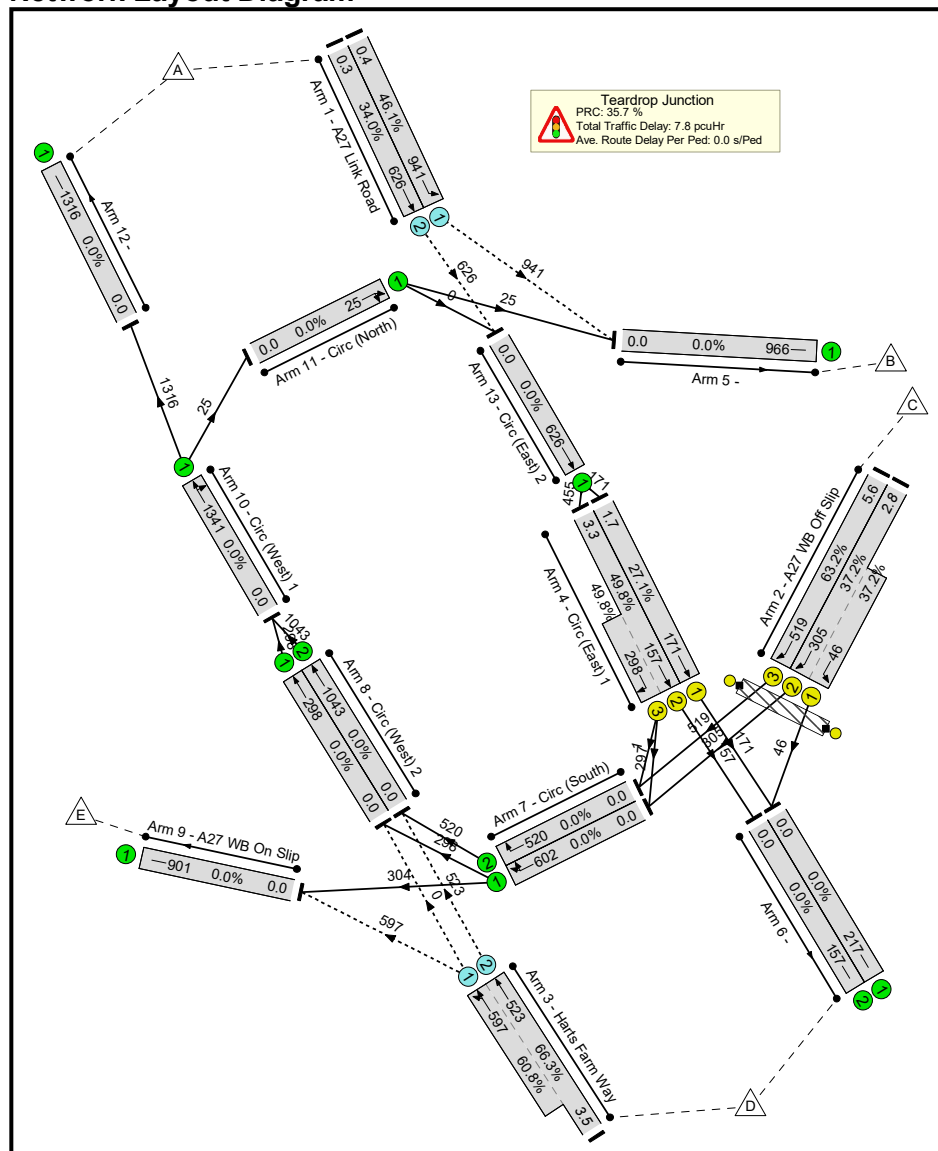
(FG2: '2016 Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination						
		A	B	C	D	E	Tot.
	A	2	941	0	328	296	1567
	B	0	0	0	0	0	0
	C	813	3	0	46	8	870
	D	501	22	0	0	597	1120
	E	0	0	0	0	0	0
	Tot.	1316	966	0	374	901	3557

Stage Timings

Stage	1	2
Duration	13	17
Change Point	0	20

Network Layout Diagram

[illegible]

Scenario 3: '2020 Base, AM'

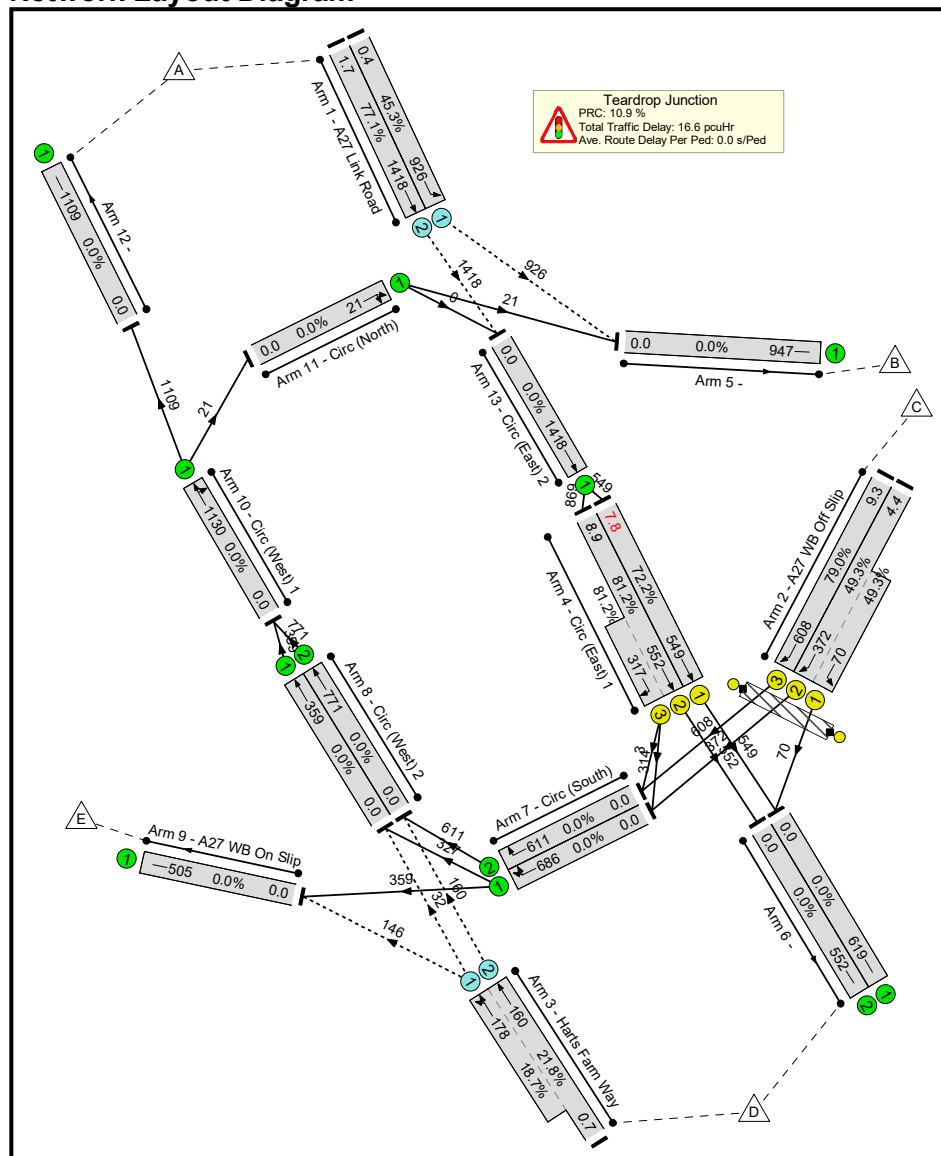
(FG5: '2020 Base, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination						
		A	B	C	D	E	Tot.
	A	7	926	0	1101	310	2344
	B	0	0	0	0	0	0
	C	926	5	0	70	49	1050
	D	176	16	0	0	146	338
	E	0	0	0	0	0	0
	Tot.	1109	947	0	1171	505	3732

Stage Timings

Stage	1	2
Duration	19	19
Change Point	0	26

Network Layout Diagram

[illegible]

Scenario 4: '2020 Base, PM'

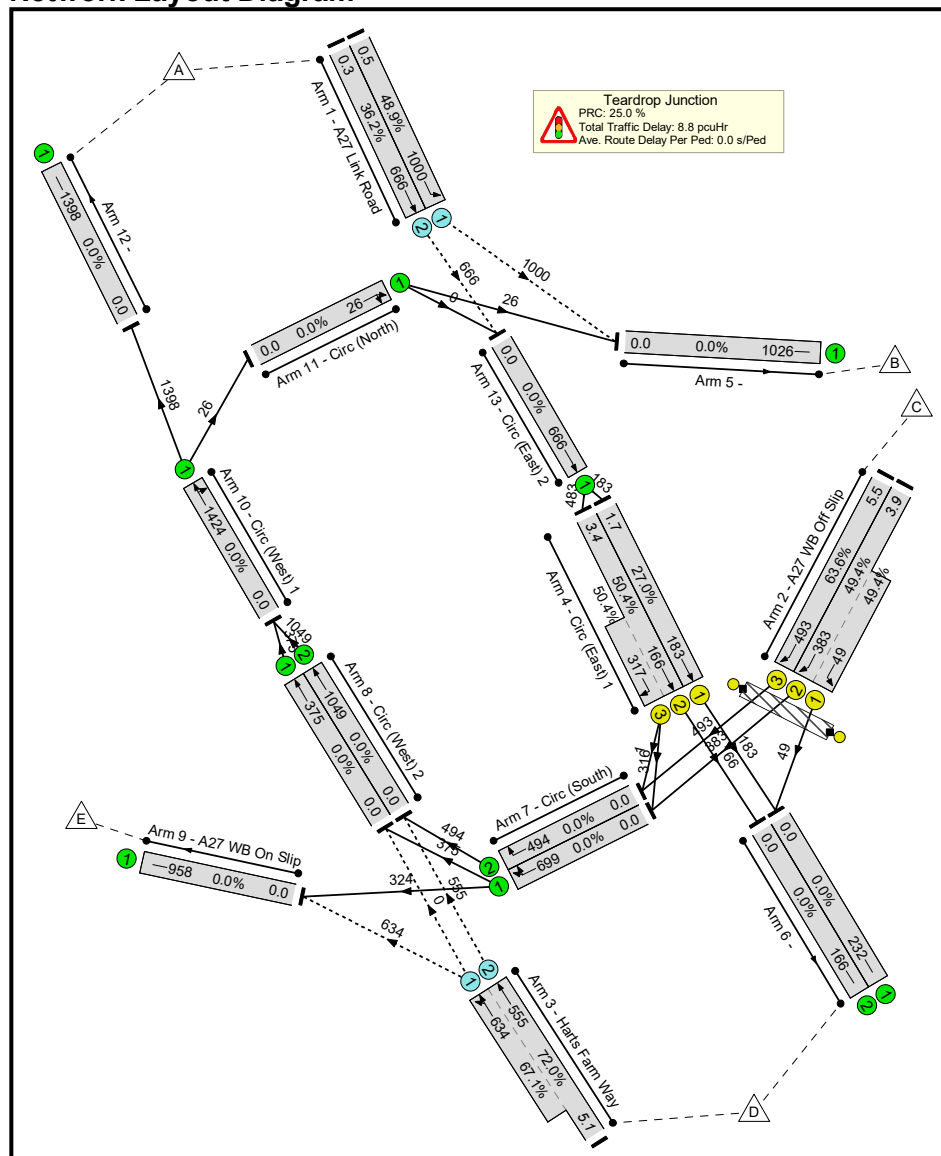
(FG6: '2020 Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination						Tot.
	A	B	C	D	E		
Origin	A	2	1000	0	349	315	1666
	B	0	0	0	0	0	0
	C	864	3	0	49	9	925
	D	532	23	0	0	634	1189
	E	0	0	0	0	0	0
	Tot.	1398	1026	0	398	958	3780

Stage Timings

Stage	1	2
Duration	14	16
Change Point	0	21

Network Layout Diagram

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: A27 Teardrop Junction	-	-	-	-	-	-	-	-	72.0%	-
Teardrop Junction	-	-	-	-	-	-	-	-	72.0%	-
1/1	A27 Link Road Left	-	-	-	-	1000	2043	2043	48.9%	0.5
1/2	A27 Link Road Ahead	-	-	-	-	666	1839	1839	36.2%	0.3
2/2+2/1	A27 WB Off Slip Left Ahead	B	16	27	0	432	1962:1963	776+99	49.4 : 49.4%	3.9
2/3	A27 WB Off Slip Ahead	B	16	27	0	493	1962	776	63.6%	5.5
3/2+3/1	Harts Farm Way Ahead Left	-	-	-	-	1189	2005:1900	771+945	72.0 : 67.1%	5.1
4/1	Circ (East) 1 Ahead	A	14	7	21	183	1940	677	27.0%	1.7
4/2+4/3	Circ (East) 1 Ahead Right	A	14	7	21	483	2080:1911	329+629	50.4 : 50.4%	3.4
Ped Link: P1	Unnamed Ped Link	C	15	-	-	0	-	0	0.0%	-

C1 PRC for Signalled Lanes (%): 41.6 Total Delay for Signalled Lanes (pcuHr): 6.57 Cycle Time (s): 43
 PRC Over All Lanes (%): 25.0 Total Delay Over All Lanes(pcuHr): 8.85

(FG7: '2020 Base + Dev, AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	7	926	0	1189	310	2432
	B	0	0	0	0	0	0
	C	926	5	0	85	49	1065
	D	188	19	0	0	156	363
	E	0	0	0	0	0	0
	Tot.	1121	950	0	1274	515	3860

Stage	1	2
Duration	20	18
Change Point	0	27

[illegible]

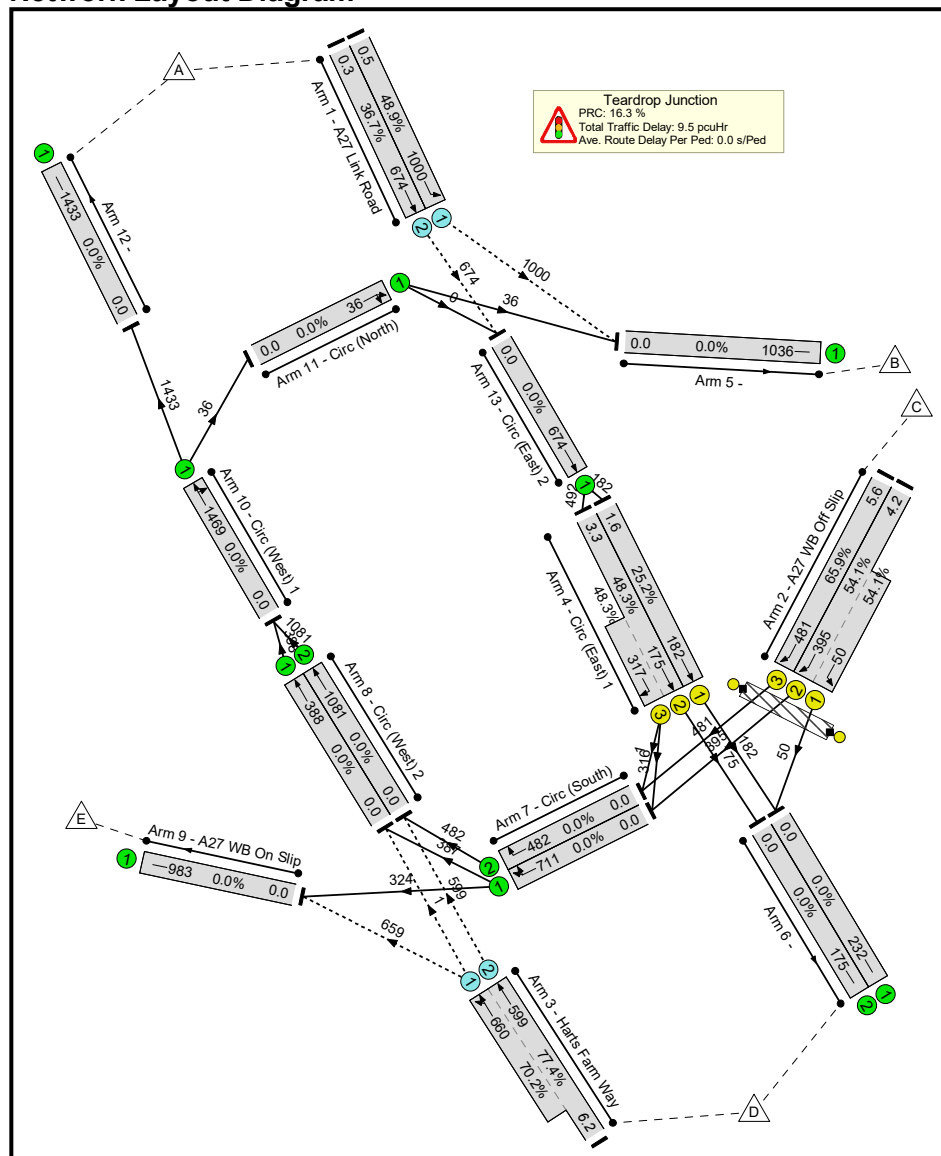
Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: A27 Teardrop Junction	-	-	-	-	-	-	-	-	82.9%	-
Teardrop Junction	-	-	-	-	-	-	-	-	82.9%	-
1/1	A27 Link Road Left	-	-	-	-	926	2043	2043	45.3%	0.4
1/2	A27 Link Road Ahead	-	-	-	-	1506	1839	1839	81.9%	2.2
2/2+2/1	A27 WB Off Slip Left Ahead	B	18	33	0	482	1962:1963	720+154	55.1 : 55.1%	5.0
2/3	A27 WB Off Slip Ahead	B	18	33	0	583	1962	731	79.8%	9.2
3/2+3/1	Harts Farm Way Ahead Left	-	-	-	-	363	2005:1938	454+940	25.5 : 26.3%	0.6
4/1	Circ (East) 1 Ahead	A	20	7	27	599	1940	799	75.0%	8.6
4/2+4/3	Circ (East) 1 Ahead Right	A	20	7	27	907	2080:1911	712+383	82.9 : 82.9%	9.7
Ped Link: P1	Unnamed Ped Link	C	21	-	-	0	-	0	0.0%	-
C1										
PRC for Signalled Lanes (%):			8.6	Total Delay for Signalled Lanes (pcuHr):			15.41	Cycle Time (s): 51		
PRC Over All Lanes (%):			8.6	Total Delay Over All Lanes(pcuHr):			18.26			

(FG8: '2020 Base + Dev, PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Stage Timings

Network Layout Diagram



[illegible]

Scenario 7: '2025 Base, AM'

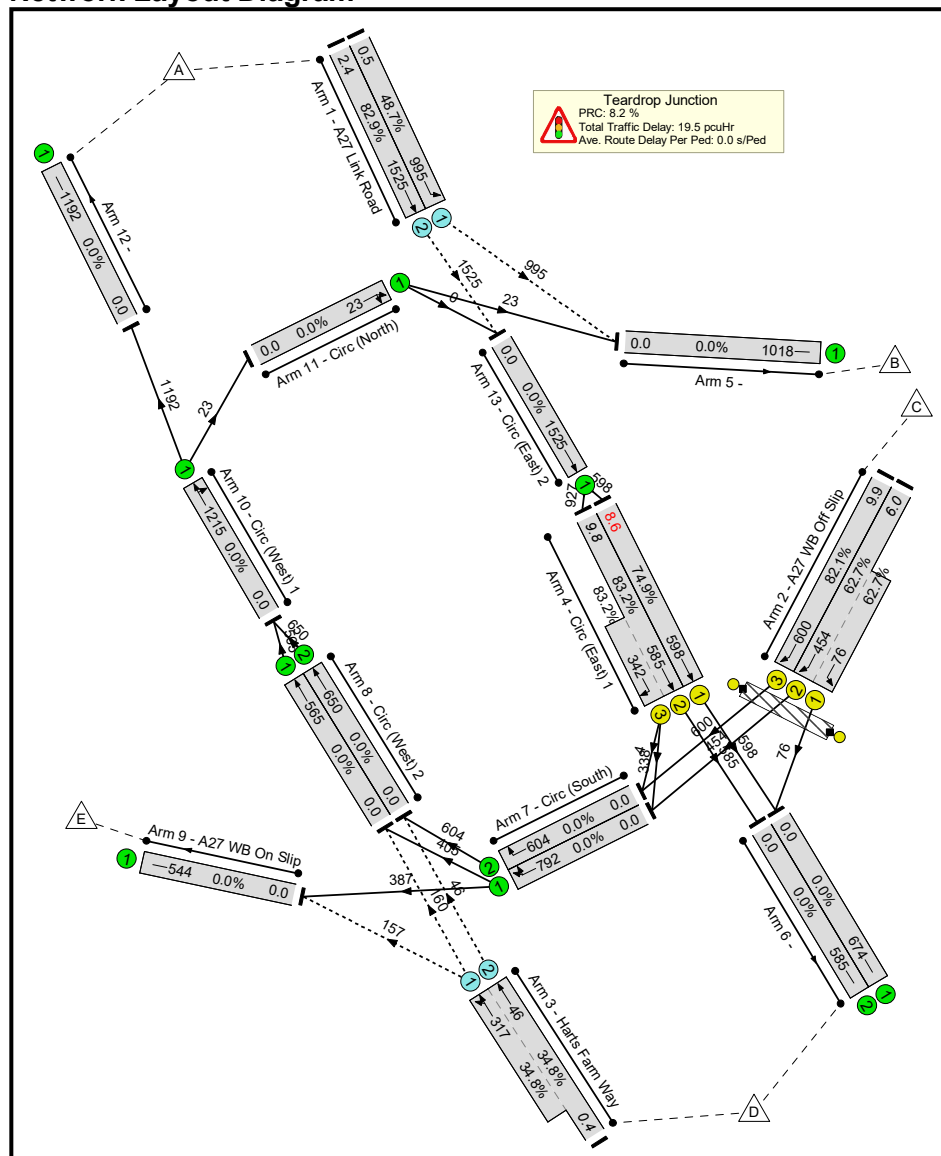
(FG9: '2025 Base, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination						
		A	B	C	D	E	Tot.
	A	8	995	0	1183	334	2520
	B	0	0	0	0	0	0
	C	995	6	0	76	53	1130
	D	189	17	0	0	157	363
	E	0	0	0	0	0	0
	Tot.	1192	1018	0	1259	544	4013

Stage Timings

Stage	1	2
Duration	20	18
Change Point	0	27

Network Layout Diagram

[illegible]

(FG10: '2025 Base, PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	2	1073	0	374	337	1786
	B	0	0	0	0	0	0
	C	927	3	0	52	9	991
	D	571	25	0	0	681	1277
	E	0	0	0	0	0	0
	Tot.	1500	1101	0	426	1027	4054

Stage	1	2
Duration	15	15
Change Point	0	22

Teardrop Junction
 PRC: 17.1 %
 Total Traffic Delay: 10.7 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

Diagram illustrating the proposed intersection layout for the intersection of A27 and Hart's Farm Way. The diagram shows 12 arms (Arm 1 to Arm 12) with traffic volumes, saturation flow rates, and delay values.

Legend:

- Red traffic light symbol
- Yellow background for legend box

Arm Details:

- Arm 1 - A27 Link Road:** 0.6, 0.3, 92.6%, 38.9%, 1073, 713
- Arm 2 - A27 WB Off Slip:** 505, 434, 52, 69.2%, 58.4%, 59.4%
- Arm 3 - Hart's Farm Way:** 574, 703, 76.9%, 76.6%, 6.3
- Arm 4 - Circ (East) 1:** 1.9, 26.4%, 51.3%, 205, 169, 339
- Arm 5:** 1101, 0.0%
- Arm 6:** 257, 169, 0.0%
- Arm 7 - Circ (South):** 506, 772, 0.0%, 0.0%
- Arm 8 - Circ (West) 2:** 108, 448, 0.0%, 0.0%
- Arm 9 - A27 WB On Slip:** 1027, 0.0%, 0.0%
- Arm 10 - Circ (West) 1:** 1928, 0.0%, 0.0%
- Arm 11 - Circ (North):** 28, 0.0%, 0.0%
- Arm 12:** 1500, 0.0%, 0.0%

Key Values:

- PRC: 17.1 %
- Total Traffic Delay: 10.7 pcuHr
- Ave. Route Delay Per Ped: 0.0 s/Ped

[illegible]

Scenario 9: '2025 Base + Dev, AM'

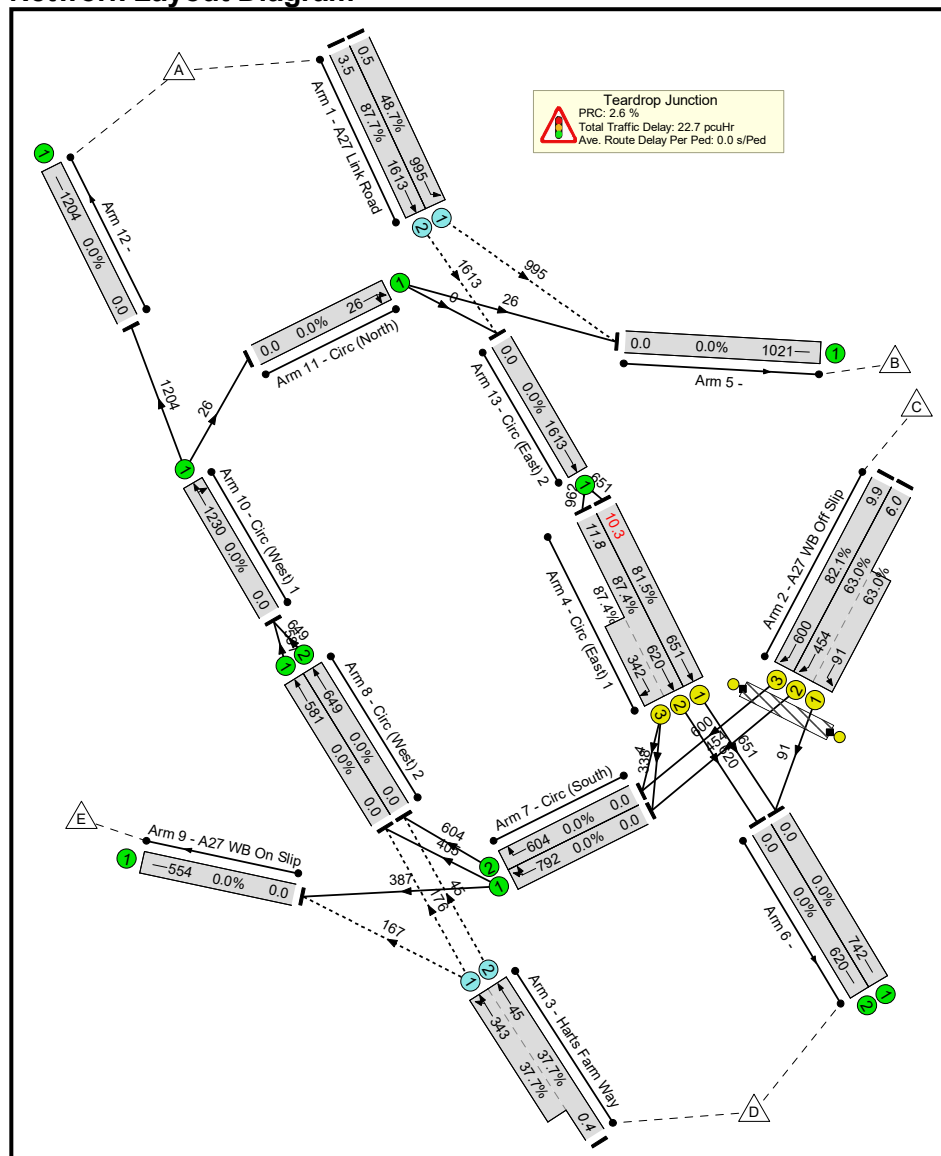
(FG11: '2025 Base + Dev, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	8	995	0	1271	334	2608
	B	0	0	0	0	0	0
	C	995	6	0	91	53	1145
	D	201	20	0	0	167	388
	E	0	0	0	0	0	0
	Tot.	1204	1021	0	1362	554	4141

Stage Timings

Stage	1	2
Duration	20	18
Change Point	0	27

Network Layout Diagram

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: A27 Teardrop Junction	-	-	-	-	-	-	-	-	87.7%	-
Teardrop Junction	-	-	-	-	-	-	-	-	87.7%	-
1/1	A27 Link Road Left	-	-	-	-	995	2043	2043	48.7%	0.5
1/2	A27 Link Road Ahead	-	-	-	-	1613	1839	1839	87.7%	3.5
2/2+2/1	A27 WB Off Slip Left Ahead	B	18	33	0	545	1962:1963	721+145	63.0 : 63.0%	6.0
2/3	A27 WB Off Slip Ahead	B	18	33	0	600	1962	731	82.1%	9.9
3/2+3/1	Harts Farm Way Ahead Left	-	-	-	-	388	2005:1953	119+910	37.7 : 37.7%	0.4
4/1	Circ (East) 1 Ahead	A	20	7	27	651	1940	799	81.5%	10.3
4/2+4/3	Circ (East) 1 Ahead Right	A	20	7	27	962	2080:1911	709+391	87.4 : 87.4%	11.8
Ped Link: P1	Unnamed Ped Link	C	21	-	-	0	-	0	0.0%	-
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		3.0 2.6	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		18.48 22.73	Cycle Time (s): 51			

(FG12: '2025 Base + Dev, PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	2	1073	0	382	337	1794
	B	0	0	0	0	0	0
	C	927	3	0	53	9	992
	D	606	35	0	0	706	1347
	E	0	0	0	0	0	0
	Tot.	1535	1111	0	435	1052	4133

Stage	1	2
Duration	16	14
Change Point	0	23

Teardrop Junction
 PRC: 7.9 %
 Total Traffic Delay: 11.7 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

Arm 1 - A27 Link Road
 0.6
 0.3
 52.5%
 39.2%
 1073
 721

Arm 2 - A27 WB Off Slip
 6.4
 5.4
 72.2%
 85.0%
 494
 445
 53

Arm 3 - Harts Farm Way
 7.0
 71.9%
 83.4%
 585
 762

Arm 4 - Circ (East) 1
 205
 177
 388
 3.4
 49.2%
 26.7%

Arm 5 -
 1111
 0.0%
 0.0%

Arm 6 -
 268
 177
 0.0%
 0.0%

Arm 7 - Circ (South)
 495
 783
 0.0%
 0.0%

Arm 8 - Circ (West) 2
 1080
 493
 0.0%
 0.0%

Arm 9 - A27 WB On Slip
 1052
 0.0%
 0.0%

Arm 10 - Circ (West) 1
 1573
 1080
 0.0%
 0.0%

Arm 11 - Circ (North)
 38
 0.0%
 0.0%

Arm 12 -
 1535
 0.0%
 0.0%

Arm 13 - Circ (East) 2
 721
 0.0%
 0.0%

[illegible]

(FG13: '2030 Base, AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	8	1051	0	1250	353	2662
	B	0	0	0	0	0	0
	C	1051	6	0	80	56	1193
	D	200	18	0	0	166	384
	E	0	0	0	0	0	0
	Tot.	1259	1075	0	1330	575	4239

Stage	1	2
Duration	20	18
Change Point	0	27

Teardrop Junction
 PRC: 2.7 %
 Total Traffic Delay: 23.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

The diagram illustrates the proposed intersection layout for the intersection of A27 and Harts Farm Way. The layout includes the following arms and approaches:

- Arm 1 - A27 Link Road**: Approaching from the top left, with traffic volumes of 3.4, 51.4%, 87.6%, and 1051. It has a delay of 0.0 s/Ped.
- Arm 2 - A27 WB Off Slip**: Approaching from the top right, with traffic volumes of 613, 500, 80, 103, and 6.9. It has a delay of 0.0 s/Ped.
- Arm 3 - Harts Farm Way**: Approaching from the bottom, with traffic volumes of 20, 364, 41.1%, and 0.4. It has a delay of 0.0 s/Ped.
- Arm 4 - Circ (East) 1**: Approaching from the bottom right, with traffic volumes of 11.4, 80.1%, 86.9%, 640, 610, and 361. It has a delay of 0.0 s/Ped.
- Arm 5**: Approaching from the top right, with traffic volumes of 0.0, 0.0%, and 1075. It has a delay of 0.0 s/Ped.
- Arm 6**: Approaching from the bottom right, with traffic volumes of 0.0, 0.0%, 610, and 720. It has a delay of 0.0 s/Ped.
- Arm 7 - Circ (South)**: Approaching from the bottom right, with traffic volumes of 617, 0.0%, 857, and 0.0. It has a delay of 0.0 s/Ped.
- Arm 8 - Circ (West) 2**: Approaching from the bottom left, with traffic volumes of 637, 646, 0.0%, and 0.0. It has a delay of 0.0 s/Ped.
- Arm 9 - A27 WB On Slip**: Approaching from the bottom left, with traffic volumes of 575, 0.0%, and 0.0. It has a delay of 0.0 s/Ped.
- Arm 10 - Circ (West) 1**: Approaching from the bottom left, with traffic volumes of 1268, 0.0%, and 0.0. It has a delay of 0.0 s/Ped.
- Arm 11 - Circ (North)**: Approaching from the top left, with traffic volumes of 0.0, 0.0%, and 24. It has a delay of 0.0 s/Ped.
- Arm 12**: Approaching from the top left, with traffic volumes of 1269, 0.0%, and 0.0. It has a delay of 0.0 s/Ped.
- Arm 13 - Circ (East) 2**: Approaching from the top right, with traffic volumes of 0.0, 0.0%, 1611, and 1611. It has a delay of 0.0 s/Ped.

The diagram also shows various traffic volumes and percentages for each approach, as well as the overall intersection performance metrics.

[illegible]

(FG14: '2030 Base, PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	2	1134	0	395	357	1888
	B	0	0	0	0	0	0
	C	980	4	0	55	10	1049
	D	604	27	0	0	719	1350
	E	0	0	0	0	0	0
	Tot.	1586	1165	0	450	1086	4287

Stage	1	2
Duration	12	18
Change Point	0	19

Teardrop Junction
 PRC: 2.6 %
 Total Traffic Delay: 11.8 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped

The diagram illustrates the traffic flow and lane configuration for the Teardrop Junction. The junction is a complex intersection with multiple arms and lanes. The flow is as follows:

- Arm 1 - A27 Link Road:** 0.6 lanes, 55.5% flow, 1.134 delay. It connects to Arm 11 - Circ (North) and Arm 13 - Circ (East) 2.
- Arm 11 - Circ (North):** 0.0 lanes, 0.0% flow, 31 delay. It connects to Arm 10 - Circ (West) 1 and Arm 13 - Circ (East) 2.
- Arm 10 - Circ (West) 1:** 16.17 lanes, 0.0% flow, 0.0 delay. It connects to Arm 12 - and Arm 8 - Circ (West) 2.
- Arm 12 -:** 1596 lanes, 0.0% flow, 0.0 delay. It connects to Arm 10 - Circ (West) 1 and Arm 9 - A27 WB On Slip.
- Arm 8 - Circ (West) 2:** 5.27 lanes, 0.0% flow, 0.0 delay. It connects to Arm 10 - Circ (West) 1 and Arm 7 - Circ (South).
- Arm 7 - Circ (South):** 0.0 lanes, 0.0% flow, 0.0 delay. It connects to Arm 8 - Circ (West) 2 and Arm 4 - Circ (East) 1.
- Arm 4 - Circ (East) 1:** 2.4 lanes, 35.9% flow, 2.28 delay. It connects to Arm 7 - Circ (South) and Arm 2 - A27 WB Off Slip.
- Arm 2 - A27 WB Off Slip:** 5.4 lanes, 60.6% flow, 5.4 delay. It connects to Arm 4 - Circ (East) 1 and Arm 6 -.
- Arm 6 -:** 0.0 lanes, 0.0% flow, 263 delay. It connects to Arm 2 - A27 WB Off Slip and Arm 3 - Harts Farm Way.
- Arm 3 - Harts Farm Way:** 7.4 lanes, 75.6% flow, 7.4 delay. It connects to Arm 6 - and Arm 9 - A27 WB On Slip.
- Arm 9 - A27 WB On Slip:** 10.86 lanes, 0.0% flow, 0.0 delay. It connects to Arm 3 - Harts Farm Way and Arm 10 - Circ (West) 1.
- Arm 13 - Circ (East) 2:** 0.0 lanes, 0.0% flow, 764 delay. It connects to Arm 1 - A27 Link Road and Arm 4 - Circ (East) 1.
- Arm 5 -:** 0.0 lanes, 0.0% flow, 1165 delay. It connects to Arm 1 - A27 Link Road and Arm 13 - Circ (East) 2.

The diagram also shows the flow of traffic from the junction to the surrounding areas, indicated by the dashed lines and the labels A, B, C, D, and E.

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: A27 Teardrop Junction	-	-	-	-	-	-	-	-	87.7%	-
Teardrop Junction	-	-	-	-	-	-	-	-	87.7%	-
1/1	A27 Link Road Left	-	-	-	-	1134	2043	2043	55.5%	0.6
1/2	A27 Link Road Ahead	-	-	-	-	754	1839	1839	41.0%	0.3
2/2+2/1	A27 WB Off Slip Left Ahead	B	18	25	0	524	1962:1963	864+101	54.3 : 54.3%	4.6
2/3	A27 WB Off Slip Ahead	B	18	25	0	525	1962	867	60.6%	5.4
3/2+3/1	Harts Farm Way Ahead Left	-	-	-	-	1350	2005:1909	718+896	78.6 : 87.7%	7.4
4/1	Circ (East) 1 Ahead	A	12	7	19	228	1940	587	38.9%	2.4
4/2+4/3	Circ (East) 1 Ahead Right	A	12	7	19	526	2080:1911	265+571	62.9 : 62.9%	4.4
Ped Link: P1	Unnamed Ped Link	C	13	-	-	0	-	0	0.0%	-
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		43.1 2.6	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		7.67 11.83	Cycle Time (s): 43			

Scenario 13: '2030 Base + Dev, AM'

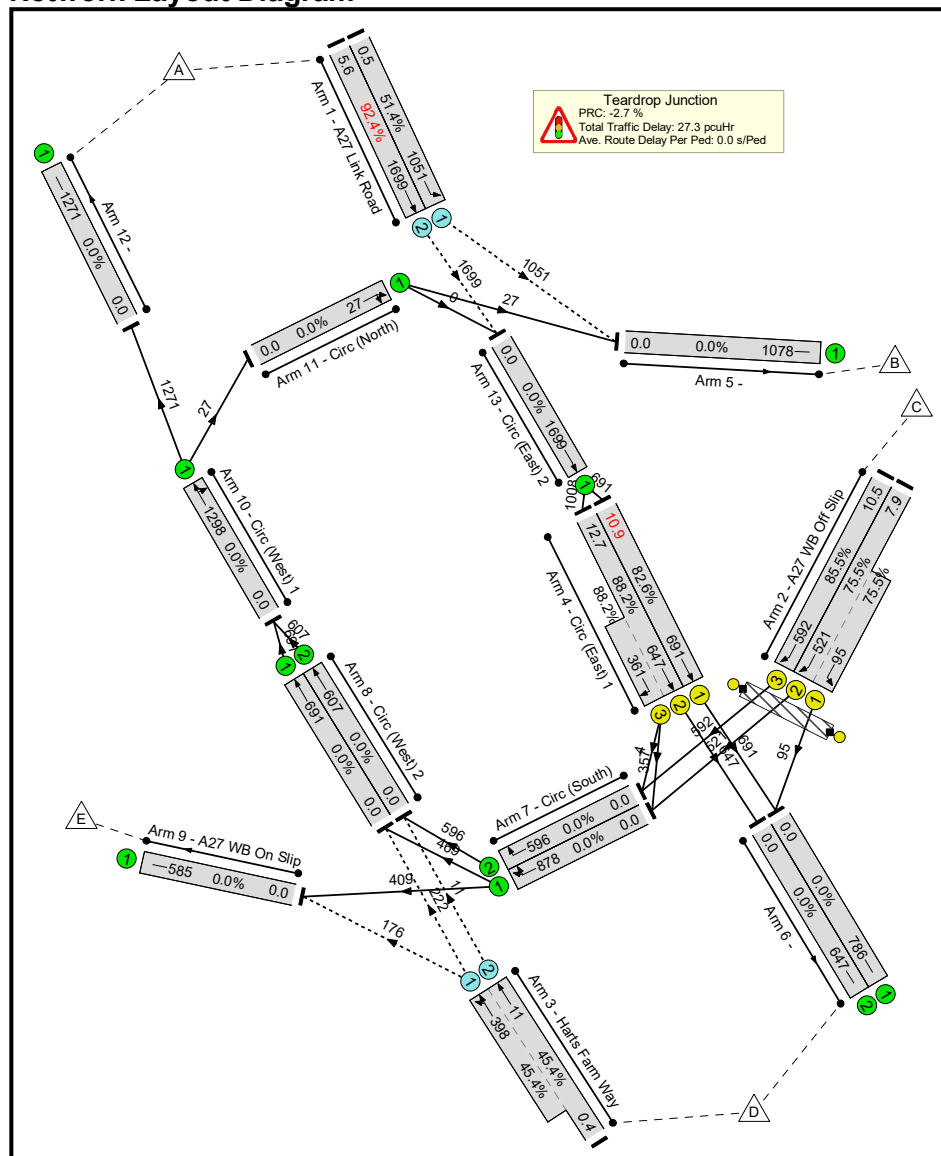
(FG15: '2030 Base + Dev, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination						
		A	B	C	D	E	Tot.
	A	8	1051	0	1338	353	2750
	B	0	0	0	0	0	0
	C	1051	6	0	95	56	1208
	D	212	21	0	0	176	409
	E	0	0	0	0	0	0
	Tot.	1271	1078	0	1433	585	4367

Stage Timings

Stage	1	2
Duration	21	17
Change Point	0	28

Network Layout Diagram

[illegible]

Scenario 14: '2030 Base + Dev, PM'

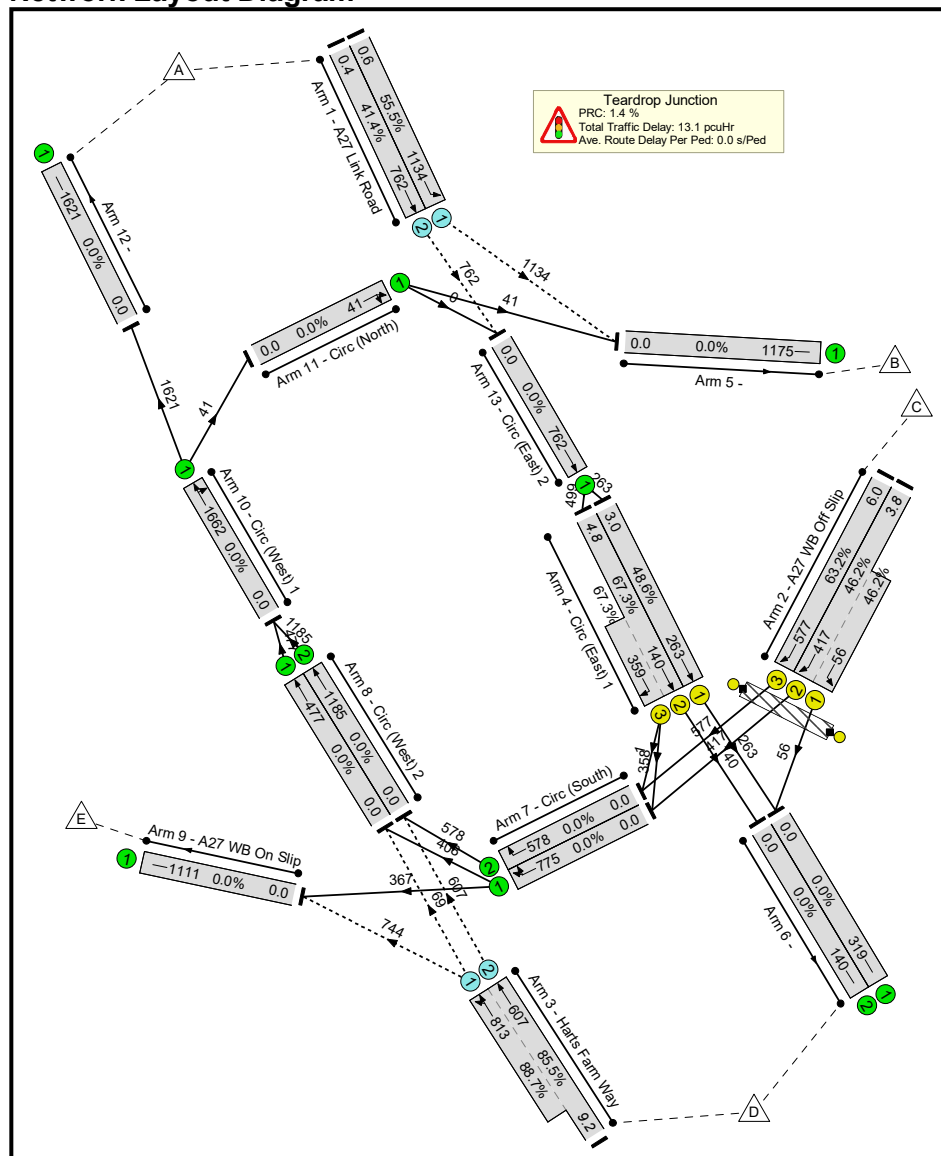
(FG16: '2030 Base + Dev, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	2	1134	0	403	357	1896
	B	0	0	0	0	0	0
	C	980	4	0	56	10	1050
	D	639	37	0	0	744	1420
	E	0	0	0	0	0	0
	Tot.	1621	1175	0	459	1111	4366

Stage Timings

Stage	1	2
Duration	11	19
Change Point	0	18

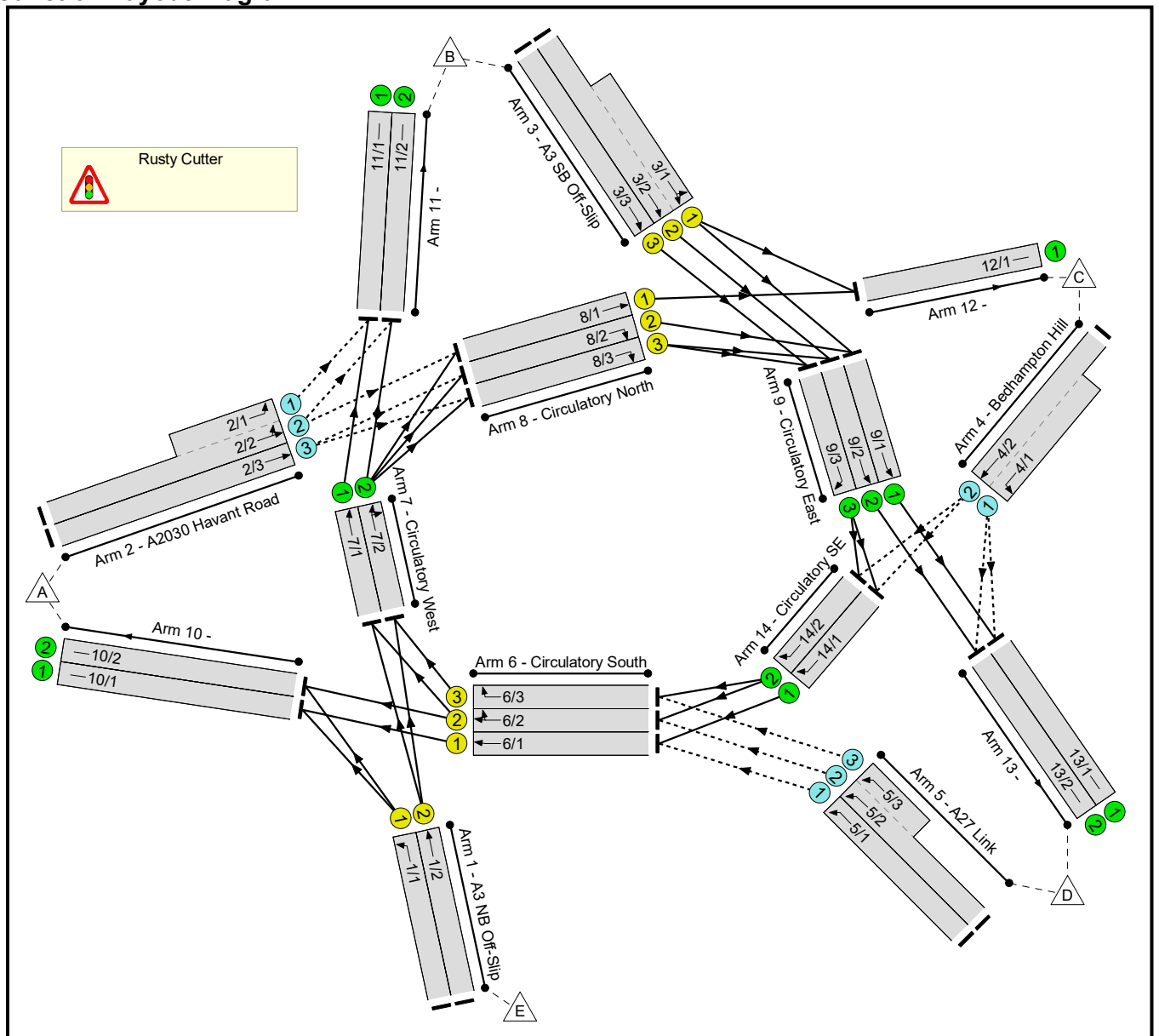
Network Layout Diagram

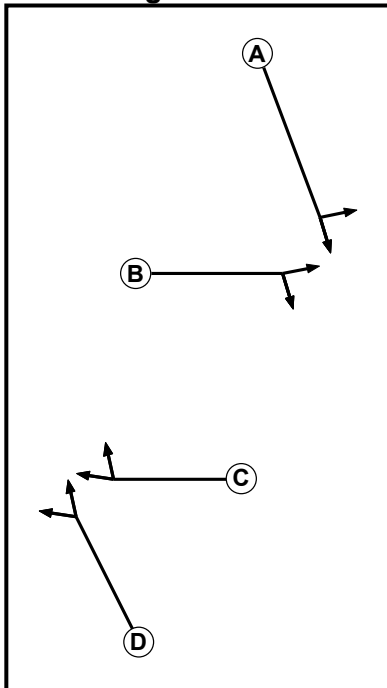
[illegible]

Appendix O

User and Project Details

Project:	Harts Farm Way
Title:	Rusty Cutter Roundabout
Design Layout Ref:	Existing Junction Layout - AM Model
Additional detail:	PBA Approved Model
File name:	Rusty Cutter v11 - Approved Model - AM.lsg3x
Author:	David Noyce
Company:	Vectos (South) Ltd
Address:	Network Building, 97 Tottenham Court Road, London W1T 4TP

Junction Layout Diagram

Phase Diagram**Phase Input Data**

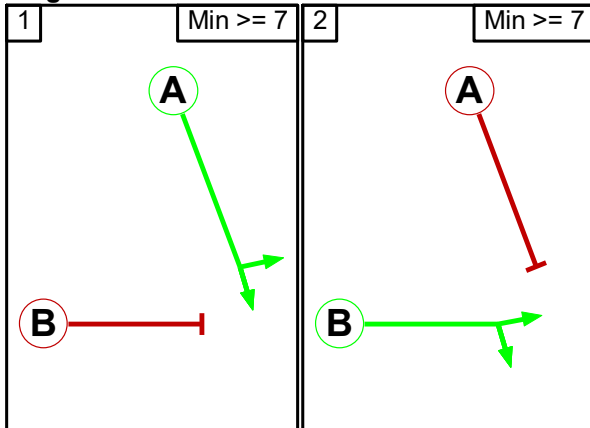
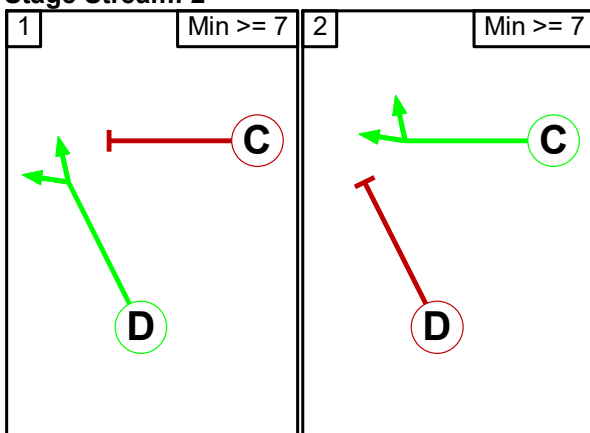
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Intergreens

		Starting Phase				
Terminating Phase		A	B	C	D	
	A		7	-	-	
	B	7		-	-	
	C	-	-		7	
	D	-	-	7		

Stage Data

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagrams**Stage Stream: 1****Stage Stream: 2****Phase Delays****Stage Stream: 1**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Lane Input Data

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	59.0	User	1950	-	-	-	-	-
1/2 (A3 NB Off-Slip)	U	D	2	3	59.0	User	1950	-	-	-	-	-
2/1 (A2030 Havant Road)	O		2	3	7.0	User	1950	-	-	-	-	-
2/2 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
2/3 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	User	1950	-	-	-	-	-
3/2 (A3 SB Off-Slip)	U	A	2	3	76.5	User	1950	-	-	-	-	-
3/3 (A3 SB Off-Slip)	U	A	2	3	76.5	User	1950	-	-	-	-	-
4/1 (Bedhampton Hill)	O		2	3	12.5	User	1950	-	-	-	-	-
4/2 (Bedhampton Hill)	O		2	3	60.0	User	1950	-	-	-	-	-
5/1 (A27 Link)	O		2	3	42.6	User	1950	-	-	-	-	-
5/2 (A27 Link)	O		2	3	7.0	User	1950	-	-	-	-	-
5/3 (A27 Link)	O		2	3	5.2	User	1950	-	-	-	-	-
6/1 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
6/2 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
6/3 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
7/1 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-

8/1 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
8/2 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
8/3 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
9/1 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
14/1 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-
14/2 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-

Give-Way Lane Input Data

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Block Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in IG (PCU)
2/1 (A2030 Havant Road)	11/1 (Left)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	To 11/2 (Ahead)					
2/2 (A2030 Havant Road)	8/1 (Ahead)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	All					
	11/2 (Left)	1181	0	7/1	0.34	All					
				7/2	0.34	To 11/2 (Ahead)					
2/3 (A2030 Havant Road)	8/2 (Ahead)	1181	0	7/1	0.34	All	-	-	-	-	-
				7/2	0.34	All					
	8/3 (Ahead)	1181	0	7/1	0.34	All					
				7/2	0.34	All					
4/1 (Bedhampton Hill)	13/1 (Left)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
	13/2 (Left)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
4/2 (Bedhampton Hill)	14/1 (Ahead)	1448	0	9/1	0.39	All	-	-	-	-	-
				9/2	0.39	All					
				9/3	0.39	All					
	14/2 (Ahead)	1448	0	9/1	0.39	All					
				9/2	0.39	All					
				9/3	0.39	All					
5/1 (A27 Link)	6/1 (Ahead)	1185	0	14/1	0.39	All	-	-	-	-	-
5/2 (A27 Link)	6/2 (Ahead)	1185	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	To 6/2 (Right)					
5/3 (A27 Link)	6/3 (Ahead)	1185	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	All					

Lane Connector Input Data

Junction: Rusty Cutter				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	10/1	Internal	5	35
1/1	10/2	Internal	5	35
1/2	7/1	Internal	8	35
1/2	7/2	Internal	8	35
2/1	11/1	Internal	5	35
2/2	8/1	Internal	10	35
2/2	11/2	Internal	5	35
2/3	8/2	Internal	10	35
2/3	8/3	Internal	10	35
3/1	9/1	Internal	7	35
3/1	12/1	Internal	5	35
3/2	9/2	Internal	7	35
3/3	9/3	Internal	7	35
4/1	13/1	Internal	5	35
4/1	13/2	Internal	5	35
4/2	14/1	Internal	5	35
4/2	14/2	Internal	5	35
5/1	6/1	Internal	5	35
5/2	6/2	Internal	5	35
5/3	6/3	Internal	5	35
6/1	10/1	Internal	5	35
6/2	7/1	Internal	8	35
6/2	10/2	Internal	5	35
6/3	7/2	Internal	8	35
7/1	11/1	Internal	5	35
7/2	8/1	Internal	10	35
7/2	8/2	Internal	10	35
7/2	8/3	Internal	10	35
7/2	11/2	Internal	5	35
8/1	12/1	Internal	5	35
8/2	9/1	Internal	7	35
8/3	9/2	Internal	7	35
8/3	9/3	Internal	7	35
9/1	13/1	Internal	5	35
9/2	13/2	Internal	5	35
9/3	14/1	Internal	5	35
9/3	14/2	Internal	5	35
14/1	6/1	Internal	5	35

14/2	6/2	Internal	5	35
14/2	6/3	Internal	5	35

Scenario 1: '2016 Base, AM'

(FG1: '2016 Base, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

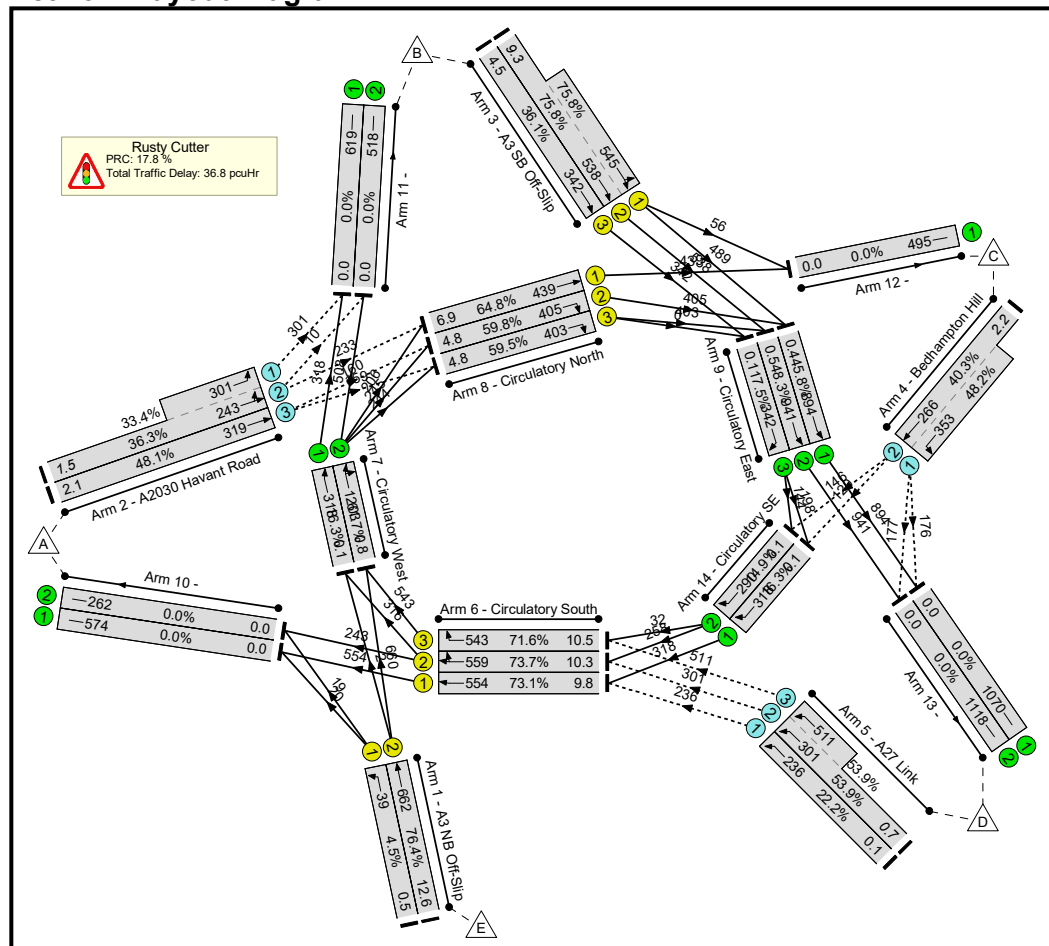
		Destination					Tot.
		A	B	C	D	E	
Origin	A	0	311	233	319	0	863
	B	342	0	56	1027	0	1425
	C	215	51	0	353	0	619
	D	240	773	35	0	0	1048
	E	39	2	171	489	0	701
	Tot.	836	1137	495	2188	0	4656

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	34	24
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	31	27
Change Point	42	8

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	76.4%	-
Rusty Cutter	-	-	-	-	-	-	-	-	76.4%	-
1/1	A3 NB Off-Slip Left	D	31	49	8	39	1950	867	4.5%	0.5
1/2	A3 NB Off-Slip Ahead	D	31	49	8	662	1950	867	76.4%	12.6
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	544	1950:1950	669+900	36.3 : 33.4%	1.5
2/3	A2030 Havant Road Ahead	-	-	-	-	319	1950	664	48.1%	2.1
3/2+3/1	A3 SB Off-Slip Ahead Left	A	34	20	54	1083	1950:1950	710+719	75.8 : 75.8%	9.3
3/3	A3 SB Off-Slip Ahead	A	34	20	54	342	1950	948	36.1%	4.5
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	619	1950:1950	660+732	40.3 : 48.2%	2.2
5/1	A27 Link Ahead	-	-	-	-	236	1950	1061	22.2%	0.1
5/2+5/3	A27 Link Ahead	-	-	-	-	812	1950:1950	558+948	53.9 : 53.9%	0.7
6/1	Circulatory South Ahead	C	27	15	42	554	1950	758	73.1%	9.8
6/2	Circulatory South Right Ahead	C	27	15	42	559	1950	758	73.7%	10.3
6/3	Circulatory South Right	C	27	15	42	543	1950	758	71.6%	10.5
7/1	Circulatory West Ahead	-	-	-	-	318	1950	1950	16.3%	0.1
7/2	Circulatory West Right Ahead	-	-	-	-	1203	1950	1950	61.7%	0.8
8/1	Circulatory North Ahead	B	24	61	13	439	1950	677	64.8%	6.9
8/2	Circulatory North Right	B	24	61	13	405	1950	677	59.8%	4.8
8/3	Circulatory North Right	B	24	61	13	403	1950	677	59.5%	4.8
9/1	Circulatory East Ahead	-	-	-	-	894	1950	1950	45.8%	0.4
9/2	Circulatory East Ahead	-	-	-	-	941	1950	1950	48.3%	0.5
9/3	Circulatory East Right	-	-	-	-	342	1950	1950	17.5%	0.1
14/1	Circulatory SE Right	-	-	-	-	318	1950	1950	16.3%	0.1
14/2	Circulatory SE Right	-	-	-	-	290	1950	1950	14.9%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		18.7	Total Delay for Signalled Lanes (pcuHr):		14.39	Cycle Time (s):		72
C1	Stream: 2	PRC for Signalled Lanes (%):		17.8	Total Delay for Signalled Lanes (pcuHr):		18.05	Cycle Time (s):		72
		PRC Over All Lanes (%):		17.8	Total Delay Over All Lanes (pcuHr):		36.80			

Scenario 2: '2020 Base, AM'

(FG3: '2020 Base, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

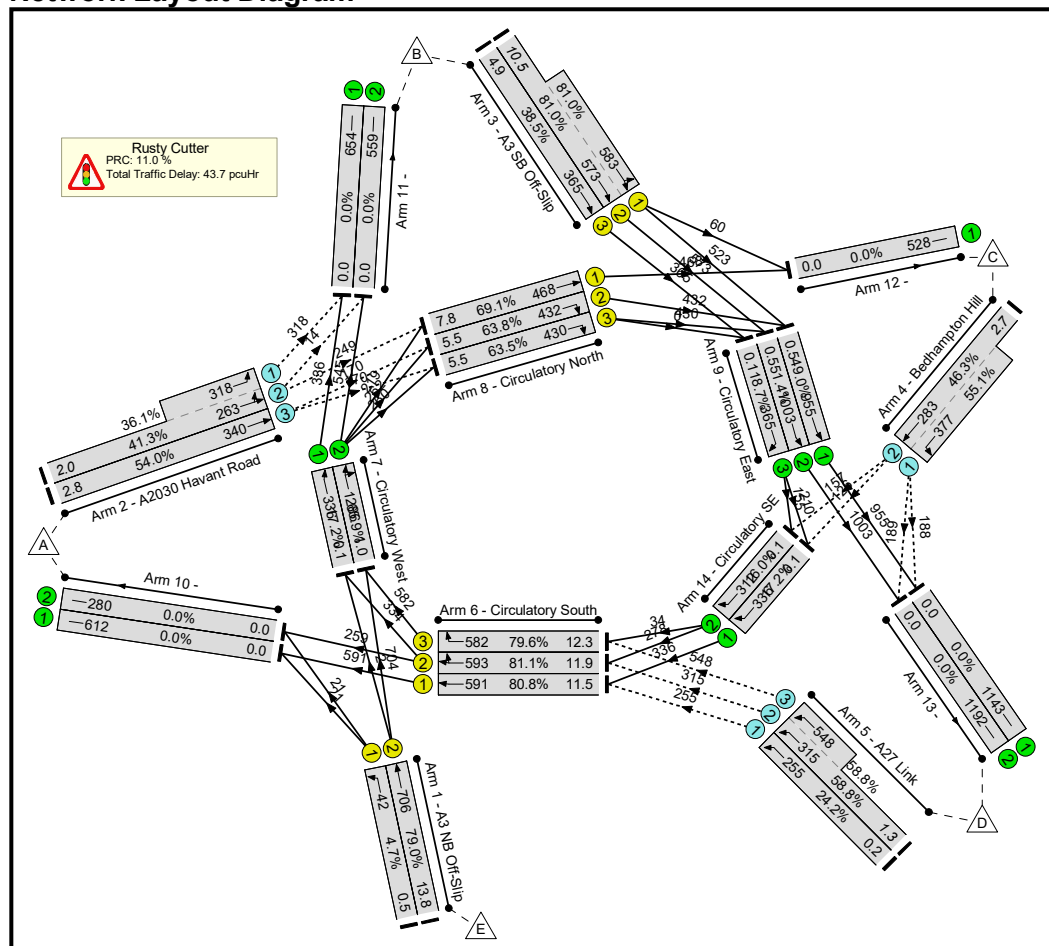
	Destination						Tot.
		A	B	C	D	E	
Origin	A	0	332	249	340	0	921
	B	365	0	60	1096	0	1521
	C	229	54	0	377	0	660
	D	256	825	37	0	0	1118
	E	42	2	182	522	0	748
	Tot.	892	1213	528	2335	0	4968

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	34	24
Change Point	13	54

Stage Stream: 2

Stage	1	2
Duration	32	26
Change Point	42	9

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	81.1%	-
Rusty Cutter	-	-	-	-	-	-	-	-	81.1%	-
1/1	A3 NB Off-Slip Left	D	32	49	9	42	1950	894	4.7%	0.5
1/2	A3 NB Off-Slip Ahead	D	32	49	9	706	1950	894	79.0%	13.8
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	581	1950:1950	637+881	41.3 : 36.1%	2.0
2/3	A2030 Havant Road Ahead	-	-	-	-	340	1950	629	54.0%	2.8
3/2+3/1	A3 SB Off-Slip Ahead Left	A	34	20	54	1156	1950:1950	707+720	81.0 : 81.0%	10.5
3/3	A3 SB Off-Slip Ahead	A	34	20	54	365	1950	948	38.5%	4.9
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	660	1950:1950	611+684	46.3 : 55.1%	2.7
5/1	A27 Link Ahead	-	-	-	-	255	1950	1054	24.2%	0.2
5/2+5/3	A27 Link Ahead	-	-	-	-	863	1950:1950	536+932	58.8 : 58.8%	1.3
6/1	Circulatory South Ahead	C	26	16	42	591	1950	731	80.8%	11.5
6/2	Circulatory South Right Ahead	C	26	16	42	593	1950	731	81.1%	11.9
6/3	Circulatory South Right	C	26	16	42	582	1950	731	79.6%	12.3
7/1	Circulatory West Ahead	-	-	-	-	336	1950	1950	17.2%	0.1
7/2	Circulatory West Right Ahead	-	-	-	-	1286	1950	1950	65.9%	1.0
8/1	Circulatory North Ahead	B	24	61	13	468	1950	677	69.1%	7.8
8/2	Circulatory North Right	B	24	61	13	432	1950	677	63.8%	5.5
8/3	Circulatory North Right	B	24	61	13	430	1950	677	63.5%	5.5
9/1	Circulatory East Ahead	-	-	-	-	955	1950	1950	49.0%	0.5
9/2	Circulatory East Ahead	-	-	-	-	1003	1950	1950	51.4%	0.5
9/3	Circulatory East Right	-	-	-	-	365	1950	1950	18.7%	0.1
14/1	Circulatory SE Right	-	-	-	-	336	1950	1950	17.2%	0.1
14/2	Circulatory SE Right	-	-	-	-	312	1950	1950	16.0%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		11.1	Total Delay for Signalled Lanes (pcuHr):		16.56	Cycle Time (s):		72
C1	Stream: 2	PRC for Signalled Lanes (%):		11.0	Total Delay for Signalled Lanes (pcuHr):		21.82	Cycle Time (s):		72
		PRC Over All Lanes (%):		11.0	Total Delay Over All Lanes (pcuHr):		43.74			

Scenario 3: '2020 Base + Dev, AM'

(FG4: '2020 Base + Dev, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

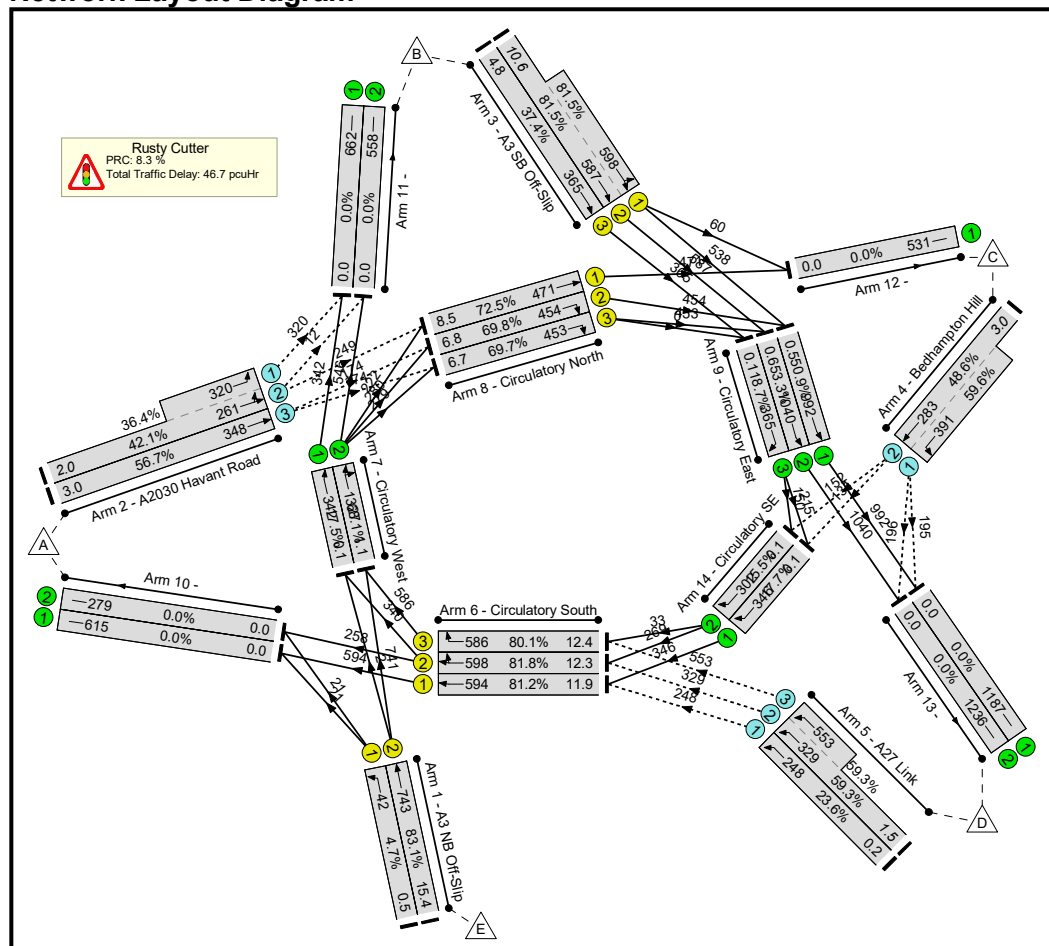
	Destination						Tot.
		A	B	C	D	E	
Origin	A	0	332	249	348	0	929
	B	365	0	60	1125	0	1550
	C	229	54	0	391	0	674
	D	258	832	40	0	0	1130
	E	42	2	182	559	0	785
	Tot.	894	1220	531	2423	0	5068

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	35	23
Change Point	6	48

Stage Stream: 2

Stage	1	2
Duration	32	26
Change Point	34	1

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	83.1%	-
Rusty Cutter	-	-	-	-	-	-	-	-	83.1%	-
1/1	A3 NB Off-Slip Left	D	32	41	1	42	1950	894	4.7%	0.5
1/2	A3 NB Off-Slip Ahead	D	32	41	1	743	1950	894	83.1%	15.4
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	581	1950:1950	620+879	42.1 : 36.4%	2.0
2/3	A2030 Havant Road Ahead	-	-	-	-	348	1950	613	56.7%	3.0
3/2+3/1	A3 SB Off-Slip Ahead Left	A	35	13	48	1185	1950:1950	720+734	81.5 : 81.5%	10.6
3/3	A3 SB Off-Slip Ahead	A	35	13	48	365	1950	975	37.4%	4.8
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	674	1950:1950	583+657	48.6 : 59.6%	3.0
5/1	A27 Link Ahead	-	-	-	-	248	1950	1050	23.6%	0.2
5/2+5/3	A27 Link Ahead	-	-	-	-	882	1950:1950	555+932	59.3 : 59.3%	1.5
6/1	Circulatory South Ahead	C	26	8	34	594	1950	731	81.2%	11.9
6/2	Circulatory South Right Ahead	C	26	8	34	598	1950	731	81.8%	12.3
6/3	Circulatory South Right	C	26	8	34	586	1950	731	80.1%	12.4
7/1	Circulatory West Ahead	-	-	-	-	342	1950	1950	17.5%	0.1
7/2	Circulatory West Right Ahead	-	-	-	-	1327	1950	1950	68.1%	1.1
8/1	Circulatory North Ahead	B	23	55	6	471	1950	650	72.5%	8.5
8/2	Circulatory North Right	B	23	55	6	454	1950	650	69.8%	6.8
8/3	Circulatory North Right	B	23	55	6	453	1950	650	69.7%	6.7
9/1	Circulatory East Ahead	-	-	-	-	992	1950	1950	50.9%	0.5
9/2	Circulatory East Ahead	-	-	-	-	1040	1950	1950	53.3%	0.6
9/3	Circulatory East Right	-	-	-	-	365	1950	1950	18.7%	0.1
14/1	Circulatory SE Right	-	-	-	-	346	1950	1950	17.7%	0.1
14/2	Circulatory SE Right	-	-	-	-	302	1950	1950	15.5%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		10.4	Total Delay for Signalled Lanes (pcuHr):		17.70	Cycle Time (s):		72
C1	Stream: 2	PRC for Signalled Lanes (%):		8.3	Total Delay for Signalled Lanes (pcuHr):		23.13	Cycle Time (s):		72
		PRC Over All Lanes (%):		8.3	Total Delay Over All Lanes(pcuHr):		46.66			

(FG5: '2025 Base, AM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	356	267	366	0	989
	B	392	0	64	1177	0	1633
	C	246	58	0	405	0	709
	D	275	886	40	0	0	1201
	E	45	2	196	560	0	803
	Tot.	958	1302	567	2508	0	5335

Stage Stream: 1

Stage	1	2
Duration	34	24
Change Point	20	61

Stage	1	2
Duration	32	26
Change Point	37	4

Rusty Cutter
 PRC: 3.5 %
 Total Traffic Delay: 52.9 pcu/Hr

The diagram illustrates a complex signalized intersection layout with 14 arms. Each arm is represented by a rectangular box containing traffic data. The arms are labeled as follows:

- Arm 1 - A3 NB Off-Slip:** 158, 84.8%, 16.0, 45, 5.0%, 0.5
- Arm 2 - A2030 Havant Road:** 2.4, 41.3%, 337, 3.4, 47.8%, 286, 62.2%, 366
- Arm 3 - A3 SB Off-Slip:** 12.6, 81.0%, 615, 5.4, 41.4%, 392
- Arm 4 - Bournemouth Hill:** 304, 54.5%, 405, 64.2%
- Arm 5 - A27 Link:** 593, 84.9%, 407, 64.9%, 201, 18.8%, 2.4, 0.1
- Arm 6 - Circulatory South:** 630, 86.2%, 14.4, 636, 87.0%, 14.8, 631, 86.3%, 14.9
- Arm 7 - Circulatory West:** 1366, 14.2, 3363, 340.1
- Arm 8 - Circulatory North:** 9.8, 74.3%, 503, 7.8, 68.5%, 464, 7.8, 68.2%, 462
- Arm 9 - Circulatory East:** 0.662, 630.06, 0.655, 230.77, 0.120, 148.82
- Arm 10:** 304, 0.0%, 0.0, 654, 0.0%, 0.0
- Arm 11:** 693, 0.0%, 0.0, 609, 0.0%, 0.0
- Arm 12:** 0.0, 0.0%, 567
- Arm 13:** 1228, 0.0%, 1280, 0.0%, 0.0
- Arm 14 - Circulatory SE:** 2083, 69.8, 4392, 140.1

Key features of the diagram include:

- Signal Phases:** Indicated by colored circles (1, 2, 3, 4, 5, 6) at various points along the arms.
- Geometric Data:** Values such as 12.6, 5.4, 81.0%, 41.4%, 615, 392, etc., are provided for each arm.
- Intersection Markings:** Triangles A, B, C, D, and E are placed at specific locations around the intersection.
- Flow Arrows:** Solid and dashed arrows indicate the direction of traffic flow for each arm.

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	87.0%	-
Rusty Cutter	-	-	-	-	-	-	-	-	87.0%	-
1/1	A3 NB Off-Slip Left	D	32	44	4	45	1950	894	5.0%	0.5
1/2	A3 NB Off-Slip Ahead	D	32	44	4	758	1950	894	84.8%	16.0
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	623	1950:1950	598+815	47.8 : 41.3%	2.4
2/3	A2030 Havant Road Ahead	-	-	-	-	366	1950	589	62.2%	3.4
3/2+3/1	A3 SB Off-Slip Ahead Left	A	34	27	61	1241	1950:1950	707+720	87.0 : 87.0%	12.6
3/3	A3 SB Off-Slip Ahead	A	34	27	61	392	1950	948	41.4%	5.4
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	709	1950:1950	558+630	54.5 : 64.2%	3.5
5/1	A27 Link Ahead	-	-	-	-	201	1950	1017	19.8%	0.1
5/2+5/3	A27 Link Ahead	-	-	-	-	1000	1950:1950	627+913	64.9 : 64.9%	2.4
6/1	Circulatory South Ahead	C	26	11	37	631	1950	731	86.3%	14.9
6/2	Circulatory South Right Ahead	C	26	11	37	636	1950	731	87.0%	14.8
6/3	Circulatory South Right	C	26	11	37	630	1950	731	86.2%	14.4
7/1	Circulatory West Ahead	-	-	-	-	356	1950	1950	18.3%	0.1
7/2	Circulatory West Right Ahead	-	-	-	-	1386	1950	1950	71.1%	1.2
8/1	Circulatory North Ahead	B	24	68	20	503	1950	677	74.3%	9.8
8/2	Circulatory North Right	B	24	68	20	464	1950	677	68.5%	7.8
8/3	Circulatory North Right	B	24	68	20	462	1950	677	68.2%	7.8
9/1	Circulatory East Ahead	-	-	-	-	1026	1950	1950	52.6%	0.6
9/2	Circulatory East Ahead	-	-	-	-	1077	1950	1950	55.2%	0.6
9/3	Circulatory East Right	-	-	-	-	392	1950	1950	20.1%	0.1
14/1	Circulatory SE Right	-	-	-	-	430	1950	1950	22.1%	0.1
14/2	Circulatory SE Right	-	-	-	-	266	1950	1950	13.6%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		3.5	Total Delay for Signalled Lanes (pcuHr):		17.89	Cycle Time (s): 72		
C1	Stream: 2	PRC for Signalled Lanes (%):		3.5	Total Delay for Signalled Lanes (pcuHr):		28.01	Cycle Time (s): 72		
		PRC Over All Lanes (%):		3.5	Total Delay Over All Lanes(pcuHr):		52.87			

Scenario 5: '2025 Base + Dev, AM'

(FG6: '2025 Base + Dev, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

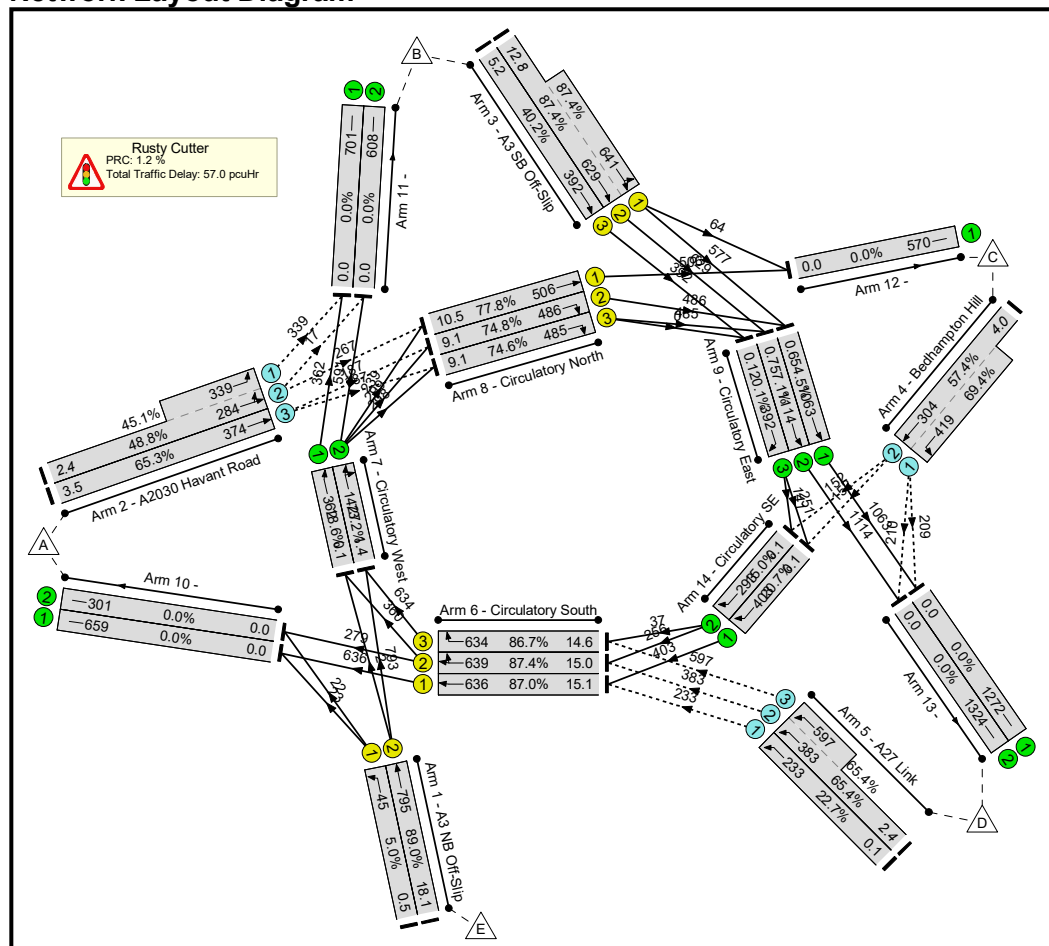
Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	356	267	374	0	997
	B	392	0	64	1206	0	1662
	C	246	58	0	419	0	723
	D	277	893	43	0	0	1213
	E	45	2	196	597	0	840
	Tot.	960	1309	570	2596	0	5435

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	35	23
Change Point	13	55

Stage Stream: 2

Stage	1	2
Duration	32	26
Change Point	30	69

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	89.0%	-
Rusty Cutter	-	-	-	-	-	-	-	-	89.0%	-
1/1	A3 NB Off-Slip Left	D	32	37	69	45	1950	894	5.0%	0.5
1/2	A3 NB Off-Slip Ahead	D	32	37	69	795	1950	894	89.0%	18.1
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	623	1950:1950	582+752	48.8 : 45.1%	2.4
2/3	A2030 Havant Road Ahead	-	-	-	-	374	1950	573	65.3%	3.5
3/2+3/1	A3 SB Off-Slip Ahead Left	A	35	20	55	1270	1950:1950	720+734	87.4 : 87.4%	12.8
3/3	A3 SB Off-Slip Ahead	A	35	20	55	392	1950	975	40.2%	5.2
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	723	1950:1950	529+603	57.4 : 69.4%	4.0
5/1	A27 Link Ahead	-	-	-	-	233	1950	1028	22.7%	0.1
5/2+5/3	A27 Link Ahead	-	-	-	-	980	1950:1950	586+913	65.4 : 65.4%	2.4
6/1	Circulatory South Ahead	C	26	4	30	636	1950	731	87.0%	15.1
6/2	Circulatory South Right Ahead	C	26	4	30	639	1950	731	87.4%	15.0
6/3	Circulatory South Right	C	26	4	30	634	1950	731	86.7%	14.6
7/1	Circulatory West Ahead	-	-	-	-	362	1950	1950	18.6%	0.1
7/2	Circulatory West Right Ahead	-	-	-	-	1427	1950	1950	73.2%	1.4
8/1	Circulatory North Ahead	B	23	62	13	506	1950	650	77.8%	10.5
8/2	Circulatory North Right	B	23	62	13	486	1950	650	74.8%	9.1
8/3	Circulatory North Right	B	23	62	13	485	1950	650	74.6%	9.1
9/1	Circulatory East Ahead	-	-	-	-	1063	1950	1950	54.5%	0.6
9/2	Circulatory East Ahead	-	-	-	-	1114	1950	1950	57.1%	0.7
9/3	Circulatory East Right	-	-	-	-	392	1950	1950	20.1%	0.1
14/1	Circulatory SE Right	-	-	-	-	403	1950	1950	20.7%	0.1
14/2	Circulatory SE Right	-	-	-	-	293	1950	1950	15.0%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		3.0	Total Delay for Signalled Lanes (pcuHr):		19.37	Cycle Time (s):		72
C1	Stream: 2	PRC for Signalled Lanes (%):		1.2	Total Delay for Signalled Lanes (pcuHr):		29.95	Cycle Time (s):		72
		PRC Over All Lanes (%):		1.2	Total Delay Over All Lanes(pcuHr):		57.00			

Scenario 6: '2030 Base, AM'

(FG7: '2030 Base, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

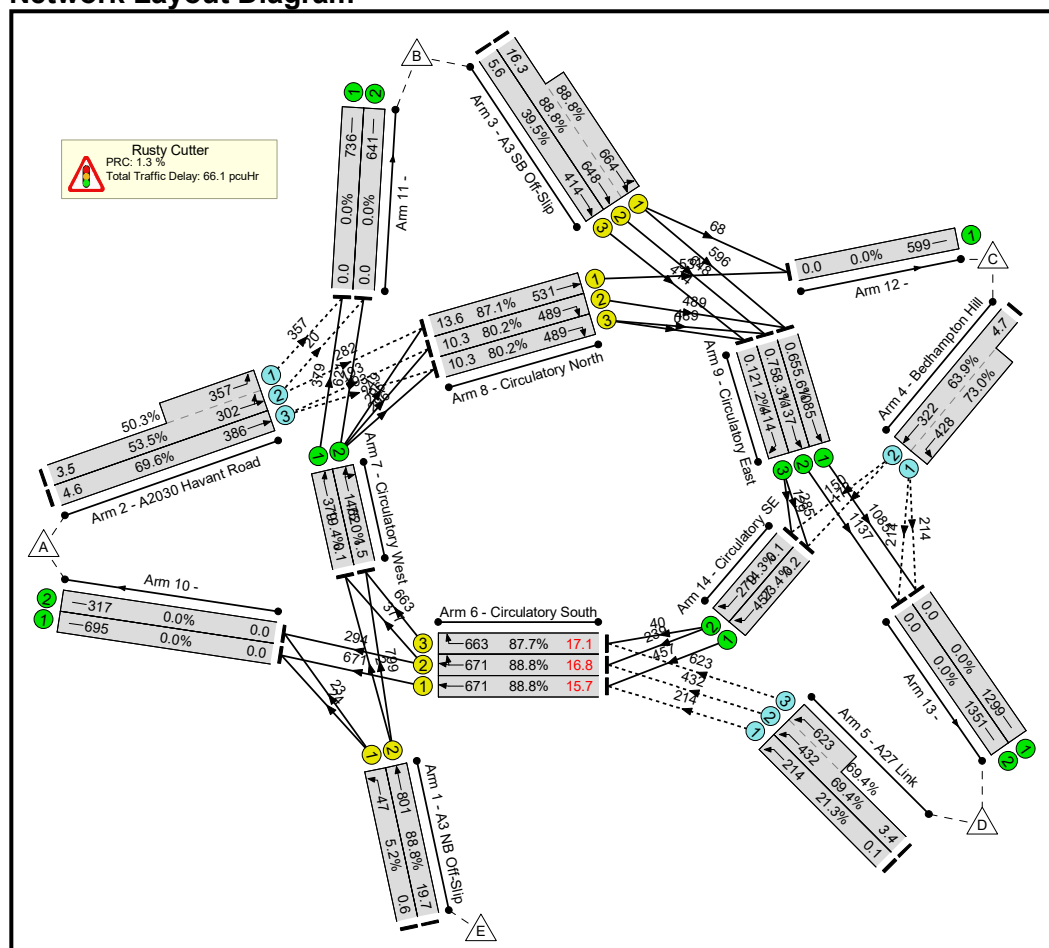
	Destination						Tot.
		A	B	C	D	E	
Origin	A	0	377	282	386	0	1045
	B	414	0	68	1244	0	1726
	C	260	62	0	428	0	750
	D	291	936	42	0	0	1269
	E	47	2	207	592	0	848
	Tot.	1012	1377	599	2650	0	5638

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	42	24
Change Point	13	62

Stage Stream: 2

Stage	1	2
Duration	36	30
Change Point	43	6

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	88.8%	-
Rusty Cutter	-	-	-	-	-	-	-	-	88.8%	-
1/1	A3 NB Off-Slip Left	D	36	50	6	47	1950	902	5.2%	0.6
1/2	A3 NB Off-Slip Ahead	D	36	50	6	801	1950	902	88.8%	19.7
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	659	1950:1950	565+709	53.5 : 50.3%	3.5
2/3	A2030 Havant Road Ahead	-	-	-	-	386	1950	555	69.6%	4.6
3/2+3/1	A3 SB Off-Slip Ahead Left	A	42	20	62	1312	1950:1950	729+747	88.8 : 88.8%	16.3
3/3	A3 SB Off-Slip Ahead	A	42	20	62	414	1950	1048	39.5%	5.6
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	750	1950:1950	504+586	63.9 : 73.0%	4.7
5/1	A27 Link Ahead	-	-	-	-	214	1950	1007	21.3%	0.1
5/2+5/3	A27 Link Ahead	-	-	-	-	1055	1950:1950	622+898	69.4 : 69.4%	3.4
6/1	Circulatory South Ahead	C	30	13	43	671	1950	756	88.8%	15.7
6/2	Circulatory South Right Ahead	C	30	13	43	671	1950	756	88.8%	16.8
6/3	Circulatory South Right	C	30	13	43	663	1950	756	87.7%	17.1
7/1	Circulatory West Ahead	-	-	-	-	379	1950	1950	19.4%	0.1
7/2	Circulatory West Right Ahead	-	-	-	-	1462	1950	1950	75.0%	1.5
8/1	Circulatory North Ahead	B	24	69	13	531	1950	609	87.1%	13.6
8/2	Circulatory North Right	B	24	69	13	489	1950	609	80.2%	10.3
8/3	Circulatory North Right	B	24	69	13	489	1950	609	80.2%	10.3
9/1	Circulatory East Ahead	-	-	-	-	1085	1950	1950	55.6%	0.6
9/2	Circulatory East Ahead	-	-	-	-	1137	1950	1950	58.3%	0.7
9/3	Circulatory East Right	-	-	-	-	414	1950	1950	21.2%	0.1
14/1	Circulatory SE Right	-	-	-	-	457	1950	1950	23.4%	0.2
14/2	Circulatory SE Right	-	-	-	-	279	1950	1950	14.3%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		1.3	Total Delay for Signalled Lanes (pcuHr):		24.82	Cycle Time (s): 80		
C1	Stream: 2	PRC for Signalled Lanes (%):		1.3	Total Delay for Signalled Lanes (pcuHr):		32.21	Cycle Time (s): 80		
		PRC Over All Lanes (%):		1.3	Total Delay Over All Lanes (pcuHr):		66.14			

Scenario 7: '2030 Base + Dev, AM'

(FG8: '2030 Base + Dev, AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

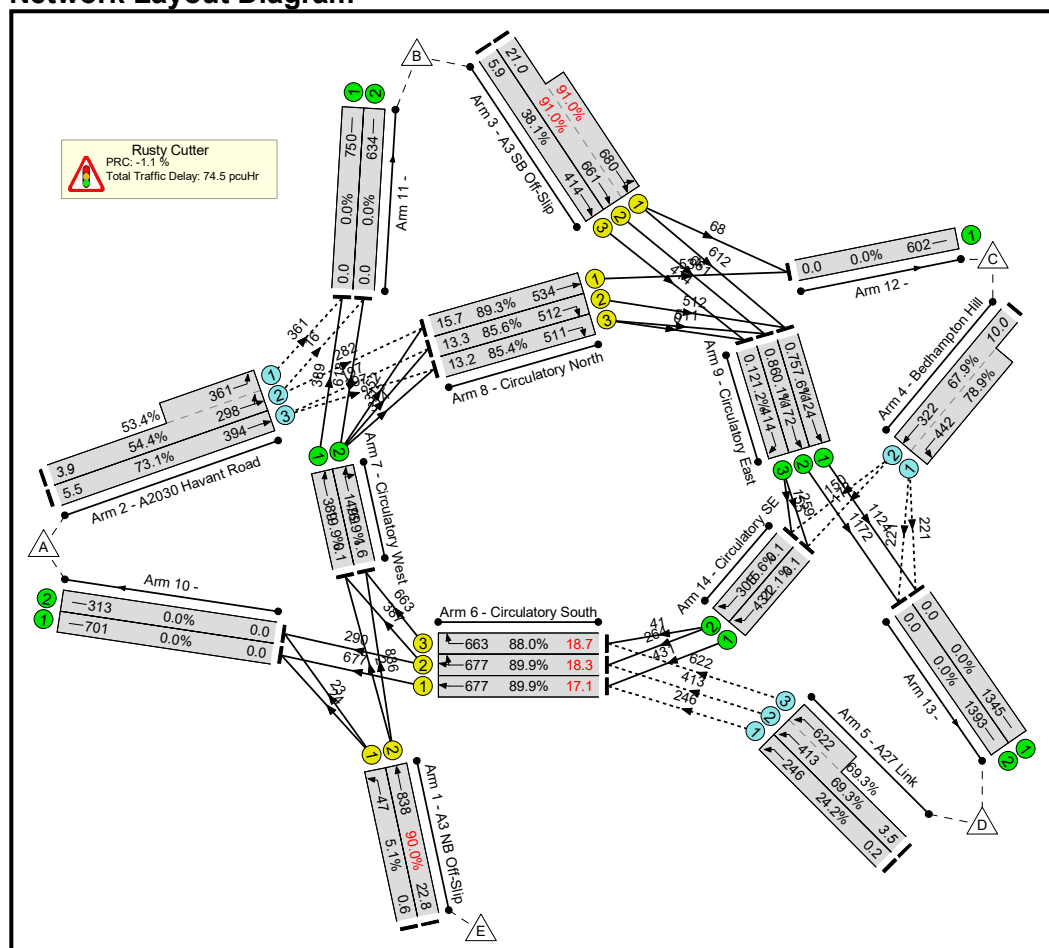
Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	377	282	394	0	1053
	B	414	0	68	1273	0	1755
	C	260	62	0	442	0	764
	D	293	943	45	0	0	1281
	E	47	2	207	629	0	885
	Tot.	1014	1384	602	2738	0	5738

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	48	26
Change Point	19	74

Stage Stream: 2

Stage	1	2
Duration	41	33
Change Point	51	11

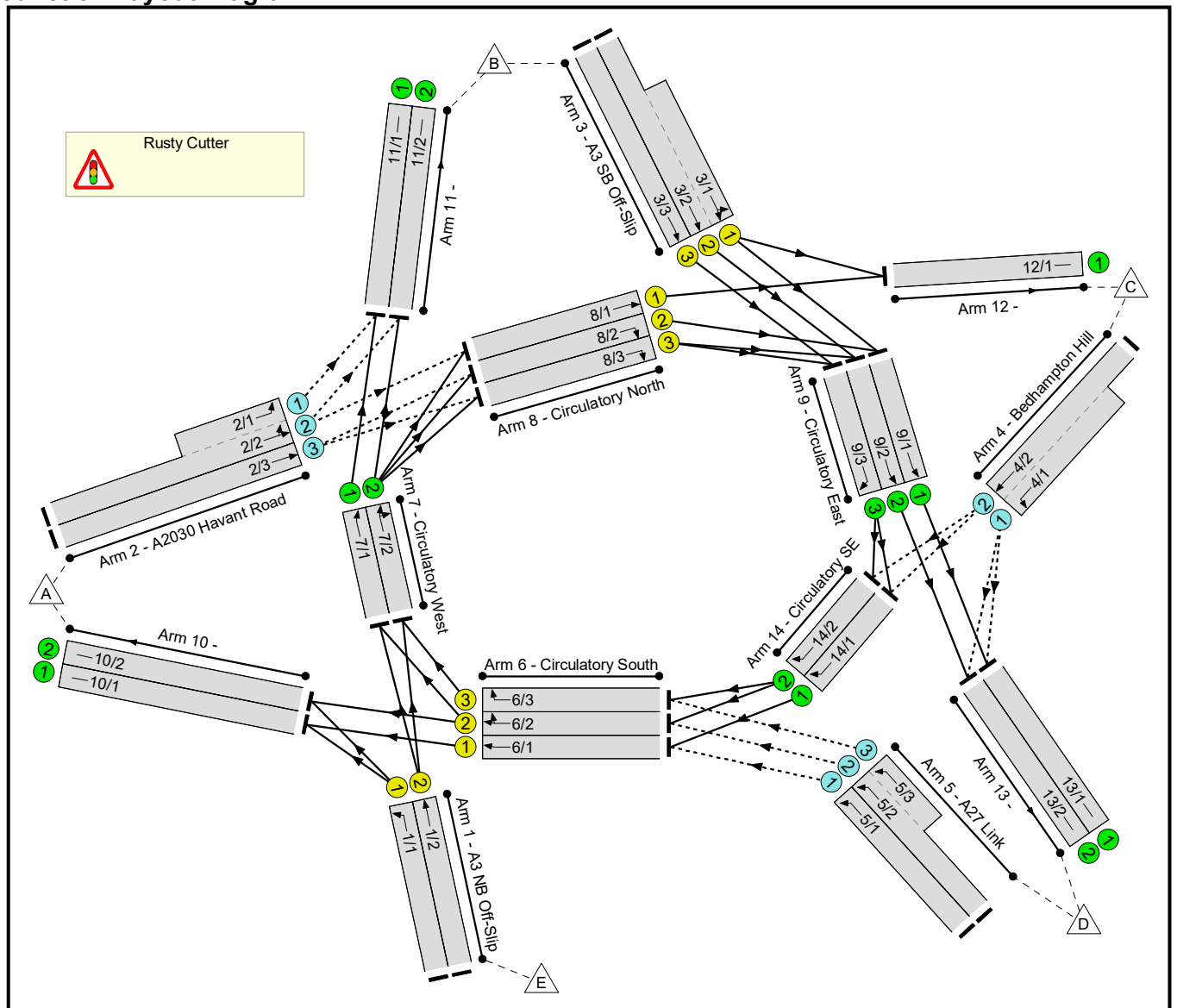
Network Layout Diagram

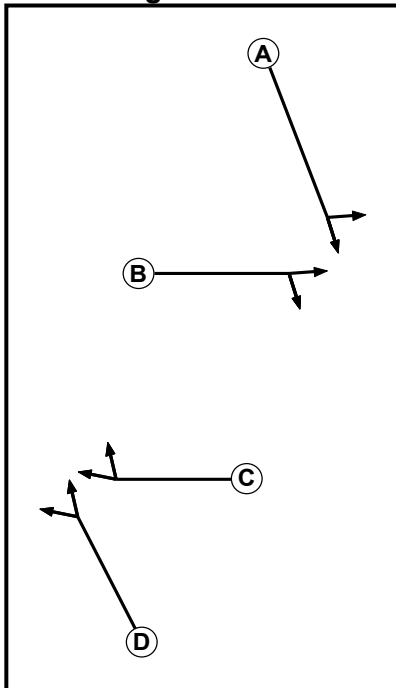
Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	91.0%	-
Rusty Cutter	-	-	-	-	-	-	-	-	91.0%	-
1/1	A3 NB Off-Slip Left	D	41	58	11	47	1950	931	5.1%	0.6
1/2	A3 NB Off-Slip Ahead	D	41	58	11	838	1950	931	90.0%	22.8
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	659	1950:1950	548+676	54.4 : 53.4%	3.9
2/3	A2030 Havant Road Ahead	-	-	-	-	394	1950	539	73.1%	5.5
3/2+3/1	A3 SB Off-Slip Ahead Left	A	48	26	74	1341	1950:1950	727+747	91.0 : 91.0%	21.0
3/3	A3 SB Off-Slip Ahead	A	48	26	74	414	1950	1086	38.1%	5.9
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	764	1950:1950	474+560	67.9 : 78.9%	10.0
5/1	A27 Link Ahead	-	-	-	-	246	1950	1017	24.2%	0.2
5/2+5/3	A27 Link Ahead	-	-	-	-	1035	1950:1950	596+898	69.3 : 69.3%	3.5
6/1	Circulatory South Ahead	C	33	18	51	677	1950	753	89.9%	17.1
6/2	Circulatory South Right Ahead	C	33	18	51	677	1950	753	89.9%	18.3
6/3	Circulatory South Right	C	33	18	51	663	1950	753	88.0%	18.7
7/1	Circulatory West Ahead	-	-	-	-	389	1950	1950	19.9%	0.1
7/2	Circulatory West Right Ahead	-	-	-	-	1499	1950	1950	76.9%	1.6
8/1	Circulatory North Ahead	B	26	81	19	534	1950	598	89.3%	15.7
8/2	Circulatory North Right	B	26	81	19	512	1950	598	85.6%	13.3
8/3	Circulatory North Right	B	26	81	19	511	1950	598	85.4%	13.2
9/1	Circulatory East Ahead	-	-	-	-	1124	1950	1950	57.6%	0.7
9/2	Circulatory East Ahead	-	-	-	-	1172	1950	1950	60.1%	0.8
9/3	Circulatory East Right	-	-	-	-	414	1950	1950	21.2%	0.1
14/1	Circulatory SE Right	-	-	-	-	431	1950	1950	22.1%	0.1
14/2	Circulatory SE Right	-	-	-	-	305	1950	1950	15.6%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):		28.93	Cycle Time (s):		88	
C1	Stream: 2	PRC for Signalled Lanes (%):	-0.0	Total Delay for Signalled Lanes (pcuHr):		35.11	Cycle Time (s):		88	
		PRC Over All Lanes (%):	-1.1	Total Delay Over All Lanes (pcuHr):		74.55				

User and Project Details

Project:	Harts Farm Way
Title:	Rusty Cutter Roundabout
Design Layout Ref:	Existing Junction Layout - PM Model
Additional detail:	PBA Approved Model
File name:	Rusty Cutter v11 - Approved Model - PM.lsg3x
Author:	David Noyce
Company:	Vectos (South) Ltd
Address:	Network Building, 97 Tottenham Court Road, London W1T 4TP

Junction Layout Diagram

Phase Diagram**Phase Input Data**

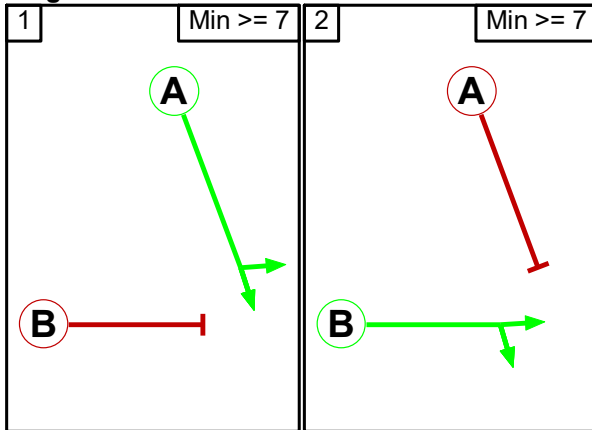
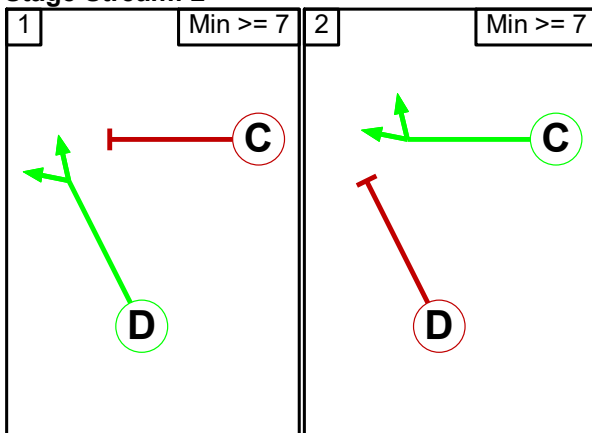
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Intergreens

		Starting Phase				
Terminating Phase		A	B	C	D	
	A	7	-	-		
	B	7	-	-		
	C	-	-	7		
	D	-	-	7		

Stage Data

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagrams**Stage Stream: 1****Stage Stream: 2****Phase Delays****Stage Stream: 1**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Lane Input Data

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	59.0	User	1950	-	-	-	-	-
1/2 (A3 NB Off-Slip)	U	D	2	3	59.0	User	1950	-	-	-	-	-
2/1 (A2030 Havant Road)	O		2	3	7.0	User	1950	-	-	-	-	-
2/2 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
2/3 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	User	1950	-	-	-	-	-
3/2 (A3 SB Off-Slip)	U	A	2	3	60.0	User	1950	-	-	-	-	-
3/3 (A3 SB Off-Slip)	U	A	2	3	60.0	User	1950	-	-	-	-	-
4/1 (Bedhampton Hill)	O		2	3	12.5	User	1950	-	-	-	-	-
4/2 (Bedhampton Hill)	O		2	3	60.0	User	1950	-	-	-	-	-
5/1 (A27 Link)	O		2	3	60.0	User	1950	-	-	-	-	-
5/2 (A27 Link)	O		2	3	7.0	User	1950	-	-	-	-	-
5/3 (A27 Link)	O		2	3	5.2	User	1950	-	-	-	-	-
6/1 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
6/2 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
6/3 (Circulatory South)	U	C	2	3	15.1	User	1950	-	-	-	-	-
7/1 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-

8/1 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
8/2 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
8/3 (Circulatory North)	U	B	2	3	25.3	User	1950	-	-	-	-	-
9/1 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
14/1 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-
14/2 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-

Give-Way Lane Input Data

Junction: Rusty Cutter											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Block Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in IG (PCU)
2/1 (A2030 Havant Road)	11/1 (Left)	1175	0	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	To 11/2 (Ahead)					
2/2 (A2030 Havant Road)	8/1 (Ahead)	1175	0	7/1	0.33	All	-	-	-	-	-
	11/2 (Left)	1175	0	7/2	0.33	All					
				7/1	0.33	All					
				7/2	0.33	To 11/2 (Ahead)					
2/3 (A2030 Havant Road)	8/2 (Ahead)	1175	0	7/1	0.33	All	-	-	-	-	-
	8/3 (Ahead)	1175	0	7/2	0.33	All					
				7/1	0.33	All					
				7/2	0.33	All					
4/1 (Bedhampton Hill)	13/1 (Left)	1531	0	9/1	0.47	All	-	-	-	-	-
	13/2 (Left)	1531	0	9/2	0.47	All					
				9/1	0.47	All					
				9/2	0.47	All					
4/2 (Bedhampton Hill)	14/1 (Ahead)	1531	0	9/1	0.47	All	-	-	-	-	-
				9/2	0.47	All					
				9/3	0.47	All					
				9/1	0.47	All					
	14/2 (Ahead)	1531	0	9/2	0.47	All					
				9/3	0.47	All					
5/1 (A27 Link)	6/1 (Left)	1184	0	14/1	0.39	All	-	-	-	-	-
5/2 (A27 Link)	6/2 (Left)	1184	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	To 6/2 (Right)					
5/3 (A27 Link)	6/3 (Left)	1184	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	All					

Lane Connector Input Data

Junction: Rusty Cutter				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	10/1	Internal	5	35
1/1	10/2	Internal	5	35
1/2	7/1	Internal	8	35
1/2	7/2	Internal	8	35
2/1	11/1	Internal	5	35
2/2	8/1	Internal	10	35
2/2	11/2	Internal	5	35
2/3	8/2	Internal	10	35
2/3	8/3	Internal	10	35
3/1	9/1	Internal	7	35
3/1	12/1	Internal	5	35
3/2	9/2	Internal	7	35
3/3	9/3	Internal	7	35
4/1	13/1	Internal	5	35
4/1	13/2	Internal	5	35
4/2	14/1	Internal	5	35
4/2	14/2	Internal	5	35
5/1	6/1	Internal	5	35
5/2	6/2	Internal	5	35
5/3	6/3	Internal	5	35
6/1	10/1	Internal	5	35
6/2	7/1	Internal	8	35
6/2	10/2	Internal	5	35
6/3	7/2	Internal	8	35
7/1	11/1	Internal	5	35
7/2	8/1	Internal	10	35
7/2	8/2	Internal	10	35
7/2	8/3	Internal	10	35
7/2	11/2	Internal	5	35
8/1	12/1	Internal	5	35
8/2	9/1	Internal	7	35
8/3	9/2	Internal	7	35
8/3	9/3	Internal	7	35
9/1	13/1	Internal	5	35
9/2	13/2	Internal	5	35
9/3	14/1	Internal	5	35
9/3	14/2	Internal	5	35
14/1	6/1	Internal	5	35

14/2	6/2	Internal	5	35
14/2	6/3	Internal	5	35

Scenario 1: '2016 Base, PM'

(FG1: '2016 Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

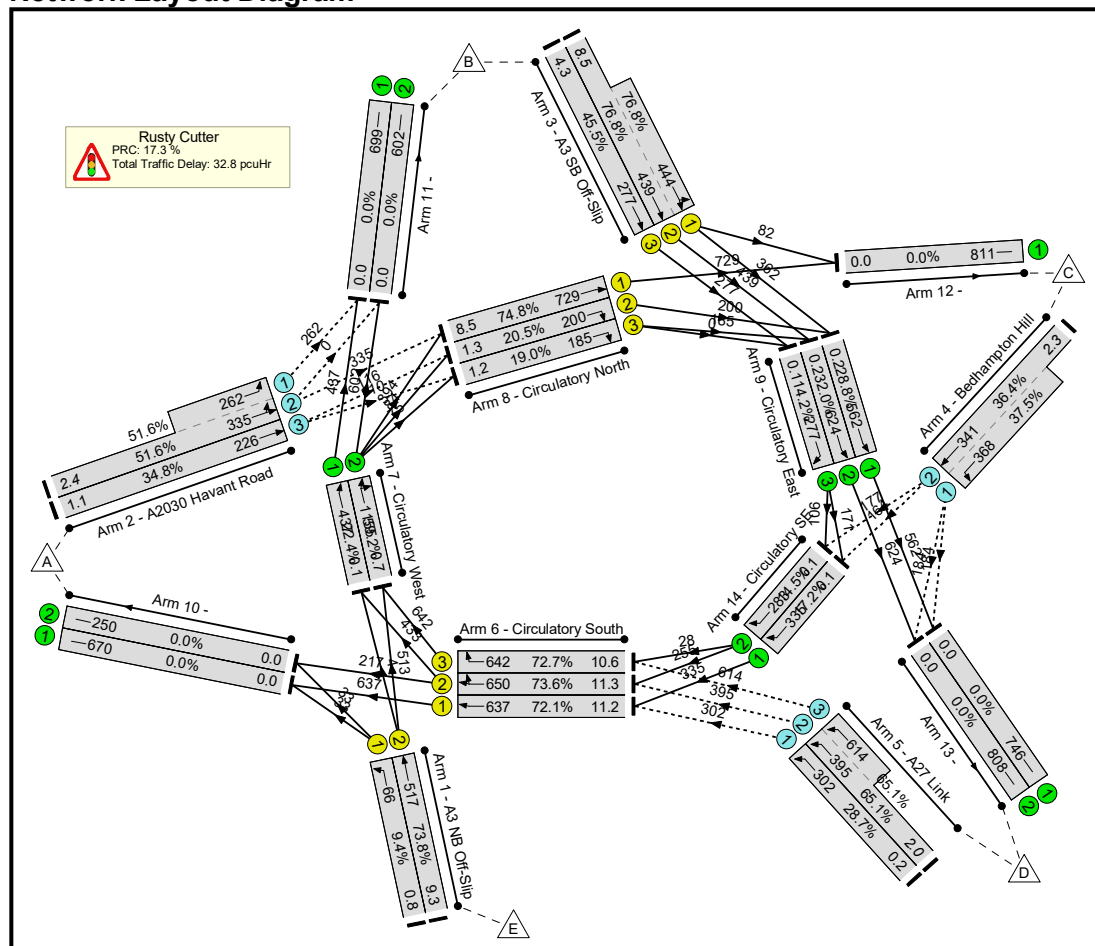
	Destination						Tot.
		A	B	C	D	E	
Origin	A	0	262	335	226	0	823
	B	277	0	82	801	0	1160
	C	275	66	0	368	0	709
	D	302	969	40	0	0	1311
	E	66	4	354	159	0	583
	Tot.	920	1301	811	1554	0	4586

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	19	31
Change Point	13	39

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	28	57

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	76.8%	-
Rusty Cutter	-	-	-	-	-	-	-	-	76.8%	-
1/1	A3 NB Off-Slip Left	D	22	35	57	66	1950	701	9.4%	0.8
1/2	A3 NB Off-Slip Ahead	D	22	35	57	517	1950	701	73.8%	9.3
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	597	1950:1950	649+508	51.6 : 51.6%	2.4
2/3	A2030 Havant Road Ahead	-	-	-	-	226	1950	649	34.8%	1.1
3/2+3/1	A3 SB Off-Slip Ahead Left	A	19	20	39	883	1950:1950	572+578	76.8 : 76.8%	8.5
3/3	A3 SB Off-Slip Ahead	A	19	20	39	277	1950	609	45.5%	4.3
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	709	1950:1950	937+982	36.4 : 37.5%	2.3
5/1	A27 Link Left	-	-	-	-	302	1950	1053	28.7%	0.2
5/2+5/3	A27 Link Left	-	-	-	-	1009	1950:1950	606+943	65.1 : 65.1%	2.0
6/1	Circulatory South Ahead	C	28	0	28	637	1950	884	72.1%	11.2
6/2	Circulatory South Right Ahead	C	28	0	28	650	1950	884	73.6%	11.3
6/3	Circulatory South Right	C	28	0	28	642	1950	884	72.7%	10.6
7/1	Circulatory West Ahead	-	-	-	-	437	1950	1950	22.4%	0.1
7/2	Circulatory West Right Ahead	-	-	-	-	1155	1950	1950	59.2%	0.7
8/1	Circulatory North Ahead	B	31	46	13	729	1950	975	74.8%	8.5
8/2	Circulatory North Right	B	31	46	13	200	1950	975	20.5%	1.3
8/3	Circulatory North Right	B	31	46	13	185	1950	975	19.0%	1.2
9/1	Circulatory East Ahead	-	-	-	-	562	1950	1950	28.8%	0.2
9/2	Circulatory East Ahead	-	-	-	-	624	1950	1950	32.0%	0.2
9/3	Circulatory East Right	-	-	-	-	277	1950	1950	14.2%	0.1
14/1	Circulatory SE Right	-	-	-	-	335	1950	1950	17.2%	0.1
14/2	Circulatory SE Right	-	-	-	-	283	1950	1950	14.5%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		17.3	Total Delay for Signalled Lanes (pcuHr):		11.64	Cycle Time (s): 64		
C1	Stream: 2	PRC for Signalled Lanes (%):		22.0	Total Delay for Signalled Lanes (pcuHr):		16.85	Cycle Time (s): 64		
		PRC Over All Lanes (%):		17.3	Total Delay Over All Lanes (pcuHr):		32.80			

Scenario 2: '2020 Base, PM'

(FG3: '2020 Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

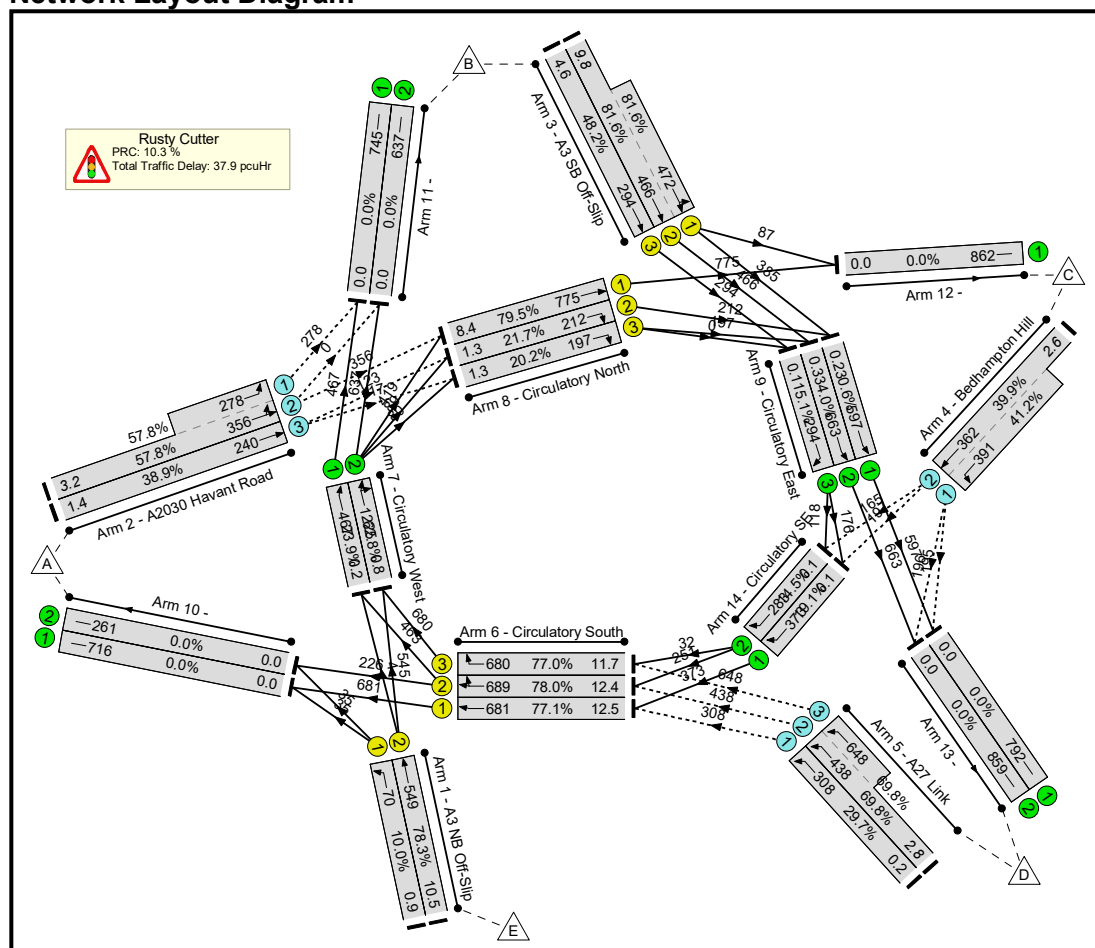
		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	278	356	240	0	874
	B	294	0	87	851	0	1232
	C	292	70	0	391	0	753
	D	321	1030	43	0	0	1394
	E	70	4	376	169	0	619
	Tot.	977	1382	862	1651	0	4872

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	19	31
Change Point	2	28

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	19	48

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	81.6%	-
Rusty Cutter	-	-	-	-	-	-	-	-	81.6%	-
1/1	A3 NB Off-Slip Left	D	22	26	48	70	1950	701	10.0%	0.9
1/2	A3 NB Off-Slip Ahead	D	22	26	48	549	1950	701	78.3%	10.5
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	634	1950:1950	616+481	57.8 : 57.8%	3.2
2/3	A2030 Havant Road Ahead	-	-	-	-	240	1950	616	38.9%	1.4
3/2+3/1	A3 SB Off-Slip Ahead Left	A	19	9	28	938	1950:1950	571+579	81.6 : 81.6%	9.8
3/3	A3 SB Off-Slip Ahead	A	19	9	28	294	1950	609	48.2%	4.6
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	753	1950:1950	906+950	39.9 : 41.2%	2.6
5/1	A27 Link Left	-	-	-	-	308	1950	1038	29.7%	0.2
5/2+5/3	A27 Link Left	-	-	-	-	1086	1950:1950	627+928	69.8 : 69.8%	2.8
6/1	Circulatory South Ahead	C	28	55	19	681	1950	884	77.1%	12.5
6/2	Circulatory South Right Ahead	C	28	55	19	689	1950	884	78.0%	12.4
6/3	Circulatory South Right	C	28	55	19	680	1950	884	77.0%	11.7
7/1	Circulatory West Ahead	-	-	-	-	467	1950	1950	23.9%	0.2
7/2	Circulatory West Right Ahead	-	-	-	-	1225	1950	1950	62.8%	0.8
8/1	Circulatory North Ahead	B	31	35	2	775	1950	975	79.5%	8.4
8/2	Circulatory North Right	B	31	35	2	212	1950	975	21.7%	1.3
8/3	Circulatory North Right	B	31	35	2	197	1950	975	20.2%	1.3
9/1	Circulatory East Ahead	-	-	-	-	597	1950	1950	30.6%	0.2
9/2	Circulatory East Ahead	-	-	-	-	663	1950	1950	34.0%	0.3
9/3	Circulatory East Right	-	-	-	-	294	1950	1950	15.1%	0.1
14/1	Circulatory SE Right	-	-	-	-	373	1950	1950	19.1%	0.1
14/2	Circulatory SE Right	-	-	-	-	283	1950	1950	14.5%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		10.3	Total Delay for Signalled Lanes (pcuHr):		13.28	Cycle Time (s): 64		
C1	Stream: 2	PRC for Signalled Lanes (%):		14.9	Total Delay for Signalled Lanes (pcuHr):		19.46	Cycle Time (s): 64		
		PRC Over All Lanes (%):		10.3	Total Delay Over All Lanes (pcuHr):		37.94			

Scenario 3: '2020 Base + Dev, PM'

(FG4: '2020 Base + Dev, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

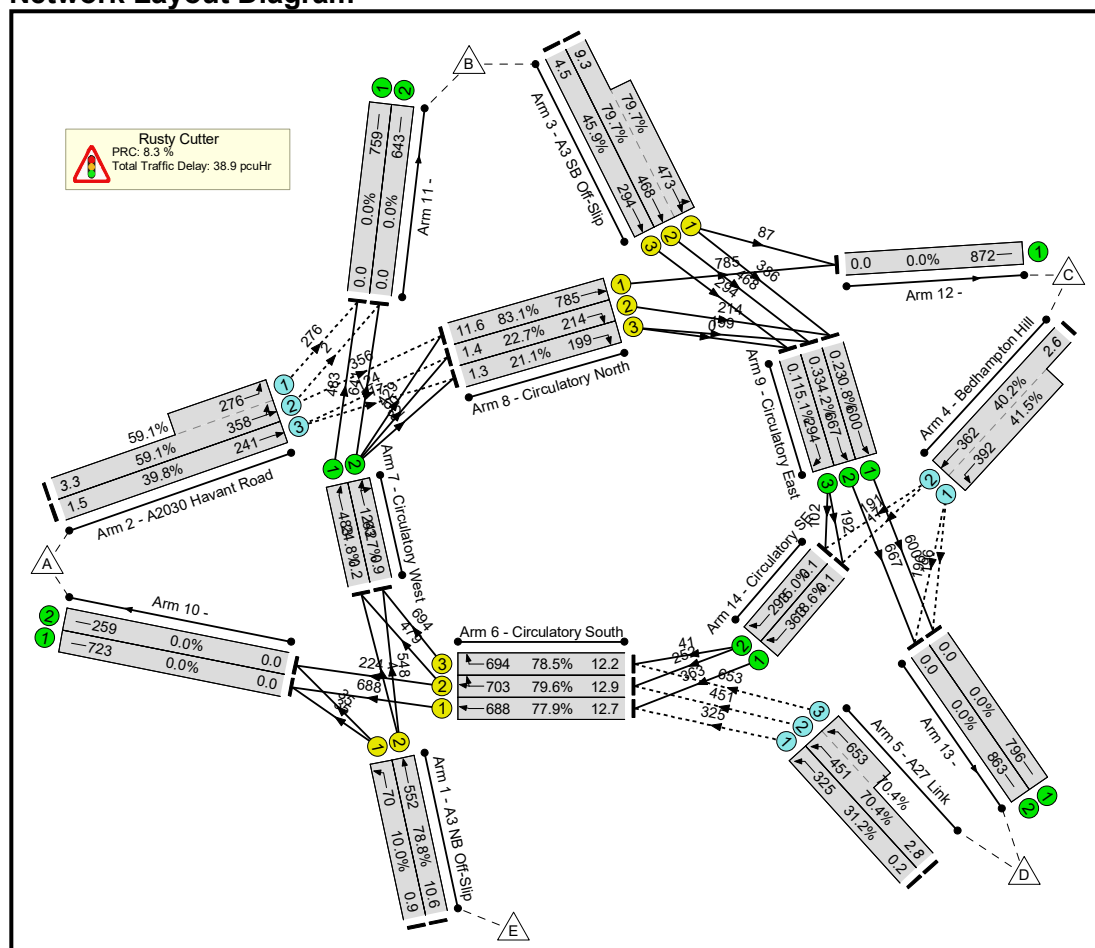
		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	278	356	241	0	875
	B	294	0	87	854	0	1235
	C	292	70	0	392	0	754
	D	326	1050	53	0	0	1429
	E	70	4	376	172	0	622
	Tot.	982	1402	872	1659	0	4915

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	20	30
Change Point	4	31

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	21	50

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	83.1%	-
Rusty Cutter	-	-	-	-	-	-	-	-	83.1%	-
1/1	A3 NB Off-Slip Left	D	22	28	50	70	1950	701	10.0%	0.9
1/2	A3 NB Off-Slip Ahead	D	22	28	50	552	1950	701	78.8%	10.6
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	634	1950:1950	606+467	59.1 : 59.1%	3.3
2/3	A2030 Havant Road Ahead	-	-	-	-	241	1950	605	39.8%	1.5
3/2+3/1	A3 SB Off-Slip Ahead Left	A	20	11	31	941	1950:1950	587+594	79.7 : 79.7%	9.3
3/3	A3 SB Off-Slip Ahead	A	20	11	31	294	1950	640	45.9%	4.5
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	754	1950:1950	900+945	40.2 : 41.5%	2.6
5/1	A27 Link Left	-	-	-	-	325	1950	1042	31.2%	0.2
5/2+5/3	A27 Link Left	-	-	-	-	1104	1950:1950	641+928	70.4 : 70.4%	2.8
6/1	Circulatory South Ahead	C	28	57	21	688	1950	884	77.9%	12.7
6/2	Circulatory South Right Ahead	C	28	57	21	703	1950	884	79.6%	12.9
6/3	Circulatory South Right	C	28	57	21	694	1950	884	78.5%	12.2
7/1	Circulatory West Ahead	-	-	-	-	483	1950	1950	24.8%	0.2
7/2	Circulatory West Right Ahead	-	-	-	-	1242	1950	1950	63.7%	0.9
8/1	Circulatory North Ahead	B	30	38	4	785	1950	945	83.1%	11.6
8/2	Circulatory North Right	B	30	38	4	214	1950	945	22.7%	1.4
8/3	Circulatory North Right	B	30	38	4	199	1950	945	21.1%	1.3
9/1	Circulatory East Ahead	-	-	-	-	600	1950	1950	30.8%	0.2
9/2	Circulatory East Ahead	-	-	-	-	667	1950	1950	34.2%	0.3
9/3	Circulatory East Right	-	-	-	-	294	1950	1950	15.1%	0.1
14/1	Circulatory SE Right	-	-	-	-	363	1950	1950	18.6%	0.1
14/2	Circulatory SE Right	-	-	-	-	293	1950	1950	15.0%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		8.3	Total Delay for Signalled Lanes (pcuHr):		13.43	Cycle Time (s): 64		
C1	Stream: 2	PRC for Signalled Lanes (%):		13.1	Total Delay for Signalled Lanes (pcuHr):		20.13	Cycle Time (s): 64		
		PRC Over All Lanes (%):		8.3	Total Delay Over All Lanes(pcuHr):		38.94			

Scenario 4: '2025 Base, PM'

(FG5: '2025 Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

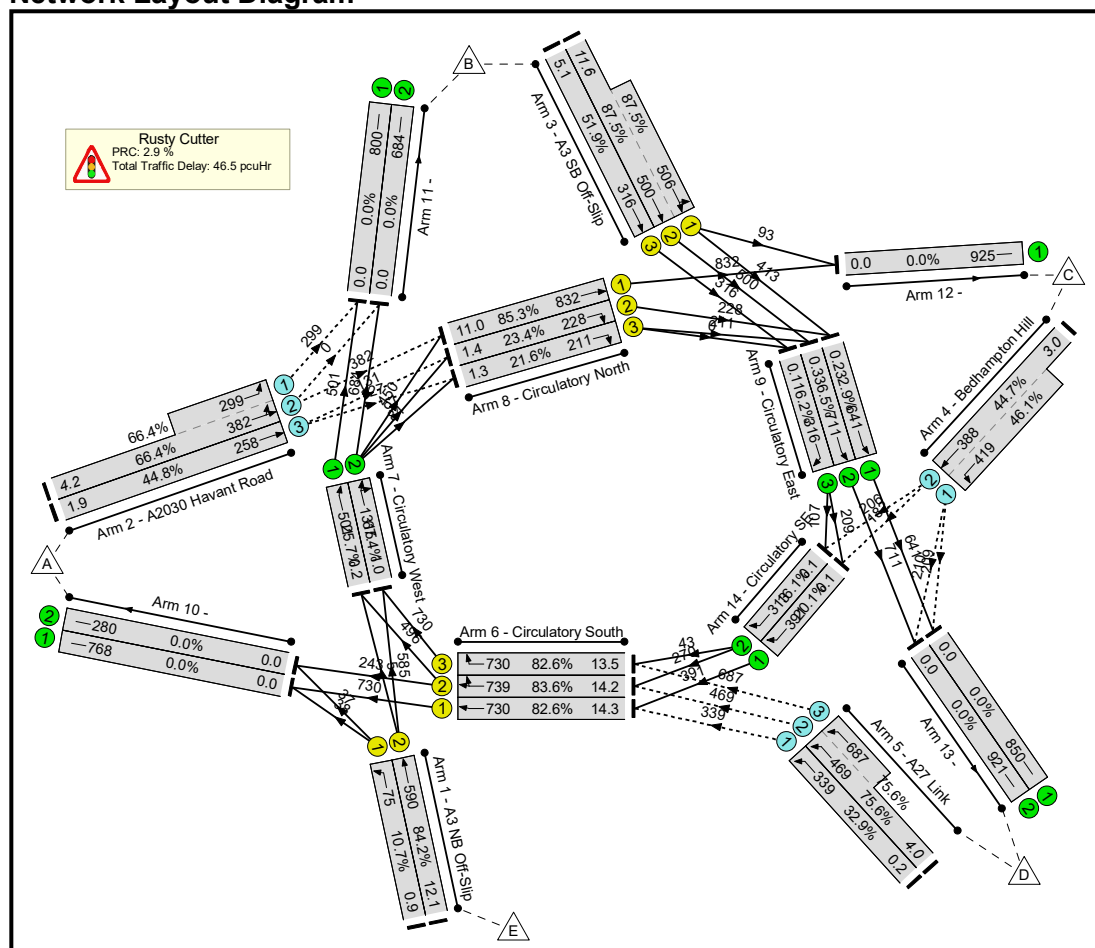
		Destination					Tot.
		A	B	C	D	E	
Origin	A	0	299	382	258	0	939
	B	316	0	93	913	0	1322
	C	313	75	0	419	0	807
	D	344	1105	46	0	0	1495
	E	75	5	404	181	0	665
	Tot.	1048	1484	925	1771	0	5228

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	19	31
Change Point	35	61

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	52	17

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	87.5%	-
Rusty Cutter	-	-	-	-	-	-	-	-	87.5%	-
1/1	A3 NB Off-Slip Left	D	22	59	17	75	1950	701	10.7%	0.9
1/2	A3 NB Off-Slip Ahead	D	22	59	17	590	1950	701	84.2%	12.1
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	681	1950:1950	575+450	66.4 : 66.4%	4.2
2/3	A2030 Havant Road Ahead	-	-	-	-	258	1950	575	44.8%	1.9
3/2+3/1	A3 SB Off-Slip Ahead Left	A	19	42	61	1006	1950:1950	572+579	87.5 : 87.5%	11.6
3/3	A3 SB Off-Slip Ahead	A	19	42	61	316	1950	609	51.9%	5.1
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	807	1950:1950	868+909	44.7 : 46.1%	3.0
5/1	A27 Link Left	-	-	-	-	339	1950	1031	32.9%	0.2
5/2+5/3	A27 Link Left	-	-	-	-	1156	1950:1950	621+909	75.6 : 75.6%	4.0
6/1	Circulatory South Ahead	C	28	24	52	730	1950	884	82.6%	14.3
6/2	Circulatory South Right Ahead	C	28	24	52	739	1950	884	83.6%	14.2
6/3	Circulatory South Right	C	28	24	52	730	1950	884	82.6%	13.5
7/1	Circulatory West Ahead	-	-	-	-	501	1950	1950	25.7%	0.2
7/2	Circulatory West Right Ahead	-	-	-	-	1315	1950	1950	67.4%	1.0
8/1	Circulatory North Ahead	B	31	4	35	832	1950	975	85.3%	11.0
8/2	Circulatory North Right	B	31	4	35	228	1950	975	23.4%	1.4
8/3	Circulatory North Right	B	31	4	35	211	1950	975	21.6%	1.3
9/1	Circulatory East Ahead	-	-	-	-	641	1950	1950	32.9%	0.2
9/2	Circulatory East Ahead	-	-	-	-	711	1950	1950	36.5%	0.3
9/3	Circulatory East Right	-	-	-	-	316	1950	1950	16.2%	0.1
14/1	Circulatory SE Right	-	-	-	-	391	1950	1950	20.1%	0.1
14/2	Circulatory SE Right	-	-	-	-	313	1950	1950	16.1%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		2.9	Total Delay for Signalled Lanes (pcuHr):		16.16	Cycle Time (s): 64		
C1	Stream: 2	PRC for Signalled Lanes (%):		6.9	Total Delay for Signalled Lanes (pcuHr):		23.60	Cycle Time (s): 64		
		PRC Over All Lanes (%):		2.9	Total Delay Over All Lanes (pcuHr):		46.49			

Scenario 5: '2025 Base + Dev, PM'

(FG6: '2025 Base + Dev, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

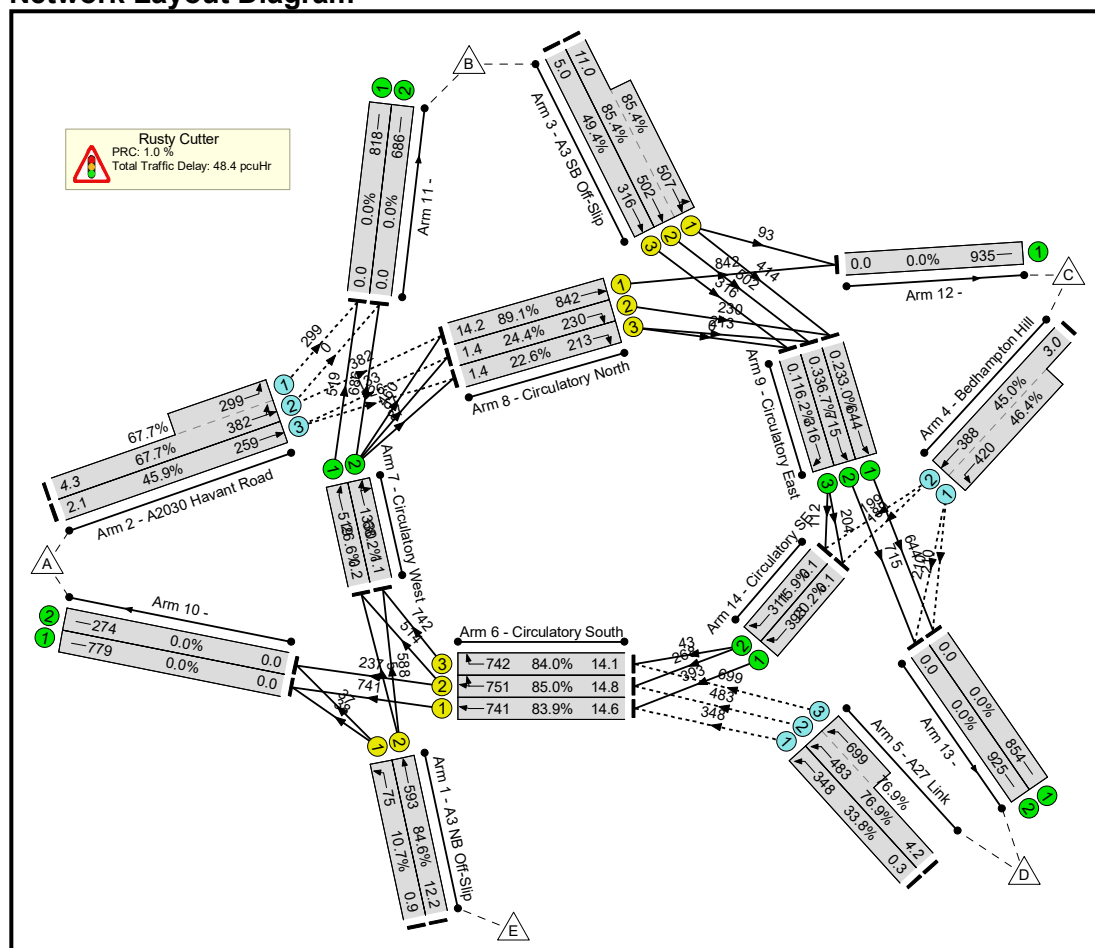
Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	299	382	259	0	940
	B	316	0	93	916	0	1325
	C	313	75	0	420	0	808
	D	349	1125	56	0	0	1530
	E	75	5	404	184	0	668
	Tot.	1053	1504	935	1779	0	5271

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	20	30
Change Point	13	40

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	31	60

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	89.1%	-
Rusty Cutter	-	-	-	-	-	-	-	-	89.1%	-
1/1	A3 NB Off-Slip Left	D	22	38	60	75	1950	701	10.7%	0.9
1/2	A3 NB Off-Slip Ahead	D	22	38	60	593	1950	701	84.6%	12.2
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	681	1950:1950	565+442	67.7 : 67.7%	4.3
2/3	A2030 Havant Road Ahead	-	-	-	-	259	1950	565	45.9%	2.1
3/2+3/1	A3 SB Off-Slip Ahead Left	A	20	20	40	1009	1950:1950	588+594	85.4 : 85.4%	11.0
3/3	A3 SB Off-Slip Ahead	A	20	20	40	316	1950	640	49.4%	5.0
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	808	1950:1950	861+905	45.0 : 46.4%	3.0
5/1	A27 Link Left	-	-	-	-	348	1950	1030	33.8%	0.3
5/2+5/3	A27 Link Left	-	-	-	-	1182	1950:1950	628+909	76.9 : 76.9%	4.2
6/1	Circulatory South Ahead	C	28	3	31	741	1950	884	83.9%	14.6
6/2	Circulatory South Right Ahead	C	28	3	31	751	1950	884	85.0%	14.8
6/3	Circulatory South Right	C	28	3	31	742	1950	884	84.0%	14.1
7/1	Circulatory West Ahead	-	-	-	-	519	1950	1950	26.6%	0.2
7/2	Circulatory West Right Ahead	-	-	-	-	1330	1950	1950	68.2%	1.1
8/1	Circulatory North Ahead	B	30	47	13	842	1950	945	89.1%	14.2
8/2	Circulatory North Right	B	30	47	13	230	1950	945	24.4%	1.4
8/3	Circulatory North Right	B	30	47	13	213	1950	945	22.6%	1.4
9/1	Circulatory East Ahead	-	-	-	-	644	1950	1950	33.0%	0.2
9/2	Circulatory East Ahead	-	-	-	-	715	1950	1950	36.7%	0.3
9/3	Circulatory East Right	-	-	-	-	316	1950	1950	16.2%	0.1
14/1	Circulatory SE Right	-	-	-	-	393	1950	1950	20.2%	0.1
14/2	Circulatory SE Right	-	-	-	-	311	1950	1950	15.9%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		1.0	Total Delay for Signalled Lanes (pcuHr):		16.61	Cycle Time (s): 64		
C1	Stream: 2	PRC for Signalled Lanes (%):		5.9	Total Delay for Signalled Lanes (pcuHr):		24.69	Cycle Time (s): 64		
		PRC Over All Lanes (%):		1.0	Total Delay Over All Lanes(pcuHr):		48.35			

Scenario 6: '2030 Base, PM'

(FG7: '2030 Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

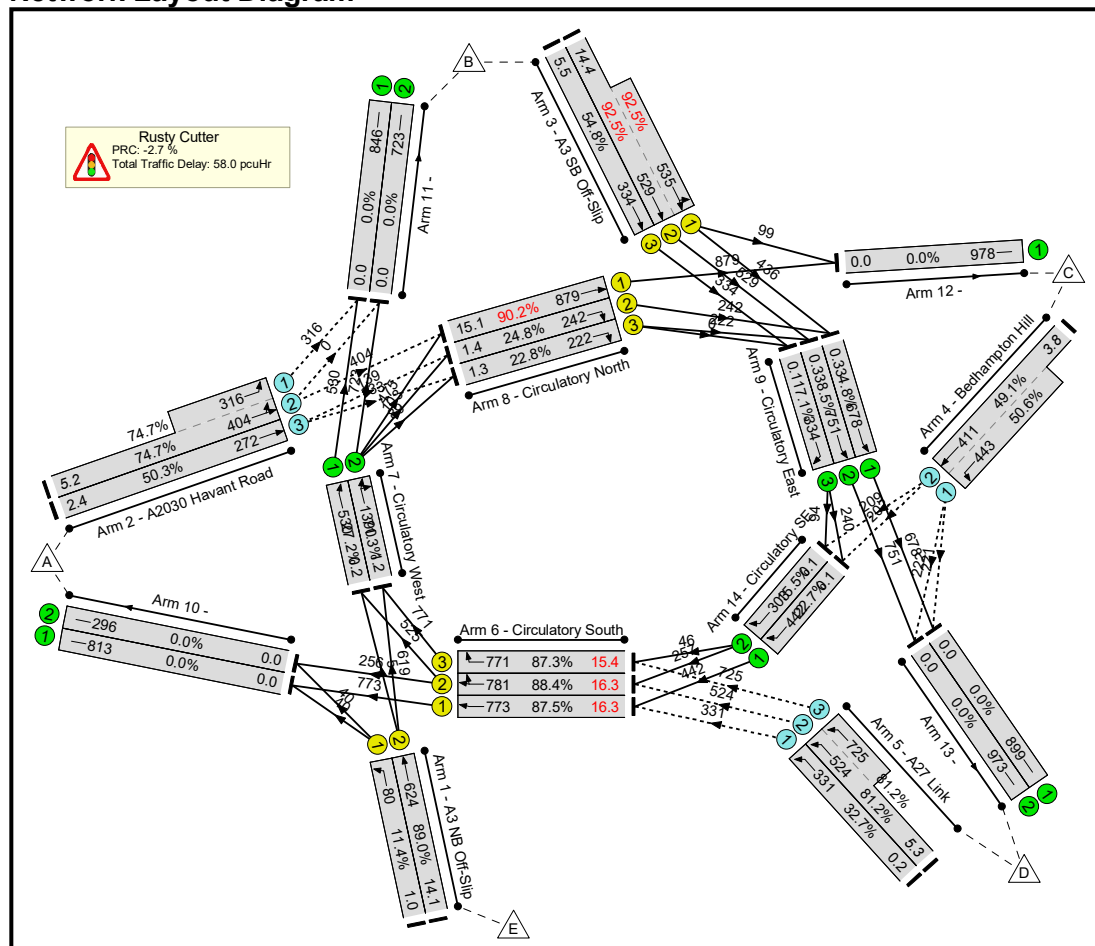
		Destination					Tot.
		A	B	C	D	E	
Origin	A	0	316	404	272	0	992
	B	334	0	99	965	0	1398
	C	331	80	0	443	0	854
	D	364	1168	48	0	0	1580
	E	80	5	427	192	0	704
	Tot.	1109	1569	978	1872	0	5528

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	19	31
Change Point	17	43

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	34	63

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	92.5%	-
Rusty Cutter	-	-	-	-	-	-	-	-	92.5%	-
1/1	A3 NB Off-Slip Left	D	22	41	63	80	1950	701	11.4%	1.0
1/2	A3 NB Off-Slip Ahead	D	22	41	63	624	1950	701	89.0%	14.1
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	720	1950:1950	541+423	74.7 : 74.7%	5.2
2/3	A2030 Havant Road Ahead	-	-	-	-	272	1950	541	50.3%	2.4
3/2+3/1	A3 SB Off-Slip Ahead Left	A	19	24	43	1064	1950:1950	572+579	92.5 : 92.5%	14.4
3/3	A3 SB Off-Slip Ahead	A	19	24	43	334	1950	609	54.8%	5.5
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	854	1950:1950	837+875	49.1 : 50.6%	3.8
5/1	A27 Link Left	-	-	-	-	331	1950	1011	32.7%	0.2
5/2+5/3	A27 Link Left	-	-	-	-	1249	1950:1950	646+893	81.2 : 81.2%	5.3
6/1	Circulatory South Ahead	C	28	6	34	773	1950	884	87.5%	16.3
6/2	Circulatory South Right Ahead	C	28	6	34	781	1950	884	88.4%	16.3
6/3	Circulatory South Right	C	28	6	34	771	1950	884	87.3%	15.4
7/1	Circulatory West Ahead	-	-	-	-	530	1950	1950	27.2%	0.2
7/2	Circulatory West Right Ahead	-	-	-	-	1390	1950	1950	71.3%	1.2
8/1	Circulatory North Ahead	B	31	50	17	879	1950	975	90.2%	15.1
8/2	Circulatory North Right	B	31	50	17	242	1950	975	24.8%	1.4
8/3	Circulatory North Right	B	31	50	17	222	1950	975	22.8%	1.3
9/1	Circulatory East Ahead	-	-	-	-	678	1950	1950	34.8%	0.3
9/2	Circulatory East Ahead	-	-	-	-	751	1950	1950	38.5%	0.3
9/3	Circulatory East Right	-	-	-	-	334	1950	1950	17.1%	0.1
14/1	Circulatory SE Right	-	-	-	-	442	1950	1950	22.7%	0.1
14/2	Circulatory SE Right	-	-	-	-	303	1950	1950	15.5%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		-2.7	Total Delay for Signalled Lanes (pcuHr):		20.41	Cycle Time (s): 64		
C1	Stream: 2	PRC for Signalled Lanes (%):		1.1	Total Delay for Signalled Lanes (pcuHr):		28.92	Cycle Time (s): 64		
		PRC Over All Lanes (%):		-2.7	Total Delay Over All Lanes(pcuHr):		58.01			

Scenario 7: '2030 Base + Dev, PM'

(FG8: '2030 Base + Dev, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

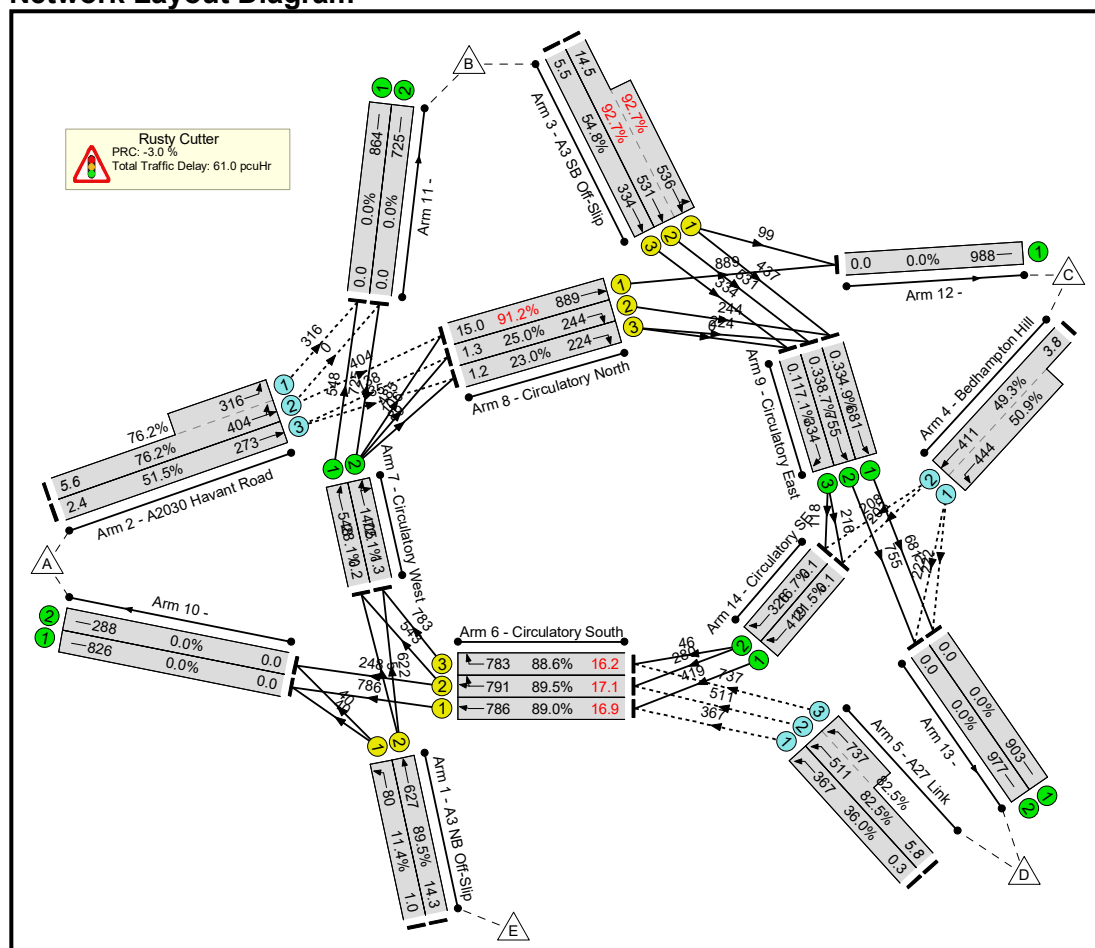
		Destination					Tot.
		A	B	C	D	E	
Origin	A	0	316	404	273	0	993
	B	334	0	99	968	0	1401
	C	331	80	0	444	0	855
	D	369	1188	58	0	0	1615
	E	80	5	427	195	0	707
	Tot.	1114	1589	988	1880	0	5571

Stage Timings**Stage Stream: 1**

Stage	1	2
Duration	19	31
Change Point	9	35

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	27	56

Network Layout Diagram

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Mean Max Queue (pcu)
Network: Rusty Cutter Roundabout	-	-	-	-	-	-	-	-	92.7%	-
Rusty Cutter	-	-	-	-	-	-	-	-	92.7%	-
1/1	A3 NB Off-Slip Left	D	22	34	56	80	1950	701	11.4%	1.0
1/2	A3 NB Off-Slip Ahead	D	22	34	56	627	1950	701	89.5%	14.3
2/2+2/1	A2030 Havant Road Ahead Left	-	-	-	-	720	1950:1950	530+415	76.2 : 76.2%	5.6
2/3	A2030 Havant Road Ahead	-	-	-	-	273	1950	530	51.5%	2.4
3/2+3/1	A3 SB Off-Slip Ahead Left	A	19	16	35	1067	1950:1950	573+578	92.7 : 92.7%	14.5
3/3	A3 SB Off-Slip Ahead	A	19	16	35	334	1950	609	54.8%	5.5
4/2+4/1	Bedhampton Hill Left Ahead	-	-	-	-	855	1950:1950	834+872	49.3 : 50.9%	3.8
5/1	A27 Link Left	-	-	-	-	367	1950	1020	36.0%	0.3
5/2+5/3	A27 Link Left	-	-	-	-	1248	1950:1950	619+893	82.5 : 82.5%	5.8
6/1	Circulatory South Ahead	C	28	63	27	786	1950	884	89.0%	16.9
6/2	Circulatory South Right Ahead	C	28	63	27	791	1950	884	89.5%	17.1
6/3	Circulatory South Right	C	28	63	27	783	1950	884	88.6%	16.2
7/1	Circulatory West Ahead	-	-	-	-	548	1950	1950	28.1%	0.2
7/2	Circulatory West Right Ahead	-	-	-	-	1405	1950	1950	72.1%	1.3
8/1	Circulatory North Ahead	B	31	42	9	889	1950	975	91.2%	15.0
8/2	Circulatory North Right	B	31	42	9	244	1950	975	25.0%	1.3
8/3	Circulatory North Right	B	31	42	9	224	1950	975	23.0%	1.2
9/1	Circulatory East Ahead	-	-	-	-	681	1950	1950	34.9%	0.3
9/2	Circulatory East Ahead	-	-	-	-	755	1950	1950	38.7%	0.3
9/3	Circulatory East Right	-	-	-	-	334	1950	1950	17.1%	0.1
14/1	Circulatory SE Right	-	-	-	-	419	1950	1950	21.5%	0.1
14/2	Circulatory SE Right	-	-	-	-	326	1950	1950	16.7%	0.1
C1	Stream: 1	PRC for Signalled Lanes (%):		-3.0	Total Delay for Signalled Lanes (pcuHr):		21.16	Cycle Time (s): 64		
C1	Stream: 2	PRC for Signalled Lanes (%):		0.5	Total Delay for Signalled Lanes (pcuHr):		30.64	Cycle Time (s): 64		
		PRC Over All Lanes (%):		-3.0	Total Delay Over All Lanes(pcuHr):		61.01			

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