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1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Barratt David Wilson (BDW) to explore the potential impact of transporting excavated material from their development site at Berewood, Waterlooville to another of their sites a site at Forty Acre Farm, Bedhampton. The sites and route between them are shown below in **Figure 1**.

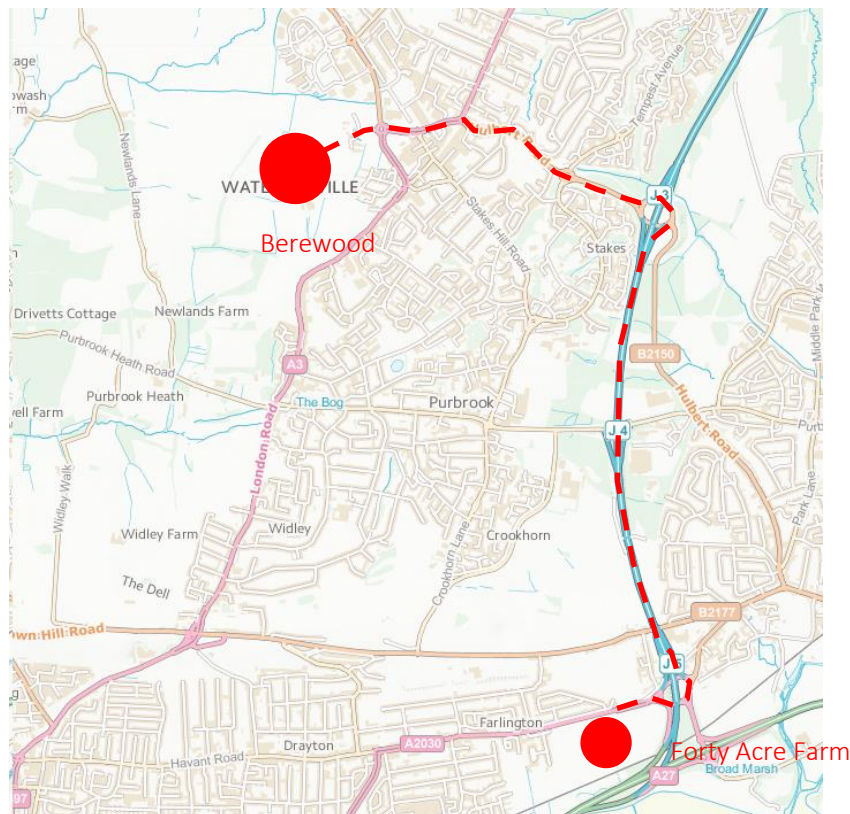


Figure 1: Site Locations and HGV Route

2. TRIP GENERATION

- 2.1 Approximately 15,000 tonnes of excess inert material are anticipated to be generated by the construction works at Berewood. Based on the capacity of large tipper vehicles, this would equate to 2,060 fully laden large tippers. It is therefore estimated that the material could be transported over a four-week period, with 103 large tippers required per day, five days a week.
- 2.2 Each vehicle would arrive at the Berewood site, load up with material and leave to travel to the Forty Acre site, where it would arrive, unload and leave. The fully laden vehicles would depart the Berewood construction site onto Hambledon Road before travelling via Hulbert Road to reach the strategic road network at junction 3 of the A3(M). This would be the case regardless of the eventual destination of the excess material.
- 2.3 Transporting the material to Forty Acre Farm would only therefore impact upon the southbound off-slip of junction 5 of the A3(M) (right lane), the Rusty Cutter gyratory (south circulatory) and the existing access from Havant Road into the site (left turn in). When departing the Forty Acre Farm site, the vehicles would travel the reverse route through the access onto Havant Road (right turn only) and the Havant Road approach to the Rusty Cutter gyratory (left lane) before using the A3 (M) northbound on-slip.
- 2.4 Based on Barratt David Wilson's expertise, it is anticipated that the subcontractors transporting the material would operate from 0900-1700 Monday – Friday. Taking the 103 vehicles anticipated per day and dividing them equally across this 8 hour period, 13 vehicles per hour would visit Forty Acre Farm. In turn this results in 13 arrivals and 13 departures per hour. As each movement is by a large tipper, this equates to 26 arrivals and departures in passenger car units (PCUs).

3. IMPACT ON ROAD NETWORK

- 3.1 No additional trips are anticipated during either the traditional AM (0800-0900) or PM (1700-1800) peak periods. The difference between the peak and off-peak movements through the junction would certainly be a greater reduction than the additional 52 PCUs per day generated by these proposals. However, for robustness and without detailed traffic flow surveys for the off-peak periods, the impact upon the AM peak (07:30-08:30) has been assessed if 13 large tippers were to visit the site during this AM peak period.
- 3.2 Appendix O of the Transport Assessment associated with the Forty Acre Farm development (ref. 041.0023TA1) contains 2016 traffic flow data for the Rusty Cutter gyratory. This is

summarised for the AM peak in **Table 1**, which also calculates the percentage increase that would result from the excess material being transported from Berewood to Forty Acre Farm.

	2016 Baseline (PCUs)	Construction Traffic (PCUs)	% Increase
A3(M) SB Off-slip	1425	26	1.8
Bedhampton Hill	619	0	0
A27	1048	0	0
A3(M) NB Off-slip	701	0	0
Havant Road	863	26	3
Total	4656	52	1.1

Table 1: Percentage Impact Assessment (AM Peak)

- 3.3 These calculations demonstrate that the transporting of material to Forty Acre Farm would have a negligible impact upon existing traffic flows, even if these movements were to be undertaken during the AM peak. Furthermore, baseline traffic flows will have increased in the intervening period since 2016, further decreasing the percentage increase resulting from the transport of excess material from Berewood.
- 3.4 However, to further quantify the impact the proposals would have on the operation of the Rusty Cutter gyratory, a detailed modelling assessment has been undertaken. As part of the discussions relating to the Forty Acre Farm planning application, a model of the part-signalised Rusty Cutter gyratory was created and agreed as being appropriate with Hampshire County Council and Highways England, the relevant highway authorities.
- 3.5 The additional trips resulting from the proposals to transport material to Forty Acre Farm have been added to the approved model, signal timings optimised (given the junction already operates as a flow-responsive MOVA system) and the outputs compared. The impact of these trips upon queues and delays at the Rusty Cutter gyratory in the AM peak are shown in **Table 2** for a baseline 2023 scenario. For simplicity, where results are available for more than one lane on each approach, the worst-case has been shown. The model outputs are attached as **Appendix A**.

	Mean Maximum Queue (PCUs)			Average Delay (seconds/PCU)		
	2023 Baseline	2023 Baseline + Construction	Increase	2023 Baseline	2023 Baseline + Construction	Increase
A3(M) SB Off-slip	11.7	11.7	0	21.9	21.9	0
Bedhampton Hill	3.3	3.3	0	7.0	7.0	0
A27	0.5	0.5	0	2.3	2.3	0
A3(M) NB Off-slip	20.5	20.5	0	51.7	51.7	0
Havant Road	2.1	2.1	0	7.6	7.5	-0.1
Circulatory N	9.2	9.2	0	24.7	24.7	0
Circulatory S	22.1	24.0	+1.9	53.9	60.5	+6.6

Table 2: Impact of Construction Traffic on Average Queue and Delay (AM Peak)

- 3.6 These results show the construction traffic would have a minimal impact upon the Rusty Cutter gyratory, in terms of queuing and delay. The additional trips would only occur for four weeks and are therefore temporary, whilst no additional trips are anticipated during the network AM and PM peak periods. Even when a worst-case scenario is considered whereby additional trips occur in the AM peak, the percentage increase in traffic flows is negligible and a detailed modelling assessment of the Rusty Cutter gyratory shows that the impact on queueing and delay would be minimal. It is therefore considered that the proposals would have a negligible impact upon the operation of the local road network.

4. ON-SITE MANAGEMENT MEASURES

- 4.1 It is proposed that the HGVs arriving at Forty Acre Farm would utilise the existing access from Havant Road. A tracking drawing, attached as **Appendix B**, demonstrates that the geometries of the existing access are such that a large tipper can safely access and egress the site. This drawing also demonstrates that visibility splays of 4.5m x 120m are achievable in both directions, as per DMRB requirements for a road with a 40mph speed limit. It is therefore considered that safe and suitable access is achievable.

- 4.2 The existing access is not wide enough to accommodate simultaneous arrivals and departures by large tippers. However, measures would be put in place to manage the arrival and departure process to ensure that vehicles entering the site have priority so that they never have to wait on Havant Road. The Forty Acre Farm site team would be notified when a tipper left Berewood, with communication en-route to give sufficient notice to ensure the access road is kept clear. The geometries of the existing access road within the site are such that large tippers waiting to leave the site can do so clear of the public highway, with room for several vehicles to queue if required.
- 4.3 A full Construction Traffic Management Plan would also be required to satisfy the local highway and planning authorities, which will detail other measures, likely to include the use of banksmen, wheel washing facilities, site set up etc.

5. CONCLUSION

- 5.1 This Technical Note has demonstrated that the transportation of excavated material from Berewood to Forty Acre Farm over a period of four weeks would have a negligible impact on the operation of the local road network and that safe and suitable access is achievable for construction traffic. We would therefore be confident in supporting such an arrangement if a planning application were to be submitted.

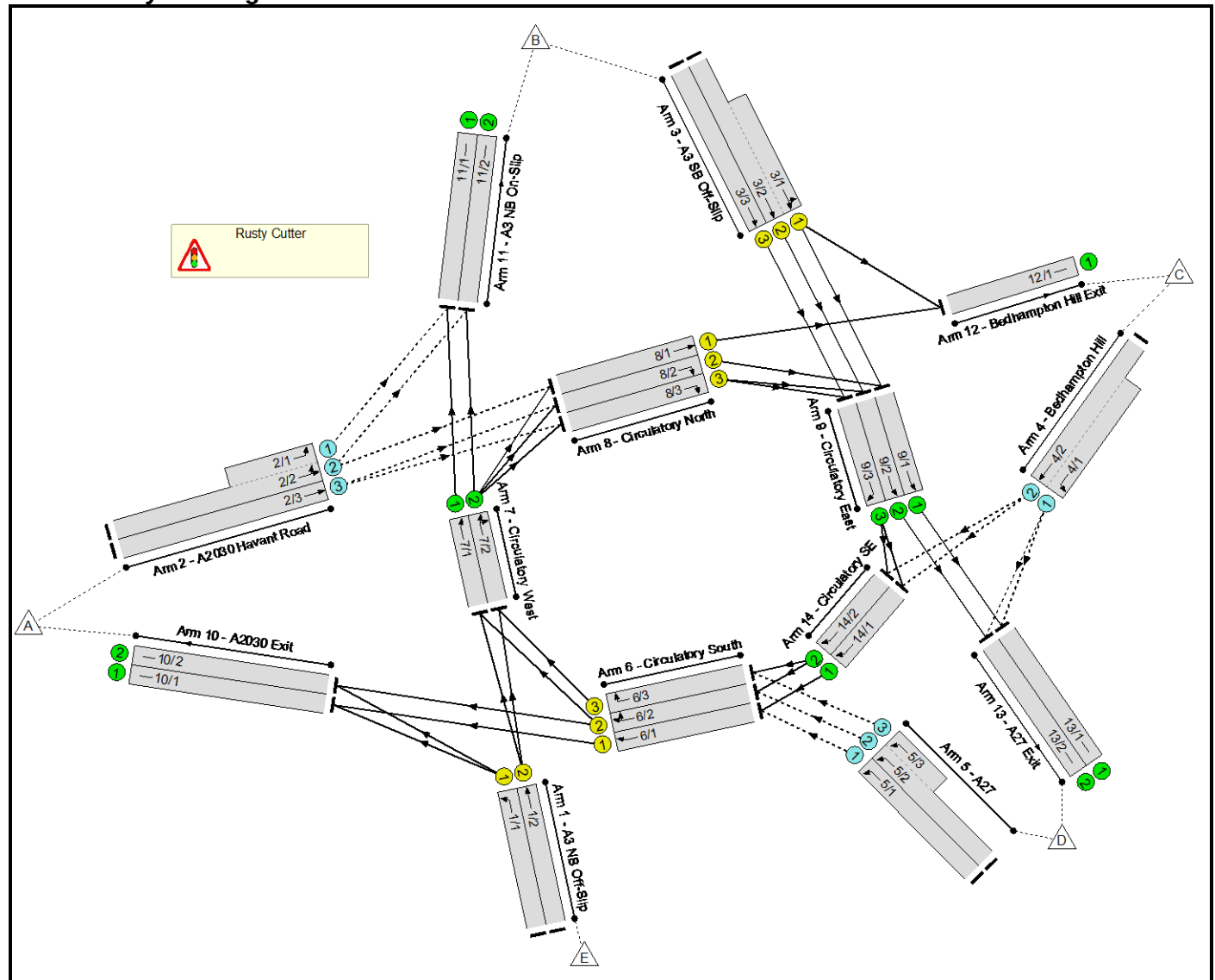
Full Input Data And Results

Full Input Data And Results

User and Project Details

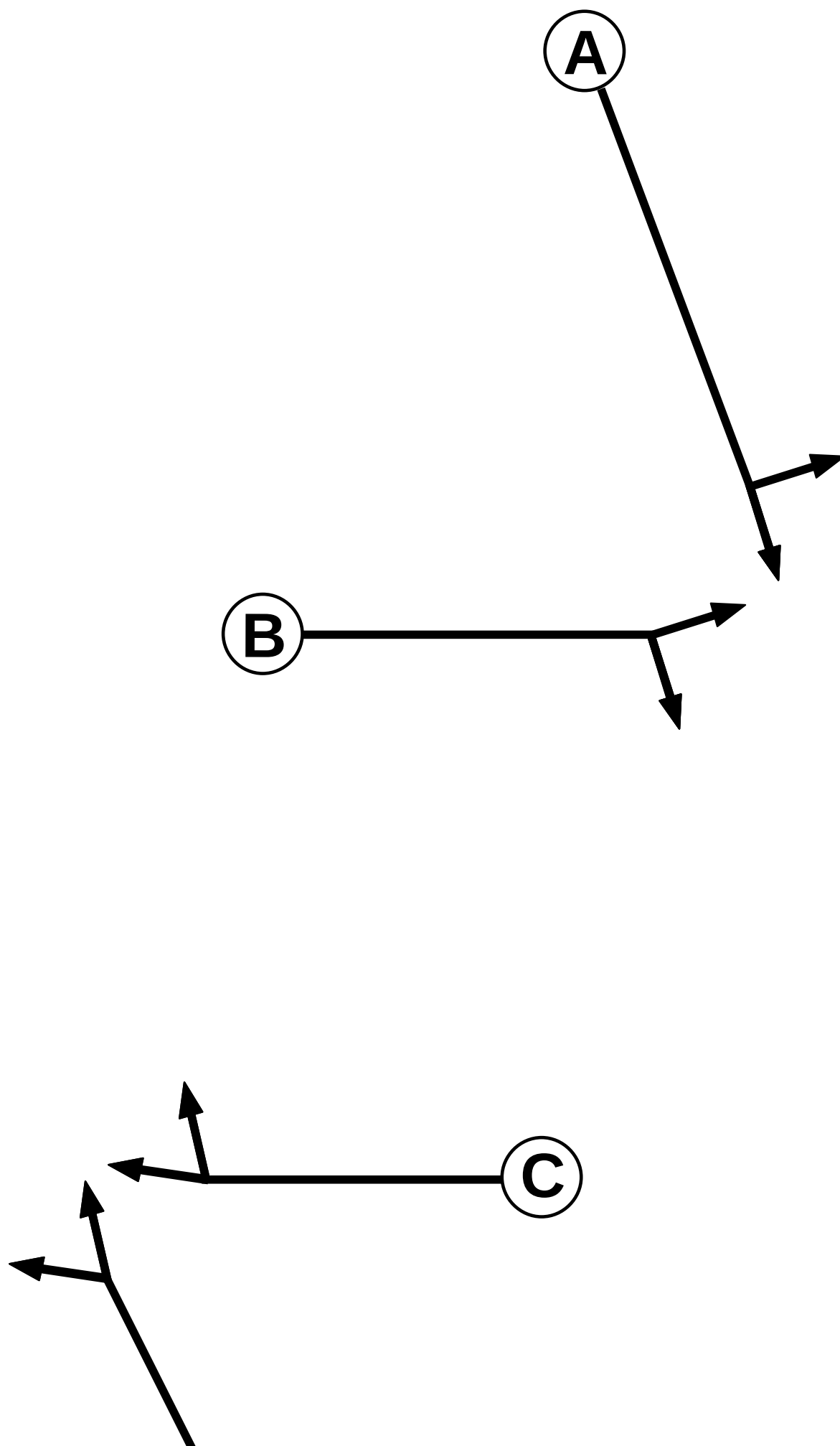
Project:	
Title:	
Location:	
Additional detail:	
File name:	Rusty Cutter v10 2016 Base AM - RAD - With Optimisation (Revised HE Comments).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

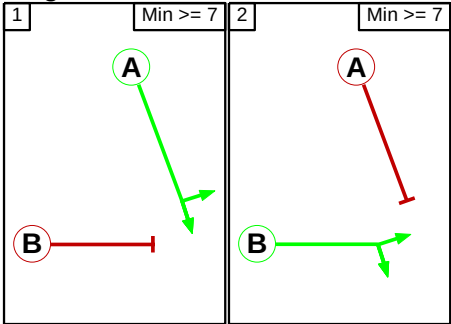
		Starting Phase				
Terminating Phase		A	B	C	D	
	A		7	-	-	
	B	7		-	-	
	C	-	-		7	
	D	-	-	7		

Phases in Stage

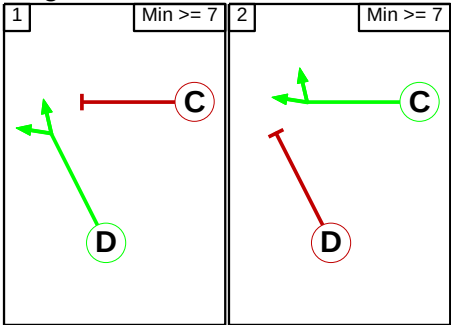
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

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

Full Input Data And Results

5/3 (A27)	6/3 (Left)	1185	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	All					

Full Input Data And Results

Lane Input Data

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	User	1950	-	-	-	-	-
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	User	1950	-	-	-	-	-
2/1 (A2030 Havant Road)	O		2	3	7.0	User	1950	-	-	-	-	-
2/2 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
2/3 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	User	1950	-	-	-	-	-
3/2 (A3 SB Off-Slip)	U	A	2	3	76.5	User	1950	-	-	-	-	-
3/3 (A3 SB Off-Slip)	U	A	2	3	76.5	User	1950	-	-	-	-	-
4/1 (Bedhampton Hill)	O		2	3	12.5	User	1950	-	-	-	-	-
4/2 (Bedhampton Hill)	O		2	3	60.0	User	1950	-	-	-	-	-
5/1 (A27)	O		2	3	42.6	User	1950	-	-	-	-	-
5/2 (A27)	O		2	3	7.0	User	1950	-	-	-	-	-
5/3 (A27)	O		2	3	5.2	User	1950	-	-	-	-	-
6/1 (Circulatory South)	U	C	2	3	15.7	User	1950	-	-	-	-	-
6/2 (Circulatory South)	U	C	2	3	15.7	User	1950	-	-	-	-	-
6/3 (Circulatory South)	U	C	2	3	15.7	User	1950	-	-	-	-	-
7/1 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
8/1 (Circulatory North)	U	B	2	3	26.1	User	1950	-	-	-	-	-

Full Input Data And Results

8/2 (Circulatory North)	U	B	2	3	26.1	User	1950	-	-	-	-	-
8/3 (Circulatory North)	U	B	2	3	26.1	User	1950	-	-	-	-	-
9/1 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-
14/2 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2023 AM Peak'	07:30	08:30	01:00	

Scenario 2: '2023 AM Peak' (FG2: '2023 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin	A	B	C	D	E	Tot.	
	A	0	348	261	357	0	966
	B	383	0	63	1150	0	1596
	C	241	57	0	395	0	693
	D	269	865	39	0	0	1173
	E	44	2	191	547	0	784
	Tot.	937	1272	554	2449	0	5212

Traffic Lane Flows

Lane	Scenario 2: 2023 AM Peak
Junction: Rusty Cutter	
1/1	44
1/2	740
2/1 (short)	304
2/2 (with short)	609(In) 305(Out)
2/3	357
3/1 (short)	607
3/2 (with short)	1213(In) 606(Out)
3/3	383
4/1 (short)	395
4/2 (with short)	693(In) 298(Out)
5/1	269
5/2 (with short)	904(In) 452(Out)
5/3 (short)	452
6/1	580
6/2	794
6/3	480
7/1	482
7/2	1219
8/1	491
8/2	453
8/3	451
9/1	997
9/2	1057
9/3	383
10/1	602
10/2	335
11/1	786
11/2	486
12/1	554
13/1	1194
13/2	1255
14/1	311
14/2	370

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

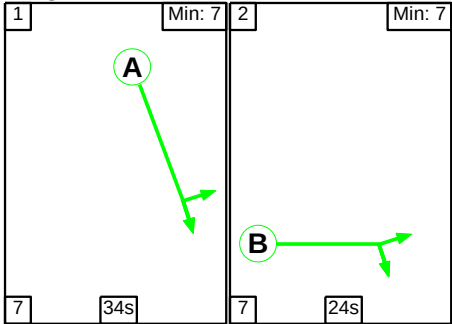
Full Input Data And Results

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

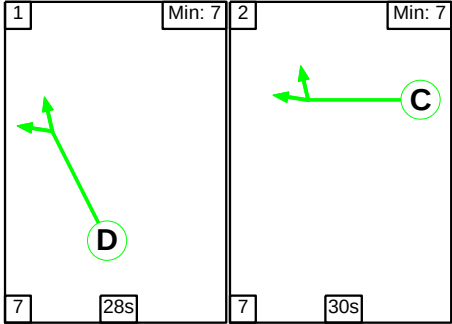
Scenario 2: '2023 AM Peak' (FG2: '2023 AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



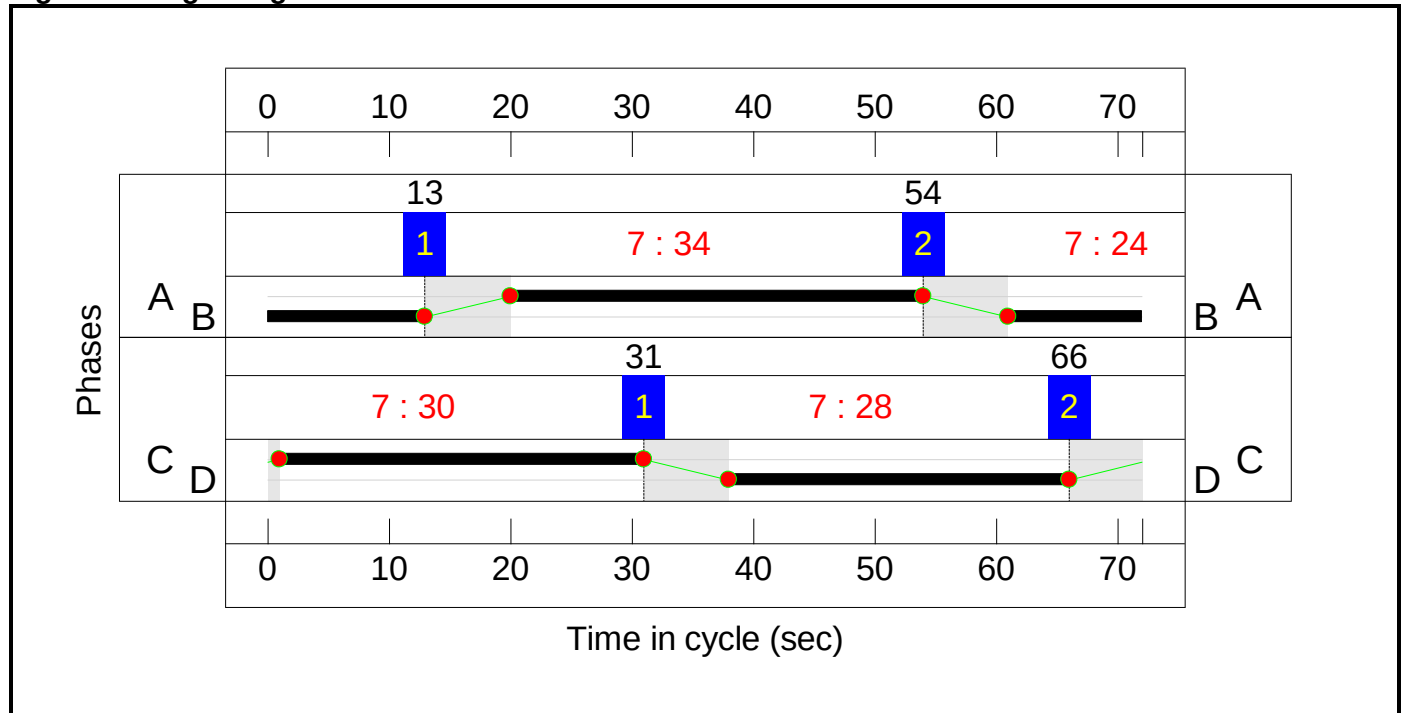
Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	24
Change Point	13	54

Stage Stream: 2

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	94.6%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	44	1950	785	5.6%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	740	1950	785	94.2%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	609	1950:1950	623+621	48.9 : 48.9%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	357	1950	602	59.3%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	34	-	1213	1950:1950	715+716	84.8 : 84.8%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	34	-	383	1950	948	40.4%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	693	1950:1950	576+649	51.7 : 60.9%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	269	1950	1063	25.3%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	904	1950:1950	930+919	48.6 : 49.2%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	580	1950	840	69.1%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	794	1950	840	94.6%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	480	1950	840	57.2%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	482	1950	1950	24.7%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1219	1950	1950	62.5%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	491	1950	677	72.5%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	453	1950	677	66.9%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	451	1950	677	66.6%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	997	1950	1950	51.1%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1057	1950	1950	54.2%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	383	1950	1950	19.6%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	311	1950	1950	15.9%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	370	1950	1950	19.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5038	0	0	26.2	26.2	0.0	52.3	-	-	-	-
Rusty Cutter	-	-	5038	0	0	26.2	26.2	0.0	52.3	-	-	-	-
1/1	44	44	-	-	-	0.2	0.0	-	0.2	15.6	0.5	0.0	0.6
1/2	740	740	-	-	-	4.3	6.4	-	10.6	51.7	14.2	6.4	20.5
2/2+2/1	609	609	1218	0	0	0.0	0.5	-	0.5	2.9	0.8	0.5	1.2
2/3	357	357	357	0	0	0.0	0.7	-	0.7	7.6	1.4	0.7	2.1
3/2+3/1	1213	1213	-	-	-	4.7	2.7	-	7.4	21.9	8.9	2.7	11.7
3/3	383	383	-	-	-	1.3	0.3	-	1.6	15.0	4.9	0.3	5.2
4/2+4/1	693	693	1386	0	0	0.7	0.7	-	1.3	7.0	2.6	0.7	3.3
5/1	269	269	269	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	904	904	1808	0	0	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	580	580	-	-	-	3.5	1.1	-	4.6	28.4	10.0	1.1	11.1
6/2	794	794	-	-	-	5.2	6.7	-	11.9	53.9	15.4	6.7	22.1
6/3	480	480	-	-	-	2.0	0.7	-	2.7	20.3	7.2	0.7	7.8
7/1	482	482	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	1219	1219	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
8/1	491	491	-	-	-	2.1	1.3	-	3.4	24.7	7.9	1.3	9.2
8/2	453	453	-	-	-	1.2	1.0	-	2.2	17.5	6.1	1.0	7.1
8/3	451	451	-	-	-	1.2	1.0	-	2.2	17.4	6.1	1.0	7.1
9/1	997	997	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
9/2	1057	1057	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
9/3	383	383	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
10/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

12/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1194	1194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	311	311	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	370	370	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1	Stream: 1 PRC for Signalled Lanes (%):	6.2	Total Delay for Signalled Lanes (pcuHr):	16.70	Cycle Time (s):	72
C1	Stream: 2 PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	29.97	Cycle Time (s):	72
	PRC Over All Lanes (%):	-5.1	Total Delay Over All Lanes(pcuHr):	52.34		

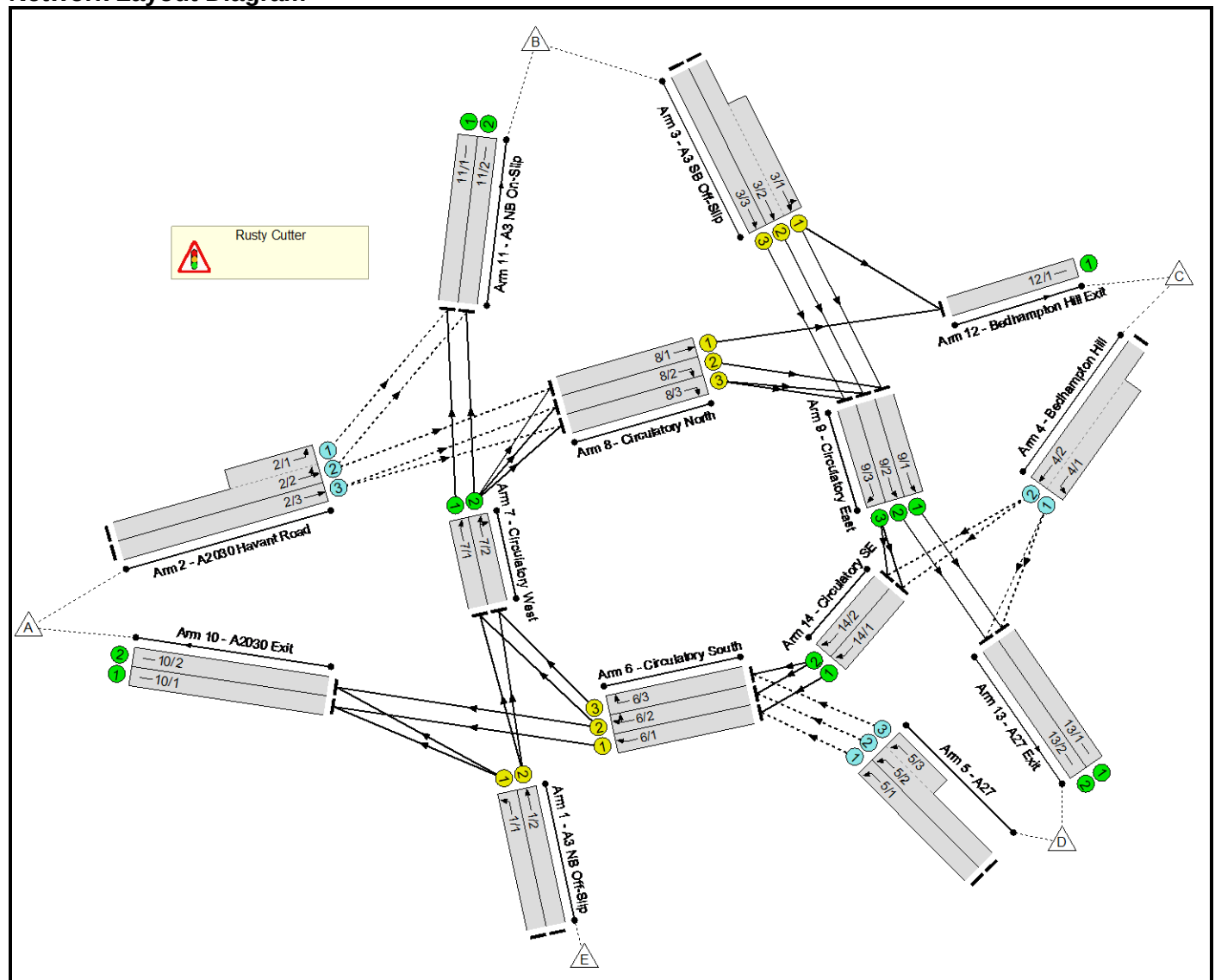
Full Input Data And Results

Full Input Data And Results

User and Project Details

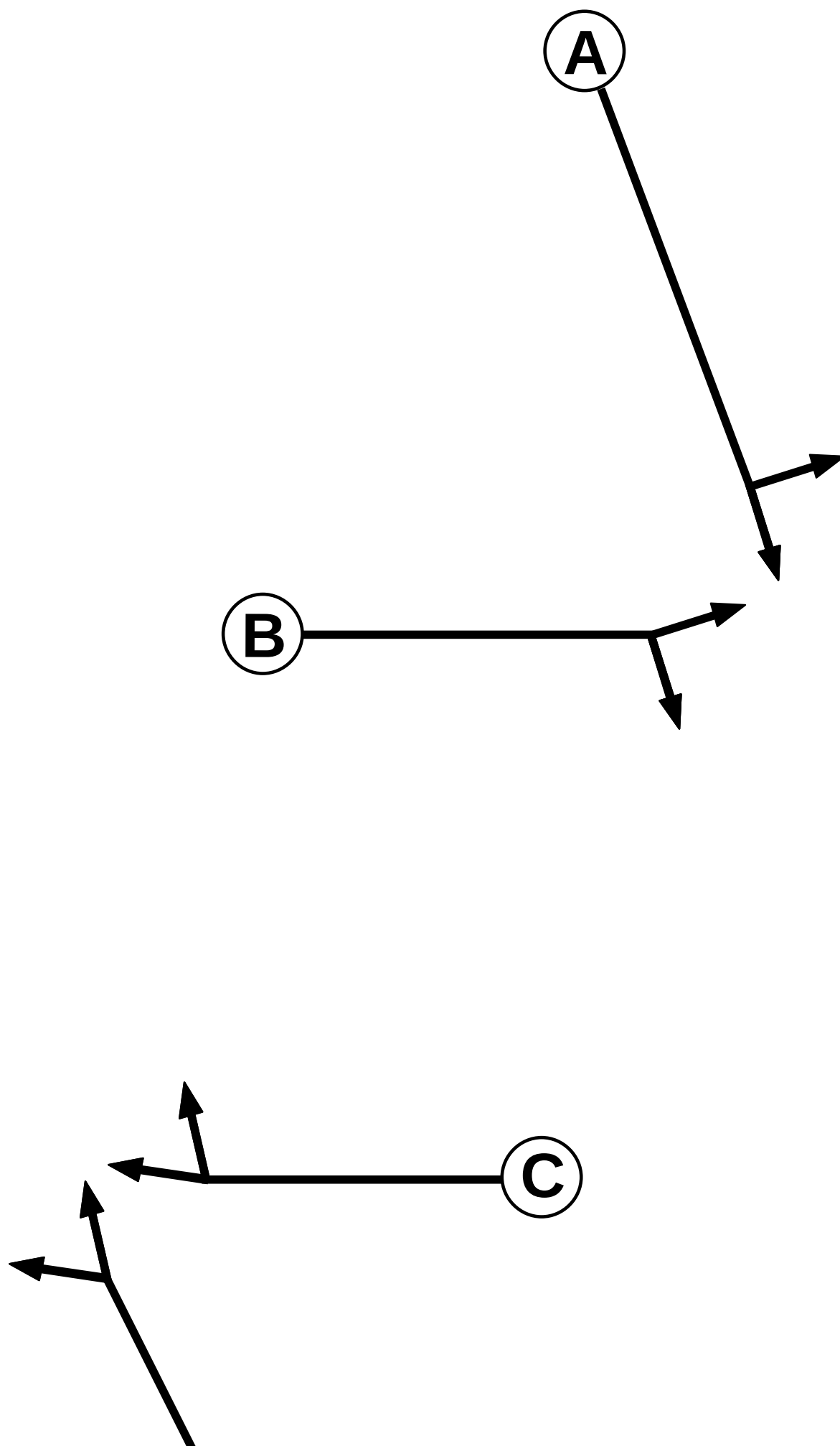
Project:	
Title:	
Location:	
Additional detail:	
File name:	Approved Rusty Cutter Model with Earthwork Traffic.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

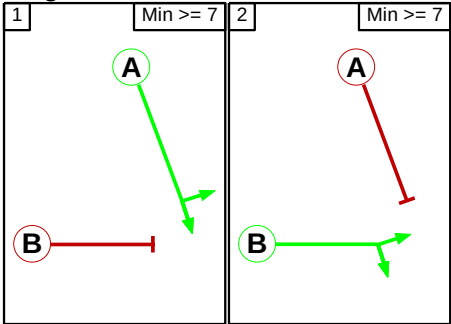
		Starting Phase				
Terminating Phase		A	B	C	D	
	A		7	-	-	
	B	7		-	-	
	C	-	-		7	
	D	-	-	7		

Phases in Stage

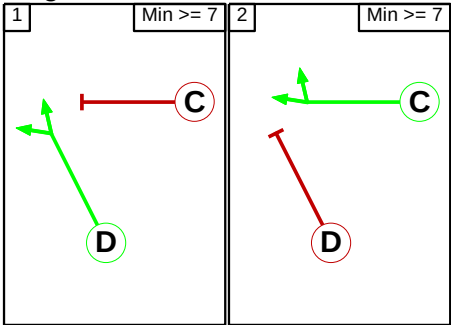
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		7
	2	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		7
	2	7	

Full Input Data And Results

Give-Way Lane Input Data

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

Full Input Data And Results

5/3 (A27)	6/3 (Left)	1185	0	14/1	0.39	All	-	-	-	-	-
				14/2	0.39	All					

Full Input Data And Results

Lane Input Data

Junction: Rusty Cutter												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A3 NB Off-Slip)	U	D	2	3	60.0	User	1950	-	-	-	-	-
1/2 (A3 NB Off-Slip)	U	D	2	3	60.0	User	1950	-	-	-	-	-
2/1 (A2030 Havant Road)	O		2	3	7.0	User	1950	-	-	-	-	-
2/2 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
2/3 (A2030 Havant Road)	O		2	3	60.0	User	1950	-	-	-	-	-
3/1 (A3 SB Off-Slip)	U	A	2	3	9.6	User	1950	-	-	-	-	-
3/2 (A3 SB Off-Slip)	U	A	2	3	76.5	User	1950	-	-	-	-	-
3/3 (A3 SB Off-Slip)	U	A	2	3	76.5	User	1950	-	-	-	-	-
4/1 (Bedhampton Hill)	O		2	3	12.5	User	1950	-	-	-	-	-
4/2 (Bedhampton Hill)	O		2	3	60.0	User	1950	-	-	-	-	-
5/1 (A27)	O		2	3	42.6	User	1950	-	-	-	-	-
5/2 (A27)	O		2	3	7.0	User	1950	-	-	-	-	-
5/3 (A27)	O		2	3	5.2	User	1950	-	-	-	-	-
6/1 (Circulatory South)	U	C	2	3	15.7	User	1950	-	-	-	-	-
6/2 (Circulatory South)	U	C	2	3	15.7	User	1950	-	-	-	-	-
6/3 (Circulatory South)	U	C	2	3	15.7	User	1950	-	-	-	-	-
7/1 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
7/2 (Circulatory West)	U		2	3	17.4	User	1950	-	-	-	-	-
8/1 (Circulatory North)	U	B	2	3	26.1	User	1950	-	-	-	-	-

Full Input Data And Results

8/2 (Circulatory North)	U	B	2	3	26.1	User	1950	-	-	-	-	-
8/3 (Circulatory North)	U	B	2	3	26.1	User	1950	-	-	-	-	-
9/1 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/2 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
9/3 (Circulatory East)	U		2	3	14.8	User	1950	-	-	-	-	-
10/1 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A2030 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (A3 NB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Bedhampton Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A27 Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-
14/2 (Circulatory SE)	U		2	3	19.1	User	1950	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
2: '2023 AM Peak'	07:30	08:30	01:00	

Scenario 2: '2023 AM Peak' (FG2: '2023 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin	A	B	C	D	E	Tot.	
	A	0	374	261	357	0	992
	B	409	0	63	1150	0	1622
	C	241	57	0	395	0	693
	D	269	865	39	0	0	1173
	E	44	2	191	547	0	784
	Tot.	963	1298	554	2449	0	5264

Traffic Lane Flows

Lane	Scenario 2: 2023 AM Peak
Junction: Rusty Cutter	
1/1	44
1/2	740
2/1 (short)	317
2/2 (with short)	635(In) 318(Out)
2/3	357
3/1 (short)	606
3/2 (with short)	1213(In) 607(Out)
3/3	409
4/1 (short)	395
4/2 (with short)	693(In) 298(Out)
5/1	269
5/2 (with short)	904(In) 452(Out)
5/3 (short)	452
6/1	593
6/2	807
6/3	480
7/1	482
7/2	1219
8/1	491
8/2	453
8/3	451
9/1	996
9/2	1058
9/3	409
10/1	615
10/2	348
11/1	799
11/2	499
12/1	554
13/1	1193
13/2	1256
14/1	324
14/2	383

Full Input Data And Results

Lane Saturation Flows

Junction: Rusty Cutter								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A3 NB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
1/2 (A3 NB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (A2030 Havant Road Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
2/2 (A2030 Havant Road Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/3 (A2030 Havant Road Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
3/1 (A3 SB Off-Slip Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
3/2 (A3 SB Off-Slip Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
3/3 (A3 SB Off-Slip Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
4/1 (Bedhampton Hill Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
4/2 (Bedhampton Hill Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/1 (A27 Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
5/2 (A27 Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
5/3 (A27 Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
6/1 (Circulatory South Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
6/2 (Circulatory South Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
6/3 (Circulatory South Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
7/1 (Circulatory West Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
7/2 (Circulatory West Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/1 (Circulatory North Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
8/2 (Circulatory North Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
8/3 (Circulatory North Lane 3)	This lane uses a directly entered Saturation Flow						1950	1950
9/1 (Circulatory East Lane 1)	This lane uses a directly entered Saturation Flow						1950	1950
9/2 (Circulatory East Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950

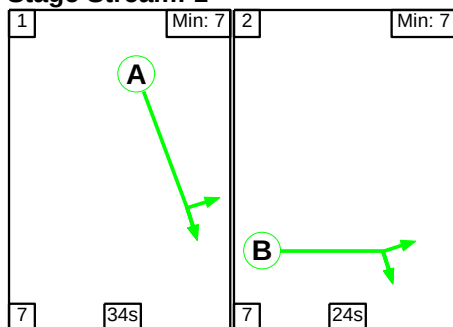
Full Input Data And Results

9/3 (Circulatory East Lane 3)	This lane uses a directly entered Saturation Flow	1950	1950
10/1 (A2030 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (A2030 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (A3 NB On-Slip Lane 1)	Infinite Saturation Flow	Inf	Inf
11/2 (A3 NB On-Slip Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (Bedhampton Hill Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A27 Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A27 Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
14/1 (Circulatory SE Lane 1)	This lane uses a directly entered Saturation Flow	1950	1950
14/2 (Circulatory SE Lane 2)	This lane uses a directly entered Saturation Flow	1950	1950

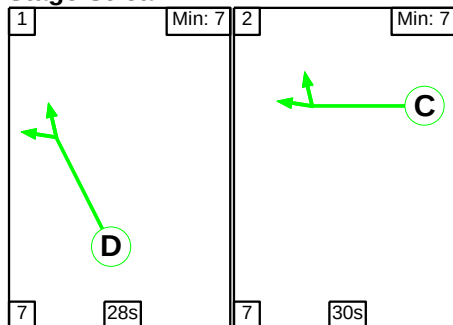
Scenario 2: '2023 AM Peak' (FG2: '2023 AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

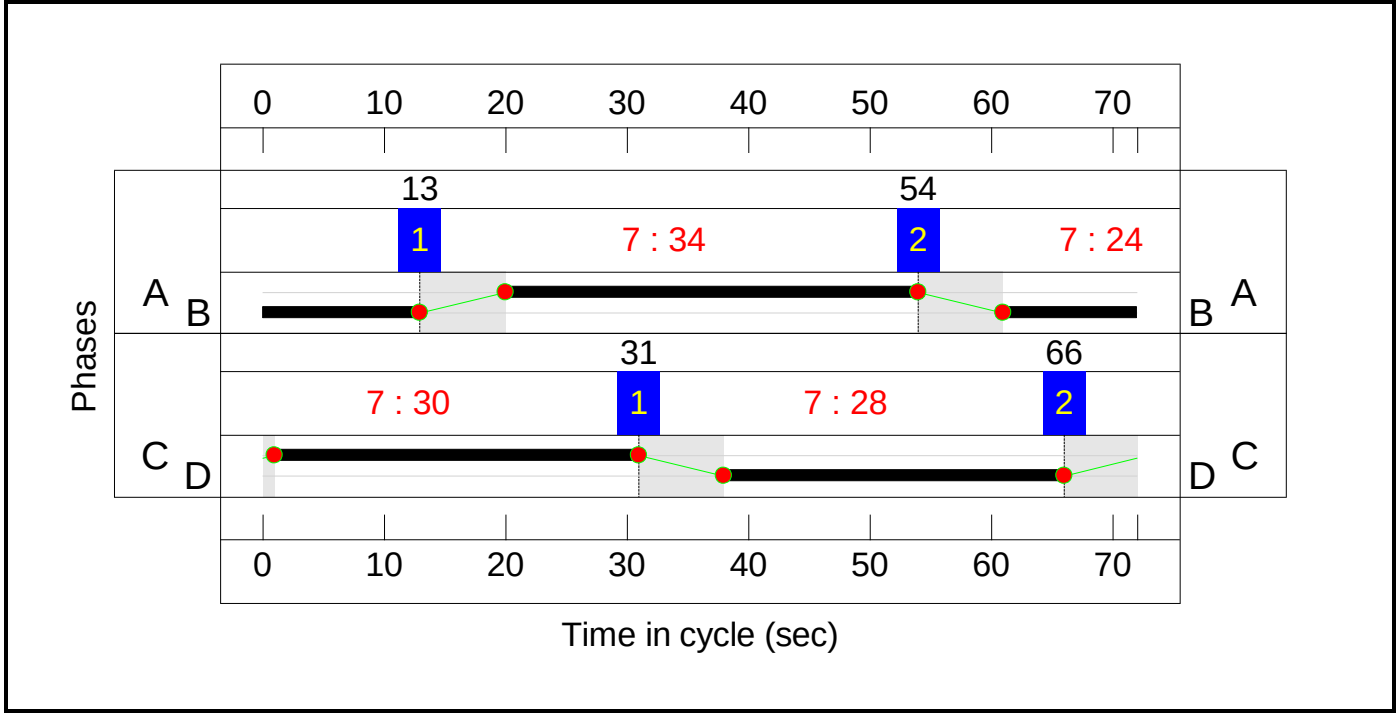
Stage Stream: 1

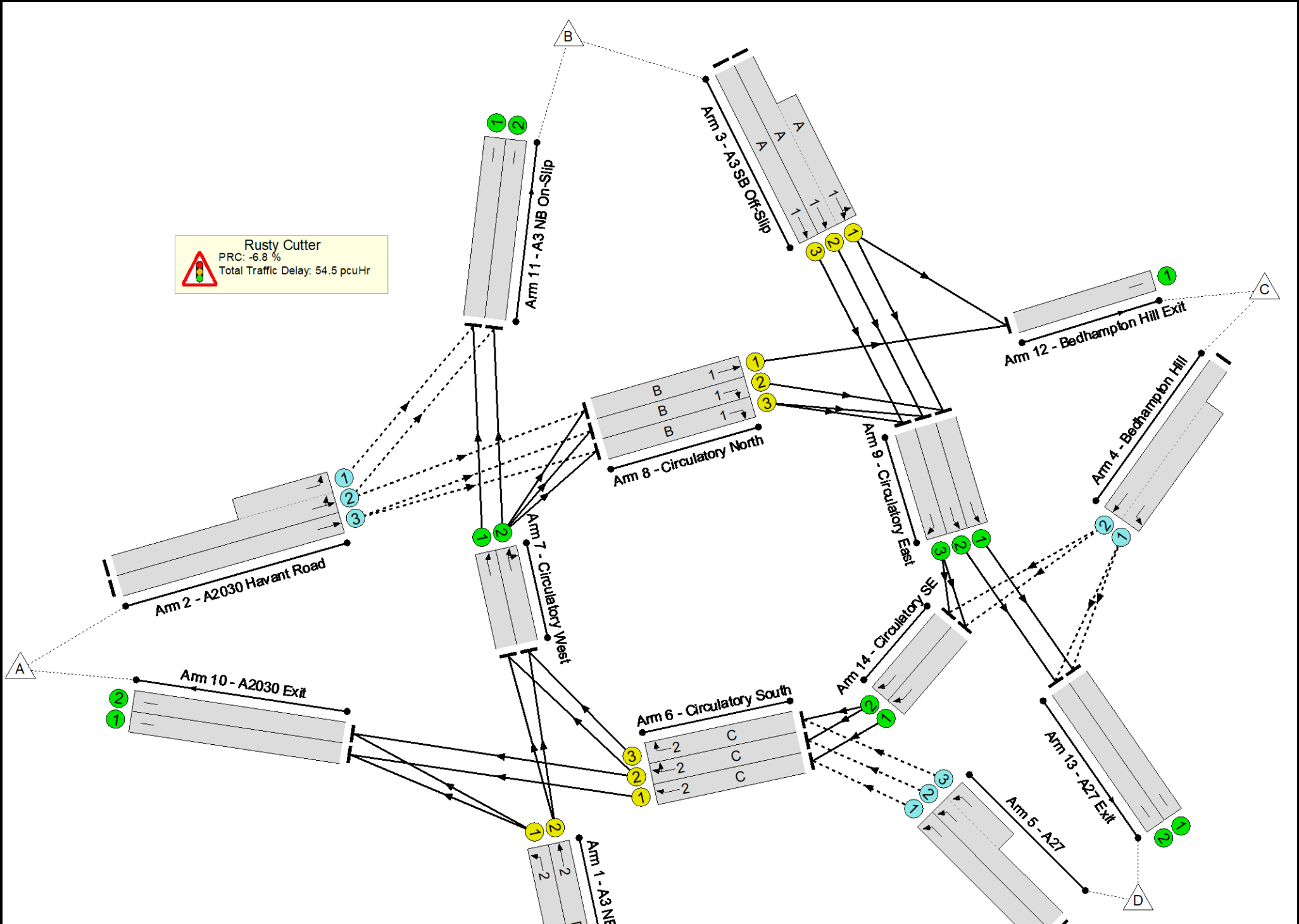
Stage	1	2
Duration	34	24
Change Point	13	54

Full Input Data And Results
Stage Stream: 2

Stage	1	2
Duration	28	30
Change Point	31	66

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
Rusty Cutter	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
1/1	A3 NB Off-Slip Left	U	2	N/A	D		1	28	-	44	1950	785	5.6%
1/2	A3 NB Off-Slip Ahead	U	2	N/A	D		1	28	-	740	1950	785	94.2%
2/2+2/1	A2030 Havant Road Ahead Left	O	N/A	N/A	-		-	-	-	635	1950:1950	629+627	50.6 : 50.6%
2/3	A2030 Havant Road Ahead	O	N/A	N/A	-		-	-	-	357	1950	602	59.3%
3/2+3/1	A3 SB Off-Slip Ahead Left	U	1	N/A	A		1	34	-	1213	1950:1950	716+715	84.8 : 84.8%
3/3	A3 SB Off-Slip Ahead	U	1	N/A	A		1	34	-	409	1950	948	43.1%
4/2+4/1	Bedhampton Hill Left Ahead	O	N/A	N/A	-		-	-	-	693	1950:1950	573+649	52.0 : 60.9%
5/1	A27 Left	O	N/A	N/A	-		-	-	-	269	1950	1058	25.4%
5/2+5/3	A27 Left	O	N/A	N/A	-		-	-	-	904	1950:1950	920+909	49.1 : 49.7%
6/1	Circulatory South Ahead	U	2	N/A	C		1	30	-	593	1950	840	70.6%
6/2	Circulatory South Right Ahead	U	2	N/A	C		1	30	-	807	1950	840	96.1%
6/3	Circulatory South Right	U	2	N/A	C		1	30	-	480	1950	840	57.2%
7/1	Circulatory West Ahead	U	N/A	N/A	-		-	-	-	482	1950	1950	24.7%
7/2	Circulatory West Right Ahead	U	N/A	N/A	-		-	-	-	1219	1950	1950	62.5%
8/1	Circulatory North Ahead	U	1	N/A	B		1	24	-	491	1950	677	72.5%

Full Input Data And Results

8/2	Circulatory North Right	U	1	N/A	B		1	24	-	453	1950	677	66.9%
8/3	Circulatory North Right	U	1	N/A	B		1	24	-	451	1950	677	66.6%
9/1	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	996	1950	1950	51.1%
9/2	Circulatory East Ahead	U	N/A	N/A	-		-	-	-	1058	1950	1950	54.3%
9/3	Circulatory East Right	U	N/A	N/A	-		-	-	-	409	1950	1950	21.0%
10/1	A2030 Exit	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
10/2	A2030 Exit	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
11/1	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
11/2	A3 NB On-Slip	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
12/1	Bedhampton Hill Exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
13/1	A27 Exit	U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
13/2	A27 Exit	U	N/A	N/A	-		-	-	-	1256	Inf	Inf	0.0%
14/1	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	324	1950	1950	16.6%
14/2	Circulatory SE Ahead	U	N/A	N/A	-		-	-	-	383	1950	1950	19.6%

Full Input Data And Results

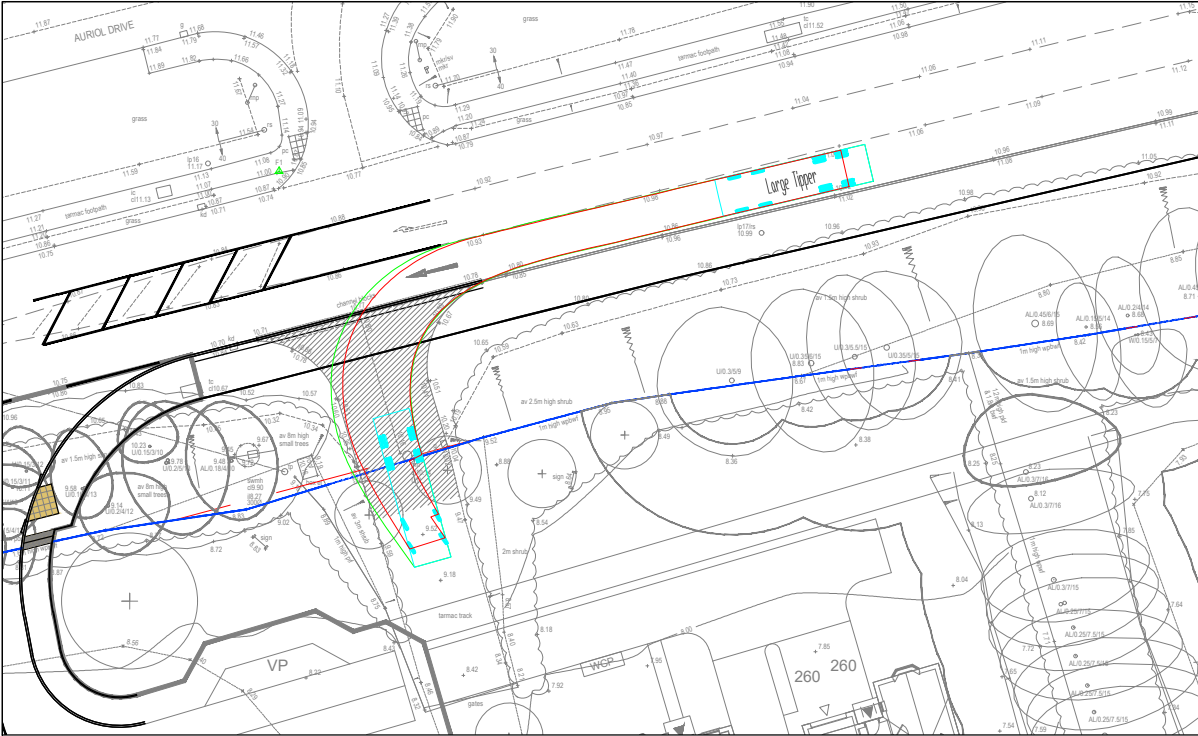
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	5090	0	0	26.6	27.9	0.0	54.5	-	-	-	-
Rusty Cutter	-	-	5090	0	0	26.6	27.9	0.0	54.5	-	-	-	-
1/1	44	44	-	-	-	0.2	0.0	-	0.2	15.6	0.5	0.0	0.6
1/2	740	740	-	-	-	4.3	6.4	-	10.6	51.7	14.2	6.4	20.5
2/2+2/1	635	635	1270	0	0	0.0	0.5	-	0.5	3.0	0.8	0.5	1.3
2/3	357	357	357	0	0	0.0	0.7	-	0.7	7.5	1.4	0.7	2.1
3/2+3/1	1213	1213	-	-	-	4.7	2.7	-	7.4	21.9	8.9	2.7	11.7
3/3	409	409	-	-	-	1.4	0.4	-	1.7	15.4	5.2	0.4	5.6
4/2+4/1	693	693	1386	0	0	0.7	0.7	-	1.3	7.0	2.6	0.7	3.3
5/1	269	269	269	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
5/2+5/3	904	904	1808	0	0	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
6/1	593	593	-	-	-	3.6	1.2	-	4.8	29.2	10.4	1.2	11.6
6/2	807	807	-	-	-	5.3	8.2	-	13.6	60.5	15.8	8.2	24.0
6/3	480	480	-	-	-	2.0	0.7	-	2.7	20.3	7.2	0.7	7.8
7/1	482	482	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
7/2	1219	1219	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
8/1	491	491	-	-	-	2.1	1.3	-	3.4	24.7	7.9	1.3	9.2
8/2	453	453	-	-	-	1.2	1.0	-	2.2	17.5	6.1	1.0	7.1
8/3	451	451	-	-	-	1.2	1.0	-	2.2	17.4	6.1	1.0	7.1
9/1	996	996	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
9/2	1058	1058	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
9/3	409	409	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
10/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

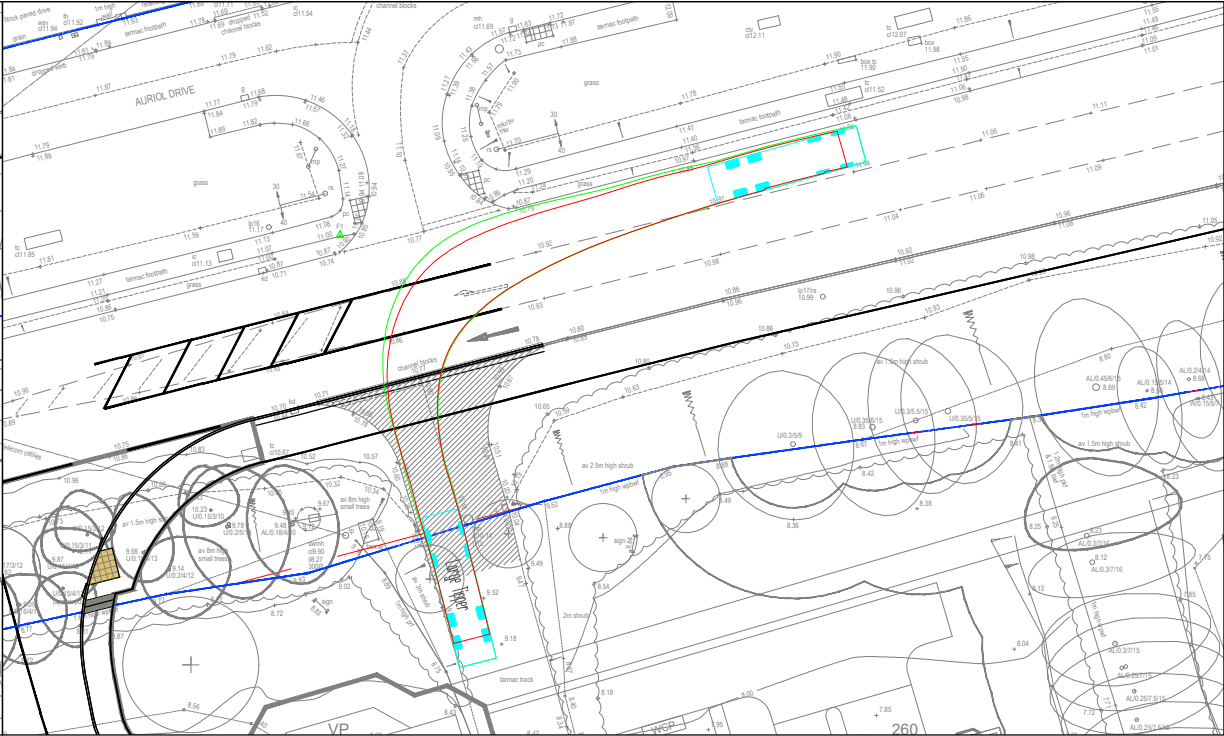
12/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1256	1256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	324	324	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/2	383	383	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1	Stream: 1	PRC for Signalled Lanes (%)	6.2	Total Delay for Signalled Lanes (pcuHr)	16.85	Cycle Time (s)	72
C1	Stream: 2	PRC for Signalled Lanes (%)	-6.8	Total Delay for Signalled Lanes (pcuHr)	31.87	Cycle Time (s)	72
		PRC Over All Lanes (%)	-6.8	Total Delay Over All Lanes (pcuHr)	54.46		

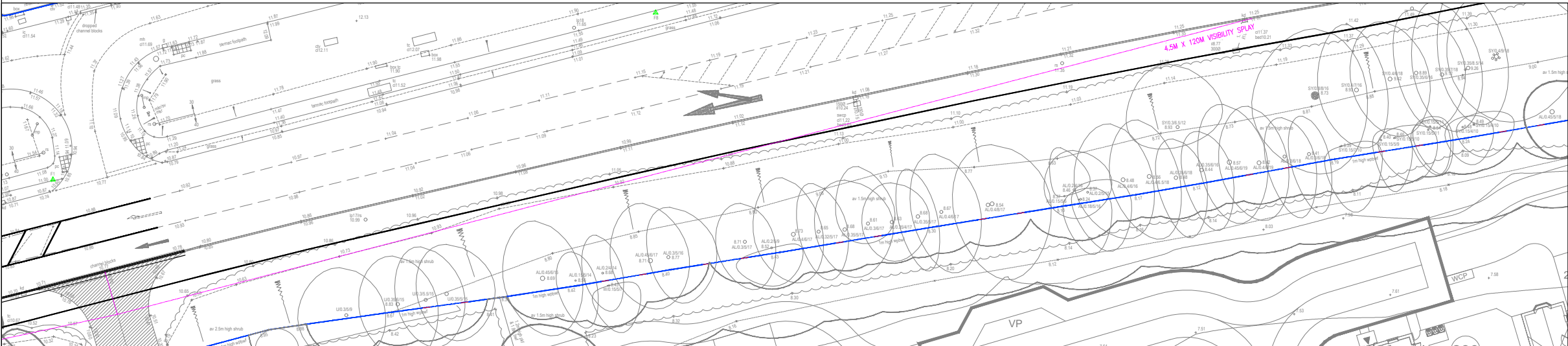
Appendix B



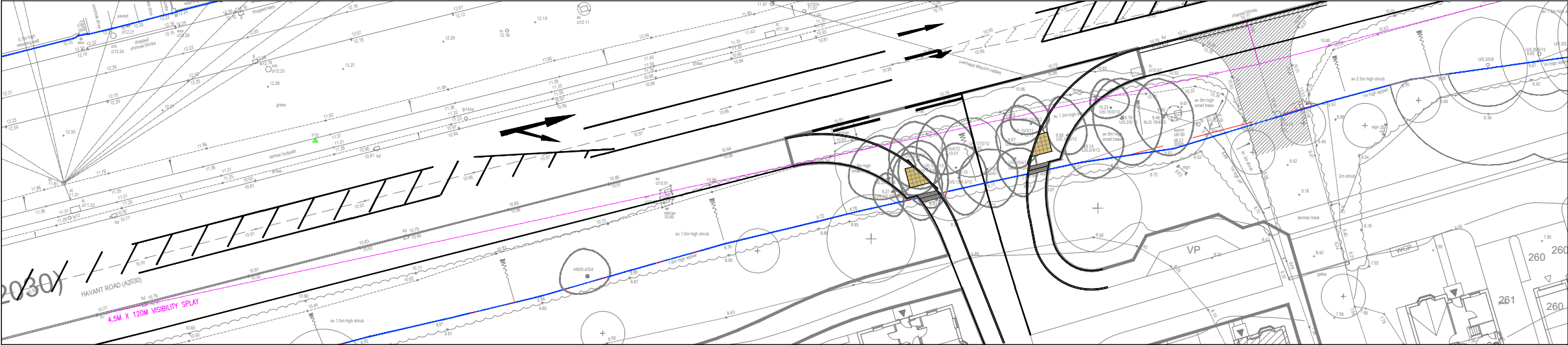
LARGE TIPPER TRUCK ENTERING SITE



LARGE TIPPER TRUCK EXITING SITE



PRIMARY DIRECTION VISIBILITY SPY FROM EXISTING ACCESS



SECONDARY DIRECTION VISIBILITY SPY FROM EXISTING ACCESS

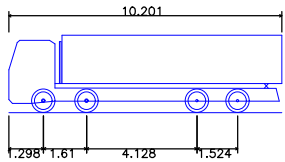
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KEY:

INDICATIVE HAMPSHIRE COUNTY COUNCIL
HIGHWAY BOUNDARY

VEHICLE PROFILE



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m



Project Name	Title	Client	Checked By	Checked Date	Scale	(AT A3 SIZE)		
FORTY ACRE FARM BEDHAMPTON	CONSTRUCTION HIGHWAY REVIEW AT EXISTING ACCESS	BARRATT HOMES	MS	28.03.19	1:500			
Project Phase			Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision	
PRELIMINARY			JL	28.03.19	-	041.0023.021	-	