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Coldharbour Farm
Emsworth



TRANSPORT STATEMENT

On Behalf Of
Telstar

ITR/MT/5314/TS.2
July 2019



Partners:
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IT Roberts MCIHT

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1.0 INTRODUCTION

1.1 Bellamy Roberts LLP has been instructed by Telstar to provide highway and transportation advice in support of the proposal to build 44 residential units on land at Coldharbour Farm, Emsworth.

1.2 The application site is allocated for residential development within the Havant Borough Local Plan 2036 (pre-submission draft). The site is allocated for 'about' 53 residential units and is included at Policy H10 of the aforementioned document.

1.3 Policy H10, 'Land West of Coldharbour Farm', states the following:

"Residential development of about 53 dwellings will be permitted where:

a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:

i. Archaeological Assessment;

ii. Flood Risk Assessment;

iii. Drainage Strategy;

iv. Ecological Assessment;

v. Arboricultural Assessment;

vi. Transport Assessment and Travel Plan;

vii. Noise Impact Assessment;

viii. Air Quality Assessment;

ix. Contaminated Land Assessment (to include gas monitoring);

b. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;

c. The development enhances the Local Ecological Network through the opportunity area found on site in order to achieve biodiversity net gain;

d. The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20;

e. The development does not prejudice the future development potential of the adjacent Southleigh Strategic Site; and

f. The design and layout:

- i. Does not prejudice the future delivery of A27 junction improvements to facilitate access arrangements to the Southleigh Strategic site to the west (Policy IN2);*
- ii. Retains and integrates the trees and hedgerows found on the site;*
- iii. Provides on-site public open space and community food growing provisions in the eastern part of the site, in line with Policy E9;*
- iv. Provides safe pedestrian and cycle links up to the western boundary of the site, to facilitate a link to the petrol filling station, and through the site to Havant Footpath 71 to the eastern boundary, and to the Southleigh Strategic Site;*
- v. Safeguards the pedestrian and cycle link under the A27 at Emsworth Recreation Ground;*
- vi. Secures an acceptable relationship between the new dwellings and the A27 through separation and/or other appropriate mitigation measures;*
- vii. Addresses the presence of the SINC in line with Policy E14;*
- viii. Provides an appropriate easement and related safeguarding measures to ensure any significant negative effect on the existing Main River and ordinary watercourse(s) are mitigated to an acceptable level, including the provision of adequate compensatory flood storage if required”.*

1.4 Outline planning consent for 53 dwellings, with a new vehicular access provided as a continuation of Coldharbour Farm Road, was granted in October 2014 (application ref: APP/14/00360), albeit this has now lapsed. The proposed access arrangements would have resulted in the loss of four car parking spaces at the existing turning head and in this regard, an application for the rearrangement of the parking layout in this area was approved in August 2016 (application ref: APP/16/00496).

1.5 This Transport Statement has undertaken a review of the transport implications of the proposal on the wider highway network. It includes an audit of the neighbouring sustainable transport links and, where necessary, outlines appropriate measures to mitigate its impact. This report has been prepared in

accordance with all relevant National and Local Planning Policies, and should be read in conjunction with other documentation and plans submitted alongside this application.

2.0 SITE LOCATION

- 2.1 The application site is located at the western end of Coldharbour Farm Road, to the immediate north of the A27 trunk road. Coldharbour Farm Road forms a junction with the B2148, Horndean Road to the east, approximately 50 metres north of its junction with New Brighton Road. A site location plan is at **Appendix 1**.
- 2.2 Approximately 250 metres south of the site is Emsworth Railway Station, situated between the A27 and the neighbouring railway line. A further 450 metres to the south (700 metres in total) is the roundabout junction of North Street/A259/High Street.
- 2.3 To the immediate west of the application site is a service station serving the neighbouring A27 trunk road. There is open countryside beyond for approximately 1.25 km, at which point the eastern edge of the Denvilles can be found, with Havant in close proximity.
- 2.4 To the east of the application site is the urban area of New Brighton which continues towards the village of Westbourne. Emsworth Town Centre can be found to the south on the opposite side of the A27.
- 2.5 Following this review of the accident record for the local highway network, it is evident that there are no inherent safety problems with the local highway network.
- 2.6 There are no patterns or clusters within the results, and the proposal will not result in a severe detriment to the highway network or the safety of its users.

3.0 EXISTING CONDITIONS

- 3.1 The existing site currently comprises agricultural land in the form of grazing fields. For the purpose of this assessment, it is assumed that the site generates no existing traffic movements.
- 3.2 Access to the site is achieved from Coldharbour Farm Road which is approximately 4.8m in width, with a continuous pedestrian footway (2m in width), running along the southern edge and part of the northern edge.
- 3.3 Speed reducing features have been installed at various points along the length of Coldharbour Farm Road in the form of speed tables, with uncontrolled pedestrian crossings over.
- 3.4 Pedestrian links are provided from Coldharbour Farm Road through to the neighbouring public open space, immediately north of the site and known as Emsworth Park. Street lighting is present along the length of Coldharbour Road.
- 3.5 At the western end of Coldharbour Farm Road there is a large turning head with resident parking. As discussed earlier, an application for the rearrangement of these spaces to allow access into the application site, was approved in August 2016.
- 3.6 The B2148 Horndean Road, which runs on a north/south alignment to the east of the site, is approximately 5.5m in width with 2m footways along both sides. It is subject to a 30mph speed restriction with street lighting along its length, in the vicinity of Coldharbour Farm Road. There are currently no pedestrian crossing facilities in the vicinity of the site, however, an uncontrolled pedestrian crossing with tactile paving can be found on the B2148, opposite the St. James C of E Primary School, 550m to the north.
- 3.7 Bellamy Roberts has undertaken a peak hour traffic count (07:30 – 09:30 and 16:30 – 18:30) at the junction of Coldharbour Farm Road and Horndean Road on Tuesday, 4th June 2019. This has been completed to establish the net impact

development proposals will have at this junction post development, and is discussed later in the Report. A copy of the survey is included at **Appendix 2**.

- 3.8 In addition to the B2148, which provides a pedestrian and vehicular link to the north and south, there is a pedestrian underpass at the western end of the site which connects through to Washington Road to the south and Emsworth Park to the north. This is approximately 3m in width and is designated as a shared pedestrian/cycle route.

Personal Injury Accident Data

- 3.9 A review of personnel injury accidents utilising the www.crashmap.co.uk online search tool indicates that there have been three accidents during the last three years (2016 – 2018 inclusive) two at the junction of Coldharbour Farm Road and Horndean Road and one at the junction with New Brighton Road. The CrashMap summary of each accident is provided at **Appendix 3**.
- 3.10 Of the two accidents that occurred at the Coldharbour Farm Road and Horndean Road junction, one involved a car and pedal cycle, and the other involved a small goods vehicle and pedestrian. There is no indication that the accidents were the result of deficiencies within the local highway network.
- 3.11 The accident recorded at the junction between New Brighton Road and Horndean Road involved a car and pedal cycle. Again, there is no indication that this accident was the result of deficiencies within the local highway network.

4.0 SUSTAINABLE TRANSPORT CONNECTIONS

- 4.1 This section examines the sustainable transport connections to the site and assesses the potential of such links to reduce the level of car-borne traffic.

Pedestrians and Cyclists

- 4.2 The application site is well connected to the footway network, with existing footways running the length of Coldharbour Farm Road linking through to the neighbouring footway network. Additional links are provided to the west of the

site connecting through to the neighbouring A27 service station and Washington Road to the south. A plan identifying these links is included at **Appendix 4**.

- 4.3 Recommended distances for walking and cycling can be found in various published documents.
- 4.4 The Institution of Highways and Transportation published the document 'Guidelines for Providing for Journeys on Foot in 2000. Table 3.2 of this document contains 'suggested acceptable' walking distances, albeit no evidence was provided in support of these figures.
- 4.5 Further documents have been published by the Chartered Institute of Highways and Transportation, notably 'Planning for Walking' and 'Planning for Cycling', albeit both documents provide limited guidance as to recommended walking distances.
- 4.6 Design Manual for Road and Bridges (DMRB) TA91/05 'Provision for Non-Motorised Users', states in paragraph 2.3 that *'walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within range of up to two miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances'*.
- 4.7 Furthermore, paragraph 2.11 (TA91/05) states that *'cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles'*.
- 4.8 Recent research undertaken in 2017, and published within 'Local Transport Today' (Ref. LTT733 October 2017 issue) considered the current guidance on walking and cycling distances, and whether the quoted distances suitably reflect the distances people are prepared to walk and cycle.
- 4.9 The National Travel Survey (NTS) database was reviewed to find out how far people actually walk and cycle to common destinations. The assessment considered both the mean and 85th percentile walking and cycling distances, with the mean identifying the average distance people walk and cycle, and the 85th

percentile being the distance people are prepared to walk or cycle, whereas above this figure, they are less likely to do so.

4.10 The research determined that for residential developments, a distance of 1.95km should be used as an acceptable walking distance for all journey purposes, with 7.25km used for the cycling distance. Furthermore, an 85th percentile distance of 2.10km should be used as an acceptable walking distance for all employment uses, whereas 9.15km should be used for cycling.

4.11 There is an existing cycle route which passes the site access at the western end of Coldharbour Road. This cycle-way runs on a north/south alignment from Washington Road to the south, past the site, to continue through the neighbouring Emsworth Park, up to the St. James C of E Primary School. Further defined links are provided through to the adjoining cycle route network via quieter roads.

4.12 Pedestrian and cycle isochrone plans are provided at **Appendix 5**.

Buses

4.13 The nearest bus stops with regular service, are located on New Brighton Road approximately 350m from the application site. These comprise bus poles only with no other waiting facilities provided. They are served by Route 27 service and a summary is provided at Table 1.

Table 1: Summary of Bus Service

Route	From	To	Freq	Weekday		Saturday		Sunday	
				First	Last	First	Last	First	Last
27	Emsworth	Rowlands Castle	5/day	0902	1737	0902	1537	-	-
27	Rowlands Castle	Emsworth	4/day	1046	1726	1046	1526	-	-

Rail

4.14 Emsworth Railway Station is located 500ms from the site via Coldharbour Farm Road and the B2148 Horndean Road.

- 4.15 A pedestrian footway accessing the station is provided between the A27 road bridge and the railway line to the immediate south. The vehicular access is provided further to the south. The station includes such facilities as, covered cycle parking, taxi rank and level access to both platforms.
- 4.16 Services from the station are provided to such destinations as Portsmouth Harbour, Littlehampton, Brighton, Southampton Central and London Victoria with stations between.

5.0 DEVELOPMENT PROPOSAL

- 5.1 The development will provide 44 residential units, comprising the following mix of units:
- 6 x 1-bed apartments;
 - 16 x 2-bed houses;
 - 21 x 3-bed houses; and
 - 1 x 4-bed house;
- 5.2 In total, 87 car parking spaces will be provided, and this in line with the Local Authority parking standards as set out in the 'Havant Borough Council Parking Supplementary Planning Document (SPD) adopted in July 2016 which requires 83 spaces.

Access

- 5.3 Access to the site will be achieved from the western end of Coldharbour Farm Road at the southeast corner of the application site. This will form a continuation of Coldharbour Farm Road from the existing turning head.
- 5.4 An application for the rearrangement of the parking layout at this location to allow access into the site, was granted in August 2016. The scheme relocated the 4 parking spaces that were lost to elsewhere within the turning head.

- 5.5 The current application proposes a similar access route, albeit the 4 parking spaces will be relocated along the site access road. See the Architect's site plan for further details.

Servicing

- 5.6 To ensure a refuse vehicle can adequately negotiate the application site, swept path analysis has been undertaken and is included at **Appendix 6**. This demonstrates that sufficient room is provided within the site for such vehicles to turn and as such enter and exit the site in a forward gear. An additional assessment has been undertaken for a fire tender, also included at Appendix 6.

Parking

- 5.7 As previously stated, the development proposal will provide parking in line with the Havant Borough Council Parking SPD. The required level of car parking, as per the LPA guidance, is set out in Table 2.

Table 2: Required Parking Provision

Unit Type	No. of Units	Cars Per Unit (LPA Requirement)	Total Parking Requirement
1-Bed Flat	6	1	6
2-Bed House	16	2	32
3-Bed House	21	2	42
4-Bed House	1	3	3
Total	44	-	83

- 5.8 The scheme will provide 87 spaces, comprising 46 allocated spaces, 28 unallocated spaces and 15 visitor spaces. An additional four spaces will also be provided along the site access road to account for those being displaced within the turning head. The proposed level of parking is in accordance with the LPA standards.
- 5.9 Cycle parking will also be provided in line with the LPA standards, with 1 long term space per single bed unit and 2 spaces per 2, 3 and 4 bed unit.

Traffic Generation

- 5.10 To calculate the traffic generated from the proposed site, the TRICS (7.6.1) database has been utilised. The TRICS database contains surveys from hundreds of sites of varying land use, location and accessibility level.
- 5.11 To ensure an accurate representation, the 'Residential, Mixed Private/Non-Private Housing' categories have been interrogated. Those sites in Greater London, Scotland and Eire have been removed from the selection and only those sites in suburban, edge of town and neighbourhood centres have been considered.
- 5.12 The results of the TRICS analysis have been included in Table 3, whilst the TRICS report is at **Appendix 7**.

Table 3: Proposed Trip Rate and Traffic Generation

Peak Hours	Trip Rate per Dwelling			Traffic Generation (44 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
0800-0900	0.127	0.325	0.452	6	14	20
1700-1800	0.303	0.161	0.464	13	7	20
Daily (0700-1900)	2.171	2.210	4.381	96	97	193

- 5.13 Table 3 shows that the development proposals will likely generate 20 vehicular movements (two-way) during the AM and PM network peak hours.
- 5.14 The application site is currently used for grazing and, as such, traffic generation from the existing use would not have comprised any significant daily trips to the site. For this reason, and to ensure a robust assessment, it has been assumed that the figures identified in Table 3 represent the net increase in traffic.

6.0 TRAFFIC IMPACT

- 6.1 In order to assess the impact proposals would have on Coldharbour Farm Road and Horndean Road, the traffic survey at this neighbouring junction has been referred to, as included at Appendix 2.
- 6.2 A stick diagram of the existing turning movements at this junction has been provided at **Appendix 8**.
- 6.3 The distribution of the predicted traffic flows to/from Horndean Road has been undertaken using the same traffic distribution as recorded in the recent survey. See Appendix 8.
- 6.4 In this regard, the proposal would result in the following proportional increases in traffic flows.

Table 4: Impact on Horndean Road (Two-Way Flows)

	Coldharbour Farm Road		Horndean Road Northbound		Horndean Road Southbound	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
2019 Base	29	24	314	383	417	326
Development Traffic	20	20	7	3	12	4
2019 Base + Development Traffic	49	44	321	392	429	330
Percentage Increase	+69%	+83%	+2.2%	+2.4%	+2.9%	+1.2%

- 6.5 The development proposals will have a minimal impact on the neighbouring Horndean Road, in terms of percentage impact on exiting traffic flows along this link with a maximum proportional impact of 2.9%.

- 6.6 The impact on Coldharbour Farm Road, whilst representing up to 20 additional movements in either peak hour period, has a higher proportional impact, due to the low flows observed along this road during the 2019 survey.
- 6.7 Notwithstanding this, in order to ensure that the existing priority junction has sufficient spare capacity to accommodate the additional traffic, a PICADY assessment has been undertaken based on the TRICS flows identified in Table 3.
- 6.8 The results have been summarised in Table 5 with a copy of the PICADY report at **Appendix 9**.

Table 5: PICADY Assessment – Coldharbour Farm Road/Horndean Road (Base + DevT)

Time Period	Junction Stream	Max RFC	Max Queue (Veh)	Max Delay (s)
AM Peak	Horndean Road Right In	0.01	0.0	4.65
	Coldharbour Farm Road Exit	0.10	0.1	10.6
PM Peak	Horndean Road Right In	0.03	0.0	5.03
	Coldharbour Farm Road Exit	0.04	0.0	10.04

- 6.9 Table 5 demonstrates that, the junction will function well within capacity post development.

Construction Vehicles

- 6.10 Should the Planning Authority deem to grant planning consent, there will be a requirement for construction vehicles to access the site via Coldharbour Road. The applicant would be willing to accept a Condition requiring the submission for approval of a Construction Traffic Management Plan, which will provide such details as hours of operation, lorry parking and location of compound and wheel washing facilities.

7.0 SUMMARY & CONCLUSIONS

- 7.1 Bellamy Roberts LLP has been commissioned by Telstar to provide transport and highways advice in support of development proposals for Coldharbour Farm, Emsworth.
- 7.2 This Report has undertaken an analysis of the development site, including transport availability in the local area, analysis of expected traffic generation, traffic impact on Horndean Road and a review of parking provision on-site.
- 7.3 The development is situated in a sustainable location with a wide range of bus and rail services within walking distance. A range of shops and services can be found within the recognised walking distances, with Emsworth High Street situated within 1 km of the site.
- 7.4 It has been demonstrated that the proposals would result in just 20 turning movements during the AM and PM network peak hours. This would have a minimal impact on Coldharbour Farm Road and result in a negligible impact on the existing junction with Horndean Road.
- 7.5 With reference to the NPPF paragraph 109, *'[d]evelopment should only be prevented or refused on highways or the residual cumulative impacts on the road network would be severe if there would be an unacceptable impact on highway safety'*. The impact of the scheme cannot be considered as a severe impact in terms of the NPPF.
- 7.6 Parking on-site will be provided in line with Havant Borough Council's adopted car parking standards.
- 7.7 It is considered that the development proposals are acceptable in planning terms and will help to support sustainable transport principles.

APPENDICES

APPENDIX 1



PROJECT	Coldharbour Farm Road, Emsworth
TITLE	Site Location Plan



Clover House
 Western Lane
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 Hampshire, RG29 1TU

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DATE	20/05/19	DRAWN BY	ARM
SCALE	1:50,000 @ A4	CHK BY	MT
CLIENT	Telstar		
DRAWING No.	5314 / 301	REV No.	A

APPENDIX 2

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	1								1	1									0	0
07:45									0	0									0	0
08:00									0	0	2								2	2
08:15									0	0	2								2	2
H/Total	1	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	4	4
08:30									0	0	2								2	2
08:45									0	0	1								1	1
09:00									0	0	3								3	3
09:15									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6
Total	1	0	0	0	0	0	0	0	1	1	10	0	0	0	0	0	0	0	10	10

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30									0	0	4								4	4
16:45									0	0		2							2	2
17:00	1								1	1		1					1		2	1.4
17:15									0	0	1	2							3	3
H/Total	1	0	0	0	0	0	0	0	1	1	5	5	0	0	0	0	1	0	11	10.4
17:30									0	0	3								3	3
17:45									0	0	3								3	3
18:00									0	0	1								1	1
18:15									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	7
Total	1	0	0	0	0	0	0	0	1	1	12	5	0	0	0	0	1	0	18	17.4

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Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30									0	0	1								1	1
07:45									0	0							1		1	0.4
08:00									0	0	1								1	1
08:15									0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	4	3.4
08:30									0	0	3	1							4	4
08:45									0	0	1								1	1
09:00									0	0									0	0
09:15									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	0	9	8.4

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30									0	0									0	0
16:45									0	0	1								1	1
17:00									0	0	1								1	1
17:15									0	0	1	1							2	2
H/Total	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	4
17:30									0	0									0	0
17:45									0	0									0	0
18:00									0	0									0	0
18:15									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	4



Time	C - A										C - B										
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	
07:30	72	23				1	1	2	99	97.8	2								2	2	
07:45	75	14						1	90	89.2									0	0	
08:00	82	14		1	1		2	2	102	101.5									0	0	
08:15	92	17						1	110	109.2	1								1	1	
H/Total	321	68	0	1	1	1	3	6	401	397.7	3	0	0	0	0	0	0	0	3	3	
08:30	96	11				1		1	109	109.2	2								2	2	
08:45	76	13	1			1			91	92.5									0	0	
09:00	80	7					1	2	90	87.8									0	0	
09:15	60	6				2		1	69	70.2									0	0	
H/Total	312	37	1	0	0	4	1	4	359	359.7	2	0	0	0	0	0	0	0	2	2	
Total	633	105	1	1	1	5	4	10	760	757.4	5	0	0	0	0	0	0	0	5	5	

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	62	16				1			79	80	1								1	1
16:45	60	6					1		67	66.4	2								2	2
17:00	58	7	3						68	69.5	1								1	1
17:15	88	14							102	102	2								2	2
H/Total	268	43	3	0	0	1	1	0	316	317.9	6	0	0	0	0	0	0	0	6	6
17:30	70	8	1						79	79.5	2	1							3	3
17:45	64	9					1		74	73.4									0	0
18:00	75	4						1	80	79.2									0	0
18:15	63	4					2		69	67.8	2								2	2
H/Total	272	25	1	0	0	0	3	1	302	299.9	4	1	0	0	0	0	0	0	5	5
Total	540	68	4	0	0	1	4	1	618	617.8	10	1	0	0	0	0	0	0	11	11

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 Date: **04 June 2019, Tuesday**



Time	C - C									TOTAL (PCU)
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	
07:30									0	0
07:45									0	0
08:00									0	0
08:15									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
08:30									0	0
08:45									0	0
09:00		1							1	1
09:15									0	0
H/Total	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	1	1

Time	C - C									TOTAL (PCU)
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	
16:30									0	0
16:45									0	0
17:00		1							1	1
17:15									0	0
H/Total	0	1	0	0	0	0	0	0	1	1
17:30									0	0
17:45									0	0
18:00									0	0
18:15									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	1	1

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	60	6	0	0	0	2	0	1	69	70.2	73	24	0	0	0	1	2	2	102	100.2
07:45	66	6	0	0	0	0	0	0	72	72	76	14	0	0	0	0	0	1	91	90.2
08:00	50	11	0	0	0	0	0	1	62	61.2	83	14	0	1	1	0	2	2	103	102.5
08:15	66	6	0	0	0	0	0	1	73	72.2	96	17	0	0	0	0	0	1	114	113.2
H/Total	242	29	0	0	0	2	0	3	276	275.6	328	69	0	1	1	1	4	6	410	406.1
08:30	78	8	0	0	0	1	0	0	87	88	100	11	0	0	0	1	0	1	113	113.2
08:45	86	7	0	0	0	1	0	0	94	95	79	13	1	0	0	1	0	0	94	95.5
09:00	75	6	0	0	0	1	0	0	82	83	80	7	0	0	0	0	1	2	90	87.8
09:15	49	5	0	0	0	0	0	0	54	54	61	6	0	0	0	2	0	1	70	71.2
H/Total	288	26	0	0	0	3	0	0	317	320	320	37	1	0	0	4	1	4	367	367.7
Total	530	55	0	0	0	5	0	3	593	595.6	648	106	1	1	1	5	5	10	777	773.8

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	79	16	0	0	0	0	0	1	96	95.2	62	16	0	0	0	1	0	0	79	80
16:45	72	22	0	0	0	0	0	0	94	94	62	6	0	0	0	0	1	0	69	68.4
17:00	82	10	0	0	0	0	4	1	97	93.8	59	7	3	0	0	0	0	0	69	70.5
17:15	76	18	1	0	0	0	2	1	98	96.5	88	14	0	0	0	0	0	0	102	102
H/Total	309	66	1	0	0	0	6	3	385	379.5	271	43	3	0	0	1	1	0	319	320.9
17:30	98	9	0	0	0	0	1	1	109	107.6	71	8	1	0	0	0	0	0	80	80.5
17:45	93	10	0	0	0	0	1	1	105	103.6	67	9	0	0	0	0	1	0	77	76.4
18:00	65	5	0	1	0	0	0	5	76	73.3	76	4	0	0	0	0	0	1	81	80.2
18:15	80	5	1	0	0	0	0	0	86	86.5	63	4	0	0	0	0	2	0	69	67.8
H/Total	336	29	1	1	0	0	2	7	376	371	277	25	1	0	0	0	3	1	307	304.9
Total	645	95	2	1	0	0	8	10	761	750.5	548	68	4	0	0	1	4	1	626	625.8

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	1	1	0	0	0	0	1	0	3	2.4	2	0	0	0	0	0	0	0	2	2
07:45	1	0	0	0	0	0	1	0	2	1.4	0	0	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
08:15	5	0	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	0	3	3
H/Total	9	1	0	0	0	0	2	0	12	10.8	7	0	0	0	0	0	0	0	7	7
08:30	7	1	0	0	0	0	0	0	8	8	4	0	0	0	0	0	0	0	4	4
08:45	4	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
09:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/Total	12	1	0	0	0	0	0	0	13	13	8	0	0	0	0	0	0	0	8	8
Total	21	2	0	0	0	0	2	0	25	23.8	15	0	0	0	0	0	0	0	15	15

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	5
16:45	3	0	0	0	0	0	0	0	3	3	2	2	0	0	0	0	0	0	4	4
17:00	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	0	3	2.4
17:15	1	1	0	0	0	0	0	0	2	2	3	2	0	0	0	0	0	0	5	5
H/Total	5	1	0	0	0	0	0	0	6	6	11	5	0	0	0	0	1	0	17	16.4
17:30	1	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	6	6
17:45	3	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	3	3
18:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
H/Total	5	0	0	0	0	0	0	0	5	5	11	1	0	0	0	0	0	0	12	12
Total	10	1	0	0	0	0	0	0	11	11	22	6	0	0	0	0	1	0	29	28.4

Project Number: **TSP14291**
Project Name: **Coldharbour Farm Rd, Emsworth**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **Horndean Rd / Coldharbour Farm Rd**
Date: **04 June 2019, Tuesday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	74	23	0	0	0	1	1	2	101	99.8	60	6	0	0	0	2	0	1	69	70.2
07:45	75	14	0	0	0	0	0	1	90	89.2	66	6	0	0	0	0	1	0	73	72.4
08:00	82	14	0	1	1	0	2	2	102	101.5	49	11	0	0	0	0	0	1	61	60.2
08:15	93	17	0	0	0	0	0	1	111	110.2	65	6	0	0	0	0	0	1	72	71.2
H/Total	324	68	0	1	1	1	3	6	404	400.7	240	29	0	0	0	2	1	3	275	274
08:30	98	11	0	0	0	1	0	1	111	111.2	79	9	0	0	0	1	0	0	89	90
08:45	76	13	1	0	0	1	0	0	91	92.5	86	7	0	0	0	1	0	0	94	95
09:00	80	8	0	0	0	0	1	2	91	88.8	72	7	0	0	0	1	0	0	80	81
09:15	60	6	0	0	0	2	0	1	69	70.2	49	5	0	0	0	0	0	0	54	54
H/Total	314	38	1	0	0	4	1	4	362	362.7	286	28	0	0	0	3	0	0	317	320
Total	638	106	1	1	1	5	4	10	766	763.4	526	57	0	0	0	5	1	3	592	594

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	63	16	0	0	0	1	0	0	80	81	75	16	0	0	0	0	0	1	92	91.2
16:45	62	6	0	0	0	0	1	0	69	68.4	73	20	0	0	0	0	0	0	93	93
17:00	59	8	3	0	0	0	0	0	70	71.5	82	10	0	0	0	0	3	1	96	93.4
17:15	90	14	0	0	0	0	0	0	104	104	76	17	1	0	0	0	2	1	97	95.5
H/Total	274	44	3	0	0	1	1	0	323	324.9	306	63	1	0	0	0	5	3	378	373.1
17:30	72	9	1	0	0	0	0	0	82	82.5	95	9	0	0	0	0	1	1	106	104.6
17:45	64	9	0	0	0	0	1	0	74	73.4	90	10	0	0	0	0	1	1	102	100.6
18:00	75	4	0	0	0	0	0	1	80	79.2	64	5	0	1	0	0	0	5	75	72.3
18:15	65	4	0	0	0	0	2	0	71	69.8	80	5	1	0	0	0	0	0	86	86.5
H/Total	276	26	1	0	0	0	3	1	307	304.9	329	29	1	1	0	0	2	7	369	364
Total	550	70	4	0	0	1	4	1	630	629.8	635	92	2	1	0	0	7	10	747	737.1

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	135	30	0	0	0	3	2	3	173	172.4
07:45	142	20	0	0	0	0	1	1	164	162.6
08:00	134	25	0	1	1	0	2	3	166	164.7
08:15	164	23	0	0	0	0	0	2	189	187.4
H/Total	575	98	0	1	1	3	5	9	692	687.1
08:30	183	20	0	0	0	2	0	1	206	207.2
08:45	166	20	1	0	0	2	0	0	189	191.5
09:00	155	14	0	0	0	1	1	2	173	171.8
09:15	110	11	0	0	0	2	0	1	124	125.2
H/Total	614	65	1	0	0	7	1	4	692	695.7
Total	1189	163	1	1	1	10	6	13	1384	1382.8

Peak Hours	Totals
07:30 08:30	692
07:45 08:45	725
08:00 09:00	750
08:15 09:15	757

08:30 09:30	692
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Time	Whole Junction									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	142	32	0	0	0	1	0	1	176	176.2
16:45	137	28	0	0	0	0	1	0	166	165.4
17:00	142	18	3	0	0	0	4	1	168	166.3
17:15	167	33	1	0	0	0	2	1	204	202.5
H/Total	588	111	4	0	0	1	7	3	714	710.4
17:30	171	18	1	0	0	0	1	1	192	191.1
17:45	160	19	0	0	0	0	2	1	182	180
18:00	141	9	0	1	0	0	0	6	157	153.5
18:15	145	9	1	0	0	0	2	0	157	156.3
H/Total	617	55	2	1	0	0	5	8	688	680.9
Total	1205	166	6	1	0	1	12	11	1402	1391.3

Peak Hours	Totals
16:30 17:30	714
16:45 17:45	730
17:00 18:00	746
17:15 18:15	735

17:30 18:30	688
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Client: Bellamy Roberts LLP

Project Number: TSP14291

Project Name: Coldharbour Farm Rd, Emsworth

Survey Type: Manual Classified Turning Count

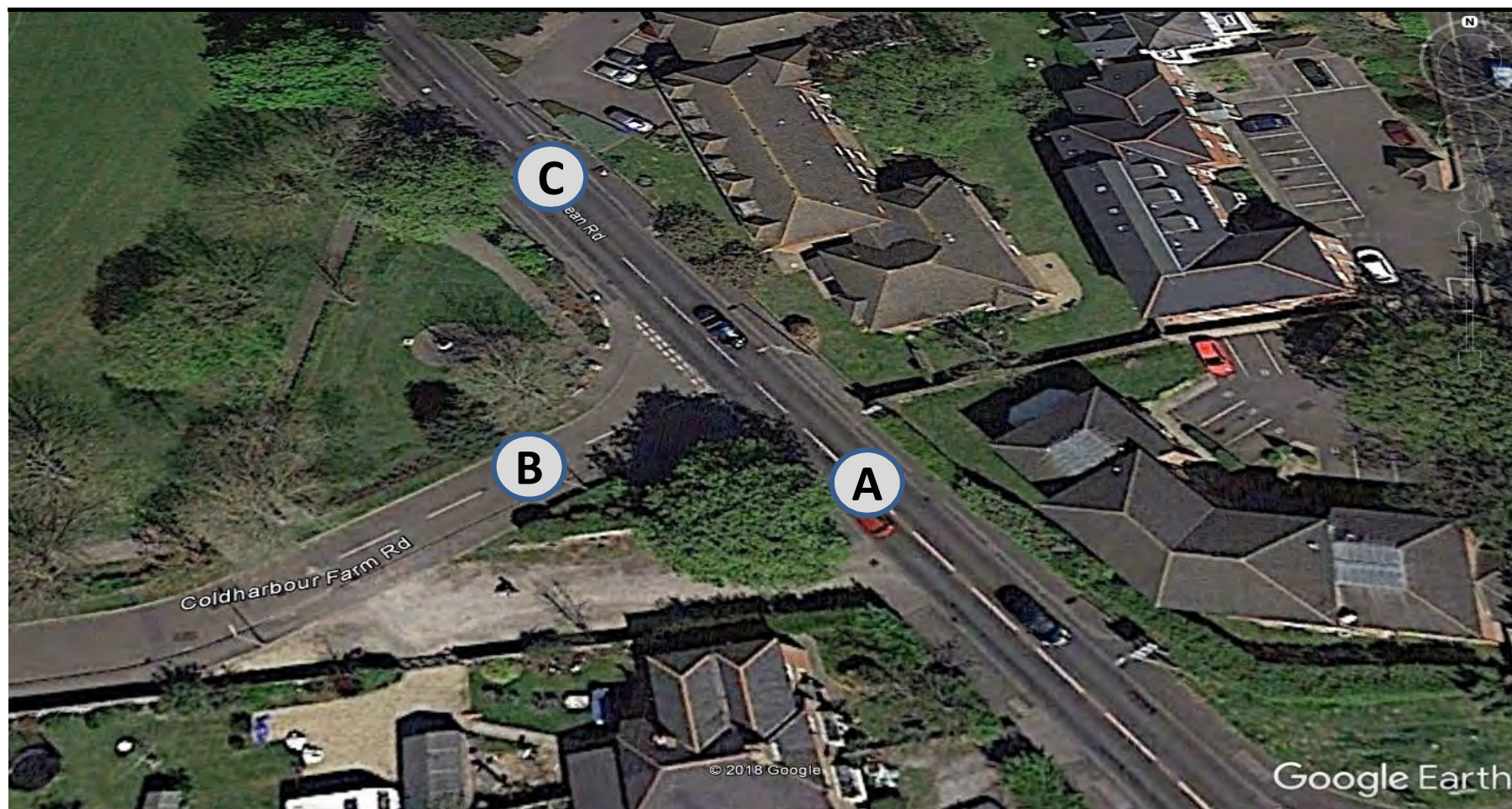
Survey Date: 04 Jun 2019, Tuesday

Survey Time: 07:30 - 09:30 and 16:30 - 18:30

Weather: Dry

Comments:

Project Number: **TSP14291**
Project Name: **Coldharbour Farm Rd, Emsworth**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **Horndean Rd / Coldharbour Farm Rd**



Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



	1	1	1.5	2.3	2	2	0.4	0.2												
Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	1								1	1									0	0
07:45									0	0									0	0
08:00									0	0	2								2	2
08:15									0	0	2								2	2
H/Total	1	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	4	4
08:30									0	0	2								2	2
08:45									0	0	1								1	1
09:00									0	0	3								3	3
09:15									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6
Total	1	0	0	0	0	0	0	0	1	1	10	0	0	0	0	0	0	0	10	10

Time	A - A										A - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	1								0	0	4								4	4
16:45									0	0		2							2	2
17:00									1	1		1						1	2	1.4
17:15									0	0	1	2							3	3
H/Total	1	0	0	0	0	0	0	0	1	1	5	5	0	0	0	0	1	0	11	10.4
17:30									0	0	3								3	3
17:45									0	0	3								3	3
18:00									0	0	1								1	1
18:15									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	7
Total	1	0	0	0	0	0	0	0	1	1	12	5	0	0	0	0	1	0	18	17.4

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30									0	0	1								1	1
07:45									0	0							1		1	0.4
08:00									0	0	1								1	1
08:15									0	0	1								1	1
H/Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	4	3.4
08:30									0	0	3	1							4	4
08:45									0	0	1								1	1
09:00									0	0									0	0
09:15									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	0	9	8.4

Time	B - B										B - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30									0	0									0	0
16:45									0	0	1								1	1
17:00									0	0	1								1	1
17:15									0	0	1	1							2	2
H/Total	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	4
17:30									0	0									0	0
17:45									0	0									0	0
18:00									0	0									0	0
18:15									0	0									0	0
H/Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	4

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	72	23				1	1	2	99	97.8	2								2	2
07:45	75	14						1	90	89.2									0	0
08:00	82	14		1	1		2	2	102	101.5									0	0
08:15	92	17						1	110	109.2	1								1	1
H/Total	321	68	0	1	1	1	3	6	401	397.7	3	0	0	0	0	0	0	0	3	3
08:30	96	11				1		1	109	109.2	2								2	2
08:45	76	13	1			1			91	92.5									0	0
09:00	80	7					1	2	90	87.8									0	0
09:15	60	6				2		1	69	70.2									0	0
H/Total	312	37	1	0	0	4	1	4	359	359.7	2	0	0	0	0	0	0	0	2	2
Total	633	105	1	1	1	5	4	10	760	757.4	5	0	0	0	0	0	0	0	5	5

Time	C - A										C - B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	62	16				1			79	80	1								1	1
16:45	60	6					1		67	66.4	2								2	2
17:00	58	7	3						68	69.5	1								1	1
17:15	88	14							102	102	2								2	2
H/Total	268	43	3	0	0	1	1	0	316	317.9	6	0	0	0	0	0	0	0	6	6
17:30	70	8	1						79	79.5	2	1							3	3
17:45	64	9					1		74	73.4									0	0
18:00	75	4						1	80	79.2									0	0
18:15	63	4					2		69	67.8	2								2	2
H/Total	272	25	1	0	0	0	3	1	302	299.9	4	1	0	0	0	0	0	0	5	5
Total	540	68	4	0	0	1	4	1	618	617.8	10	1	0	0	0	0	0	0	11	11

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	C - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30									0	0
07:45									0	0
08:00									0	0
08:15									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
08:30									0	0
08:45									0	0
09:00		1							1	1
09:15									0	0
H/Total	0	1	0	0	0	0	0	0	1	1
Total	0	1	0	0	0	0	0	0	1	1

Time	C - C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30		1							0	0
16:45									0	0
17:00									1	1
17:15									0	0
H/Total	0	1	0	0	0	0	0	0	1	1
17:30									0	0
17:45									0	0
18:00									0	0
18:15									0	0
H/Total	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	1	1

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	60	6	0	0	0	2	0	1	69	70.2	73	24	0	0	0	1	2	2	102	100.2
07:45	66	6	0	0	0	0	0	0	72	72	76	14	0	0	0	0	0	1	91	90.2
08:00	50	11	0	0	0	0	0	1	62	61.2	83	14	0	1	1	0	2	2	103	102.5
08:15	66	6	0	0	0	0	0	1	73	72.2	96	17	0	0	0	0	0	1	114	113.2
H/Total	242	29	0	0	0	2	0	3	276	275.6	328	69	0	1	1	1	4	6	410	406.1
08:30	78	8	0	0	0	1	0	0	87	88	100	11	0	0	0	1	0	1	113	113.2
08:45	86	7	0	0	0	1	0	0	94	95	79	13	1	0	0	1	0	0	94	95.5
09:00	75	6	0	0	0	1	0	0	82	83	80	7	0	0	0	0	1	2	90	87.8
09:15	49	5	0	0	0	0	0	0	54	54	61	6	0	0	0	2	0	1	70	71.2
H/Total	288	26	0	0	0	3	0	0	317	320	320	37	1	0	0	4	1	4	367	367.7
Total	530	55	0	0	0	5	0	3	593	595.6	648	106	1	1	1	5	5	10	777	773.8

Time	From A										To A									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	79	16	0	0	0	0	0	1	96	95.2	62	16	0	0	0	1	0	0	79	80
16:45	72	22	0	0	0	0	0	0	94	94	62	6	0	0	0	0	1	0	69	68.4
17:00	82	10	0	0	0	0	4	1	97	93.8	59	7	3	0	0	0	0	0	69	70.5
17:15	76	18	1	0	0	0	2	1	98	96.5	88	14	0	0	0	0	0	0	102	102
H/Total	309	66	1	0	0	0	6	3	385	379.5	271	43	3	0	0	1	1	0	319	320.9
17:30	98	9	0	0	0	0	1	1	109	107.6	71	8	1	0	0	0	0	0	80	80.5
17:45	93	10	0	0	0	0	1	1	105	103.6	67	9	0	0	0	0	1	0	77	76.4
18:00	65	5	0	1	0	0	0	5	76	73.3	76	4	0	0	0	0	0	1	81	80.2
18:15	80	5	1	0	0	0	0	0	86	86.5	63	4	0	0	0	0	2	0	69	67.8
H/Total	336	29	1	1	0	0	2	7	376	371	277	25	1	0	0	0	3	1	307	304.9
Total	645	95	2	1	0	0	8	10	761	750.5	548	68	4	0	0	1	4	1	626	625.8

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	1	1	0	0	0	0	1	0	3	2.4	2	0	0	0	0	0	0	0	2	2
07:45	1	0	0	0	0	0	1	0	2	1.4	0	0	0	0	0	0	0	0	0	0
08:00	2	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	2	2
08:15	5	0	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	0	3	3
H/Total	9	1	0	0	0	0	2	0	12	10.8	7	0	0	0	0	0	0	0	7	7
08:30	7	1	0	0	0	0	0	0	8	8	4	0	0	0	0	0	0	0	4	4
08:45	4	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3
09:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
H/Total	12	1	0	0	0	0	0	0	13	13	8	0	0	0	0	0	0	0	8	8
Total	21	2	0	0	0	0	2	0	25	23.8	15	0	0	0	0	0	0	0	15	15

Time	From B										To B									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	5
16:45	3	0	0	0	0	0	0	0	3	3	2	2	0	0	0	0	0	0	4	4
17:00	1	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	0	3	2.4
17:15	1	1	0	0	0	0	0	0	2	2	3	2	0	0	0	0	0	0	5	5
H/Total	5	1	0	0	0	0	0	0	6	6	11	5	0	0	0	0	1	0	17	16.4
17:30	1	0	0	0	0	0	0	0	1	1	5	1	0	0	0	0	0	0	6	6
17:45	3	0	0	0	0	0	0	0	3	3	3	0	0	0	0	0	0	0	3	3
18:00	1	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
H/Total	5	0	0	0	0	0	0	0	5	5	11	1	0	0	0	0	0	0	12	12
Total	10	1	0	0	0	0	0	0	11	11	22	6	0	0	0	0	1	0	29	28.4

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
07:30	74	23	0	0	0	1	1	2	101	99.8	60	6	0	0	0	2	0	1	69	70.2
07:45	75	14	0	0	0	0	0	1	90	89.2	66	6	0	0	0	0	1	0	73	72.4
08:00	82	14	0	1	1	0	2	2	102	101.5	49	11	0	0	0	0	0	1	61	60.2
08:15	93	17	0	0	0	0	0	1	111	110.2	65	6	0	0	0	0	0	1	72	71.2
H/Total	324	68	0	1	1	1	3	6	404	400.7	240	29	0	0	0	2	1	3	275	274
08:30	98	11	0	0	0	1	0	1	111	111.2	79	9	0	0	0	1	0	0	89	90
08:45	76	13	1	0	0	1	0	0	91	92.5	86	7	0	0	0	1	0	0	94	95
09:00	80	8	0	0	0	0	1	2	91	88.8	72	7	0	0	0	1	0	0	80	81
09:15	60	6	0	0	0	2	0	1	69	70.2	49	5	0	0	0	0	0	0	54	54
H/Total	314	38	1	0	0	4	1	4	362	362.7	286	28	0	0	0	3	0	0	317	320
Total	638	106	1	1	1	5	4	10	766	763.4	526	57	0	0	0	5	1	3	592	594

Time	From C										To C									
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL	TOTAL (PCU)
16:30	63	16	0	0	0	1	0	0	80	81	75	16	0	0	0	0	0	1	92	91.2
16:45	62	6	0	0	0	0	1	0	69	68.4	73	20	0	0	0	0	0	0	93	93
17:00	59	8	3	0	0	0	0	0	70	71.5	82	10	0	0	0	0	3	1	96	93.4
17:15	90	14	0	0	0	0	0	0	104	104	76	17	1	0	0	0	2	1	97	95.5
H/Total	274	44	3	0	0	1	1	0	323	324.9	306	63	1	0	0	0	5	3	378	373.1
17:30	72	9	1	0	0	0	0	0	82	82.5	95	9	0	0	0	0	1	1	106	104.6
17:45	64	9	0	0	0	0	1	0	74	73.4	90	10	0	0	0	0	1	1	102	100.6
18:00	75	4	0	0	0	0	0	1	80	79.2	64	5	0	1	0	0	0	5	75	72.3
18:15	65	4	0	0	0	0	2	0	71	69.8	80	5	1	0	0	0	0	0	86	86.5
H/Total	276	26	1	0	0	0	3	1	307	304.9	329	29	1	1	0	0	2	7	369	364
Total	550	70	4	0	0	1	4	1	630	629.8	635	92	2	1	0	0	7	10	747	737.1

Project Number: **TSP14291**
 Project Name: **Coldharbour Farm Rd, Emsworth**
 Survey Type: **Manual Classified Turning Count**
 Site No: **1**
 Location: **Horndean Rd / Coldharbour Farm Rd**
 Date: **04 June 2019, Tuesday**



Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
07:30	135	30	0	0	0	3	2	3	173
07:45	142	20	0	0	0	0	1	1	164
08:00	134	25	0	1	1	0	2	3	166
08:15	164	23	0	0	0	0	2	2	189
H/Total	575	98	0	1	1	3	5	9	692
08:30	183	20	0	0	0	2	0	1	206
08:45	166	20	1	0	0	2	0	0	189
09:00	155	14	0	0	0	1	1	2	173
09:15	110	11	0	0	0	2	0	1	124
H/Total	614	65	1	0	0	7	1	4	692
Total	1189	163	1	1	1	10	6	13	1384

Peak Hours	Totals
07:30 08:30	692
07:45 08:45	725
08:00 09:00	750
08:15 09:15	757

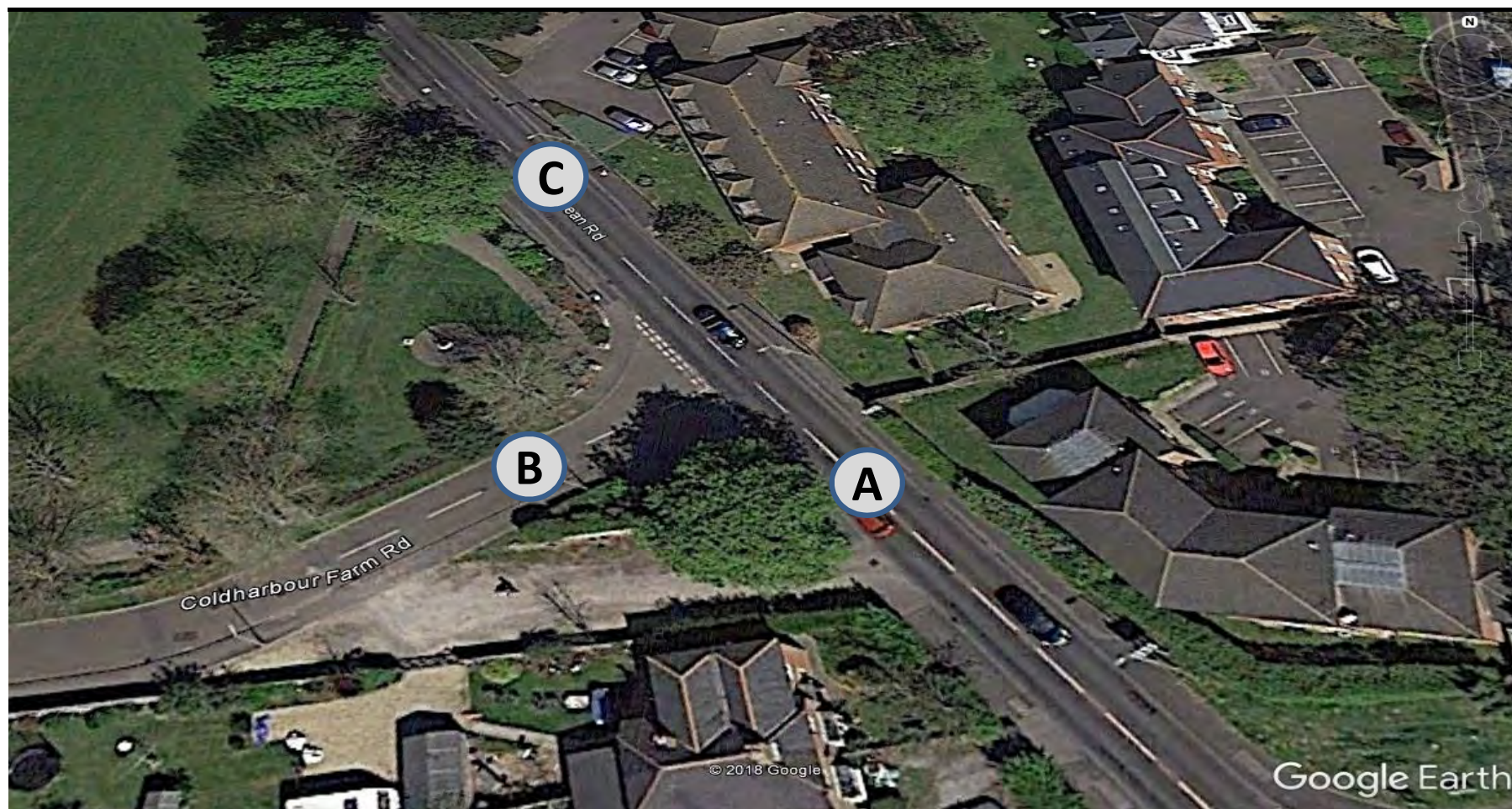
08:30 09:30	692
-------------	-----

Time	Whole Junction								
	CAR	LGV	OGV 1	OGV 2	BUS	COACH	MCY	PCY	TOTAL
16:30	142	32	0	0	0	1	0	1	176
16:45	137	28	0	0	0	0	1	0	166
17:00	142	18	3	0	0	0	4	1	168
17:15	167	33	1	0	0	0	2	1	204
H/Total	588	111	4	0	0	1	7	3	714
17:30	171	18	1	0	0	0	1	1	192
17:45	160	19	0	0	0	0	2	1	182
18:00	141	9	0	1	0	0	0	6	157
18:15	145	9	1	0	0	0	2	0	157
H/Total	617	55	2	1	0	0	5	8	688
Total	1205	166	6	1	0	1	12	11	1402

Peak Hours	Totals
16:30 17:30	714
16:45 17:45	730
17:00 18:00	746
17:15 18:15	735

17:30 18:30	688
-------------	-----

Project Number: **TSP14291**
Project Name: **Coldharbour Farm Rd, Emsworth**
Survey Type: **Manual Classified Turning Count**
Site No: **1**
Location: **Horndean Rd / Coldharbour Farm Rd**



APPENDIX 3

CrashMap

https://www.crashmap.co.uk/Search

AppsNOMISWorld Weather Onl...Neighbourhood Sta...Traveline SEElection MapsHighway Constructi...Cricket World Cup...Brexit and Trade A...TrafWeb - Traffic O...Transport Advice P...myePayWindow | S...ParkingCowboys te...Time Recorder

crashmap.co.uk

More Information...

MapSatellite

Incident Severity

Slight Serious Fatal

3 results found

Location: Emsworth

Years: 3 of 20 years selected

Severity: ☒ Fatal ☒ Serious ☒ Slight

Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

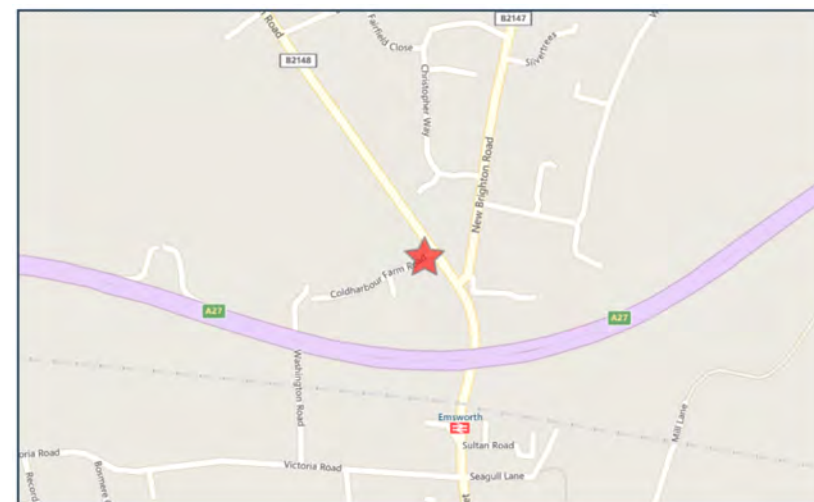
Search



crashmap.co.uk

Crash Date: Friday, January 15, 2016 **Time of Crash:** 11:50:00 AM **Crash Reference:** 2016440021718

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	1
Local Authority:	Havant Borough			OS Grid Reference:	474808 106548
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



crashmap.co.uk

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Unknown	Unknown	Vehicle is waiting to turn left	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	56 - 65	On footway or verge	Unknown or other

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

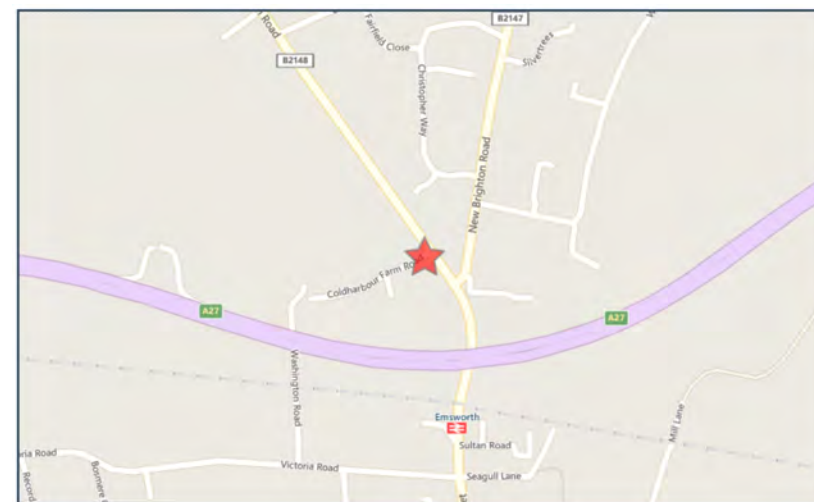
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Crash Date: Friday, July 07, 2017 **Time of Crash:** 6:00:00 PM **Crash Reference:** 2017440265975

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	474811 106546
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	14	Male	Unknown	Vehicle is passing another moving vehicle on its offside	Nearside	Other	None	None
1	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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

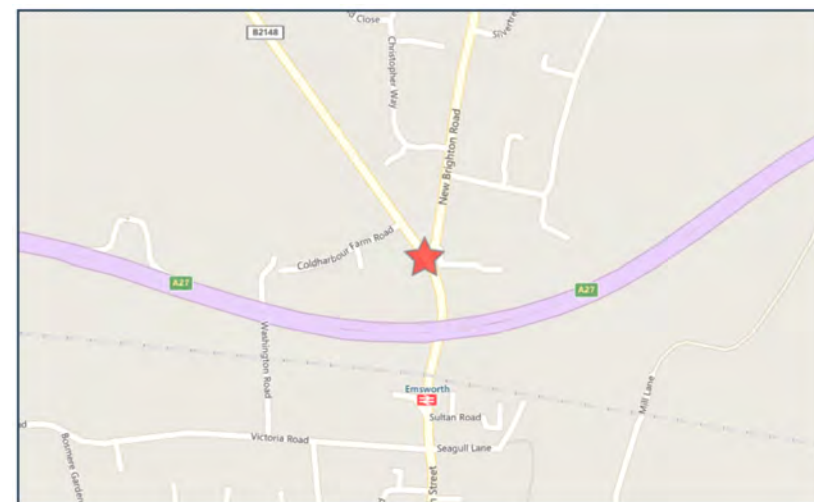
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Crash Date: Thursday, December 14, 2017 **Time of Crash:** 8:47:00 AM **Crash Reference:** 2017440484080

Highest Injury Severity:	Slight	Road Number:	B2148	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	474858 106507
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Pedal cycle	-1	Male	26 - 35	Vehicle is in the act of turning right	Offside	Other	None	None

Casualties

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

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

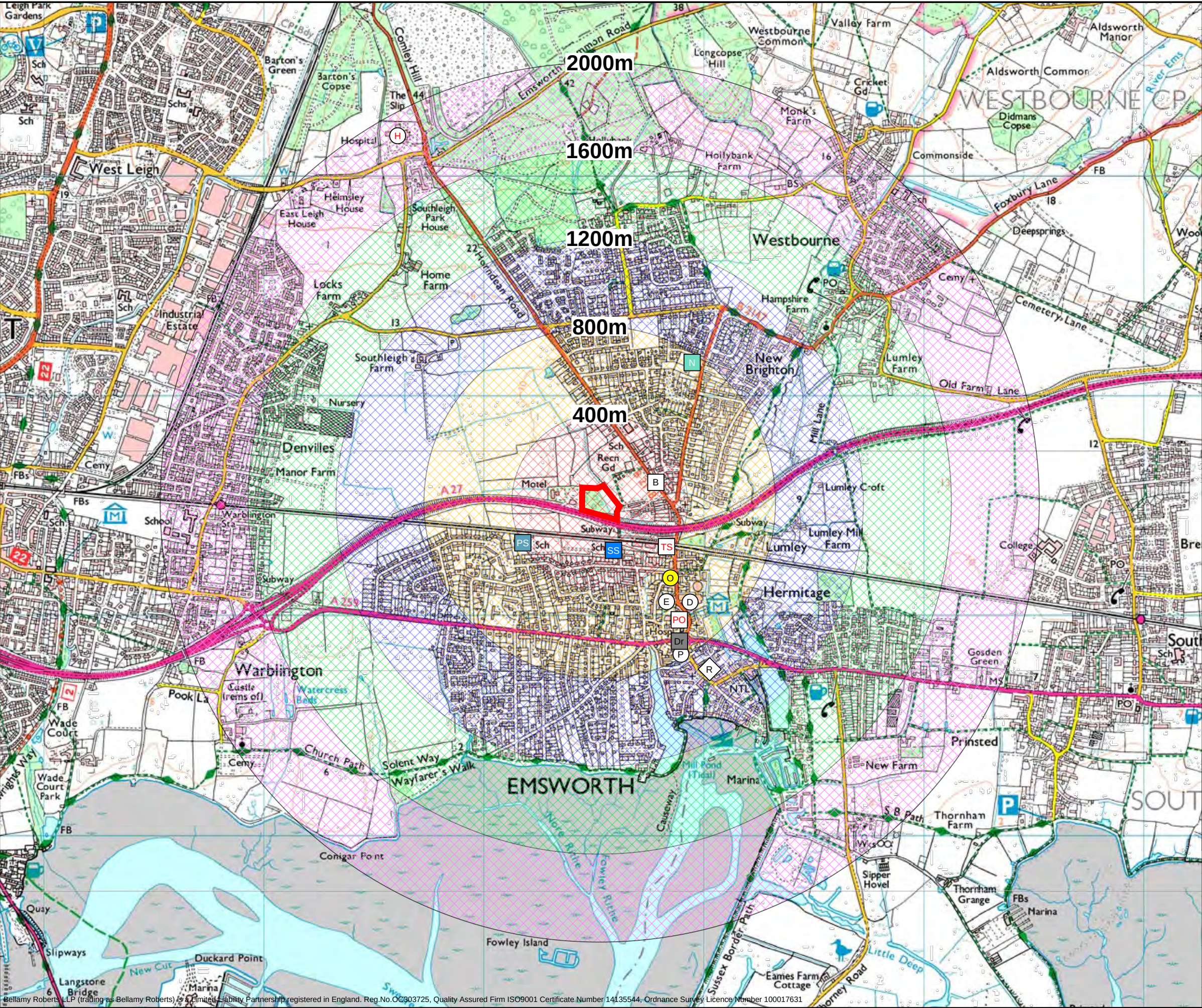
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX 4



Notes			
Key			
— Proposed footway/cycle link			
— Existing footway			
			
Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk			
CLIENT Telstar			
PROJECT Coldharbour Farm Road, Emsworth			
TITLE Local Pedestrian Facilities			
DRAWN BY ARM	DESIGN BY -	CHK BY MT	REV No.
DATE 03/07/19	DRAWING No. 5314 / 304		A
SCALE 1:5,000 @ A3			

APPENDIX 5



Notes

Walking Isochrones

- 0m - 400m
- 400m - 800m
- 800m - 1.2km
- 1.2km - 1.6km
- 1.6km - 2km

Facilities

- Dentist
- Doctor
- Optician
- Pharmacy
- Hospital
- Post Office
- Places to Eat/Drink (Pubs, Restaurants etc.)
- Nursery
- Primary School
- Secondary School
- Retail
- Train Station
- Bus Stop

bellamy roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

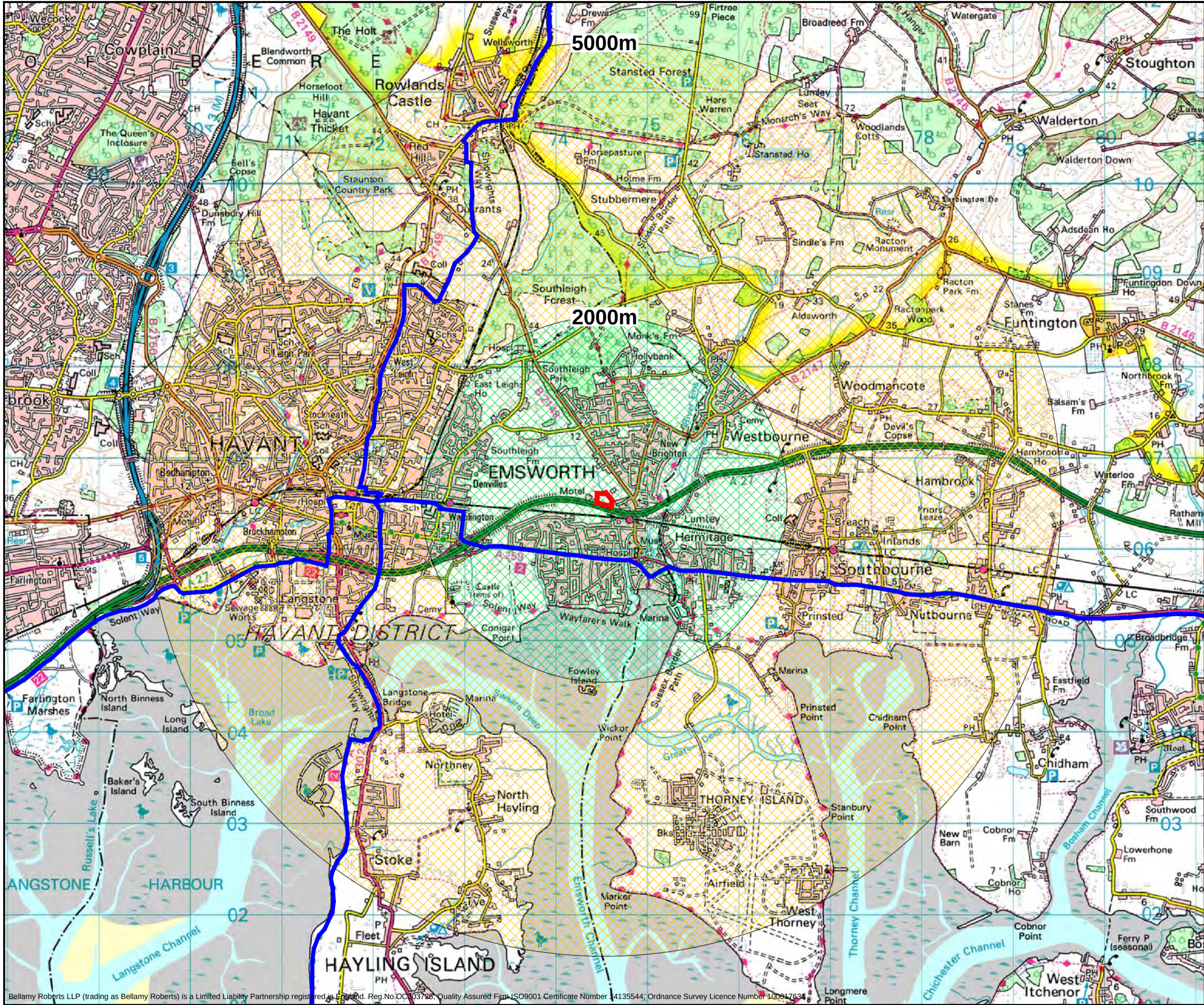
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Telstar

PROJECT
Coldharbour Farm Road, Emsworth

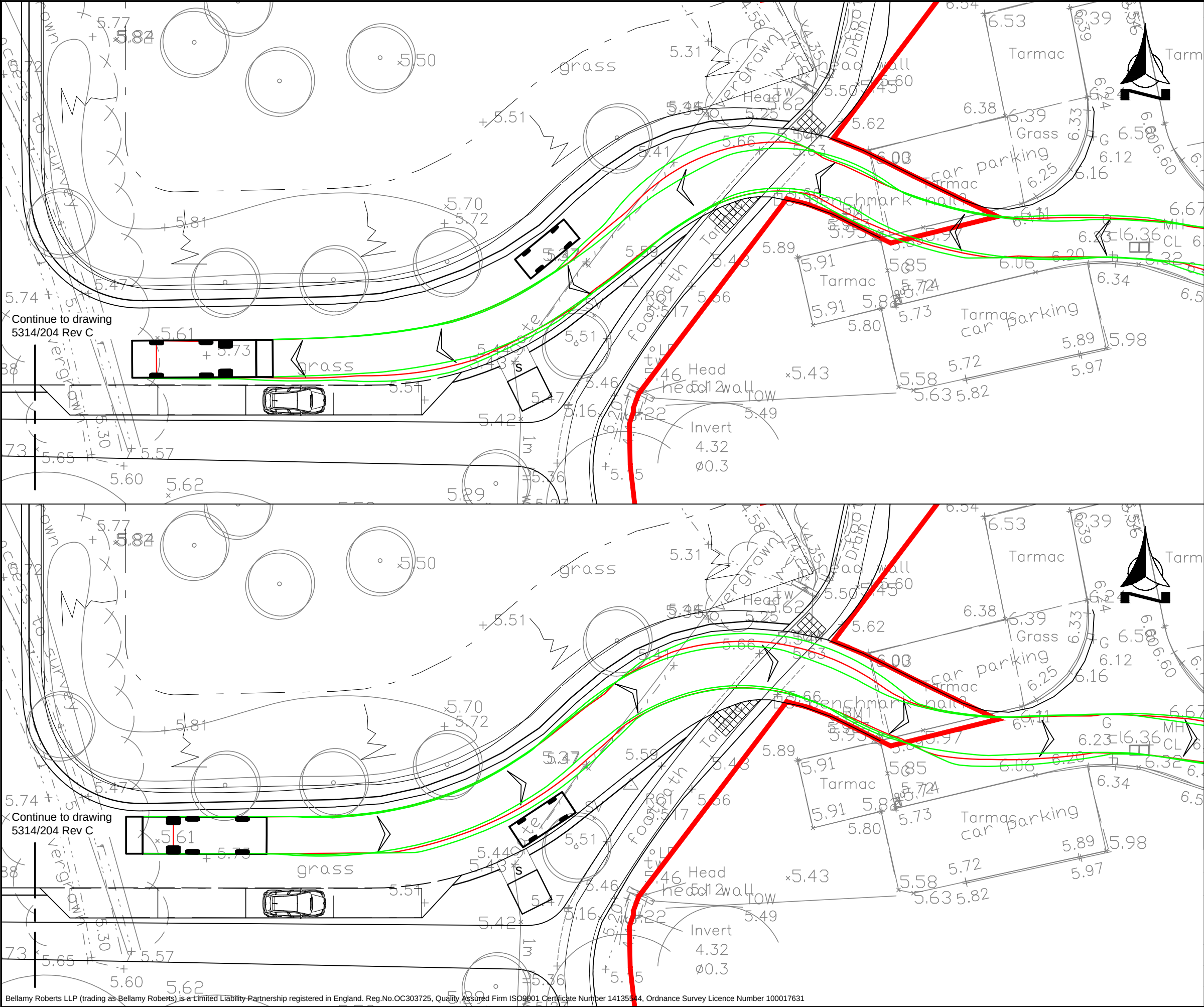
TITLE
Pedestrian Isochrone

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 20/05/19	DRAWING No. 5314 / 302	REV No. A
SCALE NTS @ A3		



Notes			
National Cycle Route			
Cycling Isochrones			
0 - 2km			
2 - 5km			
br bellamy roberts CLIENT Telstar PROJECT Coldharbour Farm Road, Emsworth TITLE Cycle Isochrone DRAWN BY ARM DATE 20/05/19 SCALE NTS @ A3 DESIGN BY - DRAWING No. 5314 / 303 CHK BY MT REV No. A			

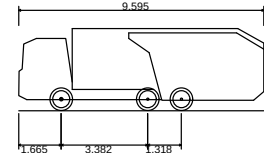
APPENDIX 6



Continue to drawing
5314/204 Rev C

Continue to drawing
5314/204 Rev C

Notes



Phoenix 2-18W (with Elite 2 6x2MS chassis)
Overall Length 9.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 8.950m

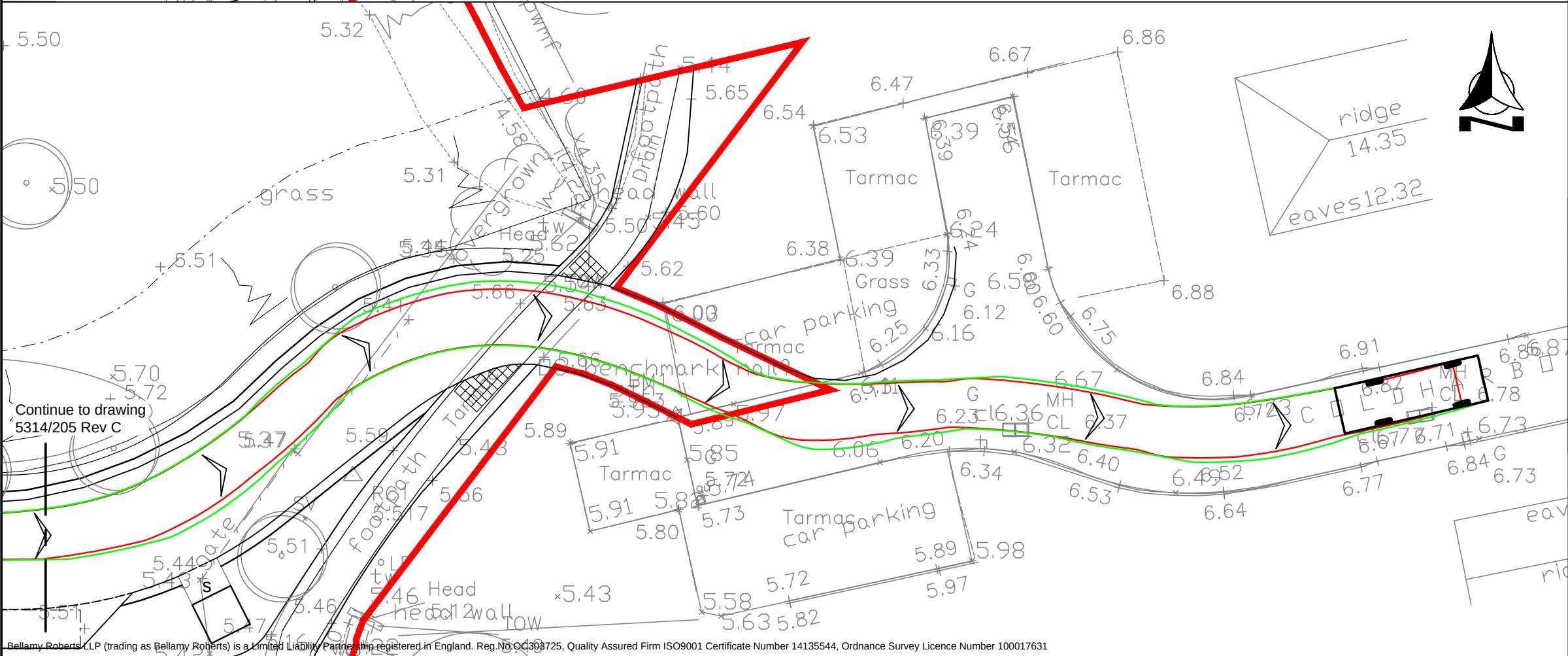
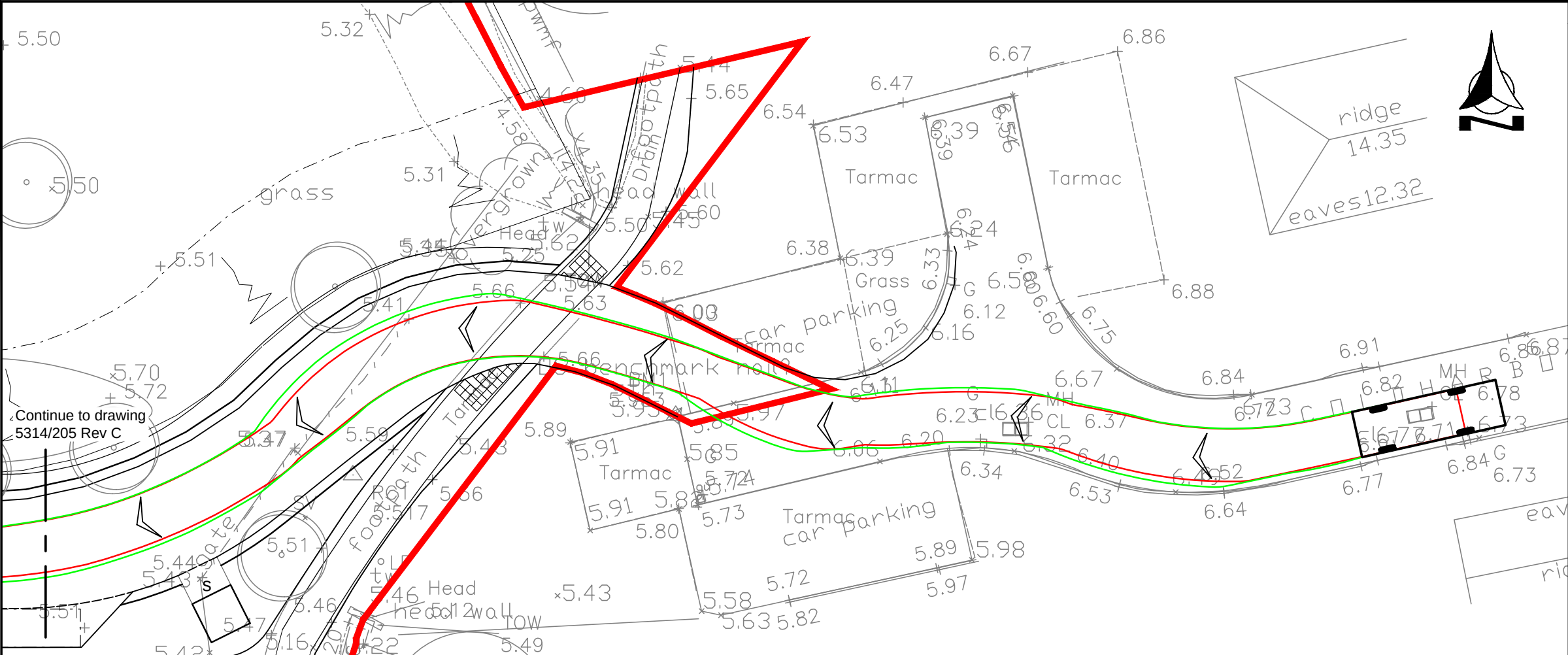
D	Minor Updates	ARM	MT
C	Site layout updated	ARM	MT
B	Site layout updated	ARM	MT
A	Internal site revised, Track updated	JCB	ITR
REVISION	AMENDMENT	DRN	DATE



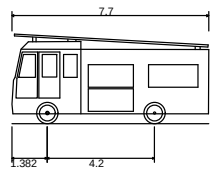
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Telstar		
PROJECT	Coldharbour Farm Road, Emsworth		
TITLE	Swept Path Analysis Refuse Vehicle Access		
DRAWN BY	ARM	DESIGN BY	ITR
DATE	04/06/19	DRAWING No.	5314 / 201
SCALE	1:250 @ A3	REV No.	D



Notes



Dennis Sabre Fire Tender (LWB)	7.700m
Overall Length	2.430m
Overall Width	3.512m
Overall Body Height	0.397m
Min Body Ground Clearance	2.380m
Track Width	5.00s
Lock-to-lock time	7.400m
Curb to Curb Turning Radius	

C	Minor Updates	ARM	05/07/19	MT
B	Site layout updated	ARM	03/07/19	MT
A	Internal site revised, Track updated	JCB	19/06/19	ITR
REVISION	AMENDMENT	DRN	DATE	CHK



Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Telstar		
PROJECT	Coldharbour Farm Road, Emsworth		
TITLE	Swept Path Analysis Fire Tender Access		
DRAWN BY	ARM	DESIGN BY	-
DATE	04/06/19	CHK BY	ITR
SCALE	1:250 @ A3	DRAWING No.	5314 / 202
		REV No.	C



Notes

Phoenix 2-18W (with Elite 2 6x2MS chassis)
Overall Length 9.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 8.950m

Continue to drawing 5314/201 Rev D

C	Minor Updates	ARM	ITR	WT
B	Site layout updated	ARM	ITR	WT
A	Internal site revised, Track updated	JCB	ITR	WT
REVISION	AMENDMENT	DRN	DATE	CHK

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Telstar

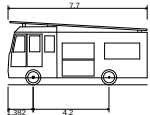
PROJECT
Coldharbour Farm Road, Emsworth

TITLE
Swept Path Analysis
Refuse Vehicle

DRAWN BY ARM	DESIGN BY -	CHK BY ITR
DATE 04/06/19	DRAWING No. 5314 / 204	REV No. C
SCALE 1:500 @ A2		



Notes



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock-to-lock time 5.00s
Curb to Curb Turning Radius 7.400m

C	Minor Updates	ARM	ITR	WT
B	Site layout updated	ARM	ITR	WT
A	Internal site revised, Track updated	JCB	ITR	WT
REVISION	AMENDMENT	DRN	DATE	CHK
Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk				
CLIENT Telstar				
PROJECT Coldharbour Farm Road, Emsworth				
TITLE Swept Path Analysis Fire Tender				
DRAWN BY	ARM	DESIGN BY	-	CHK BY ITR
DATE	04/06/19	DRAWING No.	5314 / 205	REV No. C
SCALE	1:500 @ A2			

APPENDIX 7

Calculation Reference: AUDIT-200601-190702-0757

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 27 to 74 (units:)
 Range Selected by User: 25 to 75 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/06/18

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	3 days
Thursday	2 days
Friday	5 days

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

Selected survey types:

Manual count	15 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and

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

Secondary Filtering selection:

Use Class:

C3

15 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	6 days
No	9 days

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

PTAL Rating:

No PTAL Present	15 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-M-01 BANNOLD ROAD WATERBEACH	MIXED HOUSES & FLATS		CAMBRIDGESHIRE
	Edge of Town Residential Zone Total Number of dwellings:	52		
	Survey date: WEDNESDAY	20/06/18		Survey Type: MANUAL
2	CM-03-M-02 COLLEGE ROAD CARMARTHEN	HOUSES & FLATS		CARMARTHENSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	49		
	Survey date: TUESDAY	14/10/14		Survey Type: MANUAL
3	DC-03-M-02 KINGS ROAD DORCHESTER FORDINGTON	TERRACED & BUNGALOWS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	37		
	Survey date: FRIDAY	16/09/16		Survey Type: MANUAL
4	DS-03-M-01 COCKAYNE STREET DERBY BOULTON	TERRACED / SEMI DETACHED		DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	32		
	Survey date: TUESDAY	21/10/14		Survey Type: MANUAL
5	DV-03-M-01 TOPSHAM ROAD EXETER	HOUSES & FLATS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	61		
	Survey date: THURSDAY	06/10/11		Survey Type: MANUAL
6	ES-03-M-01 A26 CROWBOROUGH RD NEAR UCKFIELD FIVE ASH DOWN VILLAGE	HOUSES & FLATS		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:	74		
	Survey date: WEDNESDAY	20/06/12		Survey Type: MANUAL
7	ES-03-M-03 FIELD END MARESFIELD	MIXED HOUSES		EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:	68		
	Survey date: WEDNESDAY	02/10/13		Survey Type: MANUAL
8	ES-03-M-13 NORTH COMMON ROAD WIVELSFIELD GREEN	MIXED HOUSES		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:	66		
	Survey date: FRIDAY	22/06/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-M-05	HOUSES & FLATS		HAMPSHIRE
	WIMPSON LANE			
	SOUTHAMPTON			
	MAYBUSH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: FRIDAY	03/10/14		Survey Type: MANUAL
10	MS-03-M-02	TERRACED		MERSEYSIDE
	LOVEL ROAD			
	LIVERPOOL			
	SPEKE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
11	SC-03-M-05	HOUSES & FLATS		SURREY
	HOLYWELL WAY			
	STAINES			
	STANWELL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	19/11/12		Survey Type: MANUAL
12	TW-03-M-01	DETACHED & BUNGALOWS		TYNE & WEAR
	WESTLANDS			
	NEWCASTLE			
	CHAPEL HOUSE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: FRIDAY	13/11/15		Survey Type: MANUAL
13	WM-03-M-01	SEMI DETACHED		WEST MIDLANDS
	MEADOWSWEET AVENUE			
	BIRMINGHAM			
	KINGS NORTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	56		
	Survey date: MONDAY	09/11/15		Survey Type: MANUAL
14	WS-03-M-06	SEMI DETACHED / DETACHED		WEST SUSSEX
	SOUTHFIELDS CLOSE			
	CHICHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	67		
	Survey date: TUESDAY	27/01/15		Survey Type: MANUAL
15	WS-03-M-15	MIXED HOUSES & FLATS		WEST SUSSEX
	ADLINGTON GARDENS			
	BOGNOR REGIS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	32		
	Survey date: THURSDAY	15/03/18		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	15	51	0.079	15	51	0.241	15	51	0.320
08:00 - 09:00	15	51	0.127	15	51	0.325	15	51	0.452
09:00 - 10:00	15	51	0.152	15	51	0.165	15	51	0.317
10:00 - 11:00	15	51	0.147	15	51	0.140	15	51	0.287
11:00 - 12:00	15	51	0.169	15	51	0.169	15	51	0.338
12:00 - 13:00	15	51	0.169	15	51	0.172	15	51	0.341
13:00 - 14:00	15	51	0.163	15	51	0.165	15	51	0.328
14:00 - 15:00	15	51	0.147	15	51	0.156	15	51	0.303
15:00 - 16:00	15	51	0.223	15	51	0.168	15	51	0.391
16:00 - 17:00	15	51	0.232	15	51	0.192	15	51	0.424
17:00 - 18:00	15	51	0.303	15	51	0.161	15	51	0.464
18:00 - 19:00	15	51	0.260	15	51	0.156	15	51	0.416
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.171			2.210			4.381

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

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

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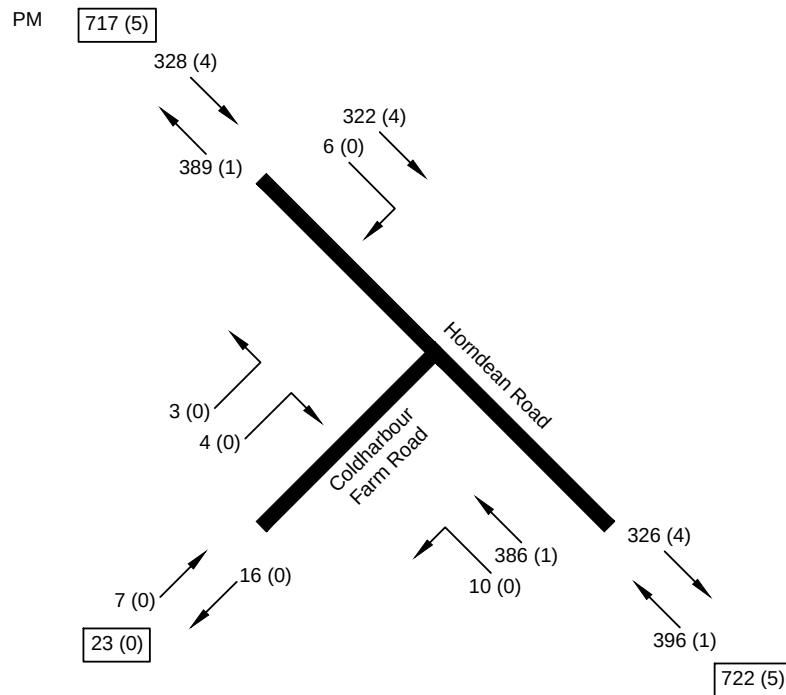
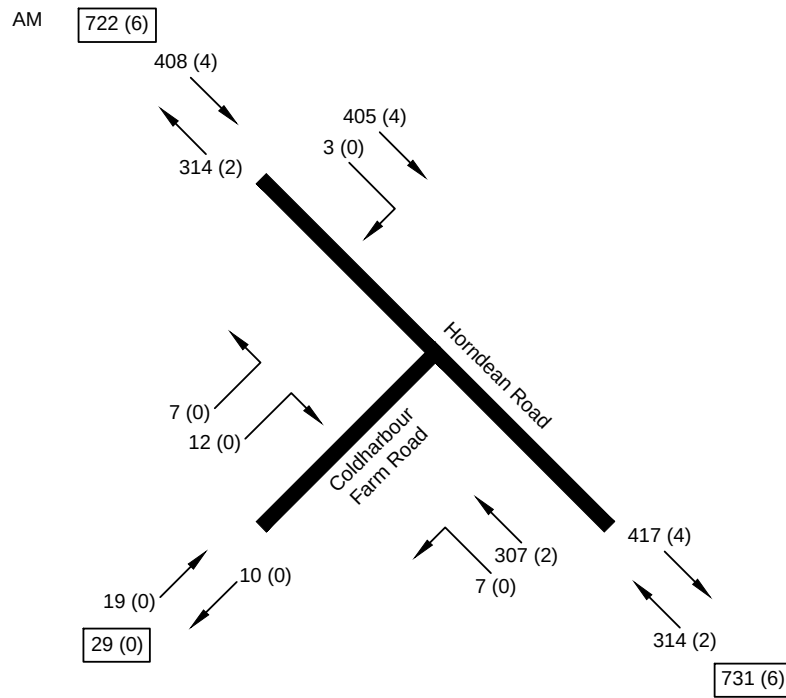
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Parameter summary

Trip rate parameter range selected:	27 - 74 (units:)
Survey date date range:	01/01/11 - 22/06/18
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

APPENDIX 8



PROJECT
Coldharbour Farm Road, Emsworth

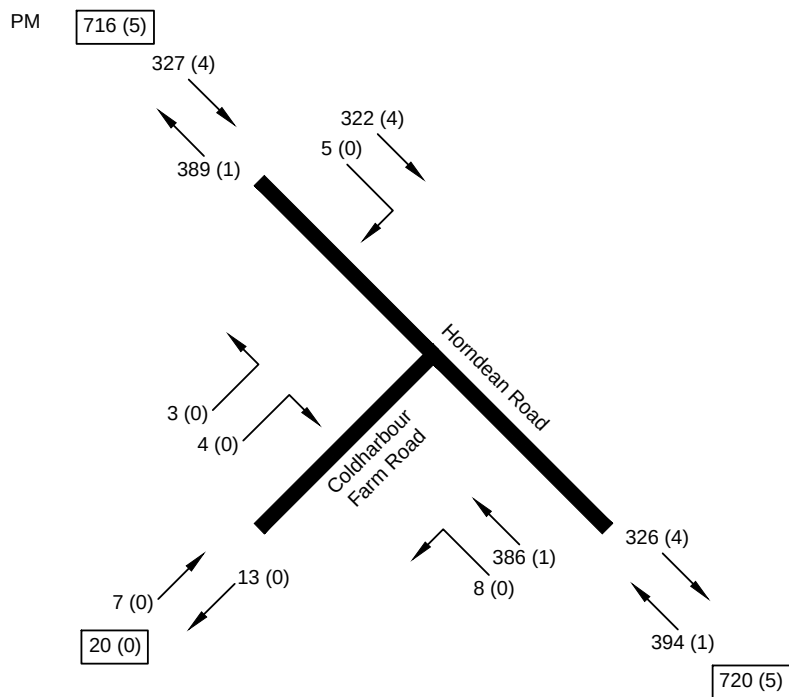
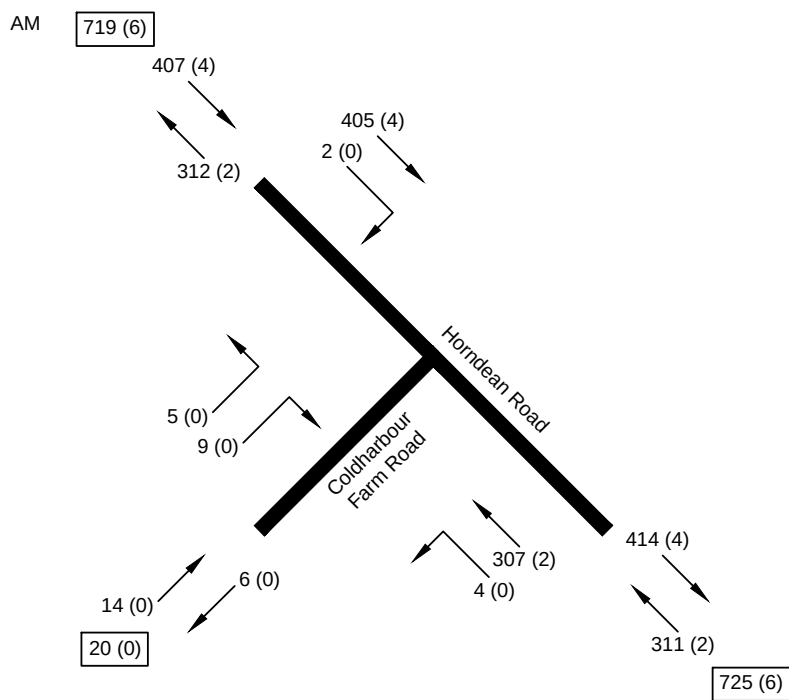
TITLE
Existing Traffic Flow
2019 Survey



Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

Tel: 01256 703355
Email: info@bellamyroberts.co.uk

DATE	02/07/19	DRAWN BY	ARM
SCALE	-	CHK BY	MT
CLIENT	Telstar		
DRAWING No.	5314 / 401		REV No.
			A



PROJECT
Coldharbour Farm Road, Emsworth

TITLE
Proposed Development Traffic



Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

DATE	02/07/19	DRAWN BY	ARM
SCALE	-	CHK BY	MT
CLIENT	Telstar		
DRAWING No.	5314 / 402		REV No.
			A

APPENDIX 9

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.0.6896 © Copyright TRL Limited, 2018						
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Coldharbour Farm Road - Horndean Road.j9
Path: S:\Admin-Projects\5301-5350\5314\PICADY
Report generation date: 03/07/2019 16:44:48

»2019 Base Traffic + Development, AM
 »2019 Base Traffic + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2019 Base Traffic + Development						
Stream B-AC	0.1	10.60	0.10	0.0	10.04	0.04
Stream C-AB	0.0	4.65	0.01	0.0	5.03	0.03

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

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

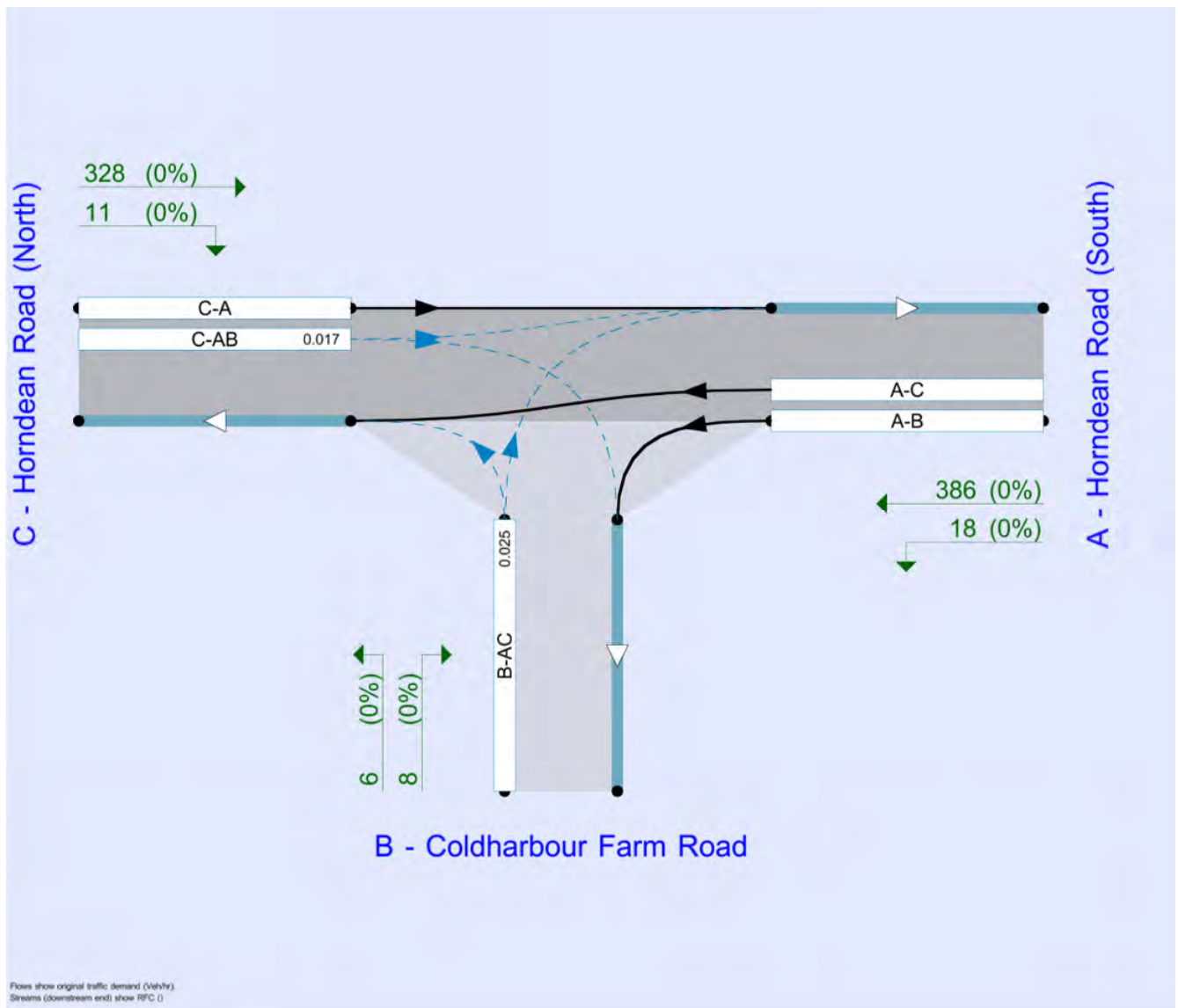
File summary

File Description

Title	
Location	
Site number	
Date	02/07/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BR\matttwinberrow
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019 Base Traffic	AM	ONE HOUR	07:45	09:15	15			
D2	2019 Base Traffic	PM	ONE HOUR	16:45	18:15	15			
D3	Development Traffic	AM	ONE HOUR	07:45	09:15	15			
D4	Development Traffic	PM	ONE HOUR	16:45	18:15	15			
D5	2019 Base Traffic + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3

D6	2019 Base Traffic + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D4
----	---------------------------------	----	----------	-------	-------	----	---	--------	-------

Analysis Set Details

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

2019 Base Traffic + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Coldharbour Farm Road/Horndean Road	T-Junction	Two-way		0.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Horndean Road (South)		Major
B	Coldharbour Farm Road		Minor
C	Horndean Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Horndean Road (North)	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Coldharbour Farm Road	One lane	2.40	12	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	459	0.084	0.211	0.133	0.302
1	B-C	595	0.091	0.230	-	-

1	C-B	632	0.245	0.245	-	-
---	-----	-----	-------	-------	---	---

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2019 Base Traffic + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Horndean Road (South)		ONE HOUR	✓	318	100.000
B - Coldharbour Farm Road		ONE HOUR	✓	33	100.000
C - Horndean Road (North)		ONE HOUR	✓	410	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Horndean Road (South)	B - Coldharbour Farm Road	C - Horndean Road (North)
A - Horndean Road (South)		0	11	307
B - Coldharbour Farm Road		21	0	12
C - Horndean Road (North)		405	5	0

Proportions

From	To			
		A - Horndean Road (South)	B - Coldharbour Farm Road	C - Horndean Road (North)
A - Horndean Road (South)		0.00	0.03	0.97
B - Coldharbour Farm Road		0.64	0.00	0.36
C - Horndean Road (North)		0.99	0.01	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Horndean Road (South)	B - Coldharbour Farm Road	C - Horndean Road (North)
A - Horndean Road (South)		0	0	0
B - Coldharbour Farm Road		0	0	0
C - Horndean Road (North)		0	0	0

Average PCU Per Veh

From	To			
		A - Horndean Road (South)	B - Coldharbour Farm Road	C - Horndean Road (North)
A - Horndean Road (South)		1.000	1.000	1.000
B - Coldharbour Farm Road		1.000	1.000	1.000
C - Horndean Road (North)		1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Horndean Road (South)	239	239
	B - Coldharbour Farm Road	25	25
	C - Horndean Road (North)	309	309
08:00-08:15	A - Horndean Road (South)	286	286
	B - Coldharbour Farm Road	30	30
	C - Horndean Road (North)	369	369
08:15-08:30	A - Horndean Road (South)	350	350
	B - Coldharbour Farm Road	36	36
	C - Horndean Road (North)	451	451
08:30-08:45	A - Horndean Road (South)	350	350
	B - Coldharbour Farm Road	36	36
	C - Horndean Road (North)	451	451
08:45-09:00	A - Horndean Road (South)	286	286
	B - Coldharbour Farm Road	30	30
	C - Horndean Road (North)	369	369
09:00-09:15	A - Horndean Road (South)	239	239
	B - Coldharbour Farm Road	25	25
	C - Horndean Road (North)	309	309

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	10.60	0.1	B	30	45
C-AB	0.01	4.65	0.0	A	9	13
C-A					368	551
A-B					10	15
A-C					282	423

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	416	0.060	25	0.0	0.1	9.186	A
C-AB	6	2	781	0.008	6	0.0	0.0	4.645	A
C-A	302	76			302				
A-B	8	2			8				
A-C	231	58			231				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	399	0.074	30	0.1	0.1	9.731	A

C-AB	8	2	812	0.010	8	0.0	0.0	4.476	A
C-A	360	90			360				
A-B	10	2			10				
A-C	276	69			276				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	376	0.097	36	0.1	0.1	10.589	B
C-AB	12	3	857	0.013	11	0.0	0.0	4.258	A
C-A	440	110			440				
A-B	12	3			12				
A-C	338	85			338				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	376	0.097	36	0.1	0.1	10.595	B
C-AB	12	3	857	0.013	12	0.0	0.0	4.258	A
C-A	440	110			440				
A-B	12	3			12				
A-C	338	85			338				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	7	399	0.074	30	0.1	0.1	9.741	A
C-AB	8	2	812	0.010	8	0.0	0.0	4.476	A
C-A	360	90			360				
A-B	10	2			10				
A-C	276	69			276				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	416	0.060	25	0.1	0.1	9.200	A
C-AB	6	2	781	0.008	6	0.0	0.0	4.645	A
C-A	302	76			302				
A-B	8	2			8				
A-C	231	58			231				

2019 Base Traffic + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Coldharbour Farm Road/Horndean Road	T-Junction	Two-way		0.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2019 Base Traffic + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D4

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Horndean Road (South)		ONE HOUR	✓	404	100.000
B - Coldharbour Farm Road		ONE HOUR	✓	14	100.000
C - Horndean Road (North)		ONE HOUR	✓	339	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Horndean Road (South)	B - Coldharbour Farm Road	C - Horndean Road (North)
	A - Horndean Road (South)	0	18	386
	B - Coldharbour Farm Road	8	0	6
	C - Horndean Road (North)	328	11	0

Proportions

From	To			
		A - Horndean Road (South)	B - Coldharbour Farm Road	C - Horndean Road (North)
	A - Horndean Road (South)	0.00	0.04	0.96
	B - Coldharbour Farm Road	0.57	0.00	0.43
	C - Horndean Road (North)	0.97	0.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Horndean Road (South)	B - Coldharbour Farm Road	C - Horndean Road (North)
	A - Horndean Road (South)	0	0	0
	B - Coldharbour Farm Road	0	0	0
	C - Horndean Road (North)	0	0	0

Average PCU Per Veh

From	To			
		A - Horndean Road (South)	B - Coldharbour Farm Road	C - Horndean Road (North)
	A - Horndean Road (South)	1.000	1.000	1.000
	B - Coldharbour Farm Road	1.000	1.000	1.000
	C - Horndean Road (North)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Horndean Road (South)	304	304
	B - Coldharbour Farm Road	11	11
	C - Horndean Road (North)	255	255
17:00-17:15	A - Horndean Road (South)	363	363
	B - Coldharbour Farm Road	13	13
	C - Horndean Road (North)	305	305
17:15-17:30	A - Horndean Road (South)	445	445
	B - Coldharbour Farm Road	15	15
	C - Horndean Road (North)	373	373
17:30-17:45	A - Horndean Road (South)	445	445
	B - Coldharbour Farm Road	15	15
	C - Horndean Road (North)	373	373
17:45-18:00	A - Horndean Road (South)	363	363
	B - Coldharbour Farm Road	13	13
	C - Horndean Road (North)	305	305
18:00-18:15	A - Horndean Road (South)	304	304
	B - Coldharbour Farm Road	11	11
	C - Horndean Road (North)	255	255

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	10.04	0.0	B	13	19
C-AB	0.03	5.03	0.0	A	17	26
C-A					294	441
A-B					17	25
A-C					354	531

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	417	0.025	10	0.0	0.0	8.844	A
C-AB	13	3	728	0.017	12	0.0	0.0	5.032	A
C-A	243	61			243				
A-B	14	3			14				
A-C	291	73			291				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	399	0.032	13	0.0	0.0	9.310	A
C-AB	16	4	749	0.022	16	0.0	0.0	4.913	A
C-A	288	72			288				
A-B	16	4			16				
A-C	347	87			347				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	374	0.041	15	0.0	0.0	10.040	B
C-AB	23	6	779	0.029	23	0.0	0.0	4.757	A
C-A	351	88			351				
A-B	20	5			20				
A-C	425	106			425				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	374	0.041	15	0.0	0.0	10.042	B
C-AB	23	6	779	0.029	23	0.0	0.0	4.758	A
C-A	351	88			351				
A-B	20	5			20				
A-C	425	106			425				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	399	0.032	13	0.0	0.0	9.312	A
C-AB	16	4	749	0.022	16	0.0	0.0	4.916	A
C-A	288	72			288				
A-B	16	4			16				
A-C	347	87			347				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	417	0.025	11	0.0	0.0	8.850	A
C-AB	13	3	728	0.017	13	0.0	0.0	5.032	A
C-A	243	61			243				

A-B	14	3			14				
A-C	291	73			291				