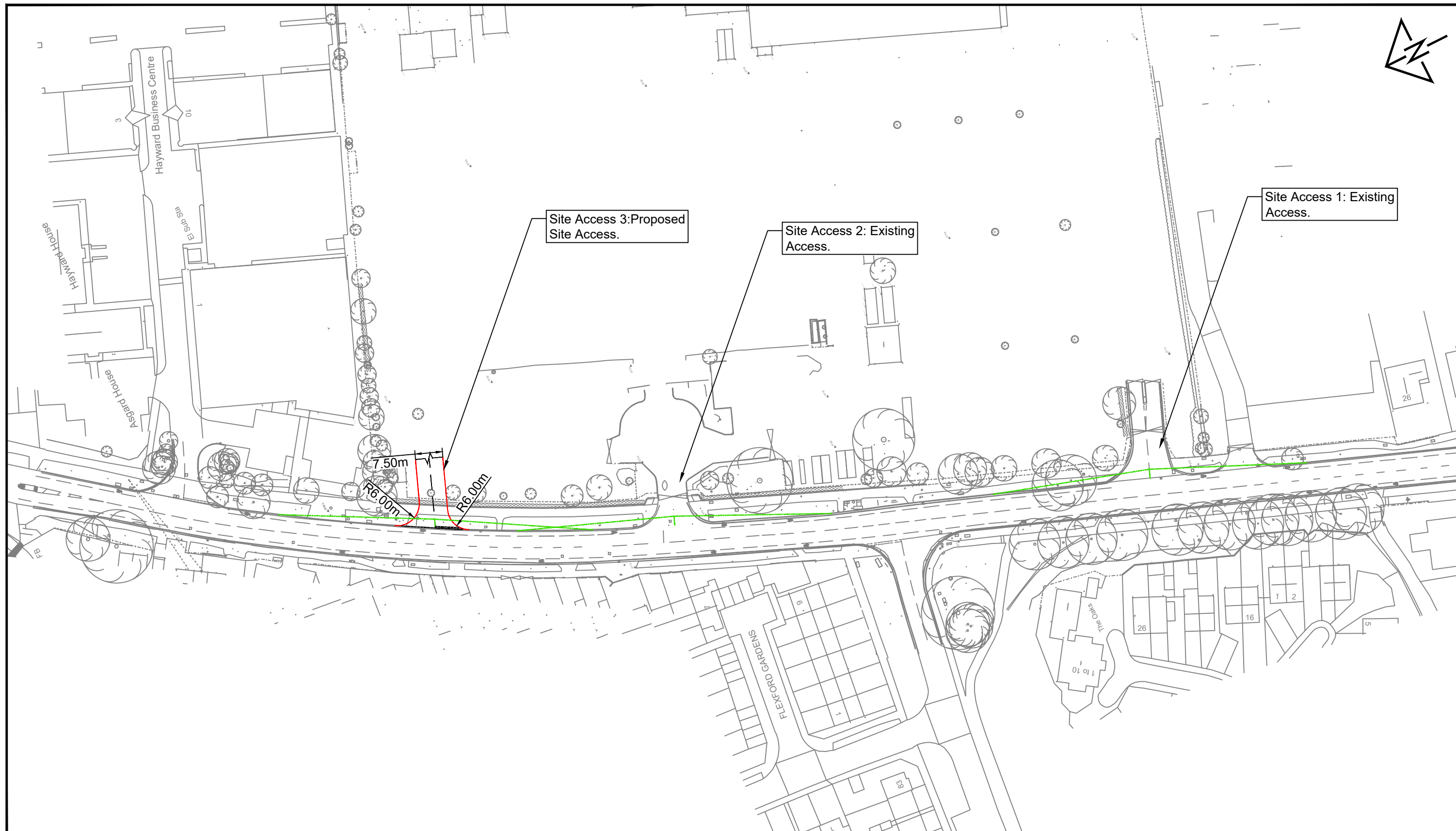


Appendix C

Site Access Drawing



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Topo and layout updated	JB	YA	08.01.2021

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

LEGEND

- PROPOSED KERBING
- - - 2.4m x 43m VISIBILITY SPLAY (MFS 30mph)

New Lane, Havant

**General Arrangement
New Lane Site Accesses**

DRAWN: KR	CHECKED: ID	DATE: 19.06.20	SCALES: 1:1000 at A3
--------------	----------------	-------------------	-------------------------

Kingsbridge Estates Ltd

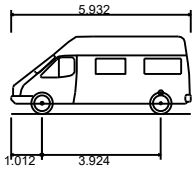
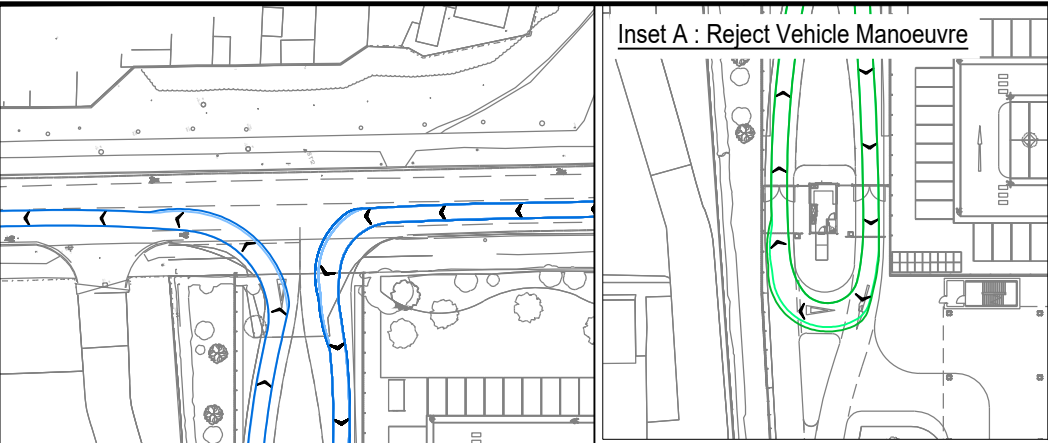
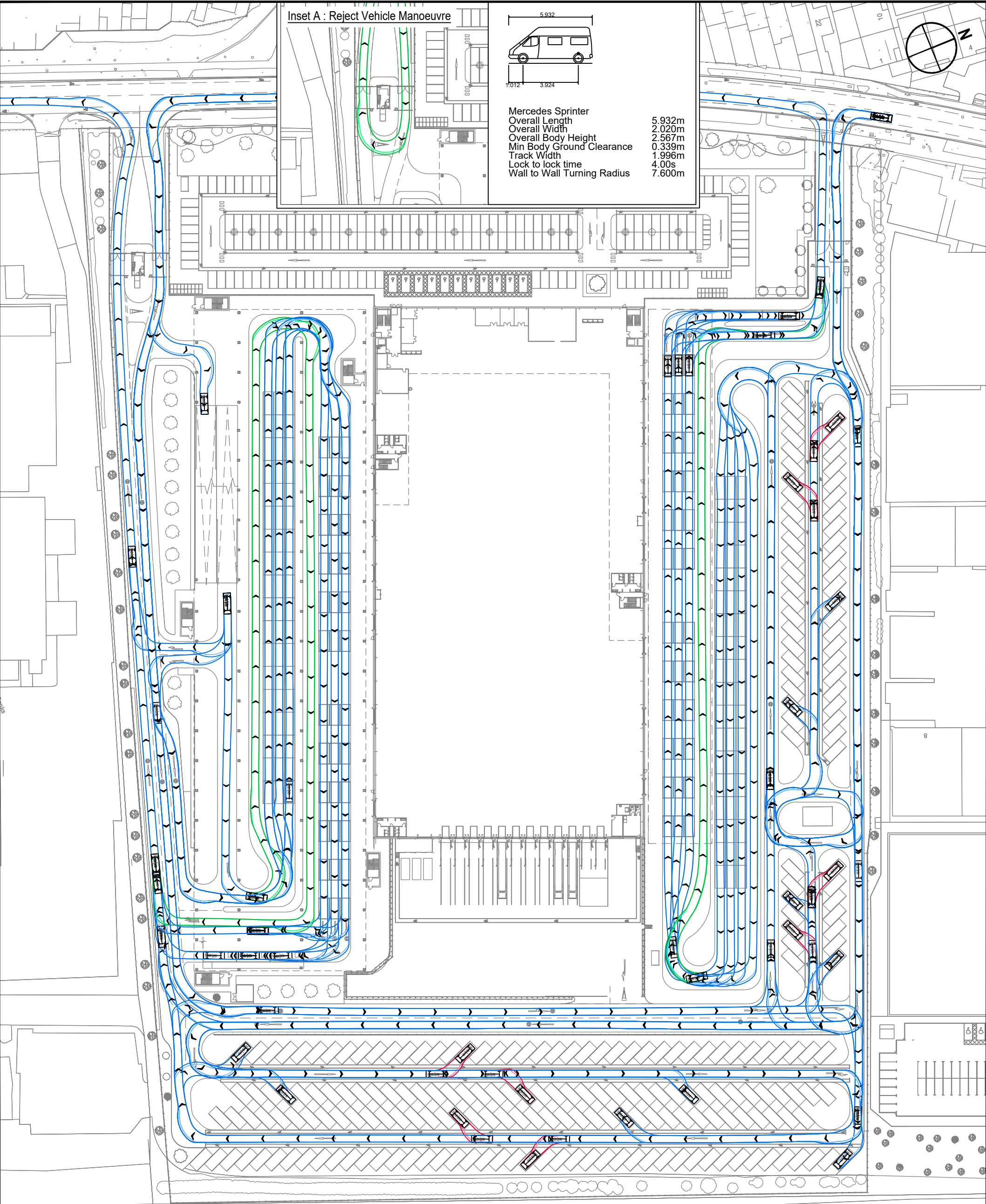
vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: 205452/PD02	REVISION: A
--------------------------------	----------------

Appendix D

Swept Path Analysis



Mercedes Sprinter
Overall Length 5.932m
Overall Width 2.020m
Overall Body Height 2.567m
Min Body Ground Clearance 0.339m
Track Width 1.996m
Lock to lock time 4.00s
Wall to Wall Turning Radius 7.600m

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IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

REV	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on SMR layout : 7379-SMR-00-ZZ-DR-A-2003A-S4-P2

New Lane, Havant
Swept Path Analysis
Servicing Van Storage Area and Waiting &
Loading Area
Mercedes Sprinter

DRAWN: JB
CHECKED: YA
DATE: 08.02.2021
SCALES: 1:1000 at A3

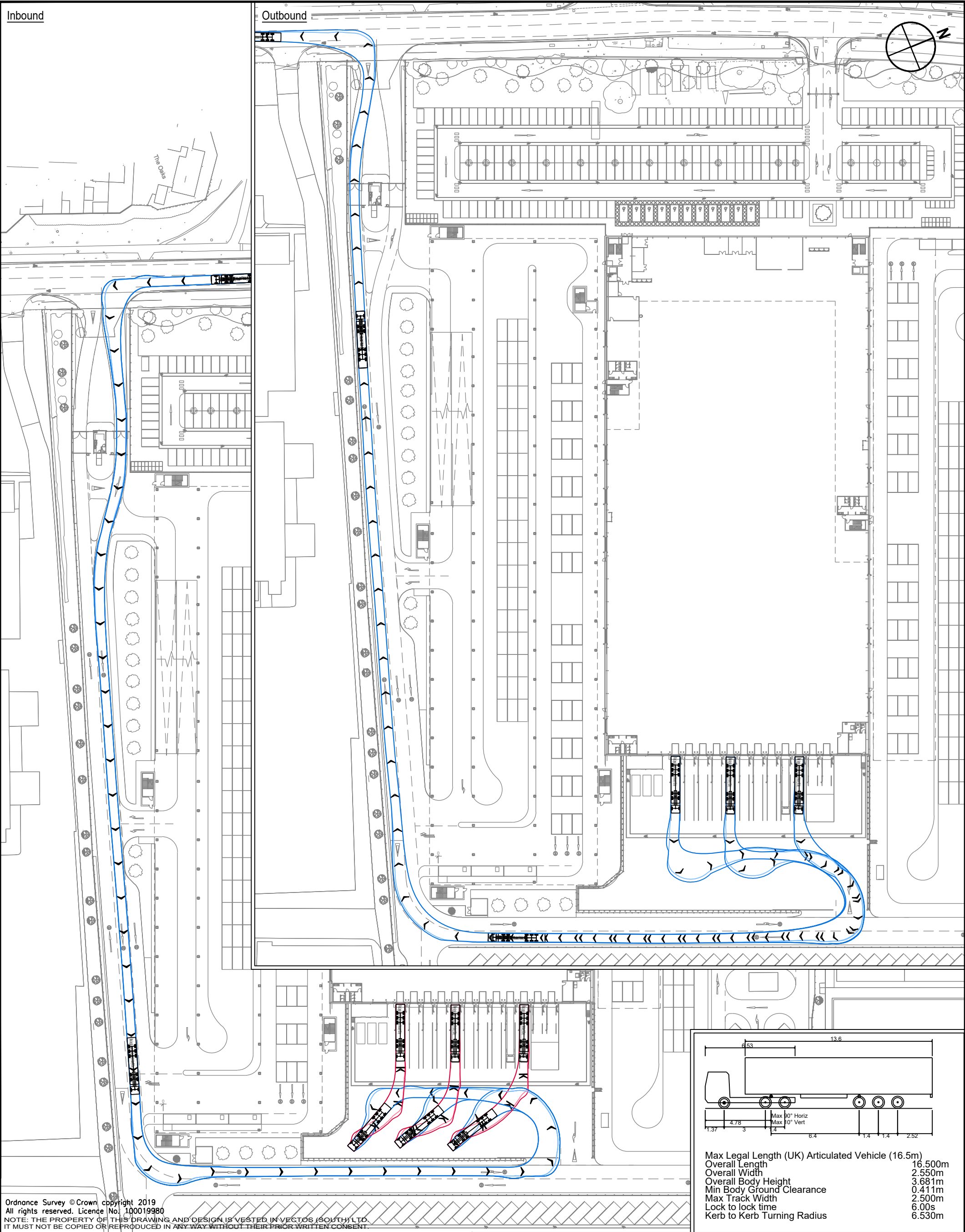
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e: enquiries@vectos.co.uk

DRAWING NUMBER: 205452/AT/D01

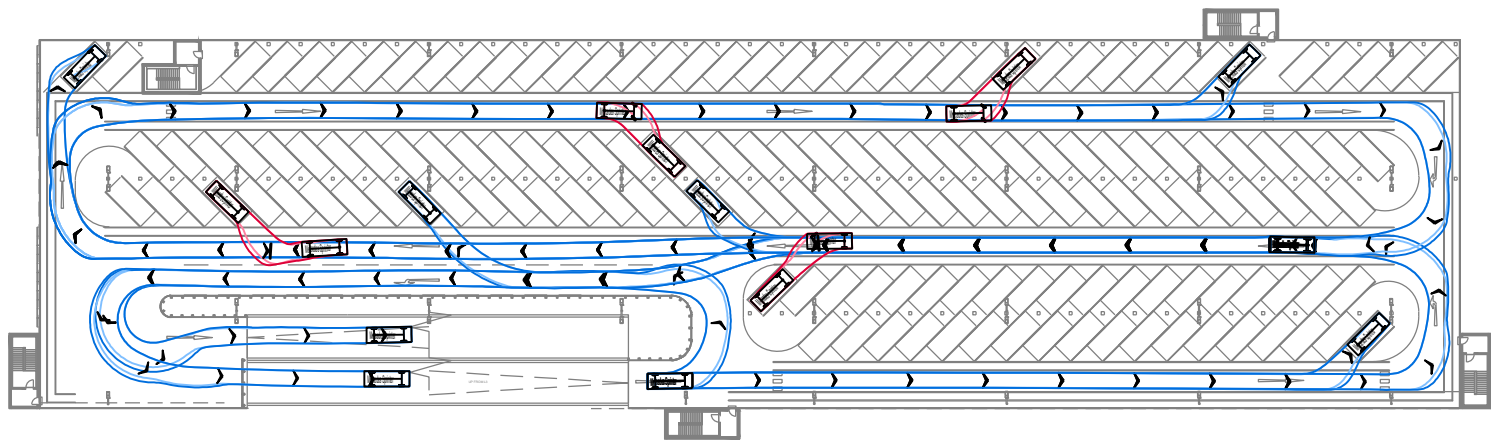
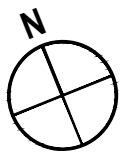
REVISION:



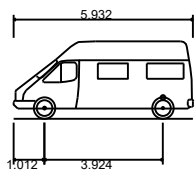
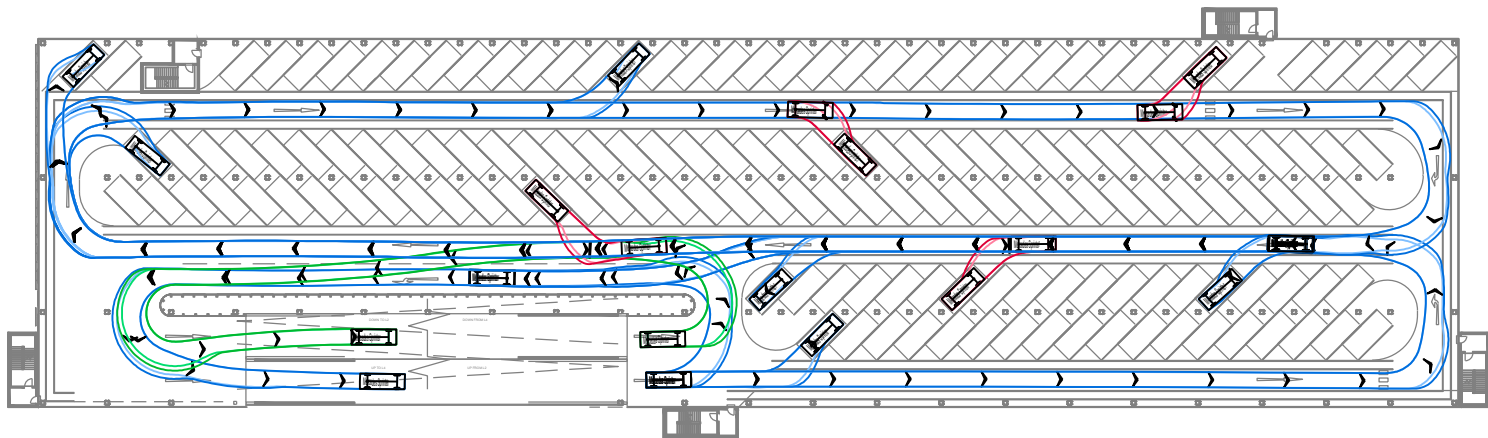
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REV	DETAILS	DRAWN	CHECKED	DATE	Notes:	New Lane, Havant				Kingsbridge Estates Ltd	
					1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. 3. Based on SMR layout : 7379-SMR-00-ZZ-DR-A-2003A-S4-P2	Swept Path Analysis Servicing 16.5m Articulated Vehicle				vectos. Network Building, 97 Tottenham Court Road, London W1T 4TP t: 020 7580 7373 e: enquiries@vectos.co.uk	
						DRAWN: JB	CHECKED: YA	DATE: 08.02.2021	SCALES: 1:1000 at A3	DRAWING NUMBER: 205452/AT/D03	REVISION: .

Level 4

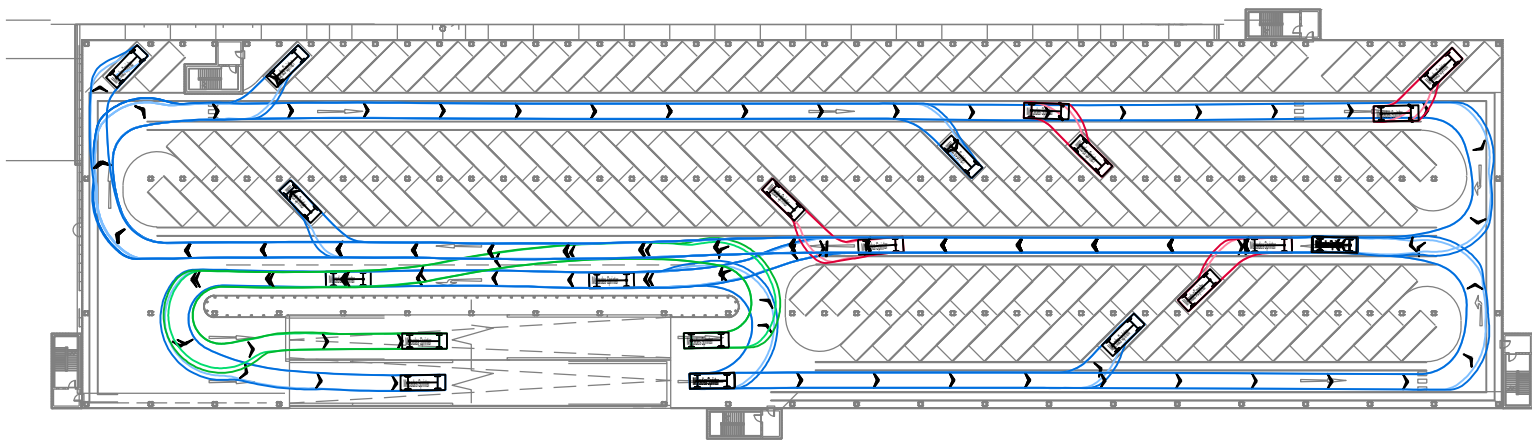


Level 3



Mercedes Sprinter
Overall Length 5.932m
Overall Width 2.020m
Overall Body Height 2.567m
Min Body Ground Clearance 0.339m
Track Width 1.996m
Lock to lock time 4.00s
Wall to Wall Turning Radius 7.600m

Level 2



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REV	DETAILS	DRAWN	CHECKED	DATE
1				

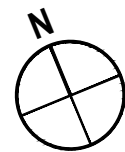
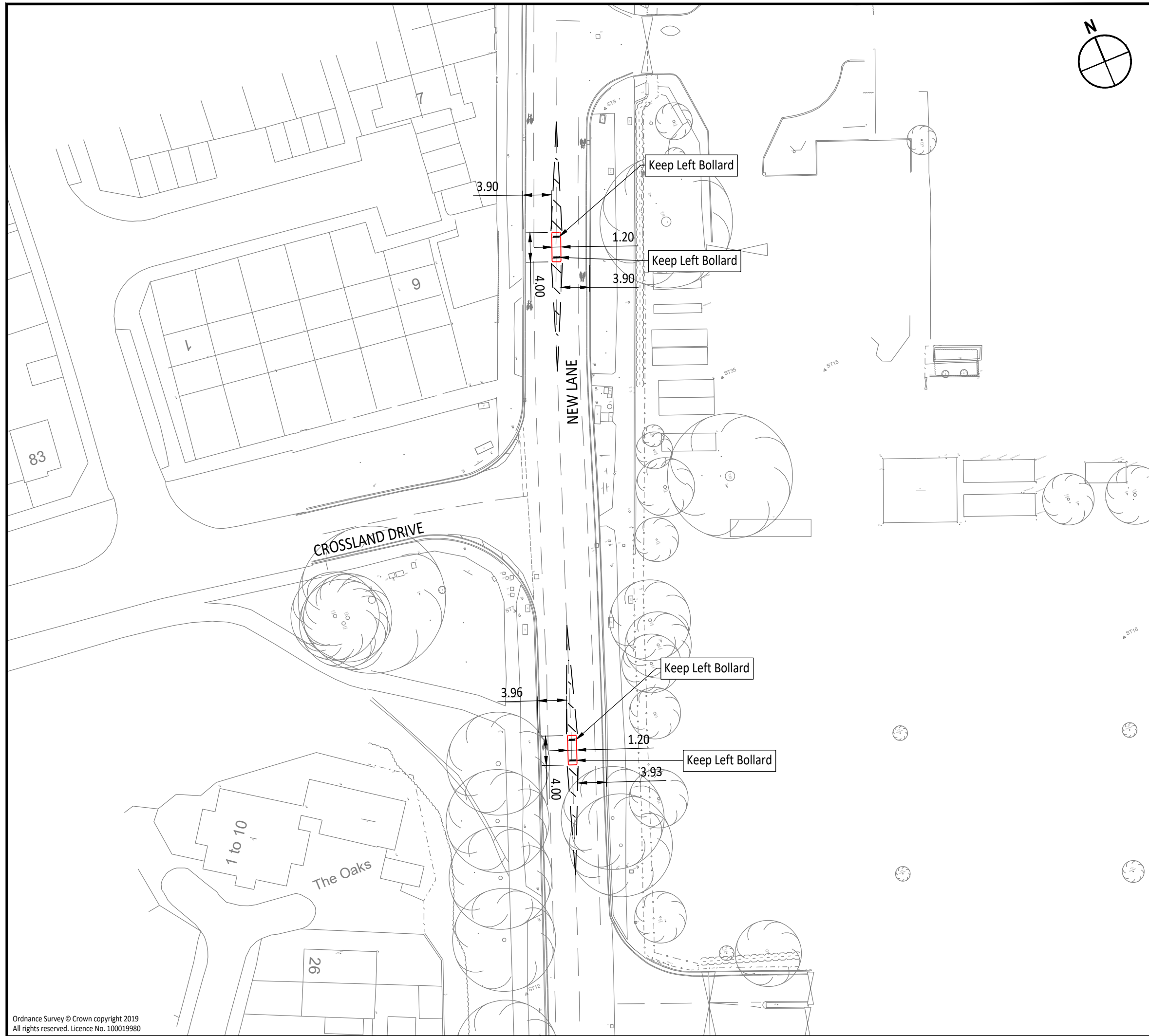
Notes:
This is not a construction drawing and is intended for illustrative purposes only.
White lining is indicative only.
Based on SMR layout : 7379-SMR-00-ZZ-DR-A-2103-S4-P4 &
7379-SMR-00-ZZ-DR-A-2104-S4-P4

New Lane, Havant			
Swept Path Analysis			
Multi Storey Van Storage			
Mercedes Sprinter			
DRAWN:	CHECKED:	DATE:	SCALES:
JB	YA	08.02.2021	1:1000 at A3

Kingsbridge Estates Ltd	
vectos.	
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DRAWING NUMBER:	REVISION:
205452/AT/D02	.

Appendix E

Proposed Off-Site Works



Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Layout is based on Ordinance Survey and Topographical data.

Example of Keep Left
flexi bollard



D	Topo updated	JB	YA	18.12.2020
C	Tracking & notes removed	JB	YA	14.12.2020
B	Topo added	JB	YA	09.12.2020
A	Island width amended.	JB	YA	20.10.2020

REV.	DETAILS	DRAWN	CHECKED	DATE
------	---------	-------	---------	------

CLIENT:

Kingsbridge Estates Ltd

PROJECT:

New Lane, Havant

DRAWING TITLE:

Proposed Splitter Islands
Crosslands Drive / New Lane
Junction

SCALES:

1:500 at A3

DRAWN:	JB	CHECKED:	YA	DATE:	01.10.2020
--------	----	----------	----	-------	------------

vectos.

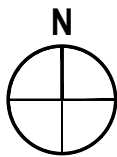
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DRAWING NUMBER:

205452/PD03

REVISION:

D



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Layout is based on Ordnance Survey and Topographical data.

Key	
	Existing verge
	Existing verge to be converted to footway

REV.	B	Note removed	JB	YA	14.12.2020
	A	Topo added	JB	YA	09.12.2020
REV.	DETAILS		DRAWN	CHECKED	DATE

CLIENT:
Kingsbridge Estates Ltd

PROJECT:
New Lane, Havant

DRAWING TITLE:
**Proposed Uncontrolled
Pedestrian Crossing
New Lane**

SCALES:
1:500 & 1:250 at A3

DRAWN:	JB	CHECKED:	YA	DATE:	01.10.2020
--------	----	----------	----	-------	------------

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373
e: enquiries@vectors.co.uk

DRAWING NUMBER:	205452/PD04	REVISION:	B
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Appendix F

Occupier Traffic Data

Vehicle Movements Per Hour																								
	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	0	1	2	3	4	5
Total	206	303	339	96	41	81	45	45	88	43	166	329	252	71	50	60	141	9	8	8	8	8	8	8
Arriving	89	158	122	1	40	23	23	23	39	10	158	217	94	0	50	12	121	4	4	4	4	4	4	4
Departing	117	145	217	95	1	58	23	23	50	34	8	112	157	71	0	49	20	5	4	4	4	4	4	4

Appendix G

List of Approved Sites

Country	City
UK	Birmingham
UK	Croydon
UK	Hemel Hempstead
UK	Hayes
UK	Knowsley
UK	Bardon
UK	Bromley
UK	Glasgow
DE	Bottrop
UK	Newcastle
UK	Southampton
UK	Weybridge
DE	Berlin
UK	Sheffield
DE	Erlangen
IT	Milano
UK	Basildon
DE	Raunheim
UK	Maidston
UK	Preston
DE	Mannheim
ES	Madrid
DE	Hannover
IT	Torino
UK	Peterborough
UK	Cardiff
UK	Bristol
DE	Hamburg
DE	Bremen
DE	Neukirchen-Vluyn
UK	Exeter
FR	Velizy
UK	Norwich
DE	Cologne
DE	Bochum
UK	Dundee
DE	Duisburg
FR	Bouc Bel Air
DE	Duesseldorf
DE	Leipzig
DE	Hamm
UK	Manchester
FR	Le Blanc Mesnil

Country	City
IT	Varese
DE	Erfurt
UK	Leeds
UK	Stoke
UK	Romford
ES	Barcelona
UK	Edinburgh
UK	Banbury
DE	Freising
DE	Augsburg
FR	Saint Priest
UK	Reading
IT	Milano
UK	Swindon
DE	Hamburg
DE	Rauenberg_Sinsheim
IT	Firenze
ES	Barcelona
FR	Osny
ES	Madrid
DE	Berlin
IT	Roma
IT	Verona
DE	Mundelsheim_Ludwigsburg
FR	Bonneuil-sur-Marne
ES	Sevilla
IT	Napoli
ES	Madrid
DE	Olching
UK	Doncaster
DE	Dresden
IT	Bologna
FR	Toulouse
UK	Dartford
DE	Munich
IT	Roma
IT	Brianza
UK	Nothampton
AT	Vienna
DE	Berlin
UK	Worcester
IT	Padova
UK	Dunstable

Country	City
UK	Swansea
DE	Waiblingen
DE	Hanau
IT	Roma
DE	Kassel
DE	Erftstadt
DE	Osnabrueck
DE	Muenchen-Sued
DE	Troisdorf
DE	Hamburg
DE	Frankenthal
FR	Sainghin en Melantois
DE	Chemnitz
DE	Rendsburg
ES	Valencia
UK	Brighton
IT	Rimini
UK	Enfield
ES	Bilbao
FR	Strasbourg
FR	Ormes
AT	Vienna
UK	Bournemouth
DE	Nuernberg
DE	Potsdam
ES	Granada
UK	Belfast
IT	Genova
UK	Redhill
FR	Woippy
FR	Sotteville-les-Rouen
IT	Pordenone
UK	Plymouth
DE	Braunschweig
IT	Bari
DE	Freiburg
DE	Neu-Ulm
ES	Vigo
ES	Murcia
DE	Aachen
UK	Belfast
FR	Grenay
UK	Exeter

Country	City
FR	Saint Egreve
FR	Carros
IT	Pescara
ES	Zaragoza
ES	Gijon
FR	Vendargues
ES	Madrid
ES	Barcelona
UK	Southampton
UK	Worthing
UK	Neasden
FR	Saint Egreve
IT	Roma
ES	Sevilla
ES	Bilbao

Appendix H

TRICS Output

TRICS 7.7.1
Trip Rate F Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

- 2 SOUTH EAST
 - HC HAMPSHIRE 1 days
 - RE READING 1 days
- 3 SOUTH WEST
 - BR BRISTOL CI 1 days
 - DV DEVON 2 days
- 4 EAST ANGLIA
 - SF SUFFOLK 1 days
- 5 EAST MIDLANDS
 - DS DERBYSHIRE 1 days
- 6 WEST MIDLANDS
 - HE HEREFORD 1 days
 - WM WEST MID 2 days
- 8 NORTH WEST
 - CH CHESHIRE 1 days
 - LC LANCASHIRE 3 days
- 9 NORTH
 - TW TYNE & W 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 Ran 150 to 20000 (units: sqm)
Range Sele 150 to 80000 (units: sqm)

Public Transport Provision:
Selection t Include all surveys

Date Rang 01/01/12 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:

Tuesday 6 days
Wednesda 1 days
Thursday 7 days
Friday 1 days

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

Selected survey types:

Manual co 15 days
Directiona 0 days
This data c the total e whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Cent 0
Edge of To 1
Suburban 5
Edge of To 9
Neighbour 0
Free Stand 0
Not Known 0

This data c Edge of To Suburban Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 14
Commerci 1
Developm 0
Residentia 0
Retail Zon 0
Built-Up Zc 0
Village 0
Out of Tow 0
High Stree 0
No Sub Ca 0

This data c Industrial Developm Residentia Retail Zon Built-Up Z Village Out of Tow High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

- B1 9 days
- B2 6 days

This data c which can be found within the Library module of TRICS*.

Population within 1 mile:

- 1,001 to 5 1 days
- 5,001 to 11 days
- 10,001 to 5 days
- 15,001 to 2 days
- 20,001 to 2 days
- 25,001 to 4 days

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

Population within 5 miles:

- 50,001 to 1 days
- 75,001 to 1 days
- 100,001 to 1 days
- 125,001 to 8 days
- 250,001 to 4 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 4 days
- 1.1 to 1.5 10 days

This data c within a radius of 5-miles of selected survey sites.

Travel Plan:

- No 15 days

This data c and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

- No PTAL P 15 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- 1 BR-02-C-0; STAINLESS BRISTOL CITY
SOUTH LIBERTY LANE

BRISTOL

Edge of Town

Industrial Zone

Total Gross floor area: 1475 sqm

Survey dat TUESDAY ##### Survey Tyf MANUAL

- 2 CH-02-C-0; INDUSTRIA CHESHIRE

JUPITER DRIVE

CHESTER W. EMP. PARK

CHESTER

Edge of Town

Industrial Zone

Total Gross floor area: 8100 sqm

Survey dat WEDNESD ##### Survey Tyf MANUAL

- 3 DS-02-C-0; ENGINEER DERBYSHIRE

PONTEFRAC T STREET

DERBY

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Gross floor area: 2600 sqm

Survey dat THURSDAY ##### Survey Tyf MANUAL

- 4 DV-02-C-0 TUBE MAN DEVON

PLYMBRIDGE ROAD

ESTOVER

PLYMOUTH

Edge of Town

Industrial Zone

Total Gross floor area: 20000 sqm

Survey dat TUESDAY ##### Survey Tyf MANUAL

- 5 DV-02-C-0; ENERGY RE DEVON

GRACE ROAD SOUTH

MARSH BARTON TRAD. EST.

EXETER

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Gross floor area: 3513 sqm

Survey dat THURSDAY ##### Survey Tyf MANUAL

- 6 HC-02-C-0; ENGINEER HAMPSHIRE

JAYS CLOSE

BASINGSTOKE

Edge of Town

Industrial Zone

Total Gross floor area: 3000 sqm

Survey dat THURSDAY ##### Survey Tyf MANUAL

- 7 HE-02-C-0; THERMAL HEREFORDSHIRE

COLLEGE ROAD

BURCOTT

HEREFORD

Edge of Town

Commercial Zone

Total Gross floor area: 1880 sqm

Survey dat TUESDAY ##### Survey Tyf MANUAL
8 LC-02-C-02 RECYCLING LANCASHIRE
ESSEX STREET
RED SCAR IND ESTATE
PRESTON
Edge of Town Centre
Industrial Zone
Total Gross floor area: 8000 sqm
Survey dat THURSDAY ##### Survey Tyf MANUAL
9 LC-02-C-03 TIMBER SL LANCASHIRE
GOLDEN HILL LANE

LEYLAND
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 150 sqm
Survey dat TUESDAY ##### Survey Tyf MANUAL
10 LC-02-C-04 POWDER C LANCASHIRE
CHORLEY ROAD
LITTLE CARLETON
BLACKPOOL
Edge of Town
Industrial Zone
Total Gross floor area: 1010 sqm
Survey dat THURSDAY ##### Survey Tyf MANUAL
11 RE-02-C-01 SHEET ME READING
COMMERCIAL ROAD

READING
Edge of Town
Industrial Zone
Total Gross floor area: 645 sqm
Survey dat THURSDAY ##### Survey Tyf MANUAL
12 SF-02-C-01 JOINERY SUFFOLK
ANSON ROAD
MARTLESHAM HEATH
IPSWICH
Edge of Town
Industrial Zone
Total Gross floor area: 1100 sqm
Survey dat FRIDAY ##### Survey Tyf MANUAL
13 TW-02-C-0 INDUSTRIAL TYNE & WEAR
SHAFTESBURY AVENUE
TYNE POINT IND. ESTATE
JARROW
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 950 sqm
Survey dat THURSDAY ##### Survey Tyf MANUAL
14 WM-02-C- INDUSTRIAL WEST MIDLANDS
DOWNING STREET

SMETHWICK
Edge of Town
Industrial Zone
Total Gross floor area: 5070 sqm
Survey dat TUESDAY ##### Survey Tyf MANUAL
15 WM-02-C- FOUNDRY WEST MIDLANDS
STOURVALE ROAD
LYE
STOURBRIDGE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4324 sqm
Survey dat TUESDAY ##### Survey Tyf MANUAL

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
Calculation Factor: 100 sqm
Count Type: VEHICLES

Time Rang	Days	ARRIVALS			DEPARTURES			TOTALS	
		No.	Ave.		No.	Ave.			
		Trip	Rate	Days	GFA	Trip	No.	Ave.	Trip
						Rate	Days	GFA	Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:(	15	4121	0.239	15	4121	0.044	15	4121	0.283
08:00-09:(	15	4121	0.283	15	4121	0.073	15	4121	0.356
09:00-10:(	15	4121	0.194	15	4121	0.116	15	4121	0.31
10:00-11:(	15	4121	0.12	15	4121	0.094	15	4121	0.214
11:00-12:(	15	4121	0.091	15	4121	0.095	15	4121	0.186
12:00-13:(	15	4121	0.129	15	4121	0.139	15	4121	0.268
13:00-14:(	15	4121	0.214	15	4121	0.152	15	4121	0.366
14:00-15:(	15	4121	0.112	15	4121	0.199	15	4121	0.311
15:00-16:(	15	4121	0.087	15	4121	0.154	15	4121	0.241
16:00-17:(	15	4121	0.055	15	4121	0.251	15	4121	0.306
17:00-18:(	15	4121	0.049	15	4121	0.231	15	4121	0.28
18:00-19:(	15	4121	0.018	15	4121	0.128	15	4121	0.146
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.591			1.676			3.267

Parameter summary

Trip rate p 150 - 20000 (units: sqm)
Survey dat 01/01/12 - 24/09/19
Number of 15
Number of 0
Number of 0
Surveys au 0
Surveys m: 0

This sectio followed t the total r the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.7.1

Trip Rate F Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT

Category F - WAREHOUSING (COMMERCIAL)

VEHICLES

Selected regions and areas:

2	SOUTH EAST	
EX	ESSEX	1 days
HC	HAMPSHIRE	1 days
KC	KENT	1 days
3	SOUTH WEST	
DV	DEVON	1 days
4	EAST ANGLIA	
SF	SUFFOLK	2 days
6	WEST MIDLANDS	
WM	WEST MID	1 days
7	YORKSHIRE & NORTH LINCOLNSHIRE	
WY	WEST YOR	2 days
9	NORTH	
CB	CUMBRIA	1 days
TW	TYNE & W	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 Rar 190 to 31000 (units: sqm)

Range Selk 190 to 80066 (units: sqm)

Public Transport Provision:

Selection Include all surveys

Date Rang 01/01/12 to 03/04/19

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

Friday 5 days

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

Selected survey types:

Manual cc 11 days

Directional 0 days

This data contains the total whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Cent 0

Edge of To 1

Suburban 2

Edge of To 8

Neighbour 0

Free Stanc 0

Not Known 0

This data contains Edge of To Suburban Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

Industrial 8

Commercial 2

Development 0

Residential 0

Retail Zone 0

Built-Up Zone 1

Village 0

Out of Town 0

High Street 0

No Sub Category 0

This data contains Industrial Development Residential Retail Zone Built-Up Zone Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B8 11 days

This data contains which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 52 days

5,001 to 14 days

10,001 to 1 days

15,001 to 2 days

20,001 to 1 days

25,001 to 1 days

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

Population within 5 miles:

5,001 to 3 days

25,001 to 1 days

125,001 to 4 days

250,001 to 2 days

500,001 to 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

1.1 to 1.5 7 days

This data c within a radius of 5-miles of selected survey sites.

Travel Plan:

No 11 days

This data c and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL P 11 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- 1 CB-02-F-0: DOMINO'S CUMBRIA
COWPER ROAD
GILWILLY IND. ESTATE
PENRITH
Edge of Town
Industrial Zone
Total Gross floor area 2950 sqm
Survey dat TUESDAY ##### Survey Typ MANUAL
- 2 DV-02-F-0 OPTICS W/ DEVON
ALDERS WAY

PAIGNTON
Edge of Town
Industrial Zone
Total Gross floor area 190 sqm
Survey dat FRIDAY ##### Survey Typ MANUAL

- 3 EX-02-F-0: SPORTS SL ESSEX
BRUNEL WAY
SEVERALLS INDUSTRIAL PK
COLCHESTER
Edge of Town
Industrial Zone
Total Gross floor area 6560 sqm
Survey dat FRIDAY ##### Survey Typ MANUAL
- 4 HC-02-F-0: LOGISTICS HAMPSHIRE
RUTHERFORD ROAD

BASINGSTOKE
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area 13200 sqm
Survey dat THURSDAY ##### Survey Typ MANUAL

- 5 KC-02-F-0: COMMERCE KENT
MILLS ROAD
QUARRY WOOD
AYLESFORD
Edge of Town
Industrial Zone
Total Gross floor area 11200 sqm
Survey dat FRIDAY ##### Survey Typ MANUAL
- 6 SF-02-F-0: WAREHOUSE SUFFOLK
WALTON ROAD

FELIXSTOWE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area 22270 sqm
Survey dat THURSDAY ##### Survey Typ MANUAL

- 7 SF-02-F-0: ROAD HALL SUFFOLK
CENTRAL AVENUE
WARREN HEATH
IPSWICH
Edge of Town
Industrial Zone
Total Gross floor area 4700 sqm
Survey dat FRIDAY ##### Survey Typ MANUAL
- 8 TW-02-F-0 ASDA DIST TYNE & WEAR
MANDARIN WAY
PATTISON IND. ESTATE
WASHINGTON
Edge of Town
Industrial Zone
Total Gross floor area 31000 sqm
Survey dat FRIDAY ##### Survey Typ MANUAL

- 9 WM-02-F-0 LOGISTICS WEST MIDLANDS
SOVEREIGN ROAD
KINGS NORTON
BIRMINGHAM
Edge of Town
Commercial Zone
Total Gross floor area 3625 sqm
Survey dat MONDAY ##### Survey Typ MANUAL
- 10 WY-02-F-0 ELECTRON WEST YORKSHIRE
MORTIMER STREET

CLECKHEATON
Edge of Town Centre
Built-Up Zone
Total Gross floor area 1507 sqm
Survey dat MONDAY ##### Survey Typ MANUAL

- 11 WY-02-F-0 DISTRIBUT WEST YORKSHIRE
STAITHGATE LANE
NEWHALL
BRADFORD
Edge of Town
Industrial Zone
Total Gross floor area 10446 sqm
Survey dat THURSDAY ##### Survey Typ MANUAL

This section displays the selected day of the survey and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
Calculation Factor: 100 sqm
Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. Trip Rate	No. Days	Ave. Trip Rate	No. Days	Ave. Trip Rate	No. Days	Ave. Trip Rate	
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00	4	8721	0.126	4	8721	0.077	4	8721	0.203
06:00-07:00	4	8721	0.218	4	8721	0.118	4	8721	0.336
07:00-08:00	11	9698	0.179	11	9698	0.091	11	9698	0.27
08:00-09:00	11	9698	0.17	11	9698	0.11	11	9698	0.28
09:00-10:00	11	9698	0.148	11	9698	0.086	11	9698	0.234
10:00-11:00	11	9698	0.115	11	9698	0.112	11	9698	0.227
11:00-12:00	11	9698	0.112	11	9698	0.115	11	9698	0.227
12:00-13:00	11	9698	0.11	11	9698	0.099	11	9698	0.209
13:00-14:00	11	9698	0.128	11	9698	0.132	11	9698	0.26
14:00-15:00	11	9698	0.099	11	9698	0.127	11	9698	0.226
15:00-16:00	11	9698	0.099	11	9698	0.124	11	9698	0.223
16:00-17:00	11	9698	0.086	11	9698	0.159	11	9698	0.245
17:00-18:00	11	9698	0.089	11	9698	0.187	11	9698	0.276
18:00-19:00	10	10517	0.049	10	10517	0.106	10	10517	0.155
19:00-20:00	4	8721	0.069	4	8721	0.112	4	8721	0.181
20:00-21:00	4	8721	0.049	4	8721	0.057	4	8721	0.106
21:00-22:00	1	22270	0.031	1	22270	0.018	1	22270	0.049
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1.877			1.83			3.707

Trip rate p 190 - 31000 (units: sqm)
Survey date 01/01/12 - 03/04/19
Number of
Number of
Number of
Surveys at
Surveys m

This section followed by the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.7.1

Trip Rate | Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT

Category A - OFFICE

VEHICLES

Selected regions and areas:

3 SOUTH WEST	
WL	WILTSHIRE 1 days
4 EAST ANGLIA	
CA	CAMBRIDGESHIRE 1 days
NF	NORFOLK 2 days
SF	SUFFOLK 1 days
9 NORTH	
CB	CUMBRIA 1 days
DH	DURHAM 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 615 to 6505 (units: sqm)

Range Selected 178 to 175000 (units: sqm)

Public Transport Provision:

Selection | Include all surveys

Date Range 01/01/12 to 25/09/19

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 1 days

Tuesday 3 days

Wednesday 1 days

Friday 2 days

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

Selected survey types:

Manual count 7 days

Directional 0 days

This data represents the total ; whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	0
Edge of Town	4
Suburban	0
Edge of Town	3
Neighbourhood	0
Free Standing	0
Not Known	0

This data represents Edge of Town Suburban Neighbourhood Edge of Town Town Centre and Not Known.

Selected Location Sub Categories:

Industrial	2
Commercial	4
Development	1
Residential	0
Retail Zone	0
Built-Up Zone	0
Village	0
Out of Town	0
High Street	0
No Sub Category	0

This data represents Industrial Development Residential Retail Zone Built-Up Zone Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1 7 days

This data represents which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000 1 days

5,001 to 10,000 2 days

10,001 to 15,000 3 days

15,001 to 20,000 4 days

20,001 to 25,000 5 days

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

Population within 5 miles:

25,001 to 75,000 3 days

75,001 to 100,000 4 days

100,001 to 125,000 5 days

125,001 to 150,000 6 days

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

Car ownership within 5 miles:
0.6 to 1.0 3 days
1.1 to 1.5 4 days
This data is within a radius of 5-miles of selected survey sites.

Travel Plan:
No 7 days
This data is and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL P 7 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- 1 CA-02-A-0 OFFICES CAMBRIDGESHIRE
LYNCH WOOD

PETERBOROUGH
Edge of Town
Commercial Zone
Total Gross floor area: 4040 sqm
Survey date: WEDNESD ##### Survey Type: MANUAL
- 2 CB-02-A-0 OFFICE CUMBRIA
PORT ROAD

CARLISLE
Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY ##### Survey Type: MANUAL
- 3 DH-02-A-C CONSTRUCTION DURHAM
DURHAM ROAD
BOWBURN
NEAR DURHAM
Edge of Town
Industrial Zone
Total Gross floor area: 2000 sqm
Survey date: TUESDAY ##### Survey Type: MANUAL
- 4 NF-02-A-0 FINANCIAL NORFOLK
NORTH QUAY

GREAT YARMOUTH
Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY ##### Survey Type: MANUAL
- 5 NF-02-A-0 OFFICES NORFOLK
NORTH QUAY

GREAT YARMOUTH
Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY ##### Survey Type: MANUAL
- 6 SF-02-A-0 OFFICES SUFFOLK
BATH STREET

IPSWICH
Edge of Town Centre
Commercial Zone
Total Gross floor area: 6505 sqm
Survey date: FRIDAY ##### Survey Type: MANUAL
- 7 WL-02-A-C PET INSULATION WILTSHIRE
THE CRESCENT
SUNRISE WAY
AMESBURY
Edge of Town
Development Zone
Total Gross floor area: 2500 sqm
Survey date: TUESDAY ##### Survey Type: MANUAL

This section displays the selected day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: VEHICLES

Time Range	ARRIVALS				DEPARTURES				TOTALS
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	7	2834	0.716	7	2834	0.131	7	2834	0.847
08:00-09:00	7	2834	2.44	7	2834	0.353	7	2834	2.793
09:00-10:00	7	2834	1.472	7	2834	0.297	7	2834	1.769
10:00-11:00	7	2834	0.383	7	2834	0.227	7	2834	0.61
11:00-12:00	7	2834	0.202	7	2834	0.192	7	2834	0.394
12:00-13:00	7	2834	0.479	7	2834	0.716	7	2834	1.195
13:00-14:00	7	2834	0.665	7	2834	0.484	7	2834	1.149
14:00-15:00	7	2834	0.388	7	2834	0.454	7	2834	0.842
15:00-16:00	7	2834	0.222	7	2834	0.484	7	2834	0.706
16:00-17:00	7	2834	0.227	7	2834	1.033	7	2834	1.26
17:00-18:00	7	2834	0.277	7	2834	2.566	7	2834	2.843
18:00-19:00	7	2834	0.086	7	2834	0.635	7	2834	0.721
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			7.557			7.572			15.129

Parameter summary

Trip rate p 615 - 6505 (units: sqm)
Survey date 01/01/12 - 25/09/19
Number of surveys 7
Number of arrivals 0
Number of departures 0
Surveys at 0
Surveys removed 0

This section followed the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix I

Modelling Output

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: 205452 - Site Access (PD01 Rev A) - V1.j9
Path: C:\Users\ellen.axon\Documents\Ben Stone Modelling\205452 - New Lane
Report generation date: 01/02/2021 12:36:31

»2023 + Dev, AM
 »2023 + Dev, PM
 »2023 + Dev, AM
 »2023 + Dev, PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
	2023 + Dev					
Stream B-AC	0.6	9.62	0.39	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	1.2	9.53	0.48
	2033 + Dev					
Stream B-AC	0.6	9.91	0.40	0.0	0.00	0.00
Stream C-AB	0.0	0.00	0.00	1.3	9.68	0.50

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

File summary

File Description

Title	
Location	
Site number	
Date	01/02/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\ellen.hill
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 + Dev	AM	ONE HOUR	08:00	09:30	15	✓
D2	2023 + Dev	PM	ONE HOUR	17:00	18:30	15	✓
D3	2033 + Dev	AM	ONE HOUR	08:00	09:30	15	✓
D4	2033 + Dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2023 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	New Lane (N)		Major
B	Site Access		Minor
C	New Lane (S)		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 - New Lane (S)	6.17			150.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.00	24	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	548	0.099	0.250	0.158	0.358
B-C	704	0.107	0.271	-	-
C-B	661	0.254	0.254	-	-

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	2023 + Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - New Lane (N)		ONE HOUR	✓	287	100.000
B - Site Access		ONE HOUR	✓	216	100.000
C - New Lane (S)		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - New Lane (N)	B - Site Access	C - New Lane (S)
	A - New Lane (N)	0	0	287
	B - Site Access	0	0	216
	C - New Lane (S)	310	0	0

Vehicle Mix

HV %s

From	To			
		A - New Lane (N)	B - Site Access	C - New Lane (S)
	A - New Lane (N)	0	0	8
	B - Site Access	0	0	0
	C - New Lane (S)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	9.62	0.6	A	198	297
C-AB	0.00	0.00	0.0	A	0	0
C-A					284	427
A-B					0	0
A-C					263	395

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	641	0.254	161	0.0	0.3	7.480	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	233	58			233				
A-B	0	0			0				
A-C	216	54			216				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49	629	0.309	194	0.3	0.4	8.264	A
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	0	0			0				
A-C	258	65			258				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59	612	0.389	237	0.4	0.6	9.584	A
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	341	85			341				
A-B	0	0			0				
A-C	316	79			316				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59	612	0.389	238	0.6	0.6	9.619	A
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	341	85			341				
A-B	0	0			0				
A-C	316	79			316				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49	629	0.309	195	0.6	0.5	8.309	A
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	279	70			279				
A-B	0	0			0				
A-C	258	65			258				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	641	0.254	163	0.5	0.3	7.535	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	233	58			233				
A-B	0	0			0				
A-C	216	54			216				

2023 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.83	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	2023 + Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - New Lane (N)		ONE HOUR	✓	315	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - New Lane (S)		ONE HOUR	✓	437	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - New Lane (N)	B - Site Access	C - New Lane (S)
	A - New Lane (N)	0	0	315
	B - Site Access	0	0	0
	C - New Lane (S)	221	216	0

Vehicle Mix

HV %s

From	To			
		A - New Lane (N)	B - Site Access	C - New Lane (S)
	A - New Lane (N)	0	0	2
	B - Site Access	0	0	0
	C - New Lane (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.48	9.53	1.2	A	280	419
C-A					121	182
A-B					0	0
A-C					289	434

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	494	0.000	0	0.0	0.0	0.000	A

C-AB	212	53	709	0.300	210	0.0	0.5	7.197	A
C-A	117	29			117				
A-B	0	0			0				
A-C	237	59			237				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	468	0.000	0	0.0	0.0	0.000	A
C-AB	269	67	720	0.373	268	0.5	0.7	7.959	A
C-A	124	31			124				
A-B	0	0			0				
A-C	283	71			283				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	432	0.000	0	0.0	0.0	0.000	A
C-AB	356	89	736	0.484	355	0.7	1.2	9.436	A
C-A	125	31			125				
A-B	0	0			0				
A-C	347	87			347				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	431	0.000	0	0.0	0.0	0.000	A
C-AB	357	89	737	0.485	357	1.2	1.2	9.531	A
C-A	124	31			124				
A-B	0	0			0				
A-C	347	87			347				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	467	0.000	0	0.0	0.0	0.000	A
C-AB	269	67	721	0.374	271	1.2	0.8	8.065	A
C-A	123	31			123				
A-B	0	0			0				
A-C	283	71			283				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	493	0.000	0	0.0	0.0	0.000	A
C-AB	213	53	710	0.300	214	0.8	0.5	7.291	A
C-A	116	29			116				
A-B	0	0			0				
A-C	237	59			237				

2033 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.65	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	2033 + Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - New Lane (N)		ONE HOUR	✓	340	100.000
B - Site Access		ONE HOUR	✓	216	100.000
C - New Lane (S)		ONE HOUR	✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - New Lane (N)	B - Site Access	C - New Lane (S)
	From			
	A - New Lane (N)	0	0	340
	B - Site Access	0	0	216
	C - New Lane (S)	239	0	0

Vehicle Mix

HV %s

From	To			
		A - New Lane (N)	B - Site Access	C - New Lane (S)
	A - New Lane (N)	0	0	2
	B - Site Access	0	0	0
	C - New Lane (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	9.91	0.6	A	198	297
C-AB	0.00	0.00	0.0	A	0	0
C-A					219	329
A-B					0	0
A-C					312	468

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	634	0.257	161	0.0	0.3	7.599	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	180	45			180				
A-B	0	0			0				
A-C	256	64			256				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49	620	0.313	194	0.3	0.5	8.438	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
A-B	0	0			0				
A-C	306	76			306				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59	601	0.396	237	0.5	0.6	9.870	A
C-AB	0	0	558	0.000	0	0.0	0.0	0.000	A
C-A	263	66			263				
A-B	0	0			0				
A-C	374	94			374				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59	601	0.396	238	0.6	0.6	9.910	A
C-AB	0	0	558	0.000	0	0.0	0.0	0.000	A
C-A	263	66			263				
A-B	0	0			0				
A-C	374	94			374				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49	620	0.313	195	0.6	0.5	8.486	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
A-B	0	0			0				
A-C	306	76			306				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	634	0.257	163	0.5	0.3	7.656	A
C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
C-A	180	45			180				
A-B	0	0			0				
A-C	256	64			256				

2033 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.80	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	2033 + Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - New Lane (N)		ONE HOUR	✓	340	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - New Lane (S)		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - New Lane (N)	B - Site Access	C - New Lane (S)
	A - New Lane (N)	0	0	340
	B - Site Access	0	0	0
	C - New Lane (S)	239	216	0

Vehicle Mix

HV %s

From	To			
		A - New Lane (N)	B - Site Access	C - New Lane (S)
	A - New Lane (N)	0	0	2
	B - Site Access	0	0	0
	C - New Lane (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.50	9.68	1.3	A	288	432
C-A					129	194
A-B					0	0
A-C					312	468

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	487	0.000	0	0.0	0.0	0.000	A

C-AB	217	54	714	0.305	215	0.0	0.5	7.203	A
C-A	125	31			125				
A-B	0	0			0				
A-C	256	64			256				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	460	0.000	0	0.0	0.0	0.000	A
C-AB	277	69	726	0.381	276	0.5	0.8	7.995	A
C-A	132	33			132				
A-B	0	0			0				
A-C	306	76			306				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	421	0.000	0	0.0	0.0	0.000	A
C-AB	370	92	743	0.497	368	0.8	1.3	9.576	A
C-A	131	33			131				
A-B	0	0			0				
A-C	374	94			374				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	421	0.000	0	0.0	0.0	0.000	A
C-AB	370	93	744	0.498	370	1.3	1.3	9.685	A
C-A	131	33			131				
A-B	0	0			0				
A-C	374	94			374				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	459	0.000	0	0.0	0.0	0.000	A
C-AB	277	69	727	0.382	279	1.3	0.8	8.110	A
C-A	132	33			132				
A-B	0	0			0				
A-C	306	76			306				

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	486	0.000	0	0.0	0.0	0.000	A
C-AB	218	55	714	0.305	219	0.8	0.6	7.304	A
C-A	124	31			124				
A-B	0	0			0				
A-C	256	64			256				

Appendix J

Road Safety Audit Designers Response

Road Safety Audit Designers Response Report

1 Project Summary

Report Title	Stage 1 Road Safety Audit Designer's Response
Date	02/02/2022
Document Reference and Revision:	
Prepared by:	Yusuf Ali
On behalf of:	Havant Property Investment LLP
AUTHORISATION SHEET	
Project:	32 New Lane, Havant
Report Title	Stage 1 Road Safety Audit Designer's Response
PREPARED BY	
Name:	Yusuf Ali
Signed:	
Organisation:	Vectos South Limited
Date:	02/02/2021

2 Introduction

GENERAL DETAILS:				
Highway scheme name and road number:		Installation of splitter islands north and south of the New Lane junction with Crosslands Drive. New vehicle access proposed as part of redevelopment of site. Installation of crossing point on the southern extent of New Lane provided in the form of dropped kerbs and tactile paving.		
Date:	02/02/2021			
Type of scheme:	Last Mile' delivery hub			
RSA Stage:	☒ Stage 1	☐ Stage 2	☐ Stage 3	☐ Stage 4
	Interim			
Road Safety Audit Reference:		R01-AP-205452-New Lane Havant-RSAS1		
Designers Response prepared by:		Yusuf Ali		
Design organisation details:		Vectos South Limited		

3 Key Personnel

Overseeing Organisation:	Hampshire County Council
RSA Team:	ALASTAIR PIKE/ IAN MEDD
Design Organisation:	Vectos

4 Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1.14 Lack of coloured surface dressing where the cycleway crosses the new access junction may lead to overshoot type collisions between drivers and cyclists. Design drawings indicate a priority controlled 'T' junction providing access to the development site from the eastern side of New Lane, Havant. At present advisory cycle lanes are marked on each side of the New Lane and are painted with a red surface dressing. The proposed designs do not add a surface dressing to the cycleway across the new access junction and this lack of continuity with existing site conditions may lead to confusion between users. This arrangement could potentially lead to overshoot type collisions between cyclists and drivers on the minor arm of the junction.	It is recommended that cycleway crossing the proposed site access junction, is treated with the same surface dressing as the adjacent priority-controlled junctions along New Lane.	Accepted		
1.15 Lack of tactile paving provision may lead to collisions between vehicles and pedestrians. Design drawings do not show the required tactile paving arrangements where the proposed access junction crosses the existing pedestrian footway. This design will lead to pedestrians, particularly those with visual impairments potentially being unaware they are entering the carriageway leaving them at risk of collisions with vehicular traffic.	It is recommended that appropriate tactile paving be installed to facilitate the safe movement of pedestrians over the proposed access junction.	Accepted		
1.16 The proposed installation of the splitter islands will reduce the effective vehicle lane widths	It is recommended that additional road markings and signage is installed to ensure that drivers and cyclists are	Accepted		

and may lead to collisions between cyclists and vehicles. Design drawings show two new traffic islands located to the north and south of Crosslands Drive. These islands will reduce the effective running width of New Lane such that vehicles travelling in either direction will now be forced to enter the advisory cycleway at each splitter island. This arrangement may lead to collisions between vehicles and cyclists.	aware of the carriageway narrowing.			
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5 Design Organisation and Overseeing Organisation Statements

On behalf of the Design Organisation I certify that: The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	
Signed	
Position	
Organisation	
Date	

On behalf of the Overseeing Organisation I certify that: The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the design organisation; and The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

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