



Trustees of the GHM Jackson 1972 Settlement

Hulbert Road, Havant

Transport Assessment

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Contents

1	Introduction	1
	Background and Site Location	1
	Development Proposals	2
	Report Structure	2
2	Policy Review	3
	Introduction	3
	National Policy	3
	Regional Policy	6
	Local Policy	6
3	Existing Conditions	9
	Introduction	9
	Site Location and Description	9
	Accessibility Guidance	10
	Access by Walking	11
	Access by Cycling	12
	Public Transport	14
	Local Highway Network	15
	Accessibility to Local Services and Facilities	16
	Baseline Traffic Data	17
	Background Traffic Growth	18
	Highway Safety	18
4	Development Proposals	21
	Proposed Development	21
	Vehicular Access	22
	Pedestrian/Cycle Access	22
	Cycle Parking	22
	Refuse and Servicing Strategy	22
	Vehicle Parking Provision	22
5	Trip Generation	23
	Introduction	23
	Vehicle Trip Rates	23
	Forecast Modal Share	23
	Multi-Modal Trip Generation	24
	Residential Traffic Assignment	25
6	Traffic Impact Assessment	26
	Introduction	26
	Assessment Years	26
	Residential Site Access	27
	Summary	27
7	Summary and Conclusion	28
	Summary	28
	Conclusion	28



Tables

Table 2.1	Residential Vehicle Parking Standards	8
Table 2.2	Residential Cycle Parking Standards	8
Table 3.1	Local Bus Services	14
Table 3.2	Direct Rail Services from Bedhampton	15
Table 3.3	Local Facilities	16
Table 3.4	Summary of Recorded Flows and Speeds	18
Table 3.5	TEMPRO Growth Factors	18
Table 3.6	Incident Location Summary	20
Table 5.1	Residential Vehicle Trip Rates and Generation	23
Table 5.2	Forecast Mode Share	24
Table 5.3	Residential Multi-Modal Trip Generation	24
Table 6.1	Residential Site Access	27

Figures

Figure 1.1	Site Location Plan	1
Figure 3.1	Site Location Plan	9
Figure 3.2	Walking Isochrone	12
Figure 3.3	Cycling Isochrone	13
Figure 3.4	Local Facilities	17
Figure 3.5	Collision Study Area	19
Figure 4.1	Proposed Site Layout	21

Appendices

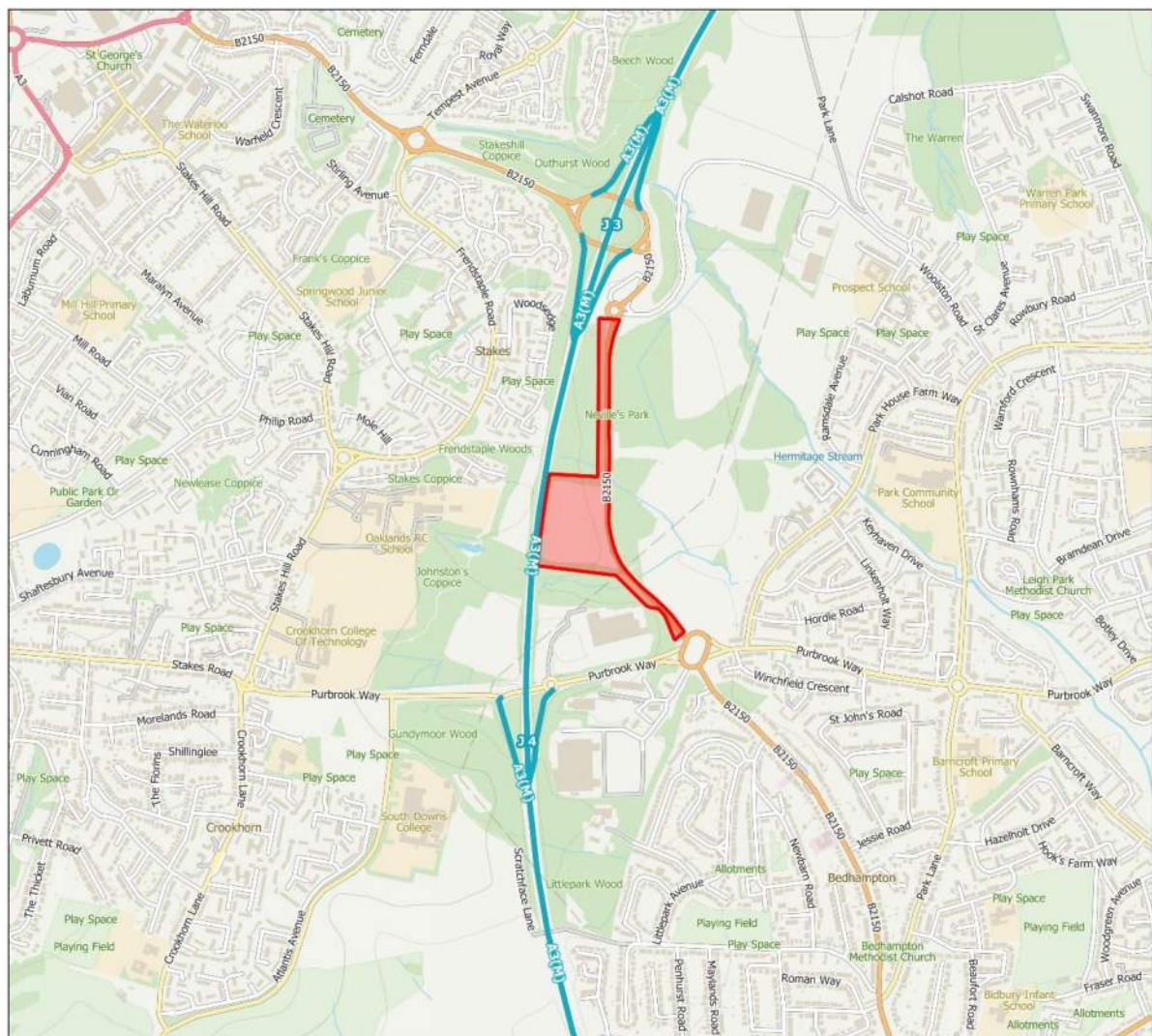
Appendix A	Traffic Flow Data
Appendix B	PIA Data
Appendix C	Site Layout
Appendix D	Proposed Site Access
Appendix E	TRICS Outputs
Appendix F	Traffic Flow Diagrams
Appendix G	Modelling Outputs

1 Introduction

Background and Site Location

- 1.1 WYG has been commissioned by Trustees of the GHM Jackson 1972 Settlement (the 'Applicant') to prepare a Transport Assessment (TA) to support a proposed residential development at Hulbert Road, Havant (the 'Site').
- 1.2 The site is bound to the east by Hulbert Road, to the north and south by woodland, and to the west by the A3(M). There is an existing junction into the site on Hulbert Road located approximately 500m north of the Asda Roundabout. Hulbert Road is subject to a 40mph speed limit with no street lighting present.
- 1.3 The location of the site in the context of the Local Highway Network is detailed on **Figure 1.1**.

Figure 1.1 Site Location Plan



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- 1.4 This TA considers the accessibility to and from the site by all modes of transport in regard to the proposed development. This TA has been prepared in accordance with National and Local Policy and will examine the sustainable and non-car modes of walking, cycling and public transport and then consider the impact of the residual vehicular traffic likely to be generated.

Development Proposals

- 1.5 The development proposal is for 120 residential units comprising houses and apartments, accessed from Hulbert Road.

Report Structure

- 1.6 Following this introductory chapter, the remainder of this TA is structured as follows:
- **Chapter 2: Policy Review** – provides a review of national and local development and transport planning policy relevant to the location, scale and type of the proposal.
 - **Chapter 3: Existing Conditions** – provides an outline review of the existing transport conditions prevailing at the development site and in the immediate surrounding area, including a review of the latest available Personal Injury Accident (PIA) data statistics;
 - **Chapter 4: Development Proposals** – sets out the development proposals including existing and proposed land uses, access arrangements and parking provision;
 - **Chapter 5: Trip Generation** – presents the results of the trip generation assessment and mode split relative to the proposal;
 - **Chapter 6: Traffic Impact Assessment** – sets out the residual impact of development traffic to the local highway network; and
 - **Chapter 7: Summary and Conclusions** – Provides a summary and conclusion by highlighting the key points raised within the report.



2 Policy Review

Introduction

- 2.1 This chapter of the TA examines the context of the site and how it relates to the relevant planning policies and guidelines. The specific policy documents which have been reviewed are as follows:

National Policy

- Transport White Paper (2011); and
- National Planning Policy Framework (NPPF) (2019).

Regional Policy

- Hampshire Local Transport Plan (2011 – 2031)

Local Policy

- Havant Borough Core Strategy (2011); and
- Havant Borough Council Parking Supplementary Planning Document (2016)

National Policy

The Transport White Paper (2011)

- 2.2 The Government's vision for the local transport system is set out in the January 2011 Transport White paper "Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen".
- 2.3 The White Paper acknowledges that transport provision is essential for economic growth if the Government is to improve the economic deficit that it is currently facing. However, The Paper also recognises that the current levels of carbon emissions from transport cannot be sustained if the nation is to meet its national commitment on climate change as well as creating a safer and cleaner environment in which to live. With this in mind, the Government highlights sustainable transport solutions as a means by which the economy can grow which will also see a positive impact on the local environs.
- 2.4 Whilst the Paper outlines the funding options which will be available for sustainable transport schemes, it also recognises that investment alone will not be enough, and that help needs to be given to people to ensure that the transport choices they make are good for society as a whole. The Paper recognises that it is at the local level where most can be done to encourage sustainable transport modes and implement sustainable transport schemes. Solutions should be developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities.
- 2.5 Within the Paper, sustainable transport considers more than just public transport, walking and cycling schemes and acknowledges that it is not feasible for some trips to be undertaken by these modes.



There is therefore a realisation that the car will continue to be an important mode of transport and focus should be given to making car travel greener through electric and other low emission vehicles.

National Planning Policy Framework (NPPF) (2019)

National Planning Policy Framework (2019)

- 2.6 This document sets out the Government's planning policies for England and how these should be applied, providing a framework within which locally prepared plans for housing and other development can be produced. The document was last revised in February 2019.
- 2.7 Paragraph 102 identifies the transport issues that should be considered from the earliest stages of plan making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 2.8 Paragraph 103 states that:
- "The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".
- 2.9 Paragraph 106 states that:
- "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so



that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

2.10 Paragraph 108 states it should be ensured that:

- “a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.11 Paragraph 109 states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.12 Paragraph 110 states that applications for developments should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.13 Moreover, Paragraph 111 states that “all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”



Regional Policy

Hampshire Local Transport Plan (2011 – 2031)

- 2.14 The Hampshire Local Transport Plan 2011-2031 was formally approved for use on 24th February 2011 and sets out a long-term strategy and vision for how the transport network of Hampshire will be developed over the next 20 years.
- 2.15 The Local Transport Plan has 3 main priorities:
- To support economic growth by ensuring safety, soundness and efficiency of the transport network;
 - To provide a safe, well maintained and more resilient road network as the basic transport infrastructure of the County on which all forms of transport directly and indirectly depend and the key to continued casualty reduction; and,
 - To manage traffic to maximise efficiency of the existing network capacity, improving journey time reliability and reducing emissions thereby supporting the efficient and sustainable movement of people and goods.
- 2.16 The following policies are relevant in the context of the proposed development:
- Policy Objective 7: Ensure that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training;
 - Policy Objective 11 – Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives.
 - Policy Objective 14 – Outline and implement a long-term transport strategy to enable sustainable development in major growth areas.

Local Policy

Havant Borough Core Strategy (2011)

- 2.17 The Core Strategy describes the council's long-term vision and objectives for what the borough will be like as a place in 2026. It closely aligns with the Sustainable Community Strategy, Forward Together, produced by the Havant Local Strategic Partnership.
- 2.18 The Core Strategy sets out how the council believes the borough should develop. The Core Strategy identifies the strategic sites that are considered fundamental to achieving the overall vision and further details on these sites are provided in the document. The Core Strategy also identifies the required



physical and social infrastructure (including green infrastructure) necessary to support new development and meet future needs.

2.19 Policy DM11 Planning for More Sustainable Travel states that:

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

- Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
- Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.
- Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
- Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.
- Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.

2.20 Policy DM13 Car and Cycle Parking on Residential Development sets out that that:

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

2.21 For developments which are deemed to generate significant amounts of travel, a Transport Assessment and a Travel Plan is required.

Havant Borough Council Parking Supplementary Planning Document (2016)

2.22 The Havant Supplementary Planning Document (SPG) sets out the parking standards for new developments. **Table 2.1** sets out the vehicle standards applicable to the development proposals.

Table 2.1 Residential Vehicle Parking Standards

Dwelling size (bedrooms)	Car Parking Standard	
	Houses	Shared/Communal Parking
1	1	0.9
2	2	1.3
3	2	1.9
4 or more	3	2.4

2.23 Electric charging points and parking for mobility scooters should be provided in new residential developments in a convenient location at ground floor level where possible. This particularly applies to flatted developments and elderly peoples housing where it may be difficult for occupants to charge scooters within the property itself.

2.24 **Table 2.2** sets out the cycle parking standards applicable to the development proposals.

Table 2.2 Residential Cycle Parking Standards

Dwelling size (bedrooms)	Cycle Parking	
	Long Stay	Short Stay
1	1 space per unit	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
2	2 spaces per unit	
3	2 spaces per unit	
4 or more	2 spaces per unit	

2.25 Cycle parking should be located in a safe, secure and convenient communal location. Care should also be taken to ensure that cycle parking facilities are not located where they may obstruct pedestrians, disabled personal and particularly people with visual impairment.

2.26 For reasons of security, cycle parking should be located in areas that are visible and therefore allow for informal surveillance. In certain instances, this could need to be supplemented through the introduction of CCTV or other security means.

2.27 All residential developments must be accessible by cycling and, cycle storage must be a factor of dwelling design. In appropriate circumstances, convenient communal facilities may be provided. Guidance on this subject is available within Manual for Streets.

Summary

2.28 It is considered that the proposed developed at Hulbert Road, Havant complies with relevant National and Local policies.

3 Existing Conditions

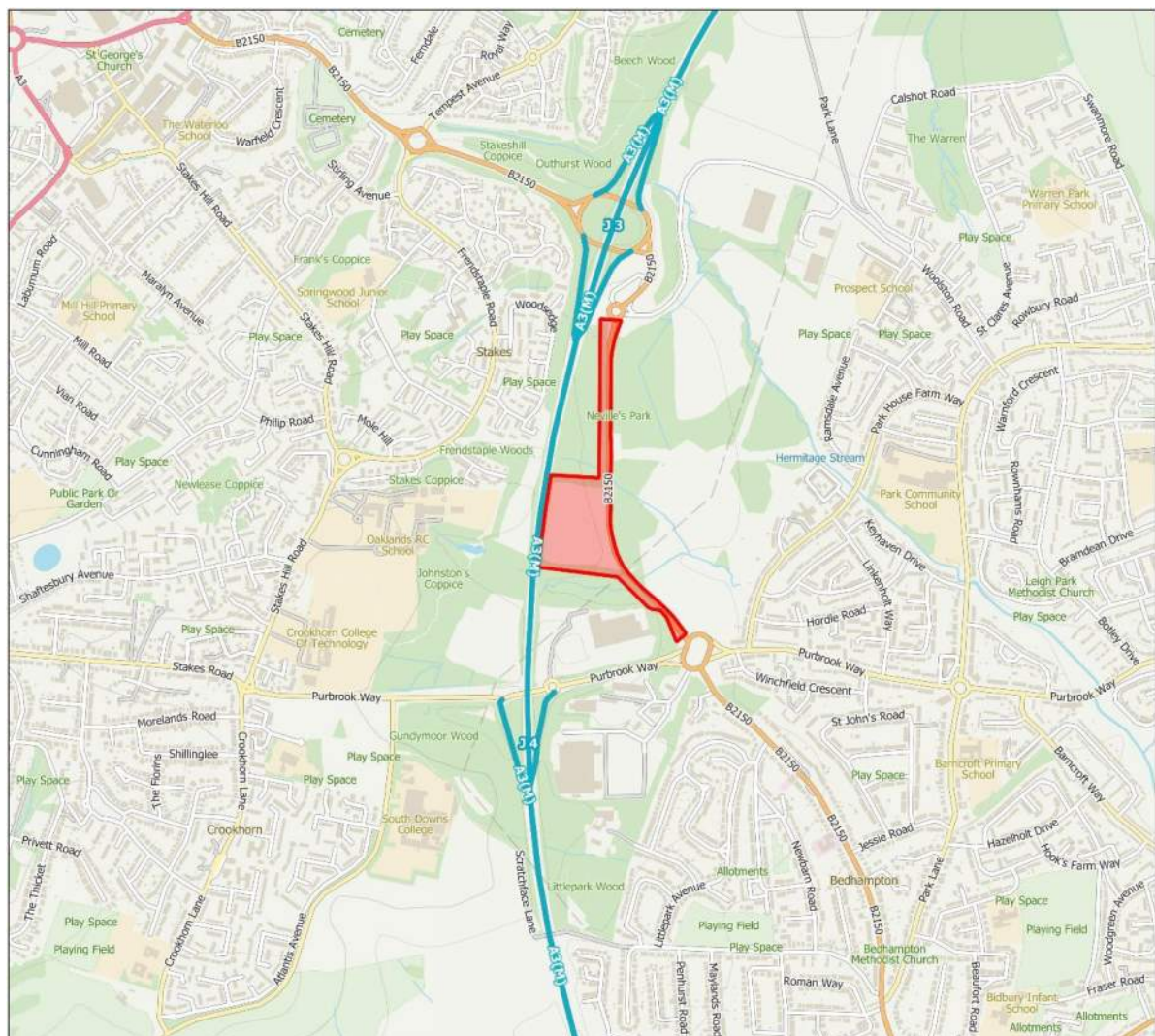
Introduction

- 3.1 This section of the TA reviews the existing conditions of the site with regard to its location and accessibility by sustainable modes.

Site Location and Description

- 3.2 The site is located to the northwest of Havant and to the southeast of Waterlooville. In a strategic context, the site is located circa 10 kilometres northeast of Portsmouth within the county of Hampshire.
- 3.3 The site is bound to the east by Hulbert Road, to the north and south by woodland, and to the west by the A3(M). There is an existing junction into the site on Hulbert Road located approximately 500m north of the Asda roundabout. Hulbert Road is subject to a 40mph speed limit with no street lighting.
- 3.4 The location of the development site is illustrated at **Figure 3.1** and in full in the Figures section.

Figure 3.1 Site Location Plan



Accessibility Guidance

- 3.5 When considering the sustainability audit within the TA, WYG have reviewed the nationally available accessibility guidance prepared by central government and professional transport institutions for both walking and cycling.
- 3.6 The 2017 National Travel Survey (NTS) (published July 2018) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 17 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.4km of their origin. The NTS 2017 (NTS0308 dataset) also identifies that 81% of all trips under 1.6km are made on foot, 24% for trips that are 1.6 to 3.2km.
- 3.7 The Chartered Institution of Highways and Transport (CIHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 20% for journeys that are 1.6 km to 3.2km long also being undertaken on foot.
- 3.8 Both the National Travel Survey and CIHT guidance come to a similar conclusion in that walking offers the opportunity to provide for shorter distance trips of up to 1.6km with some people prepared to walk up to a maximum of 3.2km. These walking distances have been used as a measure for what is an acceptable distance to access local facilities.
- 3.9 The 2017 National Travel Survey also covers cycling and identifies the average person is willing to cycle for an average time of 23 minutes (6.1km) with 56% of all cycle trips up to 8km in distance and 77% of trips being up to 16km.
- 3.10 The Department for Transport; Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that cyclists usually want to be able to travel at speeds of 19kph, which is the average speed of a cyclist on a level surface. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g. manoeuvring through junctions). On this basis taking the journey time for the NTS and DfT cycling speeds the average person is willing to cycle 24 minutes equating to of 6.4km. In terms of 79% of trips being up to 8km, this would equate to a cycling time of 30 minutes.
- 3.11 The CIHT guidance document 'Planning for Cycling' (October 2015) states most cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, most trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2km). The bicycle is therefore a potential mode for many of these trips.
- 3.12 Both the National Travel Survey and CIHT guidance come to a similar conclusion in that cycling provides the opportunity to provide for shorter distance trips of up to 8km with many of the population



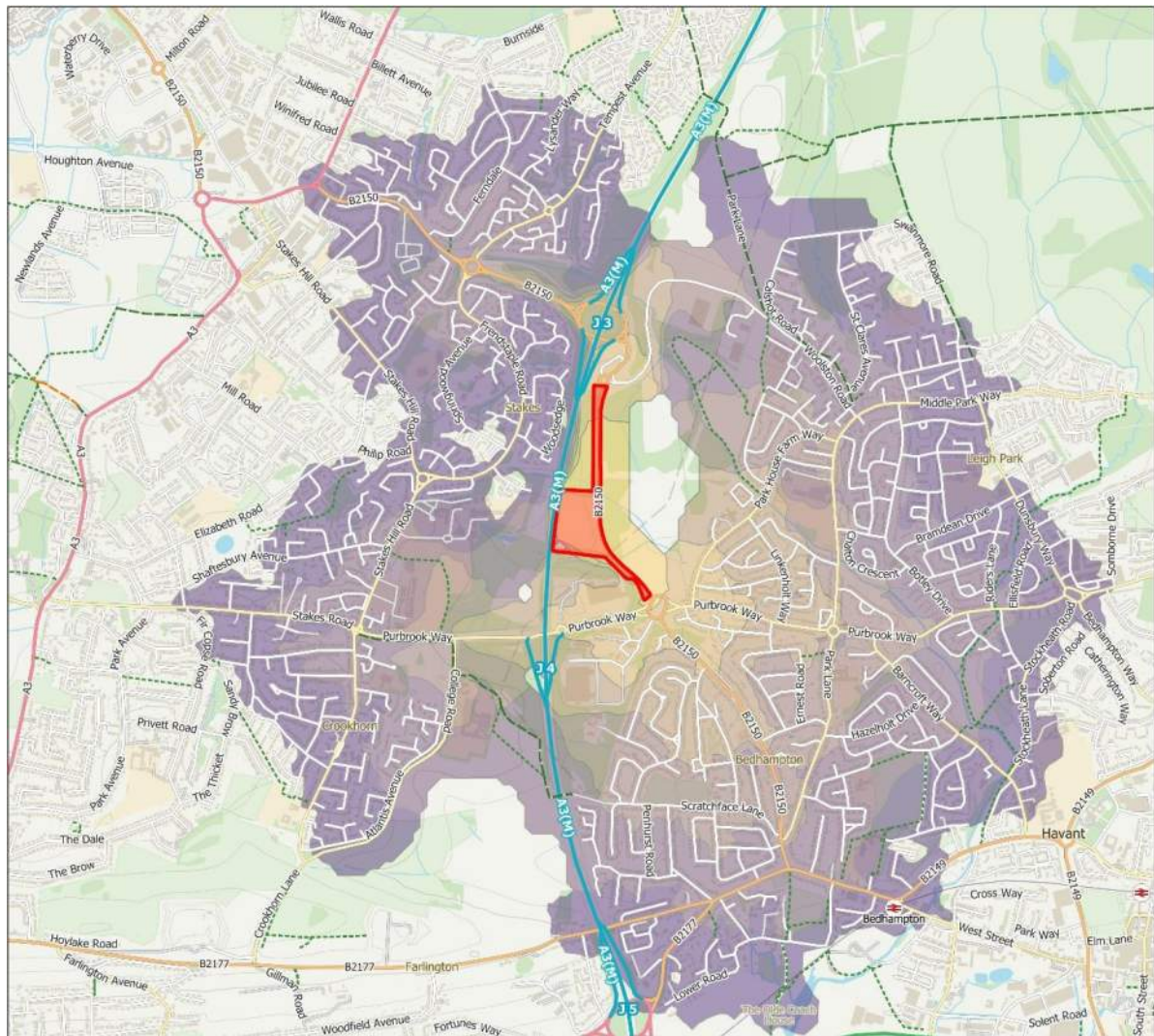
prepared to cycle 3.2km. These cycling distances have been used as a measure for what is an acceptable distance to access local facilities.

- 3.13 It should be noted that the CIHT guidance document 'Planning for Public Transport in Development' (March 1999) states that users of bus services prefer their origin and destination to be located within 400m of a bus corridor. The National Travel Survey (NTS) 2014 (September 2015), recorded that pedestrians will walk on average 624m to bus stops, when using a local bus as the main part of a local trip.

Access by Walking

- 3.14 The site is accessed by pedestrians via an informal arrangement from Hulbert Road. The pedestrian network in this area is limited, with Hulbert Road offering no footway within the immediate vicinity of the site access, with footway provision provided approximately 200m to the southeast of the site on the western side of the carriageway. This footway forms part of the local pedestrian network, a combination of footways, footpaths and crossing points which accommodates the safe movement of pedestrians throughout Havant and the local area.
- 3.15 A GIS network analysis has been carried out to assess pedestrian accessibility from the development Site. **Figure 3.2** shows a 30-minute walk isochrone, which has been calculated based upon a walking speed of 4.8 km/hr and has been classified into 5-minute walking bands (400m). The orange areas closer to the site represent shorter walking journey times of up to 10 minutes, and the purple areas represent areas within a 10-30 minute walk of the site.

Figure 3.2 Walking Isochrone



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- 3.16 This analysis shows that pedestrians are able to walk a large area of Havant and Waterlooville within 30 minutes, including Bedhampton Station and a number of local amenities and education facilities.
- 3.17 In addition to the footways there are a number of PRoWs (Public Rights of Way) which route within the study area. These PRoWs are shown on **Figure 3.2**.
- 3.18 The proposed development is therefore well located and provides opportunities for future residents and site users to access key facilities and transport networks by foot, therefore reducing the reliance on vehicle travel.

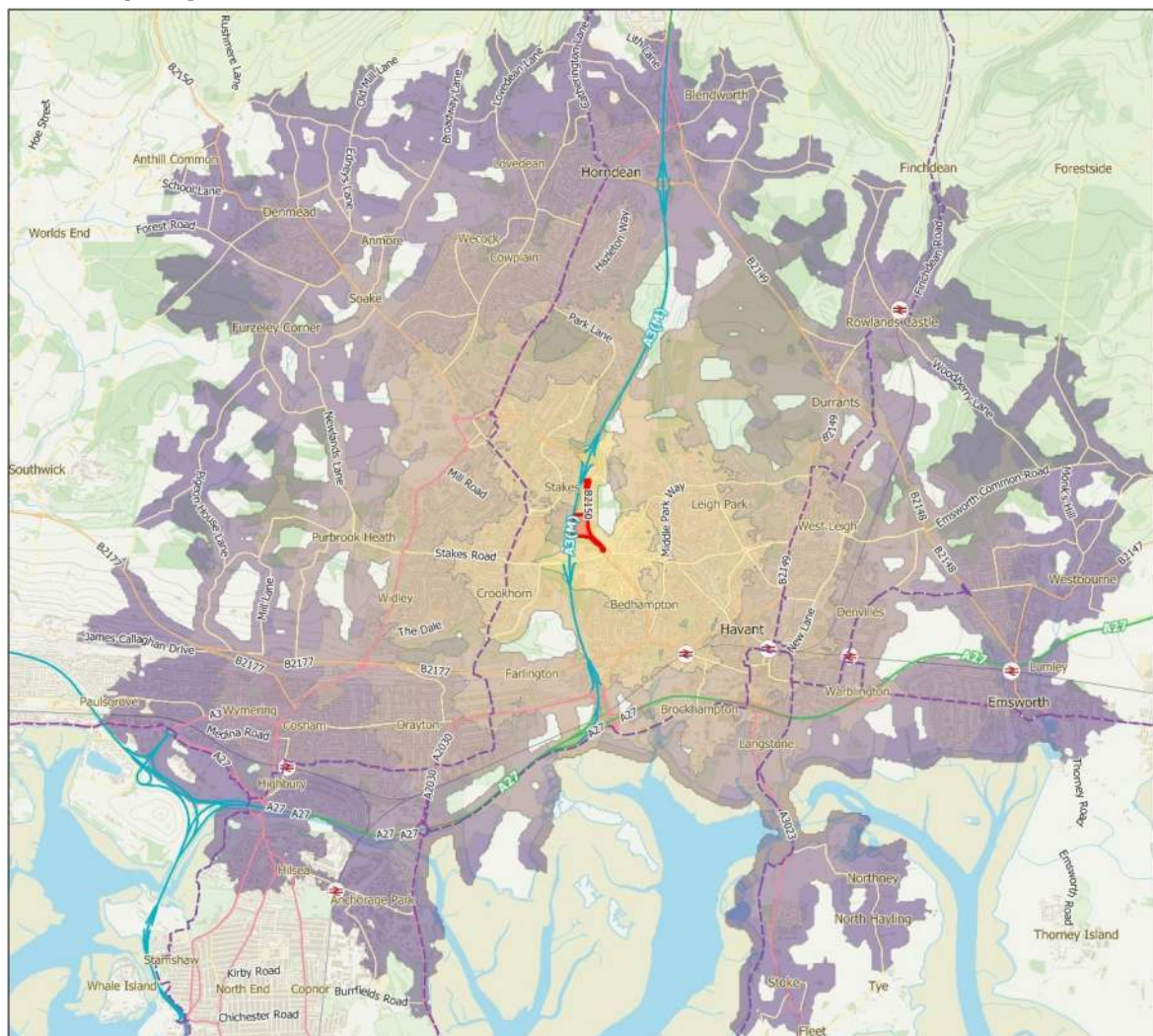
Access by Cycling

- 3.19 In the immediate vicinity of the site, cyclists are accommodated upon the local highway network. National Cycle Network (NCN) Route 222 is located to the west of the site within Purbrook. NCN 222

comprises of a mixture of an on-road and off-road route from Portsmouth to Petersfield. The location of the NCN Route in relation to the site is shown in **Figure 3.3**.

- 3.20 As shared cycleway/footway is provided south of the site along the length of Purbrook Way which provides a link from Havant to Purbrook.
- 3.21 A GIS network analysis has been carried out to assess cyclist accessibility from the development Site. **Figure 3.3** shows a 30-minute cycle isochrone, which has been calculated based upon a cycle speed of 16km/hr and has been classified into 5-minute cycling bands (1.33km). The orange areas closer to the site represent shorter cycle journey times of up to 10 minutes, and the purple areas represent areas within a 10-30 minute cycle ride from the site.
- 3.22 This analysis shows that Havant, Waterlooville, Horndean, Rowlands Castle and Emsworth, and many employment and leisure areas are all within a 30-minute cycle from the site, in addition to the facilities set out in **Table 3.3**.

Figure 3.3 Cycling Isochrone



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- 3.23 The site is located within close proximity to a number of employment opportunities, with the Solent Business Park, Heyward Business Centre, Dunsbury Park and the Solent Retail Park within a short cycle ride.

Public Transport

Bus Services

- 3.24 The nearest bus stops to the site are located on Purbrook Way adjacent to B&Q approximately 700m from the site. The 'Hulbert Road' bus stops are both marked and benefit from a shelter containing concise timetabling information. Additional stops are located on the B2150 and Park House Farm Way circa 700-800m away.
- 3.25 **Table 3.1** sets out the bus services which serve the 'Hulbert Road' bus stops.

Table 3.1 Local Bus Services

Service	Route	Approximate Frequency (minutes)		
		Monday - Friday	Saturday	Sunday
20 ^{SS}	Portsmouth – Havant	30 mins 06:39 – 19:58	30 mins 07:14 – 20:02	-
	Havant – Portsmouth	30 mins 06:25 – 18:25	30 mins 06:49 – 18:24	-
37 ^{SS}	Petersfield – Havant	Hourly 07:43 – 19:42	9 Daily 08:04 – 19:28	-
	Havant – Petersfield	Hourly 06:46 – 18:16	7 Daily 08:26 – 17:22	-
39 ^{SS}	Wecock – Havant	15 mins 06:01 – 21:38	15 mins 06:35 – 21:38	Hourly 08:02 – 18:02
	Havant – Wecock	15 mins 06:13 – 23:14	15 mins 07:10 – 23:14	Hourly 08:09 – 19:09
621 ^{SS}	Baffins – Havant	1 Daily 16:55	-	-
	Havant – Baffins	1 Daily 09:06	-	-
641 ^{ED}	Southbourne – Oaklands School	1 Daily 15:50	-	-
	Oaklands School – Southbourne	1 Daily 08:35	-	-
654 ^F	Oaklands School – Hambledon	1 Daily 16:39	-	-
	Hambledon – Oaklands School	1 Daily 08:41	-	-
SD4 ^F	Waltham – Havant College	1 Daily 09:20	-	-
SD5 ^F	Gosport – Havant Campus	1 Daily 09:15	-	-
	Havant Campus – Gosport	1 Daily 16:40	-	-

^{SS} Stagecoach South ^{ED} Emsworth and District ^F First Portsmouth, Fareham and Gosport

Rail Services

- 3.26 Bedhampton Railway Station is located 2.3km south east of the site and can be accessed within a 28-minute walk or a 7-minute cycle. Bus services SD4 and SD5 provide a daily link from the site to Bedhampton Rail Station, enabling site users to travel by bus to the rail station.
- 3.27 The station is located on the Portsmouth Direct Line and the West Coastway Line and is managed by Southern Railway. The station benefits from a number of facilities including:
- 20 cycle parking spaces; and
 - Ticket buying facilities.
- 3.28 **Table 3.2** sets out the travel times to key destinations which are accessible from Bedhampton Rail Station.

Table 3.2 Direct Rail Services from Bedhampton

Destination	Average Frequency	Travel Time
Havant	20 mins	3 mins
Portsmouth Harbour	60 mins	18 mins
Guilford	60 mins	59 mins
London Waterloo	60 mins	104 mins

Local Highway Network

Hulbert Road

- 3.29 The Hulbert Road is located adjacent to the site and runs in a north to south direction within the vicinity of the site routing between the A3 in Waterlooville and Purbrook Way in Havant.
- 3.30 Hulbert Road is subject to 40mph within the vicinity of the site but currently has no pedestrian or cycle infrastructure connecting to the site.

Purbrook Way

- 3.31 Purbrook Way is subject to 40mph speed limit and provides access to the A3(M) via junction 4. A shared cycleway/footway is provided along the length of Purbrook Way providing a link from Havant to Purbrook.

A3 (M)

- 3.32 The A3 (M) runs to the west of the site, between Horndean to the north where it joins the A3 and Havant in the south where it joins the A27.
- 3.33 The A3 (M) comprises of a two-way two-lane carriageway and a hard shoulder. The A3 is subject to motorway regulations, including the national speed limit. From the site the A3(M) can be accessed via junction 3 in the north or junction 4 to the south.

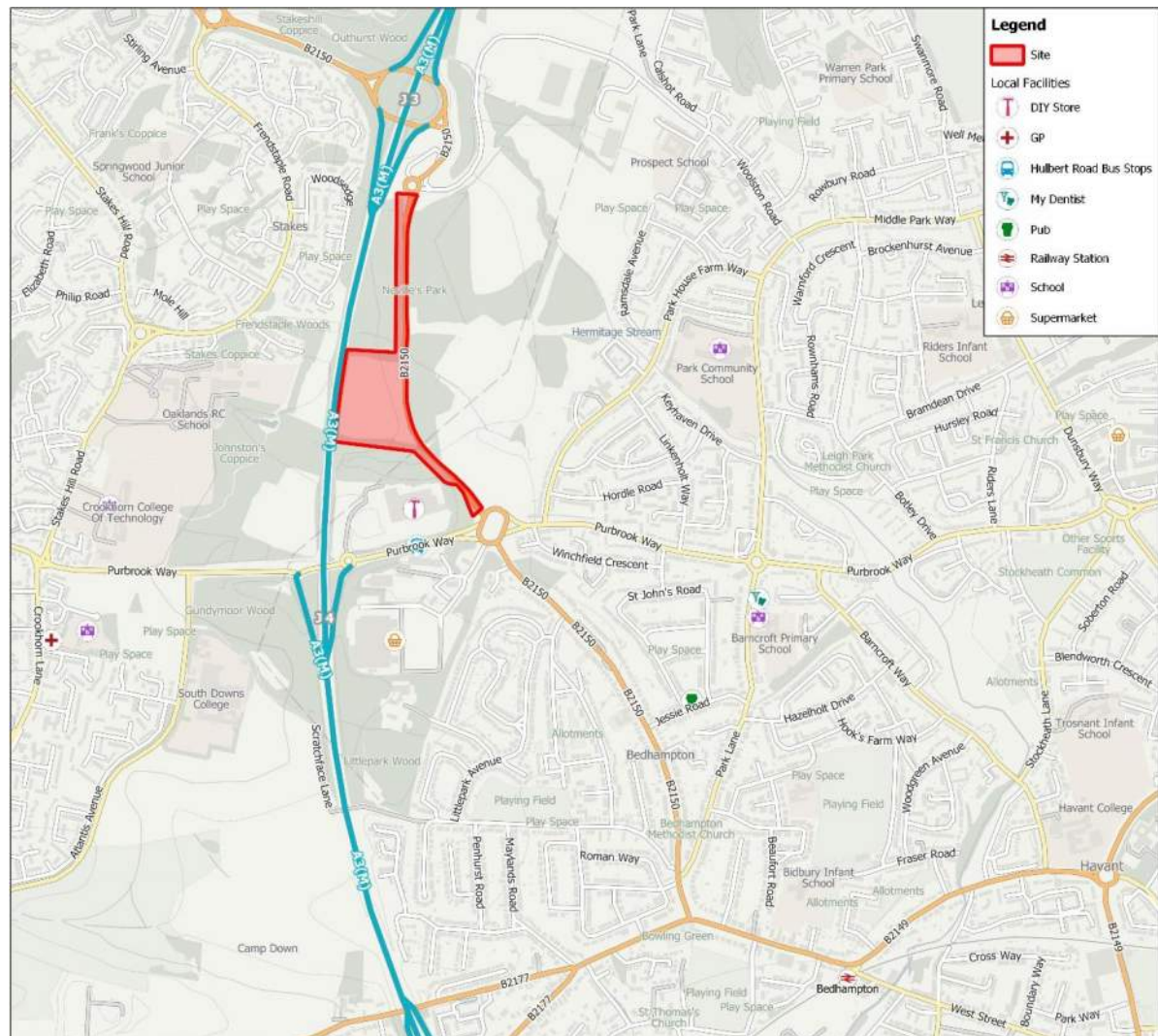
Accessibility to Local Services and Facilities

- 3.34 Numerous services and facilities to support local residents are provided within the local areas. **Table 3.3** provides a summary of the local facilities within close proximity to the proposed development and the approximate walking and cycling times, using an average walking speed of 1.33 m/s and an average cycling time of 4.4m/s, while **Figure 3.4** shows the location of the local facilities in relation to the site.

Table 3.3 Local Facilities

Service / Facility	Approximate Distance (Metres)	Approximate Walking Time (Minutes)	Approximate Cycling Time (Minutes)
Hulbert Road Bus Stops	600	8	2
B&Q	700	9	3
Asda	900	11	3
Barncroft Primary School	1400	18	5
My Dentist	1400	18	5
The Swan Inn	1400	18	5
Park Community School	1800	23	7
Riverside School	2000	25	8
Crookhorn Lane Surgery	2000	25	8
Crookhorn College	2100	26	8
Bedhampton Rail Station	2300	29	9
Iceland Foods	2600	33	10

Figure 3.4 Local Facilities



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- 3.35 Given the above, it is considered that the site is well located to encourage a number of trips generated by future site users to be undertaken by sustainable and active modes of transport including walking and cycling.

Baseline Traffic Data

Speed Survey

- 3.36 An automatic traffic count (ATC) was undertaken on Hulbert Road from 11th-17th February 2019 to determine traffic flows and speeds over a seven-day period. The results of the survey are summarised in **Table 3.4** and included in full as **Appendix A**

Table 3.4 Summary of Recorded Flows and Speeds

Direction	AM Peak Flow	PM Peak Flow	Average Speed (mph)	85 th Percentile Speed (mph)
Northbound	567	565	40.6	49.2
Southbound	692	637	42.2	49.2

Background Traffic Growth

- 3.37 To calculate the 2025 forecast traffic flows, growth factors have been calculated and applied to the 2020 surveyed flows using the Department for Transport's TEMPRO 7 (version 7.2b) application.
- 3.38 Growth factors have been calculated based on data for Havant, the Borough covering the Application site. This exercise has been undertaken in line with the most recent DfT guidance 'Use of TEMPRO data: WebTAG Unit 3.15.2' published April 2009.
- 3.39 **Table 3.5** sets out the TEMPRO growth factors derived for the Havant Borough.

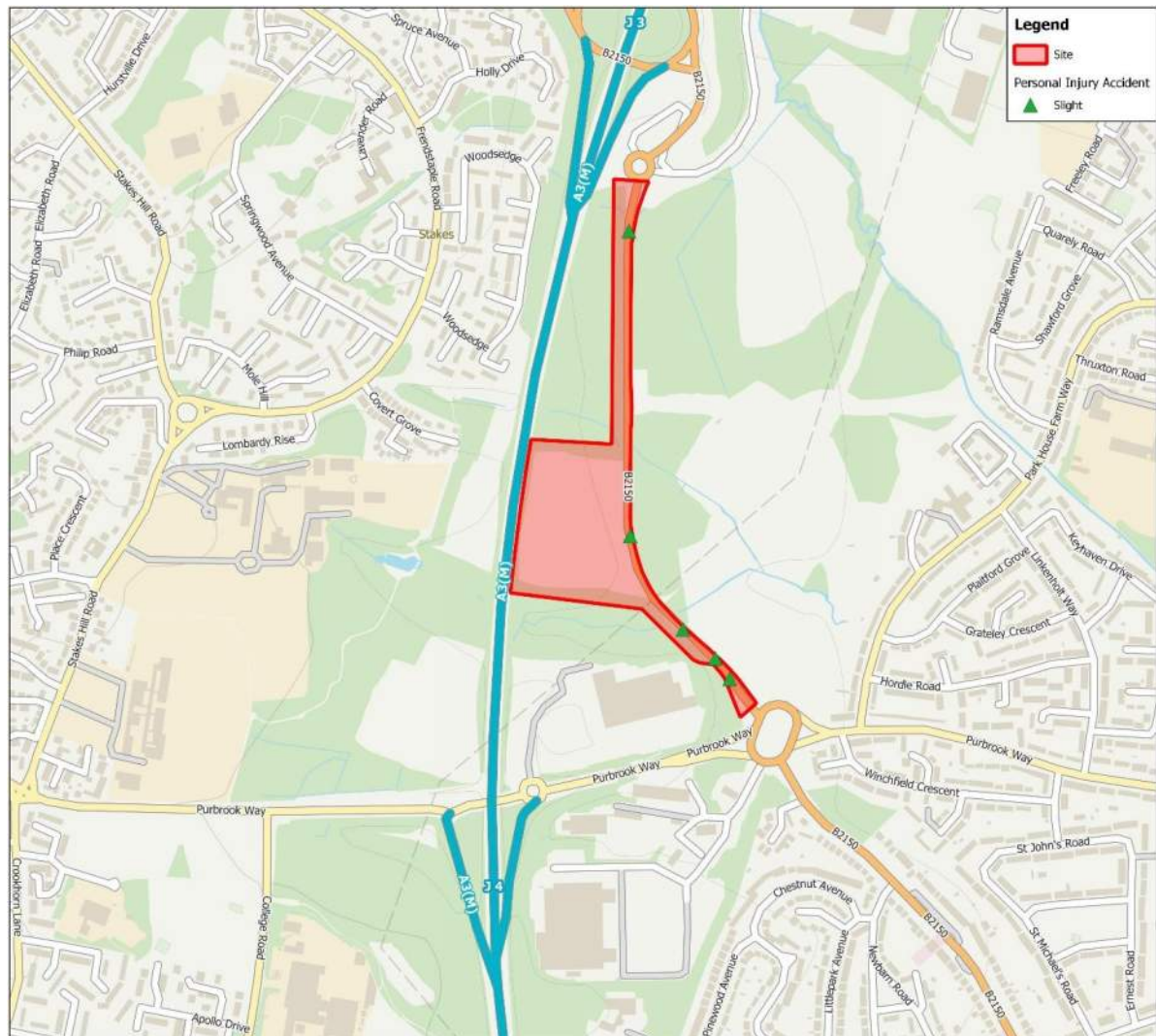
Table 3.5 TEMPRO Growth Factors

Growth Period	Road Type	Period	Growth Factor
2020 to 2025	All Roads	AM Peak	4.84%
		PM Peak	4.60%

Highway Safety

- 3.40 Personal Injury Accident (PIA) statistical data has been obtained from Crashmap for the highway network in the vicinity of the proposed development for the latest available five-year period from 2014 to 2019. The data is provided in full in **Appendix B**. **Figure 3.5** shows the collision study area.

Figure 3.5 Collision Study Area



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- 3.41 The study area for the assessment comprises of Hulbert Road. In total, 5 incidents were recorded within the study area with all 5 classified as 'slight'.
- 3.42 **Table 3.6** provides a summary of the location and details of the recorded incidents.

Table 3.6 Incident Location Summary

Location	Severity	Date	Description
Hulbert Road			
Hulbert Road	Slight	13.09.2015	Vehicle proceeding normally along the carriageway, on a left-hand bend, the impact on the vehicle was the front
Hulbert Road	Slight	15.10.2014	Vehicle two was proceeding normally along the carriageway, not on a bend, while vehicle one is waiting to proceed normally but held up. The impact point of vehicle two is the front while vehicle one is the back.
Hulbert Road	Slight	21.06.2016	Vehicle two was slowing down or stopping while vehicle one was proceeding normally along the carraway, not on a bend. The impact to vehicle two was the front of the vehicle and the rear of vehicle one.
Hulbert Road	Slight	02.05.2017	Vehicle two is proceeding normally along the carraway, not on a bend, while vehicle two is slowing down or stopping. The impact of vehicle two is the front and back of vehicle one.
Hulbert Road	Slight	05.07.2018	Vehicle two is slowing down or stopping while vehicle one is proceeding normally along the carraway, not on a bend. The impact of vehicle two is he back and vehicle one is the front.

- 3.43 The majority of incidents appear to have occurred as a result of driver error, such as failing to look properly.
- 3.44 It is therefore not considered that there is any existing highway safety problem caused by deficiencies on the highway network.

4 Development Proposals

- 4.1 This chapter of the TA introduces and outlines the development proposals for the site. It includes a description of the proposed land use, proposed access arrangements and servicing strategy.

Proposed Development

- 4.2 The development comprises of 120 dwellings, including a mix of private and affordable dwellings, with access from Hulbert Road. The proposed site layout is shown in **Figure 4.1** and included as **Appendix C**.

Figure 4.1 Proposed Site Layout



Vehicular Access

- 4.3 The vehicle access to site will be gained via Hulbert Road. The junction will take the form of a priority junction with a right-turn lane, which will comprise of a 9m wide carriageway with Visibility splays of 2.4 x 160m to the north and south, commensurate with the recorded traffic speeds.
- 4.4 The junction onto Hulbert Road will be upgraded to include carriageway widening, the clearing of vegetation to achieve the visibility splays set out in paragraph 4.7, and the addition of a right turn ghost island. The improvements to the junction are shown in **Drawing A096474-SK01** at **Appendix D**.

Pedestrian/Cycle Access

- 4.5 There is currently no provision for pedestrians or cyclists along the site frontage. As part of the development, it is proposed to provide a 2m wide footway linking the site to the Asda roundabout to the south, connecting to the existing footway terminating on Hulbert Road. An indicative scheme is shown on Drawing **A096474-SK02** at **Appendix D**.
- 4.6 The link would provide a continuous pedestrian route from the site to Havant and the various local facilities and amenities such as Asda (800m from the site), Park Community School (1.5km) and Woodlands Education Centre (1km).
- 4.7 An additional footway to the north is also proposed, connecting to the Dunsbury Park roundabout; however, this will only come forward should a further link be provided into Dunsbury Park from the roundabout, in order to provide connectivity to the employment area.

Cycle Parking

- 4.8 Cycle parking for the 120 dwellings will be provided in accordance with the standards set out in **Table 2.2** of the Havant Borough Council Parking Supplementary Planning Document.
- 4.9 Residential cycle parking will be provided within easily accessible areas.

Refuse and Servicing Strategy

- 4.10 The layout of the site will be conducive towards the movements of emergency and service vehicles to enter and leave in a forward gear.

Vehicle Parking Provision

- 4.11 Vehicle parking will be provided in accordance with the standards set out in the Havant Borough Council Parking Supplementary Planning Document, which are summarised in **Table 2.1**.

5 Trip Generation

Introduction

- 5.1 This section of the report sets out the trip rates and trip generation for the proposed development.

Vehicle Trip Rates

- 5.2 The vehicle trip rates for the proposed development have been taken from the TRICS database. The assessment is based on the AM (08:00-09:00) and PM (17:00-18:00) peak hours.
- 5.3 Sites have been selected for the residential aspect of the development from the 'mixed private/affordable' category within TRICS. The derivation of these trip rates therefore represents a worst-case scenario which in turn provides a robust assessment of the likely traffic impact on the operation of the local highway network.
- 5.4 The following TRICS search criteria were applied for the residential trip generation:
- Greater London, Ireland, Northern Ireland and Scotland removed; and
 - Edge of Town and Suburban locations included.
- 5.5 The vehicle trip rates for the residential element of the development are set out in **Table 5.1** and in **Appendix E**.

Table 5.1 Residential Vehicle Trip Rates and Generation

120 Dwellings	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.121	0.374	0.331	0.15
Total Trips	15	44	40	18

- 5.6 **Table 5.1** demonstrates that the development is forecast to generate 59 two-way vehicle trips in the AM peak period and 58 Two-way trips in the PM peak period.

Forecast Modal Share

- 5.7 The multi-modal trip generation for the proposed residential development has been calculated using the 2011 Census 'Method of Travel to Work' for the Havant 018A and Havant 018B output area, which indicates that around 65% of residents would travel to work by car. A summary of the forecast modal share is shown in **Table 5.2**.

Table 5.2 Forecast Mode Share

Method of Travel to Work	Total	Modal Share
All categories: Method of travel to work	1,377	100%
Work mainly at or from home	46	3%
Underground, metro, light rail, tram	0	0%
Train	55	4%
Bus, minibus or coach	64	5%
Taxi	20	1%
Motorcycle, scooter or moped	11	1%
Driving a car or van	897	65%
Passenger in a car or van	110	8%
Bicycle	46	3%
On foot	117	8%
Other method of travel to work	11	1%

Multi-Modal Trip Generation

5.8 **Table 5.3** provides a summary of the multi-modal trip generation by the proposed residential development, based on **Table 5.1** and **5.2**.

Table 5.3 Residential Multi-Modal Trip Generation

Mode of Travel	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Two Way	Arrivals	Departures	Two Way
Driving a car or van	15	44	59	40	18	58
Work mainly at or from home	1	2	3	2	1	3
On foot	2	5	7	5	2	7
Train	1	3	4	2	1	4
Passenger in a car or van	2	5	7	5	2	7
Bus, minibus or coach	1	3	5	3	1	4
Motorcycle, scooter or moped	0	1	1	1	0	1
Bicycle	1	2	3	2	1	3
Other method of travel to work	0	1	1	1	0	1
Underground, metro, light rail, tram	0	0	0	0	0	0
Taxi	0	1	1	1	0	1
Total	23	68	91	62	28	90

5.9 **Table 5.3** shows that the proposed residential development is forecast to generate 91 two-way person trips in the AM peak, with 23 arriving and 68 departing. In the PM peak, it is forecast to generate 90 two-way person trips with 62 arriving and 28 departing.



Residential Traffic Assignment

- 5.10 The traffic distribution was based upon the existing traffic flow percentages from the traffic surveys which were undertaken between the 11th-17th February 2019, these flows are set out in **Appendix F**.
- 5.11 Within the AM Peak 42% of traffic was assigned to travelling southbound from the site and 58% travelling northbound. Within the PM Peak 52% was assigned to travel southbound and 48% travelling northbound.

6 Traffic Impact Assessment

Introduction

- 6.1 This section summarises the results of the Traffic Impact Assessment for the junctions in the local road network
- 6.2 The modelling of the local road network has been undertaken using a suite of traffic modelling software depending on the junction type. The main program used in this assessment is the Transport Research Laboratory's (TRL) computer modelling package Junctions 9.
- 6.3 The following junction has been assessed:
- Site Access Junction.
- 6.4 The junction modelling presented in this section considered the existing operating conditions, a future growth year scenario and the development proposal.

Assessment Years

- 6.5 The assessment years presented in this TA are as follows:
- **Scenario 1:** 2025 Base + Development.

Modelling Programs

- 6.6 Transport Research Laboratory's (TRL) PICADY and ARCADY computer modelling software, within the Junctions 9 package, has been used to assess the operational capacity of the priority junctions within the study area. Assessments have been undertaken for the AM and PM peak period using the 'ONE HOUR' method for inputting traffic flows. The results of the modelling are expressed in RFC (Ratio of Flow to Capacity), Delays and Queue Lengths (Veh).

Interpretation of Results

- 6.7 Transport Research Laboratory's (TRL) PICADY and ARCADY computer modelling software, within the Junctions 9 package forecasts the overall available capacity at junctions by outputting the junction's Ratio of Flow to Capacity (RFC). The model outputs an RFC for each arm / traffic movement to consider how the junction may operate.
- 6.8 This figure ranges from 0.00 to 1.00, with 1.00 identifying that the traffic movement along the junction's arm is forecast to operate at capacity. The theoretical capacity for a junction's arm is identified as an RFC of 0.85, where queuing and delay will likely be low. In instances where RFCs are between 0.86 and 0.99, queuing and delay are likely to be exhibited at the junction but will still operate within capacity and appropriately accommodate traffic movements.

Residential Site Access

- 6.9 The assessments for the site access have been undertaken using PICADY 9, with the output results contained in **Appendix G**.
- 6.10 **Table 6.1** summarises the results of the junction capacity assessment.

Table 6.1 Residential Site Access

Arm	AM Peak (0800 – 0900)		PM Peak (1700 – 1800)	
	RFC	Queue	RFC	Queue
2025 Base + Development Scenario				
Site Access	0.15	0.2	0.06	0.1
Hulbert Road	0.02	0.0	0.04	0.0

- 6.11 **Table 6.1** shows that the junction is forecast to operate within capacity during both peak periods in the 2025 Base+ Development Scenario with a maximum RFC of 0.15 in the AM peak and 0.06 in the PM peak.

Summary

- 6.12 **Table 6.1** shows that the site access junction is expected to perform within their operational capacity.
- 6.13 It should be noted that the junction capacity assessment provided within this section are considered a worst-case scenario based on 120 dwellings as they do not consider any reduction to vehicular trips that could be realised through the implementation of a Travel Plan or any sustainable travel initiatives.



7 Summary and Conclusion

Summary

- 7.1 WYG has been commissioned by Trustees of the GHM Jackson 1972 Settlement (the 'Applicant') to prepare a Transport Assessment (TA) to support a proposed residential development at Hulbert Road, Havant (the 'Site').
- 7.2 The site is bound to the east by Hulbert Road, to the north and south by woodland, and to the west by the A3(M). There is an existing junction into the site on Hulbert Road located approximately 500m north of the Asda roundabout. Hulbert Road is subject to a 40mph speed limit with no street lighting present.
- 7.3 The development comprises of 120 dwellings with access from Hulbert Road.
- 7.4 A review of existing walking and cycling routes have shown that are currently limited routes from the site but, the development proposals set out the provision of a 2m wide footway linking the site to the Asda roundabout to the south, connecting to the existing footway terminating on Hulbert Road. A footway will also potentially be provided to the north, subject to a link being provided into Dunsbury Park. This will increase the opportunities for future users of the site to travel by sustainable modes and reducing the site's impact on the local road network.
- 7.5 An assessment of the local road network has been undertaken, to demonstrate that the development site will not cause a severe impact on the operation of the network.

Conclusion

- 7.6 This TA demonstrates that the development with the proposed improvements to the local pedestrian network will be well located in providing opportunities to travel sustainability.
- 7.7 The detailed technical assessments undertaken show that the residual cumulative impact of the development will not be severe and as such it is considered that the proposed development will have an overall beneficial effect on the highway network, by improving access to sustainable modes of travel, particularly walking and cycling





Appendix A

TRAFFIC FLOW DATA

Report Id

Site Name

Description

Direction

081/19

Site 1 of 1

Hulbert Rd, 30m south of Existing Site entrance

Northbound

Monday 11 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph	
0000 - 0100	10	3	4	2	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	1	0	1	0	1	59.7	46.5	11.1		
0100 - 0200	11	3	4	3	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	3	2	0	0	0	0	49.0	40.7	4.7		
0200 - 0300	11	4	4	2	1	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	1	0	0	0	54.7	43.9	9.2			
0300 - 0400	19	1	4	8	6	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	6	5	4	1	0	0	0	41.4	31.4	5.8		
0400 - 0500	43	4	9	8	22	0	0	41	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	13	13	9	3	4	0	0	54.6	44.4	6.5		
0500 - 0600	157	30	30	35	62	0	0	140	0	16	0	0	1	0	0	0	0	0	0	0	0	0	1	27	55	41	21	9	2	1	54.4	46.0	6.3		
0600 - 0700	343	66	74	92	111	0	3	294	0	45	0	0	1	0	0	0	0	0	0	0	0	0	16	92	133	70	25	3	3	1	49.5	43.3	5.6		
0700 - 0800	519	121	112	152	134	1	3	455	1	55	0	1	0	0	0	3	0	0	0	0	0	1	0	20	215	184	70	23	5	0	1	49.2	41.8	5.0	
0800 - 0900	598	145	149	144	160	0	1	555	0	38	0	2	1	1	0	0	0	0	0	0	0	8	57	217	213	82	18	2	1	0	49.1	41.1	5.1		
0900 - 1000	453	126	110	114	103	1	3	423	0	24	0	2	0	0	0	0	0	0	0	0	0	4	34	200	143	49	14	6	2	0	49.2	41.0	5.4		
1000 - 1100	412	103	113	107	89	0	0	379	0	31	0	1	1	0	0	0	0	0	0	0	0	0	41	176	144	38	10	1	2	0	44.7	40.7	4.8		
1100 - 1200	446	100	103	120	123	0	3	415	0	24	1	2	0	0	1	0	0	0	0	0	0	2	56	156	160	48	17	4	1	1	49.2	41.0	5.7		
1200 - 1300	484	113	127	120	124	1	2	455	1	22	1	1	1	0	0	0	0	0	0	1	0	1	43	205	167	47	13	3	2	1	44.8	40.8	5.4		
1300 - 1400	456	98	118	115	125	1	4	424	1	25	0	1	0	0	0	0	0	0	0	0	0	21	74	180	134	24	18	3	0	1	44.5	39.5	5.9		
1400 - 1500	514	136	105	132	141	0	2	472	4	33	0	2	1	0	0	0	0	0	0	0	0	3	4	72	215	141	59	16	2	2	0	49.2	40.3	5.5	
1500 - 1600	550	162	124	134	130	0	8	511	0	28	0	2	0	0	0	0	1	0	0	0	0	2	19	114	217	144	45	8	0	0	0	44.5	38.9	5.3	
1600 - 1700	645	171	174	147	153	2	3	603	2	34	0	0	0	0	0	1	0	0	0	0	0	1	5	3	14	157	282	133	44	6	0	0	44.3	38.2	5.2
1700 - 1800	614	160	166	151	137	2	6	579	3	21	1	2	0	0	0	0	0	0	0	0	0	2	11	44	109	176	193	55	19	3	2	0	39.8	34.2	6.6
1800 - 1900	467	129	116	126	96	1	2	445	0	17	0	1	0	1	0	0	0	0	0	0	0	2	2	21	13	23	67	128	38	8	2	38.6	36.0	8.2	
1900 - 2000	325	86	78	91	70	0	2	305	0	16	0	0	0	0	0	0	0	0	0	0	0	2	3	20	99	120	59	13	6	2	0	49.2	42.2	5.9	
2000 - 2100	207	69	40	57	41	0	1	201	0	4	0	0	0	0	0	0	1	0	0	0	0	0	7	63	72	43	17	4	1	0	49.6	43.4	5.5		
2100 - 2200	159	48	43	29	39	0	2	153	0	3	0	0	0	0	1	0	0	0	0	0	0	0	2	36	64	33	16	2	5	0	0	49.9	44.5	6.1	
2200 - 2300	108	42	36	20	10	0	2	103	0	3	0	0	0	0	0	0	0	0	0	0	0	1	5	10	34	38	12	3	5	0	0	49.3	41.1	6.6	
2300 - 0000	56	16	15	12	13	0	1	53	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	14	15	17	7	1	0	0	49.9	44.3	5.9	
0700 - 1900	6158	1564	1517	1562	1515	9	37	5716	12	352	3	17	4	2	1	4	1	0	4	8	37	67	205	911	2416	1746	563	154	30	11	6	44.7	39.5	6.1	
0600 - 2200	7192	1833	1752	1831	1776	10	45	6669	13	420	3	17	5	3	1	5	1	0	4	8	38	69	209	956	2706	2135	768	225	45	22	7	45.0	40.0	6.2	
0600 - 0000	7356	1891	1803	1863	1799	10	48	6825	13	425	3	17	5	3	1	5	1	0	4	8	38	70	215	967	2754	2188	797	235	51	22	7	49.2	40.1	6.2	
0000 - 0000	7607	1936	1858	1921	1892	10	48	7054	13	444	3	17	6	3	2	6	1	0	4	8	38	70	216	973	2812	2270	854	263	66	24	9	49.2	40.2	6.3	

Tuesday 12 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
0000 - 0100	17	5	5	5	2	0	1	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	2	4	3	2	0	1	1	54.8	45.1	11.0		
0100 - 0200	7	2	2	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	50.0	41.6	6.9		
0200 - 0300	10	3	2	2	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	2	0	0	1	0	49.6	44.0	7.7		
0300 - 0400	19	1	4	6	8	0	0	16	0	3	0	0	0	0	0	0	0	0	0	0	0	2	8	3	3	2	1	0	0	54.0	44.0	7.1			
0400 - 0500	37	7	8	8	14	0	0	34	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	11	9	9	5	0	2	0	54.3	44.9	7.0		
0500 - 0600	174	25	33	41	75	0	0	157	0	16	0	0	0	0	0	1	0	0	0	0	0	0	5	39	54	45	18	11	1	1	54.4	45.2	6.5		
0600 - 0700	342	67	68	81	126	0	1	300	0	36	3	0	1	1	0	0	0	0	0	0	0	2	17	87	122	85	20	7	2	0	49.4	43.4	5.6		
0700 - 0800	477	106	121	115	135	1	2	412	2	57	0	2	0	0	0	1	0	0	0	0	1	3	31	166	183	65	16	7	0	1	49.1	41.6	5.8		
0800 - 0900	582	157	128	140	157	0	2	529	0	46	1	2	0	0	1	0	0	0	0	0	1	6	53	238	217	50	14	3	0	0	44.6	40.6	4.7		
0900 - 1000	416	137	102	86	91	0	0	372	0	42	1	0	0	0	0	1	0	0	0	0	1	0	0	162	135	41	14	1	0	0	44.8	40.2	5.3		
1000 - 1100	415	97	109	121	88	0	2	376	1	30	2	4	0	0	0	0	0	0	0	0	0	2	45	178	144	34	11	0	0	1	44.6	40.4	4.8		
1100 - 1200	462	107	122	110	123	0	1	438	1	20	1	1	0	0	0	0	0	0	0	0	1	0	0	175	162	57	10	2	1	1	49.0	40.9	5.3		
1200 - 1300	451	109	110	100	132	0	3	420	3	21	0	3	0	1	0	0	0	0	0	0	1	1	0	186	157	59	9	2	0	1	49.0	41.0	5.2		
1300 - 1400	468	91	109	142	126	1	4	438	1	22	0	2	0	0	0	0	0	0	0	0	1	0	0	214	136	51	11	4	0	1	44.9	40.4	5.4		
1400 - 1500	515	130	125	130	130	2	0	478	1	29	1	1	1	1	0	1	0	0	0	1	1	1	3	1	46	201	195	54	9	2	0	1	44.8	40.7	5.3
1500 - 1600	523	154	132	130	107	1	4	489	1	25	0	3	0	0	0	0	0	0	0	0	0	5	48	213	171	61	19	5	0	0	49.2	40.9	5.2		
1600 - 1700	539	155	162	162	60	1	1	504	1	28	1	3	0	0	0	0	0	0	0	53	41	8	13	29	72	178	107	28	9	0	0	1	44.3	33.1	12.2
1700 - 1800	325	104	23	91	107	0	3	302	1	10	3	5	1	0	0	0	0	0	0	172	87	53	11	0	2	0	0	0	0	0	19.2	11.6	4.6		
1800 - 1900	471	134	163	100	74	2	3	445	2	10	5	3	0	0	0	1	0	0	0	85	73	94	40	6	74	53	6	17	2	0	44.4	24.4	13.7		
1900 - 2000	332	94	72	87	79	0	2	326	0	4	0	0	0	0	0	0	0	0	0	0	0	2	23	120	125	43	12	7	0	0	49.2	41.7	5.2		
2000 - 2100	277	88	61	57	71	1	2	270	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	10	81	105	48	20	6	2	0	49.5	42.9	6.1	
2100 - 2200	206	82	42	44	38	0	1	198	0	7	0	0	0	0	0	0	0	0	0	0	0	3	21	71	56	33	14	7	1	0	49.7	42.1	6.5		
2200 - 2300	131	43	41	27	20	0	3	123	0	4	0	0	0	0	1	0	0	0	0	0	0	0	6	32	50	22	12	4	2	1	49.9	43.8	6.9		
2300 - 0000	64	20	17	14	13	0	1	59	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	22	13	6	3	0	1	54.4	44.1	7.4		
0700 - 1900	5644	1481	1406	1427	1330	8	25	5203	14	340	15	29	2	3	0	5	0	0	0	311	207	161	69	77	489	1985	1660	521	128	28	1	7	44.7	37.0	10.7
0600 - 2200	6801	1812	1649	1696	1644	9	31	6297	14	391	18	29	3	4	0	5	0	0	0	311	207	163	69	87	560	2344	2068	730	194	55	6	7	45.0	37.9	10.3
0600 - 0000	6996	1875	1707	1737	1677	9	35	6479	15	398	18	29	3	4	1	5	0	0	0	311	207	163	69	90	571	2389	2140	765	212	62	8	9	49.2	38.1	10.2
0000 - 0000	7260	1918	1761	1801	1780	9	36	6716	15	422	18	29	3	4	2	6	0	0	0	311	207	163	69	90	584	2456	2214	828	240	74	13	11	49.2	38.3	10.2

Wednesday 13 February 2019

Time	Hourly Totals	15 Minute Bin Drops				45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	21	6	7	4	4	0	1	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	5	6	3	1	0	0	54.2	44.7	6.8		
0100 - 0200	9	1	3	1	4	0	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	0	0	0	0	48.9	44.1	4.2		
0200 - 0300	11	5	1	1	4	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	44.6	42.5	6.1		
0300 - 0400	20	2	4	4	10	0	0	17	0	2	0	0	0	0	1	0	0	0	0	0	0	0	3	5	5	3	4	0	0	0	54.1	43.0	6.9		
0400 - 0500	37	6	7	12	12	0	0	34	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	9	12	5	8	1	0	0	54.3	44.4	6.7		
0500 - 0600	132	18	20	30	64	1	0	117	0	14	0	0	0	0	0	0	0	0	0	1	0	0	1	24	46	31	18	6	4	1	54.5	45.8	7.3		
0600 - 0700	394	75	94	112	113	1	3	348	1	40	1	0	0	0	0	0	0	0	0	0	1	0	1	18	112	152	69	35	6	0	0	49.5	43.0	5.5	
0700 - 0800	488	119	117	130	122	1	2	427	2	53	0	2	1	0	0	0	0	0	0	0	1	0	0	17	178	183	83	23	2	1	0	49.2	42.2	5.0	
0800 - 0900	538	112	127	142	157	1	5	494	1	37	0	0	0	0	0	0	0	0	0	0	1	0	0	2	42	208	166	91	23	5	0	0	49.2	41.6	5.4
0900 - 1000	451	114	109	111	117	1	3	415	0	30	1	1	0	0	0	0	0	0	0	2	3	2	3	28	153	174	60	25	1	0	0	49.2	41.4	5.8	
1000 - 1100	395	87	100	108	100	0	3	361	0	29	2	0	0	0	0	0	0	0	0	1	0	0	2	36	156	138	45	13	4	0	0	49.1	41.0	5.3	
1100 - 1200	440	99	105	134	102	0	4	412	0	23	0	1	0	0	0	0	0	0	0	0	0	0	2	51	187	143	37	17	2	1	0	44.8	40.6	5.0	
1200 - 1300	487	120	121	126	120	0	2	453	0	30	1	0	0	0	0	1	0	0	0	1	1	0	2	48	223	148	47	13	3	0	0	44.8	40.3	5.2	
1300 - 1400	479	118	112	126	123	0	3	446	2	26	0	1	0	0	0	1	0	0	0	0	0	4	0	6	36	197	181	41	12	1	0	44.6	40.5	5.1	
1400 - 1500	519	119	119	119	162	0	3	482	2	28	1	1	0	1	0	1	0	0	0	0	0	0	6	47	201	185	55	19	4	2	0	49.1	41.1	5.2	
1500 - 1600	521	131	128	130	132	0	5	488	2	25	0	1	0	0	0	0	0	0	0	0	0	0	8	30	184	197	76	22	3	1	0	49.1	41.7	5.1	
1600 - 1700	560	147	135	150	128	2	7	532	0	17	0	2	0	0	0	0	0	0	0	0	3	16	1	8	47	224	168	63	27	3	0	0	49.3	40.2	6.8
1700 - 1800	612	125	150	172	165	1	2	591	0	17	0	0	1	0	0	0	0	0	0	0	4	9	12	71	262	196	40	14	3	1	0	44.4	39.6	5.6	
1800 - 1900	481	130	129	106	116	0	2	462	3	14	0	0	0	0	0	0	0	0	0	0	0	8	11	61	180	160	45	14	1	0	0	44.8	40.0	5.6	
1900 - 2000	414	95	101	112	106	0	3	399	1	10	0	0	0	1	0	0	0	0	0	0	0	6	58	150	120	57	15	7	0	1	49.3	40.9	5.9		
2000 - 2100	290	70	77	82	61	0	2	276	1	11	0	0	0	0	0	0	0	0	0	0	0	0	18	100	96	55	13	5	0	3	49.3	42.6	6.1		
2100 - 2200	238	69	70	59	40	0	1	230	0	7	0	0	0	0	0	0	0	0	0	0	0	1	4	25	68	73	48	14	4	0	1	49.4	42.2	6.4	
2200 - 2300	135	46	38	22	29	0	3	128	0	4	0	0	0	0	0	0	0	0	0	0	0	2	13	47	44	12	15	0	1	1	49.8	42.0	6.6		
2300 - 0000	78	25	21	20	12	0	3	73	0	2	0	0	0	0	0	0	0	0	0	0	0	1	4	25	21	15	6	3	2	1	54.5	43.9	7.7		
0700 - 1900	5971	1421	1452	1554	1544	6	41	5563	12	329	5	9	2	1	1	2	0	0	2	8	27	21	62	514	2353	2039	683	222	32	8	0	49.1	40.8	5.5	
0600 - 2200	7307	1730	1794	1919	1864	7	50	6816	15	397	6	9	2	2	1	2	0	0	2	8	28	22	73	633	2783	2480	912	299	54	8	5	49.2	41.1	5.6	
0600 - 0000	7520	1801	1853	1961	1905	7	56	7017	15	403	6	9	2	2	1	2	0	0	2	8	28	22	76	650	2855	2545	939	320	57	11	7	49.2	41.1	5.7	
0000 - 0000	7750	1839	1895	2013	2003	8	57	7222	15	425	6	9	2	2	2	2	0	0	2	9	28	22	77	658	2901	2623	988	353	66	15	8	49.2	41.2	5.8	

Thursday 14 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
0000 - 0100	30	9	5	9	7	0	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	14	3	5	2	0	1	54.7	46.2	7.9		
0100 - 0200	16	8	3	4	1	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	2	0	1	0	54.3	45.5	7.1			
0200 - 0300	15	1	2	6	6	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5	5	2	0	0	0	49.8	45.0	4.9			
0300 - 0400	15	3	4	14	15	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	1	0	2	0	0	0	49.5	43.8	8.8			
0400 - 0500	33	5	6	12	10	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	12	7	4	3	0	0	54.6	45.6	6.1			
0500 - 0600	147	22	21	45	59	1	0	129	0	16	0	0	0	0	0	1	0	0	0	0	1	0	7	26	48	37	23	1	3	1	54.2	45.0	6.9		
0600 - 0700	378	84	92	88	114	0	2	326	1	49	0	0	0	0	0	0	0	0	0	0	0	2	14	116	146	65	21	9	4	1	49.4	43.1	5.9		
0700 - 0800	486	120	133	108	125	0	6	428	1	49	1	1	0	0	0	0	0	0	0	0	0	3	63	169	155	71	21	4	0	0	49.2	41.2	5.4		
0800 - 0900	568	126	150	134	158	0	2	535	3	25	2	1	0	0	0	0	0	0	0	0	0	8	95	248	163	41	10	3	0	0	44.4	39.5	4.9		
0900 - 1000	394	102	109	84	99	0	1	368	2	21	0	2	0	0	0	0	0	0	0	0	0	6	39	162	133	39	13	2	0	0	44.9	40.6	5.0		
1000 - 1100	407	89	109	105	104	0	1	384	0	20	0	2	0	0	0	0	0	0	0	0	0	0	22	189	147	38	10	0	1	0	44.6	40.9	4.3		
1100 - 1200	440	92	108	115	125	0	2	413	0	22	1	1	0	0	1	0	0	0	0	0	0	5	42	191	144	46	8	4	0	0	44.8	40.5	4.8		
1200 - 1300	428	107	100	106	115	0	1	398	2	25	0	1	0	0	1	0	0	0	0	0	0	5	33	167	159	45	15	4	0	0	45.0	41.1	5.0		
1300 - 1400	499	126	120	125	128	1	2	468	0	26	0	1	0	0	1	0	0	0	0	0	1	1	31	207	195	47	7	8	0	1	44.7	41.1	5.0		
1400 - 1500	522	121	132	126	143	0	6	480	1	33	1	0	1	0	0	0	0	0	0	0	0	0	45	204	184	67	18	3	1	0	49.1	41.3	4.9		
1500 - 1600	607	146	161	155	145	2	6	571	0	27	0	0	0	0	0	1	0	0	0	0	1	2	0	36	276	199	63	21	9	0	0	49.2	41.1	5.2	
1600 - 1700	606	145	156	148	157	3	1	578	1	22	0	1	0	0	0	0	0	0	0	0	7	6	1	57	254	193	59	11	5	2	0	44.7	39.9	6.3	
1700 - 1800	672	160	175	174	163	2	4	645	2	17	1	1	0	0	0	0	0	0	0	0	6	10	7	19	84	316	169	49	9	3	0	0	44.3	38.7	6.1
1800 - 1900	497	143	137	114	103	1	3	477	1	14	3	0	0	0	0	0	0	0	0	0	4	5	1	68	197	178	35	7	2	0	0	44.4	39.8	4.9	
1900 - 2000	389	106	91	106	86	0	2	377	0	10	0	0	0	0	0	0	0	0	0	0	0	3	36	157	138	40	10	4	0	1	44.9	40.9	5.2		
2000 - 2100	264	83	66	61	54	0	2	256	0	5	0	1	0	0	0	0	0	0	0	0	0	5	14	98	87	40	17	3	0	0	49.4	41.9	5.5		
2100 - 2200	171	43	56	40	32	0	0	167	0	4	0	0	0	0	0	0	0	0	0	0	0	1	19	64	62	20	5	0	0	0	45.0	40.8	4.8		
2200 - 2300	128	45	31	22	30	1	4	122	0	1	0	0	0	0	0	0	0	0	0	0	1	6	4	43	42	18	6	6	1	0	49.6	41.9	7.3		
2300 - 0000	53	16	20	8	9	0	2	50	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	16	19	14	2	0	0	0	49.2	43.4	5.3		
0700 - 1900	6126	1471	1596	1494	1565	9	35	5745	13	301	7	11	1	1	2	1	0	0	0	0	15	19	13	63	615	2580	2019	600	150	47	4	1	44.8	40.4	5.3
0600 - 2200	7328	1787	1901	1789	1851	9	41	6871	14	369	7	12	1	1	2	1	0	0	0	0	15	19	13	74	698	3015	2452	765	203	63	8	3	44.9	40.6	5.4
0600 - 0000	7509	1848	1952	1819	1890	10	47	7043	14	371	7	12	1	1	2	1	0	0	0	0	16	19	14	80	703	3074	2513	797	211	69	10	3	44.9	40.7	5.4
0000 - 0000	7765	1896	1993	1896	1980	12	47	7274	14	393	7	12	1	1	2	2	0	0	0	0	16	21	14	80	712	3121	2597	862	248	75	14	5	49.1	40.8	5.5

Friday 15 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme																	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
0000 - 0100	34	18	6	4	6	0	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5	12	7	6	2	0	0	54.4	45.4	6.4		
0100 - 0200	15	3	4	5	3	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	5	1	0	0	0	0	49.3	44.0	4.7		
0200 - 0300	6	1	1	2	2	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	47.8	43.0	3.2			
0300 - 0400	21	6	7	6	6	0	0	17	0	3	0	0	0	0	0	0	0	0	0	0	0	3	8	4	17	0	1	0	1	49.6	41.1	7.8			
0400 - 0500	33	3	7	8	15	0	0	30	0	2	1	0	0	0	0	0	0	0	0	0	0	2	8	9	9	4	2	1	0	0	54.1	44.2	6.1		
0500 - 0600	147	23	25	39	60	1	0	130	0	16	0	0	0	0	0	0	0	0	0	0	1	0	4	40	46	38	12	4	1	1	49.8	44.1	6.5		
0600 - 0700	333	61	79	85	108	0	1	289	0	41	1	1	0	0	0	0	0	0	0	0	0	2	30	126	107	55	10	3	0	0	49.1	41.4	5.1		
0700 - 0800	456	111	106	123	116	1	1	400	3	48	0	2	1	0	0	0	0	0	0	0	1	0	7	48	180	143	53	22	2	0	0	49.2	40.8	5.4	
0800 - 0900	548	136	132	144	136	0	2	505	4	34	2	1	0	0	0	0	0	0	0	0	0	0	87	222	153	68	16	2	0	0	49.1	40.4	5.1		
0900 - 1000	466	144	116	103	103	0	1	442	0	22	1	0	0	0	0	0	0	0	0	0	0	0	53	206	148	48	11	0	0	0	44.7	40.4	4.5		
1000 - 1100	461	112	106	129	114	0	4	438	1	16	0	2	0	0	0	0	0	0	0	0	0	1	40	215	146	50	8	1	0	0	44.7	40.5	4.4		
1100 - 1200	490	138	117	122	113	0	3	464	0	23	0	0	0	0	0	0	0	0	0	0	2	11	48	200	181	35	8	5	0	0	44.5	40.2	5.0		
1200 - 1300	512	117	120	126	149	1	4	483	4	17	1	0	0	2	0	0	0	0	1	1	1	0	5	48	180	181	69	18	7	0	1	49.2	41.3	5.9	
1300 - 1400	577	154	146	134	143	0	1	537	1	35	0	3	0	0	0	0	0	0	0	0	4	4	2	44	242	203	61	12	5	0	0	44.8	40.6	5.2	
1400 - 1500	551	141	130	150	130	0	3	518	1	28	0	0	0	0	1	0	0	0	0	0	0	0	44	257	188	44	15	0	1	2	44.6	40.7	4.8		
1500 - 1600	575	143	106	169	157	0	5	544	2	23	0	1	0	0	0	0	0	0	0	0	0	0	34	227	216	75	22	1	0	0	49.1	41.5	4.6		
1600 - 1700	707	179	171	193	164	2	4	667	3	26	1	3	0	1	0	0	0	0	0	0	0	4	1	4	97	313	189	70	20	8	1	0	44.9	40.1	5.5
1700 - 1800	603	157	163	156	127	1	4	584	0	13	0	1	0	0	0	0	0	0	0	0	1	0	14	100	281	155	36	11	2	2	0	44.3	39.2	5.1	
1800 - 1900	501	129	116	129	127	0	4	491	1	3	0	4	0	0	0	0	0	0	0	0	0	5	51	221	163	39	9	2	0	0	44.5	39.8	5.3		
1900 - 2000	355	107	101	78	69	0	2	346	0	4	1	0	0	0	0	0	0	0	0	0	0	2	23	132	135	51	9	2	1	0	49.0	41.5	4.8		
2000 - 2100	244	71	66	49	58	0	0	239	0	5	0	0	0	0	0	0	0	0	0	0	0	1	11	100	84	30	15	2	1	0	49.3	41.9	5.2		
2100 - 2200	196	57	42	51	46	0	2	185	0	9	0	0	0	0	0	0	0	0	0	0	0	0	25	76	61	23	9	1	1	0	49.3	41.0	5.4		
2200 - 2300	141	48	51	28	14	0	3	135	0	3	0	0	0	0	0	0	0	0	0	0	0	8	9	51	40	21	10	2	0	0	49.5	41.4	6.3		
2300 - 0000	99	33	26	21	19	0	0	97	0	1	0	0	0	0	0	1	0	0	0	0	0	1	4	26	33	17	13	3	2	0	54.4	44.2	6.7		
0700 - 1900	6447	1661	1529	1678	1579	5	36	6073	20	288	5	14	1	4	1	0	0	0	1	2	13	16	49	694	2744	2066	648	172	35	4	3	44.8	40.4	5.1	
0600 - 2200	7575	1957	1817	1941	1860	5	41	7132	21	347	7	15	1	4	1	1	0	0	1	2	13	16	54	783	3178	2453	807	215	43	7	3	44.9	40.6	5.1	
0600 - 0000	7815	2038	1894	1990	1893	5	44	7364	21	351	7	15	1	4	1	2	0	0	1	2	13	16	63	796	3255	2526	845	238	48	9	3	45.0	40.7	5.2	
0000 - 0000	8071	2092	1944	2054	1981	6	44	7592	21	376	8	15	1	4	1	3	0	0	1	2	14	16	64	807	3321	2606	908	262	55	11	4	49.1	40.8	5.3	

Saturday 16 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
0000 - 0100	47	15	10	11	11	0	2	43	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	15	8	9	2	0	0	54.3	44.8	6.4		
0100 - 0200	28	6	8	7	7	0	1	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	8	10	2	1	0	0	49.6	44.6	5.6		
0200 - 0300	12	3	3	3	3	0	0	11	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	1	2	3	2	1	0	0	54.5	44.3	8.6		
0300 - 0400	13	3	6	2	13	0	0	11	0	2	1	0	0	0	0	0	0	0	0	0	0	2	3	5	2	0	1	3	0	0	49.3	42.2	6.7		
0400 - 0500	28	4	5	10	9	0	0	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	10	5	4	2	0	0	0	54.5	45.1	6.2		
0500 - 0600	67	6	17	23	21	0	1	57	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	11	16	24	11	4	1	0	54.3	46.8	5.9		
0600 - 0700	108	13	26	31	38	0	0	96	0	12	0	0	0	0	0	0	0	0	0	0	0	0	3	19	55	20	7	3	1	0	49.4	44.0	5.2		
0700 - 0800	208	36	47	61	64	0	1	188	0	19	0	0	0	0	0	0	0	0	0	0	0	0	6	65	73	43	16	2	2	1	49.6	43.4	5.8		
0800 - 0900	264	60	76	58	70	1	7	238	0	18	0	0	0	0	0	0	0	0	0	1	0	0	11	80	96	53	12	8	2	1	49.4	43.1	6.2		
0900 - 1000	398	87	90	103	118	2	1	367	1	23	0	1	0	2	0	1	0	0	0	3	6	3	3	38	129	145	51	16	3	0	1	49.1	40.8	6.7	
1000 - 1100	529	126	122	128	153	0	1	515	1	11	1	0	0	0	0	0	0	0	0	0	1	0	1	2	41	213	199	56	13	2	0	1	44.8	40.9	5.0
1100 - 1200	579	123	144	153	159	1	1	565	2	10	0	0	0	0	0	0	0	0	0	2	1	0	9	60	247	177	69	14	0	0	0	44.9	40.3	5.2	
1200 - 1300	610	148	140	173	149	3	2	591	0	13	0	1	0	0	0	0	0	0	0	0	1	1	0	7	71	272	199	46	11	1	1	0	44.4	40.0	4.8
1300 - 1400	596	141	152	163	140	0	4	574	1	15	1	0	0	0	0	1	0	0	0	0	0	0	55	241	201	72	26	1	0	0	49.2	41.1	4.9		
1400 - 1500	531	130	131	133	137	0	0	518	0	12	0	0	1	0	0	0	0	0	0	1	0	0	3	52	231	174	53	12	3	2	0	44.8	40.6	5.0	
1500 - 1600	540	130	147	127	136	0	0	528	0	10	0	0	0	0	1	1	0	0	0	0	0	0	5	42	197	214	69	12	1	0	0	48.9	41.1	4.6	
1600 - 1700	559	148	125	148	138	2	2	545	2	6	0	2	0	0	0	0	0	0	0	0	0	0	1	47	257	186	53	10	2	0	3	44.7	40.7	5.0	
1700 - 1800	590	169	151	144	126	1	4	573	1	10	0	0	0	1	0	0	0	0	0	0	1	2	17	103	227	172	46	16	3	3	0	44.7	39.6	5.7	
1800 - 1900	409	118	101	100	90	0	1	405	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	31	189	134	36	10	4	0	0	44.7	40.5	4.9	
1900 - 2000	258	74	52	66	66	0	1	251	0	6	0	0	0	0	0	0	0	0	0	0	0	1	10	92	100	33	15	7	0	0	49.4	42.4	5.3		
2000 - 2100	168	48	51	33	36	0	1	166	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	45	68	30	17	0	0	1	49.6	43.3	5.6		
2100 - 2200	150	34	30	36	50	0	0	149	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	49	53	25	11	2	0	1	49.5	42.7	5.9		
2200 - 2300	104	28	19	29	28	0	1	101	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	30	44	21	6	1	0	0	49.2	43.1	4.7		
2300 - 0000	87	26	27	24	10	0	1	82	0	4	0	0	0	0	0	0	0	0	0	0	0	3	10	29	29	12	2	2	0	0	49.2	40.9	5.9		
0700 - 1900	5813	1416	1426	1491	1480	10	24	5607	8	150	2	4	1	3	1	3	0	0	0	10	9	6	51	557	2348	1970	647	168	30	10	7	45.0	40.8	5.3	
0600 - 2200	6497	1585	1585	1657	1670	10	26	6269	8	170	2	4	1	3	2	1	3	0	0	10	9	6	52	586	2553	2246	755	218	42	11	9	49.1	41.0	5.4	
0600 - 0000	6688	1639	1631	1710	1708	10	28	6452	8	176	2	4	1	3	1	3	0	0	0	10	9	6	55	598	2612	2319	788	226	45	11	9	49.1	41.0	5.4	
0000 - 0000	6883	1676	1680	1766	1761	10	32	6626	8	190	2	4	1	3	2	5	0	0	0	10	9	6	55	606	2651	2375	840	254	56	12	9	49.2	41.2	5.5	

Sunday 17 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	43	19	11	5	8	0	0	41	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	4	10	14	4	3	0	0	1	49.5	41.0	7.9
0100 - 0200	24	6	8	5	5	0	1	21	0	1	0	0	0	0	1	0	0	0	0	0	0	2	4	7	8	3	0	0	0	0	49.8	41.1	7.3	
0200 - 0300	24	9	2	9	4	0	0	23	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	7	10	3	1	0	0	0	49.0	40.7	6.4	
0300 - 0400	14	3	0	6	5	0	0	13	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3	3	1	1	0	0	49.9	41.9	8.8		
0400 - 0500	16	3	4	2	7	0	0	15	0	0	0	0	0	0	1	0	0	0	0	0	0	2	5	4	1	0	0	0	0	49.4	42.1	5.8		
0500 - 0600	37	9	10	10	8	0	0	33	0	4	0	0	0	0	0	0	0	0	0	0	1	2	6	8	15	5	0	0	0	0	44.9	39.6	6.1	
0600 - 0700	49	9	4	13	23	0	0	42	0	7	0	0	0	0	0	0	0	0	0	0	0	1	5	16	19	6	2	0	0	0	49.0	41.1	5.2	
0700 - 0800	96	15	18	30	33	0	0	91	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15	42	20	13	1	0	0	0	50.0	44.3	5.4	
0800 - 0900	132	35	29	36	32	1	0	125	0	6	0	0	0	0	0	0	0	0	0	0	1	0	2	29	50	34	15	1	0	0	49.7	44.1	5.5	
0900 - 1000	245	40	58	66	81	1	4	231	0	9	0	0	0	0	0	0	0	0	0	1	1	0	8	15	62	91	40	18	6	2	1	49.6	42.6	7.1
1000 - 1100	440	86	111	111	132	1	4	418	2	14	0	1	0	0	0	0	0	0	0	0	1	0	1	24	151	171	66	21	3	2	0	49.2	42.1	5.2
1100 - 1200	541	90	139	156	156	0	5	520	1	14	0	1	0	0	0	0	0	0	1	1	0	5	12	52	201	194	59	14	1	1	0	44.9	40.4	5.6
1200 - 1300	593	155	149	140	149	0	6	570	2	12	1	2	0	0	0	0	0	0	0	1	0	0	1	61	256	199	59	11	3	2	0	44.7	40.6	4.9
1300 - 1400	543	136	142	126	139	0	7	516	3	17	0	0	0	0	0	0	0	0	0	0	0	3	35	212	208	68	12	2	2	1	49.0	41.4	4.9	
1400 - 1500	483	151	114	106	112	1	1	469	1	10	0	0	0	0	0	1	0	0	0	0	1	0	2	47	174	186	58	13	2	0	0	49.0	41.0	4.9
1500 - 1600	482	124	111	121	126	0	3	467	1	11	0	0	0	0	0	0	0	0	1	1	0	0	3	36	196	169	58	17	0	1	0	49.1	41.0	5.2
1600 - 1700	381	111	100	99	71	0	1	372	0	7	0	1	0	0	0	0	0	0	0	1	0	0	1	19	121	151	61	20	6	0	1	49.3	42.4	5.5
1700 - 1800	251	62	60	58	71	0	2	244	0	5	0	0	0	0	0	0	0	0	0	0	0	0	13	79	96	39	19	4	0	1	49.5	42.8	5.6	
1800 - 1900	227	69	58	48	52	0	3	219	0	4	0	0	1	0	0	0	0	0	0	0	0	0	16	78	82	33	11	4	2	1	49.4	42.4	5.9	
1900 - 2000	210	65	56	46	43	0	0	210	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	64	84	27	19	2	1	3	49.7	43.2	6.5	
2000 - 2100	162	43	37	41	41	0	1	158	0	3	0	0	0	0	0	0	0	0	0	0	0	0	15	41	55	29	16	5	0	1	49.9	43.3	6.5	
2100 - 2200	107	39	22	18	28	0	3	101	0	3	0	0	0	0	0	0	0	0	0	0	0	1	8	28	37	22	8	1	2	0	49.6	43.1	6.2	
2200 - 2300	77	30	28	11	8	1	1	72	0	3	0	0	0	0	0	0	0	0	0	0	1	0	2	3	19	25	14	11	1	1	0	54.2	43.5	7.2
2300 - 0000	31	9	7	10	5	0	0	30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	6	13	4	6	0	0	0	54.1	44.0	5.8	
0700 - 1900	4414	1074	1089	1097	1154	4	36	4242	10	114	1	5	1	0	0	1	0	0	2	5	4	5	31	325	1574	1639	595	184	33	12	5	49.2	41.6	5.5
0600 - 2200	4942	1230	1208	1215	1289	4	40	4753	10	127	1	5	1	0	0	1	0	0	2	5	4	5	34	362	1723	1834	679	229	41	15	9	49.2	41.7	5.6
0600 - 0000	5050	1269	1243	1236	1302	5	41	4855	10	130	1	5	1	0	1	1	0	0	2	5	5	5	36	367	1748	1872	697	246	42	16	9	49.2	41.8	5.6
0000 - 0000	5208	1318	1278	1273	1339	5	42	5001	10	137	1	5	2	1	3	1	0	0	2	5	5	7	44	391	1785	1926	719	255	43	16	10	49.2	41.7	5.7

Virtual Day (7.00)																																		
Time	Hourly Totals	00-15	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme											Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation			
			15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triples Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	30	11	7	6	6	0	1	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	6	10	5	4	1	0	1	54.5	44.8	8.2	
0100 - 0200	16	4	5	4	3	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	4	4	1	1	0	0	50.1	43.1	5.8		
0200 - 0300	13	4	2	4	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	5	2	1	0	0	0	50.0	43.3	6.6		
0300 - 0400	18	3	4	5	6	0	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5	4	4	1	0	0	0	50.9	42.2	7.4		
0400 - 0500	34	5	7	9	13	0	0	30	0	2	0	0	0	0	0	0	0	0	0	0	0	1	9	10	7	4	2	0	0	53.7	44.4	6.4		
0500 - 0600	123	19	22	32	50	0	0	109	0	13	0	0	0	0	0	0	0	0	0	0	0	3	25	40	32	15	5	2	1	52.4	44.6	6.5		
0600 - 0700	278	54	62	72	90	0	1	242	0	33	1	0	0	0	0	0	0	0	0	0	1	15	81	105	53	17	4	1	0	49.3	42.8	5.5		
0700 - 0800	390	90	93	103	104	1	2	343	1	41	0	1	0	0	0	0	0	0	0	1	0	2	27	141	138	58	19	3	0	0	49.4	42.2	5.4	
0800 - 0900	461	110	113	114	124	0	3	426	1	29	1	1	0	0	0	0	0	0	0	0	3	50	177	151	60	15	3	0	0	47.9	41.5	5.3		
0900 - 1000	403	99	99	95	102	1	2	374	0	24	0	1	0	0	0	0	0	0	0	1	5	37	153	138	47	16	3	1	0	47.4	41.0	5.7		
1000 - 1100	437	100	110	116	111	0	2	410	1	22	1	1	0	0	0	0	0	0	0	1	36	183	156	47	12	3	1	0	46.0	40.9	4.8			
1100 - 1200	486	107	120	130	129	0	3	461	1	19	0	1	0	0	0	0	0	0	1	6	52	194	166	50	13	3	1	0	46.0	40.6	5.2			
1200 - 1300	509	124	124	127	134	1	3	481	2	20	1	1	0	0	0	0	0	0	1	0	4	48	213	173	53	13	3	1	0	46.0	40.7	5.2		
1300 - 1400	516	123	128	133	132	0	4	486	1	24	0	1	0	0	0	0	0	0	0	1	6	45	213	180	52	14	3	0	1	46.0	40.7	5.2		
1400 - 1500	519	133	122	128	136	0	2	488	1	25	0	1	1	0	0	0	0	0	0	0	1	2	50	212	179	56	15	2	1	0	47.2	40.8	5.1	
1500 - 1600	542	141	130	138	133	0	4	514	1	21	0	1	0	0	0	0	0	0	0	0	6	49	216	187	64	17	3	0	0	48.4	40.9	5.0		
1600 - 1700	571	151	146	150	124	2	3	543	1	20	0	2	0	0	0	0	0	0	8	8	6	3	10	71	233	161	54	15	3	0	1	45.9	39.2	6.6
1700 - 1800	524	134	127	135	128	1	4	503	1	13	1	1	0	0	0	0	0	25	14	11	11	24	78	194	120	33	10	2	1	0	40.9	35.1	5.6	
1800 - 1900	436	121	118	103	94	1	3	421	1	9	1	1	0	0	0	0	0	12	11	17	10	8	44	157	128	35	9	2	1	0	45.3	37.8	6.9	
1900 - 2000	327	90	79	84	74	0	2	316	0	7	0	0	0	0	0	0	0	0	0	0	3	26	116	117	44	13	5	1	1	48.7	41.9	5.6		
2000 - 2100	230	67	57	54	52	0	1	224	0	5	0	0	0	0	0	0	0	0	0	0	1	12	75	81	39	16	4	1	1	49.5	42.8	5.8		
2100 - 2200	176	53	44	40	39	0	1	169	0	5	0	0	0	0	0	0	0	0	0	0	1	16	56	58	29	11	2	1	0	48.9	42.3	5.9		
2200 - 2300	118	40	35	23	20	0	2	112	0	3	0	0	0	0	0	0	0	0	0	0	4	7	37	40	17	9	3	1	0	50.2	42.4	6.5		
2300 - 0000	68	21	19	16	12	0	1	63	0	2	0	0	0	0	0	0	0	0	0	0	1	4	18	22	13	6	2	1	0	52.2	43.5	6.4		
0700 - 1900	5794	1441	1430	1472	1451	7	35	5450	12	267	5	13	1	0	0	1	0	0	45	36	37	28	77	587	2286	1877	609	168	32	7	2	46.4	40.1	5.5
0600 - 2200	6805	1705	1672	1722	1706	7	40	6401	12	317	6	13	1	0	0	1	0	0	45	36	37	28	83	656	2614	2238	774	225	47	11	4	47.1	40.7	5.6
0600 - 0000	6991	1766	1726	1761	1738	7	43	6576	12	322	6	13	1	0	0	1	0	0	45	36	37	28	88	667	2669	2300	804	240	52	13	4	47.5	41.0	5.7
0000 - 0000	7225	1812	1773	1821	1819	7	44	6783	12	343	6	13	1	0	0	1	0	0	45	36	37	28	88	678	2721	2373	858	266	60	15	6	48.6	41.6	5.9

Virtual Week (1.00)																																		
Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme															Vehicle Speed												
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed
Mon	7607	1936	1858	1921	1892	10	48	7054	13	444	3	17	6	3	2	6	1	0	4	8	38	70	216	973	2612	2270	854	263	66	24	9	49.2	40.2	6.3
Tue	7260	1918	1761	1801	1780	9	36	6716	15	422	18	29	3	4	2	6	0	0	311	207	163	69	90	584	2456	2214	828	240	74	13	11	49.2	38.2	10.2
Wed	7750	1839	1895	2013	2003	8	57	7222	15	425	6	9	2	2	2	2	0	0	2	9	28	22	77	658	2901	2623	988	353	66	15	8	49.2	41.2	5.8
Thu	7765	1896	1993	1896	1980	12	47	7274	14	393	7	12	1	1	2	2	0	0	0	16	21	14	80	712	3121	2597	862	248	75	14	5	49.1	40.8	5.5
Fri	8071	2092	1944	2054	1981	6	44	7592	21	376	8	15	1	4	1	3	0	0	1	2	14	16	64	807	3321	2606	908	262	55	11	4	49.1	40.8	5.3
Sat	6883	1676	1680	1766	1761	10	32	6626	8	190	2	4	1	3	2	5	0	0	0	10	9	6	55	606	2651	2375	840	254	56	12	9	49.2	41.2	5.5
Sun	5208	1318	1278	1273	1339	5	42	5001	10	137	1	5	2	1	3	1	0	0	2	5	5	7	44	391	1785	1926	719	255	43	16	10	49.2	41.7	5.7
	50544	12675	12409	12724	12736	60	306	47485	96	2387	45	91	16	18	14	25	1	0	320	257	278	204	626	4731	19047	16611	5999	1875	435	105	56	49.2	40.6	6.3

Total																																		
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed															
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	P-Tile 85%	Average Speed	Standard Deviation
																			<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph			
	50544	12675	12409	12724	12736	60	306	47485	96	2387	45	91	16	18	14	25	1	0	320	257	278	204	626	4731	19047	16611	5999	1875	435	105	56	49.2	40.6	6.3

Report Id
Site Name
Description
Direction

081/19
Site 1 of 1
Hulbert Rd, 30m south of Existing Site entrance
Southbound

Monday 11 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	19	10	3	4	2	0	0	18	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6	3	5	4	0	1	0	54.3	45.9	7.1	
0100 - 0200	10	5	2	2	1	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3	2	2	1	0	0	54.6	46.5	6.7	
0200 - 0300	9	2	4	3	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	54.2	48.6	5.8	
0300 - 0400	9	1	2	3	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	54.8	46.1	8.0		
0400 - 0500	13	2	1	5	5	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	3	1	1	0	59.5	49.2	6.8	
0500 - 0600	64	5	14	14	31	1	1	56	0	6	0	0	0	0	0	0	0	0	0	1	0	0	1	5	27	17	7	2	4	0	54.6	46.2	7.3	
0600 - 0700	186	34	50	51	51	1	2	160	0	22	0	0	0	0	1	0	0	0	0	1	2	0	0	1	43	77	39	18	5	0	0	49.7	43.8	6.2
0700 - 0800	431	87	84	121	139	1	2	402	0	23	1	2	0	0	0	0	0	0	0	0	1	1	0	22	161	159	70	16	1	0	0	49.1	41.7	4.9
0800 - 0900	800	211	176	192	221	0	4	746	3	46	0	1	0	0	0	0	0	0	0	0	0	0	51	337	313	84	15	0	0	0	44.7	41.0	4.2	
0900 - 1000	486	132	127	104	123	1	1	448	2	31	1	2	0	0	0	0	0	0	0	0	1	2	0	3	189	222	59	9	1	0	0	44.9	41.7	4.1
1000 - 1100	469	122	111	107	129	0	2	439	0	26	0	2	0	0	0	0	0	0	0	0	0	9	29	144	200	77	9	1	0	0	48.8	41.6	4.8	
1100 - 1200	487	117	127	131	112	0	4	445	1	35	0	2	0	0	0	0	0	0	0	0	0	0	25	127	233	76	22	2	1	1	49.0	42.6	4.9	
1200 - 1300	438	121	98	107	112	1	2	405	0	26	0	3	0	1	0	0	0	0	0	0	1	0	0	7	114	192	91	29	3	1	0	49.2	43.3	4.9
1300 - 1400	451	139	106	114	92	1	3	403	3	37	0	3	0	0	0	1	0	0	0	0	1	1	5	23	165	155	81	16	3	1	0	49.1	41.8	5.3
1400 - 1500	477	120	127	112	118	0	2	431	1	40	1	0	1	0	0	1	0	0	0	0	1	2	3	27	153	204	71	14	1	0	1	48.9	41.7	5.1
1500 - 1600	607	121	129	168	189	1	2	551	3	46	0	2	0	2	0	0	0	0	2	3	2	0	8	65	229	223	63	11	1	0	0	44.7	40.2	5.5
1600 - 1700	610	148	174	140	148	0	5	543	0	58	0	3	0	0	0	0	0	1	0	0	0	1	5	39	192	259	84	29	1	0	0	49.0	41.8	4.9
1700 - 1800	633	153	181	146	153	0	1	590	0	40	0	1	0	0	0	1	0	0	0	0	1	2	29	109	246	184	56	6	0	0	44.5	39.1	5.2	
1800 - 1900	480	151	126	99	104	0	2	452	0	24	1	0	0	0	0	0	0	0	0	7	7	11	12	38	160	159	64	19	3	0	0	49.2	40.1	7.3
1900 - 2000	310	89	93	66	62	0	1	296	0	12	0	0	0	0	0	0	0	0	0	0	0	22	64	114	108	40	13	6	0	49.3	41.8	5.6		
2000 - 2100	188	50	47	46	45	0	1	176	0	10	0	0	0	1	0	0	0	0	0	0	0	0	3	40	80	44	13	4	3	1	49.6	44.4	5.8	
2100 - 2200	124	29	29	31	35	1	0	120	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	8	40	47	23	3	2	0	0	49.1	42.0	5.4
2200 - 2300	99	39	18	23	19	1	1	94	0	3	0	0	0	0	0	0	0	0	0	1	0	0	1	4	24	40	16	7	4	2	0	49.8	43.5	7.1
2300 - 0000	59	25	12	13	9	0	1	56	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	10	20	14	9	1	2	0	54.3	45.3	6.6
0700 - 1900	6369	1622	1566	1541	1640	5	30	5855	13	432	4	22	1	3	0	3	0	1	2	10	15	20	71	438	2217	2503	876	195	17	3	2	49.0	41.3	5.2
0600 - 2200	7177	1824	1785	1735	1833	7	34	6607	13	479	4	22	1	5	1	3	0	1	2	11	18	21	73	472	2454	2815	1022	245	34	7	3	49.0	41.5	5.3
0600 - 0000	7335	1888	1815	1771	1861	8	36	6757	13	483	4	22	1	5	1	4	0	1	2	12	18	21	74	479	2488	2875	1052	261	39	11	3	49.1	41.5	5.4
0000 - 0000	7458	1913	1841	1802	1902	9	37	6865	13	494	4	22	2	5	2	4	0	1	2	12	19	21	74	480	2506	2914	1082	284	44	17	3	49.1	41.6	5.4

Tuesday 12 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph	
0000 - 0100	26	7	6	4	9	0	0	24	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	6	7	5	5	2	1	0	54.8	46.7	7.1		
0100 - 0200	7	0	3	1	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	2	0	0	0	54.3	43.0	7.1		
0200 - 0300	6	0	1	5	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	0	64.3	44.7	10.3		
0300 - 0400	13	2	2	2	7	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	1	3	1	3	0	54.0	44.6	7.5			
0400 - 0500	23	4	2	3	14	0	0	18	0	4	0	0	1	0	0	0	0	0	0	0	0	0	3	4	1	7	6	6	1	1	54.8	49.5	7.8		
0500 - 0600	65	7	12	22	24	0	0	52	0	13	0	0	0	0	0	0	0	0	0	0	0	0	1	8	22	19	10	3	1	1	54.4	46.7	6.7		
0600 - 0700	195	29	46	55	65	1	3	173	0	18	0	0	0	0	0	0	0	0	0	0	0	1	0	1	28	83	58	17	5	2	0	49.7	45.1	5.4	
0700 - 0800	464	74	108	117	165	6	3	413	3	34	2	1	1	0	1	0	0	0	0	0	0	1	5	7	11	19	155	176	66	22	2	0	49.1	41.2	6.2
0800 - 0900	716	158	203	162	193	1	3	668	1	37	3	1	1	1	0	0	0	0	0	0	0	1	1	0	23	293	292	82	20	4	0	0	45.0	41.5	4.4
0900 - 1000	495	134	130	120	111	0	2	449	1	37	0	4	0	2	0	0	0	0	0	0	0	0	0	3	13	204	191	63	16	5	0	0	49.1	41.7	4.6
1000 - 1100	394	102	92	99	101	1	3	362	1	26	0	0	1	0	0	0	0	0	0	0	0	1	0	11	15	137	150	54	23	3	0	0	49.2	41.8	5.5
1100 - 1200	465	117	118	99	131	0	2	427	1	32	0	2	0	0	0	1	0	0	0	0	2	0	0	11	165	198	70	15	3	1	0	49.0	42.1	4.9	
1200 - 1300	428	119	101	107	101	0	2	394	1	29	0	1	1	0	0	0	0	0	0	0	0	0	0	17	118	184	76	22	7	1	1	49.2	42.9	5.4	
1300 - 1400	533	109	146	156	122	0	3	499	2	27	2	0	0	0	0	0	0	0	0	0	5	4	3	8	40	167	192	83	27	3	1	0	49.2	41.3	6.5
1400 - 1500	509	115	118	113	163	0	3	457	2	42	1	3	0	1	0	0	0	0	0	0	0	0	0	31	179	197	79	18	4	1	0	49.1	41.9	4.9	
1500 - 1600	657	157	146	178	176	1	4	576	7	62	2	3	0	1	1	0	0	0	0	0	1	0	0	4	57	219	281	75	17	2	1	0	44.9	41.2	4.8
1600 - 1700	697	160	205	160	172	1	4	626	5	54	1	3	1	1	1	0	0	0	0	0	1	1	6	16	63	321	216	64	7	2	0	0	44.5	39.8	5.0
1700 - 1800	570	130	143	152	145	0	1	544	1	24	0	0	0	0	0	0	0	0	0	1	4	2	5	51	114	256	116	20	1	0	0	0	43.9	37.1	5.6
1800 - 1900	507	135	139	118	115	1	1	479	3	22	0	0	0	0	0	1	0	0	0	0	3	5	15	22	95	174	138	47	4	3	0	0	44.6	38.3	6.7
1900 - 2000	373	97	106	88	82	0	1	353	2	17	0	0	0	0	0	0	0	0	0	0	0	0	12	10	123	147	61	16	3	1	0	49.1	42.0	5.3	
2000 - 2100	230	74	54	60	42	0	0	221	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	5	66	95	41	19	2	1	1	49.5	43.4	5.4	
2100 - 2200	130	27	45	31	27	1	0	124	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	3	38	37	35	11	4	1	0	0	49.8	43.9	6.3
2200 - 2300	103	41	32	17	13	1	1	98	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	27	40	16	14	2	1	1	0	54.3	44.2	7.1
2300 - 0000	54	22	10	15	7	0	0	53	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	11	21	9	1	0	0	53.9	45.7	5.6	
0700 - 1900	6435	1510	1649	1581	1695	11	31	5894	28	426	11	18	5	6	3	2	0	0	2	17	19	39	126	498	2388	2331	779	192	38	5	1	49.1	40.8	5.6	
0600 - 2200	7363	1737	1900	1815	1911	13	35	6765	30	474	11	18	5	6	3	3	0	0	2	17	21	39	138	517	2643	2693	974	255	52	10	2	49.1	41.1	5.7	
0600 - 0000	7520	1800	1942	1847	1931	14	36	6916	32	476	11	18	5	6	3	3	0	0	2	18	21	39	138	519	2681	2744	1011	278	55	11	3	49.1	41.2	5.7	
0000 - 0000	7660	1820	1968	1884	1988	14	36	7033	32	497	11	18	6	6	4	3	0	0	2	18	21	39	138	522	2704	2787	1043	304	62	15	5	49.1	41.3	5.8	

Wednesday 13 February 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation				
			15-30	30-45			Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph				MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	
0000 - 0100	27	9	8	8	2	0	1	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	7	5	4	1	3	0	55.0	46.9	8.1				
0100 - 0200	9	1	2	4	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	1	2	0	0	0	59.2	49.1	6.0				
0200 - 0300	10	3	3	3	1	0	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4	1	1	1	0	0	59.7	47.0	8.4					
0300 - 0400	19	3	1	6	9	0	0	13	0	5	0	0	0	1	0	0	0	0	0	0	0	3	4	8	1	3	1	0	54.5	46.2	7.1					
0400 - 0500	22	7	4	6	5	0	1	15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	3	7	3	1	3	0	59.9	48.2	8.2					
0500 - 0600	63	8	8	17	30	1	0	52	0	10	0	0	0	0	0	0	0	0	0	0	1	0	6	23	20	8	3	2	0	54.4	46.3	6.8				
0600 - 0700	195	43	56	33	63	0	6	169	1	19	0	0	0	0	0	0	0	0	0	0	0	8	41	70	56	14	4	0	0	49.5	43.8	5.7				
0700 - 0800	373	80	99	97	97	3	1	340	0	27	0	0	1	1	0	0	0	0	0	0	0	15	87	148	79	33	5	0	2	49.6	43.5	6.2				
0800 - 0900	606	123	143	167	173	0	2	562	0	39	1	2	0	0	0	0	0	0	0	0	0	11	147	276	118	46	8	0	0	49.3	43.5	4.8				
0900 - 1000	514	150	118	137	109	0	4	464	1	40	2	2	0	0	0	0	0	0	0	0	0	26	175	185	96	25	7	0	0	49.2	42.4	5.1				
1000 - 1100	469	122	113	106	128	0	0	427	3	35	2	2	0	0	0	0	0	0	0	0	0	16	170	195	62	17	7	2	0	49.1	42.2	4.9				
1100 - 1200	456	116	104	117	119	0	3	416	2	30	1	4	0	0	0	0	0	0	0	0	3	16	184	177	64	11	0	1	0	48.9	41.5	4.4				
1200 - 1300	473	139	124	111	99	1	2	438	0	30	1	0	0	0	1	0	0	0	0	0	5	11	95	224	115	18	1	2	0	48.9	43.2	5.0				
1300 - 1400	445	115	105	110	115	1	2	402	0	38	1	1	0	0	0	0	0	0	0	0	1	2	1	0	3	19	125	194	73	24	2	1	0	49.1	42.3	5.7
1400 - 1500	473	117	127	121	108	0	2	427	5	36	0	2	0	0	1	0	0	0	0	0	1	27	144	207	71	19	3	0	0	49.0	42.1	4.8				
1500 - 1600	634	146	163	179	146	0	1	585	4	41	0	3	0	0	0	0	0	0	0	0	0	32	188	279	103	25	4	2	1	49.0	42.4	4.9				
1600 - 1700	665	160	149	175	181	2	7	588	1	64	0	2	1	0	0	0	0	0	0	0	2	10	3	16	34	168	261	125	36	10	0	0	49.2	42.0	6.6	
1700 - 1800	694	190	188	176	140	0	8	628	3	51	1	1	0	0	0	1	1	0	0	0	1	29	224	315	105	16	3	0	1	48.8	42.0	4.5				
1800 - 1900	564	145	155	140	124	0	4	525	2	31	0	0	0	0	0	1	0	0	0	0	0	40	204	252	56	10	1	0	0	44.7	41.2	4.2				
1900 - 2000	406	123	118	90	75	0	0	385	3	16	0	0	0	0	0	0	0	0	0	0	9	18	141	161	61	14	0	2	0	49.0	41.7	5.1				
2000 - 2100	221	72	59	46	44	0	1	205	2	12	0	0	0	0	0	0	1	0	0	0	0	4	54	91	50	14	8	0	0	49.5	43.9	5.2				
2100 - 2200	155	48	35	38	34	1	0	150	0	4	0	0	0	0	0	0	0	0	0	0	11	39	53	37	12	1	1	0	0	49.5	43.1	5.9				
2200 - 2300	154	53	32	29	40	1	1	146	0	6	0	0	0	0	0	0	0	0	0	0	6	41	44	47	9	2	1	3	0	49.6	44.1	7.2				
2300 - 0000	92	27	31	19	15	2	0	88	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	19	30	21	9	5	0	1	54.4	44.0	8.2	
0700 - 1900	6366	1603	1588	1636	1539	7	36	5802	21	462	9	19	2	2	4	2	0	0	0	1	6	13	6	30	276	1911	2713	1067	280	51	8	4	49.1	42.3	5.2	
0600 - 2200	7343	1889	1856	1843	1755	8	43	6711	27	513	10	20	2	2	4	3	0	0	0	1	6	14	8	39	317	2186	3088	1271	334	64	11	4	49.1	42.4	5.2	
0600 - 0000	7589	1969	1919	1891	1810	11	44	6945	27	521	10	20	2	2	4	3	0	0	1	9	14	8	39	328	2246	3162	1339	352	71	12	8	49.1	42.5	5.3		
0000 - 0000	7739	2000	1945	1935	1859	12	46	7065	27	546	10	20	3	2	5	3	0	0	1	9	15	8	39	329	2269	3206	1383	370	80	22	8	49.2	42.5	5.4		

Thursday 14 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph
0000 - 0100	33	13	6	8	6	0	1	29	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9	10	4	5	2	2	1	59.6	46.8	8.8	
0100 - 0200	20	5	5	6	4	1	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	4	0	3	2	0	59.7	44.8	11.6	
0200 - 0300	7	4	0	2	1	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	3	1	1	0	0	1	50.0	40.9	8.1	
0300 - 0400	12	3	4	4	4	0	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	3	2	1	0	1	0	59.6	48.0	8.0
0400 - 0500	21	7	5	2	7	0	0	15	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	3	8	4	2	2	2	2	0	59.7	47.5	7.7
0500 - 0600	73	12	13	16	32	0	1	60	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	12	20	17	15	6	1	1	54.7	47.2	7.2	
0600 - 0700	190	40	39	48	63	1	6	162	0	21	0	0	0	0	0	0	0	0	0	1	0	0	0	3	32	78	47	23	2	4	0	54.2	44.9	6.0
0700 - 0800	422	79	88	119	136	4	1	381	3	31	0	0	1	0	0	1	0	0	0	2	4	5	4	16	143	162	67	15	4	0	0	49.1	41.5	6.1
0800 - 0900	660	153	151	183	173	1	1	596	1	54	1	3	1	1	1	0	0	0	0	0	1	0	3	46	303	232	68	7	0	0	0	44.6	40.5	4.2
0900 - 1000	490	136	113	111	130	1	0	438	1	44	1	2	0	1	0	2	0	0	0	0	1	1	11	26	137	212	80	19	3	0	0	49.0	41.9	5.3
1000 - 1100	434	116	101	89	128	0	2	400	1	27	0	4	0	0	0	0	0	0	0	0	0	0	0	14	128	195	79	16	1	1	0	48.9	42.6	4.5
1100 - 1200	443	106	118	98	121	0	2	405	0	31	1	1	1	1	2	0	0	0	0	0	0	0	6	41	127	176	74	16	3	0	0	49.0	41.7	5.2
1200 - 1300	440	108	113	123	96	0	5	404	2	23	0	5	0	0	0	1	0	0	0	0	0	0	2	8	85	205	99	37	3	1	0	49.4	43.9	4.8
1300 - 1400	425	95	112	112	106	1	3	387	1	27	1	3	1	1	0	0	0	0	0	2	0	1	0	11	103	198	87	20	2	1	0	49.0	43.0	5.1
1400 - 1500	478	113	113	127	125	0	4	438	3	31	0	1	0	0	0	1	0	0	0	0	0	0	0	9	130	210	101	21	5	2	0	49.1	43.2	4.7
1500 - 1600	603	160	162	149	132	2	6	534	2	56	1	2	0	0	0	0	0	0	0	1	1	1	4	33	200	252	94	14	3	0	0	48.9	41.7	4.9
1600 - 1700	620	155	122	165	178	2	6	563	1	42	0	2	1	0	1	2	0	0	0	3	0	3	7	27	163	260	123	24	8	2	0	49.1	42.5	5.7
1700 - 1800	670	204	148	158	160	0	0	627	5	38	0	0	0	0	0	0	0	0	0	2	2	0	1	54	191	307	93	19	1	0	0	48.8	41.6	5.0
1800 - 1900	602	192	152	128	130	0	5	559	0	38	0	0	0	0	0	0	0	0	0	0	0	0	19	59	248	202	63	11	0	0	0	44.7	40.2	4.9
1900 - 2000	334	99	103	62	70	0	1	320	0	13	0	0	0	0	0	0	0	0	0	0	0	0	5	30	112	123	47	14	1	1	49.1	41.5	5.6	
2000 - 2100	209	69	50	52	38	0	1	196	1	11	0	0	0	0	0	0	0	0	0	0	0	0	1	8	65	78	38	16	3	0	0	49.4	42.9	5.3
2100 - 2200	161	39	41	44	37	1	0	156	0	3	1	0	0	0	0	0	0	0	0	0	1	0	0	3	38	75	30	11	3	0	0	49.3	43.4	5.2
2200 - 2300	125	40	40	24	21	1	2	119	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	36	41	24	13	7	0	0	54.4	43.9	6.6	
2300 - 0000	72	30	20	11	11	0	0	70	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	17	22	15	12	2	0	2	54.4	45.5	7.5	
0700 - 1900	6287	1617	1493	1562	1615	11	35	5732	20	442	5	23	5	5	2	7	0	0	0	10	9	11	57	344	1958	2611	1028	219	33	7	0	49.0	41.9	5.1
0600 - 2200	7181	1864	1726	1768	1823	13	43	6566	21	490	6	23	5	5	2	7	0	0	0	11	10	11	63	388	2205	2965	1190	283	42	12	1	49.0	42.0	5.2
0600 - 0000	7378	1934	1786	1803	1855	14	45	6755	21	494	6	23	5	5	2	8	0	0	0	12	10	11	63	393	2258	3028	1229	308	51	12	3	49.1	42.1	5.3
0000 - 0000	7544	1978	1819	1838	1909	15	47	6890	21	517	6	23	6	5	3	11	0	0	0	12	11	11	64	399	2286	3076	1262	333	65	20	5	49.1	42.2	5.4

Friday 15 February 2019

Time	Hourly Totals	15 Minute Bin Drops				45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
		00-15	15-30	30-45	Cycles		Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph	
0000 - 0100	21	5	7	5	4	0	0	18	0	2	0	0	0	0	0	1	0	0	0	0	0	0	8	9	2	1	0	0	0	1	49.4	43.5	7.9		
0100 - 0200	21	7	5	5	4	1	0	18	0	1	0	0	0	0	0	1	0	0	0	0	0	1	3	6	4	3	1	0	2	54.9	46.6	12.2			
0200 - 0300	16	4	3	6	3	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	2	0	0	0	0	49.8	45.8	5.2			
0300 - 0400	12	4	5	1	2	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	5	1	1	0	0	49.3	41.3	6.2			
0400 - 0500	23	1	5	8	9	0	0	12	0	9	0	0	1	1	0	0	0	0	0	0	0	2	4	6	6	4	0	1	0	54.2	45.2	7.2			
0500 - 0600	60	6	9	19	26	0	1	50	0	8	0	0	0	1	0	0	0	0	0	0	0	3	14	17	13	9	4	0	0	54.4	44.9	6.6			
0600 - 0700	193	39	38	51	65	3	5	163	2	20	0	0	0	0	0	0	0	0	0	0	4	7	36	82	43	13	3	2	0	49.4	43.2	6.7			
0700 - 0800	395	69	90	106	130	3	1	354	0	32	1	0	1	1	0	1	0	1	0	0	1	15	125	165	60	24	1	1	0	49.2	42.3	5.4			
0800 - 0900	679	176	171	166	166	1	3	628	4	41	1	0	0	0	0	0	0	1	0	1	7	18	3	58	259	246	72	15	0	0	44.8	40.1	5.8		
0900 - 1000	504	133	127	113	131	0	2	467	1	30	1	2	0	1	0	0	0	0	0	0	0	21	168	228	68	16	3	0	0	48.9	42.0	4.4			
1000 - 1100	461	113	97	126	125	0	0	419	0	37	1	3	0	0	1	0	0	0	0	0	2	28	181	177	58	12	3	0	0	49.0	41.4	4.6			
1100 - 1200	461	106	136	103	116	0	3	427	3	26	1	1	0	0	0	0	0	0	0	1	2	20	141	204	71	17	4	1	0	49.0	42.2	4.9			
1200 - 1300	493	104	130	134	125	2	2	457	1	27	0	2	1	1	0	0	0	0	0	0	3	1	1	2	15	104	229	108	28	1	1	0	49.1	43.0	5.4
1300 - 1400	493	125	127	121	120	1	3	460	1	26	1	1	0	0	0	0	0	0	0	0	3	3	0	1	24	159	173	101	26	2	1	0	49.2	42.2	5.8
1400 - 1500	551	136	134	133	148	1	7	500	0	42	0	1	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	48.9	42.1	4.8			
1500 - 1600	652	147	161	161	183	1	6	590	3	50	0	2	0	0	0	0	0	0	0	1	0	2	3	24	234	258	102	25	2	1	0	49.0	41.9	4.9	
1600 - 1700	666	165	169	153	179	0	2	604	1	54	1	1	0	0	0	3	0	0	0	0	0	1	38	181	265	140	36	4	1	0	49.2	42.8	5.0		
1700 - 1800	619	163	176	137	143	0	2	587	3	26	1	0	0	0	0	0	0	0	0	0	0	0	0	30	207	247	108	30	2	0	0	49.1	42.4	4.7	
1800 - 1900	498	141	140	111	106	0	3	469	1	23	1	0	0	1	0	0	0	0	0	0	2	32	168	220	59	10	4	3	0	48.9	41.6	4.8			
1900 - 2000	343	96	90	74	83	0	2	328	0	13	0	0	0	0	0	0	0	0	0	0	1	23	119	122	58	17	2	1	0	49.2	42.0	5.2			
2000 - 2100	208	73	56	39	40	0	0	197	0	11	0	0	0	0	0	0	0	0	0	0	0	7	67	73	45	12	2	0	2	49.4	43.1	5.8			
2100 - 2200	159	31	53	38	37	0	0	151	0	6	0	1	0	0	0	1	0	0	0	0	0	9	55	56	29	8	1	1	0	49.3	42.3	5.3			
2200 - 2300	129	42	33	30	24	1	0	124	0	4	0	0	0	0	0	0	0	0	0	0	3	29	45	30	17	2	0	2	54.2	44.6	7.0				
2300 - 0000	70	22	18	20	10	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14	28	18	3	3	0	0	49.4	43.8	5.6			
0700 - 1900	6472	1578	1658	1564	1672	9	34	5962	18	414	9	13	2	4	1	4	0	2	0	0	9	14	22	19	332	2081	2669	1030	254	33	9	0	49.0	42.0	5.1
0600 - 2200	7375	1817	1895	1766	1897	12	41	6801	20	464	9	14	2	4	1	5	0	2	0	0	10	16	22	24	378	2358	3002	1205	304	41	13	2	49.1	42.0	5.2
0600 - 0000	7574	1881	1946	1816	1931	13	41	6995	20	468	9	14	2	4	1	5	0	2	0	0	11	16	22	24	385	2401	3075	1253	324	46	13	4	49.1	42.1	5.3
0000 - 0000	7727	1908	1980	1860	1979	14	42	7120	20	489	9	14	3	6	1	7	0	2	0	0	11	17	22	25	392	2435	3122	1287	344	51	14	7	49.1	42.2	5.3

Saturday 16 February 2019

Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
0000 - 0100	52	21	18	4	9	0	1	50	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11	21	11	3	4	1	1	54.7	45.7	7.2				
0100 - 0200	34	9	7	7	11	0	0	32	0	1	0	0	0	0	1	0	0	0	0	0	0	2	4	10	8	8	1	1	0	54.4	46.4	6.8				
0200 - 0300	18	4	4	6	4	0	0	14	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	3	8	4	1	1	0	49.6	43.8	6.5				
0300 - 0400	21	7	4	3	7	0	0	20	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	0	0	0	49.9	44.0	4.9					
0400 - 0500	24	9	4	4	7	0	0	17	0	5	0	0	1	1	0	0	0	0	0	0	1	0	1	4	6	7	3	1	1	59.5	50.3	8.8				
0500 - 0600	28	4	7	7	10	0	0	25	0	3	0	0	0	0	0	0	0	0	0	0	1	0	3	8	9	5	1	0	1	54.4	46.9	8.0				
0600 - 0700	57	14	11	13	19	0	2	51	0	4	0	0	0	0	0	0	0	0	0	0	0	3	9	17	16	9	3	0	0	54.3	45.5	6.2				
0700 - 0800	180	20	41	56	63	2	3	160	0	14	0	0	0	0	1	0	0	0	0	0	2	0	0	26	77	52	18	2	2	0	49.7	44.8	5.8			
0800 - 0900	347	51	99	88	109	0	3	316	1	25	1	0	0	1	0	0	0	0	0	0	0	17	111	122	70	20	2	4	1	49.4	42.9	5.7				
0900 - 1000	442	100	97	115	130	0	0	411	1	28	1	0	0	0	1	0	0	0	0	0	2	1	5	21	119	192	76	21	5	0	0	49.1	42.4	5.4		
1000 - 1100	512	121	150	131	110	0	3	484	0	24	0	0	0	0	0	1	0	0	0	0	0	0	0	19	156	243	66	24	4	0	0	49.0	42.3	4.5		
1100 - 1200	579	153	149	137	140	0	3	562	0	13	0	0	0	0	0	0	0	0	0	0	0	5	21	192	264	86	15	1	1	0	48.8	42.1	4.3			
1200 - 1300	600	146	167	146	141	1	2	558	2	34	0	0	1	1	0	1	0	0	0	0	9	20	168	257	113	31	2	0	0	49.1	42.6	4.9				
1300 - 1400	582	141	141	157	143	1	2	555	0	24	0	0	0	0	0	0	0	0	0	0	9	159	271	98	33	2	1	1	0	49.1	42.7	5.5				
1400 - 1500	608	168	138	167	135	2	6	573	1	26	0	0	0	0	0	0	0	0	0	0	1	7	0	0	1	7	31	190	272	82	21	4	0	48.9	41.8	4.8
1500 - 1600	493	126	125	132	110	0	1	475	3	13	0	0	0	1	0	0	0	0	0	0	0	0	19	124	240	88	21	0	1	0	48.9	42.7	4.4			
1600 - 1700	504	128	126	132	118	0	0	483	1	20	0	0	0	0	0	0	0	0	0	0	0	0	21	133	225	92	30	3	0	0	49.1	42.9	4.8			
1700 - 1800	451	128	119	97	107	0	0	438	3	10	0	0	0	0	0	0	0	0	0	0	0	18	122	219	79	11	2	0	0	48.8	42.4	4.3				
1800 - 1900	333	102	78	67	86	0	1	318	0	14	0	0	0	0	0	0	0	0	0	0	0	20	111	133	46	21	2	0	0	49.2	42.1	5.0				
1900 - 2000	238	61	63	65	49	0	2	229	0	7	0	0	0	0	0	0	0	0	0	0	0	11	75	101	33	14	2	2	0	49.3	42.5	5.2				
2000 - 2100	185	53	41	55	36	0	0	178	0	7	0	0	0	0	0	0	0	0	0	0	0	3	56	69	34	14	4	5	0	49.7	43.9	6.0				
2100 - 2200	118	38	31	27	22	0	0	116	0	2	0	0	0	0	0	0	0	0	0	0	0	2	28	44	27	11	6	0	0	49.9	44.5	5.7				
2200 - 2300	111	27	27	32	25	0	0	107	0	2	0	0	0	0	2	0	0	0	0	0	0	4	5	25	43	18	12	1	1	0	49.8	42.6	7.1			
2300 - 0000	97	26	25	23	23	0	0	94	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	11	2	1	0	1	49.1	40.9	6.2			
0700 - 1900	5631	1384	1430	1425	1392	6	24	5333	12	245	2	0	1	4	1	3	0	0	0	0	1	11	2	22	215	1611	2515	948	266	29	9	2	49.0	42.5	4.9	
0600 - 2200	6229	1550	1576	1585	1518	6	28	5907	12	265	2	0	1	4	2	1	3	0	0	0	1	11	2	22	234	1779	2746	1058	314	44	16	2	49.1	42.6	5.0	
0600 - 0000	6437	1603	1628	1640	1566	6	28	6108	12	270	2	0	1	4	3	3	0	0	0	0	1	13	3	26	250	1843	2820	1087	328	46	17	3	49.1	42.6	5.1	
0000 - 0000	6614	1657	1672	1671	1614	6	29	6266	12	285	2	0	2	5	4	3	0	0	0	0	1	13	3	29	252	1870	2881	1128	355	56	20	6	49.2	42.7	5.2	

Sunday 17 February 2019

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme																Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation	
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
0000 - 0100	41	11	10	10	10	0	0	40	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	13	14	7	1	2	0	0	49.3	41.8	7.0		
0100 - 0200	35	8	7	9	11	0	1	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	11	6	10	0	1	1	54.4	47.1	7.8		
0200 - 0300	19	5	4	7	3	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	2	5	5	6	4	2	0	0	0	49.6	42.7	5.9			
0300 - 0400	14	2	3	5	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	2	1	3	0	0	49.9	43.4	7.2			
0400 - 0500	16	4	5	3	4	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	2	1	1	1	0	54.8	44.6	7.9			
0500 - 0600	30	1	4	11	14	0	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	10	13	3	2	0	0	1	49.5	43.2	7.2		
0600 - 0700	23	5	6	5	7	0	2	21	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	7	4	3	2	0	0	54.6	44.3	7.6		
0700 - 0800	75	10	13	25	27	0	0	70	0	5	0	0	0	0	0	0	0	0	0	0	0	0	4	13	24	19	11	3	0	1	54.3	45.3	6.8		
0800 - 0900	135	32	24	44	35	1	0	124	0	10	0	0	0	0	0	0	0	0	0	0	0	1	0	2	24	44	39	18	5	2	0	54.3	45.4	6.3	
0900 - 1000	335	51	66	111	107	2	3	319	3	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	22	83	144	61	20	3	1	0	49.2	42.7	5.3
1000 - 1100	508	139	116	127	126	0	4	478	2	22	0	1	0	1	0	0	0	0	0	0	0	0	0	10	140	222	101	34	0	0	0	49.2	43.1	4.6	
1100 - 1200	565	160	123	149	133	1	7	540	2	15	0	0	0	0	0	0	0	0	0	0	0	1	32	173	261	74	21	0	3	0	48.9	42.0	4.7		
1200 - 1300	559	133	148	138	140	0	3	535	2	19	0	0	0	0	0	0	0	0	0	0	0	0	26	209	231	78	12	3	0	0	48.9	41.7	4.4		
1300 - 1400	551	147	127	147	130	1	7	528	0	15	0	0	0	0	0	0	0	0	0	0	1	0	33	163	243	84	25	0	1	0	49.0	42.1	4.8		
1400 - 1500	494	112	125	126	131	1	2	468	1	21	0	0	0	0	0	1	0	0	0	0	2	0	0	12	117	232	108	18	3	1	1	48.9	43.1	5.0	
1500 - 1600	387	121	87	83	96	0	6	371	0	9	0	1	0	0	0	0	0	0	0	0	0	2	7	101	160	83	25	7	2	0	49.4	43.5	5.2		
1600 - 1700	315	85	78	60	92	0	3	300	1	10	0	1	0	0	0	0	0	0	0	0	0	0	1	10	78	130	77	16	1	0	2	49.1	43.4	5.3	
1700 - 1800	270	68	72	56	74	1	2	249	0	18	0	0	0	0	0	0	0	0	0	0	0	0	6	74	110	55	21	2	1	0	49.4	43.3	5.2		
1800 - 1900	211	47	60	57	47	1	1	204	0	5	0	0	0	0	0	0	0	0	0	0	1	0	8	65	68	47	15	4	2	0	49.6	43.2	6.1		
1900 - 2000	179	48	34	44	49	1	2	171	1	4	0	0	0	0	0	0	0	0	0	0	1	0	11	46	63	40	6	7	3	1	49.5	43.4	7.0		
2000 - 2100	159	45	36	44	34	0	2	145	0	12	0	0	0	0	0	0	0	0	0	0	0	1	5	27	68	39	13	2	0	4	49.7	44.7	6.8		
2100 - 2200	119	29	36	29	25	0	1	110	0	7	0	0	0	0	0	1	0	0	0	0	0	0	2	27	49	19	14	6	1	1	54.5	44.8	6.5		
2200 - 2300	67	22	17	17	11	0	0	64	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	12	28	10	10	2	0	0	54.3	44.0	6.1		
2300 - 0000	48	19	15	6	8	0	0	44	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	9	17	11	7	1	1	1	54.4	45.8	7.2		
0700 - 1900	4405	1105	1039	1123	1138	8	38	4186	11	157	0	3	0	1	0	1	0	0	0	0	3	4	0	7	172	1240	1869	826	236	31	13	4	49.2	42.8	5.1
0600 - 2200	4885	1232	1165	1235	1253	9	45	4633	12	180	0	3	0	1	0	2	0	0	0	4	4	0	10	191	1345	2056	928	272	48	17	10	49.2	42.9	5.3	
0600 - 0000	5000	1273	1197	1258	1272	9	45	4741	12	187	0	3	0	1	0	2	0	0	0	4	4	0	10	197	1366	2101	949	289	51	18	11	49.2	43.0	5.4	
0000 - 0000	5155	1304	1230	1303	1318	9	46	4887	12	194	0	3	0	1	1	2	0	0	0	4	4	1	13	202	1409	2154	974	306	55	20	13	49.3	43.0	5.4	

Virtual Day (7.00)																																			
Time	Hourly Totals	00-15	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation				
			15-30	30-45	45-00	3 Axle Rigid					4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	31	11	8	6	6	0	0	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.9	45.3	7.6	
0100 - 0200	19	5	4	5	5	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55.9	46.2	8.3	
0200 - 0300	13	3	3	5	2	0	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.9	44.8	7.2	
0300 - 0400	14	3	3	3	5	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.2	44.8	7.0	
0400 - 0500	20	5	4	4	7	0	0	15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57.5	47.8	7.8	
0500 - 0600	55	6	10	15	24	0	0	46	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.8	45.9	7.1	
0600 - 0700	149	29	35	37	48	1	4	128	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.6	44.4	6.2	
0700 - 0800	335	60	75	92	108	3	2	303	1	24	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.0	42.9	5.9	
0800 - 0900	563	129	138	143	153	1	2	520	1	36	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.4	42.1	4.9	
0900 - 1000	466	119	111	116	120	1	2	428	1	31	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	42.1	4.8	
1000 - 1100	463	119	111	112	121	0	2	430	1	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.0	42.1	4.8	
1100 - 1200	494	125	125	119	125	0	3	460	1	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.9	42.0	4.7	
1200 - 1300	490	124	126	124	116	1	3	456	1	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.1	42.9	5.0	
1300 - 1400	496	124	123	131	118	1	3	462	1	28	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.1	42.2	5.5	
1400 - 1500	513	126	126	128	133	1	4	471	2	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.0	42.3	4.9	
1500 - 1600	576	140	139	150	147	1	4	526	3	40	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.8	42.0	5.0	
1600 - 1700	583	143	146	141	153	1	4	530	1	43	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	42.2	5.3	
1700 - 1800	559	148	147	132	132	0	2	523	2	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6	41.1	4.9	
1800 - 1900	456	130	121	103	102	0	2	429	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.3	41.0	5.6	
1900 - 2000	312	88	89	68	67	0	1	297	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.2	42.1	5.6	
2000 - 2100	200	62	49	49	40	0	1	188	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.5	43.8	5.8	
2100 - 2200	138	34	39	34	31	1	0	132	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.2	43.4	5.8	
2200 - 2300	113	38	28	25	22	1	1	107	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.3	43.9	6.9	
2300 - 0000	70	24	19	15	12	0	0	68	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.8	44.4	6.7	
0700 - 1900	5994	1487	1488	1491	1528	10	33	5538	16	369	4	14	1	2	0	1	0	0	0	0	9	11	16	49	327	1916	2458	938	234	34	7	0	48.5	42.1	5.1
0600 - 2200	6793	1700	1700	1679	1714	12	39	6283	17	410	4	14	1	2	0	1	0	0	0	0	9	13	16	54	358	2140	2766	1096	286	47	12	1	48.9	42.4	5.3
0600 - 0000	6976	1762	1747	1719	1748	13	40	6458	17	415	4	14	1	2	0	1	0	0	0	0	10	13	16	55	366	2185	2829	1135	305	52	13	3	49.3	42.6	5.5
0000 - 0000	7128	1795	1779	1757	1797	13	40	6587	17	433	4	14	2	2	0	1	0	0	0	0	10	13	16	55	369	2213	2878	1170	328	60	17	4	50.7	43.4	6.0

Virtual Week (1.00)																																				
Time	Hourly Totals	00-15	15 Minute Bin Drops			45-00	Number Vehicle Classes ARX Scheme															Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45	45-00		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph				
Mon	7458	1913	1841	1802	1902	9	37	6865	13	494	4	22	2	5	2	4	0	1	2	12	19	21	74	480	2506	2914	1082	284	44	17	3	49.1	41.6	5.4		
Tue	7660	1820	1968	1884	1988	14	36	7033	32	497	11	18	6	6	4	3	0	0	2	18	21	39	138	522	2704	2787	1043	304	62	15	5	49.1	41.3	5.8		
Wed	7739	2000	1945	1935	1859	12	46	7065	27	546	10	20	3	2	5	3	0	0	1	9	15	8	39	329	2269	3206	1383	370	80	22	8	49.2	42.5	5.4		
Thu	7544	1978	1819	1838	1909	15	47	6890	21	517	6	23	6	5	3	11	0	0	0	12	11	11	64	399	2286	3076	1262	333	65	20	5	49.1	42.2	5.4		
Fri	7727	1908	1980	1860	1979	14	42	7120	20	489	9	14	3	6	1	7	0	2	0	11	17	22	25	392	2435	3122	1287	344	51	14	7	49.1	42.2	5.3		
Sat	6614	1657	1672	1671	1614	6	29	6266	12	285	2	0	2	5	4	3	0	0	0	1	13	3	29	252	1870	2881	1128	355	56	20	6	49.2	42.7	5.2		
Sun	5155	1304	1230	1303	1318	9	46	4887	12	194	0	3	0	1	1	2	0	0	0	4	4	1	13	202	1409	2154	974	306	55	20	13	49.3	43.0	5.4		
	49897	12580	12455	12293	12569	79	283	46126	137	3022	42	100	22	30	20	33	0	3	5	67	100	105	382	2576	15479	20140	8159	2296	413	128	47	49.2	42.2	5.4		

Total																																		
Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme													Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55				MPH 60	MPH 65
																			<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph				<65mph	<140mph
	49897	12580	12455	12293	12569	79	283	46126	137	3022	42	100	22	30	20	33	0	3	5	67	100	105	382	2576	15479	20140	8159	2296	413	128	47	49.2	42.2	5.4



Appendix B

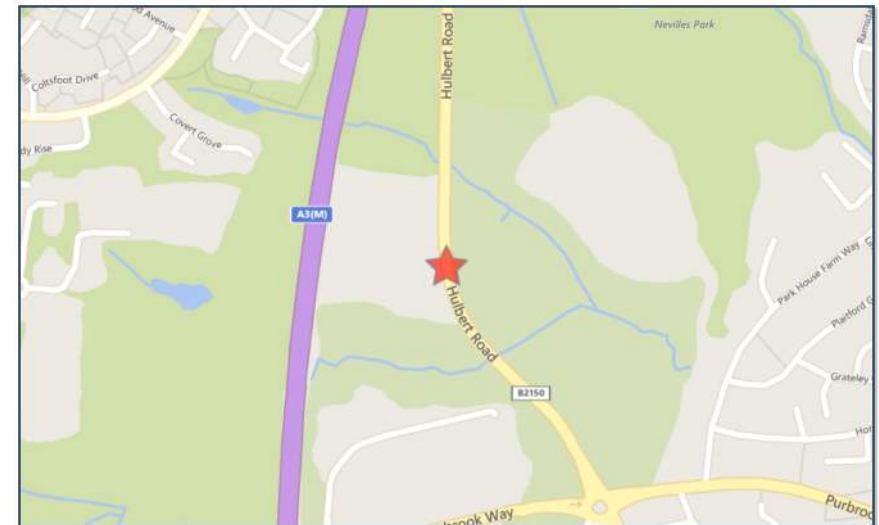
PIA DATA



crashmap.co.uk

Crash Date: Wednesday, October 15, 2014 **Time of Crash:** 2:50:00 PM **Crash Reference:** 2014440372528

Highest Injury Severity:	Slight	Road Number:	B2150	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant District (B)			OS Grid Reference:	469528 108117
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	10	Female	26 - 35	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

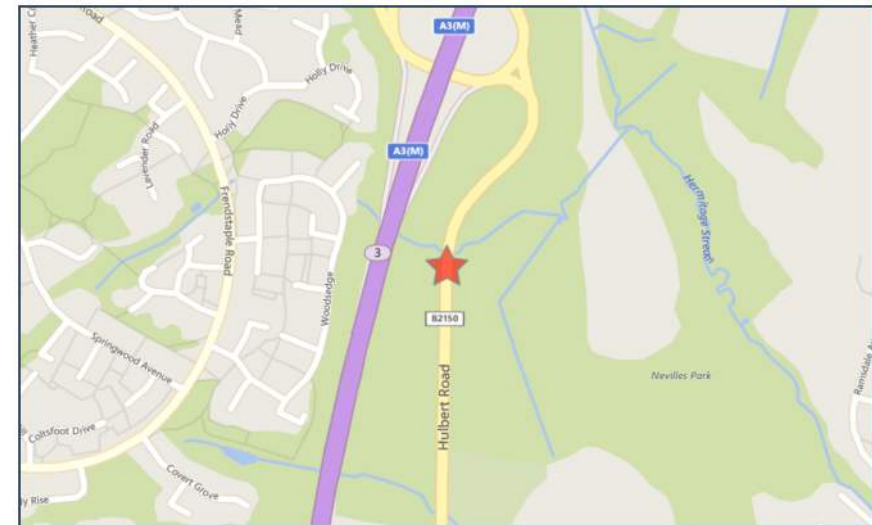
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Crash Date: Sunday, September 13, 2015 **Time of Crash:** 2:45:00 PM **Crash Reference:** 2015440318064

Highest Injury Severity:	Slight	Road Number:	B2150	Number of Casualties:	2
Highway Authority:	Hampshire			Number of Vehicles:	1
Local Authority:	Havant District (B)			OS Grid Reference:	469526 108625
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

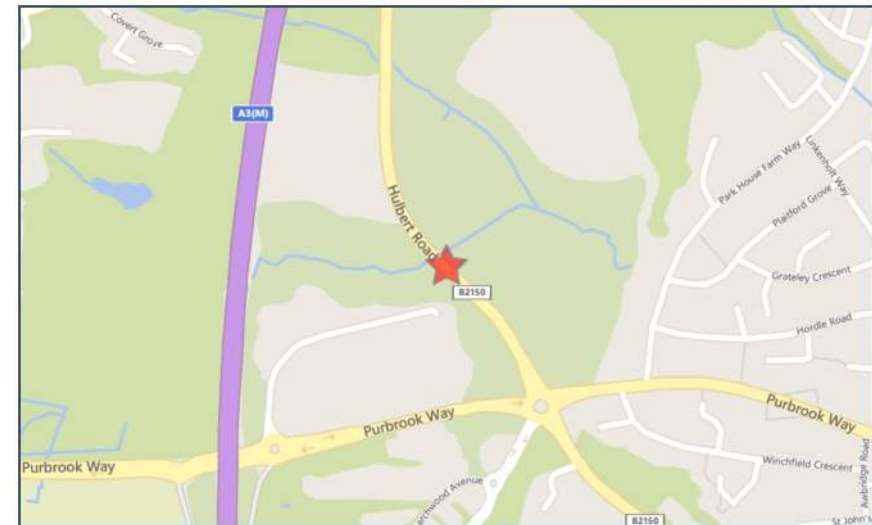
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Crash Date:	Tuesday, June 21, 2016	Time of Crash:	3:55:00 PM	Crash Reference:	2016440231469
Highest Injury Severity:	Slight	Road Number:	B2150	Number of Casualties:	2
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	469616 107961
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		1 Female	66 - 75	Vehicle is slowing down or stopping	Back	Other	None	None
1	Car (excluding private hire)		8 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

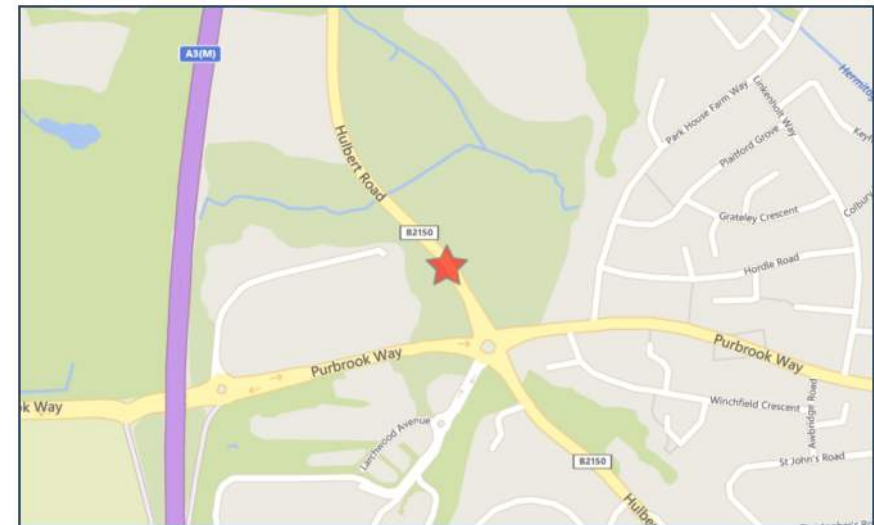
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Crash Date:	Tuesday, May 02, 2017	Time of Crash:	8:55:00 AM	Crash Reference:	2017440162676
Highest Injury Severity:	Slight	Road Number:	B2150	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	469694 107879
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	10	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	11	Female	36 - 45	Vehicle is slowing down or stopping	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

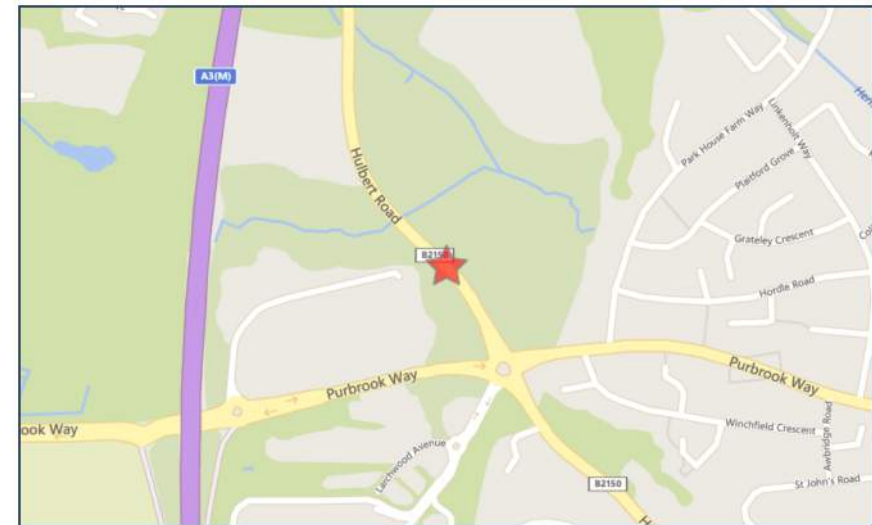
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Crash Date:	Thursday, July 05, 2018	Time of Crash:	5:31:00 PM	Crash Reference:	2018440252632
Highest Injury Severity:	Slight	Road Number:	B2150	Number of Casualties:	2
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	469670 107913
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	7	Female	46 - 55	Vehicle is slowing down or stopping	Back	Other	None	None
1	Car (excluding private hire)	11	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Appendix C

SITE LAYOUT



NOTES
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Based upon Ordnance Survey data with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office, © Crown Copyright. License No: AR 100017503. Contractors, Sub-contractors and suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect. Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

REV	DESCRIPTION	DATE	AUTHOR	CHK'D
A	Masterplan updated	03/04/20	BA	-
B	Masterplan updated	09/04/20	BA	-
C	Annotations updated	09/04/20	BA	-

KEY
Indicative Site Boundary



Southampton Office
The Pavilion, Botleigh Grange Office Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 w: www.wyg.com

PROJECT
Hulbert Road
Havant
For: Alison Jackson

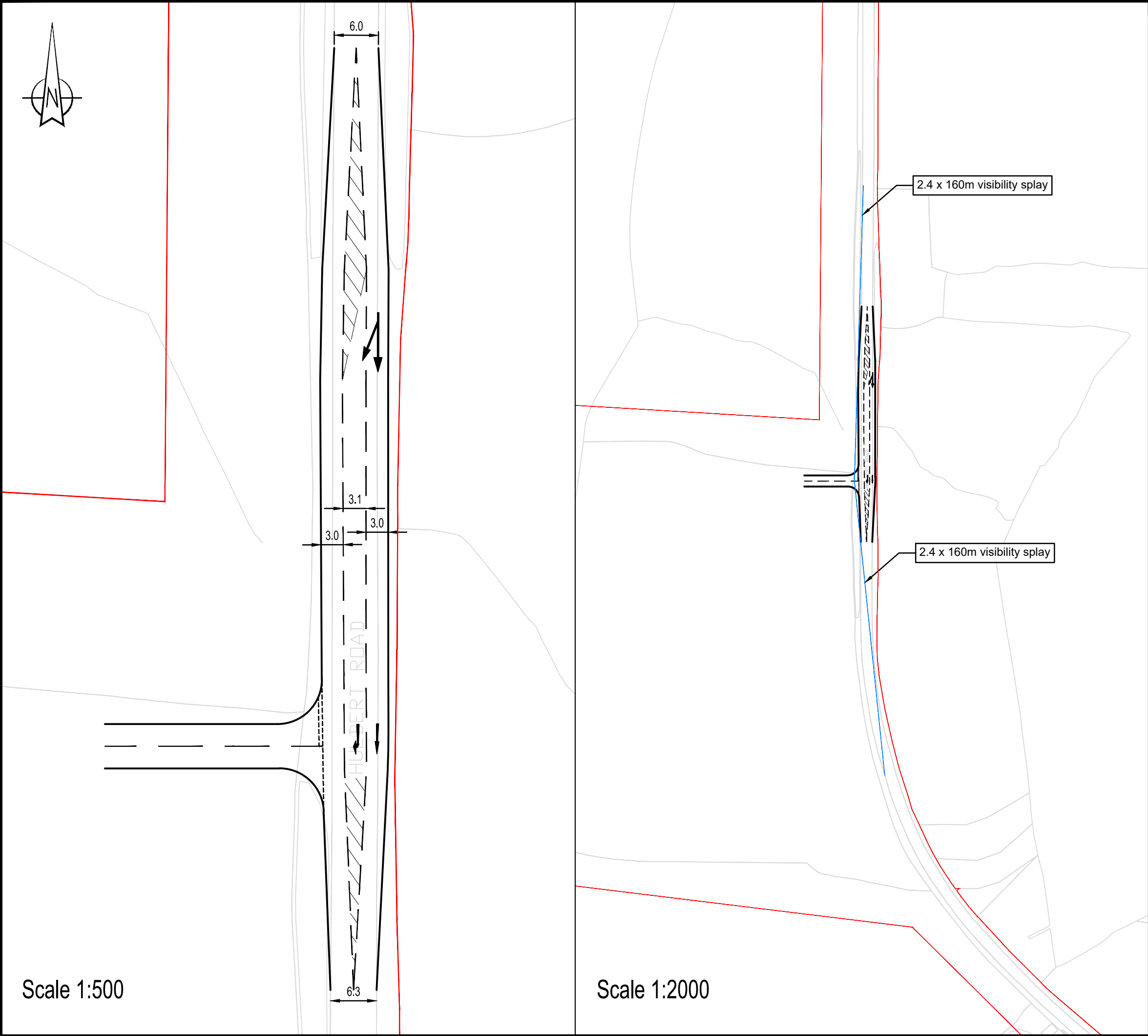
DRAWING
Concept Masterplan - 01

SCALE	DATE	AUTHOR	CHK'D
1:1000 @ A2	11/03/19	BA	CL
JOB NO.	DRAWING NO.	REV	
A096474	CMP-01	C	



Appendix D

PROPOSED SITE ACCESS



Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

INDICATIVE

A Revised Application Boundary BM AP 21.05.2020

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

CLIENT:

WYG Planning

PROJECT:

Hulbert Road, Havant

DRAWING TITLE:

Proposed Site Access

SCALES: As Shown SHEET SIZE: A3

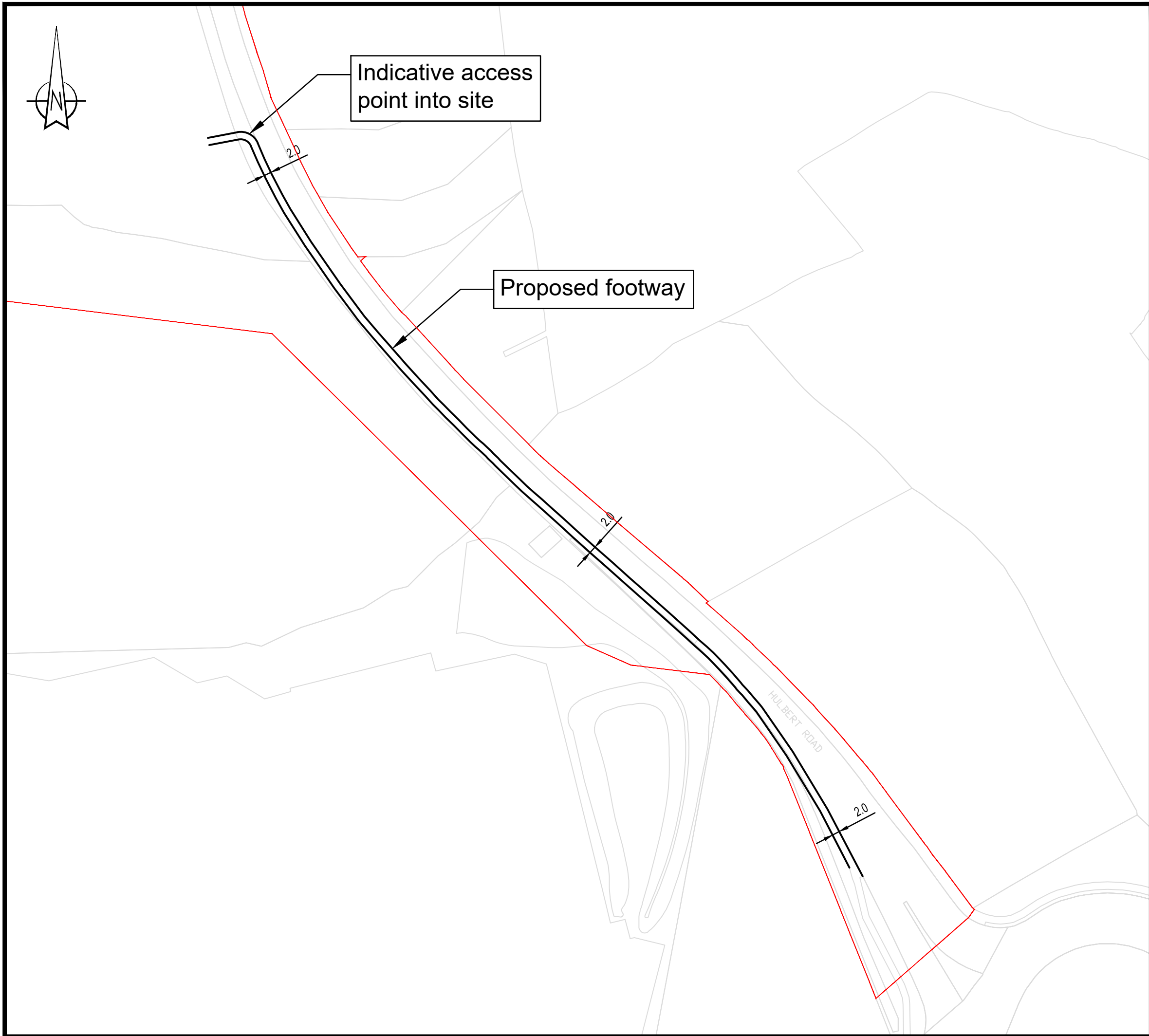
DRAWN: GS	CHECKED: MA	DATE: 28.02.2019
-----------	-------------	------------------

WYG Transport
part of WYG group


A TETRA
TECH
COMPANY

The Pavilion, 1st Floor, Botleigh Grange Office
Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 e: transport@wyg.com

DRAWING NUMBER: A096474-SK01	REVISION: A
--	-----------------------



Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

INDICATIVE

A Revised Application Boundary BM AP 21.05.2020

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

CLIENT:

WYG Planning

PROJECT:

Hulbert Road, Havant

DRAWING TITLE:

Proposed Footway

SCALES: SHEET SIZE:

1:1000 A3

DRAWN: CHECKED: DATE:

GS MA 28.02.2019

WYG Transport
part of WYG group


A TETRA
TECH
COMPANY

The Pavilion, 1st Floor, Botleigh Grange Office
Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 e: transport@wyg.com

DRAWING NUMBER: REVISION:

A096474-SK02 A



Appendix E

TRICS OUTPUTS

Calculation Reference: AUDIT-705103-200324-0303

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	8 days
	HC HAMPSHIRE	5 days
	KC KENT	2 days
	OX OXFORDSHIRE	1 days
	SC SURREY	2 days
	WS WEST SUSSEX	8 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	4 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 52 to 282 (units:)
 Range Selected by User: 50 to 300 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 17/10/19

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	4 days
Tuesday	7 days
Wednesday	8 days
Thursday	12 days
Friday	5 days

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

Selected survey types:

Manual count	36 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:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	20
Neighbourhood Centre (PPS6 Local Centre)	7

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	1
Residential Zone	25

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:

C3 36 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:

1,000 or Less	1 days
1,001 to 5,000	9 days
5,001 to 10,000	8 days
10,001 to 15,000	7 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	6 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
25,001 to 50,000	5 days
50,001 to 75,000	8 days
75,001 to 100,000	7 days
100,001 to 125,000	3 days
125,001 to 250,000	10 days
250,001 to 500,000	1 days
500,001 or More	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	29 days
1.6 to 2.0	3 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:

Yes	30 days
No	6 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	36 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-M-01 BANNOLD ROAD WATERBEACH	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	Edge of Town Residential Zone		
	Total Number of dwellings:	52	
	Survey date: WEDNESDAY	20/06/18	Survey Type: MANUAL
2	DV-03-M-01 TOPSHAM ROAD EXETER	HOUSES & FLATS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	61	
	Survey date: THURSDAY	06/10/11	Survey Type: MANUAL
3	ES-03-M-05 A26 CROWBOROUGH RD NEAR UCKFIELD FIVE ASH DOWN VILLAGE	HOUSES & FLATS	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of dwellings:	138	
	Survey date: MONDAY	30/06/14	Survey Type: MANUAL
4	ES-03-M-07 SOUTH COAST ROAD PEACEHAVEN	MIXED HOUSING	EAST SUSSEX
	Edge of Town Residential Zone		
	Total Number of dwellings:	188	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
5	ES-03-M-10 DITTONS ROAD POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone		
	Total Number of dwellings:	108	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
6	ES-03-M-12 PARK ROAD HAILSHAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone		
	Total Number of dwellings:	93	
	Survey date: THURSDAY	21/06/18	Survey Type: MANUAL
7	ES-03-M-13 NORTH COMMON ROAD WIVELSFIELD GREEN	MIXED HOUSES	EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of dwellings:	66	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
8	ES-03-M-14 KINGS DRIVE EASTBOURNE UPPERTON	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone		
	Total Number of dwellings:	119	
	Survey date: THURSDAY	15/11/18	Survey Type: MANUAL

WYG Victoria Street Bristol

Licence No: 705103

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-M-15	MIXED HOUSES	EAST SUSSEX
	FIELD END		
	MARESFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
10	ES-03-M-16	MIXED HOUSES & FLATS	EAST SUSSEX
	BARNHORN ROAD		
	BEXHILL		
	LITTLE COMMON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL
11	HC-03-M-04	HOUSES & FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	NEAR FAREHAM		
	TITCHFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	282	
	Survey date: TUESDAY	11/12/12	Survey Type: MANUAL
12	HC-03-M-05	HOUSES & FLATS	HAMPSHIRE
	WIMPSON LANE		
	SOUTHAMPTON		
	MAYBUSH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: FRIDAY	03/10/14	Survey Type: MANUAL
13	HC-03-M-09	MIXED HOUSES & FLATS	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	STANMORE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	157	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
14	HC-03-M-10	MIXED HOUSES & FLATS	HAMPSHIRE
	RAWLINGS LANE		
	ALTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	176	
	Survey date: TUESDAY	05/03/19	Survey Type: MANUAL
15	HC-03-M-11	MIXED HOUSES & FLATS	HAMPSHIRE
	ALDERMASTON ROAD		
	BASINGSTOKE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	238	
	Survey date: THURSDAY	07/03/19	Survey Type: MANUAL
16	KC-03-M-02	MIXED HOUSES AND FLATS	KENT
	HERMITAGE LANE		
	MAIDSTONE		
	BARMING		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	119	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	KC-03-M-03 BUNYARD WAY MAIDSTONE ALLINGTON Edge of Town Residential Zone Total Number of dwellings: 140 Survey date: TUESDAY 22/05/18	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
18	NF-03-M-01 LONG LANE NEAR NORWICH MULBARTON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 173 Survey date: FRIDAY 20/09/19	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
19	NF-03-M-02 CAWSTON ROAD AYLSHAM Edge of Town Out of Town Total Number of dwellings: 250 Survey date: TUESDAY 17/09/19	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
20	NF-03-M-04 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total Number of dwellings: 70 Survey date: THURSDAY 19/09/19	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
21	NF-03-M-05 CAISTOR LANE PORINGLAND FRAMINGHAM EARL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 150 Survey date: MONDAY 16/09/19	MIXED HOUSES	NORFOLK	Survey Type: MANUAL
22	OX-03-M-01 WENMAN ROAD THAME Edge of Town Industrial Zone Total Number of dwellings: 100 Survey date: THURSDAY 28/06/18	MIXED HOUSES	OXFORDSHIRE	Survey Type: MANUAL
23	SC-03-M-05 HOLYWELL WAY STAINES STANWELL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 19/11/12	HOUSES & FLATS	SURREY	Survey Type: MANUAL
24	SC-03-M-07 EPSOM ROAD GUILDFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 199 Survey date: THURSDAY 24/10/13	HOUSES/FLATS	SURREY	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	SM-03-M-01	DETACHED & TERRACED HOUSES	SOMERSET
	MILTON HILL		
	TAUNTON		
	MONKTON HEATHFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	135	
	Survey date: WEDNESDAY	26/09/18	Survey Type: MANUAL
26	TW-03-M-02	MIXED HOUSES & FLATS	TYNE & WEAR
	BENTON ROAD		
	NEWCASTLE UPON TYNE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	108	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
27	WK-03-M-02	MIXED HOUSES	WARWICKSHIRE
	BISHOPTON LANE		
	STRATFORD UPON AVON		
	BISHOPTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	130	
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL
28	WL-03-M-03	MIXED HOUSES & FLATS	WILTSHIRE
	WARNEFORD CRESCENT		
	NEAR SALISBURY		
	LONGHEDGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	260	
	Survey date: TUESDAY	09/10/18	Survey Type: MANUAL
29	WS-03-M-04	HOUSES & FLATS	WEST SUSSEX
	SUMMERSDALE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	214	
	Survey date: THURSDAY	08/05/14	Survey Type: MANUAL
30	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	92	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
31	WS-03-M-06	SEMI DETACHED / DETACHED	WEST SUSSEX
	SOUTHFIELDS CLOSE		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	67	
	Survey date: TUESDAY	27/01/15	Survey Type: MANUAL
32	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	BOGNOR REGIS		
	ALDWICK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	Survey Type: MANUAL

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Licence No: 705103

LIST OF SITES relevant to selection parameters (Cont.)

33	WS-03-M-12	HOUSES & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		192
	Survey date: WEDNESDAY		27/04/16
			Survey Type: MANUAL
34	WS-03-M-16	MIXED FLATS & HOUSES	WEST SUSSEX
	BROYLE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		252
	Survey date: WEDNESDAY		21/03/18
			Survey Type: MANUAL
35	WS-03-M-17	MIXED HOUSES & FLATS	WEST SUSSEX
	STANE STREET		
	CHICHESTER		
	WESTHAMPNETT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:		99
	Survey date: WEDNESDAY		03/10/18
			Survey Type: MANUAL
36	WS-03-M-18	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE		
	BOGNOR REGIS		
	NORTH BERSTED		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:		86
	Survey date: THURSDAY		17/10/19
			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.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	36	137	0.087	36	137	0.306	36	137	0.393
08:00 - 09:00	36	137	0.121	36	137	0.374	36	137	0.495
09:00 - 10:00	36	137	0.131	36	137	0.181	36	137	0.312
10:00 - 11:00	36	137	0.133	36	137	0.148	36	137	0.281
11:00 - 12:00	36	137	0.138	36	137	0.141	36	137	0.279
12:00 - 13:00	36	137	0.149	36	137	0.141	36	137	0.290
13:00 - 14:00	36	137	0.153	36	137	0.153	36	137	0.306
14:00 - 15:00	36	137	0.135	36	137	0.163	36	137	0.298
15:00 - 16:00	36	137	0.244	36	137	0.172	36	137	0.416
16:00 - 17:00	36	137	0.251	36	137	0.157	36	137	0.408
17:00 - 18:00	36	137	0.331	36	137	0.150	36	137	0.481
18:00 - 19:00	36	137	0.297	36	137	0.159	36	137	0.456
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.397			2.270			4.667

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: 52 - 282 (units:)
 Survey date range: 01/01/11 - 17/10/19
 Number of weekdays (Monday-Friday): 36
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 11
 Surveys manually removed from selection: 0

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.

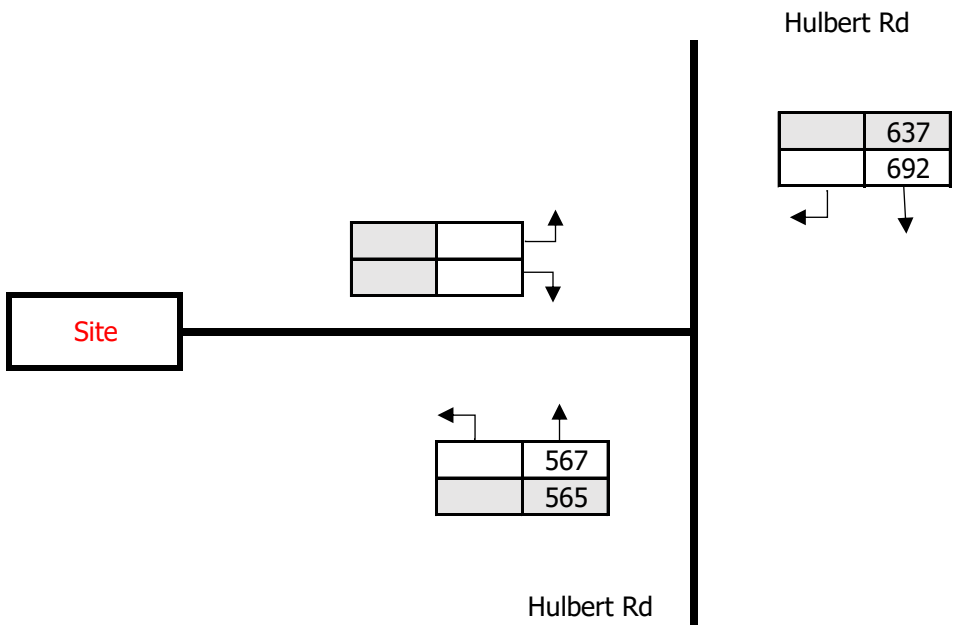


Appendix F

TRAFFIC FLOW DIAGRAMS

All flows in Vehs

	AM
	PM



WYG Transport

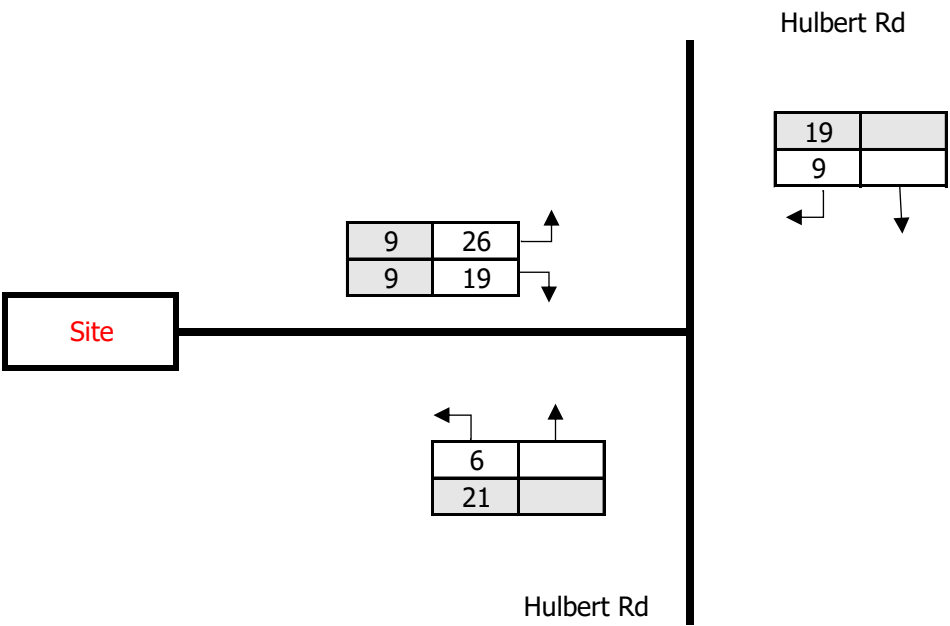
5th Floor Longcross Court,
47 Newport Road. CF24 0AD
t:02920829200
e:transport.cardiff@wyg.com



Client:	Trustees Of The GHM Jackson 1972 Settlement
Project:	Hulbert Road, Havant
Title:	2020 Base Traffic Flows
	Date: March 2020
	Job No: A096474

All flows in Vehs

	AM
	PM



WYG Transport

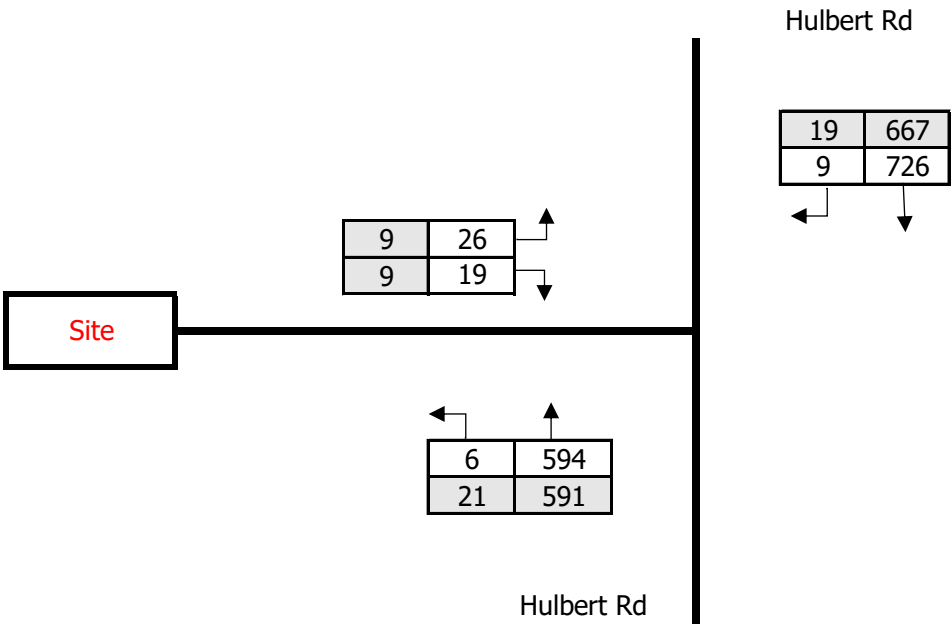
5th Floor Longcross Court,
47 Newport Road. CF24 0AD
t:02920829200
e:transport.cardiff@wyg.com



Client:	Trustees Of The GHM Jackson 1972 Settlement
Project:	Hulbert Road, Havant
Title:	Development Traffic Flows
	Date: March 2020
	Job No: A096474

All flows in Vehs

	AM
	PM



WYG Transport

5th Floor Longcross Court,
47 Newport Road. CF24 0AD
t:02920829200
e:transport.cardiff@wyg.com



Client: Trustees Of The GHM Jackson 1972 Settlement	
Project: Hulbert Road, Havant	
Title: 2025 Base + Development Traffic Flow	
	Date: March 2020
	Job No: A096474



Appendix G

MODELLING OUTPUTS

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						
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: A096474 200325 Site Access Junction.j9

Path: X:\2012\A090000\A096474 - Hulbert Road, Havant\30 Technical\31 Modelling

Report generation date: 09/04/2020 11:30:40

»2025 Base+Dev, AM

»2025 Base+Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 Base+Dev						
Stream B-AC	0.2	12.45	0.15	0.1	11.91	0.06
Stream C-AB	0.0	7.18	0.02	0.0	7.38	0.04

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

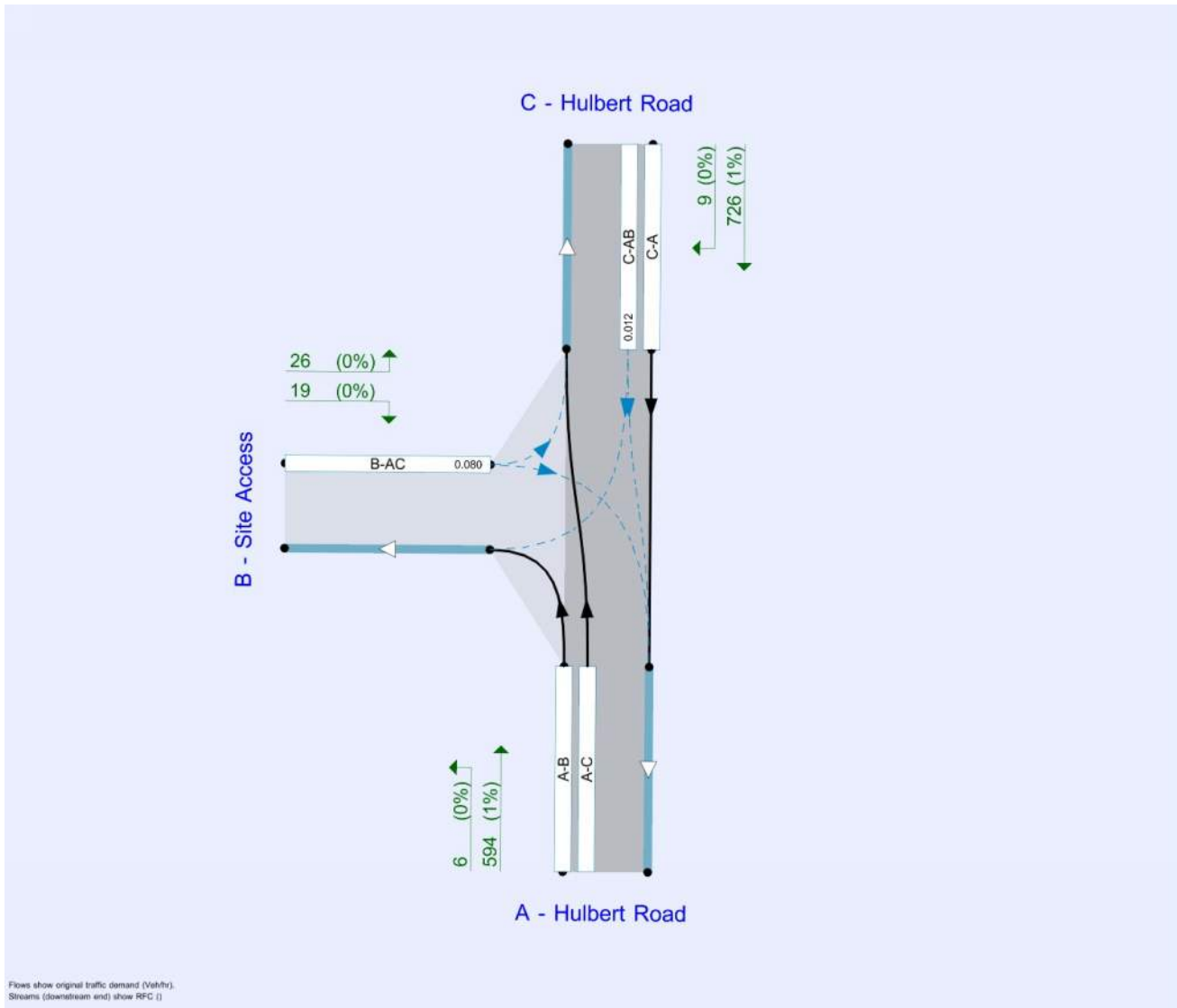
File summary

File Description

Title	
Location	
Site number	
Date	25/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\clara.evans
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	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

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
D3	2025 Base+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Base+Dev	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

2025 Base+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		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hulbert Road		Major
B	Site Access		Minor
C	Hulbert Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hulbert Road	6.00		✓	3.10	91.7	✓	10.00

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	3.42	19	24

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	516	0.094	0.238	0.150	0.340
B-C	666	0.102	0.258	-	-
C-B	688	0.267	0.267	-	-

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
D3	2025 Base+Dev	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 (Veh/hr)	Scaling Factor (%)
A - Hulbert Road		ONE HOUR	✓	601	100.000
B - Site Access		ONE HOUR	✓	45	100.000
C - Hulbert Road		ONE HOUR	✓	734	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Hulbert Road	B - Site Access	C - Hulbert Road
	A - Hulbert Road	0	6	594
	B - Site Access	19	0	26
	C - Hulbert Road	726	9	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hulbert Road	B - Site Access	C - Hulbert Road
	A - Hulbert Road	0	0	1
	B - Site Access	0	0	0
	C - Hulbert Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	12.45	0.2	B	41	62
C-AB	0.02	7.18	0.0	A	8	12
C-A					666	999
A-B					6	9
A-C					545	818

Main Results for each time segment

07:45 - 08:00

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	34	8	425	0.080	34	0.0	0.1	9.179	A
C-AB	7	2	567	0.012	6	0.0	0.0	6.419	A
C-A	546	137			546				
A-B	5	1			5				
A-C	447	112			447				

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	40	10	390	0.104	40	0.1	0.1	10.291	B
C-AB	8	2	544	0.014	8	0.0	0.0	6.716	A
C-A	652	163			652				
A-B	6	1			6				
A-C	534	134			534				

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	50	12	339	0.146	49	0.1	0.2	12.432	B
C-AB	10	2	511	0.019	10	0.0	0.0	7.175	A
C-A	799	200			799				
A-B	7	2			7				
A-C	654	164			654				

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	50	12	339	0.146	50	0.2	0.2	12.450	B
C-AB	10	2	511	0.019	10	0.0	0.0	7.175	A
C-A	799	200			799				
A-B	7	2			7				
A-C	654	164			654				

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	40	10	390	0.104	41	0.2	0.1	10.309	B
C-AB	8	2	544	0.014	8	0.0	0.0	6.719	A
C-A	652	163			652				
A-B	6	1			6				
A-C	534	134			534				

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	34	8	425	0.080	34	0.1	0.1	9.201	A
C-AB	7	2	567	0.012	7	0.0	0.0	6.422	A
C-A	546	137			546				
A-B	5	1			5				
A-C	447	112			447				

2025 Base+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		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
D4	2025 Base+Dev	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 (Veh/hr)	Scaling Factor (%)
A - Hulbert Road		ONE HOUR	✓	612	100.000
B - Site Access		ONE HOUR	✓	18	100.000
C - Hulbert Road		ONE HOUR	✓	686	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hulbert Road	B - Site Access	C - Hulbert Road
From	A - Hulbert Road	0	21	591
	B - Site Access	9	0	9
	C - Hulbert Road	667	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Hulbert Road	B - Site Access	C - Hulbert Road
From	A - Hulbert Road	0	0	0
	B - Site Access	0	0	0
	C - Hulbert Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.06	11.91	0.1	B	17	25
C-AB	0.04	7.38	0.0	A	18	27
C-A					612	917
A-B					19	28
A-C					543	814

Main Results for each time segment

16:45 - 17:00

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	14	3	408	0.033	13	0.0	0.0	9.113	A
C-AB	15	4	566	0.026	14	0.0	0.0	6.532	A
C-A	502	125			502				
A-B	16	4			16				
A-C	445	111			445				

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	16	4	373	0.043	16	0.0	0.0	10.089	B
C-AB	17	4	542	0.032	17	0.0	0.0	6.864	A
C-A	599	150			599				
A-B	19	5			19				
A-C	531	133			531				

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	20	5	322	0.062	20	0.0	0.1	11.906	B
C-AB	21	5	509	0.042	21	0.0	0.0	7.384	A
C-A	734	183			734				
A-B	23	6			23				
A-C	651	163			651				

17:30 - 17:45

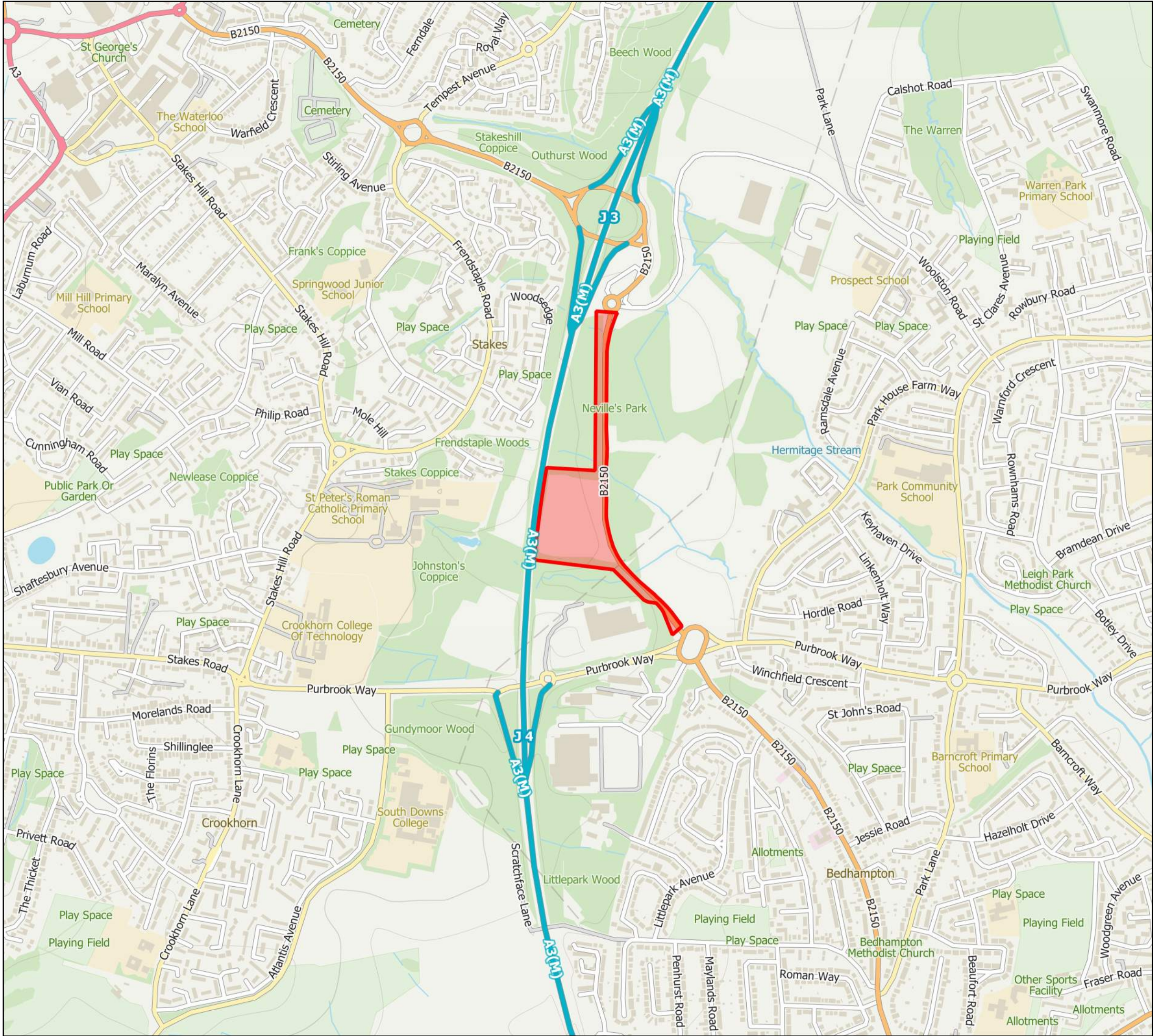
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B-AC	20	5	322	0.062	20	0.1	0.1	11.911	B
C-AB	21	5	509	0.042	21	0.0	0.0	7.384	A
C-A	734	183			734				
A-B	23	6			23				
A-C	651	163			651				

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	16	4	373	0.043	16	0.1	0.0	10.096	B
C-AB	17	4	542	0.032	17	0.0	0.0	6.865	A
C-A	599	150			599				
A-B	19	5			19				
A-C	531	133			531				

18:00 - 18:15

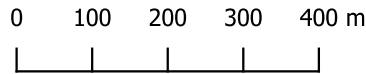
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B-AC	14	3	408	0.033	14	0.0	0.0	9.121	A
C-AB	15	4	566	0.026	15	0.0	0.0	6.533	A
C-A	502	125			502				
A-B	16	4			16				
A-C	445	111			445				



\\ondondc02\SBAProjects\2012\A090000\A096474 - Hulbert Road, Havant\30 Technical\GIS\A096474_200521BM_SiteLocation.qgz

Legend

 Site



WYG Transport

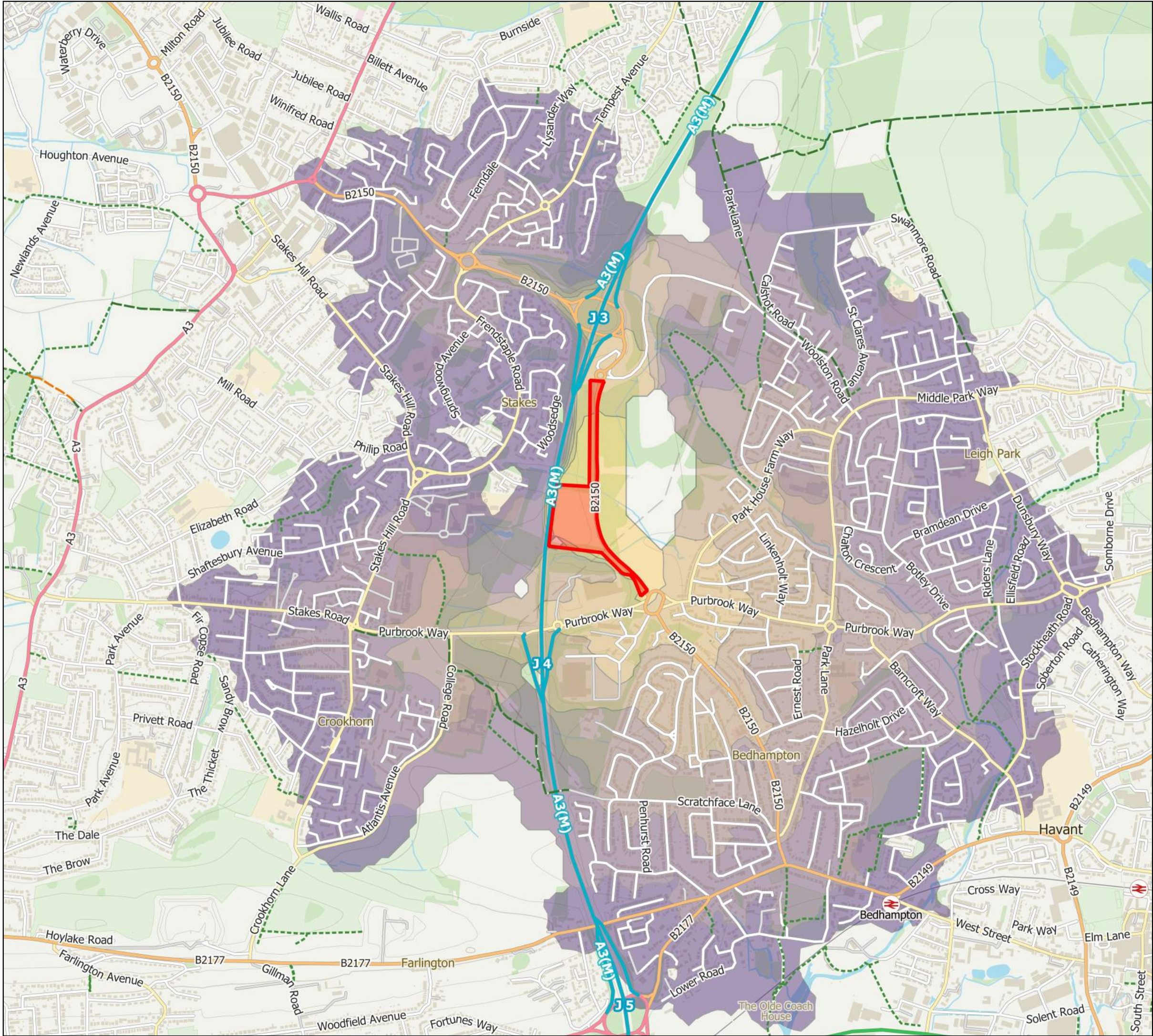


Site Location Plan

Hulbert Road, Havant

Scale at A3: 1:10000	Project No.: A096474	Figure No.: -	Revision: -
Drawn by: BM	Drawn date: 2020-05-21	Approved by: GS	

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Legend



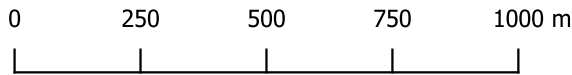
Site

Access by Walking (4.8km/hr)

- 0-5 mins / 0-400m
- 5-10 mins / 400-800m
- 10-15 mins / 800-1.2km
- 15-20 mins / 1.2-1.6km
- 20-25 mins / 1.6-2.0km
- 25-30 mins / 2.0-2.4km

Public Rights of Way

- Byway Open to All Traffic, Restricted Byway
- Bridleway
- Footpath



WYG Transport

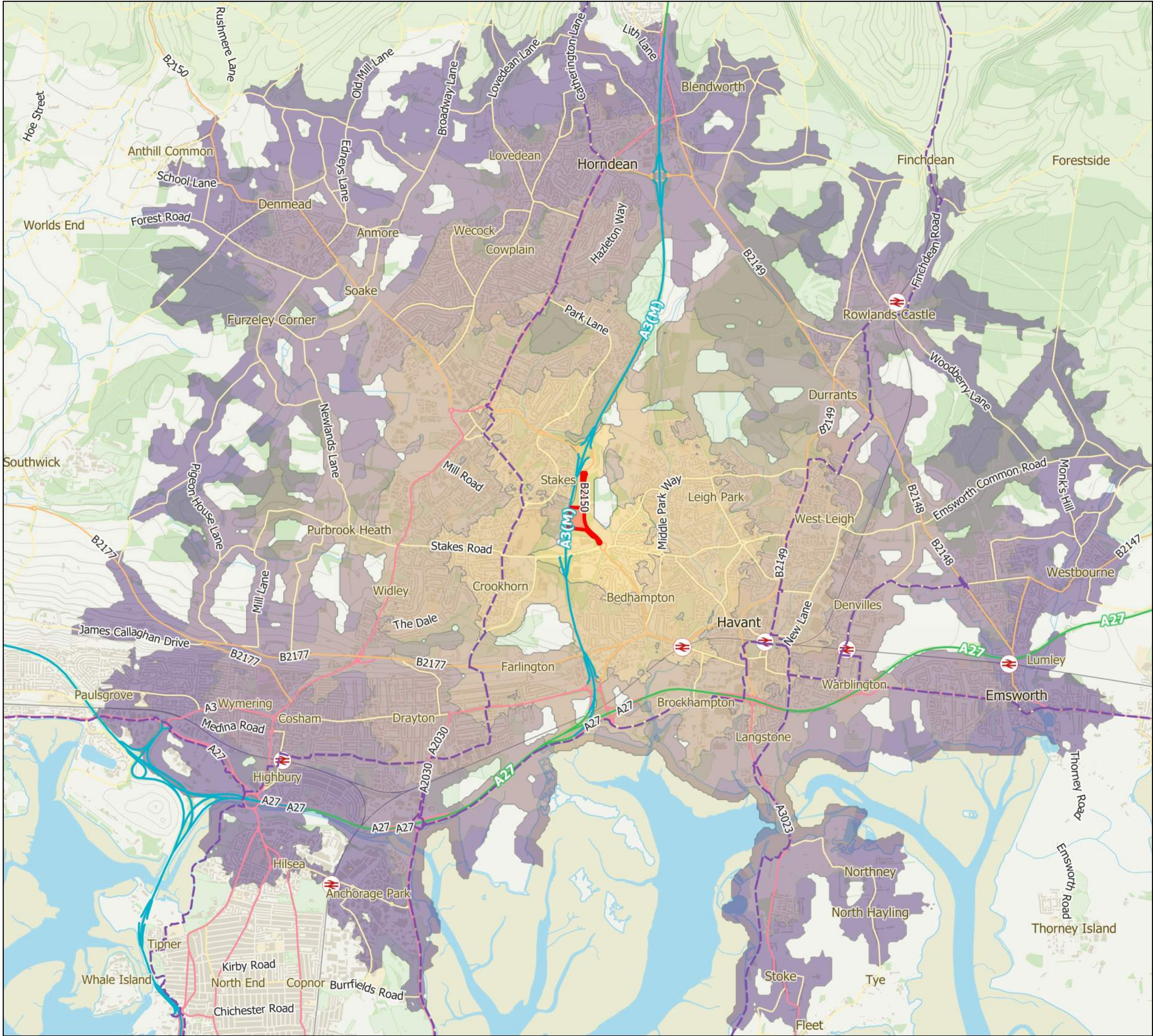


Access by Walking

Hulbert Road, Havant

Scale at A3:	Project No.:	Figure No.:	Revision:
1:15000	A096474	-	-
Drawn by:	Drawn date:	Approved by:	
BM	2020-05-21	GS	

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\\londondc02\SBAP\Projects\2012\A090000\A096474 - Hulbert Road, Havant\30 Technical\GIS\A096474_200521BM_CycleIso.gxz

Legend



Site

Access by Cycling

0-5 mins / 0-1.33km

5-10 mins / 1.33-2.67km

10-15 mins / 2.67-4.00km

15-20 mins / 4.00-5.33km

20-25 mins / 5.33-6.67km

25-30 mins / 6.67-8.00km

National Cycle Route



WYG Transport

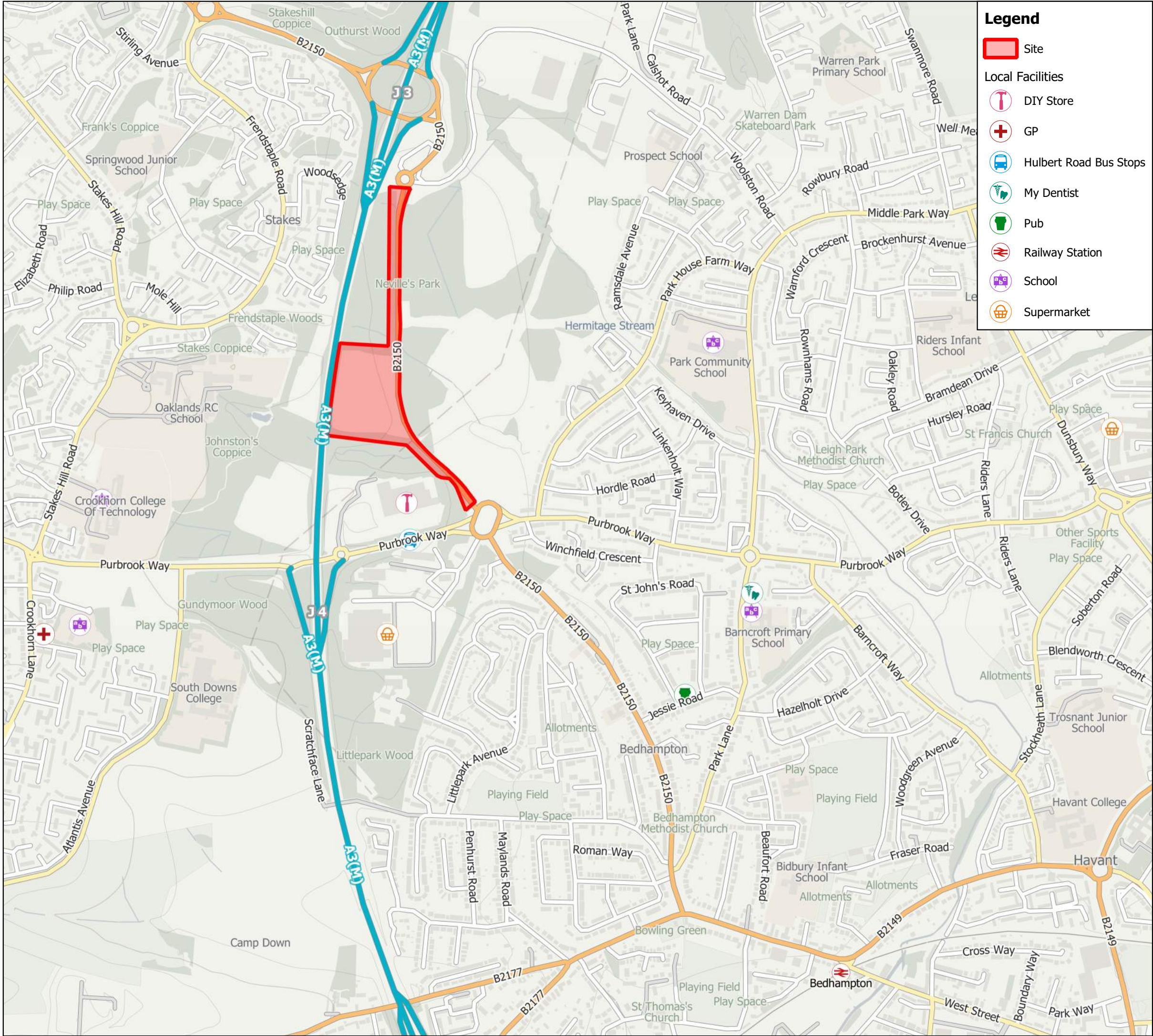


Access by Cycling

Hulbert Road, Havant

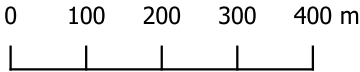
Scale at A3: 1:45000	Project No.: A096474	Figure No.: -	Revision: -
Drawn by: BM	Drawn date: 2020-05-21	Approved by: GS	

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Legend

- Site
- Local Facilities
 - DIY Store
 - GP
 - Hulbert Road Bus Stops
 - My Dentist
 - Pub
 - Railway Station
 - School
 - Supermarket



WYG Transport

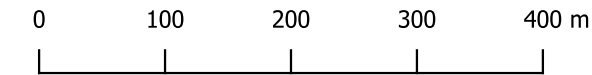
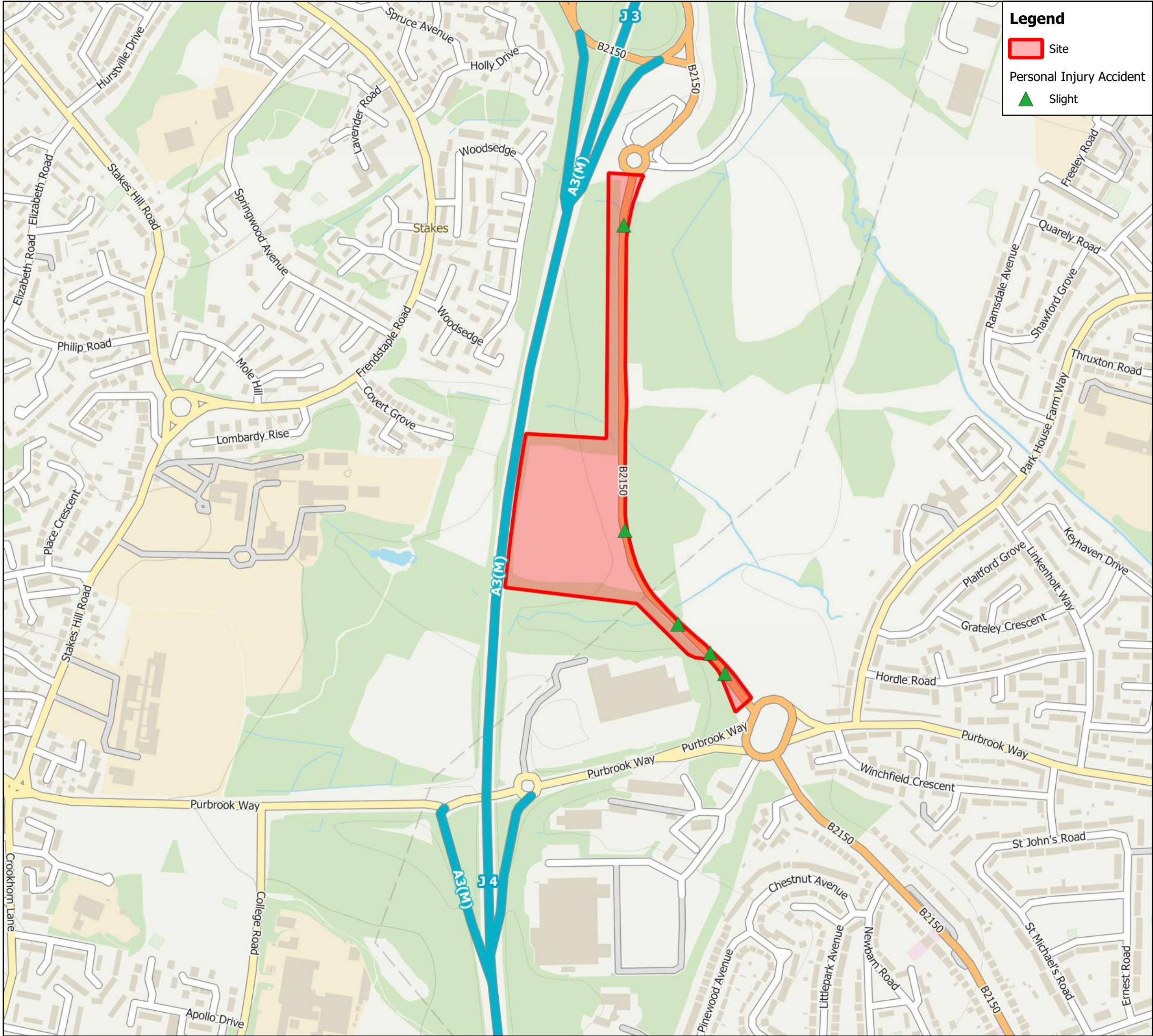


Local Facilities Plan

Hulbert Road, Havant

Scale at A3: 1:10000	Project No.: A096474	Figure No.: -	Revision: -
Drawn by: BM	Drawn date: 2020-05-21	Approved by: GS	

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Latest Available 5-Year PIA Plan

Hulbert Road, Havant

Scale at A3: 1:6000	Project No.: A096474	Figure No.: -	Revision: -
Drawn by: BM	Drawn date: 2020-05-21	Approved by: GS	