



B R I G H T P L A N

5 - 7 STATION ROAD, HAYLING ISLAND

MIXED-USE DEVELOPMENT

Transport Statement

Prepared on Behalf of

PWP Architects

PWPA/18/4652s

19 September 2019



DOCUMENT CONTROL

Project: 5 - 7 Station Road, Hayling Island
Mixed-Use Development

Document: Transport Statement

Client: PWP Architects

Reference: PWPA/18/4652s

Document Checking:

Author: EJD **Date:** 19/09/2019

Checked by: ALB **Date:** 19/09/2019

Approved by: ALB **Date:** 19/09/2019

Status:

Issue	Date	Status	Issued by
1.	19/09/2019	Final	EJD
2.			
3.			
4.			
5.			
6.			



CONTENTS

1	INTRODUCTION	5
2	HAMPSHIRE COUNTY COUNCIL'S COMMENTS	6
2.1	Pedestrian and Cycle Accessibility	6
2.2	Personal Injury Accident Data	6
2.3	Vehicle Access.....	7
	Kerbing.....	7
	Stage 1 Road Safety Audit	8
	Visibility	8
2.4	Construction Management Plan	8
2.5	Parking	8
3	HAVANT BOROUGH COUNCIL'S COMMENTS	11
3.1	Vehicle Tracking	11
3.2	Car Parking	11



DRAWINGS

- 001** Site Overview
- 002** Visibility Splays
- 003** Access Swept Path Analysis
- 004** Internal Swept Path Analysis
- 005** Heron Autos Access

APPENDICES

- Appendix A** HCC Consultation Response
- Appendix B** HBC Consultation Response
- Appendix C** PIA Data
- Appendix D** Road Safety Auditors CVs
- Appendix E** ATC Survey Data



1 INTRODUCTION

- 1.1.1 This Transport Statement Addendum (TSA) has been prepared by Bright Plan Ltd to address comments raised by Hampshire County Council (HCC) and Havant Borough Council (HBC) relating to a proposed development at 5-7 Station Road, Hayling Island.
- 1.1.2 The consultation responses from HCC and HBC are attached at **Appendix A** and **Appendix B** respectively.
- 1.1.3 This TSA addresses HCC's comments sequentially before addressing the additional comments raised by HBC.



2 HAMPSHIRE COUNTY COUNCIL'S COMMENTS

2.1 Pedestrian and Cycle Accessibility

2.1.1 HCC commented the following in relation to pedestrian and cycle accessibility:

"The existing site is served by a 2m footway flanking station road. The footway directly accessing the development is predominantly flush kerbs. As part of the access works, the kerbing along this footway should be rationalised and a consistent width provided to ensure safe and level pedestrian access into the development."

2.1.2 The width of the footway on the site frontage would be retained and the kerb adjacent to the site accesses will be reinstated with full height kerb stones. The footway is shown in **Drawing 2019/4652/001**.

2.2 Personal Injury Accident Data

2.2.1 HCC commented the following in relation to personal injury accident data:

"Personal Injury Accident Data (PIA data) has been collected for a 5-year period between January 2013 and December 2017. It is noted that this data is a year and a half out of date and should therefore be updated to confirm there have been no recent accidents in the vicinity of the site which could indicate an existing safety issue. PIA data should be obtained from Hampshire Constabulary who provide the most up-to-date accident data."

2.2.2 PIA data has been obtained from Hampshire Constabulary for the most recent 5 years. The location of the incidents relative to the site is displayed on **Figure 2.1** and the full accident report is attached at **Appendix C**.

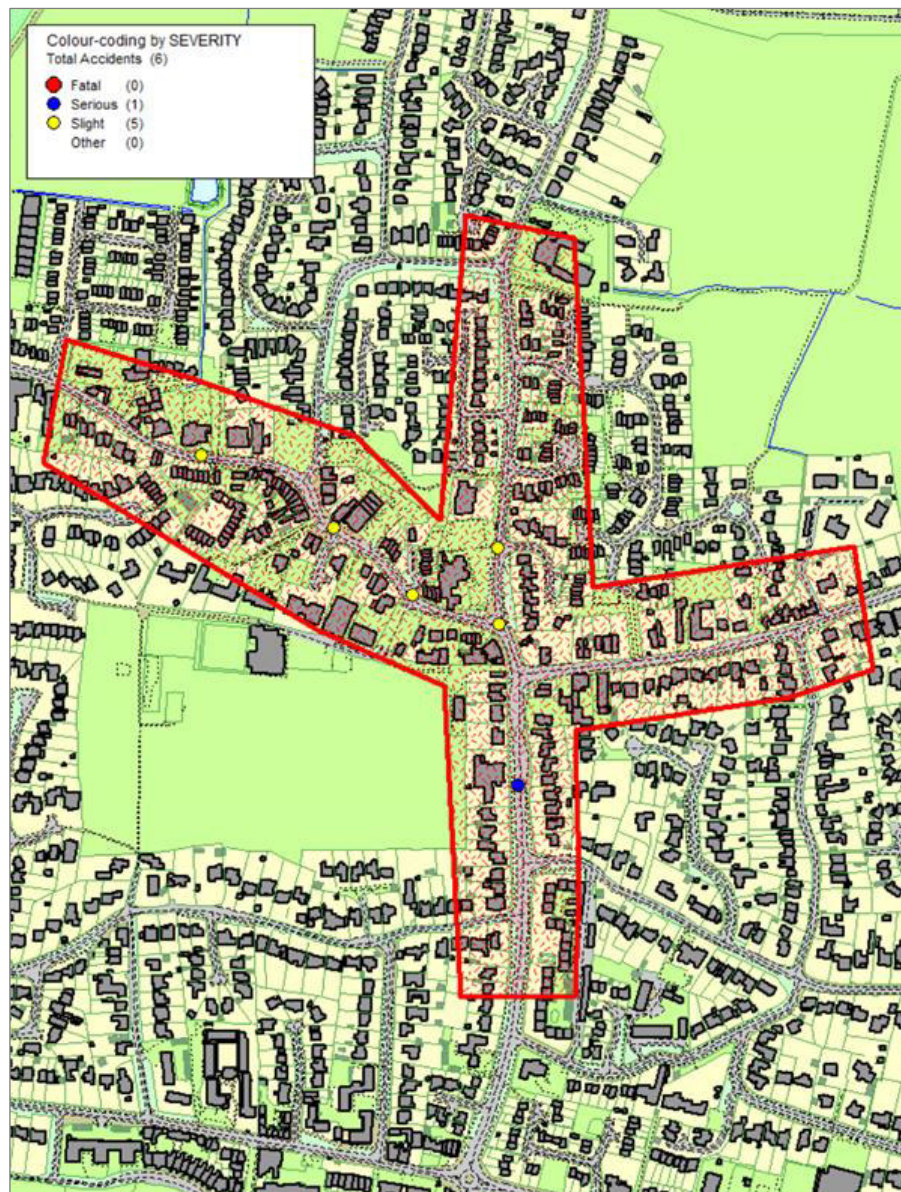


Figure 2.1: PIA Distribution

- 2.2.3 A total of 6 PIAs have been recorded in the 5-year period, comprising of 1 'serious' incident and 5 'slight' incidents. The full collision data report is attached at **Appendix C**. The PIA record does not reveal any pattern that in terms of distribution, severity or cause that could be exacerbated by the proposed development.

2.3 Vehicle Access

Kerbing

- 2.3.1 HCC commented the following in relation to the kerbing adjacent to the accesses:

"The site is currently served by 2 extended dropped kerbs. To formalise these access points, it is proposed to reduce the width of the western access to 6m and the eastern access to 5m. Any remaining section of dropped kerb in between these access points should be reinstated to distinguish where the eastern and western vehicular access points are."



- 2.3.2 The kerb adjacent to the site accesses will be reinstated with full height kerb stones as shown in **Drawing 2019/4652/001**.

Stage 1 Road Safety Audit

- 2.3.3 HCC commented the following in relation to the Stage 1 RSA:

"It is noted that a Stage 1 RSA has been carried out for both accesses. The Highway Authority requests that the CV's for the auditors are provided to confirm that they are on Hampshire's list of approved auditors and comply with the relevant auditor requirements."

- 2.3.4 The CV's of the auditor have been obtained and are attached at **Appendix D**.

Visibility

- 2.3.5 HCC commented the following in relation to the visibility splays:

"Visibility is demonstrated at 2.4m x 43m commensurate with the 30mph speed limit on Station Road. Confirmation is required that the visibility splays are provided within the extents of the highway and do not cross private land. Recorded speeds along Station Road are required to confirm whether the visibility splays proposed are sufficient for the speed of the road."

- 2.3.6 To establish traffic volumes and design speeds in the vicinity of the site, Bright Plan commissioned 'Modal Data' to conduct an Auto Traffic Count (ATC) survey between 9th – 15th September 2019 on Station Road. A summary of the ATC data is provided in **Figure 2.2** and the full ATC data output is attached at **Appendix E**.

Direction	Average Speed	85th Percentile Design Speed	AADT	HGV Percentage
Eastbound	21.0mph	25.3mph	2469	0.3%
Westbound	21.0mph	24.9mph	2531	0.2%

Figure 2.2: Summary of ATC Survey Data

- 2.3.7 Using the calculation coefficients set out in MfS, a stopping site distance (adjusted for bonnet length) of 33.1m would be required looking the east, and 33.8m would be required looking the west within the land under the control of the applicant and the public highway. The required visibility splays are demonstrated as achievable in **Drawing**

2.4 Construction Management Plan

- 2.4.1 HCC commented the following in relation to a Construction Management Plan:

"Construction access has not been addressed in the Transport Statement. Confirmation as to how construction vehicles will access the site should therefore be provided alongside a CTMP. Should construction vehicles require access into the site, tracking drawings for a pantechnicon are required to confirm that the proposed access arrangements are sufficient to accommodate these movements."

- 2.4.2 It is requested that preparation of a Construction Management Plan is conditioned as part of any future planning consent.

2.5 Parking



2.5.1 HCC commented the following in relation to the car parking:

"While the quantum of parking is a matter for HBC as the local authority, the Highway Authority still provide comments on the layout of these parking spaces and their suitability in serving the development. Dimensions for a single car port are proposed at 2.4m x 4.8m which corresponds with Havant's SPD. A shortfall of 4 parking spaces for the business units and 4 for the apartments is proposed, with this shortfall to be accommodated by the adjacent public car park currently serving Hayling Park. A parking beat survey was undertaken on a Wednesday and Thursday at the following intervals: 01:00, 09:00 and 19:00.

During the survey times noted above, a maximum stress of 37% was recorded at 09:00 on Thursday, leaving 24 spaces remaining in the car park. It is noted that both of the survey days are on a weekday, with no indication of capacity at the weekend. The Highway Authority therefore requests a survey is carried out over the weekend to ascertain whether sufficient parking spaces will also be available at this time. The views of the Parking Authority regarding the shortfall in parking are also sought."

2.5.2 The proposed accommodation schedule has been revised resulting altering the car parking requirements. In addition, the car parking provision has been increased to provide 24 spaces. A summary of the required and proposed car parking provision is shown in **Figure 2.3**.

Unit	Units/ GFA	HBC Standard (unallocated)	Required Parking	Proposed Provision
1BF	4	0.9 spaces	3.6	24
2BF	15	1.3 spaces	19.5	
Residential Total	18	-	24	
Office	120 sqm	1 per 30sqm	4	0
Total			28	24

Figure 2.3: Car Parking Provision

2.5.3 As shown in **Figure 2.3**, the revised car parking layout provides 24 unallocated spaces for the residential units in accordance with HBC's standards. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2018/4652/004**.

2.5.4 The zero provision for the commercial units is consistent with the recently consented application at West Lane (planning ref: APP/16/00060). The West Lane application cited the accessible nature of the area with good opportunities to walk or cycle to the site, which also applies to the proposed site (National Cycle Route no.2 situated c.500m to the west of the site, bus stops situated c.80m to the west of the site).

2.5.5 Notwithstanding the accessible nature of the site, it is expected that any parking associated with the commercial (B1 office) units could comfortably be accommodated within the public car park to the west of the site. The commercial units are anticipated to generate a maximum demand of 4 spaces on during core working hours 09:00-17:00 weekdays, and are not expected to generate parking demand on weekends. The surveys undertaken in conjunction with RGP's Transport Statement demonstrated an average of 26 car parking spaces available at 09:00 when staff of these units would arrive for work. The maximum demand for 4 spaces would therefore comfortably be accommodated. The results of the survey are shown in **Figure 2.4**.



Day	Time	Capacity	Cars Parked	Remaining Capacity	Parking Stress
Wed 6th	01:00	38	3	35	8%
	09:00	38	10	28	26%
	19:00	38	8	30	21%
Thurs 7th	01:00	38	2	36	5%
	09:00	38	14	24	37%
	19:00	38	6	32	16%
2-day average	01:00	38	2.5	35.5	7%
	09:00	38	12	26	32%
	19:00	38	7	31	18%

Figure 4.2: Survey Results

Figure 2.4: Car Park Survey Results (Extract from RGP Transport Statement)

- 2.5.6 Further, there are opportunities to park on the local road network within a desirable walking distance of the site (200m), including on Beach Road and St Mary's Road.



3 HAVANT BOROUGH COUNCIL'S COMMENTS

3.1 Vehicle Tracking

3.1.1 HBC commented the following in relation to the vehicle tracking drawings:

"whilst no issues are raised by the Highways Authority, I note that tracking has not been undertaken for the eastern access for anything other than a family car. This ignores the existence of the Heron Autos automotive premises to the south east of the site, which will share the eastern access. How is it intended that servicing of this industrial unit will take place from the eastern access? I am concerned that the proximity of the footprint of the building to the eastern boundary will preclude the satisfactory operation of this established business (as well as having amenity implications, discussed below).

Also - the tracking drawings fail to take account of the proposed planted island within the central courtyard, which will be important to break up the otherwise unrelieved hard surfacing in this area. They should therefore be redrawn to take account of this important landscape feature."

3.1.2 A vehicle swept path analysis has been undertaken demonstrating a delivery vehicle accessing the Heron Auto site and performing turning manoeuvres in **Drawing 2018/4652/005**.

3.1.3 The planted island has been removed from the proposed layout.

3.2 Car Parking

3.2.1 HBC commented the following in relation to the car parking in the adjacent car park:

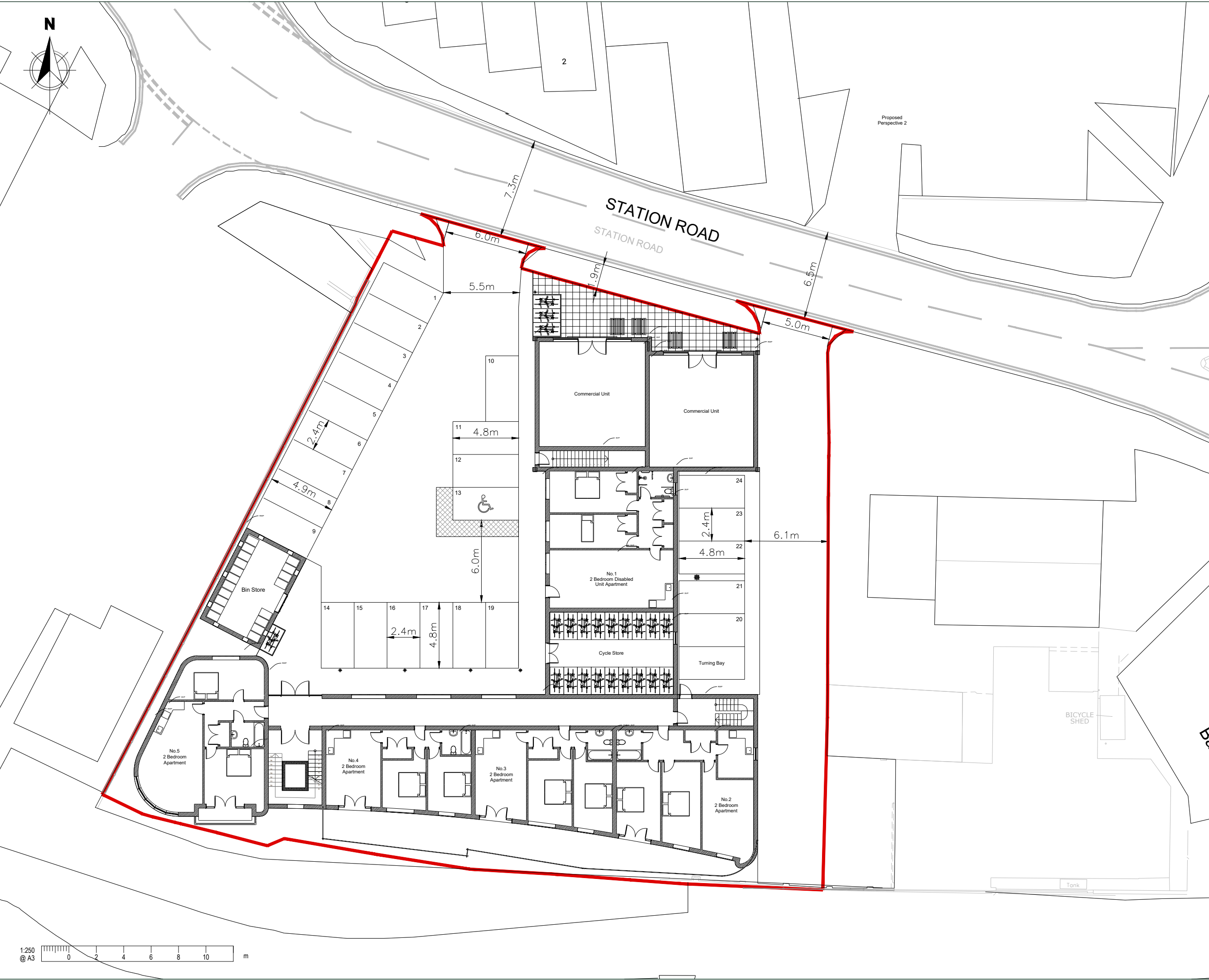
"The parking beat surveys have been undertaken on weekdays only, with no indication of capacity at weekends (when demands on the adjacent community facilities is likely to be high). Further survey work is required to cover this gap in coverage. I would also add that, having visited the site twice in the middle of the day during the course of the application so far, the capacity in the car park has been far from that presented in the survey results - my most recent visit at 13:00hrs on the 20th June revealed only 6 available spaces."

3.2.2 As addressed in **Section 2.5** of this report, the revised car park would provide parking for the residential units in accordance with HBC's parking standard. No on-site provision would be provided for the commercial units which is consistent with the consented West Lane development and is appropriate given the site's accessible location. Notwithstanding this, any parking associated with the office units could comfortably be accommodated within the public car park or within a comfortable walking distance (200m) on the local road network including Beach Road and St Mary's Road during core working hours (09:00-17:00).



DRAWINGS

- 001** Site Overview
- 002** Visibility Splays
- 003** Access Swept Path Analysis
- 004** Internal Swept Path Analysis
- 005** Heron Autos Access



1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

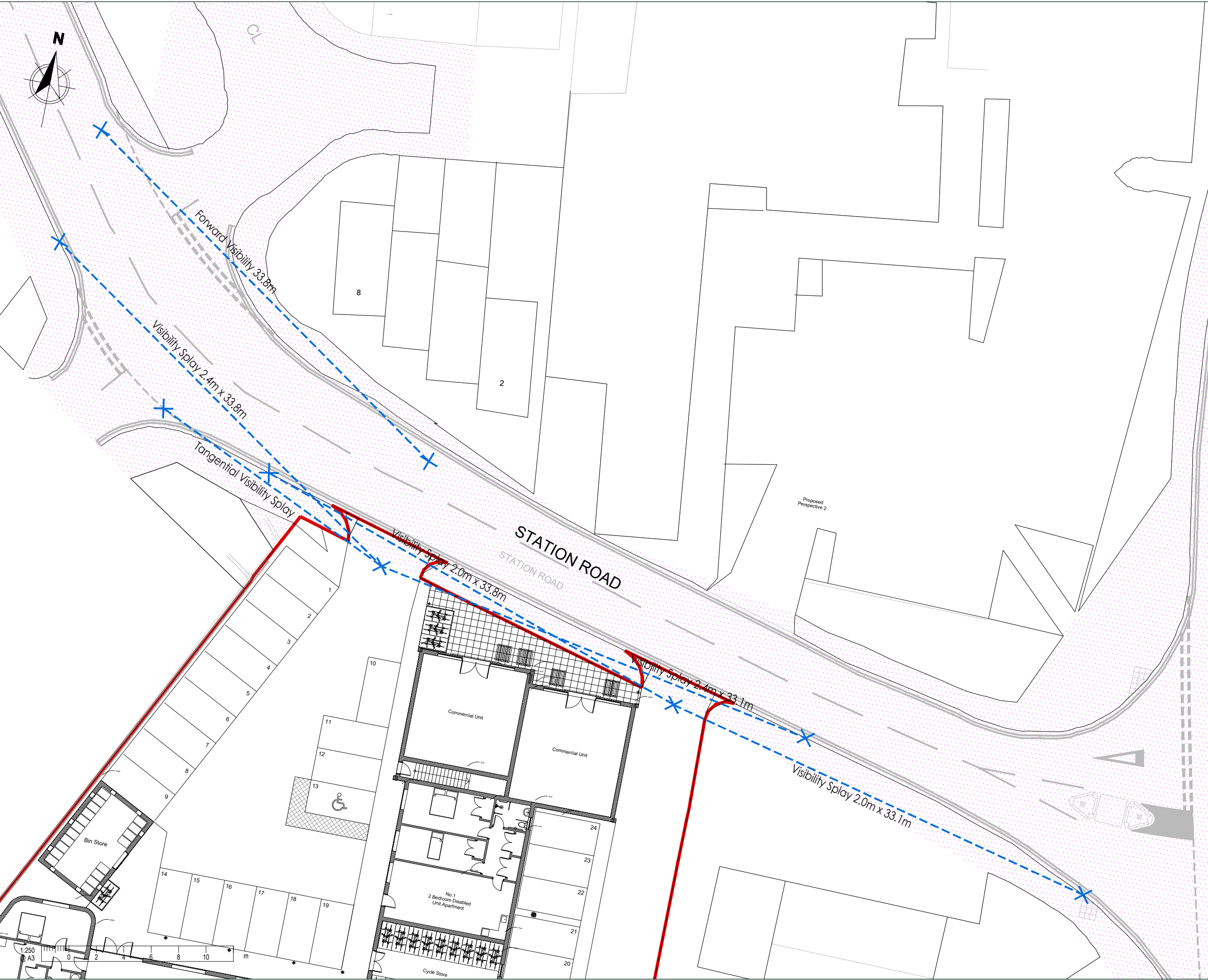
- Site Boundary
- Existing Road Markings

B	Layout Update	19/09/2019
A	Final Issue	15/02/2019
-	Original Issue	12/02/2019
Rev.	Amendments	Date



BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	FINAL		
Client	PWP Architects		
Project	5 - 7 Station Road, Hayling Island		
Drawing Title	Site Overview		
Scale	1:250	Date	Sept 19
Drawn By	SMO	Checked By	ALB
Drawing No.	2018-4652-001		Rev.
		B	



NOTES

A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

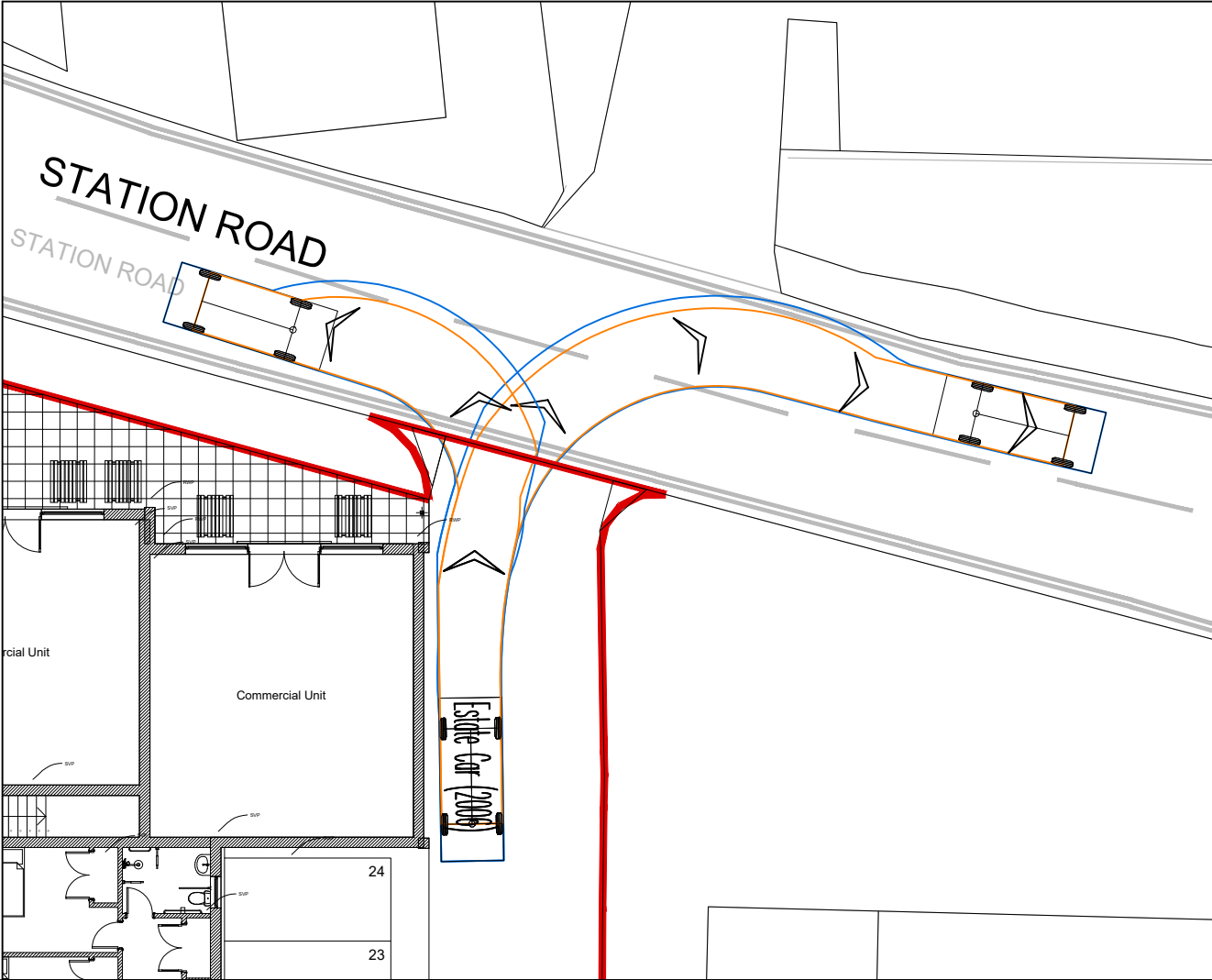
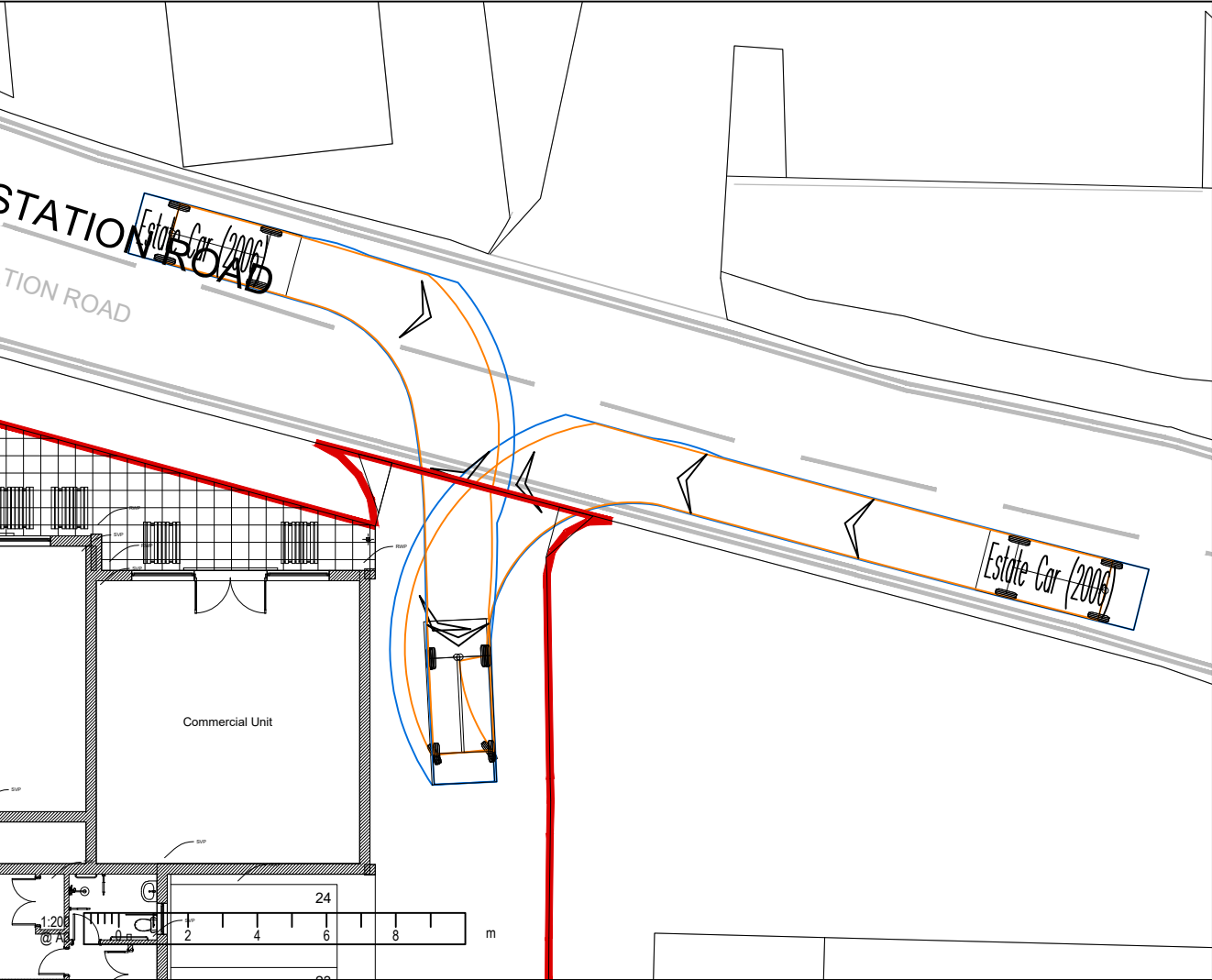
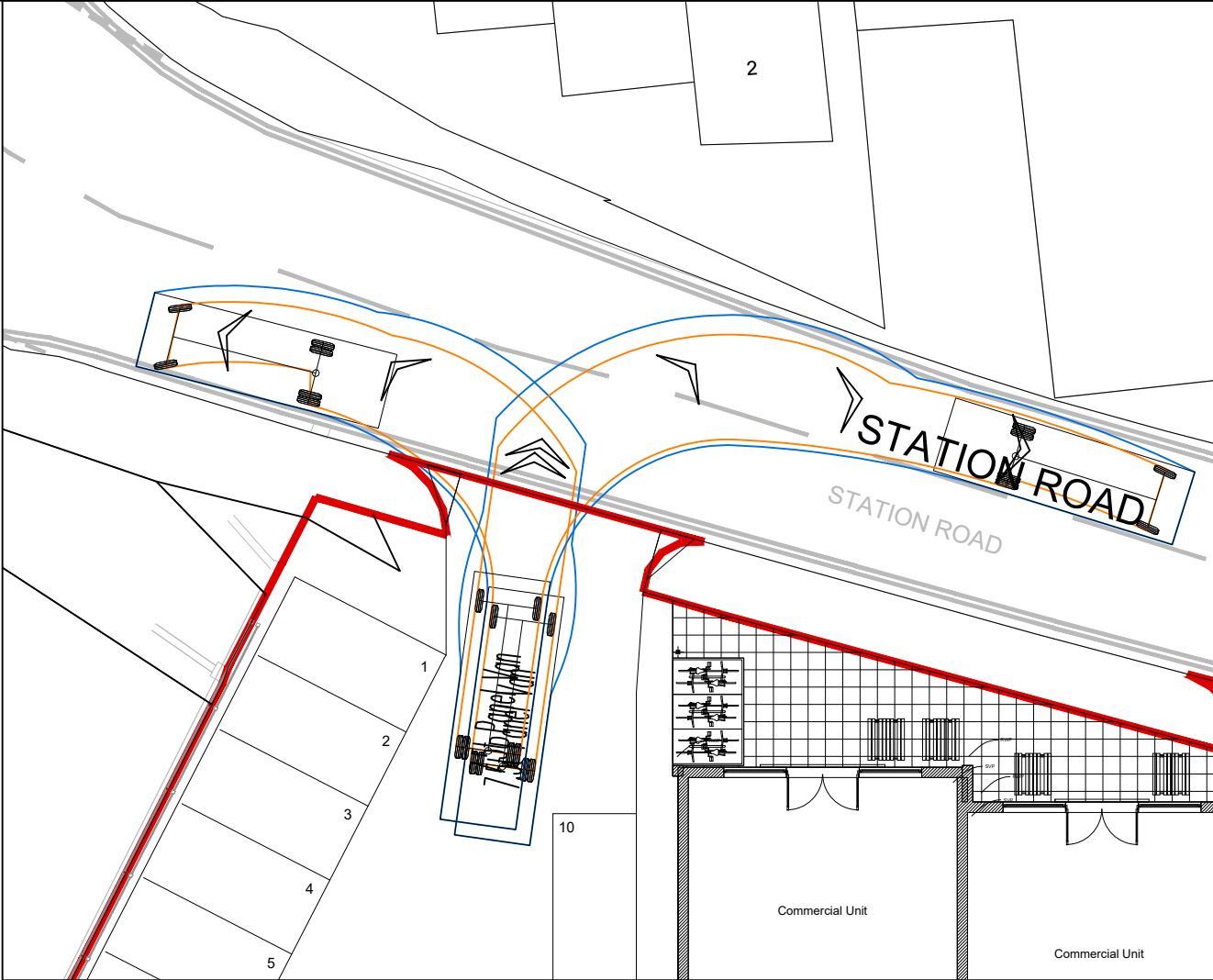
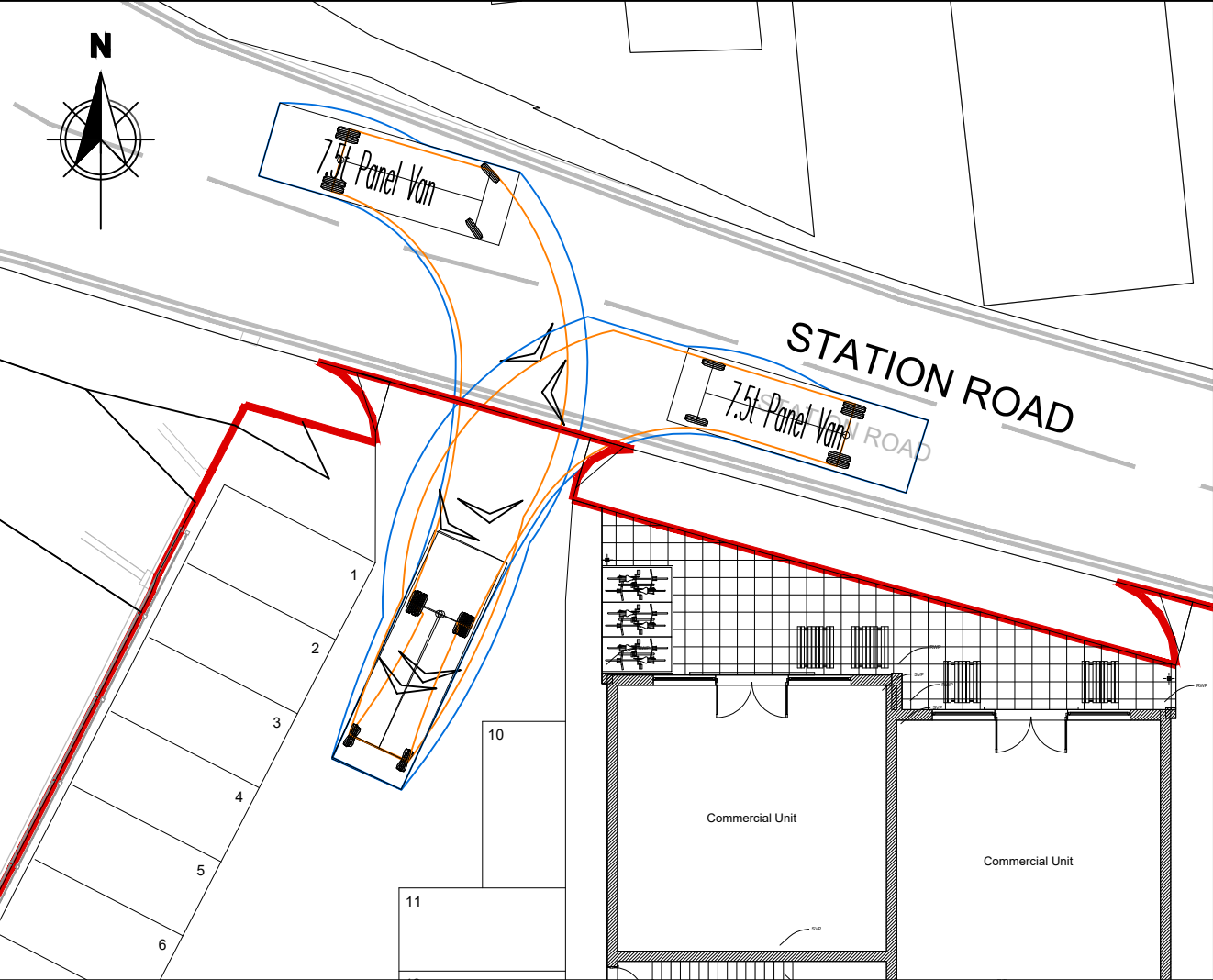
- Site Boundary
- Existing Road Markings
- Visibility Splays
- Public Highway Boundary

B	Layout Update, Visibility Splays, HWB Data	19/09/2019
A	Final Issue	15/02/2019
-	Original Issue	12/02/2019
Rev.	Amendments	Date



BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	FINAL		
Client	PWP Architects		
Project	5 - 7 Station Road, Hayling Island		
Drawing Title	Visibility Splays		
Scale	1:250	Date	Sept 19
Drawn By	SMO	Checked By	ALB
Drawing No.	2018-4652-002		Rev.
		B	



NOTES

1.

This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.

2.

Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.

3.

Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.

4.

Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

Site Boundary

Existing Road Markings

-Swept Path-

Wheel Track

Over Swing

7.21

0.12

4.25

7.5t Panel Van

Overall Length

2.192m

Overall Width

2.544m

Overall Body Height

0.316m

Min Body Ground Clearance

1.865m

Track Width

1.865m

Lock to lock time

4.00s

Kerb to Kerb Turning Radius

7.400m

4.71

0.085

2.755

Estate Car (2006)

Overall Length

4.710m

Overall Width

1.804m

Overall Body Height

1.442m

Min Body Ground Clearance

0.207m

Max Track Width

1.756m

Lock to lock time

4.00s

Kerb to Kerb Turning Radius

5.950m

B

Layout Update

19/09/2019

A

Layout Update

15/02/2019

-

Original Issue

12/02/2019

Rev.

Amendments

Date

BRIGHT PLAN

Transport Planning and Civil Engineering Consultants

2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF

Tel: 01243 210418 Email: enquiries@bpcivils.co.uk

www.bpcivils.co.uk

Drawing Status

FINAL

Client

PWP Architects

Project

5 - 7 Station Road,
Hayling Island

Drawing Title

Access Swept Path Analysis

Scale

1:200

Date

Sept 19

Drawn By

SMO

Checked By

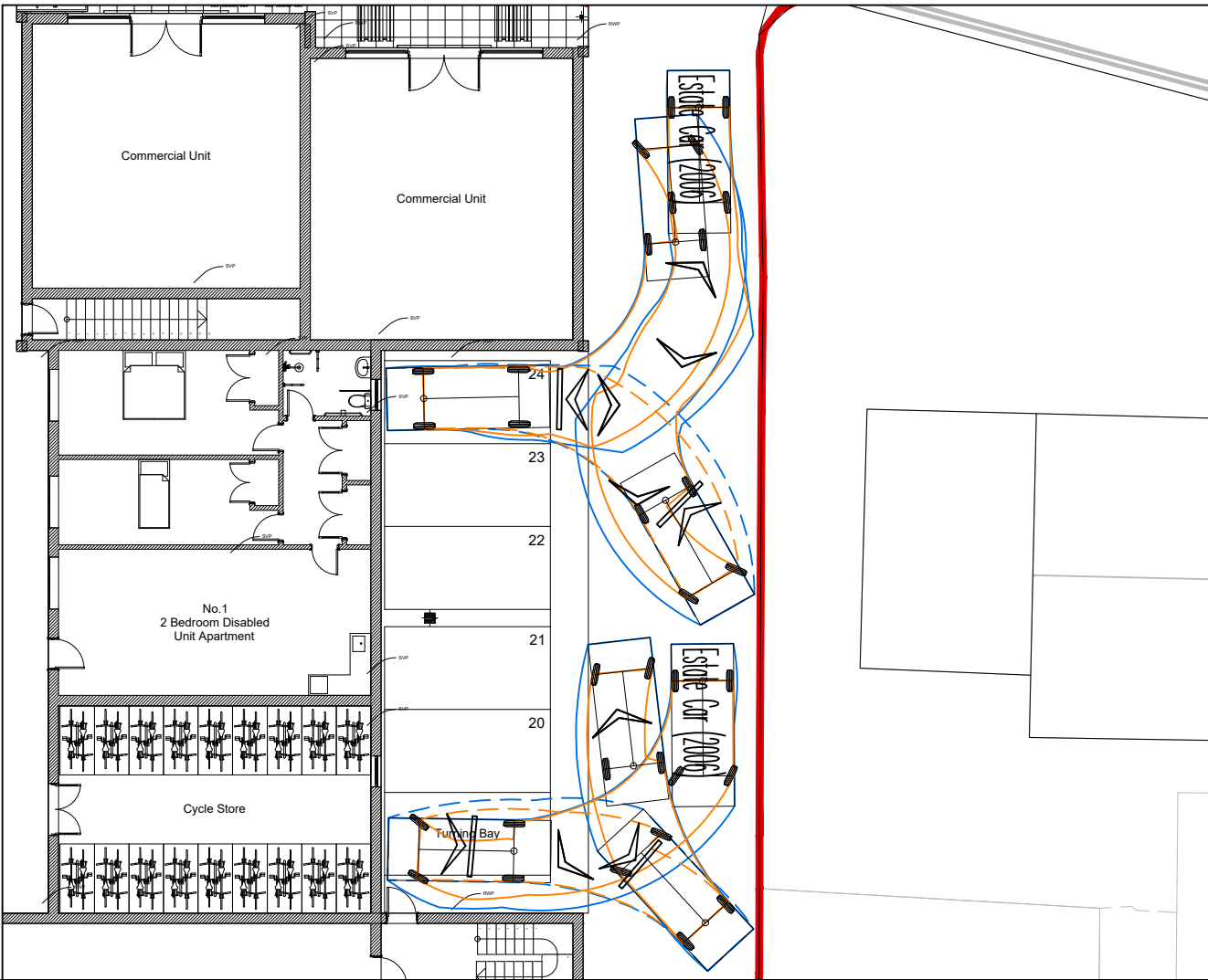
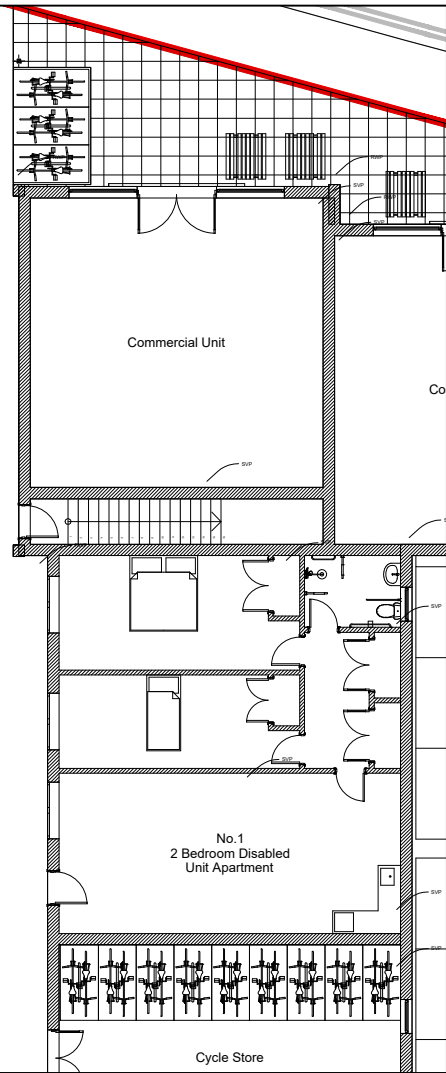
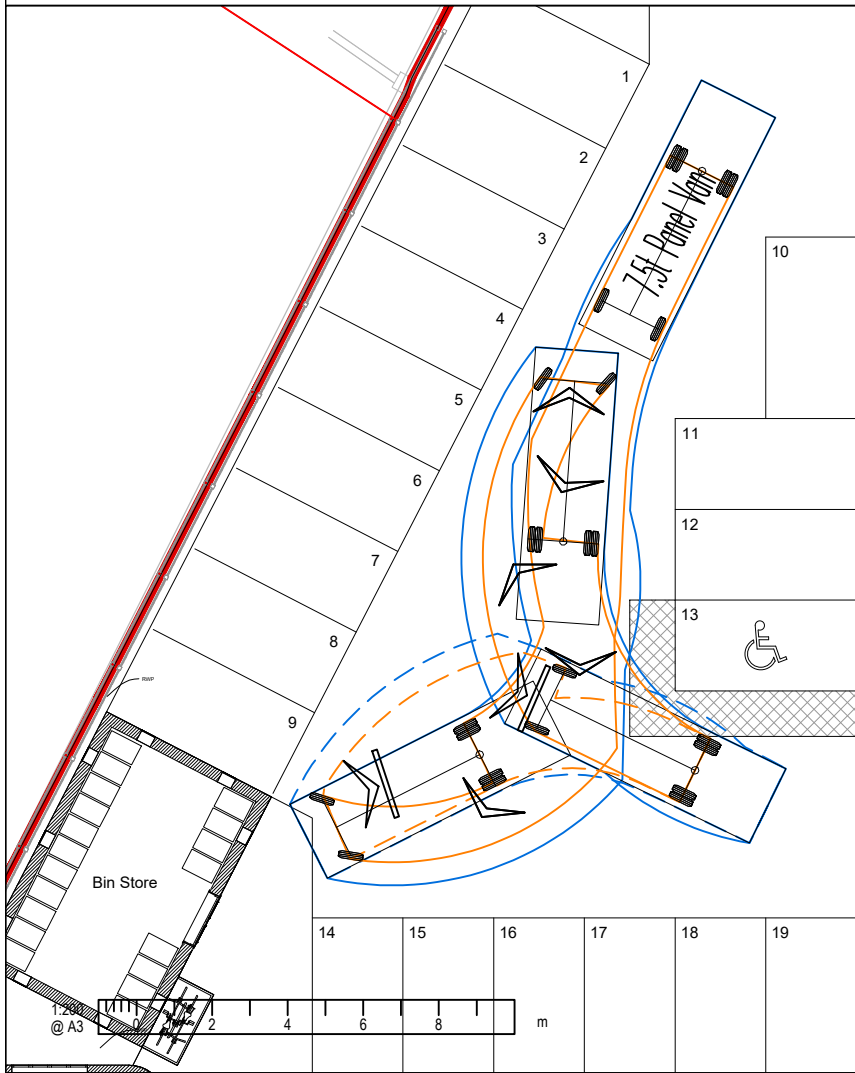
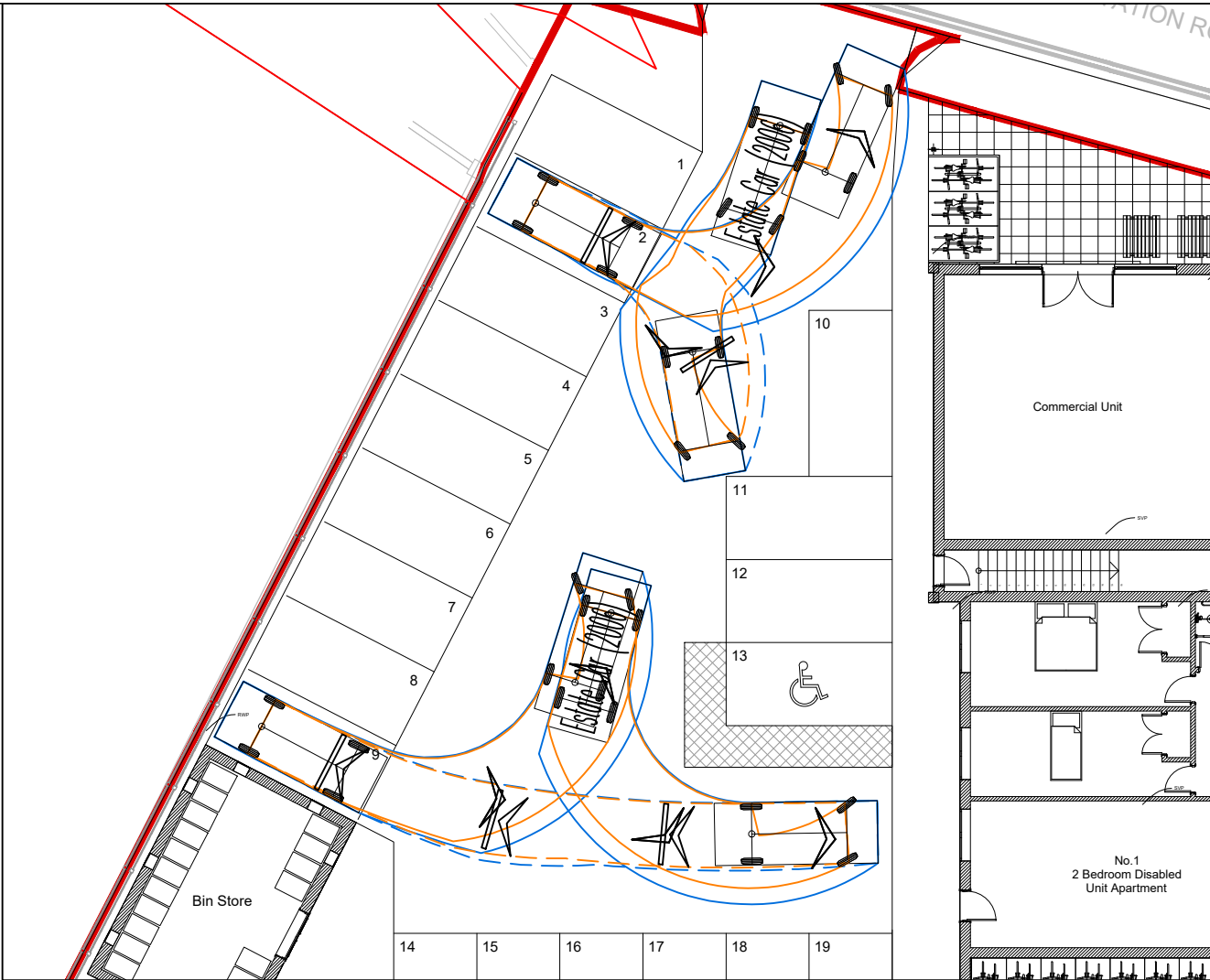
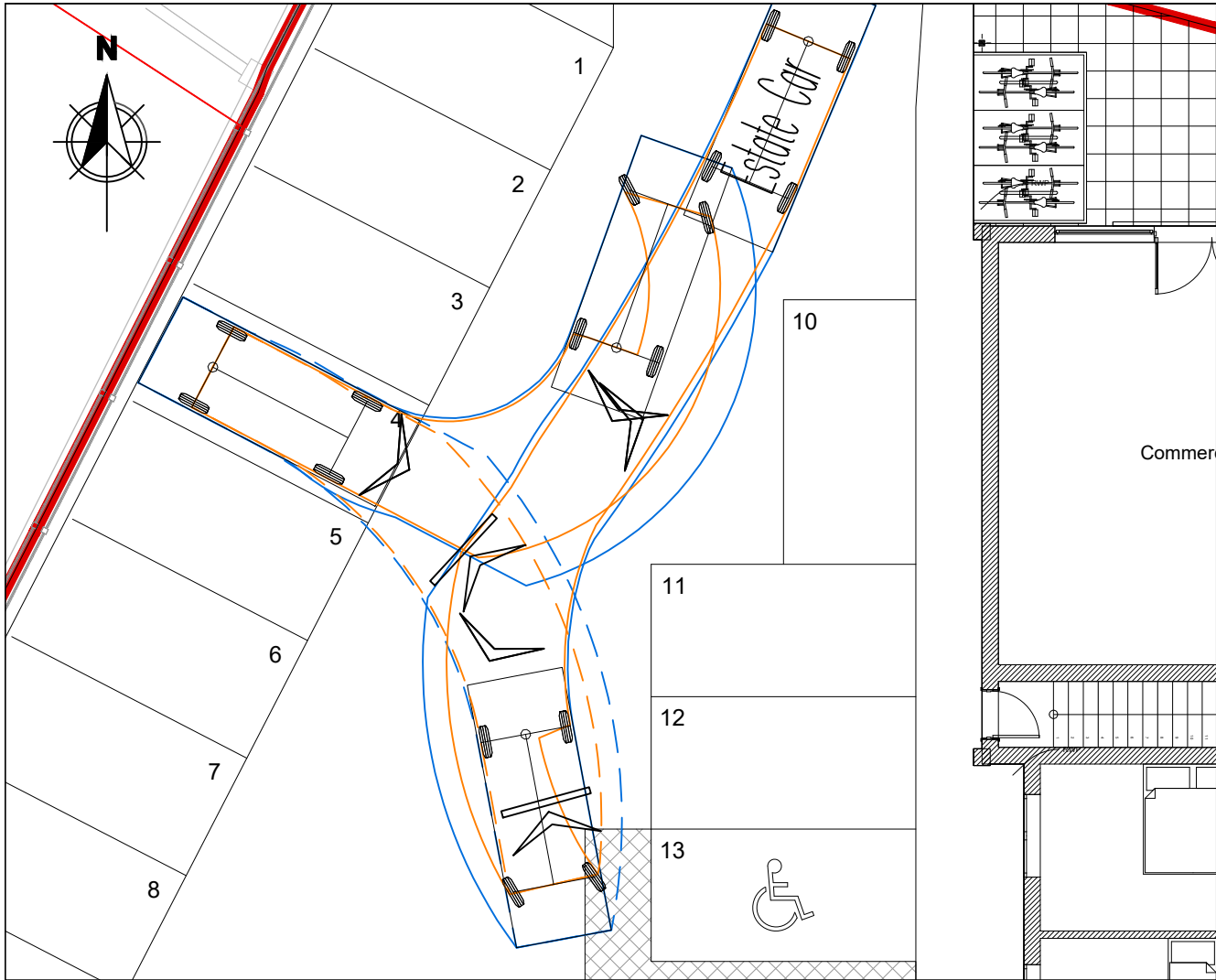
ALB

Drawing No.

2018-4652-003

Rev.

B



NOTES

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.

2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.

3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.

4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

Site Boundary

Existing Road Markings

Swept Path

Wheel Track

Over Swing

7.5t Panel Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

7.21m

2.192m

2.544m

0.316m

1.865m

4.00s

7.400m

Estate Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.710m

1.804m

1.442m

0.207m

1.756m

4.00s

5.950m

B	Layout Update	19/09/2019
A	Final Issue	15/02/2019
-	Original Issue	13/09/2019
Rev.	Amendments	Date

BRIGHT PLAN

Transport Planning and Civil Engineering Consultants

2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF

Tel: 01243 210418 Email: enquiries@bpcivils.co.uk

www.bpcivils.co.uk

Drawing Status

FINAL

Client

PWP Architects

Project

5 - 7 Station Road, Hayling Island

Drawing Title

Internal Swept Path Analysis

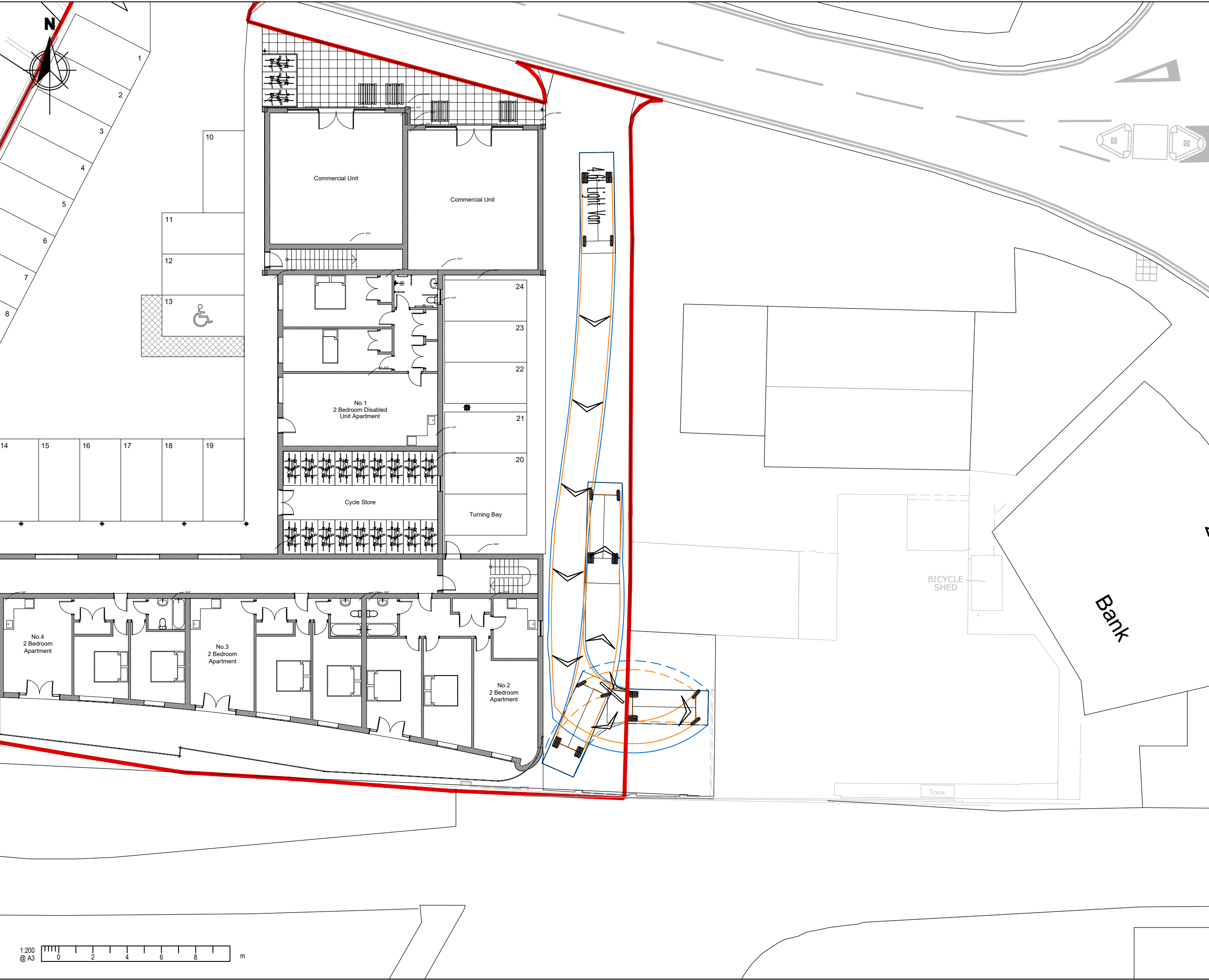
Scale	Date	Drawn By	Checked By
1:200	Sept 19	SMO	ALB

Drawing No.

2018-4652-004

Rev.

-



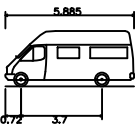
NOTES

A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

-LEGEND-

- Site Boundary
- Existing Road Markings
- Swept Path-
- Wheel Track
- Over Swing



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

-	Original Issue	19/09/2019
Rev.	Amendments	Date



BRIGHT PLAN
Transport Planning and Civil Engineering Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Email: enquiries@bpcivils.co.uk
www.bpcivils.co.uk

Drawing Status	FINAL		
Client	PWP Architects		
Project	5 - 7 Station Road, Hayling Island		
Drawing Title	Heron Autos Access		
Scale	1:200	Date	Sept 19
Drawn By	SMO	Checked By	ALB
Drawing No.	2018-4652-005		Rev.
		-	



APPENDICES



Appendix A HCC Consultation Response

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

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

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

Enquiries To Chris Hirst
Direct Line 01962 846877
Date 15 May 2019

My reference 024411
Your reference APP/19/00324
Email havantdc@hants.gov.uk

Dear Sir,

5-7 Station Road, Hayling Island - Demolition of existing dwelling and business units and construction of a 2/3 storey building to provide 19 flats and 2 commercial units with vehicle and bicycle parking and a bin store.

Thank you for consultation on the above planning application. The applicant seeks full planning permission for the redevelopment of the existing dwelling and vehicle services to provide 19 flats and 2 business units. A Transport Statement has been provided in support of this application. The suitability of the proposals outlined in this document are assessed below.

Existing Conditions

The site is currently occupied by a single dwelling, car dealership and car tyre shop. These units are served by 2 extended dropped kerb accesses measuring circa 10m and 40m respectively. The site fronts directly onto Station Road which provides access to the A3023.

Site Accessibility

Pedestrian & Cycle Accessibility

The existing site is served by a 2m footway flanking station road. The footway directly accessing the development is predominantly flush kerbs. As part of the access works, the kerbing along this footway should be rationalised and a consistent width provided to ensure safe and level pedestrian access into the development.

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

The site sits within a walkable distance of retail facilities such as the Tesco Express in West Town, along with a number of leisure and healthcare facilities also located within the area. Education facilities such as Mengham infants and junior school sit to the east of the development. The walking routes to these locations are currently being investigated to improve the accessibility of the schools when travelling from the west of the island. The proposed development will generate a number of school children who would benefit from improvements along St Marys Road and Cherrywood Gardens along the route to school. A contribution should therefore be provided by this development towards improving the safety and accessibility of walking routes to school.

Bus & Rail Accessibility

The closest bus stop to the site sits approximately 80m to the west, near Tesco Express. The stop consists of a flag pole, timetable and bus shelter. The combination of short walking distance and provision of waiting facilities means access to local bus services is good.

Hayling Island does not benefit from a train station. The nearest station is Havant Rail Station which can be accessed via the 30/31 bus service or via the private car. It is not considered that rail offers a sustainable travel option from the site as journeys within the assessed area would not be by this travel mode.

Personal Injury Accident Data

Personal Injury Accident Data (PIA data) has been collected for a 5-year period between January 2013 and December 2017. It is noted that this data is a year and a half out of date and should therefore be updated to confirm there have been no recent accidents in the vicinity of the site which could indicate an existing safety issue. PIA data should be obtained from Hampshire Constabulary who provide the most up-to-date accident data.

Proposed Development

Vehicular Access

The site is currently served by 2 extended dropped kerbs. To formalise these access points, it is proposed to reduce the width of the western access to 6m and the eastern access to 5m. Any remaining section of dropped kerb in between these access points should be reinstated to distinguish where the eastern and western vehicular access points are. It is noted that a Stage 1 RSA has been carried out for both accesses. The Highway Authority requests that the CV's for the auditors are provided to confirm that they are on Hampshire's list of approved auditors and comply with the relevant auditor requirements.

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

Visibility is demonstrated at 2.4m x 43m commensurate with the 30mph speed limit on Station Road. Confirmation is required that the visibility splays are provided within the extents of the highway and do not cross private land. Recorded speeds along Station Road are required to confirm whether the visibility splays proposed are sufficient for the speed of the road.

Tracking has been undertaken for a delivery van entering and existing the western access and a large family car undertaking the same manoeuvre through the eastern access. The tracking drawings demonstrate that delivery and estate cars can safely enter and exit the site in a forward gear. Tracking has not been undertaken for a refuse vehicle given servicing will be carried out from the carriageway on Station Road.

Construction access has not been addressed in the Transport Statement. Confirmation as to how construction vehicles will access the site should therefore be provided alongside a CTMP. Should construction vehicles require access into the site, tracking drawings for a pantechnicon are required to confirm that the proposed access arrangements are sufficient to accommodate these movements.

Trip Generation and Traffic Impact

To gauge the traffic impact of the proposed development, the TRICS database has been interrogated to establish the current levels of traffic generated on the site and how this will change based on the redevelopment of the site.

For the existing site use, trip rates have been derived for a car dealership, tyre shop and residential property, combining for total AM two-way peak hour trips of 8 and PM peak hour trips of 6 .

Upon redevelopment of the site, the land use will change to apartments and commercial units which generate total trips in the AM of 11 and PM. This represents a total increase in two-way vehicular trips of 3 in the AM and 5 in the PM. As a result of the change of use, the increase in trip rates is not considered to have a severe impact on the local highway network.

Internal Layout

2 separate sections are provided internally within the site, one to access the residential side of the development and the other to service the business units. Tracking undertaken in drawing number 2018-4652-004 Rev A tracks a delivery van and estate car within the site. Sufficient space is provided to allow these vehicles to turn and egress the site in a forward gear and is therefore considered sufficient.

It is noted that a footpath is provided internally in the site to serve the apartments. It should be investigated whether a connection can be provided through the western boundary of the site to connect into the public car park that is proposed to accommodate the parking shortfall from the development.

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

Vehicle Parking

While the quantum of parking is a matter for HBC as the local authority, the Highway Authority still provide comments on the layout of these parking spaces and their suitability in serving the development. Dimensions for a single car port are proposed at 2.4m x 4.8m which corresponds with Havant's SPD. A shortfall of 4 parking spaces for the business units and 4 for the apartments is proposed, with this shortfall to be accommodated by the adjacent public car park currently serving Hayling Park. A parking beat survey was undertaken on a Wednesday and Thursday at the following intervals: 01:00, 09:00 and 19:00.

During the survey times noted above, a maximum stress of 37% was recorded at 09:00 on Thursday, leaving 24 spaces remaining in the car park. It is noted that both of the survey days are on a weekday, with no indication of capacity at the weekend. The Highway Authority therefore requests a survey is carried out over the weekend to ascertain whether sufficient parking spaces will also be available at this time. The views of the Parking Authority regarding the shortfall in parking are also sought.

Cycle Parking

A plan detailing the onsite cycle parking arrangements is detailed in drawing number 2018-4652-004 Rev A. A secure cycle store is provided near to the apartments and visitor parking spaces are provided next to parking bay 11 and one of the business units. The location of the parking provision is considered acceptable.

Policy Context

It is acknowledged that the Highway Authority have an outstanding objection to the emerging local plan allocations on Hayling Island. This site does not make up a specific allocation within this draft plan and would be considered windfall development.

However, the Planning Authority should consider whether it is appropriate to approve such an application at this time should all other matters be addressed given the severe impact demonstrated through the local plan Transport Assessment of cumulative development on Hayling Island.

Recommendation

Further information is requested from the applicant to address outstanding matters identified in the response above. I trust the above is clear, however if you have any further queries please do not hesitate to contact Chris Hirst on the number above.

Yours sincerely,

Chris Hirst

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



Appendix B HBC Consultation Response

Mr Donohue
Southern Planning Practice
Youngs Yard
Churchfields
Twyford
Winchester
SO21 1NN

Our Ref: APP/19/00324
Direct Line: (023) 9244 6512
Ask For: Mr S Weaver
Email: planning.development@havant.gov.uk
21 June 2019

Dear Mr Donohue

The Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England) Order 2015

Site Address: 5-7 Station Road, Hayling Island

Proposed Development: Demolition of existing dwelling and business units and construction of a 2/3 storey building to provide 19 flats and 2 commercial units with vehicle and bicycle parking and a bin store.

I refer to the above planning application and to our recent telephone conversation and emails. As you will be aware, a number of consultation responses and third party representations have been received in connection with the proposals (these can be viewed on the Council's website). Having now had the opportunity to review the consultations in particular, these raise a number of material planning considerations which need to be addressed before a recommendation is made on your application.

Principle of development

The Planning Policy consultation response received in connection with your application highlights a number of issues requiring further information and/or clarification:

(i) More information is required as to the intended use class(es) of the proposed 'business units' fronting onto Station Road, in order to establish whether they would contribute to the vitality and viability of the West Town Local Centre. Such use(s) should comprise main town centre uses as defined in Annex 2 of the NPPF 2019.

(ii) With regard to the loss of employment uses on the site, it is disappointing that despite the pre-application advice given, no marketing of the site has been undertaken - and the application is therefore in conflict with adopted Policy DM3 of the Adopted Local Plan. The Council's emerging Local Plan highlights that the Borough's older industrial stock serves an important purpose in the market in terms of providing affordable accommodation for start-up businesses and SMEs.

The comments in the submitted Marketing Statement on this issue (paragraphs 1.7 and 1.8) are noted, but are somewhat counter-intuitive in that it is argued that the site is seeing relocations even without marketing taking place - so what additional harm would arise if a marketing campaign were undertaken which might bring new business to the site?

That said, the Policy consultation goes on to consider the 'direction of travel' of emerging Local Plan 2036 policies, and this highlights the requirement for the argument regarding relocation of business to be supported by further primary evidence from the existing occupiers to demonstrate that there is available and suitable alternative premises locally. The emerging policy's supporting statement sets out the requirement in detail:

7.15 Where the employment site is occupied at the time the application is submitted, development proposals should be submitted with evidence from the occupier which confirms that there is available and suitable alternative accommodation within 3 km of the site which enables the occupier to relocate. The accommodation should be available and suitable to the company in question at a reasonable rent, and within a reasonable distance from their current location. The starting point will be for this to be within a 3km radius of the site unless it can be shown that premises in an alternative location would better suit the business' operating requirements.

7.16 Evidence could take the form of a letter on company headed paper or electronic correspondence from an official company e-mail address. Where occupier(s) are unwilling to provide such evidence, the applicant should provide information detailing the number of businesses occupying the site/premises, the remaining lease length for each of the occupiers and evidence of suitable and available alternative accommodation which would enable the business to relocate.

Affordable housing

I have forwarded the Affordable Housing Viability Report dated 14th March 2019 to our Housing Manager for initial review - I have yet to receive her comments and will forward them separately to you once received.

Assuming that the Report is accepted in principle, I would draw your attention to the Council's Housing Supplementary Planning Document 2011. This sets out that:

"Where a developer believes that affordable housing requirements make a scheme unviable, an open book approach must be adopted and the claim substantiated by detailed evidence that allows viability to be tested.....The detailed evidence required must be verified by an independent valuer and that assessment paid for by the developer."

Please could you confirm on behalf of your client that they will be willing to bear the cost of this third party review in order that I can take steps to secure a quote for the review.

Transport and highways implications

Hampshire County Council as Highways Authority have provided detailed comments for consideration which are available to review on the website. The main issues identified, with my comments in italics, can be summarised as follows:

(i) As part of the access works, the kerbing along the Station Road footway should be rationalised and a consistent width provided to ensure safe and level pedestrian access into the development - *please could you revise the plans accordingly.*

(ii) The proposed development will generate a number of school children who would benefit from improvements along St Marys Road and Cherrywood Gardens along the route to school. A contribution should therefore be provided by this development towards improving the safety and accessibility of walking routes to school - *please could you confirm your commitment in principle to a contribution in this regard; I will seek further detail regarding the scale and nature of the scheme(s) that are proposed.*

(iii) Personal injury accident data is a year and a half out of date - *please can you update this data and confirm whether there have been any recent safety issues.*

(iv) The CVs of the RSA auditors are required to confirm they comply with relevant requirements - *please provide.*

(v) Confirmation is required that the visibility splays are provided within the extents of the highway and do not cross private land. Recorded speeds along Station Road are required to confirm whether the visibility splays proposed are sufficient for the speed of the road. *Please provide.*

(vi) Tracking - *whilst no issues are raised by the Highways Authority, I note that tracking has not been undertaken for the eastern access for anything other than a family car. This ignores the existence of the Heron Autos automotive premises to the south east of the site, which will share the eastern access. How is it intended that servicing of this industrial unit will take place from the eastern access? I am concerned that the proximity of the footprint of the building to the eastern boundary will preclude the satisfactory operation of this established business (as well as having amenity implications, discussed below).*

Also - the tracking drawings fail to take account of the proposed planted island within the central courtyard, which will be important to break up the otherwise unrelieved hard surfacing in this area. They should therefore be redrawn to take account of this important landscape feature.

(vii) Confirmation as to how construction vehicles will access the site should be provided alongside a CTMP. Should construction vehicles require access into the site, tracking drawings for a pantechnicon are required to confirm that the proposed access arrangements are sufficient to accommodate these movements. *Please provide.*

(viii) The Highways Authority have queried whether a connection can be provided through the western boundary to connect the site to the public car park. *I have however noted that the Council's Property Team have raised no comments on the basis that existing boundary fences are to remain; and the provision of a footpath link would be likely to affect car parking capacity in the car park. I would therefore suggest that this query be responded to accordingly.*

(ix) The parking beat surveys have been undertaken on weekdays only, with no indication of capacity at weekends (when demands on the adjacent community facilities is likely to be high). *Further survey work is required to cover this gap in coverage. I would also add that, having visited the site twice in the middle of the day during the course of the application so far, the capacity in the car park has been far from that presented in the survey results - my most recent visit at 13:00hrs on the 20th June revealed only 6 available spaces. As this is at a time when residents travelling during the day, or employees on part time hours might be looking for overspill parking I do feel that the survey should be broadened to include lunchtime hours.*

In reviewing the plans and comments of consultees, I have also picked up that whilst the Transport Assessment and other documents accompanying the application refer to the provision of 20 car parking spaces on site, the submitted plans illustrate only 19. There is therefore a greater shortfall to be accounted for, and the TA and other documents need refreshing to reflect what is shown to be delivered on the plans.

Recognising that parking provision on this site is not proposed to meet the Council's adopted parking standards, the Council's Traffic Team have requested that that provision is made for a sum no less than £5000 (plus the costs associated with advertising the proposals and any works) to be provided by the developer to be set aside to allow a TRO to be processed at any time during the period beginning from the commencement of development and ending 5 years from practical completion of the development, to ensure that any parking from the development does not interfere with the capacity, operation or safety of the adjoining local highway network. This is considered a reasonable request, given the extent to which the development would rely upon parking capacity off-site, the availability of which cannot be guaranteed. Please could you confirm that your client would be willing to enter into such an obligation.

Also on the matter of parking, the Planning Policy response highlights the emerging Local Plan's expectation that suitable provision (a minimum of 10%) is made for electric vehicle charging infrastructure. Can your proposal make provision for these future demands?

The Landscape team have also highlighted that the disabled bay is not designed to the appropriate DDA standard, and the plans should be revised to reflect the correct layout.

Design and layout considerations

The revisions to the design of the proposals that have taken place since pre-application discussions were concluded are welcomed, and in relation to the Station Road frontage are considered to result in a form of development more sympathetic to the street scene.

To the rear, the bolder approach to the apartments is considered capable of being accommodated within the wider landscape of the Park setting, and it is noted that some three-storey scale development is evident within that setting.

That said, the submitted Design Statement raises a number of queries:

(i) With regard to landscaping, the Statement sets out that the boundary between the courtyard and the public car park will be rebuilt with shrub planting supplementing a new brick wall. This approach is welcomed in principle as adding quality to the setting of the new development - however

the submitted ground floor layout plan states 'Existing fence to be retained' and shows no shrub planting. This discrepancy needs to be rectified to reflect the Design Statement's aspirations.

The boundary treatment to the southern (Park) boundary also requires clarification, being important for security - particularly as during the summer months part of this boundary will be obscured by the Park planting.

(ii) As mentioned above, the proposed planted island within the courtyard needs to be reflected in all the supporting documents/reports.

(iii) The use of a brick and render combination is noted and accepted as reflective of the palette of materials found locally. However I would question the use of render in particular to the south east corner elevation adjacent to the eastern access and Heron Autos premises. The utilisation of a further brickwork element here is likely to prove more compatible with these adjacent uses (both in terms of pollution and direct contact).

(iv) With regard to the areas of brickwork, given the prominence of the site from Hayling Park, further information in relation to its proposed detailing, coursing etc should be provided to add quality to the proposed build.

(v) The reference to the use of timber cladding on part of the internal courtyard space is noted in the Design Statement, but does not follow through to the submitted elevations - this may be because the elevation in question is to an extent hidden on the north elevation. Please could the use of this material be clarified, and an 'internal' elevation provided if necessary.

Finally, I note the request for further information from the Landscape team in respect of proposed hard and soft landscaping. As discussed with you, these matters could form the basis of planning conditions in the event that permission is granted.

Amenity considerations

Having had the opportunity to undertake a site visit to the application site and the adjacent Heron Autos premises, I have received the following objection to the application from the Environmental Health officer:

For the proposed ground floor 2 bedroom apartment with windows facing onto the undercroft parking bays, noise will be an issue. Plus with the openable windows and with or without trickle vents, there is the probability of impact from vehicle fumes.

The proposed access road as mentioned above, will also be carrying vehicular traffic to and from Heron's Auto's on most days, passing in close proximity to the bedroom windows of the proposed apartments situated on the south east corner of the development. Furthermore, I have concerns that noise, and potentially fumes, from a business whose core operations are mechanical repairs and MOT's to cars / vans, motorcycles & other vehicles, will impact adversely on residential receptors especially those closest to the source.

Whilst this office would normally have no objection in principle to a residential development of this nature on such a site, the presence of this business within such close proximity to residential receptors, will require that the abovementioned concerns be fully addressed, to ensure no adverse impact on any future residents.

You will also note a detailed objection to the application on the Council's website dealing with the relationship of the development to the Heron Autos premises. On reflection, I do not consider that the presence of this noise-generating land use was given sufficient consideration at pre-application stage.

Taken together, the objections would point to the need for:

(a) the ground floor apartment (no.1) to be redesigned, probably as a 1 bedroom unit, in order to ensure that its ventilation and outlook is focussed to the west, with defensible space in front, rather than to the eastern undercroft and access road; and

(b) an environmental assessment to be prepared which assesses the impact of the Heron Autos activities (noise, fumes and vibration) on the future residential amenity of occupiers of the development, and puts forward practical design solutions to secure a satisfactory living environment for future occupiers. I consider it unlikely at this stage that it will be appropriate for habitable room windows to face the Heron Autos premises; there may also be a need to pull the eastern facade off the eastern boundary in order to introduce some defensible space to the building.

Drainage considerations

Consultation responses raising drainage matters have been received from the Local Lead Flood Authority (LLFA), Southern Water and the Environmental Health team.

The LLFA have commented that the drainage drawings provided are schematic and provide an insufficient level of detail for the adequacy of the proposed layout to be assessed. In that regard, as with the TA, I note that the drainage layout disregards the intended planting island within the courtyard, and this needs to be designed in to the scheme.

In addition, the Environmental Health team have raised queries regarding whether the drainage strategy incorporates infiltration, or merely storage components. The former will raise concern in terms of the potential for mobilising contaminants to ground water, given the history of use of the site.

Whilst Southern Water's consultation response indicates that foul sewerage and surface water runoff disposal can be accommodated by them (suggesting a storage function), this is far from clear from the submission.

Additional information will therefore be required in order to demonstrate that the layout will be supported by an appropriate drainage scheme which is fit for purpose and does not prejudice ground water quality. As the extent of SuDs features are likely to have a direct bearing on the layout of the development it is not considered that this is a matter which can be covered by condition alone.

Ecology considerations

There are two impacts which will arise from the development on the Solent Special Protection Area (SPA). Firstly, as reflected in your Planning Statement, the development would increase recreational pressure on the SPA, and your client will therefore be required to commit to a contribution per dwelling towards the Solent Recreation Mitigation Strategy. Once the final form and mix of dwellings is confirmed (having regard to the fact that changes may arise in the light of the comments above), I will be able to confirm this figure to you.

Secondly, however, authorities across the Solent area, including Havant Borough Council, are currently addressing a strategic issue regarding the levels of nitrogen and phosphate deposition in the Solent caused by agriculture, existing communities and proposed development. The information received regarding this issue indicates that it applies to all types of development that would result in a net increase in population served by a wastewater system.

This comes out of a recent case at the European Court of Justice. We are working with our neighbouring authorities and through the Partnership for Urban South Hampshire on this as a matter of priority. We are looking to find pragmatic, deliverable solutions which enable much needed new development to take place, ensures that the water quality of the Solent's internationally protected sites is preserved and that the Council is correctly discharging its legal responsibilities in this area.

In devising solutions, we are working closely with colleagues in Natural England, the Government's statutory advisor regarding nature conservation on a joined up approach to this important matter. We are all putting a great deal of time, effort and resources into addressing this as quickly as possible, and have a proposed 'Position Statement' being considered by our Cabinet next week.

However, in legal terms, as things currently stand (and without prejudice to any other issues arising from applications) we cannot lawfully grant planning permissions where the Habitat Regulations Assessment that is required for development would conclude that the development would have a likely significant effect on a number of internationally protected nature conservation sites. Until a mitigation strategy has been agreed with Natural England this will remain the case.

I would therefore recommend that your clients engage an ecological consultant to initiate discussions with Natural England regarding how to arrive at an agreed position regarding the nutrient budget that will arise from this new development, in order that this information is available to feed into the mitigation strategy going forward.

Conclusion

I trust that this necessarily lengthy overview of the consultation responses to your application assists you in progressing matters further. Clearly there are significant areas of additional work to be undertaken in order to demonstrate that the redevelopment of this site can be undertaken in an economically, socially and environmentally sustainable manner. I would therefore invite you to consider with your client whether you would prefer to withdraw the current submission in order to secure the additional information and amendments required (some of which may have a substantial bearing on the layout and construction of the scheme); or whether instead you would be minded to request a potentially lengthy extension of time.

One final point - the current application has been 'red carded', so the final decision on the application in the event of a recommendation of permission would rest with the Development Management Committee.

I look to hearing how you wish to proceed.

Yours sincerely

Steve Weaver
Development Manager



Appendix C PIA Data



Station Road, Hayling Island

© Crown copyright. All rights reserved
Hampshire Police
Licence No. 01021C 2019

SCALE	1 : 4430
DATE	02/09/2019
DRAWING No.	
DRAWN BY	

Accidents between dates **01/04/2014 and 31/03/2019** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

Selected Polygon:AW BACS/SR/0819/205 STATION ROAD, HAYLING ISL

Accidents between dates 01/04/2014 and 31/03/2019 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

150086186 13/03/2015 Time 1016 Vehicles 3 Casualties 2 Serious
E:471459 N: 99321 First Road: A 3023 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG A3023 BEACH ROAD COLLIDES WITH VEH 2 (CAR) PARKED ON THE NEARSIDE. VEH 2 IS PUSHED FORWARD INTO VEH 3 (CAR) WHICH WAS ALSO PARKED. VEH 1 THEN ROLLS ONTO ITS ROOF.

Occurred on A3023 BEACH ROAD OUTSIDE OAK VIEW, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 73 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 72 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/04/2014 and 31/03/2019 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

Vehicle Reference	3	Car	Parked
Vehicle movement from	Park to	Parked	No tow / articulation
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Not at, or within 20M of Jct	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	Unknown
Not hit and run	Breath test	Not requested	
		Left hand drive:	No

Accidents between dates 01/04/2014 and 31/03/2019 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

150098000 23/03/2015 Time 0955 Vehicles 2 Casualties 1 Slight
E:471362 N: 99497 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG STATION ROAD WAS WAITING TO TURN RIGHT INTO A COMMUNITY CENTRE. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on STATION ROAD AT JUNCTION WITH COMMUNITY CENTRE ENTRANCE, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 77 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 77 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/04/2014 and 31/03/2019 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

44170200987 28/05/2017 Time 0805 Vehicles 2 Casualties 1 Slight
E:471442 N: 99470 First Road: A 3023 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG STATION ROAD, LOOKS BOTH WAY, FAILS TO SEE AS BLINDED BY SUN AND TURNS RIGHT ONTO A3023 BEACH ROAD ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING N ALONG A3023 BEACH ROAD AND COLLIDES, CAUSING THE RIDER TO FALL OFF.

Occurred on A3023 BEACH ROAD AT JUNCTION WITH STATION ROAD, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/04/2014 and 31/03/2019 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

44170316429 16/08/2017 Time 1100 Vehicles 3 Casualties 2 Slight
E:471441 N: 99540 First Road: A 3023 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 3 (CAR) TRAVELLING N ALONG A3023 MANOR ROAD, FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 2 (CAR) STATIONARY, SHUNTING VEH 2 INTO THE REAR OF VEH 1 (CAR) STATIONARY WAITING TO TURN RIGHT INTO LEXDEN GARDENS.

Occurred on A3023 MANOR ROAD AT JUNCTION WITH LEXDEN GARDENS, HAYLING ISLAND, HAMPSHIRE

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

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/04/2014 and 31/03/2019 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	S	to N	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or 1	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	33
Not hit and run	Breath test	Negative	Female
		Left hand drive:	No

Casualty Reference:	2	Vehicle:	3	Age:	33	Female	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist						

Accidents between dates 01/04/2014 and 31/03/2019 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

44170447791 17/11/2017 Time 0835 Vehicles 2 Casualties 1 Slight
E:471290 N: 99559 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NW ON STATION ROAD GOES TO PULL INTO LAYBY ON OFFSIDE BUT COLLIDES WITH VEH2 (CAR) TRAVELLING IN OPPOSITE DIRECTION CAUSING MINOR INJURY TO DRIVER OF VEH2.

Occurred on STATION ROAD AT JUNCTION WITH JAMES CLOSE, HAYLING ISLAND, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 39 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/04/2014 and 31/03/2019 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

44180144461 19/04/2018 Time 1815 Vehicles 1 Casualties 1 Slight
E:471168 N: 99625 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
2nd:	Failed to judge vehicles path or speed	Casualty 1	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG STATION ROAD GETS TOO CLOSE TO THE PAVEMENT AND CLIPS
CAS1 (PEDESTRIAN) TRAVELLING E ALONG STATION ROAD, ON THE ARM WITH IT'S WING MIRROR.

Occurred on STATION ROAD, OUTSIDE THE WEST TOWN INN, HAYLING ISLAND, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 75 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge E bound
In carr back to traffic

Accidents between dates **01/04/2014 and 31/03/2019** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW BACS/SR/0819/205 STATION ROAD, HAYLING ISLAND")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	4	5
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	1	5	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	5	5
Passenger	0	1	0	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	1	7	8



Appendix D Road Safety Auditors CVs

Curriculum Vitae

Paul Martin BSc (Hons) CEng FCIHT FSoRSA IEng MICE



Year of Birth 1962

Qualifications BSc (Hons) Civil Engineering, City University
Registered Chartered Engineer (CEng) with the Engineering Council
Fellow of the Chartered Institution of Highways and Transportation (CIHT)
Fellow of the CIHT's Society of Road Safety Auditors
Member of the Institution of Civil Engineers
Highways England Approved Certificate of Competence in Road Safety Audit (Dec 2013)

Work Experience

General Career Experience

Paul Martin is a Chartered Engineer with 35 years of experience in the planning design and project management of highway, traffic management, road safety, urban regeneration and parking schemes. This includes the coordination of specialist elements such as structures, drainage, lighting and traffic signals and systems. Trained by RoSPA on their Road Safety Engineering Courses, Paul is highly proficient in road safety techniques, development of road safety strategies and plans, and safety audits in particular, leading to his previous roles as Technical Director for Road Safety for both Mouchel and Parsons Brinckerhoff, Managing Director for TMS Consultancy, Senior Road Safety Consultant for TMS Consultancy, and now Director of his own company, Road Safety Answers Ltd.

He has carried out over 3000 road safety audits over the last 26 years, approximately 125 of which have been on trunk roads and motorways in the south of England. During 2013 he achieved the Certificate of Competency to allowing him to carry out road safety audits on the Motorway and Trunk Road Network in the UK and Europe (TERN), he spent four years (2014 to 2018) as a committee member on the CIHT 'Society of Road Safety Auditors' (SoRSA) and sat on the CIHT's Road Safety Panel. He has also attained his National Highway Sector Scheme registration for Traffic management by attending and passing the examination for the 12D (M7) Manager/client Officer.

Over the past 26 years he has carried out speed management studies (Dorset CC), numerous accident investigation studies and annual collision monitoring studies for major clients such as Highways Agency, City of Westminster, London Boroughs of Bexley and Lambeth, and States of Jersey. He also assessed pedestrian issues associated with the 2012 London Olympics.

Compliance with HD 19/15

Experience

Accident Investigation/Road Safety Engineering experience – 26 years

Training

- 10 days formal Accident Investigation or Road Safety Engineering training – 2 week RoSPA AIP (1993)
- Advanced Safety Engineering Course – one week (1999)

Accident Investigation/ Road Safety Engineering work in last 24 months

- Collision investigations as part of the RoSPA Modular Road Safety Engineering course in Westminster, London: July and October 2017, July and October 2018: Millbank (Dean Stanley Street to Lambeth Roundabout) and Lambeth Bridge Roundabout/Horseferry road
- Navigator Tanker Facility, Grays, Essex, Workplace Safety Risk Assessment, Jan 2018
- 7 no. collision investigations for high risk sites in Jersey for States of Jersey Government, ranging from 9 to 15 collisions in the latest three-year period
- GG 104 safety risk assessment for Banbury Art Intervention near to M40 junction 11
- GG 104 safety risk assessment for Gas Powered Peaking Plant, A46 near Stratford-upon-Avon, Warwickshire
- Monitoring of Kent County Council's 2015 Programme of Collision Reduction Measures.

Road Safety Audit Experience

Completion of over 3,000 Road Safety Audits in the UK, Romania, UAE, and Kuwait since 1993. Types of schemes audited as Team Leader include:

- New sections of motorway (up to 28km sections)
- New sections of dual carriageway and link roads (up to 30km sections)

- Multilevel grade separated junctions, involving flyovers, underpasses and interchange links
 - All-purpose trunk road slip roads, including ramp metering
 - At-grade junctions including roundabouts, traffic signals, major/minor priority junctions, mini-roundabouts, commercial and private accesses;
 - Pedestrian and cycle schemes, including cycle routes, footway improvements, toucan crossings, puffin crossings, Pegasus crossings and uncontrolled crossings;
 - Public realm and urban enhancement improvements, including shared space and shared surface schemes;
 - Commercial and residential developments: internal layouts(S38) and connections/improvements to public highways (S278).
- **61 Road Safety Audits completed so far in 2019, 89 in 2018, and 85 in 2017, including:**

Scheme	Stage(s)	Date
A5(T) Oswestry S278 temporary access	1	June 2019
Roman Way HGV Holding Bays, Croydon	3	June 2019
A274 Sutton Road, Langley Toucan Crossing	1 and 2	May 2019
S278 Southgate Roundabout/Southgate Ave, Crawley	2	May 2019
Thames Path shared cycle/footway, Thamesmead	3	Apr 2019
A226 S278 Traffic Signals, Stone Pits, Dartford	2	Apr 2019
Cable Street Highway Improvements, Tower Hamlets	2	Mar 2019
A226 London Road, Dartford Traffic Signals	2	Mar 2019
Streatham Hill Traffic Calming, Lambeth	1	Mar 2019
A267 Horebeech Ln, Horam, East Sussex, Traffic Signals	1	Mar 2019
A38 Development access, Totton, Hants	1	Dec 2018
Liberation Square Public Realm/Bus Turnaround, Jersey	1	Oct 2018
A274 Sutton Road section 38 works	2	Oct 2018
A220 Bexleyheath Town Centre Public Realm	3	July 2018
A274 Langley, New Roundabout for development	1	July 2018
A274/St. Saviour's Road Maidstone Traffic Signals	1	July 2018
Eurolink Phase 5 Sittingbourne S278	3	June 2018
Dover Trader Park S278	3	May 2018
Ramsgate Flood Defence traffic management	1 and 2	April 2018
A24 Robin Hood Roundabout signalisation, Horsham	1	Mar 2018
S278 – A20(T) Townwall Street, Dover	3	Mar 2018
Thanington Park S278, A2(T) London Bound off-slip	1	Mar 2018
A24 North of Worthing Cycle scheme	1	Dec 2017

Road Safety Continuing Professional Development – latest 24 months

Date	CPD Activity (What/Where)	Value in CPD Terms relative to PDP	Hrs
May 2017 to Jan 2019	Background research for the preparation/delivery of the following IHE/CIHT acknowledged, RoSPA, BTEC, LANTRA and Highways England courses: Certificate of Competency Road Safety Engineering Course (Modular version) Road Safety Engineering (2 week) RSA Keeping up to date courses, BTEC Highway Engineering (modules 1 to 4), Highways Inspector Training Course (England and Scotland), BTEC Transportation Planning and Traffic Management Course.	Updating knowledge of elderly road user issues, vulnerable road users, road safety auditing (particularly relating to HD19) and road safety engineering techniques such as collision reduction and prevention, economic and statistical appraisal, prioritising data and principles of safety audit. Also updating knowledge of highway design, highway law, Highway Maintenance Policies and Procedures and Risk Assessment using: TD9/93 Highway Link Design, TD42/95 Geometric Design of Major/Minor Priority Junctions, TD16/07 Geometric Design of Roundabouts, TD50/04 Geometric Layout of Signal-controlled Junction and Signalised Roundabouts, Highways Act 1980, Road (Scotland) Act 1984, Traffic Management Act 2004, Reported Road Casualties Great Britain, Guidance of the Use of Tactile Paving Surfaces, Traffic Signs Manual.	150
June 2018 & 2019	SoRSA Conferences	Improved knowledge of up-to-date issues in road safety	24

Last updated: 19th June 2019

STEVE RICHARDS – MCIHT, MSORSA

Company: R Richards Consultancy Ltd
Profession: Traffic Engineer
Specialisation: Traffic & Road Safety Engineering
Position in Company: Director / Road Safety Auditor

Years of Experience

44

Year of Birth

1955

Nationality

English

Residence

UK

Country Experience

UK

Education

- CRASH @ Aston University – Road Safety Auditing and AIP (ROSPA equivalent)
- NMU Auditing - Aston University
- Bromley College - AutoCAD, C & G
- Vauxhall College - Civil Engineering, ONC
- Kingston College - Traffic Engineering and Techniques, C & G Distinction
- Vauxhall College - Structural Engineering, C & G

Professional Affiliations

MCIHT, MSORSA

Key Qualifications

Steve is experienced in the design and implementation of local highway, traffic management, urban regeneration, parking and accessibility schemes. His experience covers all aspects from feasibility, initial investigation and collision analysis, outline and detailed design of highway schemes through to implementation and monitoring of collision remedial measures.

Steve gained his Road Safety qualification at Aston University in road safety engineering CRASH at Aston, (RoSPA equivalent) and Non-Motorised User Auditing and has been approved by the Highways Agency to undertake safety audits on their network. He has seven years' experience in the field of Road Safety Engineering on high speed road network and 35 years dealing with traffic and safety issues in both the public and private sectors. He has also acted as safety audit Team Leader/Member on over 200 Road Safety Audits covering local, rural, developer, trunk roads and motorways. He is a Member of the Chartered Institute of Highways & Transportation and a Member of the Society of Road Safety Auditors (MSORSA) in 2011 and has recently been accredited for a further year.

Key Skills

- Conversant with TSRGD, Traffic Signs Manual, DMRB
- Traffic Calming
- General Traffic Management issues
- Parking Design
- Town Centre Design
- Highway Drainage
- Consultation

- Cycling Design
- Bus Accessibility
- Road Safety Audits, in excess of 200 on both local and high speed network
- NMU Audits
- Proficient in MS Office including Word and Excel, basic Project
- Trained AutoCAD
- Health & Safety
- CDM
- Equal Opportunities
- Accident remedial measures and analysis
- Proficient in the production of detailed design drawings for traffic management and road safety schemes for urban, rural and high speed inter-urban roads.
- Proficient in managing, organising and completing road safety audits (Stage 1 – 4)
- Experienced in addressing the transport and traffic aspects of scheme proposals in order to meet the needs of traffic, pedestrians, cyclists and public transport users
- Skilled at investigating road collision sites and proposing appropriate remedial measures
- Development of small, medium and large sized feasibility schemes within urban, rural areas and motorways.
- Site experience including surveys, investigation, setting out and inspection
- Good communication and negotiation skills with private and public sector clients.

Traffic and Transportation Engineering Improvements

- **Sidcup High Street – Public realm scheme 2013** Responsible for the detailed design of this prestige Public realm improvement, scheme involved paving, traffic calming, drainage, environmental improvements, parking and general improvements to street furniture.
- **Eastern Cycle Route (2013)** Design Engineer for the production of a 4.5Km cycle route in Southampton, scheme includes signal junctions, mini roundabouts, road re-alignment and signing and lining.
- **Welling Town Centre Improvement (2012)** Responsible for the design of the Town Centre project including traffic signals, hard landscaping, signs and lines.
- **Bexleyheath Revitalisation (2011)** Assistant Engineer, responsible for the design of the alignment, traffic signs and hard surfacing.
- **Belvedere Village Revitalisation (2008)** Lead Engineer on the design of this street scene project. Scheme incorporated consultation, repaving, drainage and environmental enhancement.
- **London Cycle Network Plus (2007)** Senior Engineer designing LCN+ schemes and Area Traffic management schemes for the London Borough of Bexley.
- **London Boroughs (1977 - 2005)** Design and implementation of Traffic Engineering schemes both large and small.
 - **Brick Lane Environmental Improvement** Project Manager for this £2.5m prestigious project in the East End of London. The scheme involved a complete reconstruction of the carriageway including new drainage system and improvements to the public realm. The scheme included a shared surface, constructed from Yorkstone paving and Tegula block and granite sett carriageway.
 - **Globe Town Neighbourhood**, Neighbourhood Highways & Traffic Engineer at one of the council's neighbourhood offices, responsible for works in total of over £3m. Works varying from Traffic Calming, Parking Design to Street scene projects.
 - **Various Traffic Calming and Traffic Engineering projects** Team Leader Traffic Management, with a team of seven engineers plus agency staff, responsible for the design of traffic calming measures, 20mph zones, On and Off street parking, estate parking and general traffic management schemes.
 - **LCN+ Cycling design schemes in Bexley** Responsible for the detailed design of LCN+ schemes across the London Borough of Bexley.

Highways Agency Network

- **Area 4 (2013 - 2014)** Contract engineer undertaking Road Safety Audits, NMU Audits and Safety Studies on behalf of the Highways Agency in the capacity of Audit Team Leader.
- **Area 4 (2010 - 2011)** Contract engineer undertaking Road Safety Audits and NMU Audits on behalf of the Highways Agency in the capacity of Audit Team Leader.
- **Area 5 (2009 - 2010)** Road Safety Auditing and NMU auditing, Road Safety Analysis and design on the M25 Sphere.
- **Area 4 (2005 - 2007)** Senior Traffic Engineer, employed by Mott Macdonald on the joint venture with Balfour Beatty on the Area 4 MAC. Responsible for commenting on development control, NMU Auditing, minor design works and road safety auditing. Undertaking annual review of safety studies on the HA Network and production of reports.

Civil Engineering

Private Sector (1972-1977)

Reinforced Concrete Detailer, some steelwork detailing. Preparation of bending schedules.

Traffic and Transportation Engineering Improvements

Local Authority (1977-2005)

L B of Southwark (1977-1980)

- Design and implementation of Traffic Engineering schemes.

L B of Tower Hamlets (made redundant 2005)

- During this time at one of the councils the neighbourhood offices in the capacity of Neighbourhood Highways & Traffic Engineer I was responsible for works in total of over £3 million. Works varying from Traffic Calming, Parking Design to Street scene projects.
- When the authority recentralised council services, I was promoted to Team Leader Traffic Management with a team of seven engineers plus agency staff. Here I developed a Project Management system designed to be both simple and effective recording progress and budget on a monthly basis.
- Refurbishment and Environmental Improvement of Brick Lane. Responsible for the councils most prestigious project, the total refurbishment of Brick Lane from Whitechapel High Street to Bethnal Green Road. I project managed the scheme from the start overcoming a number of issues which arose, and as a result of the ongoing consultation scheme ran extremely smoothly to the continuous dialogue I had with the businesses and residents in the area. The project was completed in July 2004 and cost in the region of £2.5 million over a two and half year period. Funding was secured from a variety of sources, which was strictly monitored by myself as Project Manager.
- My traffic design team were also responsible for the design of traffic calming measures, 20mph zones, On and Off street parking, estate parking and general traffic management schemes.

Private Sector (2005-Present)

Mott Macdonald (2005-2007)

- After my time at Tower Hamlets, I was employed by Mott Macdonald on the joint venture with Balfour Beatty on the Area 4 MAC. My duties included, commenting on development control, NMU Auditing, minor design works and road safety auditing.

Mouchel (2007-2009)

- Successfully designed various traffic schemes including LCN+ Cycling designs, Area Traffic management schemes and town centre projects.

TUPE to Connect Plus (2009-2010) made redundant

- Road Safety Auditing and NMU auditing, Road Safety Analysis and design on the M25 Sphere.

Balfour Beatty Mott Macdonald JV Area 4 (2010-2011)

- Contract engineer undertaking Road Safety Audits and NMU Audits on behalf of the Highways Agency.

Parsons Brinckerhoff (2011-2013)

- Engineer undertaking traffic scheme design including cycling design, safety auditing for the L B of Bexley and Safety Audits and Studies whilst on secondment to Area 4 on behalf of the Highways Agency. Detailed design for Southampton City Council on the Southampton Eastern Cycle Route.

Area 4 (2013 - 2014)

- Contract engineer undertaking Road Safety Audits, NMU Audits and Safety Studies on behalf of the Highways Agency in the capacity of Audit Team Leader.

Contract Traffic Engineer LB Lewisham (2014 – Dec 14)

- Undertaking detailed design of the first Quietway Cycle Route in London on behalf of TfL.

Consultant – Road Safety Auditor (2015 – Present)

- Undertaking Road Safety Audits on behalf of The Safety Forum and private clients

Road Safety Audits – April 2016 to Present

Safety Forum & Laurence Shaw Associates			
Rochester Road, Chatham – New development access	2	Apr 18	L
Crawley Development access	3	Apr 18	M
Shopwyke Road, Bognor	2	Apr 18	M
Bracknell – Development access	1/2	Apr 18	M
Canterbury – Development access and traffic arrangements	2	Apr 18	M
Deal – Development access	1/2	May 18	M
Canterbury – Development access	1/2	May 18	M
Basingstoke – Side access artwork (Hawker Jet)	1/2	May 18	M
Brackley – Development access	1/2	May 18	M
Dover – Access junction	3	May 18	M
Sittingbourne Temp works	2	May 18	M
Hailsham – Site access and visibility splays	1	May 18	L
Chichester – Junction improvement and uncontrolled crossing	1	May 18	M
Winchester – New layby	1/2	May 18	M
Wembley - Development access and traffic calming	1/2	May 18	M
Riseley – Development access	2	June 18	M
Canterbury – Road Closures	1/2	June 18	M
St Leonards – Development arrangements	2	June 18	M

Cranleigh – Development access and footway	2	June 18	L
Sittingbourne – Industrial Estate access and alignment	3	June 18	M
Ringmer – Proposed access	1	July 18	M
Bolnore Village – Change of Use	1	July 18	L
Canterbury – Car park entrance	1/2	July 18	M
Heathfield – Residential access	1	July 18	M
Angmering – Vehicle access, signs, road markings	3	July 18	L
Crookham Village – Junction improvement	3	July 18	M
Ringmere – Zebra crossing and access road	1	July 18	M
Ticehurst – Development access	1	July 18	M
Sittingbourne _ Mini Roundabout	1	July 18	M
Maidstone – Junction Improvements	1	July 18	M
Norwood – Development access	1/2	July 18	M
Haine Road Ramsgate – Traffic Calming	1	July 18	M
Bellfield Road High Wycombe – Development access	1/2	Aug 18	M
Wembley Hill Road – S 278 & S38	2	Aug 18	M
Bellfield Rd High Wycombe – S278	1/2	Aug 18	M
Wembley Hill Rd – Traffic Measures	1/2	Aug 18	M
Basingstoke – Access Imps	3	Aug 18	M
Sittingbourne – Signal junction	1	Aug 18	M
Sutton Rd Maidstone - Development	1/2	Sept 18	M
Burwash – Development access	1/2	Oct 18	M
Levant – Development access x 2	1/2	Oct 18	M
Segansworth Rd Farnham – Development access	1	Oct 18	M
Deptford Magistrates – Development access	1	Oct 18	M
Maresfield – Access Imps	3	Oct 18	L
Brighton - Car Park access	1/2	Oct 18	M
Funtley – Vehicle access	1	Oct 18	M
Petersfield – Industrial Development access	1	Oct 18	M
Sharpsfield – Development access	1/2	Oct 18	M
Walmer – Development access and bus stop	1/2	Nov 18	M
Sittingbourne – Town Centre	3	Nov 18	L
Sittingbourne Temp access	2	Nov 18	M
Portugal Street Aldwych – Traffic measures	1/2	Nov 18	M
Faversham S38 development	1	Nov 18	M
Coxheath – Traffic management works and Development access	1	Nov 18	M
Herne Bay – Roundabout and signal crossing	1/2	Nov 18	M
Newick – Development access and traffic measures	1/2	Nov 18	M
Gillingham area – 5No. access roads and white lining	1	Nov 18	M
Angmering – Vehicle access	1	Dec 18	M
Totton – Development access	1	Dec 18	M
Bracklesham Bay – Junction improvement	1	Dec 18	M
Canterbury – Traffic measures	1/2/3	Dec 18	M
Whitstable – Vehicle access	1/2	Dec 18	M

Hobbs Barn – Vehicle access and carriageway markings	3	Jan 19	M
Sevenoaks – Development access	3	Jan 19	L
Tavistock – Development access	1	Jan 19	M
Sissinghurst – Development access	1	Jan 19	M
Detling Showground – Junction imps	1	Jan 19	M
Angerming – Development access	1	Jan 19	M
Horam – Junction imp	1	Jan 19	M
Rayleigh – Development access	1	Feb 19	M
Hayling Island – Development access	1	Feb 19	M
Eastleigh – Development access	1	Feb 19	M
Marylebone Lane – Traffic measures	1/2	Feb 19	M
Ospinge – Vehicle access	2	Feb 19	M
Westminster – Traffic management measures	1/2	Feb 19	M
Turveston – Development access and traffic calming	2	Mar 19	M
Billingshurst – Vehicle access	3	Mar 19	M
Lambeth various sites – Traffic measures	1	Mar 19	M
Pulborough – Mini roundabout and development access	2	Mar 19	M
Wisborough Green – Development access	1	Mar 19	M
Goddards Green – Development access and carriageway markings	3	Mar 19	L
New Romney – Development access	1	Mar 19	M
Aldwych – Junction Imp	1/2	Mar 19	M
Dartford – Development access	2	Mar 19	M
Cable Street LBTH – Cycle route Imps	2	Mar 19	M
Faversham – Development access	1/2	Apr 19	M
Southampton – Traffic measures	1/2	Apr 19	M
Redbridge – Development access	1/2	Apr 19	M
Northfleet – Bus gate Imps	1/2	Apr 19	L
Ramsgate – Development access	1/2	Apr 19	M
Petersfield – Development access	2	Apr 19	M

Recent Road Safety Engineering / Collision Investigation

Collision Investigation 2017 in London Borough of Bexley, 9 collisions analysed (latest five years), Blackfen Road, Sidcup. No annual trend, 33% rear end shunts, remainder different types of collisions, all slight severity. Recommended improved signage and road markings, modify signal timings and install high friction surfacing. Accepted by SoRSA for continued SoRSA membership, 2017 and 2018.	April 2017
Collaboration with Road Safety Answers Ltd on three collision investigations in the States of Jersey as part of a Cluster Review: Blanchard House rural junction, Robin Hood traffic signals, and Springfield Robert's Garage junction.	Sept 2018

Recent CPD

Development / Course Activity	Learning Points and Other Comments	Medium – e.g. reading, on the job, course	Provider (if applicable)	Date	Duration
SoRSA Conference	Workshop on night time switch off with regard to safety. Driver psychology and human factors. Shared space discussion. Road side hazards including safety barrier and safer verges. NMU standard update.	Workshops and Seminars	SoRSA	June 2017	2 Days
Review of studies on cycling passing distances, Bolton Public Realm scheme and Cycle near misses	Analysis of three papers and precise giving personal views. Submitted to SoRSA for 2019 review. Review successful for MSoRSA for 2019/20.	Reading of papers	Bolton BC. Edinburgh University. The Near Miss Project.	Feb 2019	2 Days



Appendix E ATC Survey Data

Station Road, Hayling Island - (EASTBOUND)
Globals

Report Id CustomList-21
Descriptor OB MTC_(modified)
Created by MetroCount Traffic Executive
Creation Time (UTC) 2019-09-17T12:39:38
Legal Copyright (c)1997 - 2018 MetroCount
Language English
Country United Kingdom
Time UTC + 60 min
Create Version 5.0.5.0
Metric Part metric
Speed Unit mph
Length Unit metre
Mass Unit tonne

Dataset

Site Name Hayling Island
Site Attribute ATC 1
File Name C:\Users\Oliver\Documents\MetroCount\MTE 5.05\Data\Hayling Island 0 2019-09-17 1242.EC1
File Type Plus
Algorithm Factory default axle
Description Station Rd, Hayling Island
Lane 1
Direction 6
Direction Text 6 - West bound A]B, East bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2019-09-08T16:55:39
Start Time 2019-09-08T16:55:39
Finish Time 2019-09-17T12:42:39
Operator OR
Configuration 40 MC5600 80 00 14 6a 6a ? W262W0A1 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name Obtrada Profile MTC
Title MetroCount Traffic Executive
Percentile 1 85
Percentile 2 95
Pace 12
Filter Start 2019-09-09T00:00:00
Filter End 2019-09-16T00:00:00
Class Scheme VRX
F Cls(1-12, 14-15) Dir(BA) Sp(0,100) Headway[]0) Span(0 - 100) Lane(0-16)
Low Speed 0
High Speed 100
Posted Limit 30
Separation 0.000
Separation Type Headway
Direction BA
Encoded Direction 15

Station Road, Hayling Island - (EASTBOUND)

Class	SV	Axes	Description	Dominant Vehicle	Aggregate
1	SV	2	Short - Car, Light Van		LIGHT
2	SVT	3,4 OR 5	Short Towing - Trailer, Caravn, Boat etc.		
3	TB2	2	Two axle truck or Bus		MEDIUM
4	TB3	3	Three axle truck or Bus		
5	T4	>3	Four axle truck		
6	ART3	3	Three axle articulated vehicle or rigid vehicle and trailer		HEAVY
7	ART4	4	Four axle articulated vehicle or rigid vehicle and trailer		
8	ART5	5	Five axle articulated vehicle or rigid vehicle and trailer		
9	RT6	>-6	Six (or more) axle articulated vehicle or rigid vehicle and trailer		
10	BD	>6	B - Double or Heavy truck and trailer		
11	DRT	>6	Double road train or heavy truck and two trailers		
12	TRT	>6	Triple road train or Heavy truck and three (or more) trailers		
14	M/C	2	Motorcycle		LIGHT
15	CYCLE	2	Cycle		
13			Unrecognised		

Station Road, Hayling Island - (EASTBOUND)



Time	Cls [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-
0500	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
0600	24	0	8	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	1	8	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	27.2
0700	61	0	14	0	0	0	1	0	0	0	0	0	0	1	1	78	0	0	5	17	37	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.9
0800	139	1	32	0	2	0	3	0	0	0	0	0	0	2	1	180	0	1	8	42	77	50	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	26.6
0900	127	1	20	0	0	0	0	0	0	0	0	0	0	0	0	148	0	2	1	54	69	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.8
1000	152	0	24	1	0	0	1	0	0	0	0	0	0	0	5	183	0	4	23	64	83	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	23.5
1100	175	0	21	0	0	0	0	0	0	0	0	0	0	0	1	197	0	4	14	55	109	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	23.8
1200	177	0	15	1	0	0	0	0	0	0	0	0	0	0	2	195	0	2	11	59	100	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	24.3
1300	153	0	20	2	0	0	2	0	0	0	0	0	0	1	0	178	0	3	5	62	78	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.4
1400	168	0	16	1	0	0	0	0	0	0	0	0	0	0	2	187	0	3	11	48	93	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	25.4
1500	156	0	12	0	0	2	1	0	0	0	0	0	0	0	0	171	0	1	11	48	77	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	25.5
1600	147	0	18	1	0	0	0	0	0	0	0	0	0	0	2	168	0	1	8	58	75	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	24.9
1700	158	0	10	1	0	0	0	0	0	0	0	0	0	0	0	169	0	2	6	40	78	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	26.2
1800	126	0	12	1	0	0	0	0	0	0	0	0	0	0	1	140	0	1	6	30	73	28	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.6
1900	107	0	5	1	0	0	0	0	0	0	0	0	0	0	1	114	0	1	5	28	61	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	25
2000	76	0	3	0	0	0	0	0	0	0	0	0	0	0	0	79	0	0	1	19	40	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	26.6
2100	76	0	3	0	0	0	0	0	0	0	0	0	0	2	0	81	0	0	4	41	28	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	24
2200	25	0	0	1	1	0	0	0	0	0	0	0	0	0	0	27	0	0	2	5	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	26.6
2300	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	2	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
01-05	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25	-	
06-10	327	2	66	0	2	0	4	0	0	0	0	0	0	3	2	406	0	3	14	113	183	91	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	25.9
16-19	431	0	40	3	0	0	0	0	0	0	0	0	0	0	3	477	0	4	20	128	226	93	5	1	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25.4
00-00	2062	2	234	10	3	2	8	0	0	0	0	0	0	6	17	2344	0	26	122	681	1114	370	30	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	25.2

[illegible]

[illegible]

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp		
[--	1	2	3	4	5	6	7	8	9	10	11	12	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85		
																5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100				
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-		
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-		
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-		
0500	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-		
0600	37	0	6	0	0	0	0	0	0	0	0	0	0	0	3	46	0	2	2	14	19	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	28.5	
0700	76	0	16	0	1	0	0	0	0	0	0	0	0	0	3	96	0	1	6	18	38	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	27	
0800	151	1	17	0	1	0	0	0	0	0	0	0	0	1	5	176	0	1	12	35	86	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.6	
0900	147	0	17	0	0	0	0	0	0	0	0	0	0	0	2	166	0	3	8	56	74	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	24.9	
1000	137	1	27	0	0	0	0	0	0	0	0	0	0	1	1	167	1	2	14	65	72	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.7	24	
1100	174	0	15	1	0	2	1	0	0	0	0	0	0	0	1	194	0	4	16	97	68	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	22.7	
1200	135	0	23	3	0	0	0	0	0	0	0	0	0	4	4	169	0	4	19	55	67	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	24.6	
1300	150	2	21	0	1	0	1	0	0	0	0	0	0	3	4	182	1	4	20	64	75	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	23.7
1400	153	1	29	0	0	1	0	0	0	0	0	0	0	1	3	188	0	5	12	67	85	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	24.1	
1500	145	1	19	2	0	0	0	0	0	0	0	0	0	1	1	169	0	1	10	39	96	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.6	
1600	136	1	21	0	1	0	2	0	0	0	0	0	0	0	6	167	0	5	15	41	77	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	25.3	
1700	174	0	17	0	0	0	0	0	0	0	0	0	0	2	3	196	0	1	12	58	95	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	25	
1800	144	0	12	1	0	0	0	0	0	0	0	0	0	0	1	158	0	1	5	54	75	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	24.8	
1900	125	0	7	1	1	0	0	0	0	0	0	0	0	0	4	138	0	1	9	31	62	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	26.4	
2000	83	0	9	0	0	0	0	0	0	0	0	0	0	0	1	93	0	0	2	22	45	20	2	2	0	0	0	0	0	0	0	0	0	0	0	0	22.7	27.1	
2100	88	0	1	0	0	0	0	0	0	0	0	0	0	1	1	91	0	0	3	39	36	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.6	24.8	
2200	37	0	3	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	1	10	14	13	1	1	0	0	0	0	0	0	0	0	0	0	0	23.2	27.8		
2300	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-		
01-05	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-		
07-10	374	1	50	0	2	0	0	0	0	0	0	0	0	1	10	438	0	5	26	109	98	93	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	25.6	
16-19	454	1	50	1	1	0	2	0	0	0	0	0	0	2	10	521	0	7	32	153	247	76	5	1	0	0	0	0	0	0	0	0	0	0	0	0	21.1	24.9	
00-00	2107	7	260	8	5	3	4	0	0	0	0	0	0	14	44	2452	2	36	166	767	1093	348	34	6	0	0	0	0	0	0	0	0	0	0	0	0	20.9	24.9	

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp		
	[--	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85
																	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100		
0000	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-	
0100	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	
0500	3	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-	
0600	29	0	6	1	0	0	0	0	0	0	0	0	0	0	37	1	0	1	6	19	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	26.3	
0700	73	0	13	0	0	0	0	2	0	0	0	0	0	0	90	0	1	4	14	41	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23	26.5	
0800	154	0	25	0	0	0	0	1	0	0	0	0	0	0	177	0	4	16	42	85	37	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	26	
0900	152	0	19	0	0	0	0	2	0	0	0	0	0	0	177	0	3	12	66	75	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	24.6	
1000	185	1	20	2	0	0	0	0	0	0	0	0	0	0	211	1	8	22	78	79	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	23.6	
1100	182	2	19	1	1	0	0	0	0	0	0	0	0	0	211	2	9	31	77	78	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	23.3	
1200	154	0	18	2	0	0	1	0	0	0	0	0	0	0	180	0	4	16	69	69	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24.5	
1300	159	0	21	0	1	1	0	0	0	0	0	0	0	0	186	0	2	9	62	84	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	24.9	
1400	174	0	28	1	2	0	0	0	0	0	0	0	0	1	218	1	9	23	74	84	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	24.3	
1500	151	0	19	0	0	0	0	0	0	0	0	0	0	2	173	0	2	9	52	82	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.1	
1600	176	2	16	0	0	0	0	0	0	0	0	0	0	2	202	0	2	9	59	99	32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.9	
1700	176	1	11	0	0	0	0	0	0	0	0	0	0	0	194	0	6	14	48	79	41	5	1	0	0	0	0	0	0	0	0	0	0	0	0	21.5	26.4	
1800	173	1	7	0	2	0	0	0	0	0	0	0	0	0	185	0	0	7	35	114	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	25.1	
1900	152	0	9	0	2	0	0	0	0	0	0	0	0	0	164	0	0	12	45	77	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25.6	
2000	115	0	11	0	0	0	0	0	0	0	0	0	0	1	129	0	1	4	27	61	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	25.6	
2100	99	0	7	0	0	0	0	0	0	0	0	0	0	2	110	0	1	4	28	51	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	22.1	26.5	
2200	66	0	1	0	0	0	0	0	0	0	0	0	0	1	68	0	0	1	22	32	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.3	
2300	23	0	1	0	0	0	0	0	0	0	0	0	0	0	24	0	0	1	3	3	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	30.8	
01-05	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-		
07-10	379	0	57	0	0	0	5	0	0	0	0	0	0	1	455	0	8	32	122	201	86	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	25.6	
16-19	525	4	34	0	2	0	0	0	0	0	0	0	0	2	581	0	8	30	142	292	97	11	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6	25.4	
00-00	2405	7	254	7	8	1	6	0	0	0	0	0	0	13	2763	5	53	196	810	1216	432	48	3	0	0	0	0	0	0	0	0	0	0	0	0	20.9	25.3	

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	
[--	1	2	3	4	5	6	7	8	9	10	11	12	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85	
																5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100			
0000	10	0	1	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	28.9	
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-	
0200	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-	
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	
0400	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	
0500	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-	
0600	12	0	1	1	0	0	0	0	0	0	0	0	0	0	15	1	0	0	2	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.9	
0700	39	0	5	0	0	0	0	0	0	0	0	0	0	1	46	1	0	0	11	19	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	26.9	
0800	104	0	8	1	0	0	1	0	0	0	0	0	0	2	117	0	1	3	27	58	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	25.9	
0900	168	0	16	1	1	1	1	0	0	0	0	0	0	2	191	0	3	5	59	99	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	24.3	
1000	165	0	14	0	1	0	1	0	1	0	0	0	0	1	190	0	11	11	77	64	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	24.8	
1100	204	0	18	1	1	0	1	0	0	0	0	0	0	2	233	2	20	31	88	74	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	23.3	
1200	165	0	12	1	1	0	1	0	0	0	0	0	0	1	188	1	4	23	63	75	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20	24.4	
1300	155	0	11	0	3	0	0	0	0	0	0	0	0	2	171	0	4	12	47	76	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	25.4	
1400	153	0	9	0	1	0	0	0	0	0	0	0	0	1	166	0	2	9	63	73	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.5	24.8	
1500	151	1	9	0	0	0	0	0	0	0	0	0	0	2	170	0	5	12	57	75	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.4	
1600	198	1	11	0	0	0	0	0	0	0	0	0	0	1	211	0	2	10	86	92	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.1	
1700	163	0	12	0	3	0	0	0	0	0	0	0	0	2	182	0	2	13	71	69	24	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20.3	24.8	
1800	145	0	9	0	0	0	0	0	0	0	0	0	0	1	160	0	4	7	37	78	30	2	1	1	0	0	0	0	0	0	0	0	0	0	0	21.8	25.9	
1900	154	0	8	0	0	0	0	0	0	0	0	0	0	1	165	0	0	8	55	78	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.7	
2000	101	1	7	0	0	0	0	0	0	0	0	0	0	1	111	0	0	6	19	55	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	26.8	
2100	73	0	3	0	1	0	0	0	0	0	0	0	0	1	80	0	2	1	23	34	17	2	0	1	0	0	0	0	0	0	0	0	0	0	0	21.6	26.5	
2200	44	0	3	0	0	0	0	0	0	0	0	0	0	0	47	0	0	4	20	10	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	27.7	
2300	33	0	0	0	0	0	0	0	0	0	0	0	0	3	36	0	2	1	8	13	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	29.3	
01-05	8	0	1	0	0	0	0	0	0	0	0	0	0	3	12	0	0	3	3	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	33.3	
07-10	311	0	29	2	1	1	2	0	0	0	0	0	0	5	354	1	4	8	97	176	65	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.6	
16-19	506	1	32	0	3	0	0	0	0	0	0	0	0	3	553	0	8	30	194	239	73	5	3	1	0	0	0	0	0	0	0	0	0	0	0	20.8	24.8	
00-00	2248	3	158	5	12	1	5	0	1	0	0	0	0	20	2506	5	63	159	821	1062	353	33	8	2	0	0	0	0	0	0	0	0	0	0	0	0	20.7	24.9

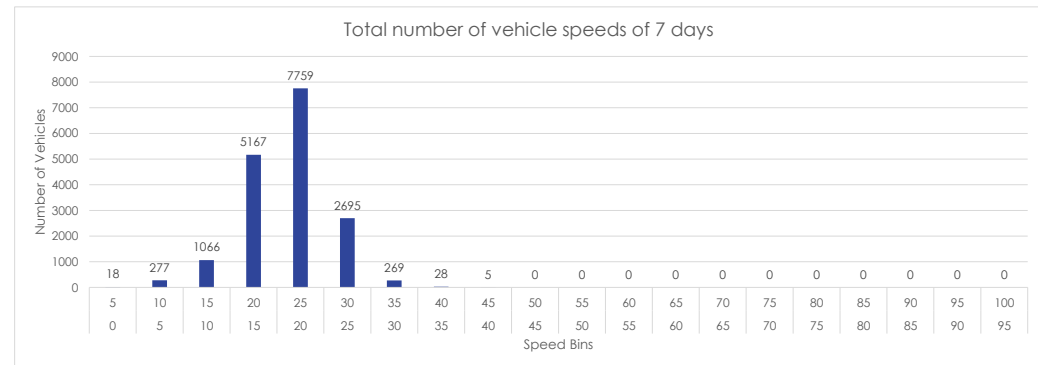
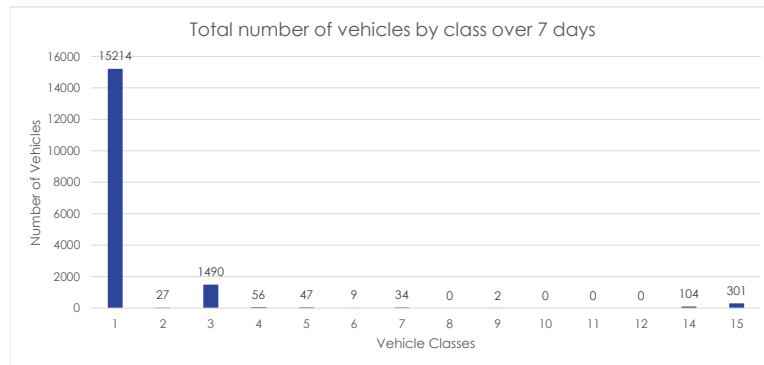
[illegible]

Station Road, Hayling Island - (EASTBOUND)

Report Id - CustomList-21
 Site Name - Hayling Island
 Description - Station Rd, Hayling Island
 Direction - BA

Grand Total

Vehicle Classes															Total	Vehicle Speeds																				Mean	Vpp
Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Vbin		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin				
[--	1	2	3	4	5	6	7	8	9	10	11	12	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		
--	15214	27	1490	56	47	9	34	0	2	0	0	0	104	301	17284	18	277	1066	5167	7759	2695	269	28	5	0	0	0	0	0	0	0	0	0	0	0	21	25.3



Station Road, Hayling Island - (WESTBOUND)
Globals

Report Id CustomList-20
Descriptor OB MTC
Created by MetroCount Traffic Executive
Creation Time (UTC) 2019-09-17T12:37:20
Legal Copyright (c)1997 - 2018 MetroCount
Language English
Country United Kingdom
Time UTC + 60 min
Create Version 5.0.5.0
Metric Part metric
Speed Unit mph
Length Unit metre
Mass Unit tonne

Dataset

Site Name Hayling Island
Site Attribute ATC 1
File Name C:\Users\Oliver\Documents\MetroCount\MTE 5.05\Data\Hayling Island 0 2019-09-17 1242.EC1
File Type Plus
Algorithm Factory default axle
Description Station Rd, Hayling Island
Lane 1
Direction 6
Direction Text 6 - West bound A]B, East bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2019-09-08T16:55:39
Start Time 2019-09-08T16:55:39
Finish Time 2019-09-17T12:42:39
Operator OR
Configuration 40 MC5600 80 00 14 6a 6a ? W262W0A1 MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name Obrada Profile MTC
Title MetroCount Traffic Executive
Percentile 1 85
Percentile 2 95
Pace 12
Filter Start 2019-09-09T00:00:00
Filter End 2019-09-16T00:00:00
Class Scheme VRX
F Cls(1-12, 14-15) Dir(AB) Sp(0,100) Headway[]0) Span(0 - 100) Lane(0-16)
Low Speed 0
High Speed 100
Posted Limit 30
Separation 0.000
Separation Type Headway
Direction AB
Encoded Direction 15

Station Road, Hayling Island - (WESTBOUND)

Class	SV	Axles	Description	Dominant Vehicle	Aggregate
1	SV	2	Short - Car, Light Van		LIGHT
2	SVT	3,4 OR 5	Short Towing - Trailer, Caravn, Boat etc.		
3	TB2	2	Two axle truck or Bus		MEDIUM
4	TB3	3	Three axle truck or Bus		
5	T4	>3	Four axle truck		
6	ART3	3	Three axle articulated vehicle or rigid vehicle and trailer		HEAVY
7	ART4	4	Four axle articulated vehicle or rigid vehicle and trailer		
8	ART5	5	Five axle articulated vehicle or rigid vehicle and trailer		
9	RT6	>-6	Six (or more) axle articulated vehicle or rigid vehicle and trailer		
10	BD	>6	B - Double or Heavy truck and trailer		
11	DRT	>6	Double road train or heavy truck and two trailers		
12	TRT	>6	Triple road train or Heavy truck and three (or more) trailers		
14	M/C	2	Motorcycle		LIGHT
15	CYCLE	2	Cycle		
13			Unrecognised		

Station Road, Hayling Island - (WESTBOUND)



Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp			
[--	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85	
																5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.8	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	
0500	5	0	3	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	1	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0600	28	0	7	1	0	0	0	0	0	0	0	0	0	0	1	37	0	0	0	7	16	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	26.6
0700	61	0	16	0	0	0	0	2	0	0	0	0	0	0	0	79	0	0	0	28	43	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24
0800	150	0	13	0	0	1	3	0	0	0	0	0	0	0	2	169	0	4	4	35	102	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.8
0900	124	3	17	1	0	0	1	0	0	0	0	0	0	0	1	147	0	2	5	57	68	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	23.8
1000	159	0	13	1	0	0	1	0	0	0	0	0	0	0	1	175	0	5	24	77	59	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	22.7
1100	173	1	23	0	0	0	1	0	0	0	0	0	0	0	1	199	0	2	14	67	99	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	24
1200	178	0	11	2	1	0	0	0	0	0	0	0	0	1	4	197	0	4	19	91	72	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	22.9
1300	157	2	12	0	1	0	0	0	0	0	0	0	0	0	1	173	0	3	11	67	75	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	23.8
1400	156	0	18	0	1	0	0	0	0	0	0	0	0	0	1	176	1	1	8	74	71	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	24.1
1500	174	0	12	1	0	0	1	0	0	0	0	0	0	1	1	190	0	1	5	58	98	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.8
1600	168	0	18	0	0	0	0	0	0	0	0	0	0	0	1	187	0	2	4	55	109	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.3
1700	154	0	7	0	0	0	0	0	0	0	0	0	0	1	2	164	0	1	4	44	97	17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.5
1800	141	0	10	0	0	0	0	0	0	0	0	0	0	1	0	152	0	0	6	47	71	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25.4
1900	129	0	4	0	0	0	0	0	0	0	0	0	0	0	1	134	0	0	7	34	72	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	25.4
2000	78	0	2	0	0	0	0	0	0	0	0	0	0	0	1	81	0	2	2	18	39	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.6
2100	41	0	2	0	0	0	0	0	0	0	0	0	0	1	0	44	0	0	1	10	19	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	26.5
2200	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	2	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	28.2
2300	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
01-05	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-	
07-10	335	3	46	1	0	1	6	0	0	0	0	0	0	0	3	395	0	6	9	120	213	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.5
16-19	463	0	35	0	0	0	0	0	0	0	0	0	0	2	3	503	0	3	14	146	277	61	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4	24.5
00-00	2098	6	189	6	3	1	9	0	0	0	0	0	0	5	20	2337	1	28	115	775	1120	283	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20.8	24.5

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	
[--	1	2	3	4	5	6	7	8	9	10	11	12	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85	
																5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100			
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-	
0100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	4	0	2	2	0	0	0	0	0	0	0	0	0	0	8	0	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-	
0600	28	0	5	0	0	0	0	0	0	0	0	0	0	2	35	0	1	2	7	14	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5	27.3	
0700	65	0	9	1	0	0	1	0	0	0	0	0	0	3	79	0	0	6	23	26	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	26.3
0800	154	0	24	1	1	1	0	0	0	0	0	0	0	2	183	0	4	1	33	99	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	25.8
0900	177	1	27	1	1	0	0	0	0	0	0	0	2	211	0	3	7	71	114	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	23.7
1000	149	0	14	1	1	0	1	0	0	0	0	0	2	174	0	7	12	57	79	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	24.5
1100	163	1	18	0	0	1	1	0	0	0	0	0	2	189	0	4	10	70	81	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.6
1200	173	1	15	0	0	0	0	0	0	0	0	0	2	191	0	1	11	74	80	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	24.4
1300	159	0	19	0	0	0	0	0	0	0	0	0	1	180	0	2	1	61	95	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.7
1400	113	1	22	0	0	0	0	0	0	0	0	0	0	6	142	0	3	9	48	67	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	24.3
1500	207	0	14	0	1	1	0	0	0	0	0	0	1	6	230	0	3	13	65	120	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.5
1600	178	0	17	0	0	0	0	0	0	0	0	0	0	3	198	0	5	21	75	78	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	23.7
1700	168	0	14	1	0	0	0	0	0	0	0	0	1	7	191	0	4	4	46	97	38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.6
1800	185	0	8	0	0	0	0	0	0	0	0	0	4	2	199	0	0	7	59	92	39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.2
1900	140	0	5	0	0	0	0	0	0	0	0	0	0	2	147	0	1	3	32	84	24	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	25.2
2000	88	0	3	0	0	0	0	0	0	0	0	0	1	2	94	0	0	5	14	50	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	26.5
2100	52	1	4	0	0	0	0	0	0	0	0	0	0	4	61	0	2	4	12	23	18	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.2	26.6
2200	28	0	0	0	0	0	0	0	0	0	0	0	0	1	29	0	1	0	4	13	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	28.2
2300	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	28.2	
01-05	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	
07-10	396	1	60	3	2	1	1	0	0	0	0	0	2	7	473	0	7	14	127	239	81	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25.2
16-19	531	0	39	1	0	0	0	0	0	0	0	0	5	12	588	0	9	32	180	267	94	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.1
00-00	2244	5	221	7	4	3	3	0	0	0	0	0	14	54	2555	0	41	117	754	1219	398	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	25.1

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp		
[--	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85
																5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100			
0000	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-	
0400	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-	
0500	6	0	3	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	
0600	23	0	6	1	0	0	1	0	0	0	0	0	0	0	35	0	1	4	9	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	25.7	
0700	63	0	11	1	0	0	1	0	0	0	0	0	0	0	76	0	0	0	16	49	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	24.8	
0800	143	0	11	1	3	0	0	0	0	0	0	0	0	0	159	0	6	23	64	52	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	23.5	
0900	210	2	17	2	0	0	0	0	0	0	0	0	0	3	234	0	1	29	107	78	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	22.9	
1000	167	1	21	0	0	0	0	0	0	0	0	0	0	1	195	0	7	14	90	69	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	23.3	
1100	193	1	24	0	0	1	0	0	0	0	0	0	0	1	221	0	5	33	88	72	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	23.6	
1200	146	0	17	1	0	0	0	0	0	0	0	0	0	1	169	0	2	11	52	88	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	23.5	
1300	168	0	18	1	0	0	0	0	0	0	0	0	0	1	189	0	2	14	85	76	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	23.3	
1400	131	0	21	1	0	0	1	0	0	0	0	0	0	1	160	1	7	13	54	71	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	23.9	
1500	172	0	18	0	1	0	0	0	0	0	0	0	0	1	193	0	1	7	56	102	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.7	
1600	182	0	20	0	0	1	0	0	0	0	0	0	0	2	207	0	1	6	62	101	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	25.3	
1700	195	1	8	0	1	0	0	0	0	0	0	0	0	0	210	0	8	18	64	91	26	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.7	
1800	176	0	10	0	0	0	0	0	0	0	0	0	0	4	194	0	5	9	55	91	32	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	25.2	
1900	130	0	6	0	0	0	0	0	0	0	0	0	0	1	140	0	1	8	42	70	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21.1	24.7	
2000	80	0	4	0	1	0	0	0	0	0	0	0	0	0	86	0	1	4	18	38	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	26.2	
2100	58	0	4	0	0	0	0	0	0	0	0	0	0	0	62	0	0	1	10	34	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	25.7	
2200	25	0	1	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	3	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	28.4	
2300	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-	
01-05	2	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-	
07-10	416	2	39	4	3	0	1	0	0	0	0	0	0	0	469	0	7	52	187	179	42	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	23.5	
16-19	553	1	38	0	1	1	0	0	0	0	0	0	0	6	611	0	14	33	181	283	95	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	25.1
00-00	2282	5	221	8	7	2	3	0	0	0	0	0	0	13	40	2581	1	48	194	879	1121	326	9	3	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.5

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp		
[--	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85
																5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100			
0000	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-	
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	
0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-	
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-	
0500	5	0	2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-	
0600	28	0	6	0	0	0	0	0	0	0	0	0	0	0	36	0	1	0	10	14	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	26	
0700	74	0	19	1	0	0	1	1	0	0	0	0	0	0	98	0	2	2	32	40	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	26.7	
0800	167	2	23	1	0	0	1	0	0	0	0	0	0	1	196	0	3	10	61	88	33	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.2	
0900	180	2	22	1	0	0	0	0	0	0	0	0	0	0	207	0	2	12	77	99	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	24	
1000	134	0	24	1	0	0	1	0	0	0	0	0	0	1	163	0	4	17	69	60	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	22.8	
1100	178	0	20	0	0	0	0	0	0	0	0	0	0	0	202	0	6	19	100	65	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	23	
1200	182	1	21	2	0	0	0	0	1	0	0	0	0	3	214	0	5	17	77	90	22	2	1	0	0	0	0	0	0	0	0	0	0	0	0	20.2	23.7	
1300	158	1	17	0	0	0	0	0	0	0	0	0	0	2	180	0	1	12	73	76	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.9	
1400	130	1	24	1	3	0	0	0	0	1	0	0	3	6	169	1	11	17	61	66	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	23.3	
1500	153	1	16	0	0	0	0	0	0	0	0	0	2	6	178	0	4	15	44	97	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	23.5	
1600	171	0	16	0	0	0	1	0	0	0	0	0	1	4	193	0	1	10	49	106	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.6	
1700	183	0	16	0	0	0	0	0	0	0	0	0	2	3	204	0	3	6	64	103	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.7	
1800	192	0	13	1	0	0	0	0	0	0	0	0	1	1	208	0	1	9	67	103	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.7	
1900	143	4	8	0	0	0	0	0	0	0	0	0	0	2	157	0	1	2	48	73	28	3	2	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.8	
2000	98	0	4	0	0	0	0	0	0	0	0	0	0	1	103	0	0	2	16	57	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	26.1	
2100	48	0	2	0	0	0	0	0	0	0	0	0	0	0	50	0	1	2	8	25	12	2	0	0	0	0	0	0	0	0	0	0	0	0	22.6	27.1		
2200	29	0	2	0	0	0	0	0	0	0	0	0	0	0	31	0	0	1	5	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	23.2	28		
2300	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-		
01-05	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-		
07-10	421	4	64	3	0	0	2	1	0	0	0	0	0	1	501	0	7	24	170	227	70	2	1	0	0	0	0	0	0	0	0	0	0	0	20.8	24.8		
16-19	546	0	45	1	0	0	1	0	0	0	0	0	0	4	605	0	5	25	180	312	77	5	1	0	0	0	0	0	0	0	0	0	0	0	21.2	24.7		
00-00	2264	12	257	8	3	0	4	1	1	1	0	0	16	42	2609	1	46	154	865	1182	331	25	5	0	0	0	0	0	0	0	0	0	0	0	20.7	24.6		

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp
[--	1	2	3	4	5	6	7	8	9	10	11	12	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85
																5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100		
0000	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
0200	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-
0400	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
0500	4	0	2	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
0600	29	0	8	1	0	0	0	0	0	0	0	0	0	2	40	0	1	4	11	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	24.1
0700	64	0	11	0	0	0	2	0	0	0	0	0	0	1	80	0	1	1	16	41	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.9
0800	164	1	19	0	0	0	2	0	0	0	0	0	0	7	193	0	3	12	60	94	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	24.5
0900	159	1	27	0	0	0	0	0	0	0	0	0	1	2	190	0	5	14	72	80	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	23.9
1000	207	0	23	0	1	0	0	0	0	0	0	0	2	5	238	0	6	8	82	110	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	24.6
1100	212	2	26	0	0	0	0	0	0	0	0	0	1	3	244	0	4	10	87	120	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	24.5
1200	201	1	22	0	1	0	0	0	0	0	0	0	6	2	233	0	4	10	79	110	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	24.5
1300	191	0	14	0	0	2	0	0	0	0	0	0	1	4	212	1	2	16	72	101	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.9
1400	141	0	11	1	1	0	0	0	0	0	0	0	2	11	167	0	9	16	48	78	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	23.9
1500	197	0	25	0	0	0	0	0	0	0	0	0	2	5	229	0	3	9	55	125	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	25.3
1600	194	0	13	0	0	0	0	0	0	0	0	0	3	8	218	0	3	10	44	117	40	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.5
1700	197	0	14	1	0	0	0	0	0	0	0	0	0	9	221	0	1	20	36	123	39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.3
1800	219	1	2	0	0	0	0	0	0	0	0	0	0	1	223	0	2	9	64	99	46	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.6
1900	173	1	11	0	0	0	0	0	0	0	0	0	1	2	188	0	1	9	56	87	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	25.5
2000	135	0	7	0	0	0	0	0	0	0	0	0	1	2	145	0	0	4	39	79	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.2
2100	87	0	2	1	0	0	0	0	0	0	0	0	2	3	95	0	1	1	25	40	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23	27.2
2200	45	0	1	0	0	1	0	0	0	0	0	0	0	2	49	0	2	0	6	26	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	27.2
2300	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	27.7
01-05	5	0	2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	1	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
07-10	387	2	57	0	0	0	4	0	0	0	0	0	2	11	463	0	9	27	148	215	60	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	24.6
16-19	610	1	29	1	0	0	0	0	0	0	0	0	3	18	662	0	6	39	144	339	125	9	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	25.5
00-00	2643	7	240	5	3	1	6	0	0	0	0	0	23	70	2998	1	49	154	857	1465	437	33	2	0	0	0	0	0	0	0	0	0	0	0	0	21.1	25.1

Time	Cls [--	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Total	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Mean	Vpp 85	
0000	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-	
0100	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-	
0200	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-	
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-	
0400	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	
0500	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	
0600	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	26	
0700	41	0	8	0	0	0	0	0	0	0	0	0	0	0	1	50	0	1	1	11	25	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	26.9	
0800	107	0	11	0	0	1	1	0	0	0	0	0	0	0	2	122	0	0	2	28	61	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	26
0900	186	0	14	0	0	0	2	0	0	0	0	0	0	1	5	208	1	4	13	53	110	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	24.6
1000	209	1	14	0	0	0	1	0	0	0	0	0	0	1	4	230	0	4	10	88	100	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	24.3
1100	208	0	10	1	1	0	1	0	0	0	0	0	0	1	8	230	1	9	7	95	99	19	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	19.8	23.6
1200	198	0	11	0	1	0	0	0	0	0	0	0	0	1	6	217	0	9	12	67	102	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	24.3
1300	182	2	9	0	0	0	0	0	0	0	0	0	0	1	7	201	0	4	12	72	83	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	24.9
1400	170	1	11	0	1	0	0	0	0	0	0	0	0	1	4	188	0	0	7	50	102	27	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25.1
1500	152	0	5	0	1	0	0	0	0	0	0	0	0	0	6	164	0	6	5	35	96	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.7	
1600	161	0	12	0	1	0	0	0	0	0	0	0	0	2	2	178	0	5	8	36	102	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25
1700	182	0	15	0	1	0	0	0	0	0	0	0	0	1	7	206	0	5	8	70	94	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	24.8
1800	169	1	11	0	1	0	0	0	0	0	0	0	0	1	3	186	0	3	8	58	78	34	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	21.5	25.9
1900	181	0	7	0	0	0	0	0	0	0	0	0	0	1	2	191	0	2	4	79	84	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	24.2
2000	102	0	4	0	0	0	0	0	0	0	0	0	0	0	3	109	0	1	7	23	61	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25.2
2100	60	0	4	1	0	0	0	0	0	0	0	0	0	0	1	66	0	1	0	16	36	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.3	26.8	
2200	36	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	1	9	15	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	28.7	
2300	20	0	1	0	0	0	0	0	0	0	0	0	0	0	1	22	0	0	0	2	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	26.8	
01-05	10	0	2	0	0	0	0	0	0	0	0	0	0	0	3	15	0	1	2	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	27.5	
07-10	334	0	33	0	0	1	3	0	0	0	0	0	0	1	8	380	1	5	16	92	196	65	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25.4	
16-19	512	1	38	0	3	0	0	0	0	0	0	0	0	4	12	570	0	13	24	164	274	85	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	21.3	25.1
00-00	2395	6	155	2	7	1	5	0	0	0	0	0	0	11	65	2647	2	55	107	800	1279	370	27	6	0	1	0	0	0	0	0	0	0	0	0	0	0	21.1	24.9

Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp	
[--	1	2	3	4	5	6	7	8	9	10	11	12	14	15		0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95		85	
																5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100			
0000	11	0	1	0	0	0	0	0	0	0	0	0	0	1	13	0	1	0	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.7	
0100	5	0	1	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-	
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-	
0600	5	0	1	0	0	0	0	0	0	0	0	0	0	2	8	0	1	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
0700	23	0	3	0	0	0	0	0	0	0	0	0	0	1	27	0	1	0	8	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	26.1
0800	55	0	6	0	0	0	0	0	0	0	0	0	0	1	64	0	1	1	11	36	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	25.7
0900	122	0	3	0	1	0	0	0	0	0	0	0	0	3	129	0	2	5	38	70	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.1
1000	135	0	8	0	1	1	0	0	0	0	0	0	0	1	151	0	1	6	39	81	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	25.1
1100	190	0	5	0	1	0	0	0	0	0	0	0	0	3	201	0	5	9	56	93	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	25.5
1200	161	2	6	0	2	0	0	0	0	0	0	0	0	2	182	1	7	10	46	87	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	25.3
1300	135	0	6	0	1	0	0	0	0	0	0	0	0	1	146	0	2	5	45	63	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	25.6
1400	127	0	2	0	0	0	0	0	0	0	0	0	0	0	133	0	2	6	27	67	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	26.7
1500	129	0	6	0	0	0	0	0	0	0	0	0	0	2	143	0	1	4	26	71	39	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	26.3
1600	120	1	5	0	0	0	0	0	0	0	0	0	0	2	128	0	2	3	28	72	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	25.9
1700	163	1	8	0	1	0	0	0	0	0	0	0	0	1	176	0	0	7	43	82	43	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	25.9
1800	186	0	6	0	0	0	0	0	0	0	0	0	0	3	200	0	4	6	66	89	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	25.2
1900	107	0	4	1	0	0	0	0	0	0	0	0	0	0	112	0	0	4	34	53	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	25.2
2000	79	0	4	1	0	0	0	0	0	0	0	0	0	1	86	0	1	0	17	41	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	27.7
2100	50	0	4	0	0	0	0	0	0	0	0	0	0	1	55	0	0	2	10	27	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	27.8
2200	21	0	1	0	0	0	0	0	0	0	0	0	0	1	23	0	1	0	4	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	26.9
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-	
01-05	8	0	1	1	0	0	0	0	0	0	0	0	0	0	10	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-	
07-10	200	0	12	0	1	0	0	0	0	0	0	0	0	2	220	0	4	6	57	117	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	24.9	
16-19	469	2	19	0	1	0	0	0	0	0	0	0	0	4	504	0	6	16	137	243	97	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.7	
00-00	1830	4	80	3	7	1	0	0	0	0	0	0	16	50	1991	1	32	70	502	975	376	35	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	25.7	

Station Road, Hayling Island - (WESTBOUND)

Report Id - CustomList-20
 Site Name - Hayling Island
 Description - Station Rd, Hayling Island
 Direction - AB

Grand Total

Vehicle Classes															Vehicle Speeds																				Mean	Vpp																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Time	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin

