Consulting Engineers Ltd

'optimising development potential'

# LAND WEST OF THE HAVANT CREMATORIUM
# BARTONS ROAD, HAVANT

## Transport Assessment

**Project No. 17-055**

**December 2018**

Consulting Engineers Ltd

'optimising development potential'

# LAND WEST OF THE HAVANT CREMATORIUM
# BARTONS ROAD, HAVANT

## Transport Assessment

**C&A Consulting Engineers**
**Landmark House**
**Station Road**
**Hook**
**Hampshire**
**RG27 9HA**
**Tel: 01256 630420**
**enquiries@c-a.uk.com**

**Project No. 17-055**

**December 2018**

# DOCUMENT CONTROL SHEET

| REV | ISSUE PURPOSE | AUTHOR | CHECKED | REVIEWED | APPROVED | DATE |
|---|---|---|---|---|---|---|
| - | For Submission | PL/TMS | TMS | GAC | GAC | 14/11/18 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

# CONTENT

1.0 Introduction ..... 1
2.0 Policy Context ..... 4
3.0 Existing Conditions ..... 13
4.0 The Proposed Development and Access Strategy ..... 29
5.0 Trip Generation and Distribution ..... 34
6.0 Junction Assessments ..... 39
7.0 Sensitivity Test ..... 52
8.0 Proposed Off-Site Mitigation Works ..... 59
9.0 Summary and Conclusions ..... 60

## FIGURES

Figure 1.1 – Site Location Plan
Figure 3.1 – Accessibility Plan
Figure 3.2 – Public Right of Ways Plan

## TRAFFIC FIGURES

Traffic Figure 01 – 2018 Flows AM Peak
Traffic Figure 02 – 2023 Flows AM Peak
Traffic Figure 03 – Committed Linden Homes Flows AM Peak
Traffic Figure 04 – Committed Linden Homes Flows (10%) AM Peak
Traffic Figure 05 – Committed Land South of Bartons Road Flows AM Peak
Traffic Figure 06 – Total Committed Development Flows AM Peak
Traffic Figure 07 – Proposed Development Distribution AM Peak
Traffic Figure 08 – Proposed Development Flows AM Peak
Traffic Figure 09 – 2023 + Committed Flows AM Peak
Traffic Figure 10 – 2023 + Committed + Development Flows AM Peak
Traffic Figure 11 – 2018 Flows PM Peak
Traffic Figure 12 – 2023 Flows PM Peak
Traffic Figure 13 – Committed Linden Homes Flows PM Peak
Traffic Figure 14 – Committed Linden Homes Flows (10%) PM Peak
Traffic Figure 15 – Committed Land South of Bartons Road Flows PM Peak
Traffic Figure 16 – Total Committed Development Flows PM Peak
Traffic Figure 17 – Proposed Development Distribution PM Peak

Traffic Figure 18 – Proposed Development Flows PM Peak

Traffic Figure 19 – 2023 + Committed Flows PM Peak

Traffic Figure 20 – 2023 + Committed + Development Flows PM Peak

**DRAWING**

17-055-011 – Proposed Site Access and Emergency Access

**APPENDICES**

Appendix A – Transport Scoping Note and HCC's Response

Appendix B – Traffic Survey Results

Appendix C – Linden Homes Proposed Footway

Appendix D – Land South of Bartons Road Approved Access Arrangements

Appendix E – Havant Cycle Network 2017

Appendix F – Bus Timetables and Route Maps

Appendix G – Train Timetables

Appendix H – Personal Injury Accidents Data

Appendix I – Masterplan

Appendix J – Swept Path Analysis

Appendix K – Abstract from A Guide to Controlling Access on Paths

Appendix L – Highway Boundary

Appendix M – Parking Standards

Appendix N – TRICS

Appendix O – TEMPro Derivation

Appendix P – PICADY/LinSig Output Reports

Appendix Q – Sensitivity Test 150 Dwellings

Appendix R – Road Safety Audit

## 1.0 INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Charles & Associates Consulting Engineers Ltd (C&A), on behalf of White Farming Limited, to support an outline planning application for a proposed residential development of up to 72 dwellings on a site known as Land West of the Havant Crematorium, Bartons Road, Havant. The location of the site is illustrated in **Figure 1.1**.

1.2 The site is bordered to the west by the Bartons Rise residential development, to the north west by mature woodland and to the north east and east by Havant Crematorium and its access road.

1.3 This report has been prepared in accordance with National Planning Practice Guidance (NPPG) for Travel Plans, Transport Assessments and Statements, March 2014 and in accordance with the Revised National Planning Policy Framework (RNPPF), July 2018.

1.4 Hampshire County Council (HCC) is the local highway authority for the area, having responsibility for the roads under consideration in this TA. Therefore, at regional level, the report also references and accounts for HCC's Local Transport Plan.

1.5 Considering the site's geographical and political context, this report will give due consideration to the policies relevant to the current development plan for Havant Borough Council (HBC). At the time of writing, the adopted Local Plan comprises of:

- Havant Borough Local Plan (Core Strategy) (March 2011)
- Havant Borough Local Plan (Allocations) (July 2014)

1.6 Havant are in the process of updating the local Plan with public consultation on the Draft Havant Local Plan 2036, which took place during 8 January and 16 February 2018. The next stage being the pre-submission plan expected in 2019. This TA has been prepared in order to consider the travel implications of the proposed development and

the impact this will have on the existing highway network. The analysis has been undertaken with respect to the following committed developments. These include land south of Bartons Road, which already has permission and the Linden Homes development to the west which was substantially occupied at the time traffic surveys were undertaken. C&A are aware of a current application at Southleigh Park House, Havant. The Transport Statement (TS), dated July 2017, for which, proposed no net increase in traffic levels above those for the existing use. Subsequently, HCC have not proposed any further committed development for inclusion in this TA.

1.7 In addition to this application further land immediately adjoining the application site to the north which is under the clients control also has the potential for development of approximately 78 dwellings. This land falls with in the planning authority of East Hampshire District Council (EHDC). However, it does fall within the same highway authority as that of the application namely Hampshire County Council.

1.8 Although not part of this or any current application, a sensitivity test has been undertaken which incorporates this potential development to provide confidence that the proposed access and local highway network and proposed travel plan can accommodate this should it come forward in the future.

1.9 A comprehensive transport scoping report was submitted to the HCC highway authority and agreed in principle with the highways officer. For reference, the scoping report and the highways authority's response are provided at **Appendix A**. These documents form the basis for the preparation of this TA.

1.10 A Residential Travel Plan (TP) has also been prepared for the proposed development to be submitted with this TA as part of the outline planning application. The TP presents measures that would be implemented in order to encourage future residents to adopt non-car modes of transport.

1.11 This report contains:

- **Section 1** provides a brief review of the pre-application consultation with the relevant highway authorities;
- **Section 2** sets out the policy and guidance context against which the proposal will be judged;
- **Section 3** provides description of the site location and the local highway network and an appraisal of existing traffic flows and accident data in respect to the evolving highway network;
- **Section 4** details of the proposed development and access strategy for all modes;
- **Section 5** sets out the forecast trip generation and assignment;
- **Section 6** details assessment of the impact of the proposed development upon the highway network;
- **Section 7** provides a sensitivity test for an additional 78 dwellings within east Hampshire;
- **Section 8** provides details of the proposed off-site mitigation works subject to S106 funding;
- **Section 9** summarises this report and sets out the conclusions;

## 2.0 POLICY CONTEXT

### National Policy

*Revised National Planning Policy Framework July 2018*

2.1 The Revised National Planning Policy Framework (RNPPF), published in July 2018, recognises the need to pursue sustainable development in a positive way, summarised in RNPPF paragraph 9 which states *"Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area."*

2.2 The RNPPF indicates in paragraph 102 that *"Transport issues should be considered from the earliest stages of plan-making and development proposals".* In RNPPF paragraph 103 the active management of patterns of growth is advocated as it can *"help reduce congestion and emissions and improve air quality and public health"* whilst recognising that *"opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

2.3 In the promotion of sustainable transport RNPPF paragraph 104a states that planning policies should *"support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities."*

2.4 In considering development proposals, RNPPF recommends in paragraph 110 that applications for development should *"give priority first to pedestrian and cycle movements"* and *"create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles".*

*2.5* This document addresses the requirement in Paragraph 111 of the RNPPF that *"All developments that will generate significant amounts of movement should be required to provide a travel plan and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

*2.6* The RNPPF paragraph 112 highlights that *"Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being."* Providing this within the development proposals will potentially encourage home working for new residents.

2.7 The RNPPF is supported by Planning Practice Guidance, including one on the topic of Travel Plans and Transport Assessments, released in March 2014. The following TA has been written in accordance with that guidance.

**Regional Policy**

*Hampshire Local Transport Plan 2011-2031*

2.1 HCC is the highway authority for the roads in Havant. Therefore, the policies provided by HCC are applicable to the site. This includes the Hampshire Local Transport Plan 2011-2031 (LTP).

2.2 The LTP part A provides the long-term strategy from 2011 to 2031 and Part B provides the short-term implementation plan 2014-2017. Taken together these documents form the transport policy context for the Core Strategy. The strategy sets out the priorities and policy objectives for transport in Hampshire as a whole to 2031. These include:

*'Policy Objective 9: Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas;*

*Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.'*

2.3 The LTP splits into three main strategies covering geographical areas of the region. Chapter 7 of the LTP sets out the South Hampshire Joint Strategy. This chapter forms a freestanding document to cover the South Hampshire area including Havant. It has been developed jointly by the three local transport authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council, working together as Transport for South Hampshire (TfSH).

2.4 This chapter considers the strategy for this part of the region and sets out the aim to have a:
*"Reduced dependence on the private car through an increased number of people choosing public transport and the 'active travel' modes of walking and cycling' and 'improved awareness of the different travel options available to people for their journeys, enabling informed choices about whether people travel, and how."*

**Local Policy**

*Havant Borough Core Strategy 2011*

2.5 The Core Strategy was adopted by HBC in March 2011. It is one of the documents within the Havant Borough Local Development Framework and is the principal document setting out the broad detail and direction of development in the borough. The Core Strategy describes the council's long-term vision and objectives for what the borough will be like as a place in 2026.

2.6 Policy CS20 sets out the borough's policy on Transport and Access stating:

*'Development will be permitted that:*

1. *Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.*
2. *Does not increase congestion and promotes better use of existing transport networks.*
3. *Improves accessibility to goods, services and employment and promotes equality in the transport system.*
4. *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.*
5. *Ensures that highway design responds positively to the characteristics of the area and delivers a high-quality public realm for all users.*
6. *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.'*

2.7 With regard to transport infrastructure the Core Strategy sets out the following Development Management Policies:

***DM11 Planning for More Sustainable Travel***

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

1. *Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.*
2. *Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.*
3. *Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.*
4. *Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.*

5. *Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.*

***DM12 Mitigating the Impacts of Travel***

*New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:*

1. *Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.*
2. *The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.*
3. *The submission of a transport statement must accompany planning applications to explain changes to travel demand.*
4. *A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.*
5. *In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.*

***DM13 Car and Cycle Parking on Residential Development***

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

2.8 The Havant Borough Local Plan (Allocations) document was adopted in July 2014. The Havant Borough Local Plan (Allocations) follows on

from the adopted Havant Borough Local Plan (Core Strategy). The Allocations Plan replaces the remaining saved policies for the Havant Borough District-Wide Local Plan and plans for the delivery of the Borough's vision for growth and prosperity up to 2026, which is set out in the Havant Borough Local Plan (Core Strategy).

2.9 Policy AL1 sets out the Borough's policy on Sustainable Development, and presumption in favour of that which is sustainable, stating:

*When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*

*Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:*

1. *Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or*
2. *Specific policies in the NPPF indicate that development should be restricted.*

2.10 This document sets out the housing allocations for the Borough and Policy HB1 sets out the allocations for Havant and Bedhampton. The proposed site is not identified in this document; it is however located east of UE3a and north of UE3b and west of the crematorium access road. The site as proposed is located within the Havant borough Boundary which forms the northern site boundary.

**Local Plan Housing Statement adopted December 2016**

*2.11* The Local Plan Housing Statement is the first step in addressing the rising housing need through a review of the Local Plan. Though the Housing Statement does not have the same status as a Local Plan in decision-making, it was subject to public consultation between 25th July and 9th September 2016, has been subject to Sustainability Appraisal, Habitats Regulations Assessment and an Integrated Impact Assessment. Importantly, it provides the foundation for the new Local Plan as Regulation 18 work; and creates a positive framework for decision makers until the new Local Plan 2026 is adopted. This statement's main focus is outlined in 6 Guiding Principles which are to align with NPPF policy. Briefly these relate to: High Level of Housing Demand, Sustainability of sites, Brown field sites, identified favourable sites, Coordinated Development of land between Denvilles & Emsworth and the councils Duty to cooperate.

*Draft Havant Borough Local Plan 2036*

2.12 Draft Havant Borough Local Plan 2036 was made available for public consultation from 8th January to 16th February 2018. It is understood, that once this document has been finalised that it will replace the current Core Strategy and Allocations Plans.

2.13 The policies set out above will be taken into consideration within this transport assessment to ensure the development proposals meet with national, regional and local policy.

**Design Guidance**

*Manual for Streets*

2.8 Manual for Streets (MfS) produced by the Department for Transport sets out the principles to be used for the design, construction adoption and maintenance of new residential streets.

2.9 Of particular relevance to this assessment is Chapter 7 which details the visibility requirements for junctions. Paragraph 7.5.1 states that, *"This section provides guidance on stopping site distances (SSDs) for streets where 85$^{th}$ percentile speeds are up to 60km/h. At speeds above this, the recommended SSDs in the Design Manual for roads and Bridges may be more appropriate"*

*2.10* Paragraph 7.5.2 states "T*he stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed. It is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception–reaction time), and the vehicle's rate of deceleration. For new streets, the design speed is set by the designer.* ***For existing streets, the 85th percentile wet-weather speed is used****".*

2.11 In addition to this, MfS section 6.6 discusses how highway design should cater for emergency and service vehicles.

2.12 MfS also covers the adoption of highways and it states that *"Section 38 of the Highways Act 1980 gives highway authorities the power to adopt new highways by agreement and this is the usual way of creating new highways that are maintainable at the public expense. The Act places a duty on highway authorities to maintain adopted highways at public expense under section 41."*

*Companion Guide for Manual for Streets*

2.13 HCC published the Companion Guide for MfS in 2010. The document sets out responses to specific parts of the manual and is a technical publication meant for developers, designers and planners.

2.14 MfS forms the basis of the County Council's approach to street design and is therefore not repeated in the companion document. MfS does not cover the detailed technical standards for materials and construction that are needed for highways to be adopted. The Companion Guide provides a series of technical papers aimed at

ensuring that, by applying the principals of the MfS, new streets meet the adoption standards HCC require without compromising quality of design.

# 3.0 EXISTING CONDITIONS

## Site Location and Access

3.1 The proposed site is located on land west of the Havant crematorium, Bartons Road as illustrated in **Figure 1.1**. The site is bordered to the west by the recent Bartons Rise residential development (housing allocation site UE3a), to the north and west by existing woodland and to the north east and east by Havant Crematorium and its access road. At the time of writing, the developable area of the site is located between Bartons Road and the borough boundary which crosses the site east to west.

3.2 The site is currently in agricultural use and it is proposed to redevelop the site for residential use. Currently, the site is accessible directly from Bartons Road and also via the Havant Crematorium access. Both of these are provided as simple crossovers with gated field access.

3.3 The site benefits from a frontage of about 300m along Bartons Road. This provides a range of possible locations which have the potential to provide suitable access locations. The frontage is coincident with the highway boundary with the benefit of a wide verge which is highway maintainable at the public expense.

## Local Highway Network

3.4 The local highway network is shown in **Figure 1.1**. Bartons Road is approximately a 7.5-8m wide distributor road that runs west to east connecting to Petersfield Road to the west, in the form of a signalised junction and Comely Hill / Emsworth Road to the east leading to the centre of Emsworth.

3.5 To the west, Bartons Road is subject to 30mph speed limit as indicated by the signposts. Half way through Bartons Road, just before the rail line, the speed limit of the road changes to 40mph.

3.6 Bartons Road forms a signalised junction with Petersfield Road to the west, which is a link road running from the north into the centre of Havant and linking to the A27 further south. The A27 runs parallel, south of Bartons Road and is a major strategic route along the south coast linking the site to Portsmouth and the M27 leading to Southampton to the west, with Chichester and Brighton to the south.

3.7 From Petersfield Road, drivers can gain access to the A3 heading north towards Petersfield, Guildford and London via Stockheath Road and Purbrook Way.

3.8 To the east Bartons Road forms a ghost island priority junction with Eastleigh Road, which runs south connecting to Southleigh Road providing access to Warblington Railway station south of the site.

3.9 Further east of the junction with Eastleigh Road, Bartons Road forms a staggered priority crossroads with Comely Hill (B2148) running north, Emsworth Common Road to the east and Horndean Road (B2148) heading south.

3.10 B2148 provides access to A3(M) to the north passing Rowlands Castle as well as Westbourne and Emsworth to the south east. Emsworth Common Road leads east towards Chichester via the rural settlements of Aldsworth, Funtington and East Ashling.

**Existing Traffic Flows**

3.11 Automatic traffic count (ATC) survey for traffic speeds and volumes were undertaken in Bartons Road between Eastleigh Road and crematorium access over a week period from the 15th to 21th March 2018. Full ATC results are included within **Appendix B** of this report.

3.12 The ATC recorded the following information:

- 85th percentile dry weather speeds of 39.0 mph eastbound and 39.8mph westbound

- These are equivalent to the 85th percentile wet weather speeds of **36.5mph** eastbound and **37.3mph** westbound to be used to determine visibility requirements (*see para 2.10*)
- Maximum traffic flows of **532** vehicles eastbound and **627** vehicles westbound in the AM Peak hour and **545** vehicles eastbound and **692** vehicles westbound in the PM Peak hour

3.13 Fully classified turning count and queue surveys were also undertaken at key junctions in the area for the junctions agreed with HCC. Results of these surveys are provided within **Appendix B**. These took place on the 15th March 2018 for the following junctions:

- Comley Hill (N) / Emsworth Common Road (E) / Horndean Road (S) / Bartons Road (W)
- Bartons Road (E) / Eastleigh Road (S)/ Bartons Road (W)
- Eastleigh Road (NE) / Southleigh Road (E) / Southleigh Road (SW)
- Petersfield Road (N) / Bartons Road (E) / Petersfield (S)

3.14 The observed flows in the AM and PM peak hours are illustrated in **Traffic Figures 01 and 11** respectively.

**Walking and Cycling**

3.15 Walking and cycling both have the potential to substitute short car trips, particularly those less than 2km for journeys on foot and 5km for journeys by bicycle. Both modes often form part of a longer journey by public transport particularly for ongoing journeys by rail. Considering this, walking and cycling provisions available in the area are discussed below.

3.16 Bartons Road runs east west and is provided with verge to the north along the site frontage and an approximately 2m footway to the south opposite the site.

3.17 Bartons Road also benefits from the recent footway improvement implemented in May 2017. These being implemented as part of the land north of Bartons road development built by Linden Homes. These works included the provision of a 2.5m wide footway just west of the site, connecting back in to the existing provision as well as the provision of dropped kerbs and tactile paving. Details of these are provided at **Appendix C** for information.

3.18 The development known as land south of Bartons Road (APP/15/01435) has achieved planning consent. This development incorporates substantial improvements along the southern side of Bartons road with widening of the existing footway, to provide a shared footway cycle route between the western pedestrian / cycle access and New Lane to the west. These improvements are detailed at **Appendix D**.

3.19 The existing footways including recent and pending improvements to those on Bartons Road, provide the opportunity for connections to be made to the proposed site from the wider pedestrian and cycle network. These provide safe pedestrian and cycle access to the nearby bus stops and local facilities (discussed further below) and ultimately Havant town centre illustrated at **Figure 3.1**.

3.20 Local residential roads in the area, which are although not specifically designated as cycle routes, are considered to be safe routes for on road cycling.

3.21 The existing cycle network is illustrated at **Appendix E**. This provides useful routes via New Lane, Southlea Road, Wakeford Way along with further routes beyond these. There are currently a number of routes which do not provide contiguous routes between the site and these cycle routes. These connections have been improved or are to be improved by other local development as set out above.

3.22 National Cycle Network Route 22 can be accessed from Petersfield Road to the west and Route 2 from Southleigh Road to the south.

These provide good quality cycling routes through to Havant town centre as well as Emsworth.

3.23 There are also a number of public rights of ways available close to the site as illustrated in **Figure 3.2**. This shows footpaths 26 and 63 linking Wakefords Way and Comley Hill to the north west of the site. Similarly, footpath 62 links Southleigh Road through to Stanbridge Road and New Lane to the south west of the site.

**Public Transport – Bus**

3.24 Bus routes 20 and 21 run at a frequency of two services per hour during daytimes Monday to Saturday from bus stops located on Wakefords Way, 500m from the combined pedestrian cycle and emergency access. These services give access to Leigh Park, Portsea and Farlington.

3.25 Bus routes 27 and 28A serve bus stops on Southleigh Road approximately 1.1km from the site. These are accessible via Land to the south of Bartons road and Japonica Way to the south of the site. Route 27 runs every two hours, between Rowlands Castle, Havant and Emsworth Hospital, Monday to Saturday. Route 28A is a school service and runs once per day in each direction on school days.

3.26 Full timetables and route maps for the above buses are provided within **Appendix F**.

**Public Transport – Rail**

3.27 Warblington railway station is within 2km of the site with Havant railway station 2.5km away. As shown on **Figure 3.1**, walking and cycling provide viable modes of travel to these stations.

3.28 Trains from Warblington run to Chichester and Littlehampton to the east and to Havant and onto Portsmouth & Southsea in the west. Services run in both directions at a frequency of two services per hour

at peak times and at a frequency of one service per hour during off peak periods.

3.29 Services from Havant include those stopping at Warblington described above with additional services to Southampton London Waterloo, Portsmouth and also direct trains to Brighton. The journey by rail between the two stations is approximately 2 to 3 minutes.

3.30 Services to London Waterloo run at a frequency of four per hour during peak periods and at two per hour during off peak periods.

3.31 Pocket timetables for the AM and PM peak hours for the main services for both stations are provided at **Appendix G**.

**Local Facilities**

3.32 Planning guidance emphasises the integration of land use, transport and planning decisions. To ensure developments are sustainable, they should be accessible to local facilities, employment opportunities and public transport services.

3.33 Section 4.4 of Manual for Streets (MfS) describes “The walkable neighbourhood” as typically characterised by having a range of facilities within 10 minutes (about 800m). Furthermore, MfS also states that this is not an upper limit and also refers to the potential for walk trips up to 2km. (1.24Miles)

3.34 DfT Local Transport Note 1/04 – Policy, Planning and Design for walking and Cycling *para* 3.10.3 states “*the average length for walking journeys is approximately 1km (0.6 miles) and for cycling, it is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters*”.

3.35 As such, there are a number of facilities and amenities within reasonable walking and cycling distances as described above or within

reach by public transport. The location of these relative to the site are illustrated on **Figure 3.2**, along with 800m and 2000m isochrones.

3.36 The following sections provide tables of various amenities which are categorised into retail, education, healthcare, business park and recreation, giving approximate distances to these measured from the proposed site access on Bartons Road.

*Retail*

3.37 **Table 3.1** below lists local convenience stores and retails in the area, approximate distance and walking/cycling times relative to the site.

**Table 3.1: List of Retail Establishments**

| Facility | Approx. dist(km) | Meet 2km target walk? | Approx. walk time (mins) | Meet 5km target cycle? | Approx. cycle time (mins) |
|---|---|---|---|---|---|
| Havant Garden Centre | 0.5 | ✓ | 6 | ✓ | 2 |
| The Co-Operative Food | 1.4 | ✓ | 17 | ✓ | 5 |
| Welcome Denvilles | 1.4 | ✓ | 17 | ✓ | 5 |
| Londis | 1.5 | ✓ | 19 | ✓ | 6 |
| Leigh Park Shopping Centre | 2.0 | ✓ | 24 | ✓ | 7 |
| The Meridian Centre | 2.9 | | 35 | ✓ | 9 |
| Wickes & ALDI | 3.0 | | 36 | ✓ | 10 |
| Solent Retail Park | 3.6 | | 42 | ✓ | 12 |

*Education*

3.38 The Department for education Home to School Travel and Transport Guidance, published in July 2014 sets out the statutory guidance for local authorities for the provision of free school transport for ages 5-16.

3.39 The guidance also defines eligible children as – those categories of children of compulsory school age (5-16) in an authority's area for whom free travel arrangements will be required. Local authorities are

required to: provide free transport for all pupils of compulsory school age (5-16) if their nearest suitable school is:

- beyond 2 miles **(3.2km)** (if below the age of 8); or
- beyond 3 miles **(4.8km)** (if aged between 8 and 16

3.40 The inference of this is that 2miles **(3.2km)** for under 8-year olds and 3 miles **(4.8km)** for 8 years plus is an acceptable walking or cycling distance for pupils. Removing the need for free travel to school.

3.41 A range of schools available within close proximity of the site. Their distances to these schools from the site are provided in **Table 3.2** below.

**Table 3.2: List of Education Institutions**

| Facility | Approx. dist(km) | Meet 2km target walk? | Approx. walk time (mins) | Meet 5km target cycle? | Approx. cycle time (mins) |
|---|---|---|---|---|---|
| Sharps Copse Primary School | 1.4 | ✓ | 17 | ✓ | 5 |
| Saint Alban's CoE Primary School | 1.6 | ✓ | 18 | ✓ | 5 |
| Fairfield Infant School | 2.5 | | 30 | ✓ | 7 |
| Warblington School | 2.7 | | 33 | ✓ | 9 |
| Trosnant Junior School | 2.8 | | 34 | ✓ | 9 |
| Havant & South Downs College – Havant Campus | 3.0 | | 37 | ✓ | 10 |

*It is noted that all of the above schools are within 2 miles 3.2km or 3 miles (4.8km) as such they would not result in a requirement for free travel as per Department for Education requirements.*

*Healthcare*

3.42 A range of Health facilities are available close to the site. Their distances from the site are provided in **Table 3.3** below.

**Table 3.3: List of Healthcare Centres**

| Facility | Approx. dist(km) | Meet 2km target walk? | Approx. walk time (mins) | Meet 5km target cycle? | Approx. cycle time (mins) |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| Spire Portsmouth Hospital (Private Hospital) | 0.23 | ✓ | 3 | ✓ | 1 |
| Oak Park Community Clinic | 2.2 | | 26 | ✓ | 6 |
| Havant Health Centre | 2.6 | | 30 | ✓ | 8 |

*Business Park*

3.43 A number of business parks and places of employment are available within 2km walking and 5km cycling distances. **Table 3.4** below lists various employment centres and their respective distances measured from the proposed site access.

**Table 3.4: List of Business Parks**

| Facility | Approx. dist(km) | Meet 2km target walk? | Approx. walk time (mins) | Meet 5km target cycle? | Approx. cycle time (mins) |
|---|---|---|---|---|---|
| Nest Business Park | 1.2 | ✓ | 14 | ✓ | 4 |
| Kenwood Business Park | 2.0 | ✓ | 23 | ✓ | 6 |
| Langstone Technology Park | 4.0 | | 48 | ✓ | 12 |
| Endeavour Business Park | 4.3 | | 52 | ✓ | 14 |
| New Lane | 0.6 – 1.9 | ✓ | 22 | ✓ | 6 |
| Downley Road | 0.8-1.2 | ✓ | 14 | ✓ | 4 |

*Recreation and Leisure*

3.44 A number of recreation and leisure centres are available with walking and cycling distances as provided in **Table 3.5** below.

**Table 3.5: List of Recreation and Leisure Centres**

| Facility | Approx. dist(km) | Meet 2km target walk? | Approx. walk time (mins) | Meet 5km target cycle? | Approx. cycle time (mins) |
|---|---|---|---|---|---|
| Bartons Green | 1.1 | ✓ | 13 | ✓ | 4 |
| My Fitness Hub Havant | 1.6 | ✓ | 19 | ✓ | 5 |
| Leigh Park Community Centre | 2.4 | | 28 | ✓ | 8 |
| Horizon Gym | 2.6 | | 31 | ✓ | 8 |

3.45 In summary, as described in detail above, it is considered that the site is within range of a wide variety of facilities within both walking distance of 2km and cycling distance of 5km, it is therefore conveniently located to encourage sustainable and active forms of travel; as well as providing access to public transport for longer journeys.

**Accident Review**

3.46 Hampshire Constabulary keeps a record of all traffic accidents that result in injury to one or more people. This can be used to identify whether there are any locations that show a high number of accidents and whether these are of a similar nature.

3.47 Personal Injury Accident (PIA) data was obtained on the 20/04/2018 for the latest available 5-year period to 31/12/2017, for roads and junction within the study area. The study area encompasses the full length of Bartons Road and all junctions along its length. The area also includes the length of Eastleigh Road up to and includes its junction with Southleigh Road. The extend of the study area along with the interpreted listing are provided at **Appendix H**.

3.48 A total of 31 Personal Injury Accidents (PIA) were recorded within the study area for the five-year period from 01/01/2013 to 31/12/2017. These include five serious injury accidents and 26 slight injury accidents. No fatal accidents were recorded.

3.49 The accidents are summarised in the following sections by location either by road or junction.

***Bartons Road***

3.50 There were two serious injury accidents and five slight injury accidents recorded along Bartons Road.

3.51 One of the serious injury accidents involved a single vehicle in which a car travelling north west along Bartons Road left the carriageway to the nearside and collided with a bus stop. Another serious injury accident

involved a car making a U turn to travel east along Bartons Road which lost control.

3.52 Two of the slight injury accidents occurred when cars travelling west along Bartons Road lost control and collided with oncoming cars. Another slight injury accident involved a bus travelling south along Wakefords Way, turning left into Barton Road and collided with the rear of car travelling east along Bartons Road.

3.53 Final slight injury accident occurred when a car travelling south east along Bartons Road braked to allow a pedestrian to cross but the car following failed to react in time and collided with the rear of the front car.

3.54 Final slight injury accident occurred when a pedestrian stepped into the road and was hit by car at a pedestrian crossing when the light was green for vehicles.

***Bartons Road / New Lane Junction***

3.55 There were two serious injury accidents and four slight injury accidents recorded at this junction.

3.56 Both of the serious injury accidents involved a car and a cyclist. In one of the accidents, a car travelling north along New Lane pulled onto Bartons Road, failing to give way to a cyclist travelling north west. Another accident occurred when a cyclist travelling south east along Bartons Road slowed to turn right into New Lane when a car travelling north east along New Lane turned right onto Bartons Road in front of the cyclist.

3.57 One slight injury accident occurred when a motorcyclist travelling north east along New Lane failed to notice another motorcyclist travelling north west along Bartons Road causing a collision. In another slight injury accident, a car travelling north east along New Lane turned right onto Bartons Road after failing to see car travelling north west along Bartons Road, turned left into New Lane and collided. Another slight

injury accident involved a car travelling south east along Bartons Road, which collided with the rear of a car which was stationary at junction waiting to turn right onto New Lane.

3.58 One slight injury accident involved a single cyclist travelling south east along Bartons Road, on turning right into New lane the front wheel slipped on the new road surface, causing the rider to fall off.

***Bartons Road / Eastleigh Road Junction***

3.59 One slight injury accident occurred when a car travelling north along Eastleigh Road turned right onto Bartons Road into the path of another car travelling west along Bartons Road.

***Eastleigh Road / Southleigh Road Junction***

3.60 A car travelling south west along Eastleigh Road turning right into Southleigh Road collided with a cyclist travelling east along Southleigh Road resulting in a slight injury accident.

***Bartons Road / Comley Hill / Horndean Road / Emsworth Common Road Junction***

3.61 There were eight slight injury accidents identified at this junction.

3.62 Four slight injury accidents occurred when cars travelling east along Bartons Road, turning right into Horndean Road failed to give way to cars travelling along Horndean Road resulting in a slight injury accident.

3.63 Two slight injury accidents occurred when cars travelling south west along Emsworth Common Road failed to give way and turned right onto Horndean Road, colliding with cars travelling south east.

3.64 Another slight injury accident involved a car travelling south west along Emsworth Common Road, turning right onto Horndean Road colliding with the offside of a car travelling north.

3.65 Car travelling east along Bartons Road collided with the rear of a cyclist approaching the junction with Horndean Road, causing the cyclist to fall off resulting in slight injury accident.

***Emsworth Common Road***

3.66 There were two slight injury accidents identified in Emsworth Common Road.

3.67 One accident involved a car travelling north east along Emsworth Common Road which, with the nearside wing mirror clipped a pedestrian who was walking north east facing away from the traffic resulting in slight injury.

3.68 In another accident, a van travelling north east performed a U turn in the road, cutting across the path of a car travelling behind which then collided with the vans offside.

***Horndean Road***

3.69 Two slight injury accidents were recorded along Horndean Road.

3.70 One slight injury accident occurred when a car travelling north lost control and left the carriageway to the nearside colliding with trees. Another slight injury accident involved two cars and a van in which a car travelling south east along Horndean Road collided with a car travelling in the opposite direction along the same road, causing the car to spin and collide with a van.

***Bartons Road / Petersfield Road Junction***

3.71 One serious injury accident and two slight injury accidents were identified at this junction.

3.72 One serious injury accident involved a cyclist travelling west from Bartons Road crossing the junction when the traffic lights for southbound traffic changed to green, a car travelling south then proceeded and collided with the cyclist.

3.73 One slight injury accident occurred when a car travelling west along Bartons Road failed to stop in time and collided with the rear of the car in front and then stopped behind traffic waiting at the junction. Another slight injury accident occurred when a van travelling south west along Petersfield Road failed to stop and collided with the rear of a car stationary at traffic light.

***Petersfield Road***

3.74 One slight injury accident occurred involving a cyclist travelling south along Petersfield Road, when a car also travelling south turned right to Sherfield Avenue into the path of the cyclist.

***Accident Review***

3.75 As described above, a number of accidents of varying types occurred throughout the study area and do not appear to be related. Additionally, the most common contributing factors of these accidents are related to driver/human errors.

3.76 Accidents tend to cluster at junctions where conflicting traffic movements converge. Given this some clustering of accidents over time is perhaps expected. Where clustering takes place, it is helpful to consider whether or not these clusters relate to a common or repeating type of accidents or if any common cause can be identified.

3.77 Clusters of accidents have been identified at Bartons Road/Comley Hill/Horndean Road/Emsworth Common Road Junction and Bartons Road/New Lane Junction. These junctions are considered in detail below.

3.78 The Bartons Road Comley Hill Junction forms an existing right-left staggered junction arrangement with right turn lanes provided in both directions. The right turning traffic on the side roads (Bartons Road and Emsworth Common Road); are required to cross the right turn lanes of the main road in order to turn right in to the ahead lane, on to the main road. From this point they either continue on the main road or subsequently turn left in to the opposite side road.

3.79 The observed traffic flows in both the AM and PM peak hour, indicate that the traffic flows between Bartons Road and Emsworth Common Road represent about 60% of the side road movements, in the AM peak hour or 54% in the PM peak hour. The tidalite of these does however reverse between the peak hours. Given the complexity of this movement this manoeuvre, although generally safe is perhaps more complex a manoeuvre than a standard cross road configuration would indicate. Given this the level of observed accidents is perhaps not unexpected for this junction type and level of traffic flow.

3.80 The layout of the Bartons Road / New Lane priority junction represents a standard layout with suitable visibility provided. Of the six accidents 3 involved cyclists, however each of these relate to different manoeuvres. One further accident involved 2 motorcycles and the remaining two involved cars only. Given the available data there is little evidence to suggest a common causation for these accidents. New Lane is a cycle route and also serves a significant area of employment and as such is also a relatively busy junction. The level of observed accidents at this location is most likely due to the level of use rather than any inadequacy in the layout of this junction.

### *Accident Conclusion*

3.81 The Personal Injury Accident reports for the study area have been examined to determine whether there are any recurring factors that indicate an unusual level of risk, which might be affected by the proposed development, or deficiency in the local road network that could be rectified by remedial work.

3.82 The assessment indicates that the recorded accidents tend to be due to a variety of factors, with no particular pattern of accidents is apparent.

3.83 Where accident clustering does take place, this is perhaps related more to the junction types under consideration and the level of traffic

flows. This level of risk is perhaps not indicative of an unexpected level of risk.

3.84 In conclusion it is considered that the level of accidents in the study area is not indicative of any unusual level of risk. The data has not revealed any specific locations where road safety would be prejudiced by the proposed development. Given this no specific remedial action is proposed.

## 4.0 THE PROPOSED DEVELOPMENT AND ACCESS STRATEGY

4.1 This TA has been prepared in support of an outline planning application for the proposed residential development of up to 72 dwellings (1, 2, 3 and 4 bedroom) with all matters reserved except access. The final proposals will comprise a mixture of affordable rented, shared ownership and privately-owned houses.

4.2 An illustrative masterplan of the proposed development is provided by Stainsby Architect and is included in **Appendix I.**

### Site Access Design

4.3 The proposed development gives rise to addition demand, new desire lines and routes for pedestrian, cycle, bus, rail and journeys by car.

4.4 To cater for the access requirements for all modes the proposed access arrangements have been prepared as shown in **Drawing No 17-055-011**. The access arrangements extend the approved access proposals for land south of Bartons Road Application No. (APP/15/01435). The proposals for which are provided at **Appendix D** for ease of reference.

4.5 The approved plans for Land South included proposals for a right left staggered junction between the access to land south and the crematorium access. This proposal includes right turn lanes into each minor arm. The design was subject to Stage 1 RSA and was subsequently approved by the Highways Authority. The proposals also included the provision of substantive cycle and pedestrian infrastructure, including the provision of a new footway leading to Bartons Road and widening of the southern footway along Bartons Road up to its junction with New Lane for the provision of the shared pedestrian cycle route.

4.6 The proposals also included the upgrading of the existing PROW leading from Bartons Road and in to the site. Of note is the provision of

a route through the site to a pedestrian and cycle access leading through to Japonica Way. This route is clearly advantageous to the proposed development for pedestrian access to Japonica Way and the bus stops on Southleigh Road.

4.7 The proposed development intends to build upon these proposals as shown in **Drawing No 17-055-011**. These include the revision of the crematorium access, upgrading this to provide a 6.75m carriageway with 10m Radii. Within the site it is proposed that a 5.5m carriageway width with 2m footways would be sufficient. However, the internal details will be subject to further consideration as part of a subsequent detailed application.

4.8 Two traffic islands as a measure of traffic calming are also provided along Bartons Road to the east as illustrated in **Drawing No.17-055-011**.

4.9 DMRB visibility splays of 2.4m x 120m are provided based on the observed 85$^{th}$ percentile wet weather speed of 37.3mph, as shown in the drawing. As the traffic island acts as a physical feature preventing vehicles from crossing the centre line, it is considered acceptable for visibility splay (to the east) to be provided to the edge of the traffic island.

4.10 The design specification for the access is that it should continue to accommodate the continued use associated with the crematorium as well as provide for the requirements of the proposed development. To demonstrate that this is achieved, a series of track plots (**Drawing No 17-055-034, 035 and 036**) are provided at **Appendix J**.

4.11 These include access to the crematorium for a 15m luxury coach which would be a very occasional vehicle. The track plots show a large car passing a 15m luxury coach. This is achieved both at the junction with Bartons Road and internally to and from a new crematorium access. Given this, provision access by less onerous vehicles requiring regular access will clearly be possible.

4.12 Access to the proposed development would be required for refuse collection, home deliveries and also emergency access. To demonstrate this, track plots for the specified refuse vehicle, a long wheel base Mercedes sprinter van and a fire tender are also provided.

4.13 The site is also to be provided with a shared use pedestrian cycle and emergency access. The arrangements for this are also shown in **Drawing No 17-055-011**, along the western site frontage with track plots provided for a fire tender to take access. The proposed staggered gates (chicanes) are to be padlocked in place to prevent unauthorised use by vehicles. These designs would be in accordance with Sustrans Guidance (A Guide to Controlling Access on Paths). This document defines the required geometries for various users to gain access (refer to **Appendix K**). Paragraph 7.6 of that document subsequently refers to (Cycling by Design 2010) (Figure 6.14) which suggests appropriate geometries for a typical chicane.

4.14 Track plot of the emergency access using a pumping appliance is provided in **Drawing No 17-055-007** provided within **Appendix J.**

4.15 The main access is provided with a pedestrian refuse providing a route across Bartons Road. This provides routes to the east and west as well as through the Land South of Bartons Road development. In addition, for residents wishing to travel west along Bartons Road an internal route is provided leading through to the emergency access and through to a 3m wide route leading up to the existing Linden Homes site. The access to Linden Homes is to be provided with dropped kerbs and tactile paving.

**Internal Site Layout**

4.16 Given the development application will be in outline, with all matters, expect access, reserved, the masterplan for the site is only indicative. However, in order to ensure that the scheme provides sufficient refuse and emergency access strategies, an initial review of the site layout have been undertaken.

4.17 The dimensions of the refuse vehicle that is likely to serve the proposed development have been agreed with the development planning team. Track plot illustrating that the refuse vehicle of this size can safety manoeuvre through the site is provided in **Drawing No 17-055-037** within **Appendix J.**

4.18 In terms of emergency vehicle access, all proposed dwellings are within 45m of the carriageway and so comply with guidance that all dwellings should be within length of the hose from the fire appliance.

**Parking Provision**

4.19 Car and cycle parking on the site will been provided to meet the standards set out in HBC's Parking Supplementary Planning Document (SPD) dated 27th July 2016. The details of the parking will be agreed at the detailed design stage of the planning process and will accord with the design principles set out in the HCC's Companion Guide for Manual for Streets.

4.20 Car parking requirement as per the HBC's SPD for C3 Dwelling Houses use is summarised in **Table 4.1** below. Furthermore, additional 20% of the total parking spaces have to be allocated for the visitors.

**Table 4.1: HBC's SPD Car Parking Requirements**

| Size of dwelling | Minimum Car Parking Requirement | |
|---|---|---|
| | Allocated | Unallocated |
| 1 Bed Unit | 1 space | 0.9 spaces |
| 2 Bed Unit | 2 spaces | 1.3 spaces |
| 3 Bed Unit | 2 spaces | 1.9 spaces |
| 4+ Bed Unit | 3 spaces | 2.4 spaces |

4.21 Cycle parking/storage provision requirement as per HBC's SPD to be implemented within the development is summarised in **Table 4.2** below.

**Table 4.2: HBC's SPD Cycle Parking Requirements**

| Size of Dwelling | No. of Cycle Parking/Storage Provision |
|---|---|
| 1 Bed Unit | 1 space per unit |
| 2 Bed Unit | 2 spaces per unit |
| 3 Bed Unit | 2 spaces per unit |
| 4+ Bed Unit | 2 spaces per unit |

4.22 Abstracts from the HBC's SPD illustrating the above car and cycle parking requirements are provided within **Appendix M**.

4.23 A swept path analysis programme has been used to assess the parking provision to ensure that it is possible to adequately manoeuvre a large car in and out of the spaces. Track plot for the parking illustrating this is provided in **Drawing No 17-055-037** within **Appendix J**. A large car has been used for the purpose of this assessment, however, as it is unlikely that all of the cars will be of this size, it is anticipated that parking would be less onerous then shown within the track plot.

**Residential Travel Plan**

4.24 A Residential Travel Plan (TP) has been prepared for the proposed development to be submitted with this TA as part of the outline planning application. The TP presents several measures that would be implemented in order to encourage future residents to adopt non-car modes of transport.

## 5.0 TRIP GENERATION AND DISTRIBUTION

5.1 In order to assess the impact of the proposed development on the transport network, it is first necessary to forecast the travel demand. This section of the report considers the method applied to forecast the development trip generation and the assignment on to the highway network.

### Trip Generation

5.2 Initially, the TRICS database was analysed in order to obtain trips rates for the proposed development. However, following pre-application discussions and as recommended by HCC Highway Authority, it was agreed that the trip rates from the Land South of Bartons Road application should be used for the proposed development. For reference, C&A Scoping Note 17-055-001 and HCC response are provided at **Appendix A**.

5.3 **Table 5.1** below shows the agreed trip rates for the proposed development. The full TRICS output extracted from the Land South of Bartons Road application are provided in **Appendix N**.

**Table 5.1: Agreed Trip Rates (From Land South of Bartons Road)**

| | Trip Rates | | |
|---|---|---|---|
| | Arrivals | Departures | Two Way |
| AM Peak Hour (08:00-09:00) | 0.147 | 0.410 | 0.557 |
| PM Peak Hour (17:00-18:00) | 0.369 | 0.208 | 0.577 |
| Daily | 2.433 | 2.530 | 4.963 |

5.4 The anticipated number of AM and PM peak hour trip generation from the proposed development site (72 dwellings) derived using the above trip rates are tabulated in **Table 5.2** below.

**Table 5.2: AM Peak and PM Peak Trip Generations**

| | Trip Generations (72 Units) | | |
|---|---|---|---|
| | Arrivals | Departure | Two Way |
| AM Peak Hour (08:00-09:00) | 11 | 30 | 41 |
| PM Peak Hour (17:00-18:00) | 27 | 15 | 42 |
| Daily | 175 | 182 | 357 |

5.5 The expected two-way vehicle trip generation from the proposed development site in the AM and PM peak hours are 41 and 42 respectively.

**Trip Distribution and Assignment**

5.6 To inform the assessment of traffic impact, it is necessary to distribute the forecast traffic generation onto the highway network, making reasonable and appropriate assumptions of assignment of traffic to particular routes.

5.7 As the proposed development site lies opposite to the approved Land South of Bartons application site, it is considered appropriate to use the same trip distribution for the proposed development as the Land South of Bartons application.

5.8 The distribution is based on Census 2011 Journey to work (JTW) data for Havant. Whilst it is acknowledged that not all trips are travel to work, a large proportion of weekday morning and evening peak hour is comprised of people travelling to work by car and van. Therefore, it has been used to distribute the development trips further onto the local highway network. The data shows the following distribution as shown in **Table 5.3** for those travelling to work by car (also illustrated in **Traffic Figure 07**).

**Table 5.3: Percentage Distribution**

| Routes | No. of Residents | Percentage Distribution |
|---|---|---|
| Petersfield Road North | 77 | 3% |
| Petersfield Road South | 854 | 34% |
| Left & Dissipates | 234 | 9% |
| Eastleigh Road | 828 | 33% |
| Comley Hill | 333 | 13% |
| Horndean Road | 65 | 3% |
| Emsworth Common Road | 135 | 5% |

5.9 The resulting trips from the proposed development (72 dwellings) using the distribution provided in **Table 5.3** above in the AM and PM peak hours are provided in **Traffic Figures 08** and **18** respectively.

**Committed Developments**

5.10 Committed developments that were taken into consideration in the assessment are detailed below.

- *Linden Homes Development – Under construction*
  Planning ref APP/14/00863
  Demolition of existing buildings and erection of 55 dwellings with associated footway improvements.

- *Land South of Bartons Road – Permission granted*
  Planning ref APP/15/01435
  Residential development (175 dwellings) with associated infrastructure.

- *Southleigh Park House – Under consideration*
  Planning ref APP/17/00863
  Full application for change of use, alterations to and extension of existing landscaping to 20 Residential units. Outline application for the demolition of 1983 office building and associated brick and

glass corridor link and development of up to 70 residential units, associated landscaping, parking and infrastructure works.

5.11 It must be noted that 90% of the Linden Homes Development were occupied at the time of traffic survey being conducted. As such, the observed traffic flows already comprise these flows. Therefore, only flows from the remaining 10% of this development have been taken as committed development flows. These are provided within **Traffic Figures 04** and **14**.

5.12 AM and PM Peak hours traffic flows from Land South of Bartons Road are provided within **Traffic Figures 05** and **15** respectively.

5.13 The Southleigh Park House application TA concluded that there would be a net reduction in trips in the weekday AM and PM peak hours, when compared with the potential associated with the consented use on the site. As such, the changes will be immaterial to the local road network operation and therefore this development has not been considered any further.

5.14 **Traffic Figures 06** and **17** provide combined AM and PM peak hour flows from all of the committed developments.

**Background Growth**

5.15 As part of the scoping exercise it was agreed to provide a future year assessment of 5 years after the application date. This results in a future year of 2023.

5.16 The industry standard approach to derive traffic growth rates based on the effect of demographic changes and land use is commonly achieved through the use of TEMPRO software. This software includes assumptions on development forecasts which form part of the 'Planning data' within the software is generally provided by the local planning authority, based on known site allocations and expected growth projections. The TEMPRO software uses this information to

localise growth forecast for particular road types, based on national forecasts from the National Transport Model (NTM).

5.17 In this instance, the growth rates taken reflect the growth attributable to 'Havant' geographical area within the dataset. A summary of the growth rates to be applied to the 2018 observed flows is provided in **Table 5.4** below. Full selection criteria for derivation of these rates is provided within **Appendix O**.

**Table 5.4: TEMPro Growth Rates**

| Classification | Period | AM Growth Rate | PM Growth Rate |
|---|---|---|---|
| Urban principal | 2018-2023 | 1.0729 | 1.0685 |

5.18 The observed 2018 traffic flows have been growthed using the rates provided in **Table 5.4** above to the future year 2023 flows. These are provided within **Traffic Figures 02** and **12**.

## 6.0 JUNCTION ASSESSMENTS

6.1 New development will inevitably lead to a level of additional vehicular traffic on the local and wider road networks. It is therefore necessary to examine the impact of the development traffic on the capacity of the local junctions.

6.2 The extend of the highway network to be analysed, to examine the impact of the development has been agreed with the HCC Highways Authority and is provided below. The locations of these in relation to the site are illustrated in **Figure 1.1**.

- Crematorium Access (also site access)/Bartons Road junction
- Bartons Road/Horndean Road/Emsworth Common Road/Comley Road junction
- Bartons Road/B2149 (Petersfield Road) junction
- Bartons Road/Eastleigh Road junction
- Eastleigh Road/Southleigh Road junction

6.3 The above junctions have been appropriately modelled using industry standard modelling software. LinSig 3 has been used to model the signalised junction between Bartons Road/B2149. The remaining four junctions have been modelling using the TRL software, Junctions 9 (PICADY module).

6.4 Junction assessments have been undertaken for the following three scenarios:

- 2018 Observed
- 2023 Baseline
- 2023 Baseline + Development

6.5 AM and PM peak hours flows as provided in **Traffic Figure 01** and **11** were used in each of the models in “2018 Observed” scenario.

6.6 The future year “2023 Baseline” scenario considers any nearby committed developments, i.e. those developments that have received planning permission but are not yet fully occupied. This is so that any

traffic that are likely to be generated by these developments in the coming years are included in the assessments. In this instance, Southleigh Park House development to the east, which is yet to receive consent, has also been considered to allow for robust assessment. The "2023 Baseline" scenario was run using the flows presented in the **Traffic Figures 09** and **19**.

6.7 The "2023 Baseline + Development" scenario was then run using the flows presented in the **Traffic Figures 10** and **20** which include the flows from the proposed development added onto the "2023 Baseline" flows. The results from the "2023 Baseline" and "2023 Baseline + Development" were then compared to determine the impact of the proposed development on the local highway network.

6.8 The summary results of these capacity assessments for each junction are detailed below. Full output results of the three scenarios are provided in **Appendix P**.

**Crematorium Access/Bartons Road**

6.9 This junction model represents the junction as proposed, is a staggered junction between Bartons Road crematorium access and Land South of Bartons Road development site access. The crematorium access is to be upgraded to be used as a shared access for the proposed development and the crematorium.

6.10 The results from the capacity assessment for the junction between crematorium access (also to be used as site access) and Bartons Road are provided in **Tables 6.1, 6.2** and **6.3** below.

**Table 6.1: Observed 2018**

| Movement | AM Peak (0745 - 0845) | | | PM Peak (1700 – 1800) | | |
|---|---|---|---|---|---|---|
| | RFC | Modelled Queue | Observed Queue | RFC | Modelled Queue | Observed Queue |
| Bartons South (S) | 0 | 0 | 0 | 0 | 0 | 0 |
| Bartons Road (E) | 0.03 | 0 | 0 | 0.03 | 0 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Crematorium Access (N) | 0.09 | 0.1 | 0 | 0.09 | 0.1 | 0 |
| Bartons Road (W) | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 6.2: 2023 Baseline**

| **Movement** | **AM Peak (0745 – 0845)** | | **PM Peak (1700 – 1800)** | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Bartons South (S) | 0.26 | 0.3 | 0.17 | 0.2 |
| Bartons Road (E) | 0.03 | 0.0 | 0.03 | 0.0 |
| Crematorium Access (N) | 0.10 | 0.1 | 0.10 | 0.1 |
| Bartons Road (W) | 0.03 | 0.0 | 0.08 | 0.1 |

**Table 6.3: 2023 Baseline + Development**

| **Movement** | **AM Peak (0745 – 0845)** | | **PM Peak (1700 – 1800)** | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Bartons South (S) | 0.26 | 0.4 | 0.17 | 0.2 |
| Bartons Road (E) | 0.04 | 0.0 | 0.06 | 0.1 |
| Crematorium Access (N) | 0.20 | 0.2 | 0.15 | 0.2 |
| Bartons Road (W) | 0.03 | 0.0 | 0.08 | 0.1 |

6.11 As can be seen from the results above, the RFC values for all arms in both AM and PM peak periods for the proposed junction are well within the desirable maximum value of 0.85 for junctions of this type. The maximum RFC of 0.26 occurs in the morning peak with minimal queuing taking place.

6.12 Therefore, the model illustrate that the proposed site access has ample operating capacity to accommodate the expected traffic generated from both the committed and proposed development.

**Bartons Road/Horndean Road/Emsworth Common Road/Comley Hill**

6.13 This is a left-right staggered junction to the east of the site between Bartons Road (W), Horndean Road (S), Emsworth Common Road (E) and Comley Hill (N). The junction has a provision of right turn lanes for traffic entering Bartons Road and Emsworth Common Road.

6.14 The capacity assessment results for the observed 2018 flows are shown in the **Table 6.4** below and the full report is included within **Appendix P**.

**Table 6.4: 2018 Observed**

| Movement | AM Peak (0745 - 0845) | | | PM Peak (1700 – 1800) | | |
|---|---|---|---|---|---|---|
| | RFC | Modelled Queue | Observed Queue | RFC | Modelled Queue | Observed Queue |
| Bartons Road Left Turn | 0.23 | 0.3 | 0 | 0.19 | 0.2 | 0 |
| Bartons Road Right Turn | 0.87 | 5.6 | 7.9 | 0.68 | 2.0 | 1.9 |
| Horndean Road Right Turn | 0.17 | 0.2 | 0 | 0.04 | 0.0 | 0 |
| Emsworth Common Road Left Turn | 0.04 | 0.0 | 0 | 0.13 | 0.1 | 0 |
| Emsworth Common Road Right Turn | 0.52 | 1.1 | 1.8 | 0.82 | 4.2 | 4.9 |
| Comley Hill Right Turn | 0.19 | 0.2 | 0 | 0.15 | 0.2 | 0 |

6.15 The results show that the junction operating with a maximum RFC of 0.87 in the AM Peak in Bartons Road and RFC of 0.82 in the PM Peak in Emsworth Common Road. As such the junction is approaching its capacity in 2018. A comparison of the observed queue data shows that the results accurately reflect on site conditions and so the model is considered suitable for the future year testing.

6.16 The following **Table 6.5** illustrates the future year base scenario, i.e. 2023 Baseline.

**Table 6.5: 2023 Baseline**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Bartons Road Left Turn | 0.93 | 4.1 | 0.25 | 0.3 |
| Bartons Road Right Turn | 0.97 | 12.9 | 0.76 | 2.9 |
| Horndean Road Right Turn | 0.19 | 0.2 | 0.04 | 0.0 |
| Emsworth Common Road Left Turn | 0.04 | 0.0 | 0.33 | 0.5 |
| Emsworth Common Road Right Turn | 0.59 | 1.5 | 0.91 | 7.7 |
| Comley Hill Right Turn | 0.22 | 0.3 | 0.18 | 0.2 |

6.17 The results show that the junction will already be operating near capacity with a maximum RFC of 0.97 in the AM Peak for the right turn out of Bartons Road and RFC of 0.91 in the PM Peak in Emsworth Common Road in 2023 without the proposed development. The alternating high RFC on the right turn movements reflects the changing tide of traffic flows between the AM and PM Peak hours. Queues of 13 vehicles would be expected in the AM peak hour for the Bartons Road Right turn; while in the PM peak hour queues of 8 vehicles would be expected on the Emsworth Common Road right turn lane.

6.18 **Table 6.6** below illustrates capacity assessment results for 2023 Baseline + Development scenario.

**Table 6.6: 2023 Baseline + Development**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Bartons Road Left Turn | 0.97 | 4.5 | 0.25 | 0.3 |
| Bartons Road Right Turn | 0.98 | 13.5 | 0.76 | 3.0 |
| Horndean Road Right Turn | 0.19 | 0.2 | 0.04 | 0.0 |
| Emsworth Common Road Left Turn | 0.04 | 0.0 | 0.35 | 0.5 |
| Emsworth Common Road Right Turn | 0.59 | 1.5 | 0.91 | 7.8 |
| Comley Hill Right Turn | 0.22 | 0.3 | 0.19 | 0.2 |

6.19 The addition of the development traffic would increase the maximum RFC from 0.97 to 0.98 in the AM peak and no change in the PM Peak. This represents an imperceptible increase in the maximum RFCs increase by 0.01. The maximum queue would increase by a maximum of just 1 vehicle in the AM peak hour and remains the same in the PM peak hour.

6.20 Furthermore, when the overall percentage impact of the proposed development against the 2023 Baseline is considered, it shows 0.44% increase (+8 vehicles) in traffic during the AM peak and 0.46% increase (+8 vehicles) during the PM peak. These impacts are not considered significant and would be well within the current daily variation. As such, no mitigation at this junction is considered necessary.

**Bartons Road/B2149 (Petersfield Road)**

6.21 This is a three-arm signalised junction to the western end of Bartons Road with arms of Bartons Road (E) and B2149 (N & S).

6.22 The results from the capacity assessment for this junction using 2018 observed flows are provided in **Table 6.7** below.

**Table 6.7: 2018 Observed**

| | AM Peak (0745 - 0845) | | | PM Peak (1700 – 1800) | | |
|---|---|---|---|---|---|---|
| | Deg Sat % | Modelled Queue | Observed Queue | Deg Sat % | Modelled Queue | Observed Queue |
| Petersfield Road (N) Left Ahead | 74.3 | 12.6 | 6.7 | 69.9 | 9.1 | 4.2 |
| Bartons Road Right Left | 63.2 | 7.1 | 8 | 70.9 | 9.4 | 8 |
| Petersfield Road (S) Ahead | 19.7 | 2.1 | 0 | 36.7 | 5.5 | 0.8 |
| Petersfield Road (S) Right | 72.2 | 9.8 | 6.5 | 70.8 | 9.5 | 6.1 |
| | Total PRC = 21.1%, Cycle Time = 90s | | | Total PRC = 27%, Cycle Time = 90s | | |

6.23 For the observed 2018 flows, the junction operates well within capacity with maximum DoS of 74.3% in Petersfield (N) in AM Peak and a queue of 13pcu. Similarly, in PM peak maximum DoS is 70.9% with corresponding queue of 9pcu. The values of Practical Reserve Capacity (PRC) are 21.1% and 27% in the AM and PM peak respectively.

6.24 **Table 6.8** below summarises capacity assessment results for 2023 Baseline.

**Table 6.8: 2023 Baseline**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | Deg Sat (%) | Modelled Queue | Deg Sat (%) | Modelled Queue |
| Petersfield Road (N) Left Ahead | 80.2 | 14.6 | 79.5 | 10.9 |
| Bartons Road Right Left | 73.1 | 9.2 | 78.3 | 11.2 |
| Petersfield Road (S) Ahead | 21.1 | 2.4 | 39.2 | 6.0 |
| Petersfield Road (S) Right | 79.1 | 11.5 | 78.1 | 11.5 |
| | Total PRC = 12.3%, Cycle Time = 90s | | Total PRC = 13.2%, Cycle Time = 90s | |

6.25 The results show that in 2023 Baseline maximum DoS would increase to 80.2% and 79.5% in the AM and PM peak hours respectively with corresponding queues of 14.6 and 10.9 pcu. PRC would be 12.3% and 13.2% in the AM and PM peak hours respectively.

6.26 **Table 6.9** below shows capacity assessment results for future year 2023 Baseline + Development scenario.

**Table 6.9: 2023 Baseline + Development**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | Deg Sat (%) | Modelled Queue | Deg Sat (%) | Modelled Queue |
| Petersfield Road (N) Left Ahead | 80.4 | 14.6 | 80.2 | 11.0 |
| Bartons Road Right Left | 75.4 | 9.7 | 78.8 | 11.5 |
| Petersfield Road (S) Ahead | 21.1 | 2.4 | 39.2 | 6.0 |
| Petersfield Road (S) Right | 79.8 | 11.7 | 79.7 | 12.0 |

| | | |
|---|---|---|
| | Total PRC = 11.9%, Cycle Time = 90s | Total PRC = 12.3%, Cycle Time = 90s |

6.27 The model indicates that the development would result in an increase of maximum DoS by 0.2% and 0.7% in the AM and PM peak respectively with a slight reduction in PRCs to 11.9% and 12.3%. This level of impact is well within the level expected with general daily variation with the junction continuing to operate with ample spare capacity.

**Bartons Road/Eastleigh Road**

6.28 This is a three-arm simple priority junction between Bartons Road (E & W) and Eastleigh Road (S). It has a provision of a right turn lane for traffic entering Eastleigh Road form the west.

6.29 The capacity assessment results for the observed 2018 flows are shown in the **Table 6.10** below.

**Table 6.10: 2018 Observed**

| | **AM Peak (0745 - 0845)** | | | **PM Peak (1700 – 1800)** | | |
|---|---|---|---|---|---|---|
| | RFC | Modelled Queue | Observed Queue | RFC | Modelled Queue | Observed Queue |
| Eastleigh Road (S) | 0.62 | 1.6 | 0.3 | 0.42 | 0.7 | 0 |
| Bartons Road (W) Right Turn | 0.21 | 0.3 | 1.8 | 0.35 | 0.5 | 0 |

6.30 The results show the junction operates within capacity with maximum RFC of 0.62 and 0.42 in Eastleigh Road in the AM and PM peak respectively with minimal queueing in both peak hours. A comparison of the observed queue data shows that the results reflect on site conditions and so the model is considered suitable for future year testing.

6.31 **Table 6.11** below shows capacity assessment results for the 2023 Baseline scenario.

**Table 6.11: 2023 Baseline**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Eastleigh Road (S) | 0.72 | 2.5 | 0.54 | 1.2 |
| Bartons Road (W) Right Turn | 0.28 | 0.4 | 0.42 | 0.7 |

6.32 For the 2023 Baseline scenario, the model indicates that the junction will operate within capacity with maximum RFC of 0.72 and 0.54 in Eastleigh Road in the AM and PM peak respectively with corresponding queues of 2.5 pcu and 1.2 pcu.

6.33 **Table 6.12** below shows capacity assessment results for 2023 Baseline + Development scenario.

**Table 6.12: 2023 Baseline + Development**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Eastleigh Road (S) | 0.74 | 2.7 | 0.57 | 1.3 |
| Bartons Road (W) Right Turn | 0.30 | 0.4 | 0.43 | 0.8 |

6.34 The results show that development would result in increase in RFC by 0.02 and 0.03 in Eastleigh Road in both the AM and PM peak hours with nearly identical queues when compared to the 2023 Baseline scenario. The impact is considered immaterial and the junction would continue to operate well within capacity in the future scenario with development traffic.

**Eastleigh Road/Southleigh Road**

6.35 This is a three-arm simple priority junction to the south of the site between Eastleigh Road (NE) and Southleigh Road (E & SW).

6.36 **Table 6.13** below shows capacity assessment results for 2018 Observed flows.

**Table 6.13: 2018 Observed**

| | AM Peak (0745 - 0845) | | | PM Peak (1700 – 1800) | | |
|---|---|---|---|---|---|---|
| | RFC | Modelled Queue | Observed Queue | RFC | Modelled Queue | Observed Queue |
| Eastleigh Rd Left Turn | 0.09 | 0.1 | 0 | 0.02 | 0.0 | 0 |
| Eastleigh Rd Right Turn | 0.18 | 0.2 | 0 | 0.54 | 1.2 | 0 |
| Southleigh Rd (W) Right Turn | 0.01 | 0.0 | 0 | 0.02 | 0.5 | 0 |

6.37 The model indicates that the junction operates well within capacity with maximum RFC of 0.18 in the AM peak and 0.54 in the PM peak in Eastleigh Road with almost no queuing. The modelled queues have been compared against the observed queues and the model is considered appropriate to be used for future year testing.

6.38 **Table 6.14** below summarises capacity assessment results for 2023 Baseline scenario.

**Table 6.14: 2023 Baseline**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Eastleigh Rd Left Turn | 0.10 | 0.1 | 0.03 | 0.0 |
| Eastleigh Rd Right Turn | 0.20 | 0.3 | 0.63 | 1.7 |
| Southleigh Rd (W) Right Turn | 0.01 | 0.0 | 0.02 | 0.0 |

6.39 For 2023 Baseline scenario, the model indicates that the junction will operate well within capacity with maximum RFC of 0.2 with no queue in the AM peak and RFC of 0.63 with queue of 2pcus in the PM peak in Eastleigh Road.

6.40 **Table 6.15** below summarises capacity assessment results for 2023 Baseline + Development scenario.

**Table 6.15: 2023 Baseline + Development**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Eastleigh Rd Left Turn | 0.11 | 0.1 | 0.03 | 0.0 |
| Eastleigh Rd Right Turn | 0.22 | 0.3 | 0.64 | 1.8 |
| Southleigh Rd (W) Right Turn | 0.01 | 0.0 | 0.02 | 0.0 |

6.41 The model indicates that the development would result in slight increases in the RFCs to 0.23 and 0.64 in the AM and PM peak hours respectively with identical queues when compared to the 2023 Baseline scenario. This level of impact is negligible and the junction would continue to operate well within capacity in the future year with development traffic.

**Modelling Summary**

6.42 The junction modelling indicates that the Crematorium Access (also site access)/Bartons Road, Bartons Road/B2149 (Petersfield Road), Bartons Road/Eastleigh Road and Bartons Road/Southleigh Road, junctions would operate well within capacity in the future year 2023 with the proposed development traffic.

6.43 It is identified that the staggered junction between Bartons Road/Horndean Road/Emsworth Common Road/Comley Hill is currently operating at RFCs higher than the ideal maximum of 0.85 RFC in both the AM and PM peak hours. In the future year 2023, the junction is expected to be operating close to its theoretical capacity in the AM peak hour with RFCs of up to 0.97 and 0.91 in the AM and PM peaks respectively. With the proposed development in place, the AM Peak RFC will increase to 0.98 and the PM Peak RFC will stay the same.

6.44 Although the above junction will be nearing its theoretical capacity in 2023, this is considered to be an existing issue. The level of impact due to the traffic generated from the proposed development represents an immaterial impact on this junction which is expected to continue to operate within capacity. Furthermore, the proposed development would contribute less than 0.5% of the total traffic at this junction (an additional 8 vehicles in AM and PM hours).

6.45 Given the above assessment, it can be concluded that the proposed development would have an immaterial impact on the operation of the local highway network. Therefore, no junction mitigation works beyond the site access proposals are considered necessary.

## 7.0 SENSITIVITY TEST

7.1 The proposed application and therefore this TA consider the impact of a development comprising of 72 dwellings within the southern sector of the site which lies within Havant.

7.2 There may in the future be scope for further development of up to 78 additional dwellings within the northern sector of the site which is located within East Hampshire. However, this does not form part of the current proposals nor should it act to prejudice the implementation of the proposed development.

7.3 Given that potential future development within East Hampshire would need to take access through the now proposed site, it is appropriate to provide a sensitivity test to demonstrate that the proposals would not prejudice the potential future development in East Hampshire.

7.4 It must be noted that capacity on the highway network cannot be reserved for specific development, and that in the future other development in the area may well have an impact on the local highway network.

7.5 The impact of the proposed development should be considered based upon the impact as set out in **Sections 5** and **6** of this TA. The following sensitivity test being provided for information only.

7.6 **Table 7.1** below identifies the resulting sensitivity test trips for 150 dwellings. These are based on the trip rates provided within **Table 5.1**.

**Table 7.1: AM Peak and PM Peak Trip Generations**

| | Trip Generations (150 Units) | | |
|---|---|---|---|
| | Arrivals | Departure | Two Way |
| AM Peak Hour (08:00-09:00) | 22 | 62 | 84 |
| PM Peak Hour (17:00-18:00) | 56 | 31 | 87 |

7.7 The above trips have been distributed and assigned in precisely the same manner as the development trips and these are set out in a series of Sensitivity Test Traffic Figures which are provided in **Appendix Q**. These have been used to provide the sensitivity test demand sets which have subsequently been entered in to each relevant junction model.

7.8 The results of this analysis are tabulated in **Tables 7.2 to 7.7** below. These can be compared with the 2023 baseline + development results in **Section 6** to provide a suitable comparison. Full output reports of these assessments are also provided with **Appendix P**.

**Crematorium Access/Bartons Road**

**Table 7.2: 2023 Baseline + Sensitivity Test 150 Dwellings**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Bartons South (S) | 0.27 | 0.4 | 0.17 | 0.2 |
| Bartons Road (E) | 0.06 | 0.1 | 0.10 | 0.1 |
| Crematorium Access (N) | 0.29 | 0.4 | 0.21 | 0.3 |
| Bartons Road (W) | 0.03 | 0.0 | 0.08 | 0.1 |

7.9 As can be seen from the results above, the RFC values for all arms in both AM and PM peak periods for the proposed junction are well within the desirable maximum value of 0.85 for junctions of this type. The maximum RFC of 0.29 occurs in the morning peak with modelled queues of less than 1 vehicle.

7.10 The model illustrates that the proposed site access has ample operating capacity in the future year 2023 to accommodate the expected traffic generated from the committed developments and the combined development of northern and southern sectors of the site of up to 150 dwellings.

**Bartons Road/Horndean Road/Emsworth Common Road/Comley Hill**

**Table 7.3: 2023 Baseline + Sensitivity Test 150 Dwellings**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Bartons Road Left Turn | 1.00 | 4.8 | 0.26 | 0.4 |
| Bartons Road Right Turn | 0.99 | 14.5 | 0.77 | 3.1 |
| Horndean Road Right Turn | 0.19 | 0.2 | 0.04 | 0.0 |
| Emsworth Common Road Left Turn | 0.04 | 0.0 | 0.40 | 0.6 |
| Emsworth Common Road Right Turn | 0.59 | 1.5 | 0.92 | 8.2 |
| Comley Hill Right Turn | 0.22 | 0.3 | 0.20 | 0.2 |

7.11 The existing junction in 2023 will operate near capacity with the maximum RFC and queues occurring on Bartons Road right turn in the AM peak hours and on Emsworth Common Right Turn in the PM peak hour. The results of which are provided in **Table 6.6**.

7.12 Given this junction operates near capacity in 2023 and that only slight increases would be expected due to the proposed development of 72 dwellings. Subsequently, if the northern sector of the site is to come forward resulting is total of up to 150 dwellings (southern and northern combined), as per the sensitivity test results (**Table 7.2**), it is beneficial to tabulate the critical capacity results for Bartons Road and Emsworth Road for each scenario to provide a comparison. This is provided in **Table 7.4** below for the stated peak hour.

**Table 7.4: Critical Capacity results by scenario**

| Peak Hour and Movements | Baseline 2023 | Baseline 2023 + Committed + Proposed 72 dwellings | Sensitivity Test Baseline 2023 + Committed + 150 dwellings |
|---|---|---|---|
| AM Bartons Road Left Turn | RFC 0.93<br>Queue 4.1 | RFC 0.97<br>Queue 4.5 | RFC 1.00<br>Queue 4.8 |
| AM Bartons Road Right Turn | RFC 0.97<br>Queue 12.9 | RFC 0.98<br>Queue 13.5 | RFC 0.99<br>Queue 14.5 |
| PM Emsworth Common Road Right Turn | RFC 0.91<br>Queue 7.7 | RFC 0.91<br>Queue 7.8 | RFC 0.92<br>Queue 8.2 |

7.13 The tabulation above illustrates the increases in RFC and Queue for the critical movements. For Bartons Road left turn, the RFC increases from 0.93 to 0.97 and then reaches capacity 1.00. The actual queues for this movement only increase slightly from 4.1 to 4.8 pcu.

7.14 The increase on the Bartons Road Right turn shows very slight increases in RFC from 0.97 to 0.98 and 0.99. Queues increase slightly from 12.9 to 14.5. The increase in RFC due to the development is only 0.01 with less than 2 pcu queue.

7.15 In the PM peak hour Emsworth Common Road right turn, experiences an increase in RFC from 0.91 to 0.92 and remains at 0.92 with the sensitivity test. The modelled queues increase from 7.7 to 7.9 and 8.2 which again would not be noticeable in practice. This movement operates within capacity.

7.16 Given the above impacts neither the development nor the sensitivity test would be considered to have a material impact on the operation of this junction, nor would it be considered to have a severe impact in accordance with the revised national planning policy framework (NPPF).

**Bartons Road/B2149 (Petersfield Road)**

**Table 7.5: 2023 Baseline + Sensitivity Test 150 Dwellings**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | Deg Sat (%) | Modelled Queue | Deg Sat (%) | Modelled Queue |
| Petersfield Road (N) Left Ahead | 80.6 | 14.7 | 80.7 | 11.2 |
| Bartons Road Right Left | 77.7 | 10.3 | 79.7 | 11.7 |
| Petersfield Road (S) Ahead | 21.1 | 2.4 | 39.2 | 6.0 |
| Petersfield Road (S) Right | 80.5 | 11.8 | 81.4 | 12.4 |
| | Total PRC = 11.7 %, Cycle Time = 90s | | Total PRC = 10.6%, Cycle Time = 90s | |

7.17 The model results indicate that the junction would continue to operate with 11.7% reserve capacity in the AM peak hour and 10.6% reserve capacity in the PM peak hour.

**Bartons Road/Eastleigh Road**

**Table 7.6: 2023 Baseline + Sensitivity Test 150 Dwellings**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Eastleigh Road | 0.75 | 2.9 | 0.59 | 1.4 |
| Bartons Road (W) Right Turn | 0.32 | 0.5 | 0.44 | 0.8 |

7.18 This junction would continue to operate well within capacity with maximum RFC of 0.75 in the AM peak and minimal queuing of 3 pcus.

### Eastleigh Road/Southleigh Road

**Table 7.7: 2023 Baseline + Sensitivity Test 150 Dwellings**

| Movement | AM Peak (0745 – 0845) | | PM Peak (1700 – 1800) | |
|---|---|---|---|---|
| | RFC | Modelled Queue | RFC | Modelled Queue |
| Eastleigh Rd Left Turn | 0.11 | 0.1 | 0.03 | 0.0 |
| Eastleigh Rd Right Turn | 0.26 | 0.4 | 0.65 | 1.9 |
| Southleigh Rd (W) Right Turn | 0.01 | 0.0 | 0.02 | 0.0 |

7.19 This junction would continue to operate well within capacity with maximum RFC of 0.65 in the PM peak and minimal queuing of 2 pcus.

### Sensitivity Test Modelling Summary

7.20 The junction modelling indicates that the proposed site access as well as the Bartons Road/B2149 (Petersfield Road), Bartons Road/Eastleigh Road and Bartons Road/Southleigh Road junctions, operate well within capacity in the future year 2023 with the proposed development. These junctions also continue to operate well within capacity in the sensitivity test results.

7.21 The results in **Table 6.6** demonstrate that the staggered junction between Bartons Road/Horndean Road/Emsworth Common Road/Comley Hill will, in the future year 2023 baseline scenario, operate with RFCs higher than the ideal maximum of 0.85 RFC in both the AM and PM peak hours. The junction is expected to be operating close to its theoretical capacity in the AM peak hour with RFCs of up to 0.97 and 0.91 in the AM and PM peaks respectively. With the proposed development in place the RFC would increase to 0.98 and 0.92 in the AM and PM peak hours respectively.

7.22 The sensitivity test indicates that the junction would operate at capacity in the AM peak hour, however this would not result in any significant increase in queues. In the PM peak hour, the sensitivity test indicates that the junction would operate within capacity with little change from the baseline assessment.

7.23 Although the above junction will be nearing its theoretical capacity in 2023, this is considered to be an existing issue. The level of impact due to the traffic generated from the proposed development, represents an immaterial impact on this junction which is expected to continue to operate within capacity with the proposed development in place.

7.24 The residual impact would not be considered severe when considered against RNPPF requirements and as such the proposed development meets policy requirements in regards to its impact on the local highway network and as such should be permitted.

## 8.0 PROPOSED OFF-SITE MITIGATION WORKS

8.1 The requirement for site mitigation works would need to be justified in terms of capacity, safety or to enable the appropriate provision for all modes including both sustainable modes and motorised traffic.

8.2 The junction assessments relating to the proposed development provided in **Section 6** clearly identify that the proposed access arrangements and local junctions are able to accommodate the proposed development.

8.3 The junction assessments undertaken in **Section 7** demonstrate that the proposed development would not prejudice the potential future development within East Hampshire.

8.4 Given the analysis set out in **Sections 5, 6** and **7**, as well as the review of the accident history within the study area set out in **Section 3**, it is considered that there is no justification for the provision of further off site works other than those associated with the proposed access arrangements set out in **Drawing No 17-055-011** and supported by an independent Stage 1 RSA which is provided at **Appendix R**.

## 9.0 SUMMARY AND CONCLUSIONS

9.1 This Transport Assessment (TA) has been prepared by Charles & Associates Consulting Engineers (C&A), on behalf of White Farming Limited, to support an outline planning application for a residential development of up to 72 dwellings with access to be determined.

9.2 The proposed site lies within Havant district and is bound to then north by the Havant / East Hampshire District boundary. There is scope in the future for a further development within East Hampshire of an additional 78 dwellings. This potential future site would require access through the now proposed development and this has been assessed, in **Section 7** as a sensitivity test for 150 dwellings.

9.3 The report has been prepared in a manner consistent with current policy including that set out in the Revised National Planning Policy published in July 2018 and in accordance with regional and local policy as set out in **Section 2**. The application has also drawn from relevant national and local design guidance found in MfS, DMRB, and Hampshire County Council's companion document to MfS.

9.4 The report considers the existing local highway network in the context of the proposed development. This report demonstrates that effective access can be established for sustainable modes as well as the private car. Access for deliveries and emergency vehicles has also been provided. This being enabled through the main access as well as being enhanced through the provision of a separate shared pedestrian cycle and emergency access, which is to be provided with padlocked staggered gates to prevent unauthorised use whilst still enabling pedestrian/cyclist and emergency access.

9.5 The main access arrangements have been achieved through amendments to the approved access arrangements proposed as part of the now approved application for Land South of Bartons Road (APP/15/01435). The amended proposals are illustrated in **Drawing**

**17-055-011**, and supported by swept path assessments in addition to an independent Stage 1 Road Safety Audit with designers' response.

9.6 The revised access to the Havant crematorium has been provided with adequate geometry to maintain access for HCC specified refuse vehicle.

9.7 **Section 6** provides a comprehensive assessment of the operation of the existing junction as well as the proposed access. The junction models accurately reflect the observed queues from 2018. These models have subsequently been used to assess the future assessment year of 2023 with committed development as well as with the proposed development of 72 dwellings.

9.8 **Section 7** provides a sensitivity test for a total of 150 dwellings which demonstrates that the proposed scheme does not prejudice the potential future development of an additional 78 dwellings north of the proposed site which lies within East Hampshire.

9.9 The junction assessment work indicates that the proposed access would operate with ample capacity and minimal queuing with the proposed development of 72 dwellings or indeed with the potential future development of up to 150 dwellings coming forward.

9.10 All but one junction on the local highway network under consideration would also continue to operate well within capacity with the proposed development in place or indeed with the potential future development of up to 150 dwellings.

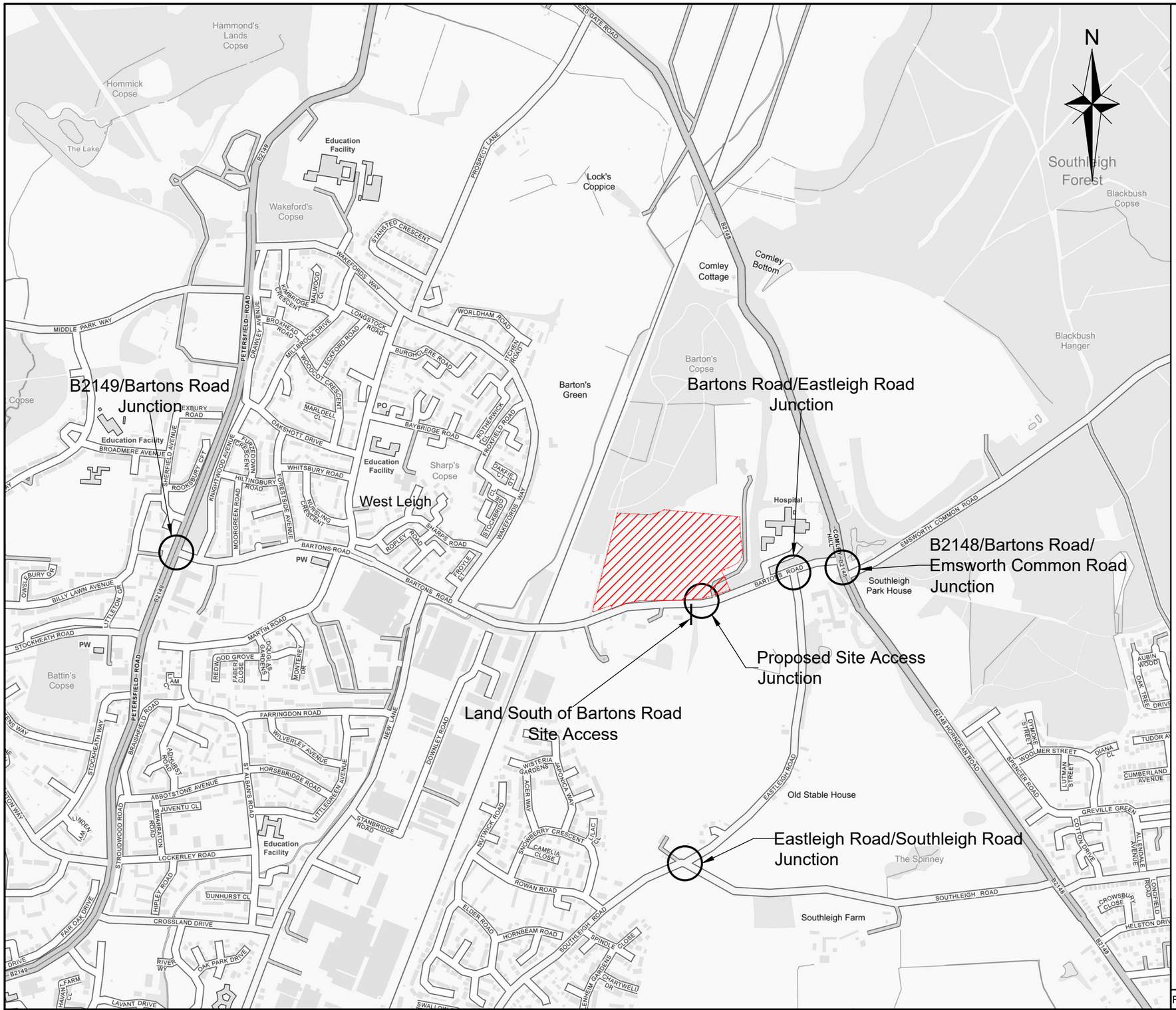
9.11 The junction of Bartons Road with Emsworth Common and the B2148 is expected to operate near capacity in 2023 with committed developments in place. The proposed development would result in a slight increase in demand resulting in the junction operating near to but still within capacity with minor increase in queues.

9.12 From the results of the sensitivity test for 150 dwellings, it is expected that this proposed development in southern sector of the site and the potential future development in northern sector of the site within East Hampshire would to bring this junction up to its theoretical capacity in 2023. The resulting queues would see little increase over the baseline situation.

9.13 The residual impact of the development at this junction cannot be considered a severe impact as defined by RNPPF and as such the development should be permitted. Given this, there is no technical reason why off-site works should be required to enable the application to be approved.

9.14 In conclusion, this TA demonstrates the suitability of the proposed site for a development of 72 dwellings via the access arrangements proposed. The development proposals include access for all sustainable modes of travel including facilitates for pedestrians and cyclists as well as general traffic. Access for service vehicles as well as emergency vehicles has also been provided. The development traffic can be accommodated without detriment to the operation of the local highway network and without prejudice to the potential future development within East Hampshire. Given this, it is therefore, considered that there are no sound highways or transportation reasons for refusal of the proposed development in the context of the national, regional, local planning policy or design guidance.

# FIGURES




## KEYS

Site Location

Junctions to be assessed

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| A | Minor amendments. | PL | GAC | GAC | Nov 18 |


Consulting Engineers Ltd

Issued by ☒ Landmark House, Station Road, Hook, Hampshire, RG27 9HA, 01256 630420

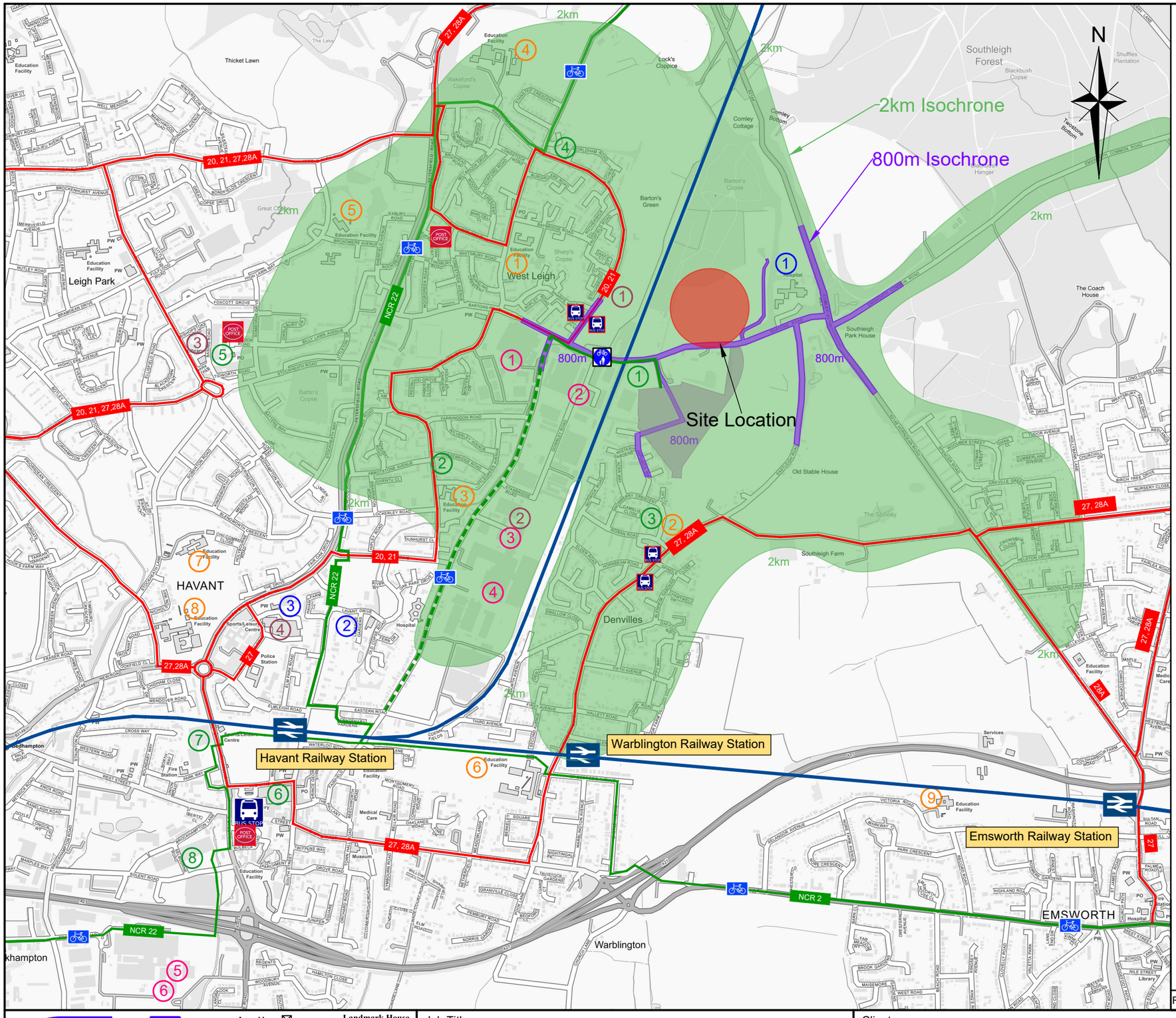
☐ Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford, Kent ME20 6SN, 01732 448120


Job Title: Land West of Havant Crematorium, Bartons Road

Drawing Title: Site Location Plan / Junctions to be Assessed

Client: White Farming Limited

| Scale | Date | Designed |
|---|---|---|
| 1:10k@A3 | Jan 18 | PL |
| **Drawn** | **Checked** | **Approved** |
| PL | TMS | GAC |
| **Job No** | **Figure No** | **Rev** |
| 17-055 | Figure 1.1 | A |




KEY

BUS STOP/STATION

BUS ROUTE

RAILWAY STATION

RAILWAY ROUTE

NATIONAL CYCLE ROUTE

ON-ROAD CYCLE LANE

POST OFFICE

RETAIL
1. Havant Garden Centre
2. The Co-Operative Food
3. Welcome Denvilles
4. Londis
5. Greywell Shopping Centre
6. The Meridian Centre
7. Wickes & ALDI
8. Solent Retail Park

EDUCATION
1. Sharps Copse Primary School
2. Bright Beginnings Nursery
3. Saint Alban's CoE Primary School
4. Havant Academy
5. Front Lawn Nursery and Primary Academy
6. Warblington School
7. Trosnant Junior School
8. Havant & South Downs College
9. Emsworth Primary School

HEALTHCARE
1. Spire Portsmouth Hospital
2. Oak Park Community Clinic
3. Havant Health Centre

BUSINESS PARK
1. Nest Business Park
2. Dakota Business Park
3. Hayward Business Centre
4. Kenwood Business Park
5. Langstone Technology Park
6. Endeavour Business Park

RECREATION AND LEISURE
1. Bartons Green
2. My Fitness Hub Havant
3. Leigh Park Community Centre
4. Horizon Gym

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|


G&A Consulting Engineers Ltd

Issued by ☒ Landmark House, Station Road, Hook, Hampshire, RG27 9HA, 01256 630420

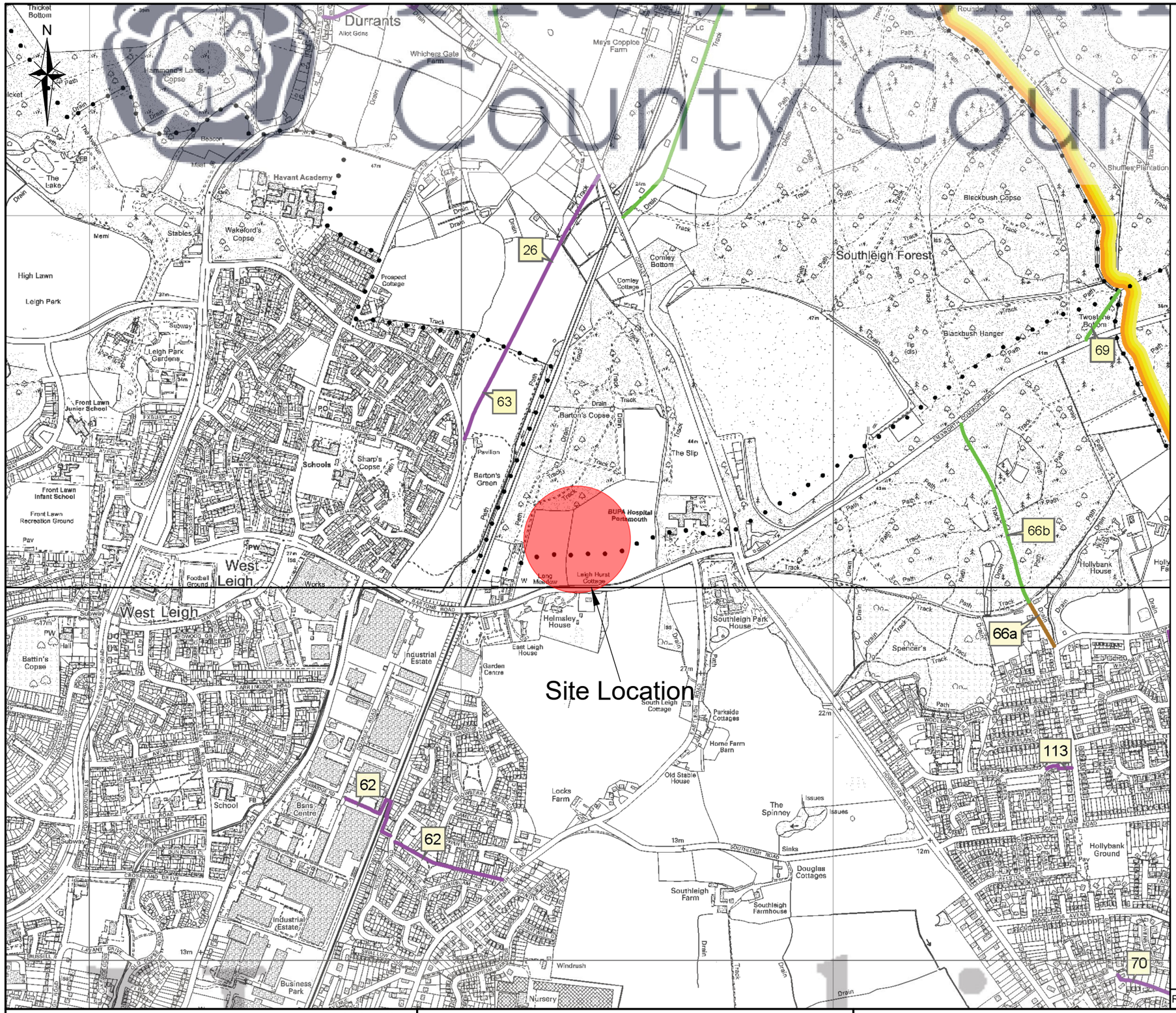
☐ Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford, Kent ME20 6SN, 01732 448120


Job Title: Land West of Havant Crematorium, Bartons Road

Drawing Title: Accessibility Plan

Client: White Farming Limited

| Scale | Date | Designed |
|---|---|---|
| 1:15k@A3 | July 18 | PL |
| Drawn | Checked | Approved |
| PL | TMS | GAC |
| Job No | Figure No | Rev |
| 17-055 | Figure 3.1 | - |




| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|


Issued by ☒ Landmark House, Station Road, Hook, Hampshire, RG27 9HA, 01256 630420

☐ Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford, Kent ME20 6SN, 01732 448120

G&A Consulting Engineers Ltd


Job Title: Land West of Havant Crematorium, Bartons Road

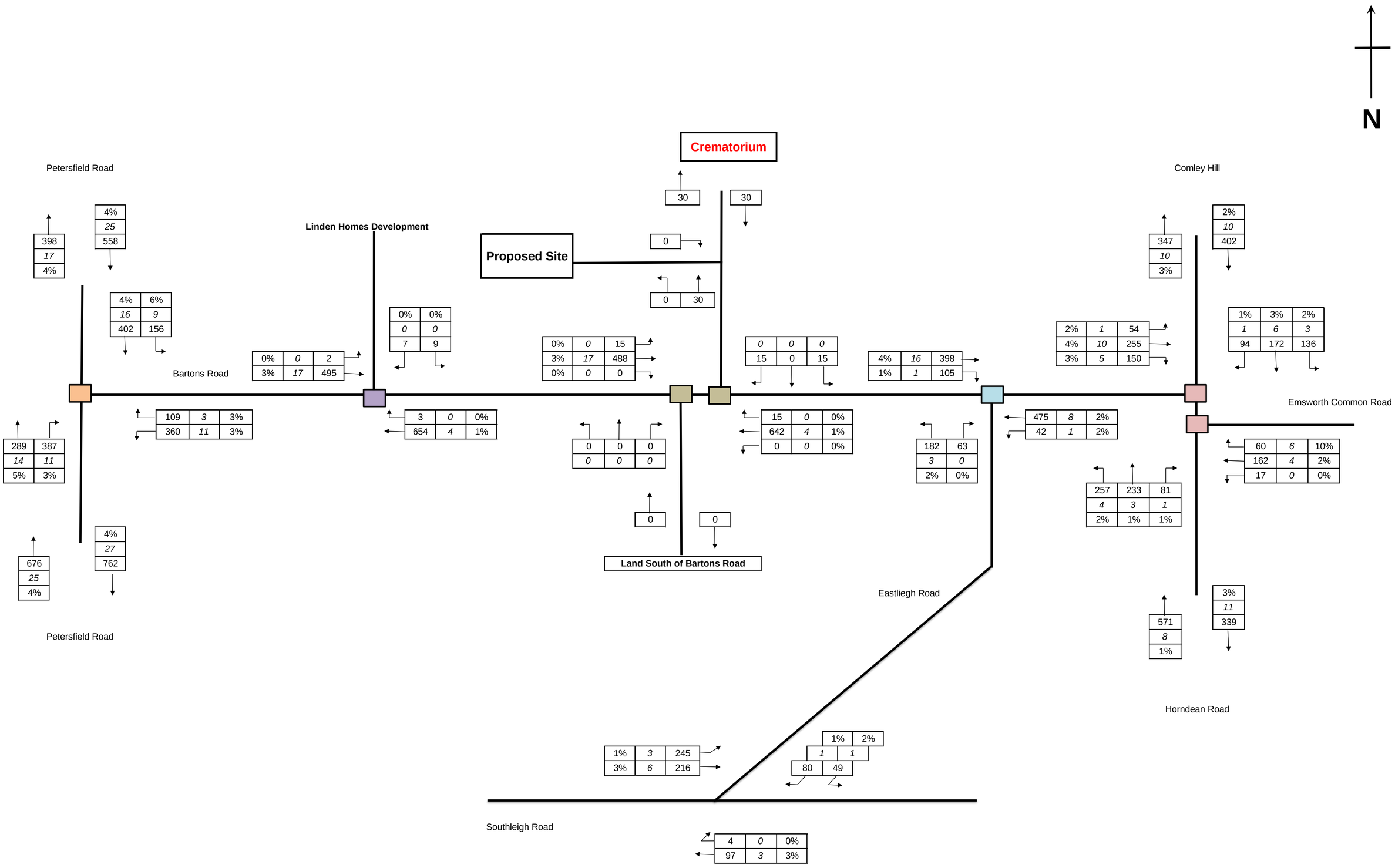
Drawing Title: Public Rights of Way Plan

Client: White Farming Limited

| Scale | Date | Designed |
|---|---|---|
| NTS @A3 | May 2018 | PL |
| Drawn | Checked | Approved |
| DK | TMS | GAC |
| Job No | Figure No | Rev |
| 17-055 | Figure 3.2 | - |

17-055-010

# TRAFFIC FIGURES




Notes:

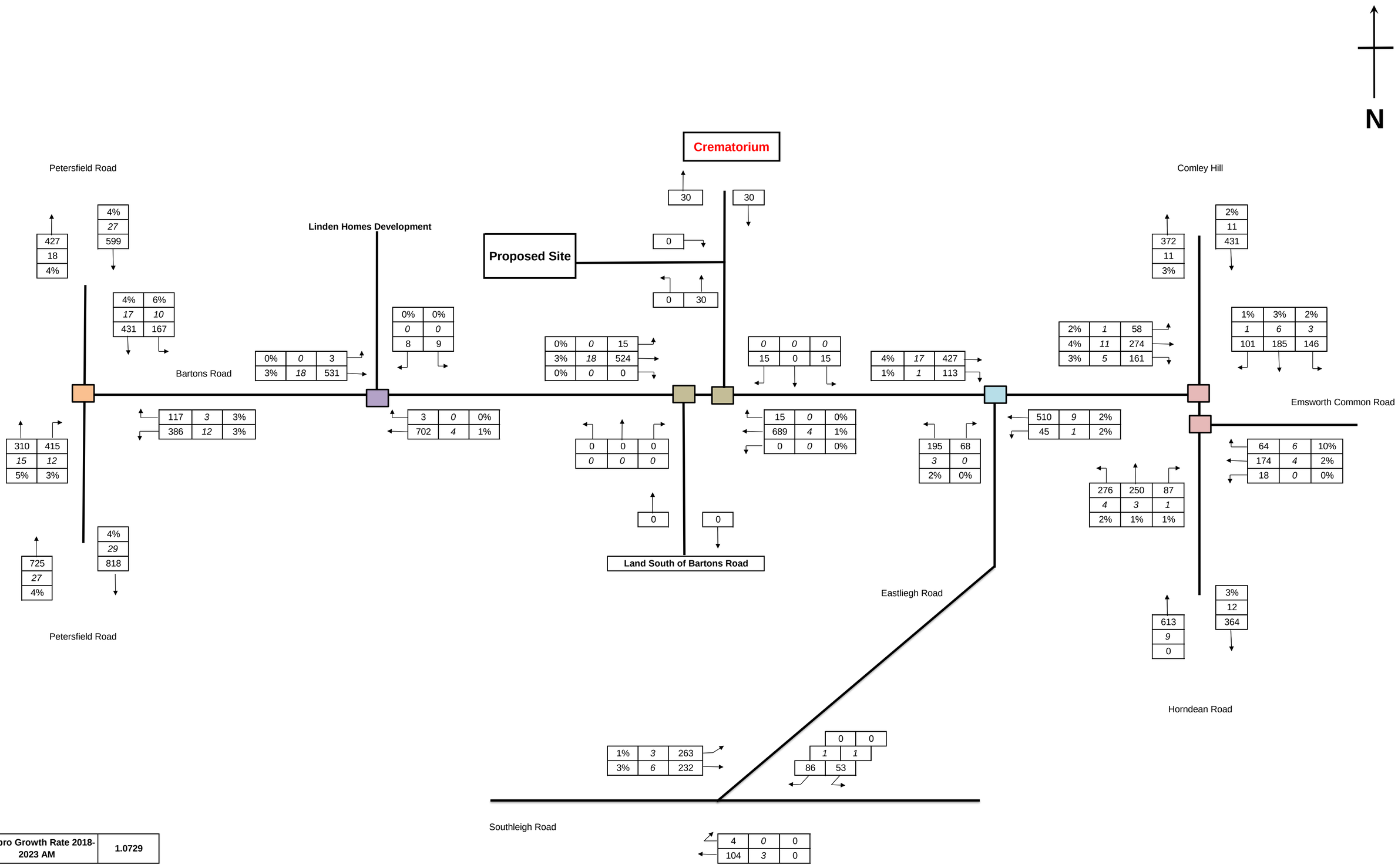
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

AM Peak 0745 - 0845

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **01: 2018 Flows AM Peak** | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




| Tempro Growth Rate 2018-2023 AM | 1.0729 |
|---|---|

Notes:

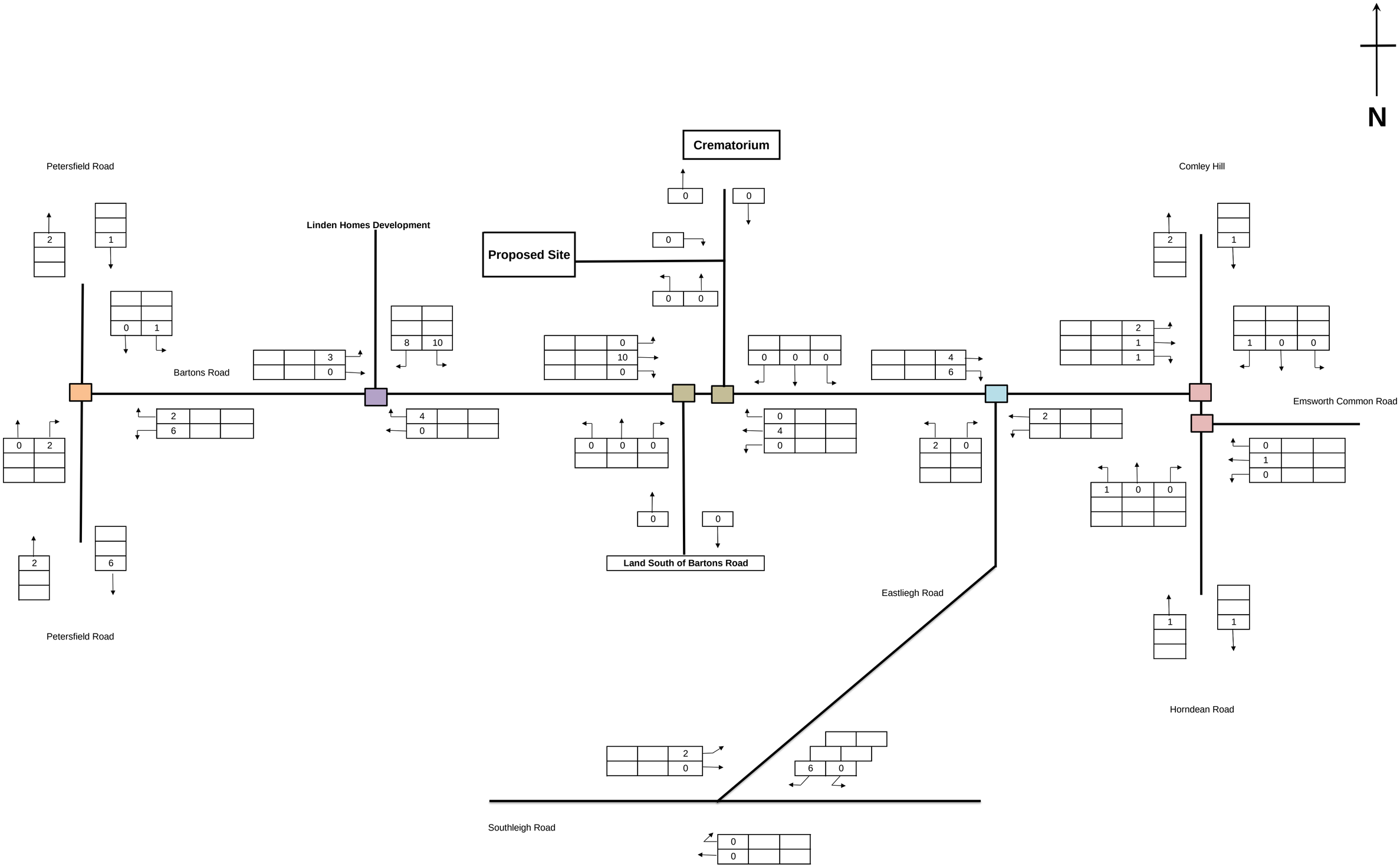
| | |
|---|---|
| 0 | Total vehicles |
| 0 | HGV |
| 0% | HGV % |

AM Peak 0745 - 0845

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **02: 2023 Flows AM Peak** | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



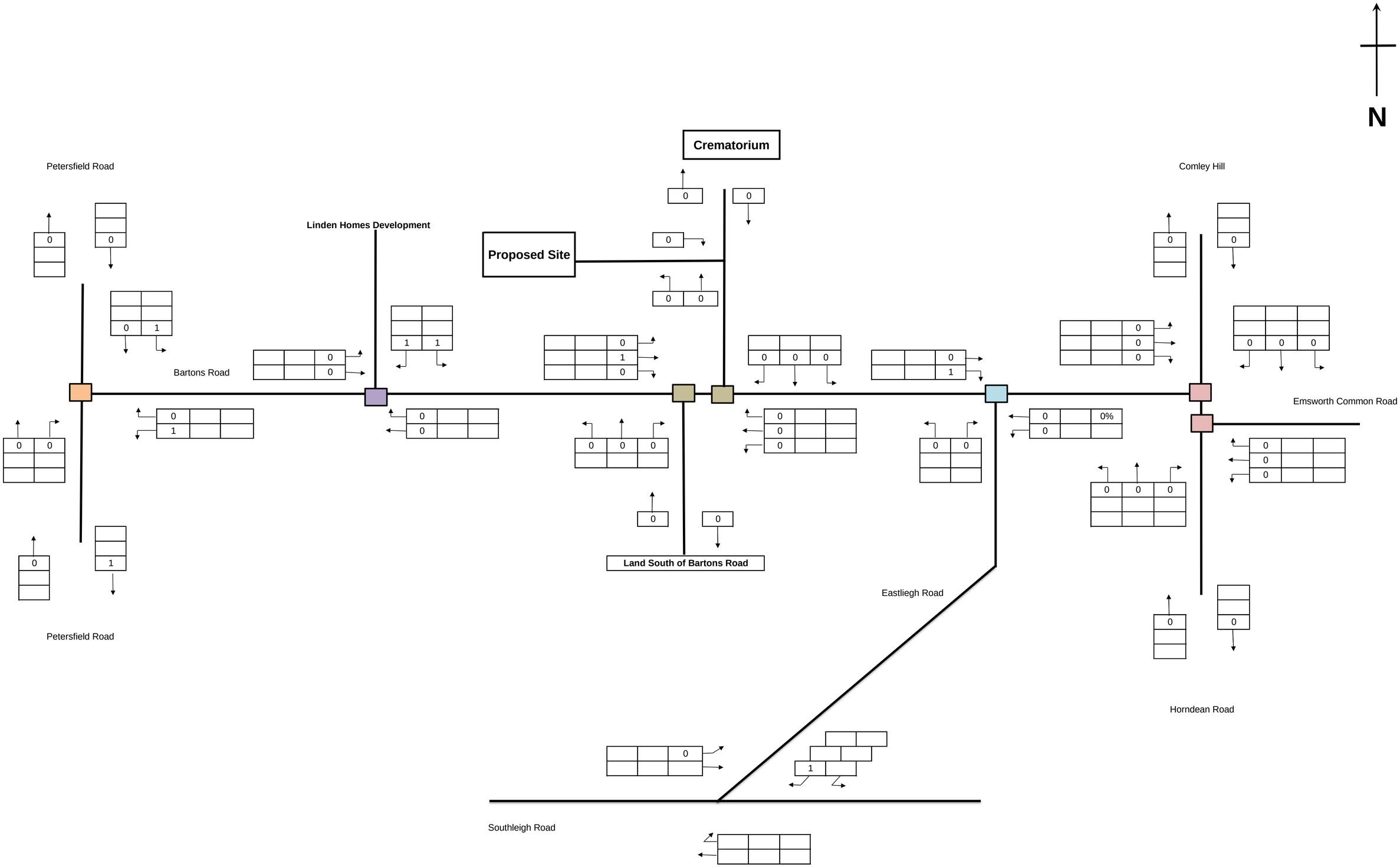

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **03: Committed Linden Homes Flows AM Peak** | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



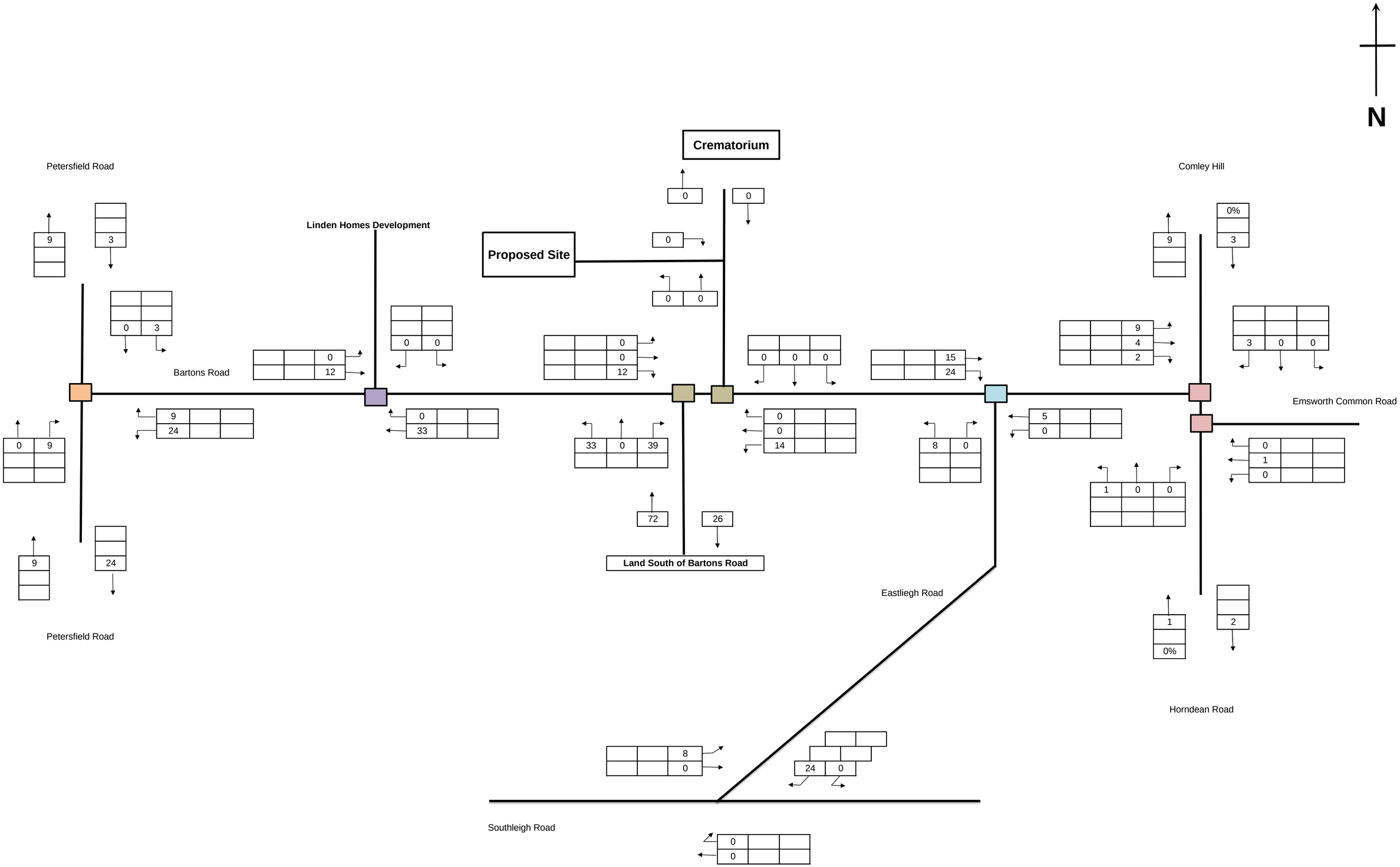

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **04: Committed Linden Homes Flows (10%) AM Peak** | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



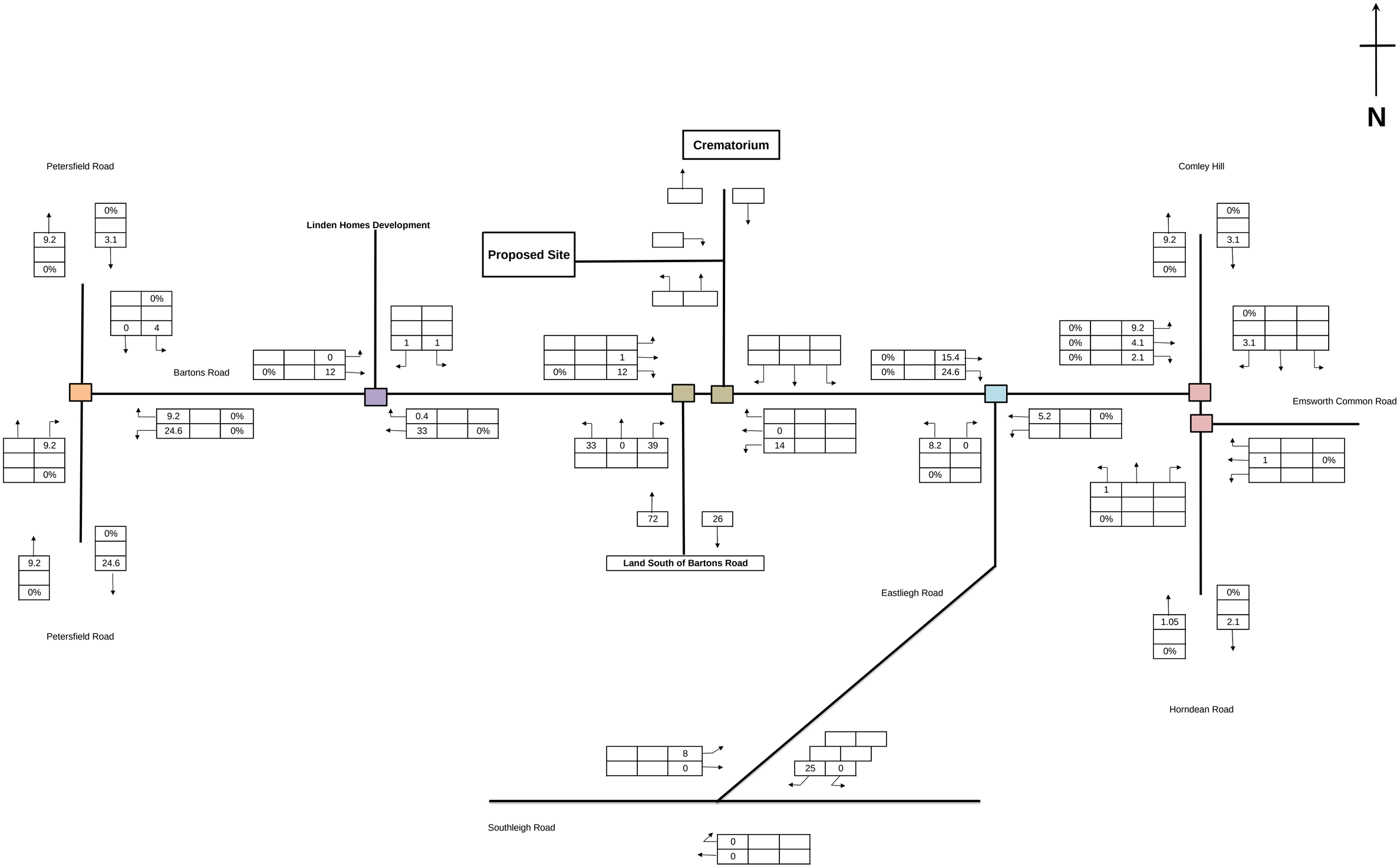

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **05: Committed Land South of Bartons Road Flows AM Peak** | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



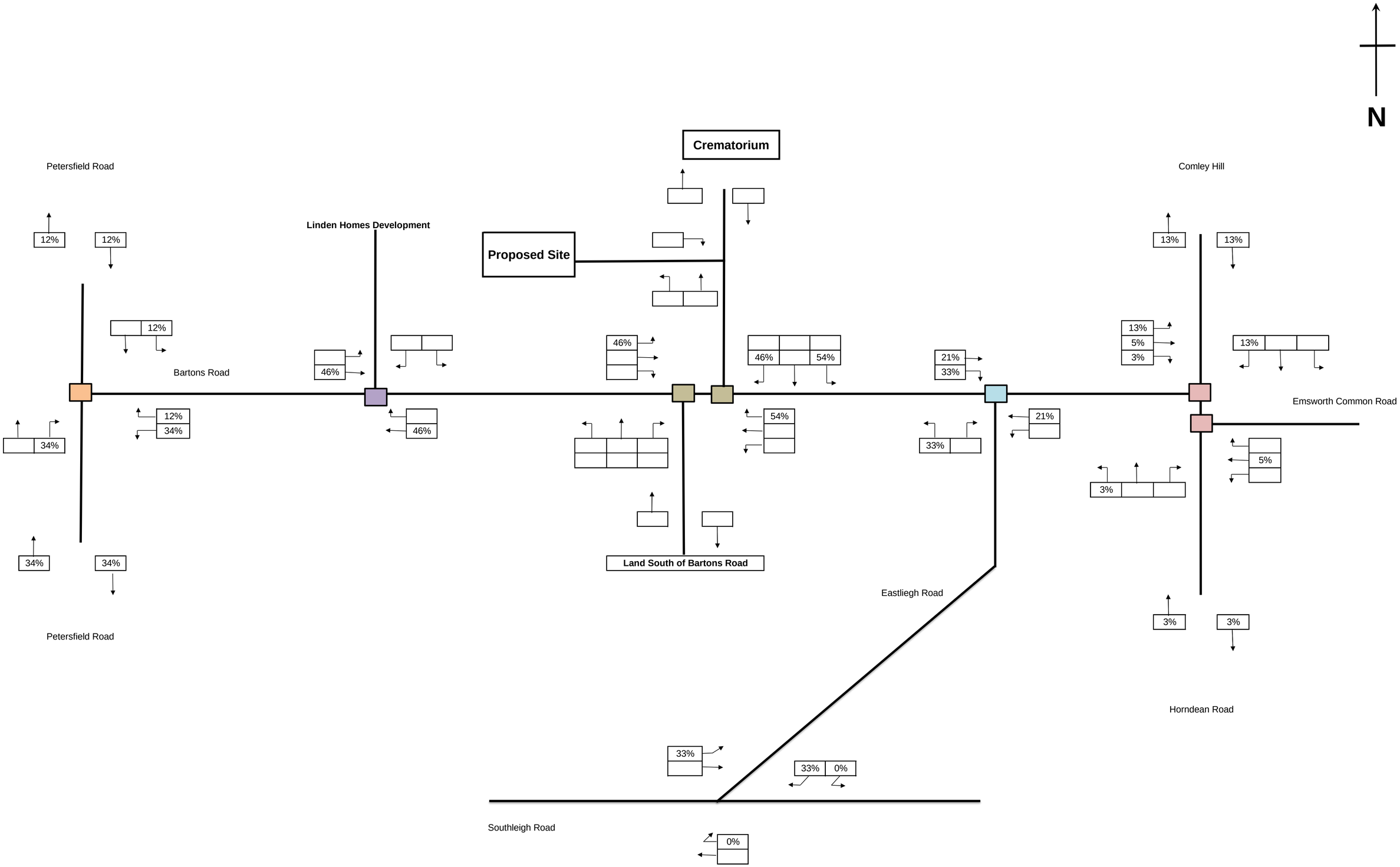

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **06: Total Committed Development Flows AM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



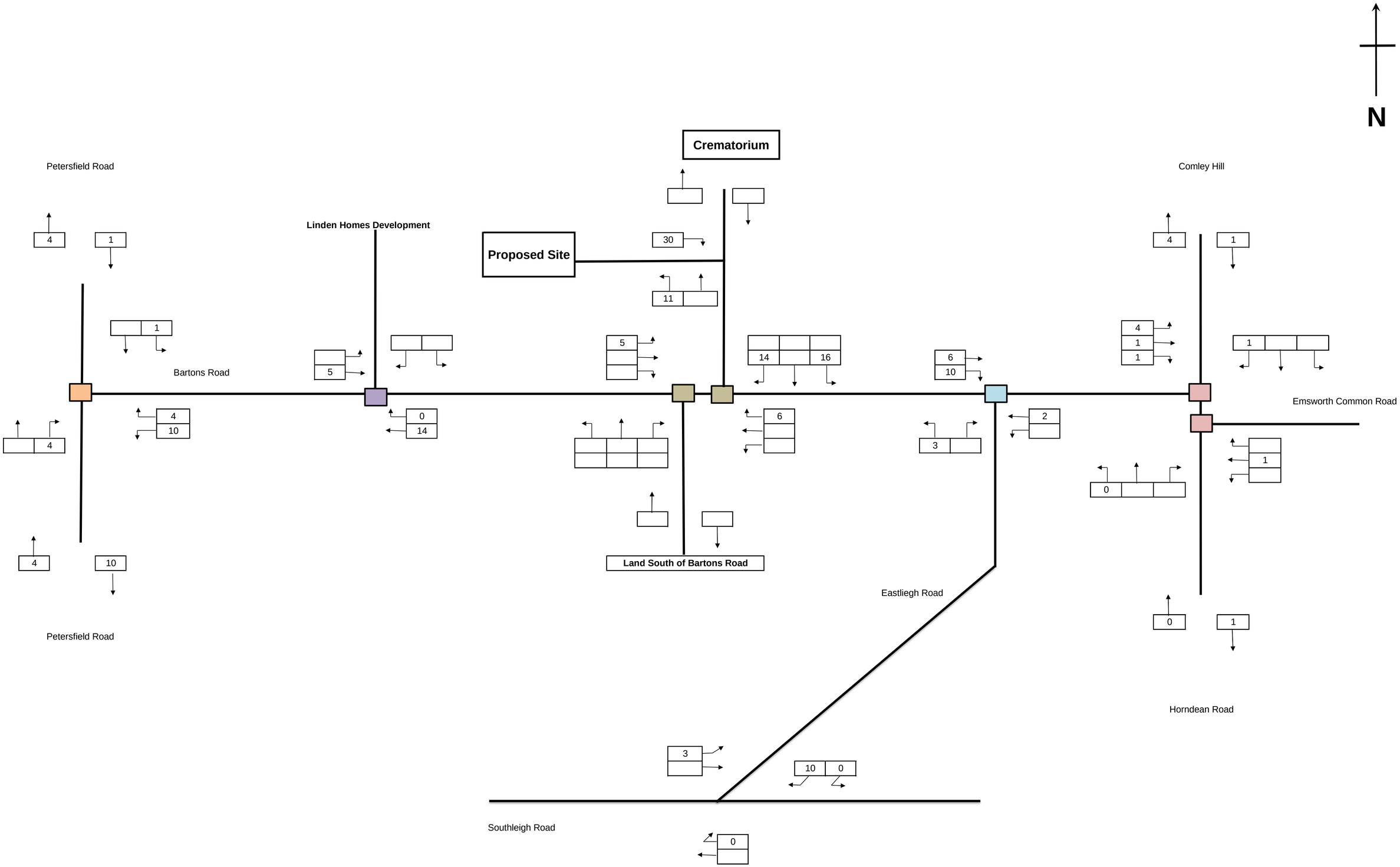

Notes:

0% Distribution

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **07: Proposed Development Distribution AM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



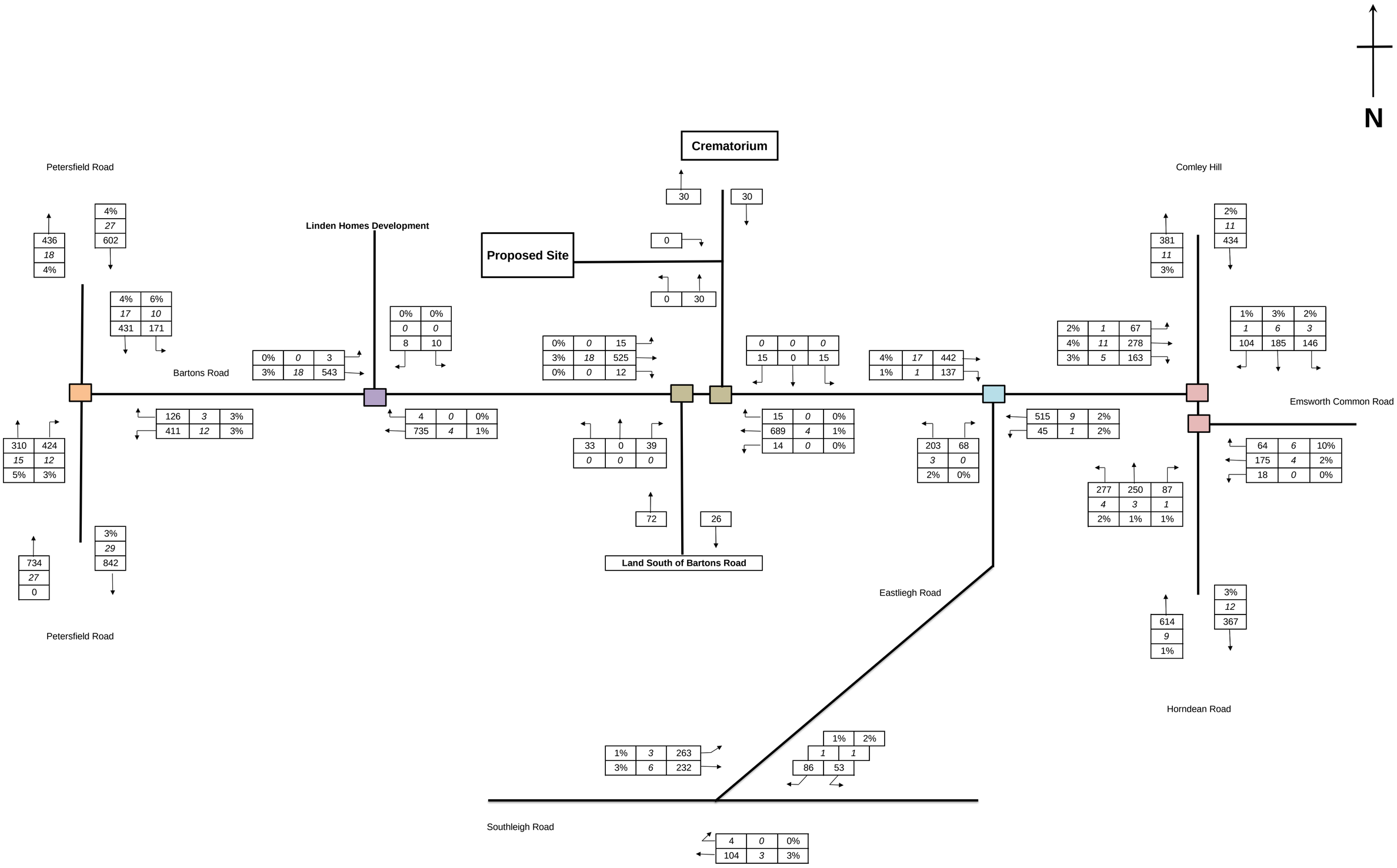

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | | |
|---|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | | Job No: **17-055** |
| Traffic Figure: **08: Proposed Development Flows AM Peak** | | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

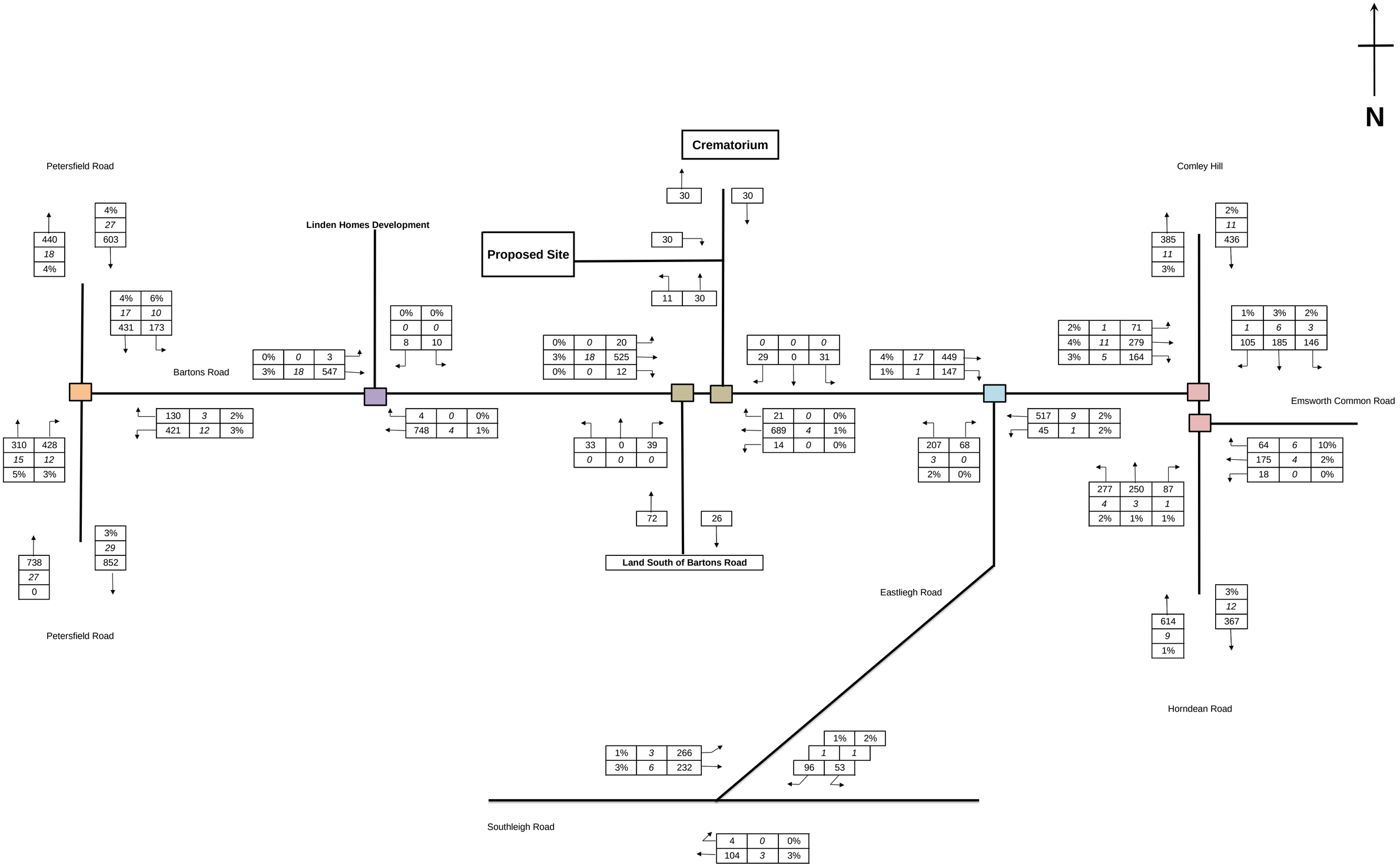
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

AM Peak 0745 - 0845

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **09: 2023 + Committed Flows AM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

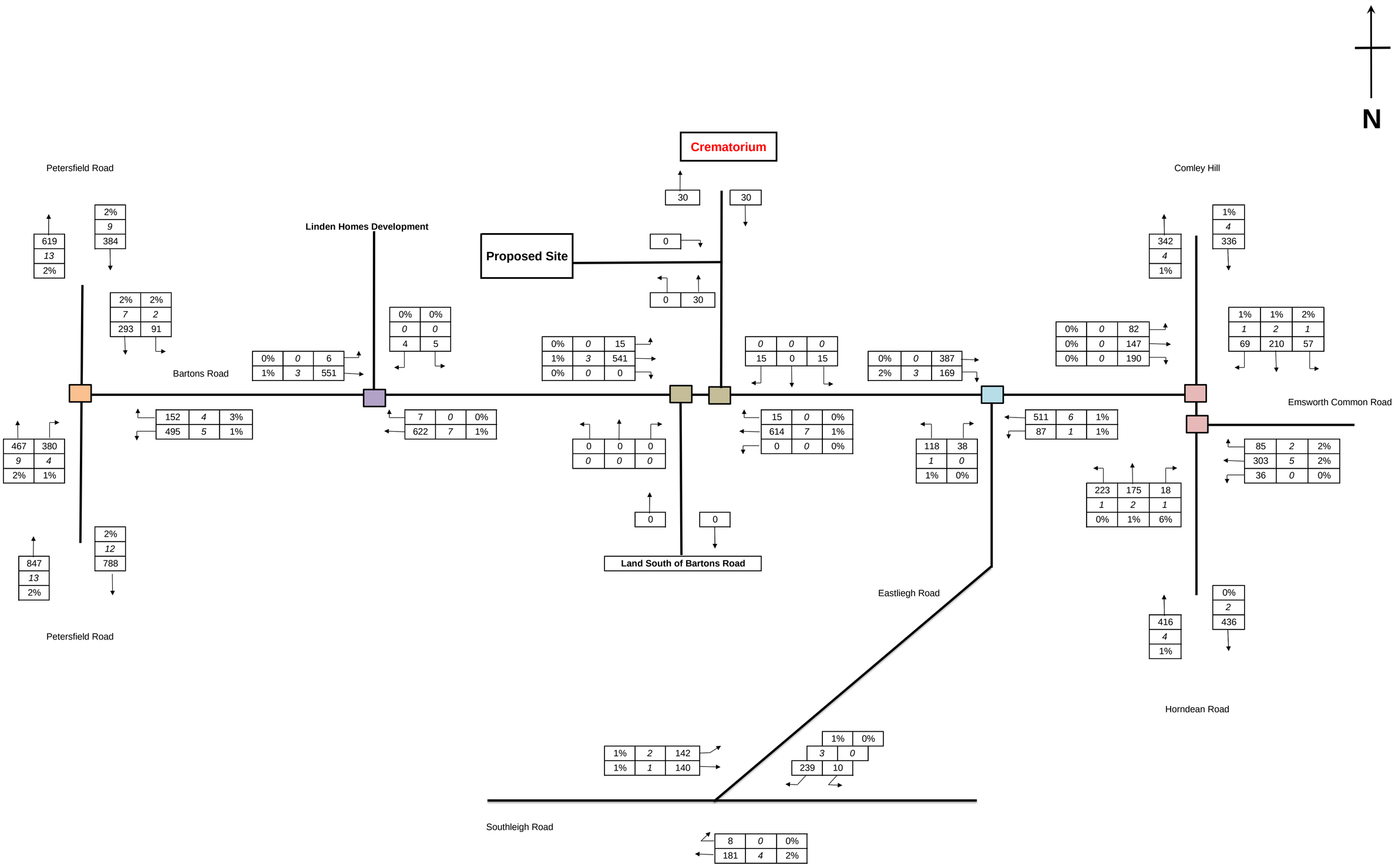
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

AM Peak 0745 - 0845

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: | **Land West of the Havant Crematorium<br>Bartons Road, Havant** |
| Job No: | **17-055** |
| Traffic Figure: | **10: 2023 + Committed + Development Flows AM Peak** |
| Date: | **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

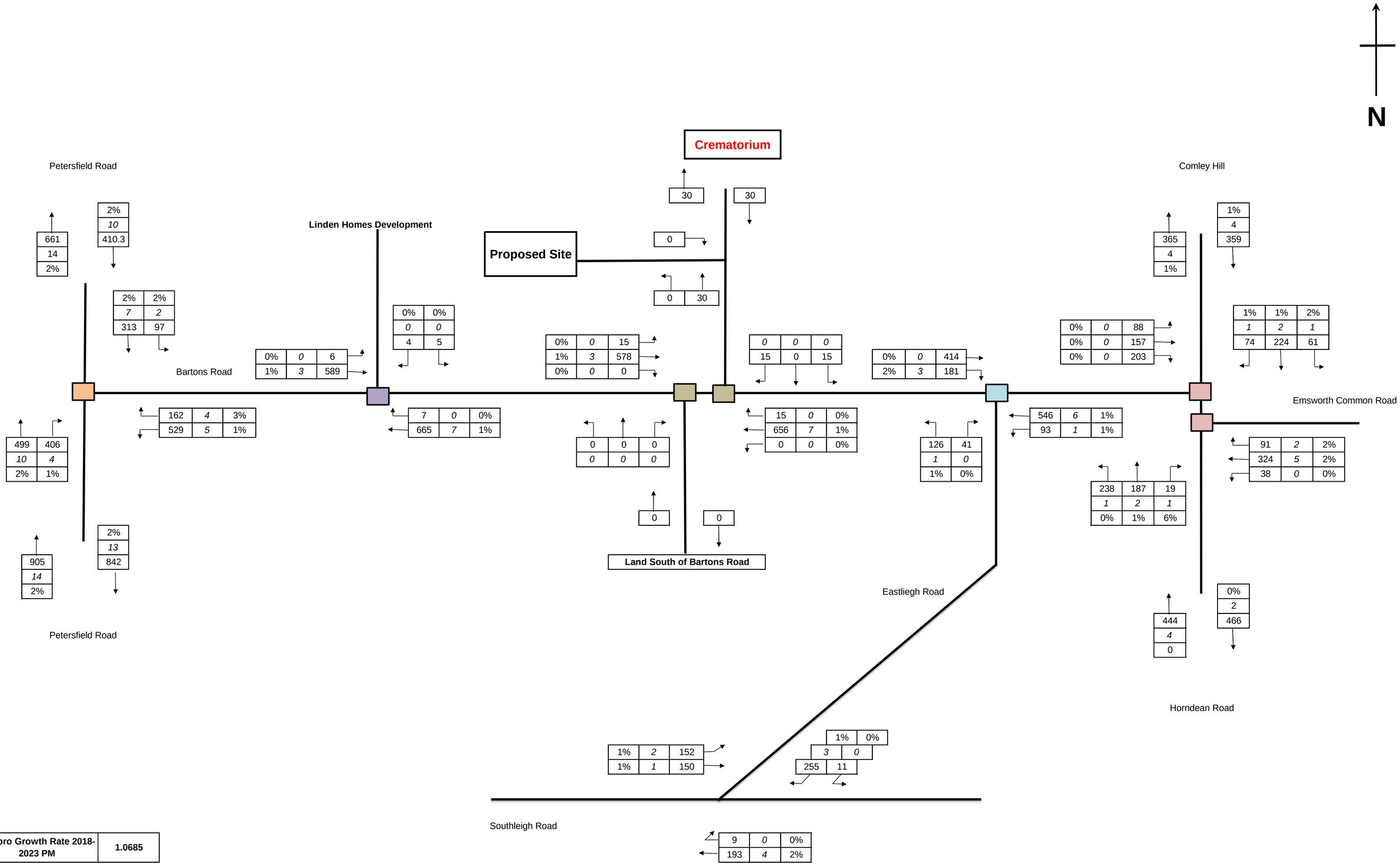
| | |
|---|---|
| 0 | Total vehicles |
| 0 | HGV |
| 0% | HGV % |

PM Peak 1700 - 1800

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **11. 2018 Flows PM Peak** | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




| | |
|---|---|
| **Tempro Growth Rate 2018-2023 PM** | **1.0685** |

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

PM Peak 1700 - 1800

**Not to Scale**
**Not all Roads and Routes are Shown**

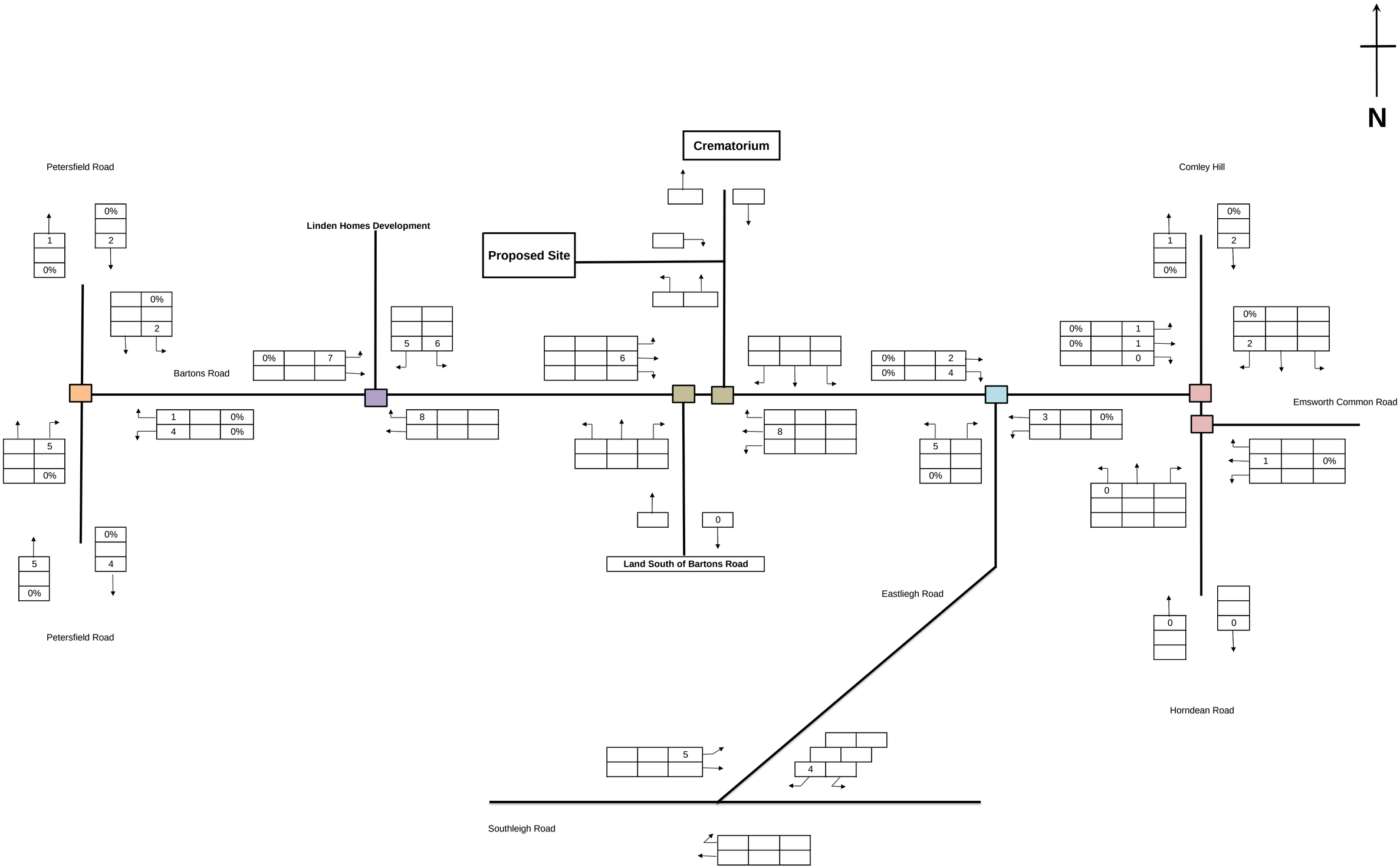
Job Title: **Land West of the Havant Crematorium Bartons Road, Havant**

Job No: **17-055**

Traffic Figure: **12. 2023 Flows PM Peak**

Date: **02/11/2018**


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



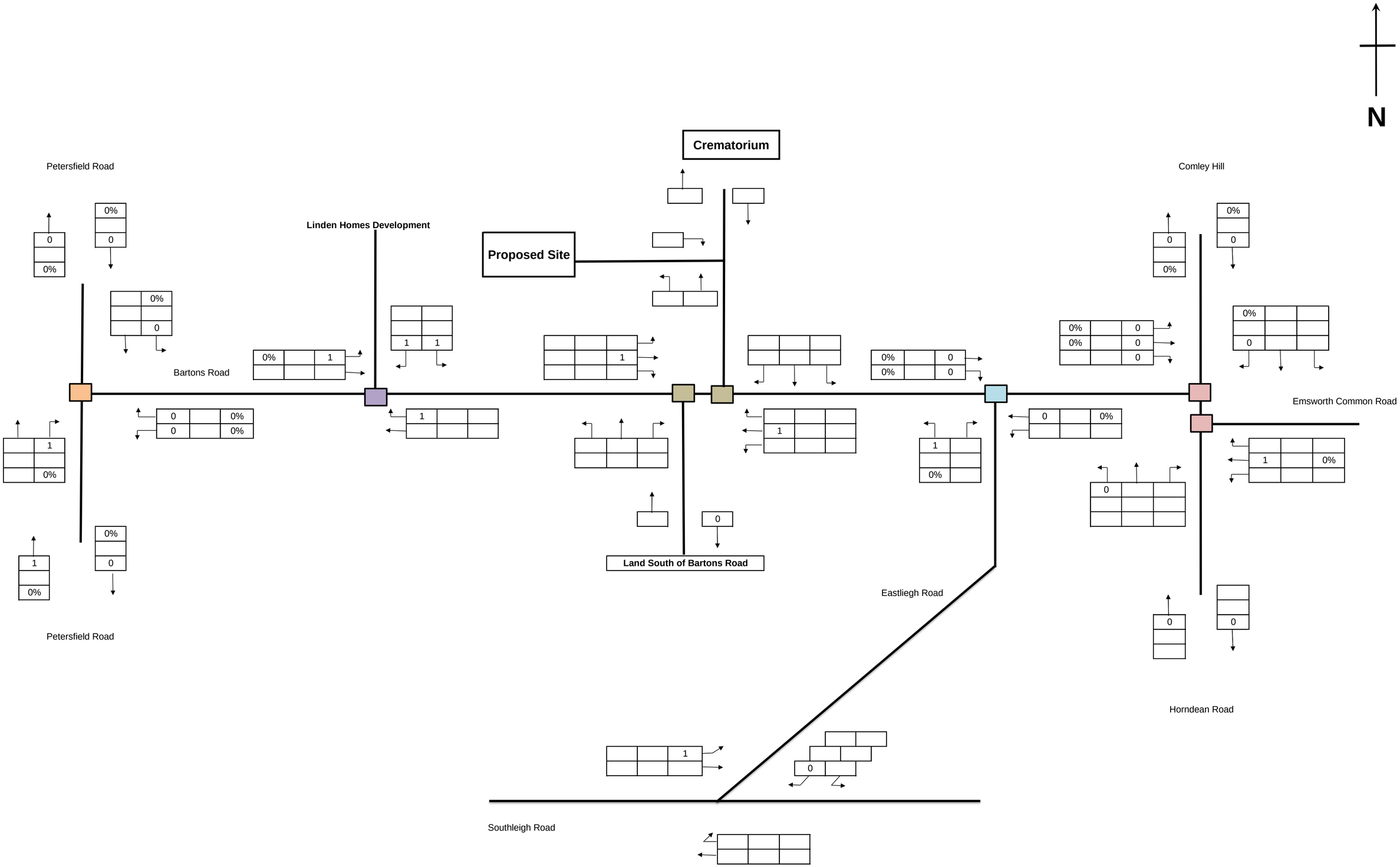

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **13. Committed Linden Homes Flows PM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



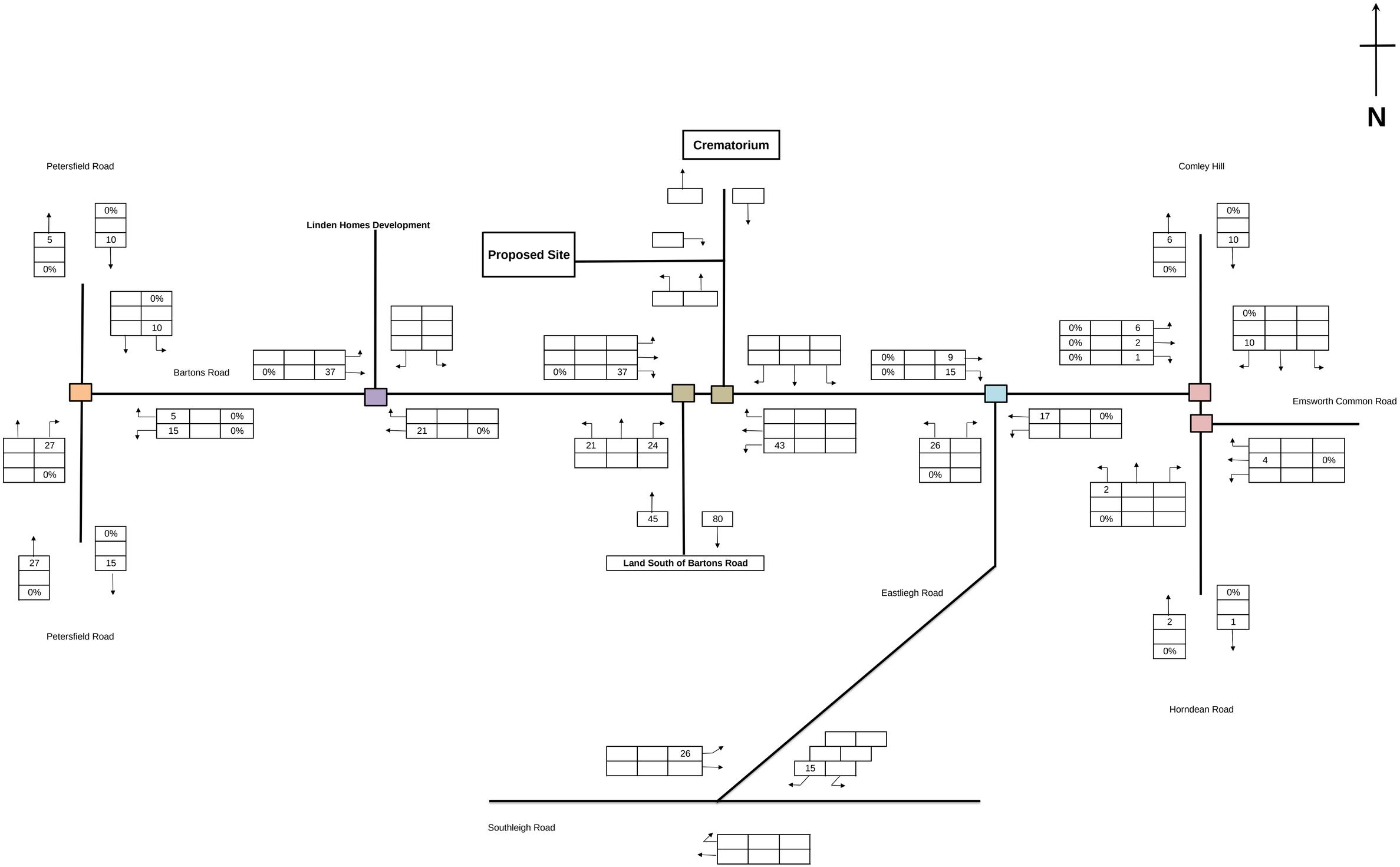

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **14. Committed Linden Homes Flows (10%) PM Peak** | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



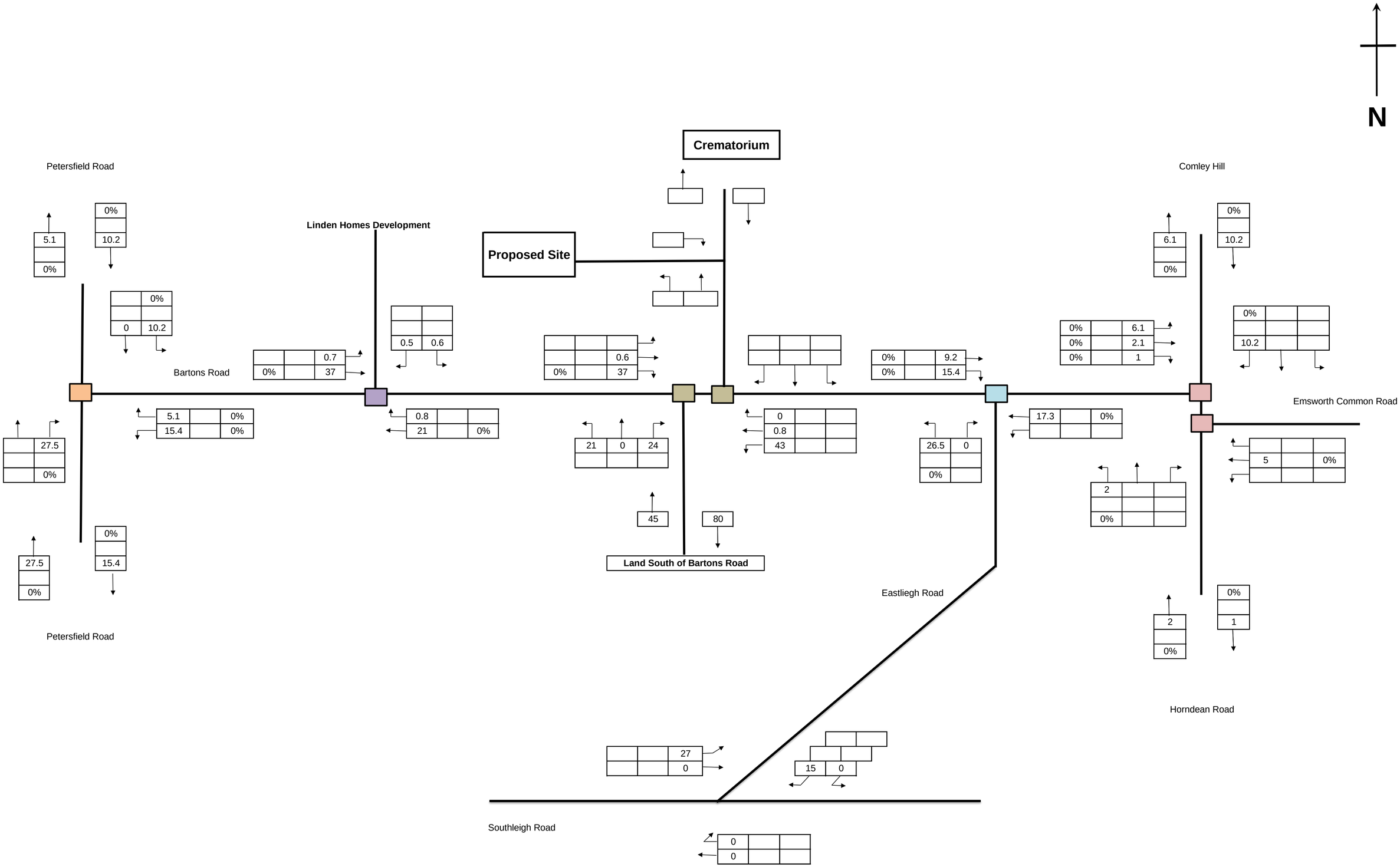

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **15. Committed Land South of Bartons Road Flows PM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



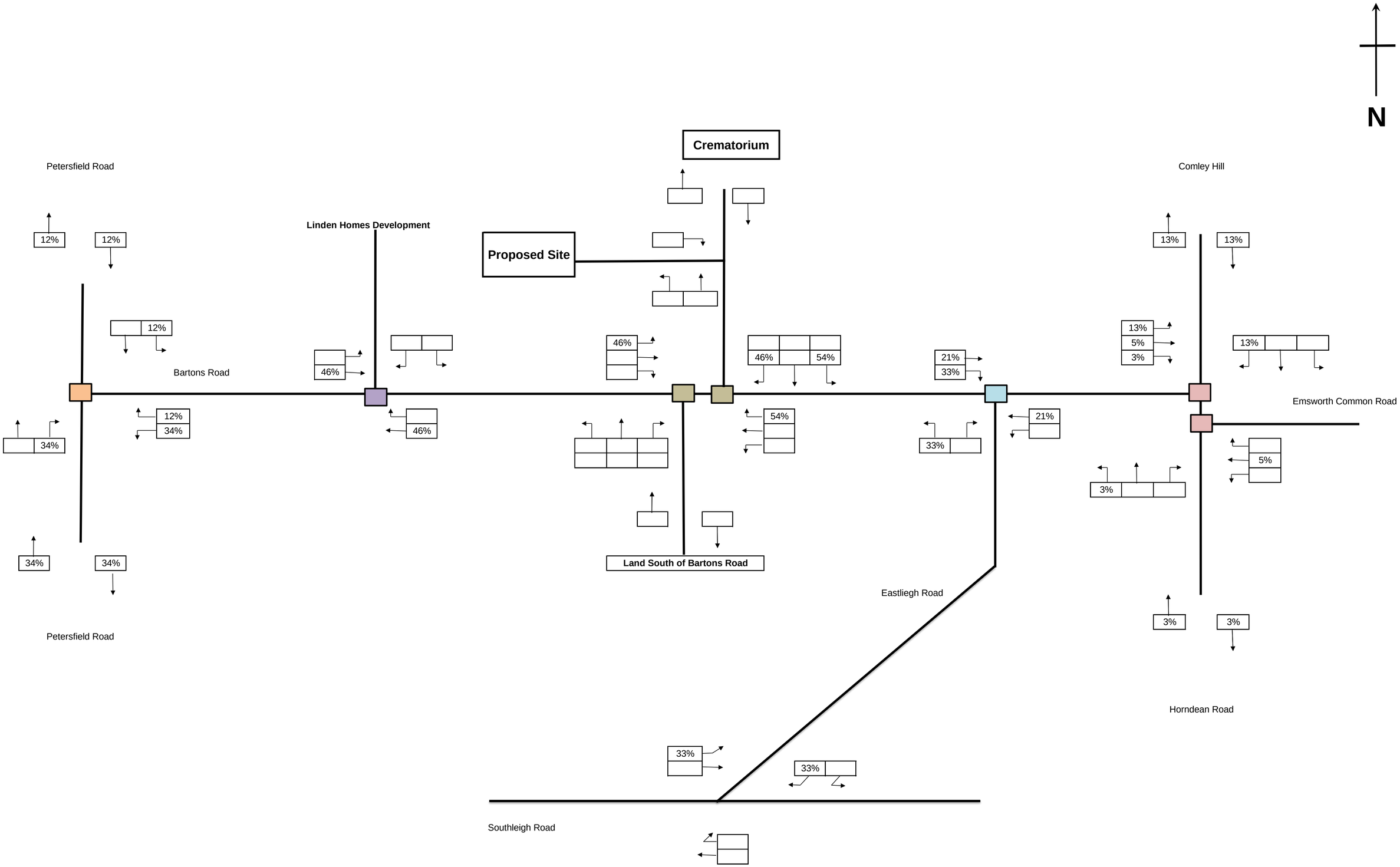

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **16. Total Committed Development Flows PM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



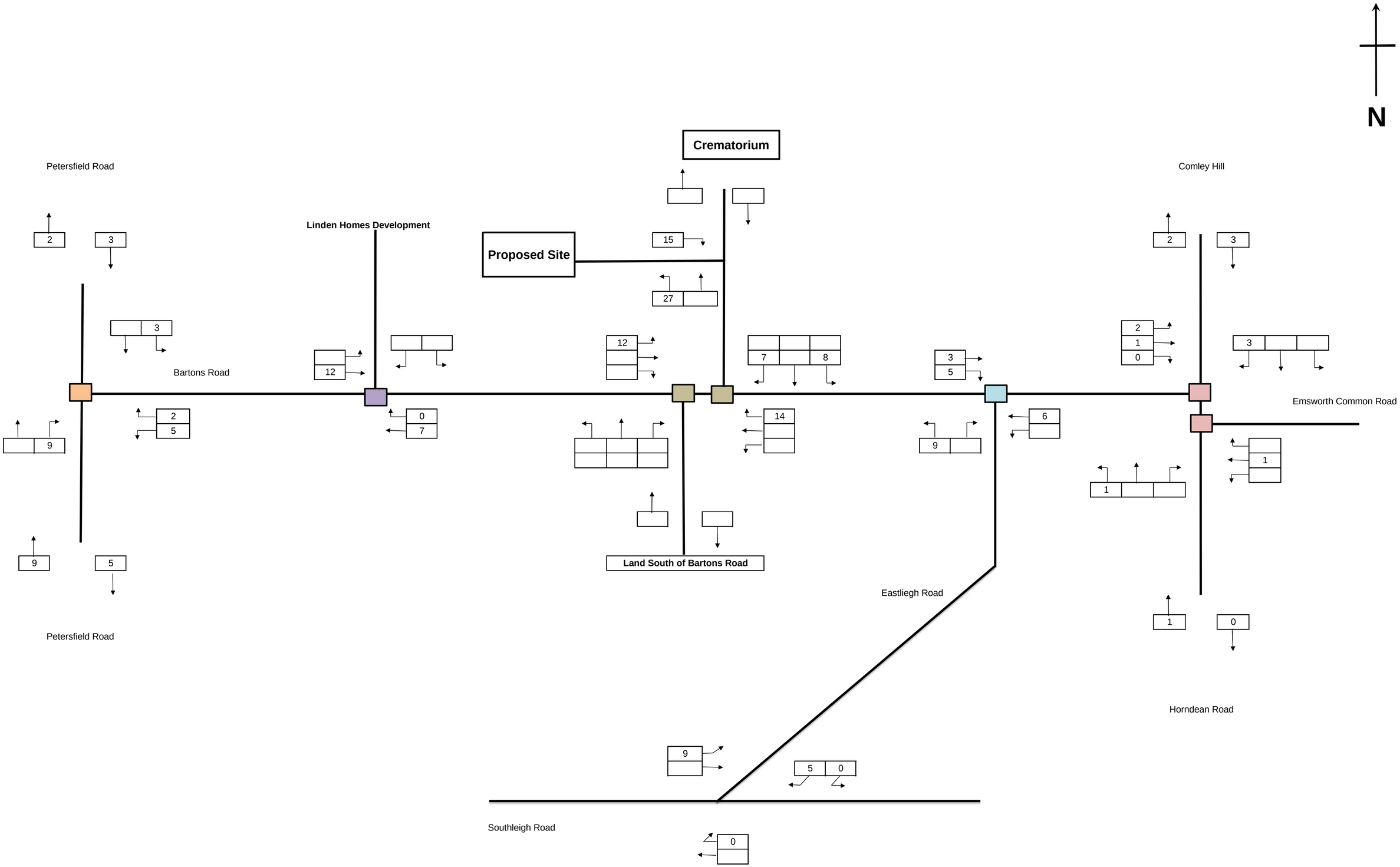

Notes:

0 Distribution

**Not to Scale**
**Not all Roads and Routes are Shown**

| | | |
|---|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | | Job No: **17-055** |
| Traffic Figure: **17. Proposed Development Distribution PM Peak** | | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA



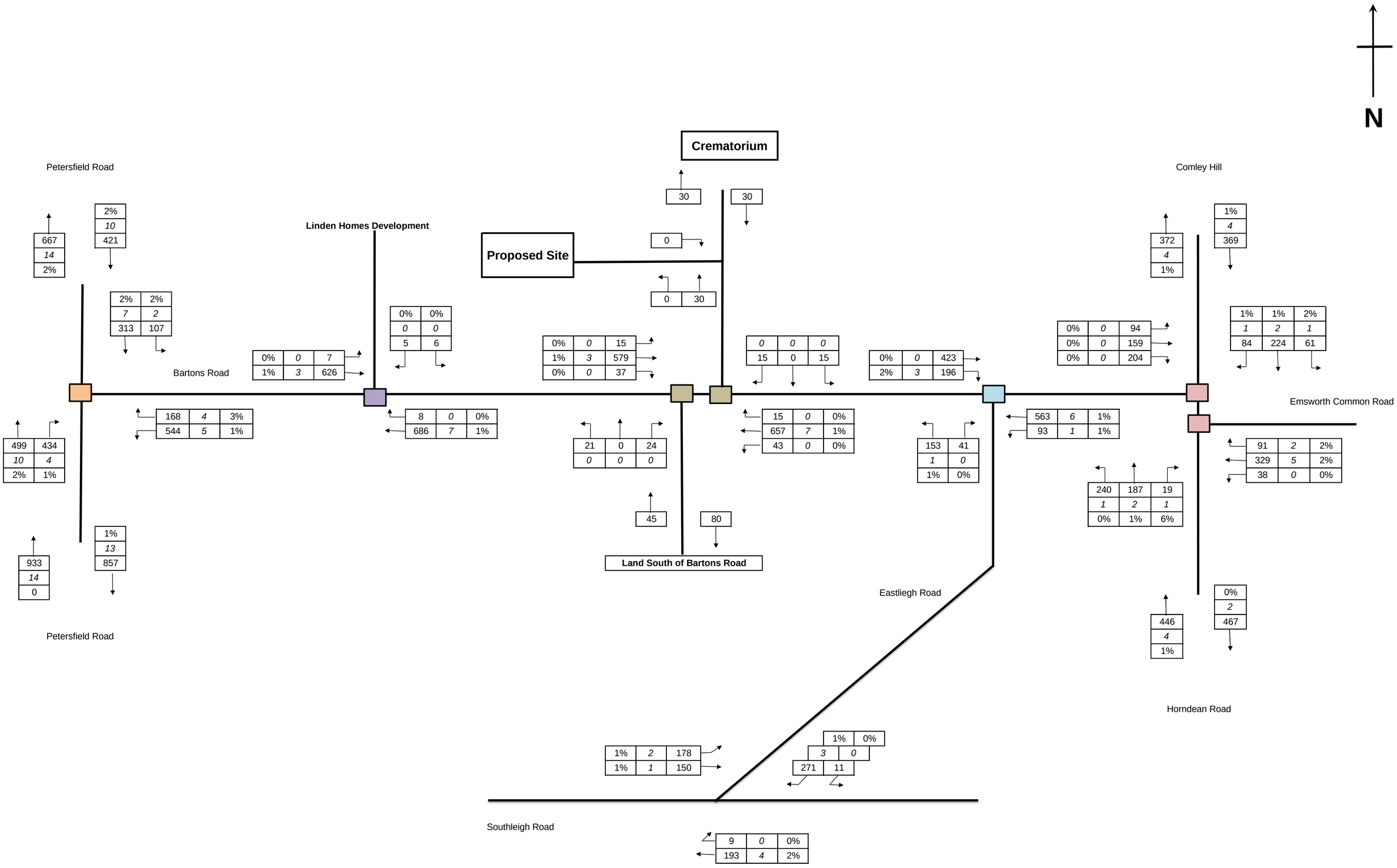

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **18. Proposed Development Flows PM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

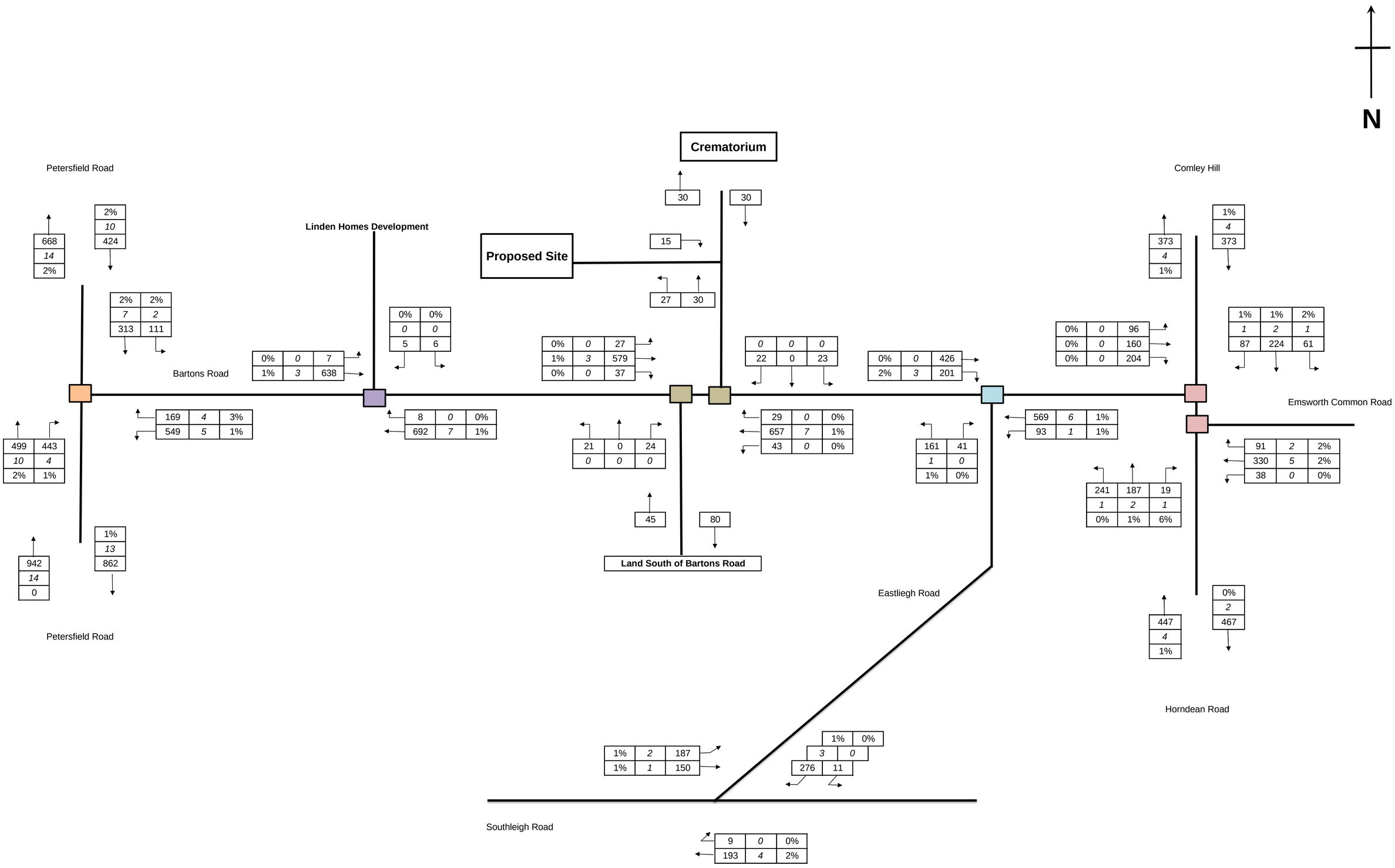
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

PM Peak 1700 - 1800

**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **19. 2023 + Committed Flows PM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

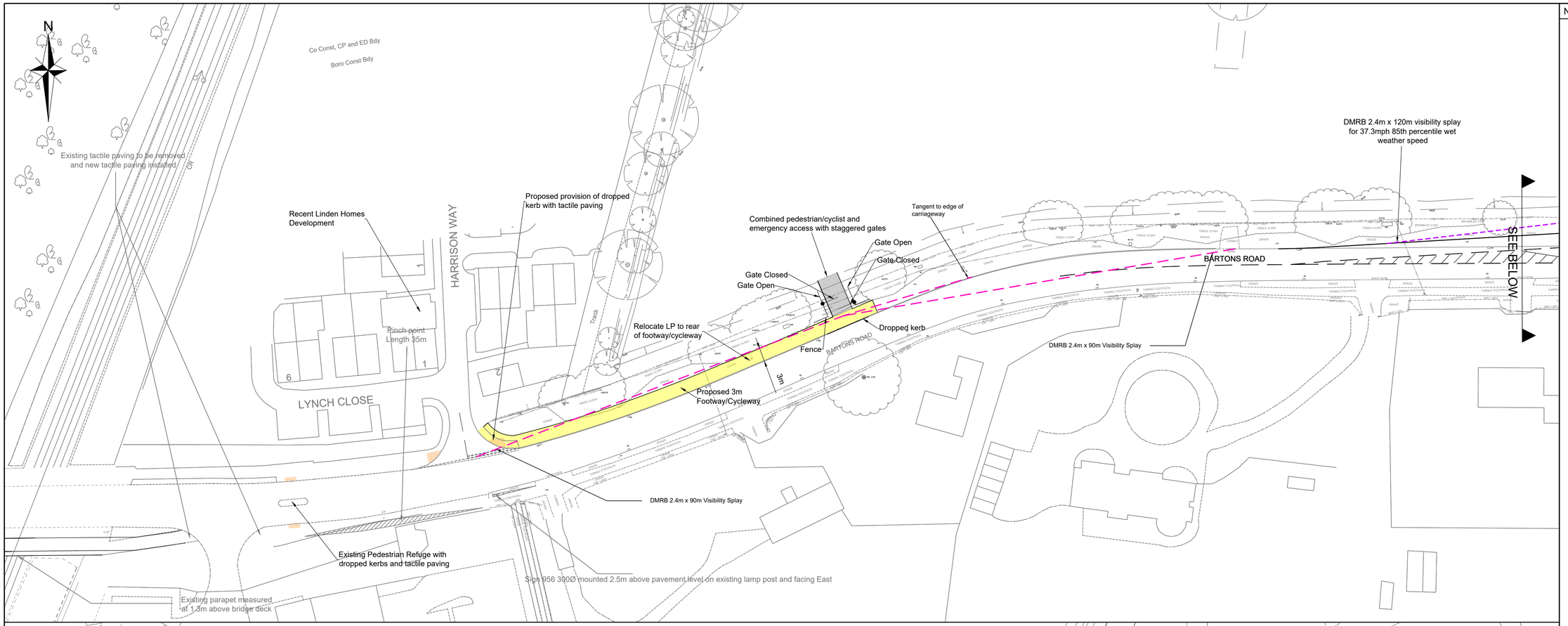
PM Peak 1700 - 1800

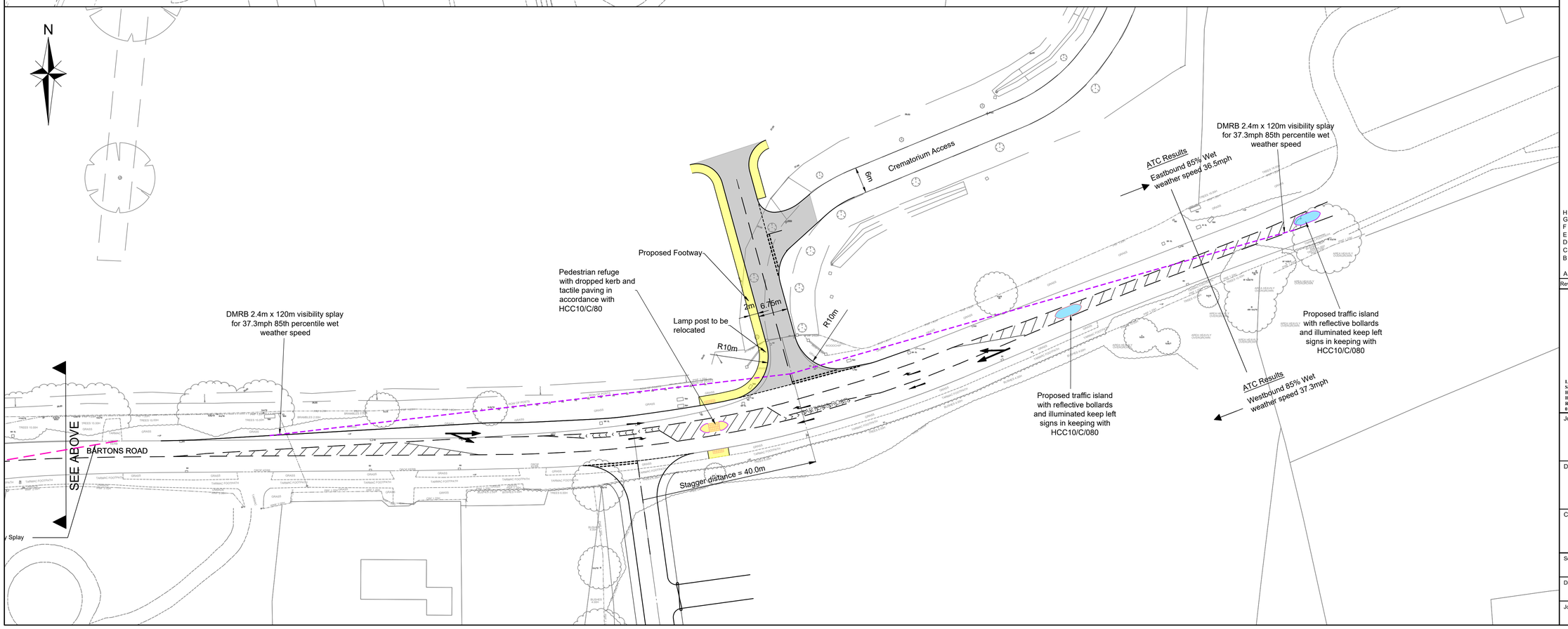
**Not to Scale**
**Not all Roads and Routes are Shown**

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **20. 2023 + Committed + Development Flows PM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA

**DRAWINGS**




NOTES

KEY

Note1 : The proposed layout assumes prior implementation of the access arrangements as approved for planning application (APP/15/01435) in drawing 14-018-002 and cycle provision improvements as shown in drawing 14-018-015.

Proposed Footway

Proposed Carriageway

Proposed Traffic Island

| Rev | Amendments | Dm | Chk | App | Date |
|---|---|---|---|---|---|
| H | Job title and client amended. | PL | GAC | GAC | Nov 18 |
| G | Minor amendments. | PL | GAC | GAC | Oct 18 |
| F | Amended to suit the lastest masterplan. | PL | GAC | GAC | Oct 18 |
| E | DMRB 2.4m x 120m visibility splays provided. | PL | TMS | GAC | Sep 18 |
| D | Access narrowed to 5.5m. | PL | TMS | GAC | Aug 18 |
| C | Text amended. | PL | TMS | GAC | July 18 |
| B | Pedestrian crossing revised. Emergency access relocated. | PL | TMS | GAC | June 18 |
| A | Minor amendments | DK | TMS | GAC | May 18 |


Consulting Engineers Ltd

Issued by ☒ ☐

Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 630420

enquiries@c-e.uk.com
www.c-e.uk.com

Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford
Kent
ME20 6SN
01732 448120


Job Title

# Land West of Havant Crematorium Bartons Road, Havant

Drawing Title

## Proposed Site Access and Emergency Access

Client

White Farming Limited

| Scale | Date | Designed |
|---|---|---|
| 1:500@A1 | Apr 18 | PL |
| Drawn | Checked | Approved |
| PL | TMS | GAC |
| Job No | Drawing No | Rev |
| 17-055 | 17-055-011 | H |

# APPENDICES

# APPENDIX A

Consulting Engineers Ltd
'optimising development potential'
Charles & Associates Consulting Engineers Ltd
Landmark House
Station Road
Hook
Hampshire
RG27 9HA
Tel: 01252939001
Email: enquiries@c-a.uk.com
Web: www.c-a.uk.com

# C & A CONSULTING ENGINEERS

# TECHNICAL NOTE

| | | |
|---|---|---|
| **PROJECT** | **:** | **Camp Field Barton's Road Havant** |
| **JOB NO.** | **:** | **17-055** |
| **NOTE TITLE** | **:** | **Transport Scoping Note** |
| **AUTHOR** | **:** | **Tom Martindale-Sheldon** |
| **APPROVED** | **:** | **Glenn Charles** |
| **DATE** | **:** | **05/12/2017** |

## 1.0 INTRODUCTION

1.1 This scoping note has been prepared by Charles & Associates Consulting Engineers Ltd (C&A), as a review of transport and highways matters relating to the potential residential development. The proposed site is located on land north of Barton's Road, Havant as illustrated in **Figure 1**.

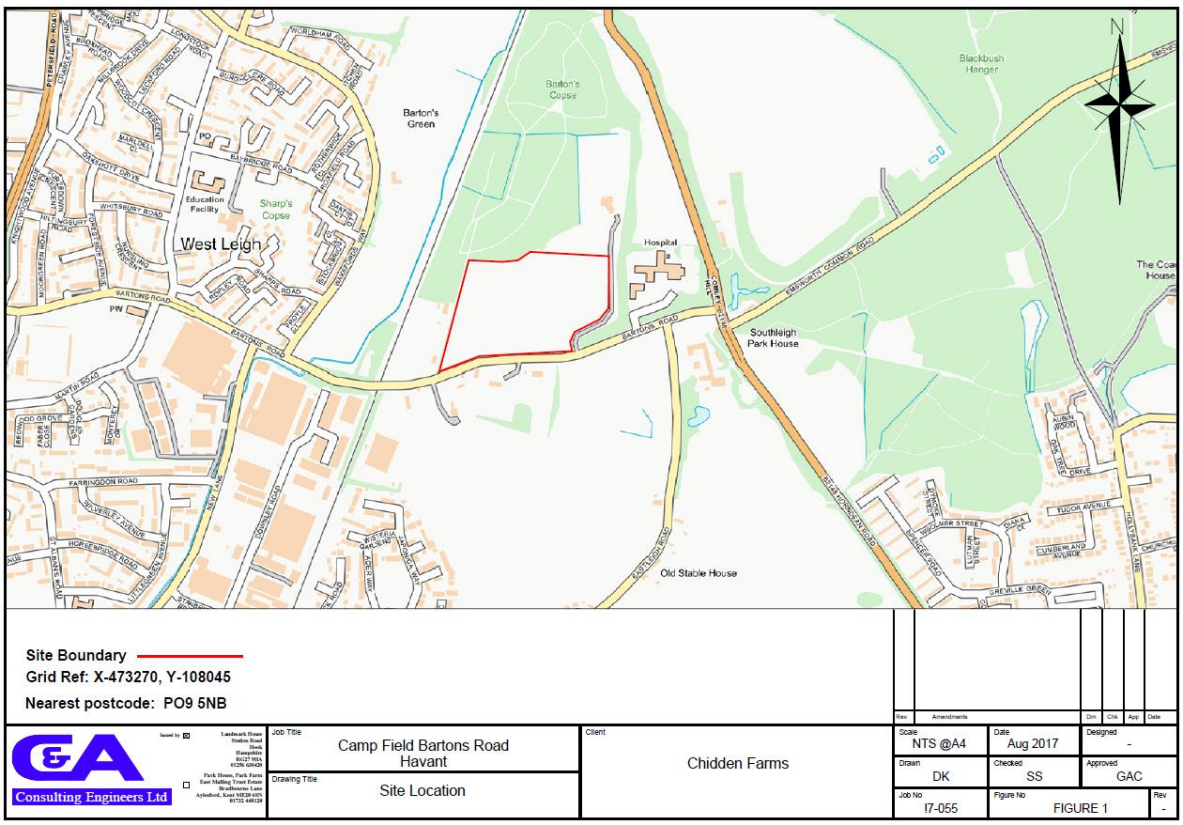
1.2 It has been prepared with regard to guidance available from Hampshire County Council Highways, in addition to Havant Borough Council's and East Hampshire Districts Councils planning policy requirements.

1.3 This note is presented as a precursor to pre-application discussions with the local planning and highway authority's. In view of this this note is intended to inform the scoping of future written submissions in support of an outline planning application for the above site. C&A therefore request comments and/or additions on the suggested scope of works required to support the transport appraisal for the application.

## 2.0 DEVELOPMENT ASSUMPTIONS

2.1 The proposed site is located on land north of Barton's Road, Havant as illustrated in **Figure 1.** The site is bordered to the west by the recent Barton's Rise residential development, to the north west by mature woodland and to the north east and east by Havant Crematorium and its access road.

**Figure 1 Site Location**




2.2 The site is currently in agricultural use and it is proposed to redevelop the site for residential use. The scale of the development will be subject to further detailed consideration regarding the sites constraints which will be investigated. These will include further consideration of highways, transportation, flood risk, environmental matters and utility services amongst other detailed considerations; which will become evident as the proposals develop.

2.3 For the purpose of this scoping note an indicative number of 200 Dwellings has been assumed at this stage. It is noted that the site is coming forward within the emerging Local Plans for both planning authorities.

## 3.0 SITE ACCESS

3.1 Currently the site is accessible from both Barton's Road and also via the Havant crematorium access. Both of these are provided as simple crossovers with gated field access.

3.2 The site benefits from a frontage of about 300m along Barton's Road. This provides a range of possible access locations which have the potential to provide suitable access locations. This frontage benefits from a wide verge which is highway maintainable at the public expense. This is illustrated in Hampshire County Councils plan provided at **Appendix A**

3.3 C&A have produced **Drawing 17-055-004** which details the preliminary access location. This provide a 5.5m carriageway width with 10m radii and Track Plots for a 11.2m refuse

vehicle passing a large car both on entry and exit. Visibility splays of 2.4m by 120m are available.

3.4 The required visibility splays will be determined in accordance with Hampshire's companion document to Manual for Streets which defines Hampshire's requirements. This will be informed through the provision of an ATC speed survey. The location of which as well as the date for undertaking this will be agreed with Hampshire County Council.

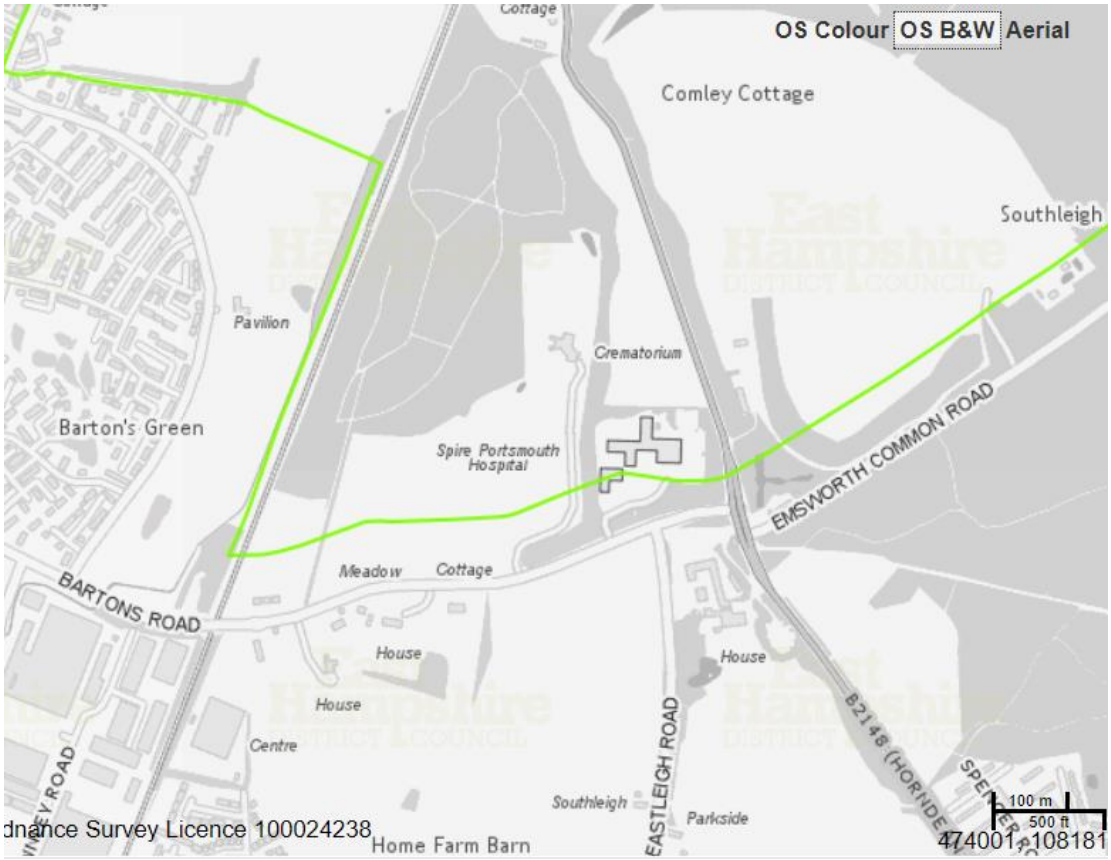
3.5 Further information including advice on arboriculture will be obtained prior to finalising the access location. In addition, discussion with HCC with regards to pedestrian and cycle provision in the context of the neighbouring committed developments will be necessary.

3.6 The application will be outline at this stage with all matters, **except access**, to be reserved. The access will be constructed to adoptable standards and subsequently would be adopted as public highway by Hampshire County Council.

## 4.0 POLICY COMPLIANCE

4.1 The site falls within both East Hampshire District to the north and Havant District to the south the district boundary line is illustrated in **Figure 2** below

**Figure 2 District Boundary**




4.2 The proposals will be subject to a full review of pertinent transport policy, to be included in the transport submission; including those contained within:

- National Planning Policy Framework
- Hampshire Local Transport Plan 2011-2031
- Havant Adopted Core Strategy 2011
- Havant Adopted Allocations Plan 2014
- East Hampshire District Local Plan Joint Core Strategy 2014

4.3 In addition to the above, as a residential scheme, the proposals will be reviewed in the context of MfS and Hampshire's Companion Document to the Manual for Streets. Dependent upon the results of speed surveys some aspects of DMRB may become relevant.

## 5.0 ASSESSMENT

5.1 The provision of a new site access on to the public highway is sufficiently material to necessitate a Stage 1 Safety audit to be submitted with the application. In addition, subject to the agreement of the trip generation and distribution to the local highway network, it is expected that the maximum extent of the local network to be reviewed would consist of:

- Site Access / Bartons Road
- Bartons Road / B2148 (Comely Hill)
- Bartons Road / B2149 (Petersfield Road)
- Bartons Road / Eastleigh Road

5.2 C&A propose that the traffic surveys undertaken at the junctions identified above will provide the required trip distribution for the proposed development traffic.

5.3 In addition to trip distribution there will be a need to identify a suitable trip generation from the site together with background growth which would need to be allowed for in the assessment up to 5 years from application for HCC. As there are not strategic highways within the immediate vicinity of the site, it is not anticipated that any further future year assessments will be required, nor at this stage, will Highways England need to be consulted on the scope of works.

5.4 In order to account for future traffic growth + 5 years traffic growth factors will be obtained by combining the National Traffic Model (NTM) figures with those from TEMPRO. Some adjustment may well be made to account for committed schemes which would themselves represent a percentage of the TEMPRO growth factors for the future years.

5.1 The TRICS database version 7.4.3 has been analysed in order to obtain trip rates for the proposed development. Sites have been selected using the following criteria.

- Category (Housing Privately Owned)
- Survey Type (Only sites with Multimodal data have been selected)
- Regions (UK Excluding Greater London and Ireland)
- Range (50-600) which results in an actual range of 50-161 dwellings
- Week Day Surveys only
- Location Types (Suburban Areas)

5.5 The full TRICS multimodal output is provided at Appendix B while the Peak Hour Trip rates and resulting development Trips are provided in Table 1 Below.

| Table 1 | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|
| | Arrivals | Departures | Total | Arrivals | Departures | Total |
| **Trip Rate (per dwelling)** | 0.113 | 0.332 | 0.445 | 0.328 | 0.179 | 0.507 |
| **Trips (200 dwellings)** | 23 | 66 | 89 | 66 | 36 | 102 |

## 6.0 SUSTAINABLE ACCESSIBILITY

6.1 The site is located close to employment and residential land uses. The Greywell Shopping Centre is within 2km of the site. Access to local convenience store on Snowberry Crescent will become accessible following the completion of the Land South of Bartons Road development. The nearest primary school is located 1km from the site. The Transport Appraisal will provide a review of these destinations, along with an audit of pedestrian and cycle links between these and the site.

6.2 Bus stops are located on Bartons Road, about 520m west of the site providing access to bus services that link to Havant, Drayton and Portsmouth as well as other key destinations ensuring that residents will have access to public transport.

6.3 The site is also a 2.3km walk or cycle to Havant Rail Station which provides connections to London Victoria, Southampton, Littlehampton and Portsmouth. In addition, once the connection through land south of Bartons road is established a walking route to Warblington Rail Station of under 2km will become available providing similar connectivity to rail services.

6.4 land south of Bartons Road development recently obtained planning permission for 175 dwellings. This development included improvements to the pedestrian and cycle links are to be provide. The proposed development will therefore be considered against this future context. In addition to any other improvements proposed by other consented schemes in the area.

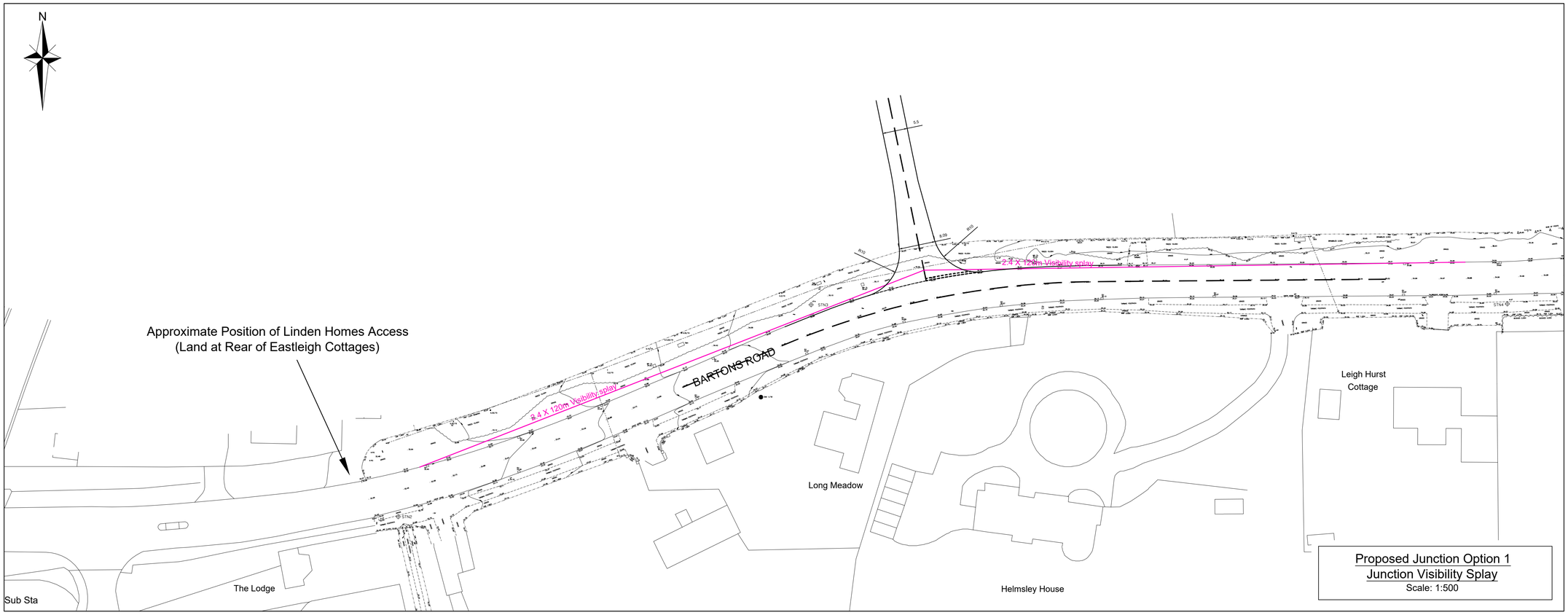
6.5 The Transport Appraisal will review the sites accessibility to these services and to public transport in general, placing the services in the context of the prevailing requirements.

6.6 In addition, due to the scale of the development, a Travel Plan is proposed to be prepared as part of the transport submission. This will form the basis of any improvements to pedestrian, cycle and bus facilities.

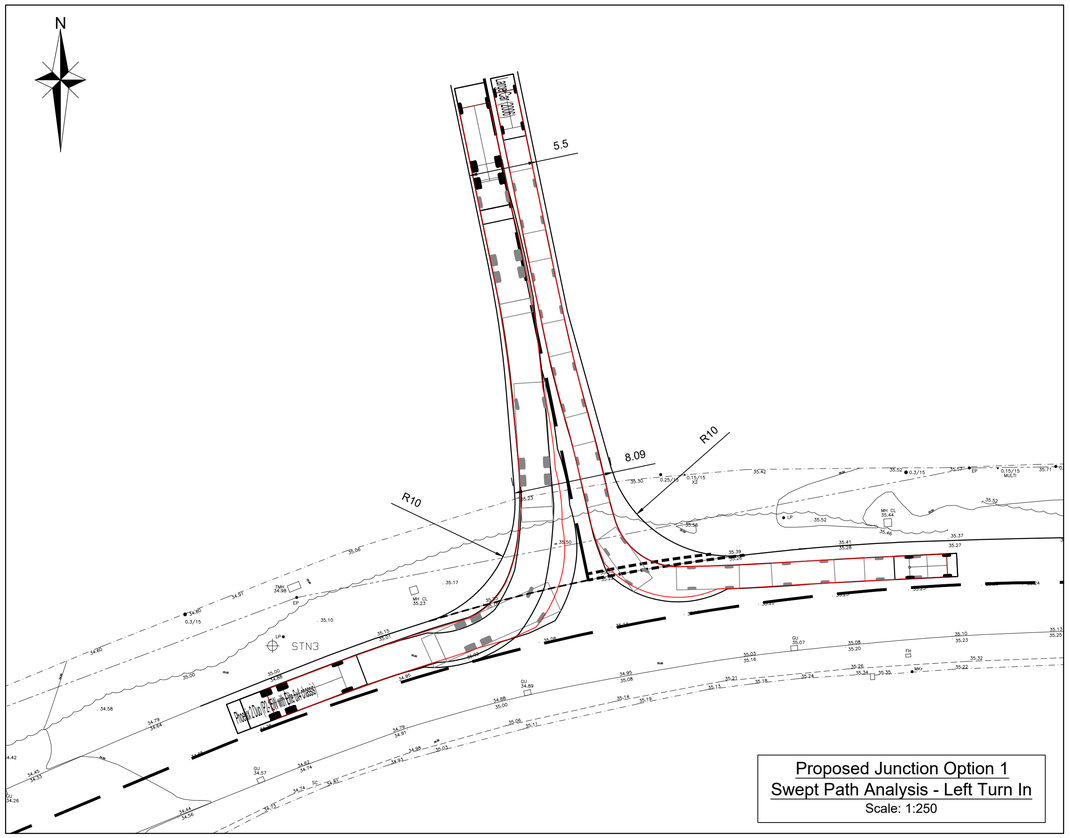
## 7.0 CONCLUSION

7.1 Although subject to more comprehensive assessment, as detailed above, this preliminary appraisal indicates that a redevelopment to residential use, of circa 200 dwellings, would be appropriate for the site at Camp Field. The scope of assessment set out above is suggested to be appropriate for fully appraising the site and confirm the validity of this conclusion

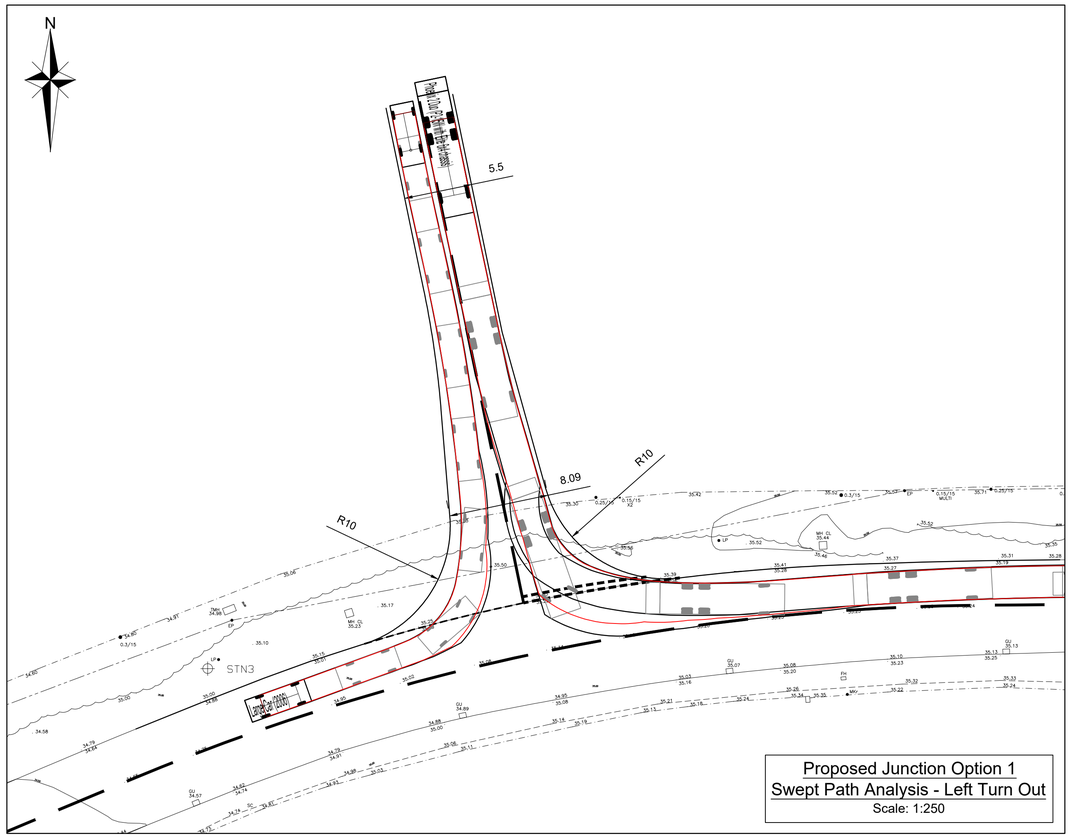
**Drawing: -** 17-055-004 Preliminary Access Arrangements




Proposed Junction Option 1
Junction Visibility Splay
Scale: 1:500




Proposed Junction Option 1
Swept Path Analysis - Left Turn In
Scale: 1:250

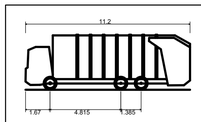



Proposed Junction Option 1
Swept Path Analysis - Left Turn Out
Scale: 1:250

NOTES

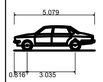
1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.

VEHICLE PROFILE




Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |




Large Car (2006)

| | |
|---|---|
| Overall Length | 5.079m |
| Overall Width | 1.872m |
| Overall Body Height | 1.525m |
| Min Body Ground Clearance | 0.310m |
| Max Track Width | 1.831m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 5.900m |

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|


G&A Consulting Engineers Ltd

Issued by

Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 630420

Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford
Kent
ME20 6SN
01732 448120

enquiries@c-a.uk.com
www.c-a.uk.com

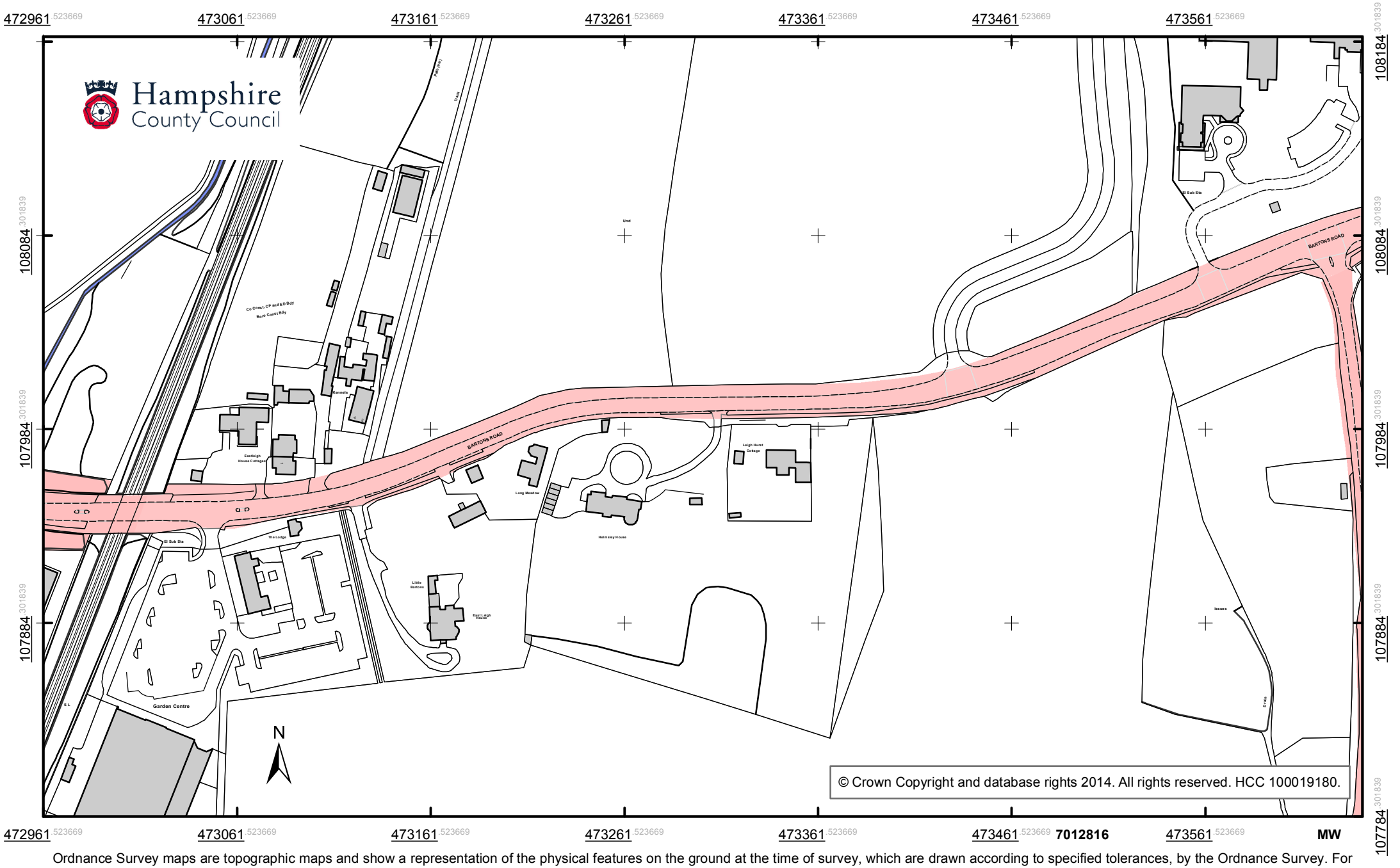

Job Title
Camp Field, Bartons Road, Havant

Drawing Title
Preliminary Access Arrangements

Client
Chidden Farms

| Scale | Date | Designed |
|---|---|---|
| As shown @ A1 | Dec 17 | PL |
| **Drawn** | **Checked** | **Approved** |
| PL | TMS | GAC |
| **Job No** | **Drawing No** | **Rev** |
| 17-055 | 17-055-004 | - |

**Appendix A: - Highway Boundary**




Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: http://www.ordnancesurvey.co.uk/support/property-boundaries.html
For questions about the responsibility for ditches please refer to Hampshire County Council's website at: http://www3.hants.gov.uk/roads/highway-flooding/highways-drainage/your-responsibilities.htm

This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage

**Appendix B: - TRICS Output**

C & A Consulting Engineers Bradbourne Vale Road Sevenoaks Licence No: 657801

Filtering Summary

| | | |
|---|---|---|
| Land Use | 03/A | RESIDENTIAL/HOUSES PRIVATELY OWNED |
| Selected Trip Rate Calculation Parameter Range | 50-600 DWELLS | |
| Actual Trip Rate Calculation Parameter Range | 50-161 DWELLS | |
| Date Range | Minimum: 01/01/09 | Maximum: 28/03/17 |
| Days of the week selected | Monday | 3 |
| | Tuesday | 2 |
| | Wednesday | 2 |
| | Thursday | 1 |
| | Friday | 2 |
| Main Location Types selected | Suburban Area (PPS6 Out of Centre) | 10 |
| Population <1 Mile ranges selected | 1,001 to 5,000 | 2 |
| | 5,001 to 10,000 | 3 |
| | 10,001 to 15,000 | 2 |
| | 15,001 to 20,000 | 1 |
| | 20,001 to 25,000 | 2 |
| Population <5 Mile ranges selected | 5,001 to 25,000 | 3 |
| | 25,001 to 50,000 | 1 |
| | 75,001 to 100,000 | 3 |
| | 100,001 to 125,000 | 1 |
| | 125,001 to 250,000 | 1 |
| | 250,001 to 500,000 | 1 |
| Car Ownership <5 Mile ranges selected | 0.6 to 1.0 | 2 |
| | 1.1 to 1.5 | 8 |
| PTAL Rating | No PTAL Present | 10 |

Calculation Reference: AUDIT-657801-171130-1127

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | HC | HAMPSHIRE | 1 days |
| 03 | SOUTH WEST | | |
| | DV | DEVON | 2 days |
| 04 | EAST ANGLIA | | |
| | NF | NORFOLK | 1 days |
| 06 | WEST MIDLANDS | | |
| | SH | SHROPSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 2 days |
| | SY | SOUTH YORKSHIRE | 1 days |
| 09 | NORTH | | |
| | DH | DURHAM | 1 days |
| 11 | SCOTLAND | | |
| | FA | FALKIRK | 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: 50 to 161 (units: )
Range Selected by User: 50 to 600 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

*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 | 3 days |
| Tuesday | 2 days |
| Wednesday | 2 days |
| Thursday | 1 days |
| Friday | 2 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 10 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 undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 10 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

*Selected Location Sub Categories:*

| | |
|---|---|
| Residential Zone | 9 |
| No Sub Category | 1 |

*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 | 10 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:*

| | |
|---|---|
| 1,001 to 5,000 | 2 days |
| 5,001 to 10,000 | 3 days |
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 2 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 | 1 days |
| 75,001 to 100,000 | 3 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 8 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 | 1 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 | 10 days |

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

*LIST OF SITES relevant to selection parameters*

| | | | |
|---|---|---|---|
| Site(1): | DH-03-A-01 | Site area: | 0.90 hect |
| Development Name: | SEMI DETACHED | Number of dwellings: | 50 |
| Location: | BISHOP AUCKLAND | Housing density: | 94 |
| Postcode: | DL14 6RH | Total Bedrooms: | 150 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 28/03/17 |
| Sub-Location Type: | Residential Zone | Survey Day: | Tuesday |
| PTAL: | n/a | Parking Spaces: | 87 |
| Site(2): | DV-03-A-02 | Site area: | 4.04 hect |
| Development Name: | HOUSES & BUNGALOWS | Number of dwellings: | 116 |
| Location: | HONITON | Housing density: | 44 |
| Postcode: | EX14 1JB | Total Bedrooms: | 306 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 25/09/15 |
| Sub-Location Type: | Residential Zone | Survey Day: | Friday |
| PTAL: | n/a | Parking Spaces: | 261 |
| Site(3): | DV-03-A-03 | Site area: | 2.02 hect |
| Development Name: | TERRACED & SEMI DETACHED | Number of dwellings: | 70 |
| Location: | HONITON | Housing density: | 50 |
| Postcode: | EX14 2DF | Total Bedrooms: | 208 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 28/09/15 |
| Sub-Location Type: | Residential Zone | Survey Day: | Monday |
| PTAL: | n/a | Parking Spaces: | 116 |
| Site(4): | FA-03-A-02 | Site area: | 4.69 hect |
| Development Name: | MIXED HOUSES | Number of dwellings: | 161 |
| Location: | FALKIRK | Housing density: | 49 |
| Postcode: | FK1 5JR | Total Bedrooms: | 314 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 29/05/13 |
| Sub-Location Type: | Residential Zone | Survey Day: | Wednesday |
| PTAL: | n/a | Parking Spaces: | 267 |
| Site(5): | HC-03-A-18 | Site area: | 1.40 hect |
| Development Name: | HOUSES & FLATS | Number of dwellings: | 62 |
| Location: | LIPHOOK | Housing density: | 46 |
| Postcode: | GU30 7TG | Total Bedrooms: | 205 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 29/11/16 |
| Sub-Location Type: | Residential Zone | Survey Day: | Tuesday |
| PTAL: | n/a | Parking Spaces: | 136 |
| Site(6): | NF-03-A-02 | Site area: | 2.20 hect |
| Development Name: | HOUSES & FLATS | Number of dwellings: | 98 |
| Location: | NORWICH | Housing density: | 52 |
| Postcode: | NR5 8QS | Total Bedrooms: | 279 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 22/10/12 |
| Sub-Location Type: | Residential Zone | Survey Day: | Monday |
| PTAL: | n/a | Parking Spaces: | 220 |
| Site(7): | NY-03-A-06 | Site area: | 5.23 hect |
| Development Name: | BUNGALOWS & SEMI DET. | Number of dwellings: | 115 |
| Location: | BOROUGHBRIDGE | Housing density: | 28 |
| Postcode: | YO51 9NF | Total Bedrooms: | 220 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 14/10/11 |
| Sub-Location Type: | Residential Zone | Survey Day: | Friday |
| PTAL: | n/a | Parking Spaces: | 402 |
| Site(8): | NY-03-A-09 | Site area: | 3.30 hect |
| Development Name: | MIXED HOUSING | Number of dwellings: | 52 |
| Location: | NORTHALLERTON | Housing density: | 18 |
| Postcode: | DL6 1BQ | Total Bedrooms: | 152 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 16/09/13 |
| Sub-Location Type: | Residential Zone | Survey Day: | Monday |
| PTAL: | n/a | Parking Spaces: | 135 |
| Site(9): | SH-03-A-04 | Site area: | 5.30 hect |
| Development Name: | TERRACED | Number of dwellings: | 108 |
| Location: | SHREWSBURY | Housing density: | 25 |
| Postcode: | SY1 2HL | Total Bedrooms: | 329 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 11/06/09 |
| Sub-Location Type: | No Sub Category | Survey Day: | Thursday |
| PTAL: | n/a | Parking Spaces: | 201 |
| Site(10): | SY-03-A-01 | Site area: | 1.73 hect |
| Development Name: | SEMI DETACHED HOUSES | Number of dwellings: | 54 |
| Location: | DONCASTER | Housing density: | 34 |
| Postcode: | DN5 9TD | Total Bedrooms: | 162 |
| Main Location Type: | Suburban Area (PPS6 Out of Centre) | Survey Date: | 18/09/13 |
| Sub-Location Type: | Residential Zone | Survey Day: | Wednesday |
| PTAL: | n/a | Parking Spaces: | 61 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.055 | 10 | 89 | 0.256 | 10 | 89 | 0.311 |
| 08:00 - 09:00 | 10 | 89 | 0.113 | 10 | 89 | 0.332 | 10 | 89 | 0.445 |
| 09:00 - 10:00 | 10 | 89 | 0.147 | 10 | 89 | 0.155 | 10 | 89 | 0.302 |
| 10:00 - 11:00 | 10 | 89 | 0.133 | 10 | 89 | 0.170 | 10 | 89 | 0.303 |
| 11:00 - 12:00 | 10 | 89 | 0.128 | 10 | 89 | 0.140 | 10 | 89 | 0.268 |
| 12:00 - 13:00 | 10 | 89 | 0.172 | 10 | 89 | 0.140 | 10 | 89 | 0.312 |
| 13:00 - 14:00 | 10 | 89 | 0.159 | 10 | 89 | 0.157 | 10 | 89 | 0.316 |
| 14:00 - 15:00 | 10 | 89 | 0.126 | 10 | 89 | 0.163 | 10 | 89 | 0.289 |
| 15:00 - 16:00 | 10 | 89 | 0.207 | 10 | 89 | 0.132 | 10 | 89 | 0.339 |
| 16:00 - 17:00 | 10 | 89 | 0.235 | 10 | 89 | 0.153 | 10 | 89 | 0.388 |
| 17:00 - 18:00 | 10 | 89 | 0.328 | 10 | 89 | 0.179 | 10 | 89 | 0.507 |
| 18:00 - 19:00 | 10 | 89 | 0.202 | 10 | 89 | 0.147 | 10 | 89 | 0.349 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.005 | | | 2.124 | | | 4.129 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 08:00 - 09:00 | 10 | 89 | 0.001 | 10 | 89 | 0.002 | 10 | 89 | 0.003 |
| 09:00 - 10:00 | 10 | 89 | 0.007 | 10 | 89 | 0.005 | 10 | 89 | 0.012 |
| 10:00 - 11:00 | 10 | 89 | 0.002 | 10 | 89 | 0.002 | 10 | 89 | 0.004 |
| 11:00 - 12:00 | 10 | 89 | 0.001 | 10 | 89 | 0.001 | 10 | 89 | 0.002 |
| 12:00 - 13:00 | 10 | 89 | 0.003 | 10 | 89 | 0.003 | 10 | 89 | 0.006 |
| 13:00 - 14:00 | 10 | 89 | 0.002 | 10 | 89 | 0.002 | 10 | 89 | 0.004 |
| 14:00 - 15:00 | 10 | 89 | 0.001 | 10 | 89 | 0.001 | 10 | 89 | 0.002 |
| 15:00 - 16:00 | 10 | 89 | 0.003 | 10 | 89 | 0.002 | 10 | 89 | 0.005 |
| 16:00 - 17:00 | 10 | 89 | 0.003 | 10 | 89 | 0.006 | 10 | 89 | 0.009 |
| 17:00 - 18:00 | 10 | 89 | 0.003 | 10 | 89 | 0.002 | 10 | 89 | 0.005 |
| 18:00 - 19:00 | 10 | 89 | 0.001 | 10 | 89 | 0.002 | 10 | 89 | 0.003 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.027 | | | 0.028 | | | 0.055 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 08:00 - 09:00 | 10 | 89 | 0.002 | 10 | 89 | 0.001 | 10 | 89 | 0.003 |
| 09:00 - 10:00 | 10 | 89 | 0.001 | 10 | 89 | 0.002 | 10 | 89 | 0.003 |
| 10:00 - 11:00 | 10 | 89 | 0.002 | 10 | 89 | 0.000 | 10 | 89 | 0.002 |
| 11:00 - 12:00 | 10 | 89 | 0.002 | 10 | 89 | 0.002 | 10 | 89 | 0.004 |
| 12:00 - 13:00 | 10 | 89 | 0.003 | 10 | 89 | 0.001 | 10 | 89 | 0.004 |
| 13:00 - 14:00 | 10 | 89 | 0.003 | 10 | 89 | 0.006 | 10 | 89 | 0.009 |
| 14:00 - 15:00 | 10 | 89 | 0.001 | 10 | 89 | 0.002 | 10 | 89 | 0.003 |
| 15:00 - 16:00 | 10 | 89 | 0.001 | 10 | 89 | 0.002 | 10 | 89 | 0.003 |
| 16:00 - 17:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 17:00 - 18:00 | 10 | 89 | 0.001 | 10 | 89 | 0.001 | 10 | 89 | 0.002 |
| 18:00 - 19:00 | 10 | 89 | 0.001 | 10 | 89 | 0.001 | 10 | 89 | 0.002 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.017 | | | 0.018 | | | 0.035 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 08:00 - 09:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 09:00 - 10:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 10:00 - 11:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 11:00 - 12:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 12:00 - 13:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 13:00 - 14:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 14:00 - 15:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 15:00 - 16:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 16:00 - 17:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 17:00 - 18:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 18:00 - 19:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.001 | 10 | 89 | 0.016 | 10 | 89 | 0.017 |
| 08:00 - 09:00 | 10 | 89 | 0.003 | 10 | 89 | 0.015 | 10 | 89 | 0.018 |
| 09:00 - 10:00 | 10 | 89 | 0.001 | 10 | 89 | 0.009 | 10 | 89 | 0.010 |
| 10:00 - 11:00 | 10 | 89 | 0.006 | 10 | 89 | 0.005 | 10 | 89 | 0.011 |
| 11:00 - 12:00 | 10 | 89 | 0.003 | 10 | 89 | 0.003 | 10 | 89 | 0.006 |
| 12:00 - 13:00 | 10 | 89 | 0.006 | 10 | 89 | 0.007 | 10 | 89 | 0.013 |
| 13:00 - 14:00 | 10 | 89 | 0.003 | 10 | 89 | 0.001 | 10 | 89 | 0.004 |
| 14:00 - 15:00 | 10 | 89 | 0.003 | 10 | 89 | 0.005 | 10 | 89 | 0.008 |
| 15:00 - 16:00 | 10 | 89 | 0.015 | 10 | 89 | 0.005 | 10 | 89 | 0.020 |
| 16:00 - 17:00 | 10 | 89 | 0.008 | 10 | 89 | 0.005 | 10 | 89 | 0.013 |
| 17:00 - 18:00 | 10 | 89 | 0.018 | 10 | 89 | 0.008 | 10 | 89 | 0.026 |
| 18:00 - 19:00 | 10 | 89 | 0.014 | 10 | 89 | 0.005 | 10 | 89 | 0.019 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.081 | | | 0.084 | | | 0.165 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.074 | 10 | 89 | 0.295 | 10 | 89 | 0.369 |
| 08:00 - 09:00 | 10 | 89 | 0.135 | 10 | 89 | 0.456 | 10 | 89 | 0.591 |
| 09:00 - 10:00 | 10 | 89 | 0.166 | 10 | 89 | 0.196 | 10 | 89 | 0.362 |
| 10:00 - 11:00 | 10 | 89 | 0.169 | 10 | 89 | 0.222 | 10 | 89 | 0.391 |
| 11:00 - 12:00 | 10 | 89 | 0.161 | 10 | 89 | 0.188 | 10 | 89 | 0.349 |
| 12:00 - 13:00 | 10 | 89 | 0.216 | 10 | 89 | 0.169 | 10 | 89 | 0.385 |
| 13:00 - 14:00 | 10 | 89 | 0.210 | 10 | 89 | 0.217 | 10 | 89 | 0.427 |
| 14:00 - 15:00 | 10 | 89 | 0.163 | 10 | 89 | 0.220 | 10 | 89 | 0.383 |
| 15:00 - 16:00 | 10 | 89 | 0.317 | 10 | 89 | 0.168 | 10 | 89 | 0.485 |
| 16:00 - 17:00 | 10 | 89 | 0.313 | 10 | 89 | 0.220 | 10 | 89 | 0.533 |
| 17:00 - 18:00 | 10 | 89 | 0.437 | 10 | 89 | 0.239 | 10 | 89 | 0.676 |
| 18:00 - 19:00 | 10 | 89 | 0.272 | 10 | 89 | 0.213 | 10 | 89 | 0.485 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.633 | | | 2.803 | | | 5.436 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.025 | 10 | 89 | 0.081 | 10 | 89 | 0.106 |
| 08:00 - 09:00 | 10 | 89 | 0.055 | 10 | 89 | 0.204 | 10 | 89 | 0.259 |
| 09:00 - 10:00 | 10 | 89 | 0.069 | 10 | 89 | 0.079 | 10 | 89 | 0.148 |
| 10:00 - 11:00 | 10 | 89 | 0.064 | 10 | 89 | 0.073 | 10 | 89 | 0.137 |
| 11:00 - 12:00 | 10 | 89 | 0.044 | 10 | 89 | 0.046 | 10 | 89 | 0.090 |
| 12:00 - 13:00 | 10 | 89 | 0.069 | 10 | 89 | 0.046 | 10 | 89 | 0.115 |
| 13:00 - 14:00 | 10 | 89 | 0.040 | 10 | 89 | 0.070 | 10 | 89 | 0.110 |
| 14:00 - 15:00 | 10 | 89 | 0.046 | 10 | 89 | 0.064 | 10 | 89 | 0.110 |
| 15:00 - 16:00 | 10 | 89 | 0.150 | 10 | 89 | 0.098 | 10 | 89 | 0.248 |
| 16:00 - 17:00 | 10 | 89 | 0.128 | 10 | 89 | 0.065 | 10 | 89 | 0.193 |
| 17:00 - 18:00 | 10 | 89 | 0.109 | 10 | 89 | 0.040 | 10 | 89 | 0.149 |
| 18:00 - 19:00 | 10 | 89 | 0.059 | 10 | 89 | 0.047 | 10 | 89 | 0.106 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.858 | | | 0.913 | | | 1.771 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.001 | 10 | 89 | 0.009 | 10 | 89 | 0.010 |
| 08:00 - 09:00 | 10 | 89 | 0.001 | 10 | 89 | 0.012 | 10 | 89 | 0.013 |
| 09:00 - 10:00 | 10 | 89 | 0.000 | 10 | 89 | 0.005 | 10 | 89 | 0.005 |
| 10:00 - 11:00 | 10 | 89 | 0.002 | 10 | 89 | 0.005 | 10 | 89 | 0.007 |
| 11:00 - 12:00 | 10 | 89 | 0.002 | 10 | 89 | 0.002 | 10 | 89 | 0.004 |
| 12:00 - 13:00 | 10 | 89 | 0.005 | 10 | 89 | 0.009 | 10 | 89 | 0.014 |
| 13:00 - 14:00 | 10 | 89 | 0.005 | 10 | 89 | 0.001 | 10 | 89 | 0.006 |
| 14:00 - 15:00 | 10 | 89 | 0.003 | 10 | 89 | 0.005 | 10 | 89 | 0.008 |
| 15:00 - 16:00 | 10 | 89 | 0.006 | 10 | 89 | 0.006 | 10 | 89 | 0.012 |
| 16:00 - 17:00 | 10 | 89 | 0.005 | 10 | 89 | 0.005 | 10 | 89 | 0.010 |
| 17:00 - 18:00 | 10 | 89 | 0.012 | 10 | 89 | 0.002 | 10 | 89 | 0.014 |
| 18:00 - 19:00 | 10 | 89 | 0.012 | 10 | 89 | 0.000 | 10 | 89 | 0.012 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.054 | | | 0.061 | | | 0.115 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.000 | 10 | 89 | 0.016 | 10 | 89 | 0.016 |
| 08:00 - 09:00 | 10 | 89 | 0.000 | 10 | 89 | 0.005 | 10 | 89 | 0.005 |
| 09:00 - 10:00 | 10 | 89 | 0.000 | 10 | 89 | 0.002 | 10 | 89 | 0.002 |
| 10:00 - 11:00 | 10 | 89 | 0.000 | 10 | 89 | 0.001 | 10 | 89 | 0.001 |
| 11:00 - 12:00 | 10 | 89 | 0.000 | 10 | 89 | 0.001 | 10 | 89 | 0.001 |
| 12:00 - 13:00 | 10 | 89 | 0.000 | 10 | 89 | 0.001 | 10 | 89 | 0.001 |
| 13:00 - 14:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 14:00 - 15:00 | 10 | 89 | 0.001 | 10 | 89 | 0.001 | 10 | 89 | 0.002 |
| 15:00 - 16:00 | 10 | 89 | 0.000 | 10 | 89 | 0.003 | 10 | 89 | 0.003 |
| 16:00 - 17:00 | 10 | 89 | 0.001 | 10 | 89 | 0.000 | 10 | 89 | 0.001 |
| 17:00 - 18:00 | 10 | 89 | 0.007 | 10 | 89 | 0.000 | 10 | 89 | 0.007 |
| 18:00 - 19:00 | 10 | 89 | 0.010 | 10 | 89 | 0.001 | 10 | 89 | 0.011 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.019 | | | 0.031 | | | 0.050 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 08:00 - 09:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 09:00 - 10:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 10:00 - 11:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 11:00 - 12:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 12:00 - 13:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 13:00 - 14:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 14:00 - 15:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 15:00 - 16:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 16:00 - 17:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 17:00 - 18:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 18:00 - 19:00 | 10 | 89 | 0.000 | 10 | 89 | 0.000 | 10 | 89 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.001 | 10 | 89 | 0.025 | 10 | 89 | 0.026 |
| 08:00 - 09:00 | 10 | 89 | 0.001 | 10 | 89 | 0.017 | 10 | 89 | 0.018 |
| 09:00 - 10:00 | 10 | 89 | 0.000 | 10 | 89 | 0.007 | 10 | 89 | 0.007 |
| 10:00 - 11:00 | 10 | 89 | 0.002 | 10 | 89 | 0.006 | 10 | 89 | 0.008 |
| 11:00 - 12:00 | 10 | 89 | 0.002 | 10 | 89 | 0.003 | 10 | 89 | 0.005 |
| 12:00 - 13:00 | 10 | 89 | 0.005 | 10 | 89 | 0.010 | 10 | 89 | 0.015 |
| 13:00 - 14:00 | 10 | 89 | 0.005 | 10 | 89 | 0.001 | 10 | 89 | 0.006 |
| 14:00 - 15:00 | 10 | 89 | 0.005 | 10 | 89 | 0.006 | 10 | 89 | 0.011 |
| 15:00 - 16:00 | 10 | 89 | 0.006 | 10 | 89 | 0.009 | 10 | 89 | 0.015 |
| 16:00 - 17:00 | 10 | 89 | 0.006 | 10 | 89 | 0.005 | 10 | 89 | 0.011 |
| 17:00 - 18:00 | 10 | 89 | 0.019 | 10 | 89 | 0.002 | 10 | 89 | 0.021 |
| 18:00 - 19:00 | 10 | 89 | 0.023 | 10 | 89 | 0.001 | 10 | 89 | 0.024 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.075 | | | 0.092 | | | 0.167 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 10 | 89 | 0.102 | 10 | 89 | 0.416 | 10 | 89 | 0.518 |
| 08:00 - 09:00 | 10 | 89 | 0.195 | 10 | 89 | 0.692 | 10 | 89 | 0.887 |
| 09:00 - 10:00 | 10 | 89 | 0.236 | 10 | 89 | 0.291 | 10 | 89 | 0.527 |
| 10:00 - 11:00 | 10 | 89 | 0.242 | 10 | 89 | 0.306 | 10 | 89 | 0.548 |
| 11:00 - 12:00 | 10 | 89 | 0.211 | 10 | 89 | 0.242 | 10 | 89 | 0.453 |
| 12:00 - 13:00 | 10 | 89 | 0.295 | 10 | 89 | 0.233 | 10 | 89 | 0.528 |
| 13:00 - 14:00 | 10 | 89 | 0.257 | 10 | 89 | 0.289 | 10 | 89 | 0.546 |
| 14:00 - 15:00 | 10 | 89 | 0.217 | 10 | 89 | 0.295 | 10 | 89 | 0.512 |
| 15:00 - 16:00 | 10 | 89 | 0.488 | 10 | 89 | 0.280 | 10 | 89 | 0.768 |
| 16:00 - 17:00 | 10 | 89 | 0.454 | 10 | 89 | 0.295 | 10 | 89 | 0.749 |
| 17:00 - 18:00 | 10 | 89 | 0.584 | 10 | 89 | 0.289 | 10 | 89 | 0.873 |
| 18:00 - 19:00 | 10 | 89 | 0.367 | 10 | 89 | 0.266 | 10 | 89 | 0.633 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.648 | | | 3.894 | | | 7.542 |

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 50 - 161 (units: ) |
| Survey date date range: | 01/01/09 - 28/03/17 |
| Number of weekdays (Monday-Friday): | 10 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

## Tom Martindale-Sheldon

**From:** Hirst, Chris <Chris.Hirst@hants.gov.uk>
**Sent:** 03 January 2018 13:37
**To:** Tom Martindale-Sheldon; Glenn Charles
**Cc:** Drury, Holly
**Subject:** Pre-App Response - West of Crematorium, Bartons Road

Dear Tom and Glen

Thank you for your recent pre-application enquiry in regard to the proposed development at Camp Field, Bartons Road. A Transport Scoping Note was submitted and this information has now been reviewed. Following this review, we wish to make the following comments based on our understanding of the information presented to date.

**Site Access**

A proposed simple bellmouth has been shown on drawing 17-055-004 the principle of which can't be agreed at this stage and no detailed comments on the proposed access will be made at this stage. The previous approved application for land south of Bartons Road required the provision of a ghost island right turn lane due to the nature of Bartons Road and flows from the development site. The proposed development is larger in scale than the permitted land south of Bartons Road site and therefore it is anticipated that a right turn lane will be required.

However, given the existing permitted alternations to Bartons Road, there is concern that a further junction between the Linden site and the land south of Bartons Road site will be difficult to locate and create a awkward alignment along Bartons Road. Without seeing a plan showing all alterations it is difficult to comment fully on this matter, but given our knowledge of the area it will be considered that utilising the existing crematorium access would be the preferred option. This would significantly reduce costs for the access works in terms of construction as it is likely that service diversions will be required. Widening into the site will also be necessary and potentially significant vegetation clearance with knock on environmental impacts.

It is suggested that discussions are had with the crematorium access road owners about utilising the existing field gate location to provide a simple bellmouth access to the development. It would be proposed that this would be for development traffic only and a separate temporary construction access would be needed directly onto Bartons Road. HCC would welcome further discussion regarding the access arrangements and potential options.

**Construction Access**

Details of how the site is to be accessed for construction are required. We will need to see drawings showing the construction vehicles entering and exiting the site via the Crematorium Access and the Land South of Bartons Road access.

**Policy Compliance**

The policies listed in the scoping note are all agreed and should be noted in the full transport assessment. This list should also include the Draft Havant Borough Council Local Plan to 2036 to address the current and planned housing situation in Havant and Havant's Adopted Housing Statement.

**Assessment**

It is agreed that a Stage 1 Safety Audit will be required due to the provision of the new site access.

The junctions listed within the assessment section (Site Access/Bartons Road, Bartons Road/B2148 (Comely Hill), Bartons Road/B2149 (Petersfield Road) and Bartons Road/Eastleigh Road) should be reviewed in regards to the proposed development. On top of this, the Bartons Road/Eastleigh Road junction and Eastleigh Road/Southleigh

Road junction should also be considered in this review. Once the relevant traffic surveys have been undertaken at the identified junctions and trip generation agreed, the finalised and definitive list of junctions to be modelled can be agreed.

As mentioned, TEMPRO should be used to establish background traffic growth for the 5 year forecast period to cover the extent of potential growth within that time frame.

The trip rates that have been presented are low and are not proportionate for a 200 dwelling development. For consistency along Bartons Road development sites, we would suggest adopting the trip rates presented in the Transport Assessment for the Land South of Bartons Road application with an AM peak of 0.557 and PM peak of 0.577 (two way). The proposed number of dwellings for the two sites are very similar and therefore adopting the previously agreed trip rates would provide a robust assessment of the levels of traffic that we would expect to see as a result of the development.

The closest bus stop to the site is the 'New Lane' stop approximately 520m west of the proposed access. When considering the scale and size of the site this distance could increase up to 800m and therefore it is unlikely that regular use of this bus stop is appealing. The 20 and 21 service run frequently from this stop, a bus should arrive every 15 minutes. We would therefore suggest talking to the local bus provider about potentially redirecting a bus service down Bartons Road and past both this development, and the approved 175 dwelling development South of Bartons Road. There is currently no bus service directly servicing Bartons Lane to the east of the New Lane stop and therefore it would be beneficial to have both a service and bus stop directly accessing this area, especially considering the increasing housing numbers around Bartons Road. The potential for a bus turning in the site and re-joining the 20 & 21 route should be investigated along with consideration of a subsidisation of the route.

Following completion of the Land South of Bartons Road development, access will be provided to the convenience store close to Snowberry Crescent. This is located between 700 metres – 1 mile from the proposed site and therefore sits within the CIHT acceptable walking distances. A crossing point should be considered to link to the footpath on the south of Bartons Road, and also eventually the route through to the convenience store close to Snowberry Crescent. A pedestrian/cycle signing strategy should also be considered to ensure conspiquity of the route.

The Land South of Bartons Road development provides pedestrian and cycle links on Bartons Road. These secured improvements should be linked by this development, and further to the east of Bartons Road where cycle improvements are proposed as part of the Southleigh House development APP/17/00863. By doing this, a much larger area of Bartons Road will be safely accessible for cyclists, improving sustainable transport from the site. It is anticipated that cycle infrastructure between the proposed development and that of Eastleigh Road will be on the north side of the road. The Eastleigh Road application is yet to be determined and no progress to date has been made on the Land South of Bartons Road S278 works. Dedication requirements for the garden centre link are currently with our legal team. In principle agreement has been given by the landowner and HCC's Regulatory Committee.

A Travel Plan will be required, this should set out clear aims and objectives, and a costed action plan of measures to encourage sustainable transport choices to and from the site. The Travel Plan will need to meet the criteria set out in the Hampshire County Council Guidance on Development-related Travel Plans (2009), this can be accessed via the following link:
http://www3.hants.gov.uk/workplacetravel/information_for_developers.htm.

It is noted that no reference has been made to PIA data within the Technical Note. Within the full Transport Assessment, PIA data should be collected for the most recent 5 year period from Hampshire Constabulary to ensure there are no accident clusters in the vicinity of the site.

I trust the above is clear.

Kind Regards,

**Chris Hirst**

**Assistant Transport Planner**
01962 846877
Chris.Hirst@hants.gov.uk

**Hampshire County Council operates a pre-application highway advice service for developers.**
Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information
Pre-Application guidance for developers

*** This email, and any attachments, is strictly confidential and may be legally privileged. It is intended only for the addressee. If you are not the intended recipient, any disclosure, copying, distribution or other use of this communication is strictly prohibited. If you have received this message in error, please contact the sender. Any request for disclosure of this document under the Data Protection Act 1998 or Freedom of Information Act 2000 should be referred to the sender. [disclaimer id: HCCStdDisclaimerExt] ***

# APPENDIX B

Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Client:** | C&A Consulting Engineers |
| **Project:** | 3951-LON Bartons Road |
| **Survey type:** | Queue length survey |
| **Site:** | 1. Comley Hill / Emsworth Common Road / Bartons Road |
| **Date:** | Thursday 15 March 2018 |

| Vehicle length metres | |
|---|---|
| Car/LGV | 5 |
| OGV1 | 10 |
| OGV2/PSV | 15 |
| MC/PC | 2.5 |

Queue lengths at the start of each 5 minute interval recorded in vehicle length metres.

| | Arm A | | Arm B | | Arm C | | Arm D | |
|---|---|---|---|---|---|---|---|---|
| | Comley Hill | | Emsworth Common Road | | Horndean Road | | Bartons Road | |
| | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Lane 1 | Lane 2 |
| 7:30 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 5 |
| 7:35 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 35 |
| 7:40 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 30 |
| 7:45 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 20 |
| 7:50 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 60 |
| 7:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 8:05 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 15 |
| 8:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 8:15 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 45 |
| 8:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130+ |
| 8:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 8:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:35 | 0 | 5 | 0 | 10 | 0 | 0 | 0 | 10 |
| 8:40 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 8:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 9:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 9:10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:40 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:50 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 15 |
| 16:55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| 17:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:10 | 0 | 0 | 0 | 72.5 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 72.5 | 0 | 0 | 0 | 45 |
| 17:20 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 0 |
| 17:25 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 15 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 17:35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| 17:50 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| 17:55 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 5 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:05 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:10 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 30 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Client:** | C&A Consulting Engineers |
| **Project:** | 3951-LON Bartons Road |
| **Survey type:** | Queue length survey |
| **Site:** | 2. Bartons Road (NE) / Eastleigh Road / Bartons Road (SW) |
| **Date:** | Thursday 15 March 2018 |

| Vehicle length metres | |
|---|---|
| Car/LGV | 5 |
| OGV1 | 10 |
| OGV2/PSV | 15 |
| MC/PC | 2.5 |

Queue lengths at the start of each 5 minute interval recorded in vehicle length metres.

| | Arm A | Arm B | | Arm C | |
|---|---|---|---|---|---|
| | Bartons Road (E) | Eastleigh Road | | Bartons Road (W) | |
| | Lane 1 | Lane 1 | Lane 2 | Lane 1 | Lane 2 |
| 7:30 | 0 | 0 | 0 | 0 | 0 |
| 7:35 | 0 | 0 | 0 | 0 | 0 |
| 7:40 | 0 | 0 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 | 0 | 0 |
| 7:50 | 0 | 0 | 0 | 10 | 0 |
| 7:55 | 0 | 0 | 5 | 0 | 0 |
| 8:00 | 0 | 5 | 10 | 5 | 0 |
| 8:05 | 0 | 10 | 0 | 0 | 0 |
| 8:10 | 0 | 0 | 0 | 0 | 5 |
| 8:15 | 0 | 0 | 0 | 15 | 0 |
| 8:20 | 0 | 0 | 0 | 80 | 0 |
| 8:25 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 | 0 | 0 |
| 8:35 | 0 | 0 | 0 | 0 | 0 |
| 8:40 | 0 | 0 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 | 0 | 0 |
| 8:50 | 0 | 0 | 5 | 0 | 0 |
| 8:55 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 |
| 9:05 | 0 | 0 | 0 | 0 | 0 |
| 9:10 | 0 | 0 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 | 0 | 0 |
| 9:20 | 0 | 0 | 0 | 0 | 0 |
| 9:25 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 |
| 16:35 | 0 | 0 | 0 | 0 | 0 |
| 16:40 | 0 | 5 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 |
| 16:50 | 0 | 0 | 0 | 0 | 5 |
| 16:55 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 10 |
| 17:05 | 0 | 0 | 0 | 0 | 0 |
| 17:10 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 |
| 17:20 | 0 | 0 | 0 | 0 | 0 |
| 17:25 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 |
| 17:35 | 0 | 0 | 0 | 0 | 0 |
| 17:40 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 |
| 17:50 | 0 | 0 | 0 | 0 | 0 |
| 17:55 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 |
| 18:05 | 0 | 0 | 0 | 0 | 0 |
| 18:10 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 |
| 18:20 | 0 | 0 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 | 0 | 0 |

Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Client:** | C&A Consulting Engineers |
| **Project:** | 3951-LON Bartons Road |
| **Survey type:** | Queue length survey |
| **Site:** | 3. Eastleigh Road / Southleigh Road(SE) / Southleigh Road(SW) |
| **Date:** | Thursday 15 March 2018 |

| Vehicle length metres | |
|---|---|
| Car/LGV | 5 |
| OGV1 | 10 |
| OGV2/PSV | 15 |
| MC/PC | 2.5 |

Queue lengths at the start of each 5 minute interval recorded in vehicle length metres.

| | Arm A | Arm B | Arm C |
|---|---|---|---|
| | Eastleigh Road | Southleigh Road (SE) | Southleigh Road (SW) |
| | Lane 1 | Lane 1 | Lane 1 |
| 7:30 | 0 | 0 | 0 |
| 7:35 | 0 | 0 | 0 |
| 7:40 | 0 | 0 | 0 |
| 7:45 | 0 | 0 | 0 |
| 7:50 | 0 | 0 | 0 |
| 7:55 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 |
| 8:05 | 0 | 0 | 0 |
| 8:10 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 |
| 8:20 | 0 | 0 | 0 |
| 8:25 | 0 | 0 | 0 |
| 8:30 | 0 | 0 | 0 |
| 8:35 | 0 | 0 | 0 |
| 8:40 | 0 | 0 | 0 |
| 8:45 | 0 | 0 | 0 |
| 8:50 | 0 | 0 | 0 |
| 8:55 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 |
| 9:05 | 0 | 0 | 0 |
| 9:10 | 0 | 0 | 0 |
| 9:15 | 0 | 0 | 0 |
| 9:20 | 0 | 0 | 0 |
| 9:25 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 |
| 16:35 | 10 | 0 | 0 |
| 16:40 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 |
| 16:50 | 5 | 0 | 0 |
| 16:55 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 |
| 17:05 | 0 | 0 | 0 |
| 17:10 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 |
| 17:20 | 0 | 0 | 0 |
| 17:25 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 |
| 17:35 | 0 | 0 | 0 |
| 17:40 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 |
| 17:50 | 0 | 0 | 0 |
| 17:55 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 |
| 18:05 | 5 | 10 | 0 |
| 18:10 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 |
| 18:20 | 0 | 0 | 0 |
| 18:25 | 0 | 0 | 0 |

Tracsis plc
Traffic and Data Services

| | |
|---|---|
| **Client:** | C&A Consulting Engineers |
| **Project:** | 3951-LON Bartons Road |
| **Survey type:** | Queue length survey |
| **Site:** | 4. Petersfield Road(N) / Bartons Road / Petersfield Road(S) |
| **Date:** | Thursday 15 March 2018 |

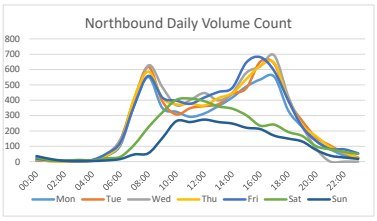
| Vehicle length metres | |
|---|---|
| Car/LGV | 5 |
| OGV1 | 10 |
| OGV2/PSV | 15 |
| MC/PC | 2.5 |

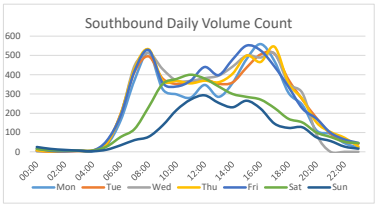
Queue lengths at the start of each 5 minute interval recorded in vehicle length metres.

| | Arm A | | Arm B | | Arm C | |
|---|---|---|---|---|---|---|
| | Petersfield Road (N) | | Bartons Road | | Petersfield Road (S) | |
| | Lane 1 | Lane 2 | Lane 1 | Lane 2 | Lane 1 | Lane 2 |
| 7:30 | 5 | 10 | 20 | 0 | 0 | 5 |
| 7:35 | 15 | 15 | 25 | 0 | 0 | 65 |
| 7:40 | 10 | 35 | 10 | 15 | 0 | 65 |
| 7:45 | 0 | 5 | 25 | 10 | 0 | 45 |
| 7:50 | 25 | 40 | 20 | 25 | 0 | 5 |
| 7:55 | 0 | 15 | 10 | 20 | 5 | 30 |
| 8:00 | 5 | 40 | 15 | 30 | 5 | 40 |
| 8:05 | 5 | 40 | 35 | 5 | 0 | 15 |
| 8:10 | 10 | 40 | 45 | 40 | 5 | 20 |
| 8:15 | 15 | 25 | 55 | 0 | 5 | 30 |
| 8:20 | 0 | 25 | 15 | 15 | 0 | 50 |
| 8:25 | 5 | 10 | 5 | 0 | 5 | 55 |
| 8:30 | 0 | 20 | 25 | 10 | 0 | 45 |
| 8:35 | 10 | 15 | 30 | 0 | 0 | 30 |
| 8:40 | 35 | 20 | 20 | 20 | 5 | 25 |
| 8:45 | 5 | 40 | 5 | 5 | 0 | 65 |
| 8:50 | 10 | 15 | 20 | 15 | 0 | 55 |
| 8:55 | 10 | 5 | 40 | 5 | 5 | 5 |
| 9:00 | 0 | 35 | 5 | 10 | 5 | 30 |
| 9:05 | 0 | 5 | 5 | 5 | 0 | 15 |
| 9:10 | 15 | 0 | 20 | 5 | 0 | 5 |
| 9:15 | 0 | 45 | 30 | 5 | 5 | 10 |
| 9:20 | 0 | 5 | 10 | 0 | 5 | 35 |
| 9:25 | 5 | 15 | 2.5 | 10 | 5 | 15 |
| 16:30 | 0 | 40 | 40 | 5 | 5 | 45 |
| 16:35 | 10 | 45 | 10 | 15 | 0 | 15 |
| 16:40 | 7.5 | 15 | 20 | 12.5 | 0 | 15 |
| 16:45 | 0 | 17.5 | 30 | 10 | 0 | 15 |
| 16:50 | 0 | 5 | 5 | 15 | 0 | 25 |
| 16:55 | 0 | 5 | 50 | 15 | 15 | 60 |
| 17:00 | 0 | 10 | 30 | 5 | 0 | 25 |
| 17:05 | 0 | 25 | 25 | 25 | 5 | 25 |
| 17:10 | 10 | 30 | 55 | 20 | 0 | 37.5 |
| 17:15 | 5 | 15 | 30 | 5 | 0 | 25 |
| 17:20 | 15 | 20 | 35 | 20 | 10 | 30 |
| 17:25 | 5 | 20 | 22.5 | 10 | 10 | 25 |
| 17:30 | 5 | 20 | 40 | 35 | 10 | 35 |
| 17:35 | 0 | 5 | 15 | 10 | 0 | 15 |
| 17:40 | 5 | 5 | 30 | 5 | 0 | 20 |
| 17:45 | 0 | 30 | 25 | 15 | 15 | 30 |
| 17:50 | 5 | 0 | 5 | 5 | 0 | 50 |
| 17:55 | 0 | 10 | 15 | 5 | 0 | 50 |
| 18:00 | 5 | 0 | 10 | 10 | 5 | 20 |
| 18:05 | 0 | 5 | 10 | 15 | 10 | 35 |
| 18:10 | 5 | 20 | 25 | 0 | 5 | 45 |
| 18:15 | 0 | 10 | 30 | 5 | 0 | 10 |
| 18:20 | 5 | 10 | 10 | 0 | 10 | 25 |
| 18:25 | 5 | 5 | 15 | 10 | 10 | 30 |

Tracsis plc
Traffic and Data Services

**Client:** C&A Consulting Engineers
**Project:** Bartons Road, Havant, Hampshire
**Site:** 1. Bartons Road, West of Eastleigh Road
**Start Date:** 15/03/2018
**Speed Limit:** 40



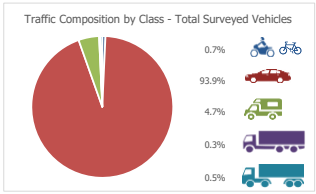




| Direction | 7-Day Average Speed | 7-Day 85th %ile Speed |
|---|---|---|
| **Westbound** | 35.6 | 39.8 |
| **Eastbound** | 34.6 | 39.0 |
| **Bi-directional** | 35.1 | 39.5 |

40

mph mph

| On a 7-day average | | |
|---|---|---|
| 14.2% | 1.7% | 0.1% |
| 11.1% | 1.7% | 0.2% |
| 12.7% | 1.7% | 0.1% |
| of vehicles are travelling over prescribed speed limit | of vehicles are traveling 10% +2 over the speed limit (46mph) | of vehicles are 15mph over the speed limit (55mph) |




| Direction | Weekday Average Total Traffic | 7-Day Average Traffic | Weekday Traffic Total |
|---|---|---|---|
| **Westbound** | 6232 | 5424 | 37970 |
| **Eastbound** | 5806 | 5109 | 35762 |
| **Bi-directional** | 12038 | 10533 | 73732 |




Incidents/Observations

No incidents

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to Vehicle Count

**3951-LON Bartons Road, Havant, Hampshire**
**Junction Turning Count**
**15/03/2018**

**Site 1 - Comley Hill / Emsworth Common Road / Horndean Road / Bartons Road**

**Origin** Arm A Comley Hill

| | Destination : Arm A Comley Hill | | | | | | | | Destination : Arm B Emsworth Common Road | | | | | | | | Destination : Arm C Horndean Road | | | | | | | | Destination : Arm D Bartons Road | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 5 | 3 | 0 | 0 | 0 | 0 | 33 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 75 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 0.4 | 0 | 32.4 | 30 | 11 | 1.5 | 0 | 4 | 0 | 0.2 | 46.7 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 107.1 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 10 | 3 | 0 | 0 | 0.4 | 0 | 65.4 | 50 | 14 | 1.5 | 0 | 4 | 0 | 0.2 | 69.7 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47 | 182.1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 3 | 0 | 0 | 0 | 0 | 34 | 29 | 13 | 0 | 2.3 | 0 | 0 | 0 | 44.3 | 13 | 1 | 0 | 0 | 2 | 0 | 0 | 16 | 94.3 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 5 | 1.5 | 0 | 0 | 0 | 0 | 35.5 | 40 | 4 | 1.5 | 0 | 0 | 0.4 | 0 | 45.9 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 102.4 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 36 | 3 | 0 | 0 | 2 | 0 | 0 | 41 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30 | 107 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 1.5 | 0 | 0 | 0 | 0 | 23.5 | 43 | 4 | 0 | 0 | 0 | 0.4 | 0 | 47.4 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 91.9 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 10 | 6 | 0 | 0 | 0 | 0 | 129 | 148 | 24 | 1.5 | 2.3 | 2 | 0.8 | 0 | 178.6 | 82 | 4 | 0 | 0 | 2 | 0 | 0 | 88 | 395.6 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 1.5 | 0 | 0 | 0 | 0 | 20.5 | 30 | 2 | 3 | 0 | 0 | 0 | 0 | 35 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 77.5 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 10 | 3 | 1.5 | 0 | 0 | 0 | 0 | 14.5 | 47.5 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 5 | 1.5 | 0 | 0 | 0 | 0 | 30.5 | 49 | 6 | 3 | 0 | 0 | 0 | 0 | 58 | 31 | 4 | 1.5 | 0 | 0 | 0 | 0 | 36.5 | 125 |
| 2 Hrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 25 | 10.5 | 0 | 0 | 0.4 | 0 | 224.9 | 247 | 44 | 6 | 2.3 | 6 | 0.8 | 0.2 | 306.3 | 157 | 11 | 1.5 | 0 | 2 | 0 | 0 | 171.5 | 702.7 |

**Origin** Arm A Comley Hill

| | Destination : Arm A Comley Hill | | | | | | | | Destination : Arm B Emsworth Common Road | | | | | | | | Destination : Arm C Horndean Road | | | | | | | | Destination : Arm D Bartons Road | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 18 | 37 | 9 | 0 | 0 | 0 | 0 | 0 | 46 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 84 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 45 | 12 | 0 | 0 | 0 | 0 | 0 | 57 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 87 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 36 | 82 | 21 | 0 | 0 | 0 | 0 | 0 | 103 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32 | 171 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 41 | 11 | 0 | 0 | 0 | 0 | 0 | 52 | 18 | 1 | 1.5 | 0 | 0 | 0 | 0 | 20.5 | 84.5 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 43 | 3 | 0 | 0 | 0 | 0.4 | 0 | 46.4 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 80.4 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 2 | 1.5 | 0 | 0 | 0 | 0 | 17.5 | 59 | 6 | 1.5 | 0 | 0 | 0 | 0 | 66.5 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 96 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 38 | 7 | 1.5 | 0 | 0 | 0 | 0 | 46.5 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 77.5 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 9 | 1.5 | 0 | 0 | 0 | 0 | 57.5 | 181 | 27 | 3 | 0 | 0 | 0.4 | 0 | 211.4 | 65 | 3 | 1.5 | 0 | 0 | 0 | 0 | 69.5 | 338.4 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 56 | 1 | 0 | 0 | 0 | 0 | 0 | 57 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 77 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 3 | 0 | 0 | 0 | 0 | 15 | 43 | 1 | 0 | 0 | 0 | 0.4 | 0 | 44.4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 79.4 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 3 | 0 | 0 | 0 | 0 | 23 | 99 | 2 | 0 | 0 | 0 | 0.4 | 0 | 101.4 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 156.4 |
| 2 Hrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 19 | 4.5 | 0 | 0 | 0 | 0 | 116.5 | 362 | 50 | 3 | 0 | 0 | 0.8 | 0 | 415.8 | 125 | 7 | 1.5 | 0 | 0 | 0 | 0 | 133.5 | 665.8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 282 | 44 | 15 | 0 | 0 | 0.4 | 0 | 341.4 | 609 | 94 | 9 | 2.3 | 6 | 1.6 | 0.2 | 722.1 | 282 | 18 | 3 | 0 | 2 | 0 | 0 | 305 | 1369 |

**Origin** Arm B Emsworth Common Road

| | Destination : Arm A Comley Hill | | | | | | | | Destination : Arm B Emsworth Common Road | | | | | | | | Destination : Arm C Horndean Road | | | | | | | | Destination : Arm D Bartons Road | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 13 | 6 | 1.5 | 0 | 0 | 0.4 | 0 | 20.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 4 | 3 | 2.3 | 0 | 0 | 0 | 49.3 | 72.2 |
| 07:45 | 19 | 3 | 3 | 2.3 | 0 | 0 | 0 | 27.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 46 | 77.3 |
| ½ Hr | 32 | 9 | 4.5 | 2.3 | 0 | 0.4 | 0 | 48.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 81 | 9 | 3 | 2.3 | 0 | 0 | 0 | 95.3 | 149.5 |
| 08:00 | 10 | 2 | 1.5 | 0 | 0 | 0 | 0 | 13.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 | 3 | 3 | 2.3 | 0 | 0 | 0 | 47.3 | 61.8 |
| 08:15 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 34 | 53 |
| 08:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 35 | 1 | 1.5 | 0 | 0 | 0.4 | 0 | 37.9 | 53.9 |
| 08:45 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 49 | 4 | 0 | 0 | 0 | 0 | 0 | 53 | 73 |
| 1 Hr | 38 | 7 | 4.5 | 0 | 0 | 0 | 0 | 49.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 20 | 150 | 15 | 4.5 | 2.3 | 0 | 0.4 | 0 | 172.2 | 241.7 |
| 09:00 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24 | 37 |
| 09:15 | 7 | 1 | 1.5 | 0 | 0 | 0 | 0 | 9.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 2.3 | 0 | 0 | 0 | 9.3 | 26 | 7 | 1.5 | 0 | 0 | 0 | 0 | 34.5 | 53.3 |
| ½ Hr | 12 | 2 | 1.5 | 0 | 0 | 0 | 0 | 15.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 2.3 | 0 | 0 | 0 | 16.3 | 47 | 10 | 1.5 | 0 | 0 | 0 | 0 | 58.5 | 90.3 |
| 2 Hrs | 82 | 18 | 10.5 | 2.3 | 0 | 0.4 | 0 | 113.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 8 | 0 | 2.3 | 0 | 0 | 0 | 42.3 | 278 | 34 | 9 | 4.6 | 0 | 0.4 | 0 | 326 | 481.5 |

**Origin** Arm B Emsworth Common Road

| | Destination : Arm A Comley Hill | | | | | | | | Destination : Arm B Emsworth Common Road | | | | | | | | Destination : Arm C Horndean Road | | | | | | | | Destination : Arm D Bartons Road | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 16 | 45 | 20 | 1.5 | 0 | 0 | 0 | 0 | 66.5 | 101.5 |
| 16:45 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 67 | 24 | 0 | 0 | 0 | 0 | 0 | 91 | 122 |
| ½ Hr | 36 | 6 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 24 | 112 | 44 | 1.5 | 0 | 0 | 0 | 0 | 157.5 | 223.5 |
| 17:00 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0.4 | 0 | 14.4 | 66 | 12 | 0 | 0 | 0 | 0.4 | 0 | 78.4 | 110.8 |
| 17:15 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 67 | 13 | 1.5 | 0 | 0 | 0.8 | 0 | 82.3 | 120.3 |
| 17:30 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 61 | 8 | 3 | 0 | 0 | 0 | 0 | 72 | 96 |
| 17:45 | 12 | 5 | 1.5 | 2.3 | 0 | 0 | 0 | 20.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 63 | 8 | 1.5 | 2.3 | 0 | 0 | 0 | 74.8 | 103.6 |
| 1 Hr | 69 | 14 | 1.5 | 2.3 | 0 | 0 | 0 | 86.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 3 | 0 | 0 | 0 | 0.4 | 0 | 36.4 | 257 | 41 | 6 | 2.3 | 0 | 1.2 | 0 | 307.5 | 430.7 |
| 18:00 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 52 | 5 | 3 | 0 | 0 | 0 | 0 | 60 | 81 |
| 18:15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 43 | 4 | 0 | 0 | 0 | 0 | 0 | 47 | 63 |
| ½ Hr | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 95 | 9 | 3 | 0 | 0 | 0 | 0 | 107 | 144 |
| 2 Hrs | 132 | 21 | 1.5 | 2.3 | 0 | 0 | 0 | 156.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 11 | 0 | 0 | 0 | 0.4 | 0 | 69.4 | 464 | 94 | 10.5 | 2.3 | 0 | 1.2 | 0 | 572 | 798.2 |
| Total | 214 | 39 | 12 | 4.6 | 0 | 0.4 | 0 | 270 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 19 | 0 | 2.3 | 0 | 0.4 | 0 | 111.7 | 742 | 128 | 19.5 | 6.9 | 0 | 1.6 | 0 | 898 | 1280 |

**Origin** Arm C Horndean Road

| | Destination : Arm A Comley Hill | | | | | | | | Destination : Arm B Emsworth Common Road | | | | | | | | Destination : Arm C Horndean Road | | | | | | | | Destination : Arm D Bartons Road | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 47 | 5 | 0 | 0 | 2 | 0 | 0 | 54 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0.2 | 36.2 | 114.2 |
| 07:45 | 65 | 10 | 0 | 0 | 0 | 0 | 0 | 75 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 71 | 163 |
| ½ Hr | 112 | 15 | 0 | 0 | 2 | 0 | 0 | 129 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 6 | 0 | 0 | 0 | 0 | 0.2 | 107.2 | 277.2 |
| 08:00 | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 62 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 8 | 3 | 0 | 2 | 0 | 0.2 | 58.2 | 155.2 |
| 08:15 | 37 | 9 | 3 | 0 | 0 | 0 | 0 | 49 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 5 | 0 | 0 | 2 | 0.8 | 0 | 55.8 | 120.8 |
| 08:30 | 42 | 5 | 1.5 | 0 | 0 | 0 | 0 | 48.5 | 12 | 0 | 1.5 | 0 | 0 | 0 | 0 | 13.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 7 | 0 | 0 | 0 | 0 | 0 | 76 | 138 |
| 08:45 | 34 | 6 | 1.5 | 0 | 0 | 0 | 0 | 41.5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 4 | 0 | 0 | 0 | 0 | 0 | 65 | 115.5 |
| 1 Hr | 170 | 25 | 6 | 0 | 0 | 0 | 0 | 201 | 68 | 4 | 1.5 | 0 | 0 | 0 | 0 | 73.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 24 | 3 | 0 | 4 | 0.8 | 0.2 | 255 | 529.5 |
| 09:00 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 5 | 1.5 | 0 | 0 | 0.4 | 0 | 58.9 | 100.9 |
| 09:15 | 18 | 1 | 1.5 | 0 | 0 | 0 | 0 | 20.5 | 9 | 1 | 1.5 | 2.3 | 0 | 0 | 0 | 13.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 3 | 4.5 | 0 | 0 | 0 | 0 | 56.5 | 90.8 |
| ½ Hr | 48 | 2 | 1.5 | 0 | 0 | 0 | 0 | 51.5 | 17 | 4 | 1.5 | 2.3 | 0 | 0 | 0 | 24.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 8 | 6 | 0 | 0 | 0.4 | 0 | 115.4 | 191.7 |
| 2 Hrs | 330 | 42 | 7.5 | 0 | 2 | 0 | 0 | 381.5 | 122 | 12 | 3 | 2.3 | 0 | 0 | 0 | 139.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 425 | 38 | 9 | 0 | 4 | 1.2 | 0.4 | 477.6 | 998.4 |

**Origin** Arm C Horndean Road

| | Destination : Arm A Comley Hill | | | | | | | | Destination : Arm B Emsworth Common Road | | | | | | | | Destination : Arm C Horndean Road | | | | | | | | Destination : Arm D Bartons Road | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 29 | 7 | 0 | 0 | 0 | 0 | 0 | 36 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 12 | 1.5 | 0 | 0 | 0 | 0 | 47.5 | 92.5 |
| 16:45 | 28 | 4 | 1.5 | 0 | 0 | 0.4 | 0 | 33.9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 6 | 0 | 0 | 0 | 0 | 0 | 45 | 89.9 |
| ½ Hr | 57 | 11 | 1.5 | 0 | 0 | 0.4 | 0 | 69.9 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 18 | 1.5 | 0 | 0 | 0 | 0 | 92.5 | 182.4 |
| 17:00 | 36 | 6 | 1.5 | 0 | 0 | 0.4 | 0 | 43.9 | 5 | 0 | 1.5 | 0 | 0 | 0 | 0 | 6.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 44 | 8 | 0 | 0 | 0 | 0 | 0 | 52 | 103.4 |
| 17:15 | 37 | 5 | 1.5 | 0 | 0 | 0 | 0.2 | 43.7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 8 | 1.5 | 0 | 0 | 0.4 | 0 | 60.9 | 109.6 |
| 17:30 | 43 | 2 | 0 | 0 | 0.8 | 0 | 0 | 45.8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 5 | 0 | 0 | 0.8 | 0 | 0 | 48.8 | 98.6 |
| 17:45 | 41 | 3 | 0 | 0 | 0.4 | 0 | 0 | 44.4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 6 | 0 | 0 | 0 | 0 | 0 | 63 | 110.4 |
| 1 Hr | 157 | 16 | 3 | 0 | 1.6 | 0.2 | 0 | 177.8 | 16 | 1 | 1.5 | 0 | 0 | 0 | 0 | 18.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 195 | 27 | 1.5 | 0 | 0 | 1.2 | 0 | 224.7 | 422 |
| 18:00 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 2 | 3 | 0 | 0 | 0 | 0 | 57 | 89 |
| 18:15 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 3 | 0 | 0 | 0 | 0.4 | 0 | 35.4 | 67.4 |
| ½ Hr | 52 | 8 | 0 | 0 | 0 | 0 | 0 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 5 | 3 | 0 | 0 | 0.4 | 0 | 92.4 | 156.4 |
| 2 Hrs | 266 | 35 | 4.5 | 0 | 0 | 2 | 0.2 | 307.7 | 35 | 6 | 1.5 | 0 | 0 | 0 | 0 | 42.5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 352 | 50 | 6 | 0 | 0 | 1.6 | 0 | 409.6 | 760.8 |
| Total | 596 | 77 | 12 | 0 | 2 | 2 | 0.2 | 689.2 | 157 | 18 | 4.5 | 2.3 | 0 | 0 | 0 | 181.8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 777 | 88 | 15 | 0 | 4 | 2.8 | 0.4 | 887.2 | 1759 |

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to Vehicle Count

**3951-LON Bartons Road, Havant, Hampshire**
**Junction Turning Count**
**15/03/2018**

**Site 1 - Comley Hill / Emsworth Common Road / Horndean Road / Bartons Road**

**Origin** Arm D Bartons Road

| | **Destination :** Arm A Comley Hill | | | | | | | | **Destination :** Arm B Emsworth Common Road | | | | | | | | **Destination :** Arm C Horndean Road | | | | | | | | **Destination :** Arm D Bartons Road | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 14 | 47 | 10 | 1.5 | 0 | 2 | 0 | 0 | 60.5 | 22 | 6 | 1.5 | 0 | 0 | 0.4 | 0 | 29.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104.4 |
| 07:45 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 43 | 12 | 1.5 | 0 | 0 | 0 | 0 | 56.5 | 28 | 7 | 1.5 | 0 | 0 | 0.4 | 0 | 36.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108.4 |
| ½ Hr | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 29 | 90 | 22 | 3 | 0 | 2 | 0 | 0 | 117 | 50 | 13 | 3 | 0 | 0 | 0.8 | 0 | 66.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212.8 |
| 08:00 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 53 | 12 | 0 | 2.3 | 0 | 0 | 0 | 67.3 | 33 | 9 | 0 | 0 | 0 | 0.4 | 0.2 | 42.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124.9 |
| 08:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 61 | 9 | 6 | 0 | 0 | 0 | 0 | 76 | 27 | 2 | 3 | 4.6 | 0 | 0 | 0 | 36.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115.6 |
| 08:30 | 16 | 4 | 0 | 2.3 | 0 | 0 | 0 | 22.3 | 47 | 8 | 4.5 | 2.3 | 0 | 0.4 | 0 | 62.2 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123.5 |
| 08:45 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 46 | 44 | 5 | 1.5 | 0 | 0 | 0 | 0 | 50.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109.5 |
| 1 Hr | 42 | 9 | 0 | 2.3 | 0 | 0 | 0 | 53.3 | 202 | 34 | 10.5 | 4.6 | 0 | 0.4 | 0 | 251.5 | 138 | 21 | 4.5 | 4.6 | 0 | 0.4 | 0.2 | 168.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 473.5 |
| 09:00 | 7 | 0 | 1.5 | 0 | 0 | 0 | 0 | 8.5 | 32 | 6 | 4.5 | 0 | 0 | 0 | 0 | 42.5 | 34 | 3 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 09:15 | 11 | 1 | 1.5 | 0 | 0 | 0 | 0 | 13.5 | 22 | 6 | 3 | 2.3 | 0 | 0.4 | 0 | 33.7 | 19 | 5 | 1.5 | 0 | 0 | 0 | 0 | 25.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72.7 |
| ½ Hr | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 22 | 54 | 12 | 7.5 | 2.3 | 0 | 0.4 | 0 | 76.2 | 53 | 8 | 1.5 | 0 | 0 | 0 | 0 | 62.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160.7 |
| 2 Hrs | 83 | 16 | 3 | 2.3 | 0 | 0 | 0 | 104.3 | 346 | 68 | 21 | 6.9 | 2 | 0.8 | 0 | 444.7 | 241 | 42 | 9 | 4.6 | 0 | 1.2 | 0.2 | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 847 |

**Origin** Arm D Bartons Road

| | **Destination :** Arm A Comley Hill | | | | | | | | **Destination :** Arm B Emsworth Common Road | | | | | | | | **Destination :** Arm C Horndean Road | | | | | | | | **Destination :** Arm D Bartons Road | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 15 | 2 | 0 | 0 | 0 | 0.4 | 0 | 17.4 | 31 | 4 | 0 | 0 | 0 | 0 | 0 | 35 | 39 | 2 | 1.5 | 0 | 0 | 0 | 0 | 42.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94.9 |
| 16:45 | 19 | 2 | 0 | 0 | 0 | 0 | 0.2 | 21.2 | 30 | 3 | 1.5 | 0 | 0 | 0 | 0 | 34.5 | 37 | 7 | 1.5 | 0 | 0 | 0.4 | 0 | 45.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101.6 |
| ½ Hr | 34 | 4 | 0 | 0 | 0 | 0.4 | 0.2 | 38.6 | 61 | 7 | 1.5 | 0 | 0 | 0 | 0 | 69.5 | 76 | 9 | 3 | 0 | 0 | 0.4 | 0 | 88.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196.5 |
| 17:00 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 32 | 33 | 8 | 0 | 0 | 0 | 0.4 | 0 | 41.4 | 48 | 7 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128.4 |
| 17:15 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 36 | 3 | 0 | 0 | 0 | 0.4 | 0 | 39.4 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104.4 |
| 17:30 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20 | 25 | 5 | 0 | 0 | 0 | 0 | 0.2 | 30.2 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94.2 |
| 17:45 | 11 | 1 | 0 | 0 | 0 | 0.4 | 0 | 12.4 | 34 | 3 | 0 | 0 | 0 | 0.4 | 0.2 | 37.6 | 39 | 5 | 0 | 0 | 0 | 0.4 | 0 | 44.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94.4 |
| 1 Hr | 72 | 10 | 0 | 0 | 0 | 0.4 | 0 | 82.4 | 128 | 19 | 0 | 0 | 0 | 1.2 | 0.4 | 148.6 | 171 | 19 | 0 | 0 | 0 | 0.4 | 0 | 190.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 421.4 |
| 18:00 | 15 | 0 | 1.5 | 0 | 0 | 0 | 0 | 16.5 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 38 | 44 | 8 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106.5 |
| 18:15 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| ½ Hr | 33 | 0 | 1.5 | 0 | 0 | 0 | 0 | 34.5 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48 | 78 | 10 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170.5 |
| 2 Hrs | 139 | 14 | 1.5 | 0 | 0 | 0.8 | 0.2 | 155.5 | 233 | 30 | 1.5 | 0 | 0 | 1.2 | 0.4 | 266.1 | 325 | 38 | 3 | 0 | 0 | 0.8 | 0 | 366.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 788.4 |
| Total | 222 | 30 | 4.5 | 2.3 | 0 | 0.8 | 0.2 | 259.8 | 579 | 98 | 22.5 | 6.9 | 2 | 2 | 0.4 | 710.8 | 566 | 80 | 12 | 4.6 | 0 | 2 | 0.2 | 664.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1635 |

ORIGIN SUMMARY

| | **Origin :** Arm A Comley Hill | | | | | | | | **Origin :** Arm B Emsworth Common Road | | | | | | | | **Origin :** Arm C Horndean Road | | | | | | | | **Origin :** Arm D Bartons Road | | | | | | | | Origin Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 63 | 9 | 3 | 0 | 0 | 0 | 0 | 75 | 54 | 11 | 4.5 | 2.3 | 0 | 0.4 | 0 | 72.2 | 102 | 10 | 0 | 0 | 2 | 0 | 0.2 | 114.2 | 78 | 21 | 3 | 0 | 2 | 0.4 | 0 | 104.4 | 365.8 |
| 07:45 | 83 | 18 | 1.5 | 0 | 4 | 0.4 | 0.2 | 107.1 | 64 | 8 | 3 | 2.3 | 0 | 0 | 0 | 77.3 | 148 | 15 | 0 | 0 | 0 | 0 | 0 | 163 | 85 | 20 | 3 | 0 | 0 | 0.4 | 0 | 108.4 | 455.8 |
| ½ Hr | 146 | 27 | 4.5 | 0 | 4 | 0.4 | 0.2 | 182.1 | 118 | 19 | 7.5 | 4.6 | 0 | 0.4 | 0 | 149.5 | 250 | 25 | 0 | 0 | 2 | 0 | 0.2 | 277.2 | 163 | 41 | 6 | 0 | 2 | 0.8 | 0 | 212.8 | 821.6 |
| 08:00 | 70 | 17 | 3 | 2.3 | 2 | 0 | 0 | 94.3 | 50 | 5 | 4.5 | 2.3 | 0 | 0 | 0 | 61.8 | 135 | 15 | 3 | 0 | 2 | 0 | 0.2 | 155.2 | 99 | 23 | 0 | 2.3 | 0 | 0.4 | 0.2 | 124.9 | 436.2 |
| 08:15 | 89 | 10 | 3 | 0 | 0 | 0.4 | 0 | 102.4 | 39 | 11 | 3 | 0 | 0 | 0 | 0 | 53 | 99 | 16 | 3 | 0 | 2 | 0.8 | 0 | 120.8 | 91 | 11 | 9 | 4.6 | 0 | 0 | 0 | 115.6 | 391.8 |
| 08:30 | 98 | 7 | 0 | 0 | 2 | 0 | 0 | 107 | 50 | 2 | 1.5 | 0 | 0 | 0.4 | 0 | 53.9 | 123 | 12 | 3 | 0 | 0 | 0 | 0 | 138 | 97 | 17 | 4.5 | 4.6 | 0 | 0.4 | 0 | 123.5 | 422.4 |
| 08:45 | 86 | 4 | 1.5 | 0 | 0 | 0.4 | 0 | 91.9 | 65 | 8 | 0 | 0 | 0 | 0 | 0 | 73 | 104 | 10 | 1.5 | 0 | 0 | 0 | 0 | 115.5 | 95 | 13 | 1.5 | 0 | 0 | 0 | 0 | 109.5 | 389.9 |
| 1 Hr | 343 | 38 | 7.5 | 2.3 | 4 | 0.8 | 0 | 395.6 | 204 | 26 | 9 | 2.3 | 0 | 0.4 | 0 | 241.7 | 461 | 53 | 10.5 | 0 | 4 | 0.8 | 0.2 | 529.5 | 382 | 64 | 15 | 11.5 | 0 | 0.8 | 0.2 | 473.5 | 1640 |
| 09:00 | 67 | 6 | 4.5 | 0 | 0 | 0 | 0 | 77.5 | 32 | 5 | 0 | 0 | 0 | 0 | 0 | 37 | 90 | 9 | 1.5 | 0 | 0 | 0.4 | 0 | 100.9 | 73 | 9 | 6 | 0 | 0 | 0 | 0 | 88 | 303.4 |
| 09:15 | 37 | 9 | 1.5 | 0 | 0 | 0 | 0 | 47.5 | 38 | 10 | 3 | 2.3 | 0 | 0 | 0 | 53.3 | 76 | 5 | 7.5 | 2.3 | 0 | 0 | 0 | 90.8 | 52 | 12 | 6 | 2.3 | 0 | 0.4 | 0 | 72.7 | 264.3 |
| ½ Hr | 104 | 15 | 6 | 0 | 0 | 0 | 0 | 125 | 70 | 15 | 3 | 2.3 | 0 | 0 | 0 | 90.3 | 166 | 14 | 9 | 2.3 | 0 | 0.4 | 0 | 191.7 | 125 | 21 | 12 | 2.3 | 0 | 0.4 | 0 | 160.7 | 567.7 |
| 2 Hrs | 593 | 80 | 18 | 2.3 | 8 | 1.2 | 0.2 | 702.7 | 392 | 60 | 19.5 | 9.2 | 0 | 0.8 | 0 | 481.5 | 877 | 92 | 19.5 | 2.3 | 6 | 1.2 | 0.4 | 998.4 | 670 | 126 | 33 | 13.8 | 2 | 2 | 0.2 | 847 | 3030 |

ORIGIN SUMMARY

| | **Origin :** Arm A Comley Hill | | | | | | | | **Origin :** Arm B Emsworth Common Road | | | | | | | | **Origin :** Arm C Horndean Road | | | | | | | | **Origin :** Arm D Bartons Road | | | | | | | | Origin Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 69 | 15 | 0 | 0 | 0 | 0 | 0 | 84 | 70 | 30 | 1.5 | 0 | 0 | 0 | 0 | 101.5 | 69 | 22 | 1.5 | 0 | 0 | 0 | 0 | 92.5 | 85 | 8 | 1.5 | 0 | 0 | 0.4 | 0 | 94.9 | 372.9 |
| 16:45 | 71 | 16 | 0 | 0 | 0 | 0 | 0 | 87 | 94 | 28 | 0 | 0 | 0 | 0 | 0 | 122 | 76 | 12 | 1.5 | 0 | 0 | 0.4 | 0 | 89.9 | 86 | 12 | 3 | 0 | 0 | 0.4 | 0.2 | 101.6 | 400.5 |
| ½ Hr | 140 | 31 | 0 | 0 | 0 | 0 | 0 | 171 | 164 | 58 | 1.5 | 0 | 0 | 0 | 0 | 223.5 | 145 | 34 | 3 | 0 | 0 | 0.4 | 0 | 182.4 | 171 | 20 | 4.5 | 0 | 0 | 0.8 | 0.2 | 196.5 | 773.4 |
| 17:00 | 67 | 16 | 1.5 | 0 | 0 | 0 | 0 | 84.5 | 94 | 16 | 0 | 0 | 0 | 0.8 | 0 | 110.8 | 86 | 14 | 3 | 0 | 0 | 0.4 | 0 | 103.4 | 108 | 20 | 0 | 0 | 0 | 0.4 | 0 | 128.4 | 427.1 |
| 17:15 | 73 | 7 | 0 | 0 | 0 | 0.4 | 0 | 80.4 | 103 | 15 | 1.5 | 0 | 0 | 0.8 | 0 | 120.3 | 93 | 13 | 3 | 0 | 0 | 0.4 | 0.2 | 109.6 | 97 | 7 | 0 | 0 | 0 | 0.4 | 0 | 104.4 | 414.7 |
| 17:30 | 85 | 8 | 3 | 0 | 0 | 0 | 0 | 96 | 79 | 14 | 3 | 0 | 0 | 0 | 0 | 96 | 90 | 7 | 0 | 0 | 0 | 1.6 | 0 | 98.6 | 82 | 12 | 0 | 0 | 0 | 0 | 0.2 | 94.2 | 384.8 |
| 17:45 | 68 | 8 | 1.5 | 0 | 0 | 0 | 0 | 77.5 | 83 | 13 | 3 | 4.6 | 0 | 0 | 0 | 103.6 | 100 | 10 | 0 | 0 | 0 | 0.4 | 0 | 110.4 | 84 | 9 | 0 | 0 | 0 | 1.2 | 0.2 | 94.4 | 385.9 |
| 1 Hr | 293 | 39 | 6 | 0 | 0 | 0.4 | 0 | 338.4 | 359 | 58 | 7.5 | 4.6 | 0 | 1.6 | 0 | 430.7 | 369 | 44 | 6 | 0 | 0 | 2.8 | 0.2 | 422 | 371 | 48 | 0 | 0 | 0 | 2 | 0.4 | 421.4 | 1613 |
| 18:00 | 73 | 4 | 0 | 0 | 0 | 0 | 0 | 77 | 72 | 6 | 3 | 0 | 0 | 0 | 0 | 81 | 80 | 6 | 3 | 0 | 0 | 0 | 0 | 89 | 94 | 11 | 1.5 | 0 | 0 | 0 | 0 | 106.5 | 353.5 |
| 18:15 | 74 | 2 | 3 | 0 | 0 | 0.4 | 0 | 79.4 | 59 | 4 | 0 | 0 | 0 | 0 | 0 | 63 | 60 | 7 | 0 | 0 | 0 | 0.4 | 0 | 67.4 | 61 | 3 | 0 | 0 | 0 | 0 | 0 | 64 | 273.8 |
| ½ Hr | 147 | 6 | 3 | 0 | 0 | 0.4 | 0 | 156.4 | 131 | 10 | 3 | 0 | 0 | 0 | 0 | 144 | 140 | 13 | 3 | 0 | 0 | 0.4 | 0 | 156.4 | 155 | 14 | 1.5 | 0 | 0 | 0 | 0 | 170.5 | 627.3 |
| 2 Hrs | 580 | 76 | 9 | 0 | 0 | 0.8 | 0 | 665.8 | 654 | 126 | 12 | 4.6 | 0 | 1.6 | 0 | 798.2 | 654 | 91 | 12 | 0 | 0 | 3.6 | 0.2 | 760.8 | 697 | 82 | 6 | 0 | 0 | 2.8 | 0.6 | 788.4 | 3013 |
| Total | 1173 | 156 | 27 | 2.3 | 8 | 2 | 0.2 | 1369 | 1046 | 186 | 31.5 | 13.8 | 0 | 2.4 | 0 | 1280 | 1531 | 183 | 31.5 | 2.3 | 6 | 4.8 | 0.6 | 1759 | 1367 | 208 | 39 | 13.8 | 2 | 4.8 | 0.8 | 1635 | 6043 |

DESTINATION SUMMARY

| | **Destination :** Arm A Comley Hill | | | | | | | | **Destination :** Arm B Emsworth Common Road | | | | | | | | **Destination :** Arm C Horndean Road | | | | | | | | **Destination :** Arm D Bartons Road | | | | | | | | Dest Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 69 | 16 | 1.5 | 0 | 2 | 0.4 | 0 | 88.9 | 93 | 18 | 4.5 | 0 | 2 | 0 | 0 | 117.5 | 43 | 10 | 1.5 | 0 | 0 | 0.4 | 0 | 54.9 | 92 | 7 | 3 | 2.3 | 0 | 0 | 0.2 | 104.5 | 365.8 |
| 07:45 | 98 | 14 | 3 | 2.3 | 0 | 0 | 0 | 117.3 | 86 | 18 | 1.5 | 0 | 0 | 0.4 | 0 | 105.9 | 62 | 18 | 3 | 0 | 4 | 0.4 | 0.2 | 87.6 | 134 | 11 | 0 | 0 | 0 | 0 | 0 | 145 | 455.8 |
| ½ Hr | 167 | 30 | 4.5 | 2.3 | 2 | 0.4 | 0 | 206.2 | 179 | 36 | 6 | 0 | 2 | 0.4 | 0 | 223.4 | 105 | 28 | 4.5 | 0 | 4 | 0.8 | 0.2 | 142.5 | 226 | 18 | 3 | 2.3 | 0 | 0 | 0.2 | 249.5 | 821.6 |
| 08:00 | 80 | 9 | 1.5 | 0 | 0 | 0 | 0 | 90.5 | 114 | 17 | 3 | 2.3 | 0 | 0 | 0 | 136.3 | 63 | 22 | 0 | 2.3 | 0 | 0.4 | 0.2 | 87.9 | 97 | 12 | 6 | 2.3 | 4 | 0 | 0.2 | 121.5 | 436.2 |
| 08:15 | 48 | 11 | 6 | 0 | 0 | 0 | 0 | 65 | 104 | 16 | 7.5 | 0 | 0 | 0 | 0 | 127.5 | 71 | 8 | 4.5 | 4.6 | 0 | 0.4 | 0 | 88.5 | 95 | 13 | 0 | 0 | 2 | 0.8 | 0 | 110.8 | 391.8 |
| 08:30 | 67 | 10 | 1.5 | 2.3 | 0 | 0 | 0 | 80.8 | 93 | 10 | 6 | 2.3 | 0 | 0.4 | 0 | 111.7 | 76 | 8 | 0 | 0 | 2 | 0 | 0 | 86 | 132 | 10 | 1.5 | 0 | 0 | 0.4 | 0 | 143.9 | 422.4 |
| 08:45 | 55 | 11 | 1.5 | 0 | 0 | 0 | 0 | 67.5 | 72 | 5 | 1.5 | 0 | 0 | 0 | 0 | 78.5 | 92 | 11 | 1.5 | 0 | 0 | 0.4 | 0 | 104.9 | 131 | 8 | 0 | 0 | 0 | 0 | 0 | 139 | 389.9 |
| 1 Hr | 250 | 41 | 10.5 | 2.3 | 0 | 0 | 0 | 303.8 | 383 | 48 | 18 | 4.6 | 0 | 0.4 | 0 | 454 | 302 | 49 | 6 | 6.9 | 2 | 1.2 | 0.2 | 367.3 | 455 | 43 | 7.5 | 2.3 | 6 | 1.2 | 0.2 | 515.2 | 1640 |
| 09:00 | 42 | 2 | 1.5 | 0 | 0 | 0 | 0 | 45.5 | 56 | 12 | 6 | 0 | 0 | 0 | 0 | 74 | 70 | 6 | 3 | 0 | 0 | 0 | 0 | 79 | 94 | 9 | 1.5 | 0 | 0 | 0.4 | 0 | 104.9 | 303.4 |
| 09:15 | 36 | 3 | 4.5 | 0 | 0 | 0 | 0 | 43.5 | 39 | 9 | 4.5 | 4.6 | 0 | 0.4 | 0 | 57.5 | 43 | 11 | 1.5 | 2.3 | 0 | 0 | 0 | 57.8 | 85 | 13 | 7.5 | 0 | 0 | 0 | 0 | 105.5 | 264.3 |
| ½ Hr | 78 | 5 | 6 | 0 | 0 | 0 | 0 | 89 | 95 | 21 | 10.5 | 4.6 | 0 | 0.4 | 0 | 131.5 | 113 | 17 | 4.5 | 2.3 | 0 | 0 | 0 | 136.8 | 179 | 22 | 9 | 0 | 0 | 0.4 | 0 | 210.4 | 567.7 |
| 2 Hrs | 495 | 76 | 21 | 4.6 | 2 | 0.4 | 0 | 599 | 657 | 105 | 34.5 | 9.2 | 2 | 1.2 | 0 | 808.9 | 520 | 94 | 15 | 9.2 | 6 | 2 | 0.4 | 646.6 | 860 | 83 | 19.5 | 4.6 | 6 | 1.6 | 0.4 | 975.1 | 3030 |

DESTINATION SUMMARY

| | **Destination :** Arm A Comley Hill | | | | | | | | **Destination :** Arm B Emsworth Common Road | | | | | | | | **Destination :** Arm C Horndean Road | | | | | | | | **Destination :** Arm D Bartons Road | | | | | | | | Dest Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 59 | 13 | 0 | 0 | 0 | 0.4 | 0 | 72.4 | 50 | 12 | 0 | 0 | 0 | 0 | 0 | 62 | 86 | 17 | 1.5 | 0 | 0 | 0 | 0 | 104.5 | 98 | 33 | 3 | 0 | 0 | 0 | 0 | 134 | 372.9 |
| 16:45 | 68 | 8 | 1.5 | 0 | 0 | 0.4 | 0.2 | 78.1 | 55 | 7 | 1.5 | 0 | 0 | 0 | 0 | 63.5 | 88 | 21 | 1.5 | 0 | 0 | 0.4 | 0 | 110.9 | 116 | 32 | 0 | 0 | 0 | 0 | 0 | 148 | 400.5 |
| ½ Hr | 127 | 21 | 1.5 | 0 | 0 | 0.8 | 0.2 | 150.5 | 105 | 19 | 1.5 | 0 | 0 | 0 | 0 | 125.5 | 174 | 38 | 3 | 0 | 0 | 0.4 | 0 | 215.4 | 214 | 65 | 3 | 0 | 0 | 0 | 0 | 282 | 773.4 |
| 17:00 | 78 | 14 | 1.5 | 0 | 0 | 0.4 | 0 | 93.9 | 46 | 12 | 1.5 | 0 | 0 | 0.4 | 0 | 59.9 | 103 | 19 | 0 | 0 | 0 | 0.4 | 0 | 122.4 | 128 | 21 | 1.5 | 0 | 0 | 0.4 | 0 | 150.9 | 427.1 |
| 17:15 | 81 | 8 | 1.5 | 0 | 0 | 0 | 0.2 | 90.7 | 52 | 6 | 0 | 0 | 0 | 0.4 | 0 | 58.4 | 96 | 6 | 0 | 0 | 0 | 0.4 | 0 | 102.4 | 137 | 22 | 3 | 0 | 0 | 1.2 | 0 | 163.2 | 414.7 |
| 17:30 | 75 | 9 | 0 | 0 | 0 | 0.8 | 0 | 84.8 | 43 | 7 | 1.5 | 0 | 0 | 0 | 0.2 | 51.7 | 102 | 12 | 1.5 | 0 | 0 | 0 | 0 | 115.5 | 116 | 13 | 3 | 0 | 0 | 0.8 | 0 | 132.8 | 384.8 |
| 17:45 | 64 | 9 | 1.5 | 2.3 | 0 | 0.8 | 0 | 77.6 | 50 | 4 | 0 | 0 | 0 | 0.4 | 0.2 | 54.6 | 85 | 12 | 1.5 | 0 | 0 | 0.4 | 0 | 98.9 | 136 | 15 | 1.5 | 2.3 | 0 | 0 | 0 | 154.8 | 385.9 |
| 1 Hr | 298 | 40 | 4.5 | 2.3 | 0 | 2 | 0.2 | 347 | 191 | 29 | 3 | 0 | 0 | 1.2 | 0.4 | 224.6 | 386 | 49 | 3 | 0 | 0 | 1.2 | 0 | 439.2 | 517 | 71 | 9 | 2.3 | 0 | 2.4 | 0 | 601.7 | 1613 |
| 18:00 | 60 | 5 | 1.5 | 0 | 0 | 0 | 0 | 66.5 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 46 | 103 | 9 | 0 | 0 | 0 | 0 | 0 | 112 | 115 | 8 | 6 | 0 | 0 | 0 | 0 | 129 | 353.5 |
| 18:15 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 56 | 24 | 2 | 3 | 0 | 0 | 0 | 0 | 29 | 83 | 3 | 0 | 0 | 0 | 0.4 | 0 | 86.4 | 95 | 7 | 0 | 0 | 0 | 0.4 | 0 | 102.4 | 273.8 |
| ½ Hr | 112 | 9 | 1.5 | 0 | 0 | 0 | 0 | 122.5 | 65 | 7 | 3 | 0 | 0 | 0 | 0 | 75 | 186 | 12 | 0 | 0 | 0 | 0.4 | 0 | 198.4 | 210 | 15 | 6 | 0 | 0 | 0.4 | 0 | 231.4 | 627.3 |
| 2 Hrs | 537 | 70 | 7.5 | 2.3 | 0 | 2.8 | 0.4 | 620 | 361 | 55 | 7.5 | 0 | 0 | 1.2 | 0.4 | 425.1 | 746 | 99 | 6 | 0 | 0 | 2 | 0 | 853 | 941 | 151 | 18 | 2.3 | 0 | 2.8 | 0 | 1115 | 3013 |
| Total | 1032 | 146 | 28.5 | 6.9 | 2 | 3.2 | 0.4 | 1219 | 1018 | 160 | 42 | 9.2 | 2 | 2.4 | 0.4 | 1234 | 1266 | 193 | 21 | 9.2 | 6 | 4 | 0.4 | 1500 | 1801 | 234 | 37.5 | 6.9 | 6 | 4.4 | 0.4 | 2090 | 6043 |

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

**3951-LON Bartons Road, Havant, Hampshire**
**Junction Turning Count**
**15/03/2018**

**Site 2 - Bartons Road(E) / Eastleigh Road / Bartons Road(W)**

**Origin** Arm A Bartons Road(E)

| | Destination : Arm A Bartons Road(E) | | | | | | | | Destination : Arm B Eastleigh Road | | | | | | | | Destination : Arm C Bartons Road(W) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 91 | 6 | 2 | 1 | 0 | 0 | 1 | 101 | 108 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 129 | 10 | 0 | 0 | 0 | 0 | 0 | 139 | 146 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 220 | 16 | 2 | 1 | 0 | 0 | 1 | 240 | 254 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 93 | 13 | 4 | 1 | 2 | 0 | 1 | 114 | 118 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 | 81 | 12 | 0 | 0 | 1 | 2 | 0 | 96 | 110 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 17 | 120 | 9 | 0 | 0 | 0 | 1 | 0 | 130 | 147 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 119 | 8 | 0 | 0 | 0 | 0 | 0 | 127 | 138 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 2 | 1 | 0 | 0 | 0 | 0 | 46 | 413 | 42 | 4 | 1 | 3 | 3 | 1 | 467 | 513 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 84 | 8 | 1 | 0 | 0 | 0 | 0 | 93 | 104 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 5 | 81 | 12 | 4 | 0 | 0 | 1 | 0 | 98 | 103 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 16 | 165 | 20 | 5 | 0 | 0 | 1 | 0 | 191 | 207 |
| 2 Hrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 6 | 2 | 0 | 0 | 0 | 0 | 76 | 798 | 78 | 11 | 2 | 3 | 4 | 2 | 898 | 974 |

**Origin** Arm A Bartons Road(E)

| | Destination : Arm A Bartons Road(E) | | | | | | | | Destination : Arm B Eastleigh Road | | | | | | | | Destination : Arm C Bartons Road(W) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 87 | 31 | 2 | 0 | 0 | 0 | 0 | 120 | 133 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 | 101 | 29 | 0 | 0 | 0 | 0 | 0 | 130 | 146 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29 | 188 | 60 | 2 | 0 | 0 | 0 | 0 | 250 | 279 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 21 | 115 | 18 | 0 | 0 | 0 | 1 | 0 | 134 | 155 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 109 | 18 | 2 | 0 | 0 | 3 | 0 | 132 | 160 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 104 | 11 | 2 | 0 | 0 | 2 | 0 | 119 | 138 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 116 | 14 | 1 | 1 | 0 | 0 | 0 | 132 | 151 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 9 | 1 | 0 | 0 | 0 | 0 | 87 | 444 | 61 | 5 | 1 | 0 | 6 | 0 | 517 | 604 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 17 | 101 | 7 | 3 | 0 | 0 | 0 | 0 | 111 | 128 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 74 | 6 | 0 | 0 | 0 | 1 | 0 | 81 | 103 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 2 | 1 | 0 | 0 | 0 | 0 | 39 | 175 | 13 | 3 | 0 | 0 | 1 | 0 | 192 | 231 |
| 2 Hrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 15 | 2 | 0 | 0 | 0 | 0 | 155 | 807 | 134 | 10 | 1 | 0 | 7 | 0 | 959 | 1114 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | 21 | 4 | 0 | 0 | 0 | 0 | 231 | 1605 | 212 | 21 | 3 | 3 | 11 | 2 | 1857 | 2088 |

**Origin** Arm B Eastleigh Road

| | Destination : Arm A Bartons Road(E) | | | | | | | | Destination : Arm B Eastleigh Road | | | | | | | | Destination : Arm C Bartons Road(W) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 0 | 0 | 0 | 0 | 1 | 34 | 52 |
| 07:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38 | 49 |
| ½ Hr | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 6 | 0 | 0 | 0 | 0 | 1 | 72 | 101 |
| 08:00 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 4 | 0 | 0 | 0 | 0 | 1 | 45 | 69 |
| 08:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 5 | 0 | 1 | 1 | 1 | 0 | 53 | 64 |
| 08:30 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 1 | 0 | 0 | 1 | 0 | 49 | 66 |
| 08:45 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 6 | 0 | 0 | 0 | 0 | 0 | 33 | 47 |
| 1 Hr | 59 | 7 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 | 18 | 1 | 1 | 1 | 2 | 1 | 180 | 246 |
| 09:00 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 32 | 44 |
| 09:15 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 44 |
| ½ Hr | 22 | 4 | 1 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 5 | 0 | 0 | 0 | 0 | 0 | 61 | 88 |
| 2 Hrs | 103 | 18 | 1 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 277 | 29 | 1 | 1 | 1 | 2 | 2 | 313 | 435 |

**Origin** Arm B Eastleigh Road

| | Destination : Arm A Bartons Road(E) | | | | | | | | Destination : Arm B Eastleigh Road | | | | | | | | Destination : Arm C Bartons Road(W) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 3 | 0 | 0 | 0 | 0 | 1 | 30 | 38 |
| 16:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 8 | 1 | 0 | 0 | 0 | 0 | 28 | 33 |
| ½ Hr | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 11 | 1 | 0 | 0 | 0 | 1 | 58 | 71 |
| 17:00 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 30 | 41 |
| 17:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 4 | 0 | 0 | 0 | 1 | 0 | 26 | 33 |
| 17:30 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 5 | 0 | 0 | 0 | 1 | 0 | 32 | 45 |
| 17:45 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 1 | 0 | 0 | 0 | 0 | 32 | 40 |
| 1 Hr | 33 | 5 | 0 | 0 | 0 | 0 | 1 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 15 | 1 | 0 | 0 | 2 | 0 | 120 | 159 |
| 18:00 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 1 | 0 | 0 | 0 | 1 | 21 | 33 |
| 18:15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | 33 |
| ½ Hr | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 7 | 1 | 0 | 0 | 0 | 1 | 43 | 66 |
| 2 Hrs | 66 | 7 | 1 | 0 | 0 | 0 | 1 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 33 | 3 | 0 | 0 | 2 | 2 | 221 | 296 |
| Total | 169 | 25 | 2 | 0 | 0 | 0 | 1 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 458 | 62 | 4 | 1 | 1 | 4 | 4 | 534 | 731 |

**Origin** Arm C Bartons Road(W)

| | Destination : Arm A Bartons Road(E) | | | | | | | | Destination : Arm B Eastleigh Road | | | | | | | | Destination : Arm C Bartons Road(W) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 70 | 16 | 2 | 0 | 1 | 1 | 0 | 90 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 07:45 | 73 | 20 | 2 | 0 | 0 | 2 | 0 | 97 | 22 | 6 | 1 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| ½ Hr | 143 | 36 | 4 | 0 | 1 | 3 | 0 | 187 | 33 | 9 | 1 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 |
| 08:00 | 81 | 19 | 0 | 1 | 0 | 0 | 1 | 102 | 31 | 6 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 08:15 | 77 | 11 | 6 | 2 | 0 | 0 | 0 | 96 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 08:30 | 85 | 16 | 3 | 2 | 0 | 1 | 0 | 107 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 08:45 | 88 | 11 | 1 | 0 | 0 | 0 | 0 | 100 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 1 Hr | 331 | 57 | 10 | 5 | 0 | 1 | 1 | 405 | 82 | 17 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 504 |
| 09:00 | 65 | 6 | 5 | 0 | 0 | 0 | 0 | 76 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 92 |
| 09:15 | 40 | 12 | 2 | 1 | 0 | 1 | 0 | 56 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| ½ Hr | 105 | 18 | 7 | 1 | 0 | 1 | 0 | 132 | 29 | 4 | 1 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 167 |
| 2 Hrs | 579 | 111 | 21 | 6 | 1 | 5 | 1 | 724 | 144 | 30 | 2 | 0 | 0 | 0 | 0 | 176 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 901 |

**Origin** Arm C Bartons Road(W)

| | Destination : Arm A Bartons Road(E) | | | | | | | | Destination : Arm B Eastleigh Road | | | | | | | | Destination : Arm C Bartons Road(W) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 85 | 8 | 2 | 0 | 0 | 1 | 0 | 96 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 34 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 131 |
| 16:45 | 78 | 9 | 1 | 0 | 0 | 1 | 1 | 90 | 22 | 6 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| ½ Hr | 163 | 17 | 3 | 0 | 0 | 2 | 1 | 186 | 54 | 8 | 0 | 0 | 0 | 0 | 0 | 62 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 249 |
| 17:00 | 108 | 19 | 0 | 0 | 0 | 1 | 0 | 128 | 39 | 7 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 174 |
| 17:15 | 90 | 7 | 0 | 0 | 0 | 1 | 0 | 98 | 35 | 3 | 1 | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 17:30 | 66 | 10 | 0 | 0 | 0 | 0 | 1 | 77 | 38 | 2 | 1 | 0 | 0 | 2 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 17:45 | 80 | 7 | 0 | 0 | 0 | 3 | 0 | 90 | 37 | 5 | 1 | 0 | 0 | 0 | 1 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 1 Hr | 344 | 43 | 0 | 0 | 0 | 5 | 1 | 393 | 149 | 17 | 3 | 0 | 0 | 2 | 1 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 565 |
| 18:00 | 82 | 10 | 0 | 0 | 0 | 0 | 0 | 92 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 18:15 | 50 | 4 | 0 | 0 | 0 | 0 | 0 | 54 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| ½ Hr | 132 | 14 | 0 | 0 | 0 | 0 | 0 | 146 | 37 | 8 | 1 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 |
| 2 Hrs | 639 | 74 | 3 | 0 | 0 | 7 | 2 | 725 | 240 | 33 | 4 | 0 | 0 | 2 | 1 | 280 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1006 |
| Total | 1218 | 185 | 24 | 6 | 1 | 12 | 3 | 1449 | 384 | 63 | 6 | 0 | 0 | 2 | 1 | 456 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1907 |

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

**3951-LON Bartons Road, Havant, Hampshire**
**Junction Turning Count**
**15/03/2018**

**Site 2 - Bartons Road(E) / Eastleigh Road / Bartons Road(W)**

ORIGIN SUMMARY

| | Origin : Arm A Bartons Road(E) | | | | | | | Total | Origin : Arm B Eastleigh Road | | | | | | | Total | Origin : Arm C Bartons Road(W) | | | | | | | Total | Origin Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | |
| 07:30 | 97 | 7 | 2 | 1 | 0 | 0 | 1 | 108 | 43 | 8 | 0 | 0 | 0 | 0 | 1 | 52 | 81 | 19 | 2 | 0 | 1 | 1 | 0 | 104 | 264 |
| 07:45 | 135 | 11 | 0 | 0 | 0 | 0 | 0 | 146 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 49 | 95 | 26 | 3 | 0 | 0 | 2 | 0 | 126 | 321 |
| ½ Hr | 232 | 18 | 2 | 1 | 0 | 0 | 1 | 254 | 87 | 13 | 0 | 0 | 0 | 0 | 1 | 101 | 176 | 45 | 5 | 0 | 1 | 3 | 0 | 230 | 585 |
| 08:00 | 97 | 13 | 4 | 1 | 2 | 0 | 1 | 118 | 61 | 7 | 0 | 0 | 0 | 0 | 1 | 69 | 112 | 25 | 0 | 1 | 0 | 0 | 1 | 139 | 326 |
| 08:15 | 94 | 13 | 0 | 0 | 1 | 2 | 0 | 110 | 56 | 5 | 0 | 1 | 1 | 1 | 0 | 64 | 98 | 14 | 6 | 2 | 0 | 0 | 0 | 120 | 294 |
| 08:30 | 135 | 10 | 1 | 0 | 0 | 1 | 0 | 147 | 59 | 5 | 1 | 0 | 0 | 1 | 0 | 66 | 96 | 20 | 3 | 2 | 0 | 1 | 0 | 122 | 335 |
| 08:45 | 130 | 8 | 0 | 0 | 0 | 0 | 0 | 138 | 39 | 8 | 0 | 0 | 0 | 0 | 0 | 47 | 107 | 15 | 1 | 0 | 0 | 0 | 0 | 123 | 308 |
| 1 Hr | 456 | 44 | 5 | 1 | 3 | 3 | 1 | 513 | 215 | 25 | 1 | 1 | 1 | 2 | 1 | 246 | 413 | 74 | 10 | 5 | 0 | 1 | 1 | 504 | 1263 |
| 09:00 | 94 | 9 | 1 | 0 | 0 | 0 | 0 | 104 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 44 | 80 | 7 | 5 | 0 | 0 | 0 | 0 | 92 | 240 |
| 09:15 | 84 | 13 | 5 | 0 | 0 | 1 | 0 | 103 | 40 | 3 | 1 | 0 | 0 | 0 | 0 | 44 | 55 | 15 | 3 | 1 | 0 | 1 | 0 | 75 | 222 |
| ½ Hr | 178 | 22 | 6 | 0 | 0 | 1 | 0 | 207 | 78 | 9 | 1 | 0 | 0 | 0 | 0 | 88 | 135 | 22 | 8 | 1 | 0 | 1 | 0 | 167 | 462 |
| 2 Hrs | 866 | 84 | 13 | 2 | 3 | 4 | 2 | 974 | 380 | 47 | 2 | 1 | 1 | 2 | 2 | 435 | 724 | 141 | 23 | 6 | 1 | 5 | 1 | 901 | 2310 |

ORIGIN SUMMARY

| | Origin : Arm A Bartons Road(E) | | | | | | | Total | Origin : Arm B Eastleigh Road | | | | | | | Total | Origin : Arm C Bartons Road(W) | | | | | | | Total | Origin Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | |
| 16:30 | 99 | 32 | 2 | 0 | 0 | 0 | 0 | 133 | 32 | 5 | 0 | 0 | 0 | 0 | 1 | 38 | 118 | 10 | 2 | 0 | 0 | 1 | 0 | 131 | 302 |
| 16:45 | 114 | 32 | 0 | 0 | 0 | 0 | 0 | 146 | 24 | 8 | 1 | 0 | 0 | 0 | 0 | 33 | 100 | 15 | 1 | 0 | 0 | 1 | 1 | 118 | 297 |
| ½ Hr | 213 | 64 | 2 | 0 | 0 | 0 | 0 | 279 | 56 | 13 | 1 | 0 | 0 | 0 | 1 | 71 | 218 | 25 | 3 | 0 | 0 | 2 | 1 | 249 | 599 |
| 17:00 | 132 | 21 | 1 | 0 | 0 | 1 | 0 | 155 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 41 | 147 | 26 | 0 | 0 | 0 | 1 | 0 | 174 | 370 |
| 17:15 | 133 | 22 | 2 | 0 | 0 | 3 | 0 | 160 | 28 | 4 | 0 | 0 | 0 | 1 | 0 | 33 | 125 | 10 | 1 | 0 | 0 | 1 | 0 | 137 | 330 |
| 17:30 | 121 | 13 | 2 | 0 | 0 | 2 | 0 | 138 | 36 | 8 | 0 | 0 | 0 | 1 | 0 | 45 | 104 | 12 | 1 | 0 | 0 | 2 | 1 | 120 | 303 |
| 17:45 | 135 | 14 | 1 | 1 | 0 | 0 | 0 | 151 | 36 | 2 | 1 | 0 | 0 | 0 | 1 | 40 | 117 | 12 | 1 | 0 | 0 | 3 | 1 | 134 | 325 |
| 1 Hr | 521 | 70 | 6 | 1 | 0 | 6 | 0 | 604 | 135 | 20 | 1 | 0 | 0 | 2 | 1 | 159 | 493 | 60 | 3 | 0 | 0 | 7 | 2 | 565 | 1328 |
| 18:00 | 116 | 8 | 4 | 0 | 0 | 0 | 0 | 128 | 27 | 3 | 2 | 0 | 0 | 0 | 1 | 33 | 103 | 15 | 1 | 0 | 0 | 0 | 0 | 119 | 280 |
| 18:15 | 95 | 7 | 0 | 0 | 0 | 1 | 0 | 103 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 33 | 66 | 7 | 0 | 0 | 0 | 0 | 0 | 73 | 209 |
| ½ Hr | 211 | 15 | 4 | 0 | 0 | 1 | 0 | 231 | 56 | 7 | 2 | 0 | 0 | 0 | 1 | 66 | 169 | 22 | 1 | 0 | 0 | 0 | 0 | 192 | 489 |
| 2 Hrs | 945 | 149 | 12 | 1 | 0 | 7 | 0 | 1114 | 247 | 40 | 4 | 0 | 0 | 2 | 3 | 296 | 880 | 107 | 7 | 0 | 0 | 9 | 3 | 1006 | 2416 |
| Total | 1811 | 233 | 25 | 3 | 3 | 11 | 2 | 2088 | 627 | 87 | 6 | 1 | 1 | 4 | 5 | 731 | 1604 | 248 | 30 | 6 | 1 | 14 | 4 | 1907 | 4726 |

DESTINATION SUMMARY

| | Destination : Arm A Bartons Road(E) | | | | | | | Total | Destination : Arm B Eastleigh Road | | | | | | | Total | Destination : Arm C Bartons Road(W) | | | | | | | Total | Dest Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | |
| 07:30 | 82 | 22 | 2 | 0 | 1 | 1 | 0 | 108 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 21 | 122 | 8 | 2 | 1 | 0 | 0 | 2 | 135 | 264 |
| 07:45 | 83 | 21 | 2 | 0 | 0 | 2 | 0 | 108 | 28 | 7 | 1 | 0 | 0 | 0 | 0 | 36 | 163 | 14 | 0 | 0 | 0 | 0 | 0 | 177 | 321 |
| ½ Hr | 165 | 43 | 4 | 0 | 1 | 3 | 0 | 216 | 45 | 11 | 1 | 0 | 0 | 0 | 0 | 57 | 285 | 22 | 2 | 1 | 0 | 0 | 2 | 312 | 585 |
| 08:00 | 102 | 22 | 0 | 1 | 0 | 0 | 1 | 126 | 35 | 6 | 0 | 0 | 0 | 0 | 0 | 41 | 133 | 17 | 4 | 1 | 2 | 0 | 2 | 159 | 326 |
| 08:15 | 88 | 11 | 6 | 2 | 0 | 0 | 0 | 107 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38 | 126 | 17 | 0 | 1 | 2 | 3 | 0 | 149 | 294 |
| 08:30 | 100 | 18 | 3 | 2 | 0 | 1 | 0 | 124 | 26 | 5 | 1 | 0 | 0 | 0 | 0 | 32 | 164 | 12 | 1 | 0 | 0 | 2 | 0 | 179 | 335 |
| 08:45 | 100 | 13 | 1 | 0 | 0 | 0 | 0 | 114 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 34 | 146 | 14 | 0 | 0 | 0 | 0 | 0 | 160 | 308 |
| 1 Hr | 390 | 64 | 10 | 5 | 0 | 1 | 1 | 471 | 125 | 19 | 1 | 0 | 0 | 0 | 0 | 145 | 569 | 60 | 5 | 2 | 4 | 5 | 2 | 647 | 1263 |
| 09:00 | 74 | 9 | 5 | 0 | 0 | 0 | 0 | 88 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | 114 | 11 | 1 | 0 | 0 | 0 | 0 | 126 | 240 |
| 09:15 | 53 | 13 | 3 | 1 | 0 | 1 | 0 | 71 | 18 | 4 | 2 | 0 | 0 | 0 | 0 | 24 | 108 | 14 | 4 | 0 | 0 | 1 | 0 | 127 | 222 |
| ½ Hr | 127 | 22 | 8 | 1 | 0 | 1 | 0 | 159 | 42 | 6 | 2 | 0 | 0 | 0 | 0 | 50 | 222 | 25 | 5 | 0 | 0 | 1 | 0 | 253 | 462 |
| 2 Hrs | 682 | 129 | 22 | 6 | 1 | 5 | 1 | 846 | 212 | 36 | 4 | 0 | 0 | 0 | 0 | 252 | 1076 | 107 | 12 | 3 | 4 | 6 | 4 | 1212 | 2310 |

DESTINATION SUMMARY

| | Destination : Arm A Bartons Road(E) | | | | | | | Total | Destination : Arm B Eastleigh Road | | | | | | | Total | Destination : Arm C Bartons Road(W) | | | | | | | Total | Dest Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | | |
| 16:30 | 91 | 10 | 2 | 0 | 0 | 1 | 0 | 104 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47 | 114 | 34 | 2 | 0 | 0 | 0 | 1 | 151 | 302 |
| 16:45 | 83 | 9 | 1 | 0 | 0 | 1 | 1 | 95 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 44 | 120 | 37 | 1 | 0 | 0 | 0 | 0 | 158 | 297 |
| ½ Hr | 174 | 19 | 3 | 0 | 0 | 2 | 1 | 199 | 79 | 12 | 0 | 0 | 0 | 0 | 0 | 91 | 234 | 71 | 3 | 0 | 0 | 0 | 1 | 309 | 599 |
| 17:00 | 118 | 20 | 0 | 0 | 0 | 1 | 0 | 139 | 56 | 10 | 1 | 0 | 0 | 0 | 0 | 67 | 140 | 23 | 0 | 0 | 0 | 1 | 0 | 164 | 370 |
| 17:15 | 97 | 7 | 0 | 0 | 0 | 1 | 0 | 105 | 59 | 7 | 1 | 0 | 0 | 0 | 0 | 67 | 130 | 22 | 2 | 0 | 0 | 4 | 0 | 158 | 330 |
| 17:30 | 76 | 13 | 0 | 0 | 0 | 0 | 1 | 90 | 55 | 4 | 1 | 0 | 0 | 2 | 0 | 62 | 130 | 16 | 2 | 0 | 0 | 3 | 0 | 151 | 303 |
| 17:45 | 86 | 8 | 0 | 0 | 0 | 3 | 1 | 98 | 56 | 5 | 1 | 0 | 0 | 0 | 1 | 63 | 146 | 15 | 2 | 1 | 0 | 0 | 0 | 164 | 325 |
| 1 Hr | 377 | 48 | 0 | 0 | 0 | 5 | 2 | 432 | 226 | 26 | 4 | 0 | 0 | 2 | 1 | 259 | 546 | 76 | 6 | 1 | 0 | 8 | 0 | 637 | 1328 |
| 18:00 | 93 | 10 | 1 | 0 | 0 | 0 | 0 | 104 | 36 | 6 | 2 | 0 | 0 | 0 | 0 | 44 | 117 | 10 | 4 | 0 | 0 | 0 | 1 | 132 | 280 |
| 18:15 | 61 | 4 | 0 | 0 | 0 | 0 | 0 | 65 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 41 | 92 | 10 | 0 | 0 | 0 | 1 | 0 | 103 | 209 |
| ½ Hr | 154 | 14 | 1 | 0 | 0 | 0 | 0 | 169 | 73 | 10 | 2 | 0 | 0 | 0 | 0 | 85 | 209 | 20 | 4 | 0 | 0 | 1 | 1 | 235 | 489 |
| 2 Hrs | 705 | 81 | 4 | 0 | 0 | 7 | 3 | 800 | 378 | 48 | 6 | 0 | 0 | 2 | 1 | 435 | 989 | 167 | 13 | 1 | 0 | 9 | 2 | 1181 | 2416 |
| Total | 1387 | 210 | 26 | 6 | 1 | 12 | 4 | 1646 | 590 | 84 | 10 | 0 | 0 | 2 | 1 | 687 | 2065 | 274 | 25 | 4 | 4 | 15 | 6 | 2393 | 4726 |

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

**3951-LON Bartons Road, Havant, Hampshire**
**Junction Turning Count**
**15/03/2018**

**Site 3 - Eastleigh Road / Southleigh Road(SE) / Southleigh Road(SW)**

**Origin** Arm A Eastleigh Road

| | Destination : Arm A Eastleigh Road | | | | | | | | Destination : Arm B Southleigh Road(SE) | | | | | | | | Destination : Arm C Southleigh Road(SW) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 19 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 16 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20 | 36 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 1 | 0 | 0 | 0 | 0 | 17 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 38 | 55 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 38 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 19 | 32 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 21 | 23 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 | 29 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 5 | 0 | 0 | 0 | 0 | 0 | 34 | 73 | 14 | 1 | 0 | 0 | 0 | 0 | 88 | 122 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 24 | 25 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 19 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39 | 44 |
| 2 Hrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 9 | 2 | 0 | 0 | 0 | 0 | 56 | 141 | 23 | 1 | 0 | 0 | 0 | 0 | 165 | 221 |

**Origin** Arm A Eastleigh Road

| | Destination : Arm A Eastleigh Road | | | | | | | | Destination : Arm B Southleigh Road(SE) | | | | | | | | Destination : Arm C Southleigh Road(SW) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 50 | 52 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 44 | 45 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 84 | 10 | 0 | 0 | 0 | 0 | 0 | 94 | 97 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 51 | 6 | 1 | 0 | 0 | 0 | 0 | 58 | 60 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 51 | 9 | 1 | 0 | 0 | 0 | 0 | 61 | 66 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 57 | 3 | 0 | 0 | 0 | 2 | 0 | 62 | 65 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 4 | 1 | 0 | 0 | 0 | 1 | 61 | 61 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 214 | 22 | 3 | 0 | 0 | 2 | 1 | 242 | 252 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 44 | 47 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 37 | 4 | 1 | 0 | 0 | 0 | 0 | 42 | 44 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 73 | 11 | 2 | 0 | 0 | 0 | 0 | 86 | 91 |
| 2 Hrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 18 | 371 | 43 | 5 | 0 | 0 | 2 | 1 | 422 | 440 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 12 | 2 | 0 | 0 | 0 | 0 | 74 | 512 | 66 | 6 | 0 | 0 | 2 | 1 | 587 | 661 |

**Origin** Arm B Southleigh Road(SE)

| | Destination : Arm A Eastleigh Road | | | | | | | | Destination : Arm B Southleigh Road(SE) | | | | | | | | Destination : Arm C Southleigh Road(SW) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 1 | 0 | 1 | 0 | 0 | 22 | 23 |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 28 | 29 |
| ½ Hr | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 4 | 2 | 0 | 1 | 0 | 0 | 50 | 52 |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 21 | 23 |
| 08:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 4 | 0 | 0 | 1 | 0 | 0 | 19 | 21 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 29 |
| 08:45 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 1 | 0 | 0 | 0 | 0 | 31 | 35 |
| 1 Hr | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 9 | 1 | 0 | 2 | 0 | 0 | 100 | 108 |
| 09:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 6 | 3 | 1 | 1 | 0 | 0 | 51 | 53 |
| 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | 27 |
| ½ Hr | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 8 | 3 | 1 | 1 | 0 | 0 | 77 | 80 |
| 2 Hrs | 9 | 3 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 21 | 6 | 1 | 4 | 0 | 0 | 227 | 240 |

**Origin** Arm B Southleigh Road(SE)

| | Destination : Arm A Eastleigh Road | | | | | | | | Destination : Arm B Southleigh Road(SE) | | | | | | | | Destination : Arm C Southleigh Road(SW) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 7 | 0 | 0 | 0 | 1 | 1 | 46 | 51 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 39 | 39 |
| ½ Hr | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 15 | 0 | 0 | 0 | 1 | 1 | 85 | 90 |
| 17:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 7 | 0 | 0 | 1 | 1 | 1 | 44 | 48 |
| 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 6 | 0 | 0 | 1 | 1 | 0 | 54 | 55 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 43 | 43 |
| 17:45 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 2 | 0 | 0 | 0 | 1 | 44 | 48 |
| 1 Hr | 4 | 4 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 17 | 2 | 0 | 2 | 2 | 2 | 185 | 194 |
| 18:00 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 27 | 31 |
| 18:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 30 |
| ½ Hr | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 7 | 0 | 0 | 0 | 0 | 0 | 54 | 61 |
| 2 Hrs | 12 | 6 | 1 | 0 | 0 | 0 | 2 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275 | 39 | 2 | 0 | 2 | 3 | 3 | 324 | 345 |
| Total | 21 | 9 | 1 | 0 | 0 | 0 | 3 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 470 | 60 | 8 | 1 | 6 | 3 | 3 | 551 | 585 |

**Origin** Arm C Southleigh Road(SW)

| | Destination : Arm A Eastleigh Road | | | | | | | | Destination : Arm B Southleigh Road(SE) | | | | | | | | Destination : Arm C Southleigh Road(SW) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 40 | 7 | 0 | 0 | 0 | 0 | 1 | 48 | 33 | 6 | 1 | 0 | 0 | 0 | 1 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 07:45 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 59 | 30 | 4 | 0 | 0 | 1 | 0 | 1 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| ½ Hr | 91 | 15 | 0 | 0 | 0 | 0 | 1 | 107 | 63 | 10 | 1 | 0 | 1 | 0 | 2 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 08:00 | 56 | 4 | 0 | 0 | 0 | 0 | 0 | 60 | 61 | 11 | 2 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 08:15 | 55 | 5 | 0 | 1 | 1 | 1 | 0 | 63 | 45 | 4 | 1 | 0 | 0 | 1 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 08:30 | 58 | 5 | 1 | 0 | 0 | 1 | 0 | 65 | 49 | 6 | 1 | 0 | 1 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 08:45 | 37 | 6 | 0 | 0 | 0 | 0 | 0 | 43 | 29 | 6 | 2 | 1 | 0 | 0 | 2 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 1 Hr | 206 | 20 | 1 | 1 | 1 | 2 | 0 | 231 | 184 | 27 | 6 | 1 | 1 | 1 | 2 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 453 |
| 09:00 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 46 | 24 | 5 | 1 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 09:15 | 37 | 4 | 1 | 0 | 0 | 0 | 0 | 42 | 20 | 4 | 2 | 1 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| ½ Hr | 77 | 10 | 1 | 0 | 0 | 0 | 0 | 88 | 44 | 9 | 3 | 1 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 2 Hrs | 374 | 45 | 2 | 1 | 1 | 2 | 1 | 426 | 291 | 46 | 10 | 2 | 2 | 1 | 4 | 356 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 782 |

**Origin** Arm C Southleigh Road(SW)

| | Destination : Arm A Eastleigh Road | | | | | | | | Destination : Arm B Southleigh Road(SE) | | | | | | | | Destination : Arm C Southleigh Road(SW) | | | | | | | | Arm Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31 | 32 | 4 | 0 | 0 | 1 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 16:45 | 22 | 8 | 1 | 0 | 0 | 0 | 0 | 31 | 39 | 4 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| ½ Hr | 49 | 12 | 1 | 0 | 0 | 0 | 0 | 62 | 71 | 8 | 0 | 0 | 1 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 17:00 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 39 | 4 | 1 | 0 | 0 | 1 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 17:15 | 25 | 6 | 0 | 0 | 0 | 1 | 0 | 32 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 17:30 | 39 | 7 | 0 | 0 | 0 | 1 | 0 | 47 | 36 | 5 | 0 | 0 | 0 | 0 | 1 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 17:45 | 34 | 0 | 2 | 0 | 0 | 0 | 1 | 37 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 1 Hr | 124 | 16 | 2 | 0 | 0 | 2 | 1 | 145 | 127 | 12 | 1 | 0 | 0 | 1 | 1 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| 18:00 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29 | 31 | 1 | 0 | 0 | 0 | 0 | 2 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 18:15 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 28 | 24 | 4 | 0 | 0 | 0 | 0 | 3 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| ½ Hr | 51 | 6 | 0 | 0 | 0 | 0 | 0 | 57 | 55 | 5 | 0 | 0 | 0 | 0 | 5 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 2 Hrs | 224 | 34 | 3 | 0 | 0 | 2 | 1 | 264 | 253 | 25 | 1 | 0 | 1 | 1 | 6 | 287 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 551 |
| Total | 598 | 79 | 5 | 1 | 1 | 4 | 2 | 690 | 544 | 71 | 11 | 2 | 3 | 2 | 10 | 643 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1333 |

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

**3951-LON Bartons Road, Havant, Hampshire**
**Junction Turning Count**
**15/03/2018**

**Site 3 - Eastleigh Road / Southleigh Road(SE) / Southleigh Road(SW)**

ORIGIN SUMMARY

| | Origin : Arm A Eastleigh Road | | | | | | | | Origin : Arm B Southleigh Road(SE) | | | | | | | | Origin : Arm C Southleigh Road(SW) | | | | | | | | Origin Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19 | 18 | 3 | 1 | 0 | 1 | 0 | 0 | 23 | 73 | 13 | 1 | 0 | 0 | 0 | 2 | 89 | 131 |
| 07:45 | 28 | 7 | 1 | 0 | 0 | 0 | 0 | 36 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 29 | 81 | 12 | 0 | 0 | 1 | 0 | 1 | 95 | 160 |
| ½ Hr | 44 | 10 | 1 | 0 | 0 | 0 | 0 | 55 | 45 | 4 | 2 | 0 | 1 | 0 | 0 | 52 | 154 | 25 | 1 | 0 | 1 | 0 | 3 | 184 | 291 |
| 08:00 | 32 | 6 | 0 | 0 | 0 | 0 | 0 | 38 | 19 | 2 | 0 | 0 | 1 | 0 | 1 | 23 | 117 | 15 | 2 | 0 | 0 | 0 | 0 | 134 | 195 |
| 08:15 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | 15 | 5 | 0 | 0 | 1 | 0 | 0 | 21 | 100 | 9 | 1 | 1 | 1 | 2 | 0 | 114 | 167 |
| 08:30 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 23 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 29 | 107 | 11 | 2 | 0 | 1 | 1 | 0 | 122 | 174 |
| 08:45 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29 | 31 | 3 | 1 | 0 | 0 | 0 | 0 | 35 | 66 | 12 | 2 | 1 | 0 | 0 | 2 | 83 | 147 |
| 1 Hr | 102 | 19 | 1 | 0 | 0 | 0 | 0 | 122 | 93 | 11 | 1 | 0 | 2 | 0 | 1 | 108 | 390 | 47 | 7 | 2 | 2 | 3 | 2 | 453 | 683 |
| 09:00 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 | 41 | 7 | 3 | 1 | 1 | 0 | 0 | 53 | 64 | 11 | 1 | 0 | 0 | 0 | 0 | 76 | 154 |
| 09:15 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 19 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 57 | 8 | 3 | 1 | 0 | 0 | 0 | 69 | 115 |
| ½ Hr | 40 | 3 | 1 | 0 | 0 | 0 | 0 | 44 | 66 | 9 | 3 | 1 | 1 | 0 | 0 | 80 | 121 | 19 | 4 | 1 | 0 | 0 | 0 | 145 | 269 |
| 2 Hrs | 186 | 32 | 3 | 0 | 0 | 0 | 0 | 221 | 204 | 24 | 6 | 1 | 4 | 0 | 1 | 240 | 665 | 91 | 12 | 3 | 3 | 3 | 5 | 782 | 1243 |

ORIGIN SUMMARY

| | Origin : Arm A Eastleigh Road | | | | | | | | Origin : Arm B Southleigh Road(SE) | | | | | | | | Origin : Arm C Southleigh Road(SW) | | | | | | | | Origin Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 52 | 41 | 7 | 0 | 0 | 0 | 1 | 2 | 51 | 59 | 8 | 0 | 0 | 1 | 0 | 0 | 68 | 171 |
| 16:45 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 45 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 39 | 61 | 12 | 1 | 0 | 0 | 0 | 0 | 74 | 158 |
| ½ Hr | 86 | 11 | 0 | 0 | 0 | 0 | 0 | 97 | 72 | 15 | 0 | 0 | 0 | 1 | 2 | 90 | 120 | 20 | 1 | 0 | 1 | 0 | 0 | 142 | 329 |
| 17:00 | 53 | 6 | 1 | 0 | 0 | 0 | 0 | 60 | 36 | 9 | 0 | 0 | 1 | 1 | 1 | 48 | 65 | 7 | 1 | 0 | 0 | 1 | 0 | 74 | 182 |
| 17:15 | 56 | 9 | 1 | 0 | 0 | 0 | 0 | 66 | 47 | 6 | 0 | 0 | 1 | 1 | 0 | 55 | 45 | 8 | 0 | 0 | 0 | 1 | 0 | 54 | 175 |
| 17:30 | 59 | 4 | 0 | 0 | 0 | 2 | 0 | 65 | 40 | 3 | 0 | 0 | 0 | 0 | 0 | 43 | 75 | 12 | 0 | 0 | 0 | 1 | 1 | 89 | 197 |
| 17:45 | 55 | 4 | 1 | 0 | 0 | 0 | 1 | 61 | 41 | 3 | 2 | 0 | 0 | 0 | 2 | 48 | 66 | 1 | 2 | 0 | 0 | 0 | 1 | 70 | 179 |
| 1 Hr | 223 | 23 | 3 | 0 | 0 | 2 | 1 | 252 | 164 | 21 | 2 | 0 | 2 | 2 | 3 | 194 | 251 | 28 | 3 | 0 | 0 | 3 | 2 | 287 | 733 |
| 18:00 | 39 | 7 | 1 | 0 | 0 | 0 | 0 | 47 | 24 | 6 | 1 | 0 | 0 | 0 | 0 | 31 | 56 | 5 | 0 | 0 | 0 | 0 | 2 | 63 | 141 |
| 18:15 | 38 | 5 | 1 | 0 | 0 | 0 | 0 | 44 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 30 | 50 | 6 | 0 | 0 | 0 | 0 | 3 | 59 | 133 |
| ½ Hr | 77 | 12 | 2 | 0 | 0 | 0 | 0 | 91 | 51 | 9 | 1 | 0 | 0 | 0 | 0 | 61 | 106 | 11 | 0 | 0 | 0 | 0 | 5 | 122 | 274 |
| 2 Hrs | 386 | 46 | 5 | 0 | 0 | 2 | 1 | 440 | 287 | 45 | 3 | 0 | 2 | 3 | 5 | 345 | 477 | 59 | 4 | 0 | 1 | 3 | 7 | 551 | 1336 |
| Total | 572 | 78 | 8 | 0 | 0 | 2 | 1 | 661 | 491 | 69 | 9 | 1 | 6 | 3 | 6 | 585 | 1142 | 150 | 16 | 3 | 4 | 6 | 12 | 1333 | 2579 |

DESTINATION SUMMARY

| | Destination : Arm A Eastleigh Road | | | | | | | | Destination : Arm B Southleigh Road(SE) | | | | | | | | Destination : Arm C Southleigh Road(SW) | | | | | | | | Dest Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 41 | 7 | 0 | 0 | 0 | 0 | 1 | 49 | 34 | 6 | 1 | 0 | 0 | 0 | 1 | 42 | 32 | 6 | 1 | 0 | 1 | 0 | 0 | 40 | 131 |
| 07:45 | 52 | 8 | 0 | 0 | 0 | 0 | 0 | 60 | 41 | 8 | 1 | 0 | 1 | 0 | 1 | 52 | 43 | 4 | 1 | 0 | 0 | 0 | 0 | 48 | 160 |
| ½ Hr | 93 | 15 | 0 | 0 | 0 | 0 | 1 | 109 | 75 | 14 | 2 | 0 | 1 | 0 | 2 | 94 | 75 | 10 | 2 | 0 | 1 | 0 | 0 | 88 | 291 |
| 08:00 | 57 | 4 | 0 | 0 | 0 | 0 | 1 | 62 | 75 | 15 | 2 | 0 | 0 | 0 | 0 | 92 | 36 | 4 | 0 | 0 | 1 | 0 | 0 | 41 | 195 |
| 08:15 | 56 | 6 | 0 | 1 | 1 | 1 | 0 | 65 | 58 | 4 | 1 | 0 | 0 | 1 | 0 | 64 | 29 | 8 | 0 | 0 | 1 | 0 | 0 | 38 | 167 |
| 08:30 | 58 | 5 | 1 | 0 | 0 | 1 | 0 | 65 | 50 | 7 | 1 | 0 | 1 | 0 | 0 | 59 | 44 | 5 | 1 | 0 | 0 | 0 | 0 | 50 | 174 |
| 08:45 | 40 | 7 | 0 | 0 | 0 | 0 | 0 | 47 | 30 | 6 | 2 | 1 | 0 | 0 | 2 | 41 | 52 | 6 | 1 | 0 | 0 | 0 | 0 | 59 | 147 |
| 1 Hr | 211 | 22 | 1 | 1 | 1 | 2 | 1 | 239 | 213 | 32 | 6 | 1 | 1 | 1 | 2 | 256 | 161 | 23 | 2 | 0 | 2 | 0 | 0 | 188 | 683 |
| 09:00 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 48 | 25 | 5 | 1 | 0 | 0 | 0 | 0 | 31 | 62 | 8 | 3 | 1 | 1 | 0 | 0 | 75 | 154 |
| 09:15 | 38 | 4 | 1 | 0 | 0 | 0 | 0 | 43 | 23 | 4 | 3 | 1 | 0 | 0 | 0 | 31 | 38 | 3 | 0 | 0 | 0 | 0 | 0 | 41 | 115 |
| ½ Hr | 79 | 11 | 1 | 0 | 0 | 0 | 0 | 91 | 48 | 9 | 4 | 1 | 0 | 0 | 0 | 62 | 100 | 11 | 3 | 1 | 1 | 0 | 0 | 116 | 269 |
| 2 Hrs | 383 | 48 | 2 | 1 | 1 | 2 | 2 | 439 | 336 | 55 | 12 | 2 | 2 | 1 | 4 | 412 | 336 | 44 | 7 | 1 | 4 | 0 | 0 | 392 | 1243 |

DESTINATION SUMMARY

| | Destination : Arm A Eastleigh Road | | | | | | | | Destination : Arm B Southleigh Road(SE) | | | | | | | | Destination : Arm C Southleigh Road(SW) | | | | | | | | Dest Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 31 | 4 | 0 | 0 | 0 | 0 | 1 | 36 | 33 | 5 | 0 | 0 | 1 | 0 | 0 | 39 | 86 | 8 | 0 | 0 | 0 | 1 | 1 | 96 | 171 |
| 16:45 | 22 | 8 | 1 | 0 | 0 | 0 | 0 | 31 | 40 | 4 | 0 | 0 | 0 | 0 | 0 | 44 | 66 | 17 | 0 | 0 | 0 | 0 | 0 | 83 | 158 |
| ½ Hr | 53 | 12 | 1 | 0 | 0 | 0 | 1 | 67 | 73 | 9 | 0 | 0 | 1 | 0 | 0 | 83 | 152 | 25 | 0 | 0 | 0 | 1 | 1 | 179 | 329 |
| 17:00 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 33 | 41 | 4 | 1 | 0 | 0 | 1 | 0 | 47 | 85 | 13 | 1 | 0 | 1 | 1 | 1 | 102 | 182 |
| 17:15 | 26 | 6 | 0 | 0 | 0 | 1 | 0 | 33 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 97 | 15 | 1 | 0 | 1 | 1 | 0 | 115 | 175 |
| 17:30 | 39 | 7 | 0 | 0 | 0 | 1 | 0 | 47 | 38 | 6 | 0 | 0 | 0 | 0 | 1 | 45 | 97 | 6 | 0 | 0 | 0 | 2 | 0 | 105 | 197 |
| 17:45 | 35 | 2 | 2 | 0 | 0 | 0 | 2 | 41 | 32 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 95 | 5 | 3 | 0 | 0 | 0 | 2 | 105 | 179 |
| 1 Hr | 128 | 20 | 2 | 0 | 0 | 2 | 2 | 154 | 136 | 13 | 1 | 0 | 0 | 1 | 1 | 152 | 374 | 39 | 5 | 0 | 2 | 4 | 3 | 427 | 733 |
| 18:00 | 27 | 5 | 1 | 0 | 0 | 0 | 0 | 33 | 34 | 1 | 0 | 0 | 0 | 0 | 2 | 37 | 58 | 12 | 1 | 0 | 0 | 0 | 0 | 71 | 141 |
| 18:15 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 31 | 25 | 5 | 0 | 0 | 0 | 0 | 3 | 33 | 62 | 6 | 1 | 0 | 0 | 0 | 0 | 69 | 133 |
| ½ Hr | 55 | 8 | 1 | 0 | 0 | 0 | 0 | 64 | 59 | 6 | 0 | 0 | 0 | 0 | 5 | 70 | 120 | 18 | 2 | 0 | 0 | 0 | 0 | 140 | 274 |
| 2 Hrs | 236 | 40 | 4 | 0 | 0 | 2 | 3 | 285 | 268 | 28 | 1 | 0 | 1 | 1 | 6 | 305 | 646 | 82 | 7 | 0 | 2 | 5 | 4 | 746 | 1336 |
| Total | 619 | 88 | 6 | 1 | 1 | 4 | 5 | 724 | 604 | 83 | 13 | 2 | 3 | 2 | 10 | 717 | 982 | 126 | 14 | 1 | 6 | 5 | 4 | 1138 | 2579 |

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

**3951-LON Bartons Road, Havant, Hampshire**
**Junction Turning Count**
**15/03/2018**

**Site 4 - Petersfield Road(N) / Bartons Road / Petersfield Road(S)**

**Origin** Arm A Petersfield Road(N)

| | Destination : Arm A Petersfield Road(N) | | | | | | | | Destination : Arm B Bartons Road | | | | | | | | Destination : Arm C Petersfield Road(S) | | | | | | | | Arm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Totals |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 3 | 1 | 0 | 2 | 0 | 32 | 73 | 4 | 2 | 0 | 0 | 1 | 0 | 80 | 112 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 7 | 2 | 2 | 0 | 1 | 0 | 49 | 81 | 10 | 3 | 0 | 1 | 0 | 1 | 96 | 145 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 8 | 5 | 3 | 0 | 3 | 0 | 81 | 154 | 14 | 5 | 0 | 1 | 1 | 1 | 176 | 257 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 13 | 0 | 0 | 0 | 0 | 0 | 38 | 100 | 10 | 4 | 1 | 0 | 0 | 1 | 116 | 154 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 4 | 1 | 0 | 0 | 0 | 37 | 94 | 5 | 2 | 1 | 0 | 0 | 0 | 102 | 139 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 0 | 0 | 1 | 0 | 34 | 81 | 5 | 3 | 1 | 0 | 1 | 0 | 91 | 125 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 9 | 1 | 0 | 0 | 0 | 0 | 38 | 71 | 8 | 4 | 1 | 0 | 0 | 0 | 84 | 122 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 27 | 5 | 1 | 0 | 1 | 0 | 147 | 346 | 28 | 13 | 4 | 0 | 1 | 1 | 393 | 540 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 2 | 1 | 2 | 0 | 0 | 0 | 30 | 86 | 7 | 0 | 2 | 0 | 0 | 0 | 95 | 125 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 1 | 0 | 0 | 0 | 22 | 63 | 6 | 0 | 0 | 0 | 0 | 0 | 69 | 91 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 2 | 2 | 3 | 0 | 0 | 0 | 52 | 149 | 13 | 0 | 2 | 0 | 0 | 0 | 164 | 216 |
| 2 Hrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 37 | 12 | 7 | 0 | 4 | 0 | 280 | 649 | 55 | 18 | 6 | 1 | 2 | 2 | 733 | 1013 |

**Origin** Arm A Petersfield Road(N)

| | Destination : Arm A Petersfield Road(N) | | | | | | | | Destination : Arm B Bartons Road | | | | | | | | Destination : Arm C Petersfield Road(S) | | | | | | | | Arm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Totals |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 2 | 0 | 0 | 1 | 0 | 26 | 62 | 11 | 2 | 1 | 0 | 1 | 0 | 77 | 103 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 4 | 0 | 0 | 2 | 0 | 23 | 62 | 19 | 0 | 0 | 0 | 1 | 0 | 82 | 105 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 10 | 6 | 0 | 0 | 3 | 0 | 49 | 124 | 30 | 2 | 1 | 0 | 2 | 0 | 159 | 208 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 23 | 61 | 9 | 1 | 1 | 0 | 0 | 1 | 73 | 96 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 4 | 0 | 0 | 0 | 0 | 0 | 29 | 59 | 15 | 2 | 0 | 0 | 1 | 0 | 77 | 106 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 2 | 2 | 0 | 0 | 0 | 0 | 20 | 58 | 15 | 2 | 0 | 0 | 1 | 0 | 76 | 96 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 0 | 0 | 0 | 1 | 0 | 20 | 62 | 7 | 1 | 0 | 0 | 1 | 2 | 73 | 93 |
| 1 Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 15 | 2 | 0 | 0 | 1 | 0 | 92 | 240 | 46 | 6 | 1 | 0 | 3 | 3 | 299 | 391 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 22 | 61 | 6 | 2 | 0 | 1 | 0 | 0 | 70 | 92 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 56 | 6 | 0 | 0 | 0 | 0 | 0 | 62 | 77 |
| ½ Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 3 | 1 | 0 | 0 | 0 | 0 | 37 | 117 | 12 | 2 | 0 | 1 | 0 | 0 | 132 | 169 |
| 2 Hrs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 | 28 | 9 | 0 | 0 | 4 | 0 | 178 | 481 | 88 | 10 | 2 | 1 | 5 | 3 | 590 | 768 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 357 | 65 | 21 | 7 | 0 | 8 | 0 | 458 | 1130 | 143 | 28 | 8 | 2 | 7 | 5 | 1323 | 1781 |

**Origin** Arm B Bartons Road

| | Destination : Arm A Petersfield Road(N) | | | | | | | | Destination : Arm B Bartons Road | | | | | | | | Destination : Arm C Petersfield Road(S) | | | | | | | | Arm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Totals |
| 07:30 | 17 | 2 | 1 | 1 | 0 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 9 | 3 | 0 | 0 | 0 | 0 | 81 | 103 |
| 07:45 | 23 | 6 | 0 | 0 | 1 | 2 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 8 | 0 | 2 | 0 | 0 | 0 | 76 | 108 |
| ½ Hr | 40 | 8 | 1 | 1 | 1 | 3 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 17 | 3 | 2 | 0 | 0 | 0 | 157 | 211 |
| 08:00 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 15 | 2 | 0 | 1 | 1 | 2 | 97 | 126 |
| 08:15 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 13 | 2 | 2 | 1 | 1 | 0 | 84 | 109 |
| 08:30 | 21 | 2 | 0 | 2 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 5 | 1 | 0 | 0 | 2 | 0 | 109 | 134 |
| 08:45 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 11 | 1 | 0 | 0 | 0 | 0 | 87 | 119 |
| 1 Hr | 91 | 18 | 0 | 2 | 0 | 0 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 | 44 | 6 | 2 | 2 | 4 | 2 | 377 | 488 |
| 09:00 | 13 | 6 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 7 | 0 | 1 | 0 | 0 | 0 | 78 | 97 |
| 09:15 | 17 | 5 | 1 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 4 | 3 | 0 | 0 | 2 | 1 | 80 | 104 |
| ½ Hr | 30 | 11 | 1 | 0 | 0 | 0 | 1 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 11 | 3 | 1 | 0 | 2 | 1 | 158 | 201 |
| 2 Hrs | 161 | 37 | 2 | 3 | 1 | 3 | 1 | 208 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 592 | 72 | 12 | 5 | 2 | 6 | 3 | 692 | 900 |

**Origin** Arm B Bartons Road

| | Destination : Arm A Petersfield Road(N) | | | | | | | | Destination : Arm B Bartons Road | | | | | | | | Destination : Arm C Petersfield Road(S) | | | | | | | | Arm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Totals |
| 16:30 | 30 | 8 | 0 | 0 | 0 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 26 | 4 | 0 | 0 | 0 | 0 | 134 | 173 |
| 16:45 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 25 | 1 | 0 | 0 | 0 | 0 | 115 | 147 |
| ½ Hr | 58 | 12 | 0 | 0 | 0 | 1 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 51 | 5 | 0 | 0 | 0 | 0 | 249 | 320 |
| 17:00 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 | 22 | 0 | 0 | 0 | 0 | 1 | 135 | 184 |
| 17:15 | 29 | 9 | 2 | 0 | 0 | 1 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 18 | 0 | 0 | 1 | 2 | 0 | 141 | 182 |
| 17:30 | 34 | 3 | 0 | 0 | 0 | 1 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 11 | 1 | 0 | 0 | 0 | 0 | 107 | 145 |
| 17:45 | 22 | 2 | 2 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 10 | 2 | 1 | 0 | 0 | 0 | 115 | 141 |
| 1 Hr | 129 | 19 | 4 | 0 | 0 | 2 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 429 | 61 | 3 | 1 | 1 | 2 | 1 | 498 | 652 |
| 18:00 | 28 | 3 | 0 | 0 | 0 | 1 | 1 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 12 | 1 | 0 | 0 | 0 | 0 | 101 | 134 |
| 18:15 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 6 | 0 | 0 | 0 | 0 | 0 | 89 | 106 |
| ½ Hr | 43 | 4 | 1 | 0 | 0 | 1 | 1 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171 | 18 | 1 | 0 | 0 | 0 | 0 | 190 | 240 |
| 2 Hrs | 230 | 35 | 5 | 0 | 0 | 4 | 1 | 275 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 793 | 130 | 9 | 1 | 1 | 2 | 1 | 937 | 1212 |
| Total | 391 | 72 | 7 | 3 | 1 | 7 | 2 | 483 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1385 | 202 | 21 | 6 | 3 | 8 | 4 | 1629 | 2112 |

**Origin** Arm C Petersfield Road(S)

| | Destination : Arm A Petersfield Road(N) | | | | | | | | Destination : Arm B Bartons Road | | | | | | | | Destination : Arm C Petersfield Road(S) | | | | | | | | Arm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Totals |
| 07:30 | 54 | 9 | 3 | 0 | 0 | 0 | 0 | 66 | 66 | 20 | 2 | 1 | 0 | 1 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 07:45 | 51 | 13 | 2 | 1 | 1 | 0 | 0 | 68 | 76 | 14 | 3 | 0 | 0 | 1 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| ½ Hr | 105 | 22 | 5 | 1 | 1 | 0 | 0 | 134 | 142 | 34 | 5 | 1 | 0 | 2 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 318 |
| 08:00 | 71 | 9 | 4 | 1 | 0 | 1 | 1 | 87 | 86 | 14 | 1 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 |
| 08:15 | 58 | 10 | 2 | 1 | 1 | 0 | 0 | 72 | 81 | 18 | 1 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 08:30 | 58 | 5 | 0 | 1 | 0 | 0 | 0 | 64 | 75 | 12 | 4 | 2 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 08:45 | 70 | 7 | 3 | 0 | 1 | 0 | 0 | 81 | 77 | 7 | 4 | 0 | 1 | 0 | 0 | 89 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 171 |
| 1 Hr | 257 | 31 | 9 | 3 | 2 | 1 | 1 | 304 | 319 | 51 | 10 | 2 | 1 | 0 | 0 | 383 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 688 |
| 09:00 | 52 | 9 | 3 | 0 | 0 | 0 | 0 | 64 | 61 | 8 | 1 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 09:15 | 57 | 10 | 3 | 1 | 0 | 0 | 0 | 71 | 62 | 10 | 2 | 0 | 0 | 1 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| ½ Hr | 109 | 19 | 6 | 1 | 0 | 0 | 0 | 135 | 123 | 18 | 3 | 0 | 0 | 1 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 |
| 2 Hrs | 471 | 72 | 20 | 5 | 3 | 1 | 1 | 573 | 584 | 103 | 18 | 3 | 1 | 3 | 0 | 712 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1286 |

**Origin** Arm C Petersfield Road(S)

| | Destination : Arm A Petersfield Road(N) | | | | | | | | Destination : Arm B Bartons Road | | | | | | | | Destination : Arm C Petersfield Road(S) | | | | | | | | Arm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Totals |
| 16:30 | 109 | 7 | 2 | 1 | 0 | 0 | 0 | 119 | 85 | 7 | 1 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 212 |
| 16:45 | 83 | 17 | 3 | 0 | 0 | 0 | 0 | 103 | 71 | 20 | 3 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| ½ Hr | 192 | 24 | 5 | 1 | 0 | 0 | 0 | 222 | 156 | 27 | 4 | 0 | 0 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409 |
| 17:00 | 123 | 17 | 1 | 1 | 0 | 2 | 0 | 144 | 92 | 13 | 0 | 0 | 0 | 2 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 251 |
| 17:15 | 105 | 9 | 1 | 1 | 0 | 2 | 0 | 118 | 80 | 10 | 1 | 0 | 0 | 0 | 1 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 17:30 | 97 | 13 | 4 | 0 | 0 | 0 | 1 | 115 | 74 | 7 | 1 | 0 | 0 | 2 | 1 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 17:45 | 83 | 11 | 1 | 0 | 0 | 0 | 1 | 96 | 90 | 10 | 2 | 0 | 0 | 1 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| 1 Hr | 408 | 50 | 7 | 2 | 0 | 4 | 2 | 473 | 336 | 40 | 4 | 0 | 0 | 5 | 2 | 387 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 860 |
| 18:00 | 100 | 4 | 0 | 0 | 0 | 2 | 0 | 106 | 68 | 10 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 18:15 | 72 | 7 | 0 | 0 | 0 | 2 | 0 | 81 | 54 | 8 | 0 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| ½ Hr | 172 | 11 | 0 | 0 | 0 | 4 | 0 | 187 | 122 | 18 | 0 | 0 | 0 | 0 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 327 |
| 2 Hrs | 772 | 85 | 12 | 3 | 0 | 8 | 2 | 882 | 614 | 85 | 8 | 0 | 0 | 5 | 2 | 714 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1596 |
| Total | 1243 | 157 | 32 | 8 | 3 | 9 | 3 | 1455 | 1198 | 188 | 26 | 3 | 1 | 8 | 2 | 1426 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2882 |

Tracsis plc
Traffic and Data Services

Return To Dashboard
Convert to PCU

**3951-LON Bartons Road, Havant, Hampshire**
**Junction Turning Count**
**15/03/2018**

**Site 4 - Petersfield Road(N) / Bartons Road / Petersfield Road(S)**

ORIGIN SUMMARY

| | **Origin :** Arm A Petersfield Road(N) | | | | | | | | **Origin :** Arm B Bartons Road | | | | | | | | **Origin :** Arm C Petersfield Road(S) | | | | | | | | Origin Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 98 | 5 | 5 | 1 | 0 | 3 | 0 | 112 | 86 | 11 | 4 | 1 | 0 | 1 | 0 | 103 | 120 | 29 | 5 | 1 | 0 | 1 | 0 | 156 | 371 |
| 07:45 | 118 | 17 | 5 | 2 | 1 | 1 | 1 | 145 | 89 | 14 | 0 | 2 | 1 | 2 | 0 | 108 | 127 | 27 | 5 | 1 | 1 | 1 | 0 | 162 | 415 |
| ½ Hr | 216 | 22 | 10 | 3 | 1 | 4 | 1 | 257 | 175 | 25 | 4 | 3 | 1 | 3 | 0 | 211 | 247 | 56 | 10 | 2 | 1 | 2 | 0 | 318 | 786 |
| 08:00 | 125 | 23 | 4 | 1 | 0 | 0 | 1 | 154 | 100 | 20 | 2 | 0 | 1 | 1 | 2 | 126 | 157 | 23 | 5 | 1 | 0 | 1 | 1 | 188 | 468 |
| 08:15 | 126 | 5 | 6 | 2 | 0 | 0 | 0 | 139 | 84 | 19 | 2 | 2 | 1 | 1 | 0 | 109 | 139 | 28 | 3 | 1 | 1 | 0 | 0 | 172 | 420 |
| 08:30 | 109 | 10 | 3 | 1 | 0 | 2 | 0 | 125 | 122 | 7 | 1 | 2 | 0 | 2 | 0 | 134 | 133 | 17 | 4 | 3 | 0 | 0 | 0 | 157 | 416 |
| 08:45 | 99 | 17 | 5 | 1 | 0 | 0 | 0 | 122 | 102 | 16 | 1 | 0 | 0 | 0 | 0 | 119 | 147 | 15 | 7 | 0 | 2 | 0 | 0 | 171 | 412 |
| 1 Hr | 459 | 55 | 18 | 5 | 0 | 2 | 1 | 540 | 408 | 62 | 6 | 4 | 2 | 4 | 2 | 488 | 576 | 83 | 19 | 5 | 3 | 1 | 1 | 688 | 1716 |
| 09:00 | 111 | 9 | 1 | 4 | 0 | 0 | 0 | 125 | 83 | 13 | 0 | 1 | 0 | 0 | 0 | 97 | 113 | 17 | 4 | 0 | 0 | 0 | 0 | 134 | 356 |
| 09:15 | 83 | 6 | 1 | 1 | 0 | 0 | 0 | 91 | 87 | 9 | 4 | 0 | 0 | 2 | 2 | 104 | 119 | 20 | 5 | 1 | 0 | 1 | 0 | 146 | 341 |
| ½ Hr | 194 | 15 | 2 | 5 | 0 | 0 | 0 | 216 | 170 | 22 | 4 | 1 | 0 | 2 | 2 | 201 | 232 | 37 | 9 | 1 | 0 | 1 | 0 | 280 | 697 |
| 2 Hrs | 869 | 92 | 30 | 13 | 1 | 6 | 2 | 1013 | 753 | 109 | 14 | 8 | 3 | 9 | 4 | 900 | 1055 | 176 | 38 | 8 | 4 | 4 | 1 | 1286 | 3199 |

ORIGIN SUMMARY

| | **Origin :** Arm A Petersfield Road(N) | | | | | | | | **Origin :** Arm B Bartons Road | | | | | | | | **Origin :** Arm C Petersfield Road(S) | | | | | | | | Origin Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 78 | 18 | 4 | 1 | 0 | 2 | 0 | 103 | 134 | 34 | 4 | 0 | 0 | 1 | 0 | 173 | 194 | 14 | 3 | 1 | 0 | 0 | 0 | 212 | 488 |
| 16:45 | 76 | 22 | 4 | 0 | 0 | 3 | 0 | 105 | 117 | 29 | 1 | 0 | 0 | 0 | 0 | 147 | 154 | 37 | 6 | 0 | 0 | 0 | 0 | 197 | 449 |
| ½ Hr | 154 | 40 | 8 | 1 | 0 | 5 | 0 | 208 | 251 | 63 | 5 | 0 | 0 | 1 | 0 | 320 | 348 | 51 | 9 | 1 | 0 | 0 | 0 | 409 | 937 |
| 17:00 | 81 | 12 | 1 | 1 | 0 | 0 | 1 | 96 | 156 | 27 | 0 | 0 | 0 | 0 | 1 | 184 | 215 | 30 | 1 | 1 | 0 | 4 | 0 | 251 | 531 |
| 17:15 | 84 | 19 | 2 | 0 | 0 | 1 | 0 | 106 | 149 | 27 | 2 | 0 | 1 | 3 | 0 | 182 | 185 | 19 | 2 | 1 | 0 | 2 | 1 | 210 | 498 |
| 17:30 | 74 | 17 | 4 | 0 | 0 | 1 | 0 | 96 | 129 | 14 | 1 | 0 | 0 | 1 | 0 | 145 | 171 | 20 | 5 | 0 | 0 | 2 | 2 | 200 | 441 |
| 17:45 | 75 | 13 | 1 | 0 | 0 | 2 | 2 | 93 | 124 | 12 | 4 | 1 | 0 | 0 | 0 | 141 | 173 | 21 | 3 | 0 | 0 | 1 | 1 | 199 | 433 |
| 1 Hr | 314 | 61 | 8 | 1 | 0 | 4 | 3 | 391 | 558 | 80 | 7 | 1 | 1 | 4 | 1 | 652 | 744 | 90 | 11 | 2 | 0 | 9 | 4 | 860 | 1903 |
| 18:00 | 80 | 8 | 3 | 0 | 1 | 0 | 0 | 92 | 116 | 15 | 1 | 0 | 0 | 1 | 1 | 134 | 168 | 14 | 0 | 0 | 0 | 2 | 0 | 184 | 410 |
| 18:15 | 70 | 7 | 0 | 0 | 0 | 0 | 0 | 77 | 98 | 7 | 1 | 0 | 0 | 0 | 0 | 106 | 126 | 15 | 0 | 0 | 0 | 2 | 0 | 143 | 326 |
| ½ Hr | 150 | 15 | 3 | 0 | 1 | 0 | 0 | 169 | 214 | 22 | 2 | 0 | 0 | 1 | 1 | 240 | 294 | 29 | 0 | 0 | 0 | 4 | 0 | 327 | 736 |
| 2 Hrs | 618 | 116 | 19 | 2 | 1 | 9 | 3 | 768 | 1023 | 165 | 14 | 1 | 1 | 6 | 2 | 1212 | 1386 | 170 | 20 | 3 | 0 | 13 | 4 | 1596 | 3576 |
| Total | 1487 | 208 | 49 | 15 | 2 | 15 | 5 | 1781 | 1776 | 274 | 28 | 9 | 4 | 15 | 6 | 2112 | 2441 | 346 | 58 | 11 | 4 | 17 | 5 | 2882 | 6775 |

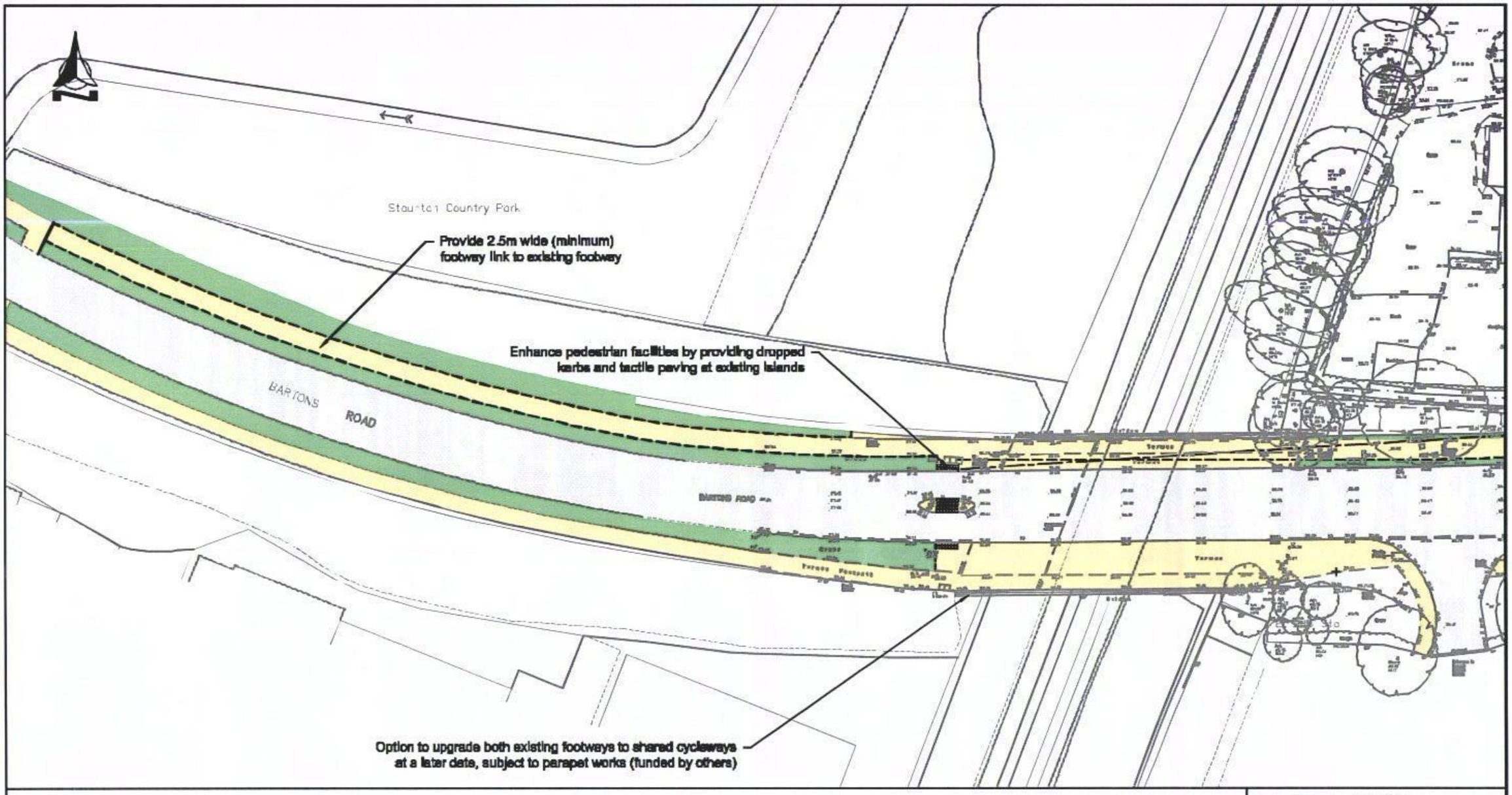
DESTINATION SUMMARY

| | **Destination :** Arm A Petersfield Road(N) | | | | | | | | **Destination :** Arm B Bartons Road | | | | | | | | **Destination :** Arm C Petersfield Road(S) | | | | | | | | Dest Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 07:30 | 71 | 11 | 4 | 1 | 0 | 1 | 0 | 88 | 91 | 21 | 5 | 2 | 0 | 3 | 0 | 122 | 142 | 13 | 5 | 0 | 0 | 1 | 0 | 161 | 371 |
| 07:45 | 74 | 19 | 2 | 1 | 2 | 2 | 0 | 100 | 113 | 21 | 5 | 2 | 0 | 2 | 0 | 143 | 147 | 18 | 3 | 2 | 1 | 0 | 1 | 172 | 415 |
| ½ Hr | 145 | 30 | 6 | 2 | 2 | 3 | 0 | 188 | 204 | 42 | 10 | 4 | 0 | 5 | 0 | 265 | 289 | 31 | 8 | 2 | 1 | 1 | 1 | 333 | 786 |
| 08:00 | 95 | 14 | 4 | 1 | 0 | 1 | 1 | 116 | 111 | 27 | 1 | 0 | 0 | 0 | 0 | 139 | 176 | 25 | 6 | 1 | 1 | 1 | 3 | 213 | 468 |
| 08:15 | 77 | 16 | 2 | 1 | 1 | 0 | 0 | 97 | 113 | 18 | 5 | 1 | 0 | 0 | 0 | 137 | 159 | 18 | 4 | 3 | 1 | 1 | 0 | 186 | 420 |
| 08:30 | 79 | 7 | 0 | 3 | 0 | 0 | 0 | 89 | 103 | 17 | 4 | 2 | 0 | 1 | 0 | 127 | 182 | 10 | 4 | 1 | 0 | 3 | 0 | 200 | 416 |
| 08:45 | 97 | 12 | 3 | 0 | 1 | 0 | 0 | 113 | 105 | 16 | 5 | 0 | 1 | 0 | 0 | 127 | 146 | 20 | 5 | 1 | 0 | 0 | 0 | 172 | 412 |
| 1 Hr | 348 | 49 | 9 | 5 | 2 | 1 | 1 | 415 | 432 | 78 | 15 | 3 | 1 | 1 | 0 | 530 | 663 | 73 | 19 | 6 | 2 | 5 | 3 | 771 | 1716 |
| 09:00 | 65 | 15 | 3 | 0 | 0 | 0 | 0 | 83 | 86 | 10 | 2 | 2 | 0 | 0 | 0 | 100 | 156 | 14 | 0 | 3 | 0 | 0 | 0 | 173 | 356 |
| 09:15 | 74 | 15 | 4 | 1 | 0 | 0 | 1 | 95 | 82 | 10 | 3 | 1 | 0 | 1 | 0 | 97 | 133 | 10 | 3 | 0 | 0 | 2 | 1 | 149 | 341 |
| ½ Hr | 139 | 30 | 7 | 1 | 0 | 0 | 1 | 178 | 168 | 20 | 5 | 3 | 0 | 1 | 0 | 197 | 289 | 24 | 3 | 3 | 0 | 2 | 1 | 322 | 697 |
| 2 Hrs | 632 | 109 | 22 | 8 | 4 | 4 | 2 | 781 | 804 | 140 | 30 | 10 | 1 | 7 | 0 | 992 | 1241 | 128 | 30 | 11 | 3 | 8 | 5 | 1426 | 3199 |

DESTINATION SUMMARY

| | **Destination :** Arm A Petersfield Road(N) | | | | | | | | **Destination :** Arm B Bartons Road | | | | | | | | **Destination :** Arm C Petersfield Road(S) | | | | | | | | Dest Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | Car | LGV | OGV1 | OGV2 | PSV | MC | PC | Total | |
| 16:30 | 139 | 15 | 2 | 1 | 0 | 1 | 0 | 158 | 101 | 14 | 3 | 0 | 0 | 1 | 0 | 119 | 166 | 37 | 6 | 1 | 0 | 1 | 0 | 211 | 488 |
| 16:45 | 111 | 21 | 3 | 0 | 0 | 0 | 0 | 135 | 85 | 23 | 7 | 0 | 0 | 2 | 0 | 117 | 151 | 44 | 1 | 0 | 0 | 1 | 0 | 197 | 449 |
| ½ Hr | 250 | 36 | 5 | 1 | 0 | 1 | 0 | 293 | 186 | 37 | 10 | 0 | 0 | 3 | 0 | 236 | 317 | 81 | 7 | 1 | 0 | 2 | 0 | 408 | 937 |
| 17:00 | 167 | 22 | 1 | 1 | 0 | 2 | 0 | 193 | 112 | 16 | 0 | 0 | 0 | 2 | 0 | 130 | 173 | 31 | 1 | 1 | 0 | 0 | 2 | 208 | 531 |
| 17:15 | 134 | 18 | 3 | 1 | 0 | 3 | 0 | 159 | 105 | 14 | 1 | 0 | 0 | 0 | 1 | 121 | 179 | 33 | 2 | 0 | 1 | 3 | 0 | 218 | 498 |
| 17:30 | 131 | 16 | 4 | 0 | 0 | 1 | 1 | 153 | 90 | 9 | 3 | 0 | 0 | 2 | 1 | 105 | 153 | 26 | 3 | 0 | 0 | 1 | 0 | 183 | 441 |
| 17:45 | 105 | 13 | 3 | 0 | 0 | 0 | 1 | 122 | 103 | 16 | 2 | 0 | 0 | 2 | 0 | 123 | 164 | 17 | 3 | 1 | 0 | 1 | 2 | 188 | 433 |
| 1 Hr | 537 | 69 | 11 | 2 | 0 | 6 | 2 | 627 | 410 | 55 | 6 | 0 | 0 | 6 | 2 | 479 | 669 | 107 | 9 | 2 | 1 | 5 | 4 | 797 | 1903 |
| 18:00 | 128 | 7 | 0 | 0 | 0 | 3 | 1 | 139 | 87 | 12 | 1 | 0 | 0 | 0 | 0 | 100 | 149 | 18 | 3 | 0 | 1 | 0 | 0 | 171 | 410 |
| 18:15 | 87 | 8 | 1 | 0 | 0 | 2 | 0 | 98 | 68 | 9 | 0 | 0 | 0 | 0 | 0 | 77 | 139 | 12 | 0 | 0 | 0 | 0 | 0 | 151 | 326 |
| ½ Hr | 215 | 15 | 1 | 0 | 0 | 5 | 1 | 237 | 155 | 21 | 1 | 0 | 0 | 0 | 0 | 177 | 288 | 30 | 3 | 0 | 1 | 0 | 0 | 322 | 736 |
| 2 Hrs | 1002 | 120 | 17 | 3 | 0 | 12 | 3 | 1157 | 751 | 113 | 17 | 0 | 0 | 9 | 2 | 892 | 1274 | 218 | 19 | 3 | 2 | 7 | 4 | 1527 | 3576 |
| Total | 1634 | 229 | 39 | 11 | 4 | 16 | 5 | 1938 | 1555 | 253 | 47 | 10 | 1 | 16 | 2 | 1884 | 2515 | 346 | 49 | 14 | 5 | 15 | 9 | 2953 | 6775 |

# APPENDIX C




Clover House
Weston Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703365
Fax: 01256 704694
Email: info@bellamyroberts.co.uk

Client: Linden Homes

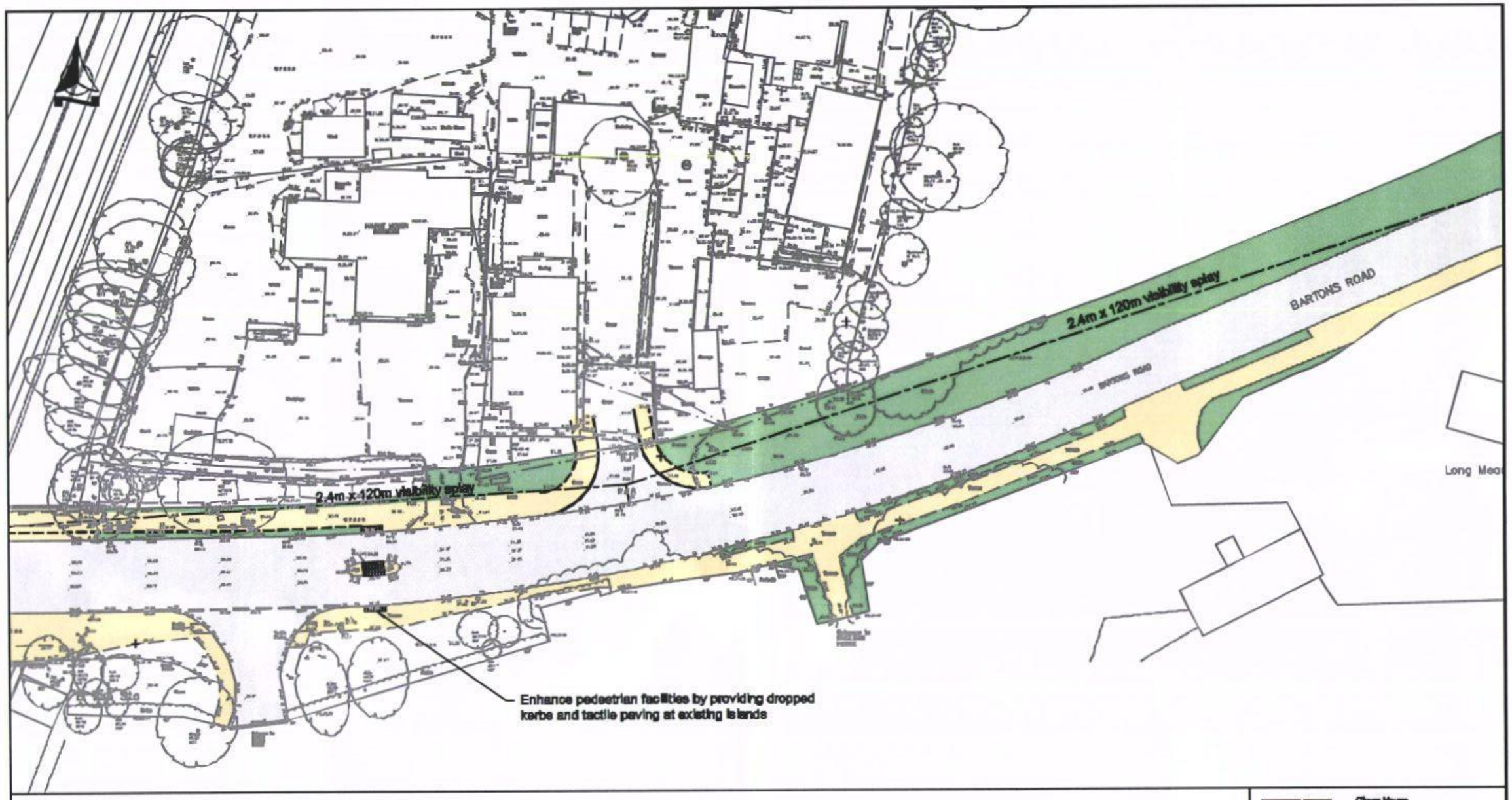
Project: Barton's Road, Havant

Title: Proposed footway improvements

| Drawn | Designed | Checked |
|---|---|---|
| GPW | GPW | ITR |

| Date | Drawing No. | Rev. |
|---|---|---|
| 13/05/13 | 4327 / 001 | |
| Scale: 1:500 @ A3 | | |

Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg.No.OC303725. Quality Assured Firm ISO9001 Certificate Number 3691/02, Ordnance Survey Licence Number 100017601




Clover House
Weston Lane
Odiham
Hampshire, RG29 1TU

Tel: 01256 702855
Fax: 01256 704854
Email: info@bellamyroberts.co.uk

Client: Linden Homes

Project: Barton's Road, Havant

Title: Proposed site access & pedestrian facilities

| Drawn by | Designed | Checked |
|---|---|---|
| GPW | GPW | ITR |

| Date | Scale | Drawing No. | Rev. |
|---|---|---|---|
| 13/05/13 | 1:500 @ A3 | 4327 / 002 | |

Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg.No.OC303726, Quality Assured Firm ISO9001 Certificate Number 3501/02, Ordnance Survey Licence Number 100017661

# APPENDIX D




## NOTES

1. Do not scale from this drawing.
2. The access to the Crematorium is based on planning drawings from the public domain and the exact position should be checked and varied on site.
3. The position of the new site access is subject to confirmation of the Highway Boundary and Land Ownership.

HIGHWAY bOUNDARY

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| H | Layout amended | GG | TS | GC | May 16 |
| G | Layout amended | TSH | GC | GC | Apr 16 |
| F | Response to HCC comments | MP | SA | GC | Feb 16 |
| E | Response to HCC comments | GG | SA | GC | Feb 16 |
| D | Access tied into Topo | DH | SA | GC | Nov 15 |
| C | Agricultural access added | DH | SA | GC | Oct 15 |
| B | Access widened from 6.0m to 6.5m | DH | SA | GC | Oct 15 |
| A | Topographical survey added | TS | SA | GC | 09/2015 |


Consulting Engineers ltd

OFFICE 17
WEALDEN PLACE
BRADBOURNE VALE ROAD
SEVENOAKS KENT
TN13 3QQ

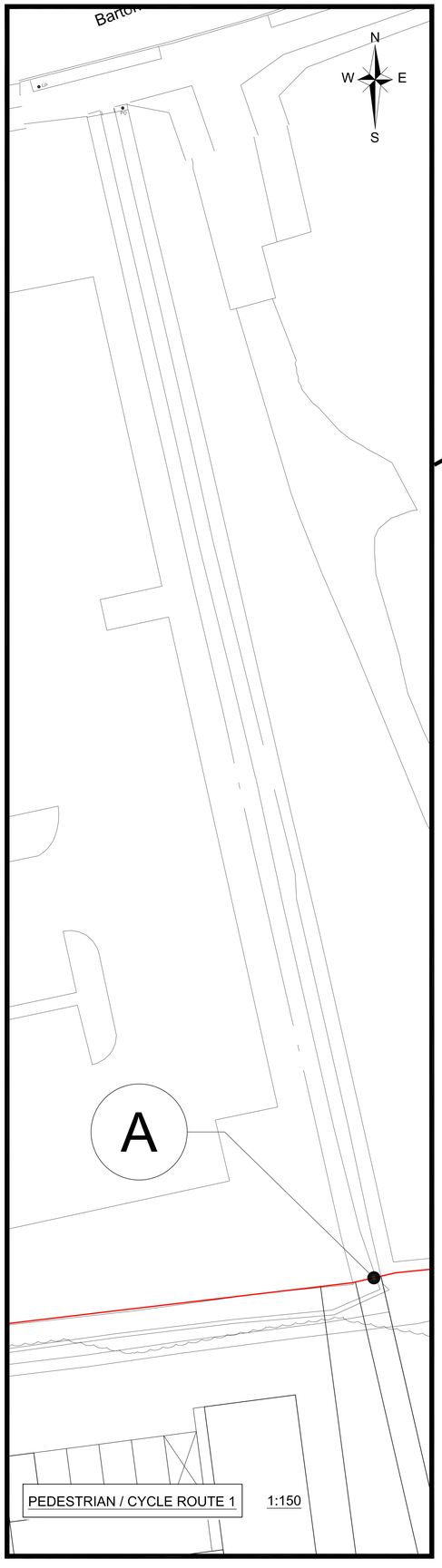
Telephone: 01732 448120
Fax: 01732 465026
Email: enquiries@c-a.uk.com
Web: www.c-a.uk.com


Job Title
Land South of Bartons Road, Havant

Drawing Title
Preliminary Site Access Plan

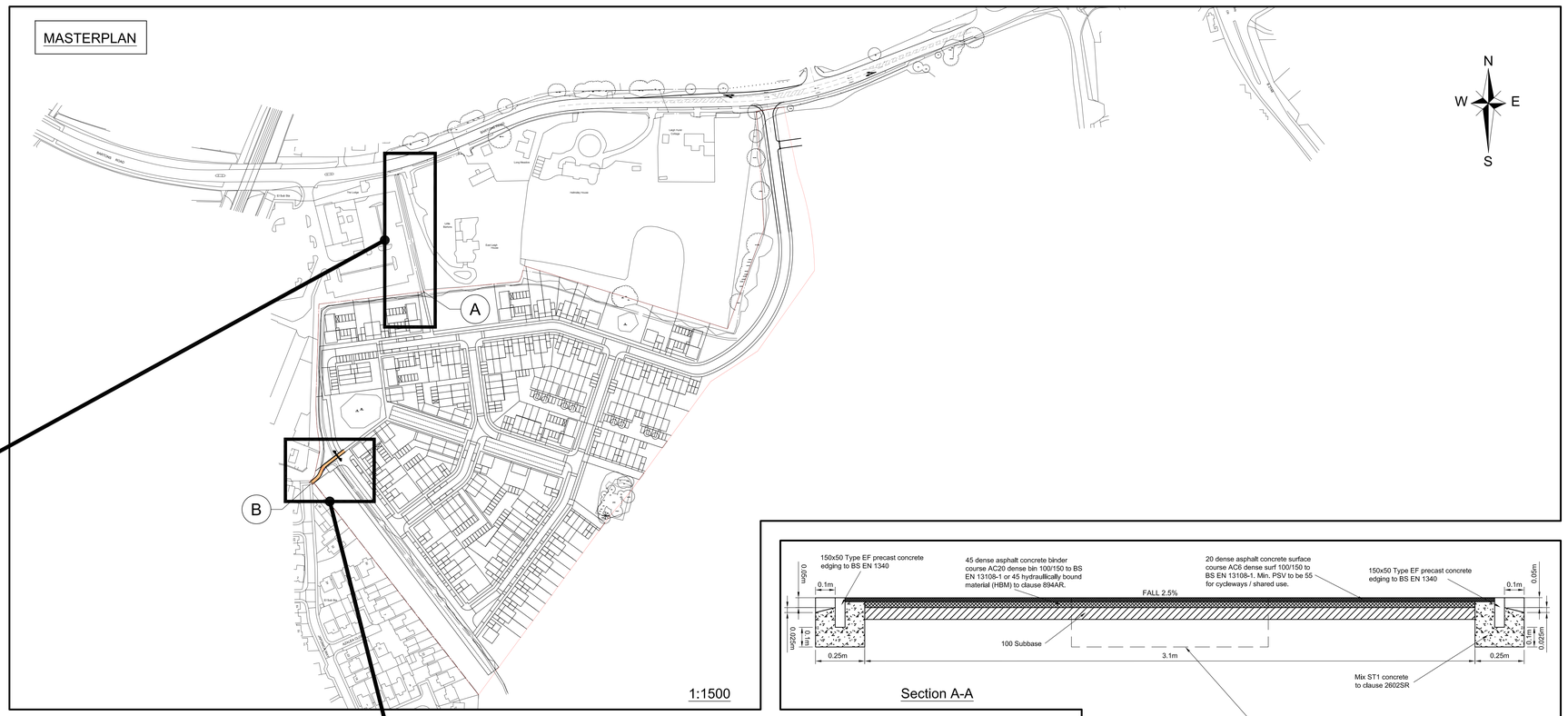
Client
Chidden Farms

| Scale | Date | Designed |
|---|---|---|
| 1:500@A1 | Apr'15 | SB |
| **Drawn** | **Checked** | **Approved** |
| SB | GAC | GAC |
| **Job No** | **Drawing No** | **Rev** |
| 14-018 | 14-018-002 | H |




PEDESTRIAN / CYCLE ROUTE 1 1:150

## MASTERPLAN



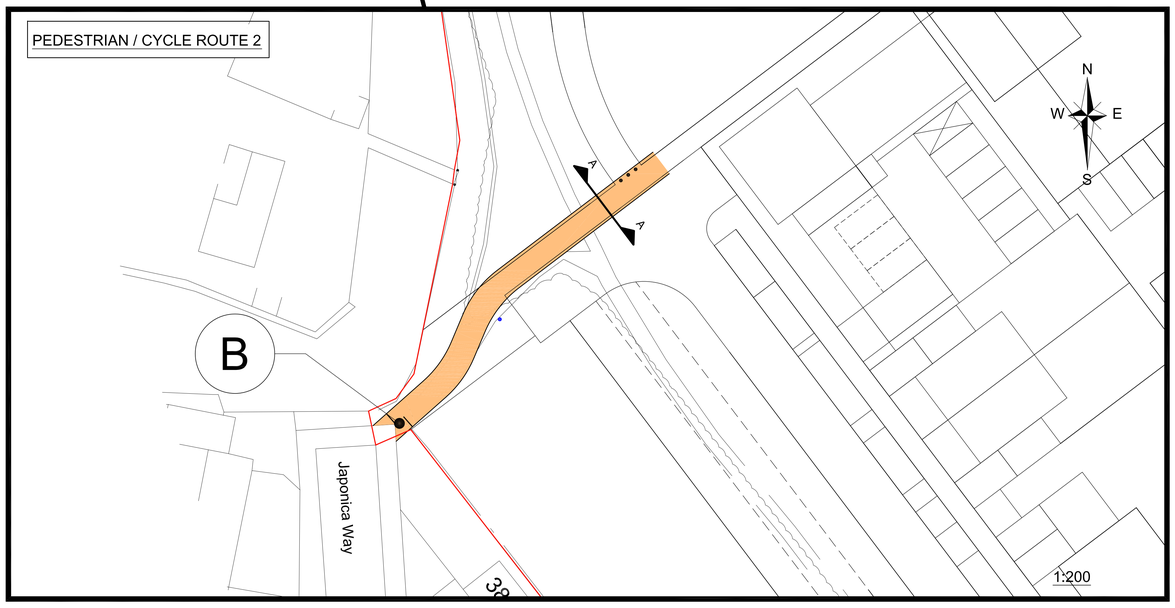

1:1500




Section A-A

1:10

## PEDESTRIAN / CYCLE ROUTE 2

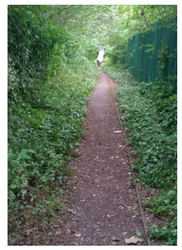



1:200

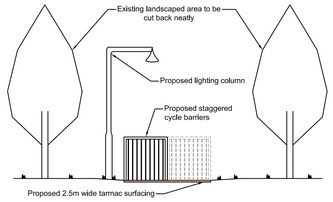


Photograph of Existing Footpath to / from Japonica Way





Photographs of Existing Footpath to / from Bartons Road




Proposed Pedestrian / Cycle Route 2 Entry Cross Section 1:50

NOTES

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| B | General amendments | TH | GAC | GAC | Nov' 16 |
| A | Section added. | BL | TM/S | GAC | August 16 |


GA Consulting Engineers Ltd

Offices 8 & 9
Aldershot Enterprise Centre
Meudors House
Ively Crossways Road
Aldershot Hampshire
GU11 2PW
01252 319000

Issued by ☒ ☐

Office 17
Wrotham Place
Bridlesmere Vale Road
Southwood
Kent
TN15 7QQ
01732 448120

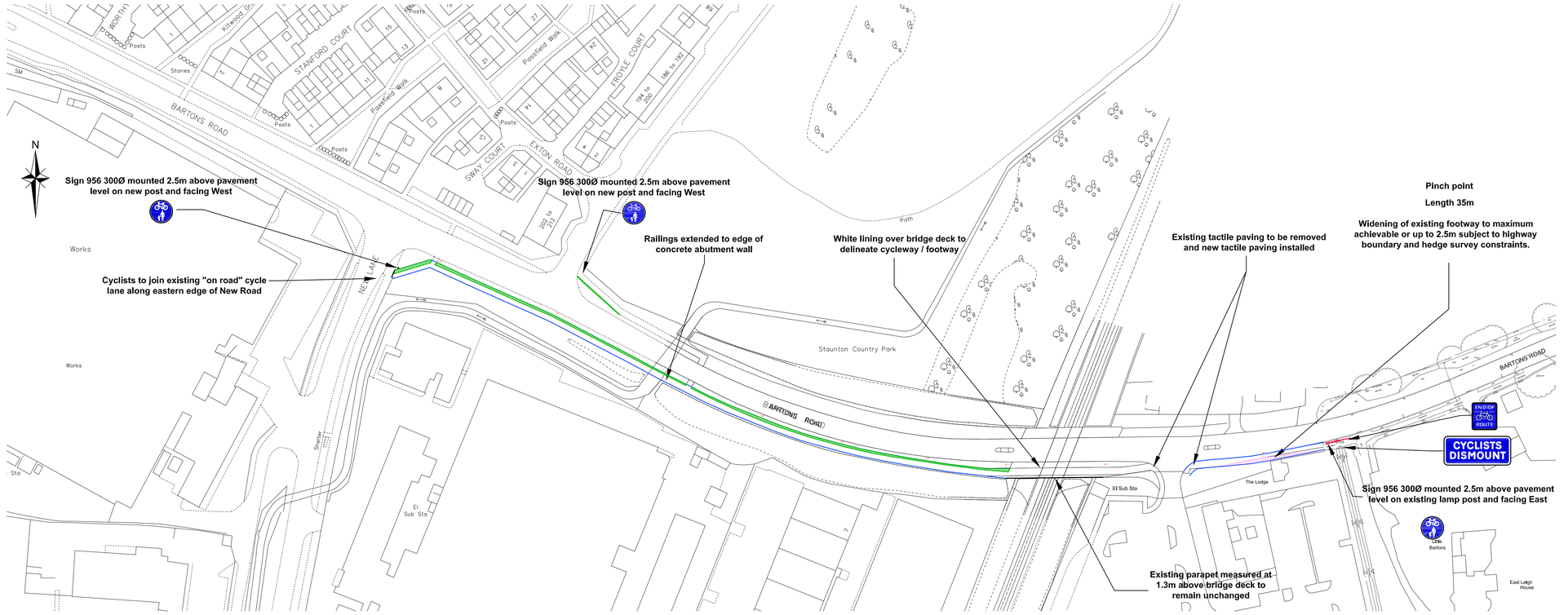
enquiries@ga.uk.com
www.ga.uk.com

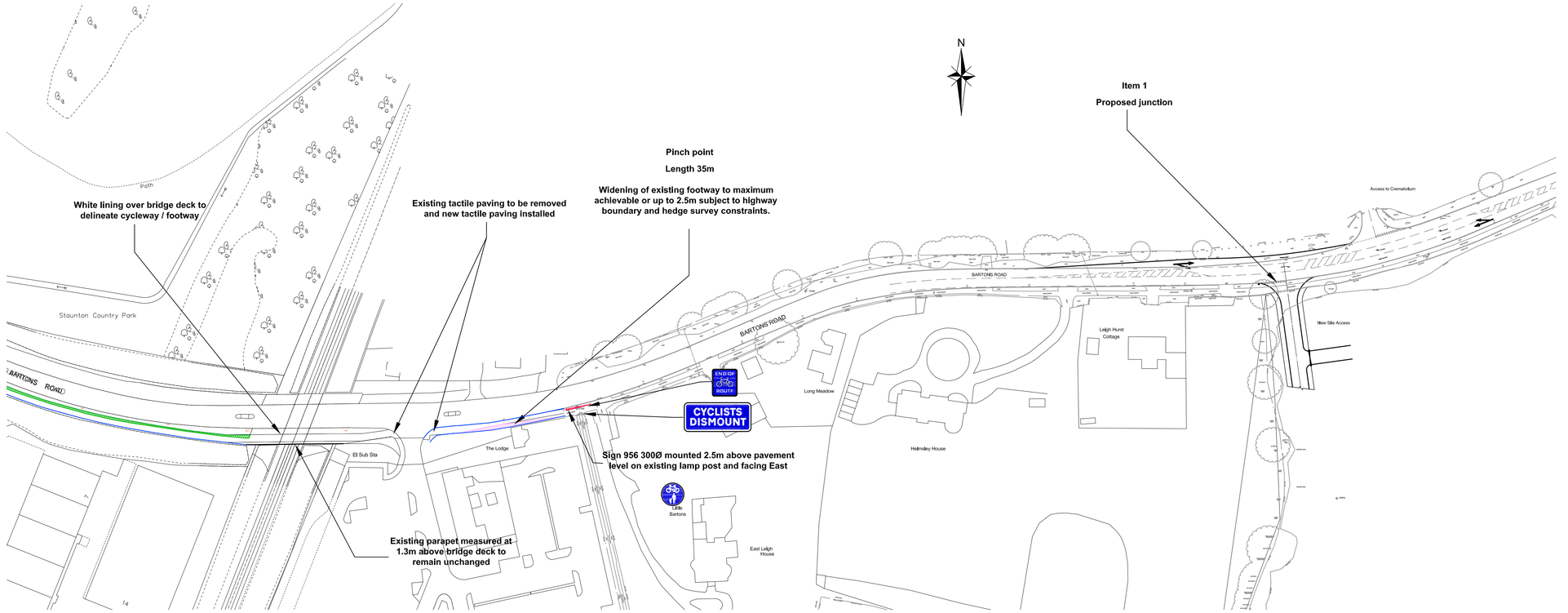

Job Title
Land South of Bartons Road
Havant

Drawing Title
Improvement Schemes
for PROW Connections

Client
Chidden Farm

| Scale | Date | Designed |
|---|---|---|
| | Nov 15 | DH |
| Drawn | Checked | Approved |
| DH | SA | SA |
| Job No | Drawing No | Rev |
| 14-018 | 14-018-010 | B |




## NOTES

1. Do not scale from this drawing.
2. This drawing is based on OS base mapping and the Highway boundary has been added to this OS base map.
3. The location of the LP's are indicative ONLY and are subject to confirmation on site.
4. All works to the footpath widening to be undertaken within the Public Highway

**LEGEND**

- Proposed edge of widened footway / cycleway.
- Area of widening
- Area where widening is not possible.

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| D | PROW amendment | TH | GAC | GAC | Nov' 16 |
| C | Option B removed. | BL | TMS | GAC | August 16 |
| B | Hatching north of Bartons Road added. | BL | TMS | GAC | June 16 |
| A | Option B Hatching and updated Notes | BL | TMS | GAC | June 16 |


Consulting Engineers Ltd

Offices 8 & 9
Aldershot Enterprise Centre
Maudora House
Louise Margaret Road
Aldershot Hampshire
GU11 2PW
01252 939000

Issued by

Office 17
Wealden Place
Bradbourne Vale Road
Sevenoaks
Kent
TN13 3QQ
01732 448120

enquiries@ce-a.uk.com
www.ce-a.uk.com


Job Title
Land South of Bartons Road, Havant

Drawing Title
Proposed Shared Footway and Cycleway

Client
Chidden Farms

| Scale | Date | Designed |
|---|---|---|
| 1:1000@A1 | June 16 | GG |

| Drawn | Checked | Approved |
|---|---|---|
| GG | TMS | GAC |

| Job No | Drawing No | Rev |
|---|---|---|
| 14-018 | 14-018-015 | D |

# APPENDIX E

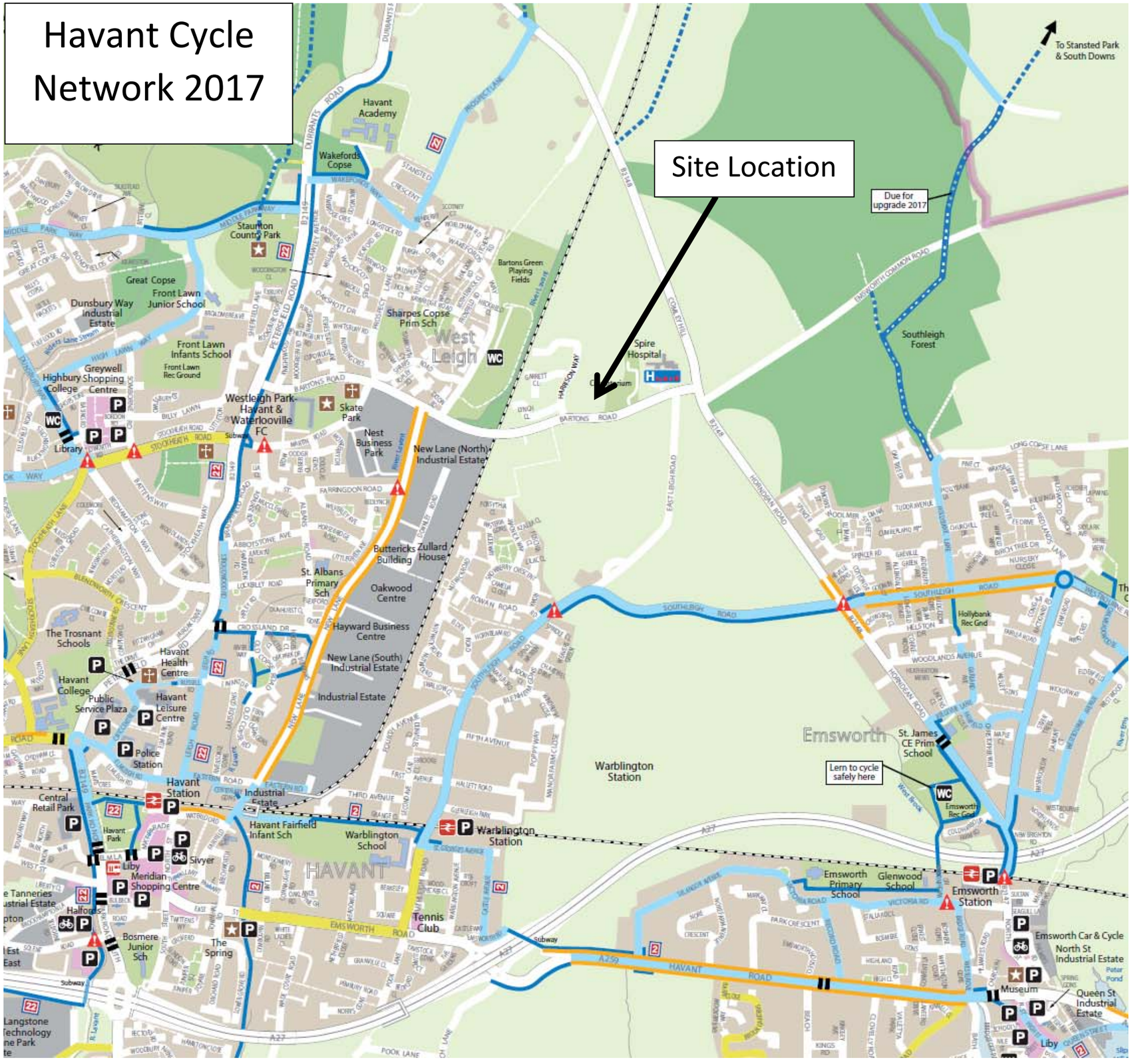
# Havant Cycle Network 2017

## Signs and Lines

- Off road cycle track (hard surfaced)
- On-road cycle lane
- Bus and cycle lane
- Cycle network link (signposted)
- Suggested link route (not signposted)
- By-way open to all traffic (BOAT) or Bridleway or other track available for cyclist use (typically loose surfaced)
- By-way open to all traffic (BOAT) or Bridleway or other track available for cyclist use (typically improved surfaced)
- One way traffic INCLUDING CYCLISTS
- Controlled crossing
- Cyclists beware - Difficult junction, barriers or steps
- Cycle parking NB - All Stations and most public buildings have cycle parking facilities
- Cycle Shop

## Buildings and Places of interest

- Public toilets
- Church
- Caravan site
- Other places of interest
- Mainline railway station
- Narrow gauge railway station
- Bus interchange
- Ferry terminal
- South Downs National Park boundary
- Woods and forests
- Parks and other open spaces
- Countryside and arable
- School or college
- Shopping area/Retail park
- Blue Flag beach



**APPENDIX F**

Hampshire County Council

# Havant

## PUBLIC TRANSPORT GUIDE

16 APRIL 2018

# Travelling in and Around Hampshire










**For national and local public transport information**

traveline
public transport info
0871 200 22 33
www.travelinesw.com

For Hampshire Public Transport Information contact us on:-

Telephone 0300 555 1375*

*See page 1 for call charges

Email ptgenquiries@hants.gov.uk

or check out our website at hants.gov.uk/trafficandtravel



Connect to the Traffic & Travel website

Hampshire County Council

**www.hants.gov.uk**

# No flapping

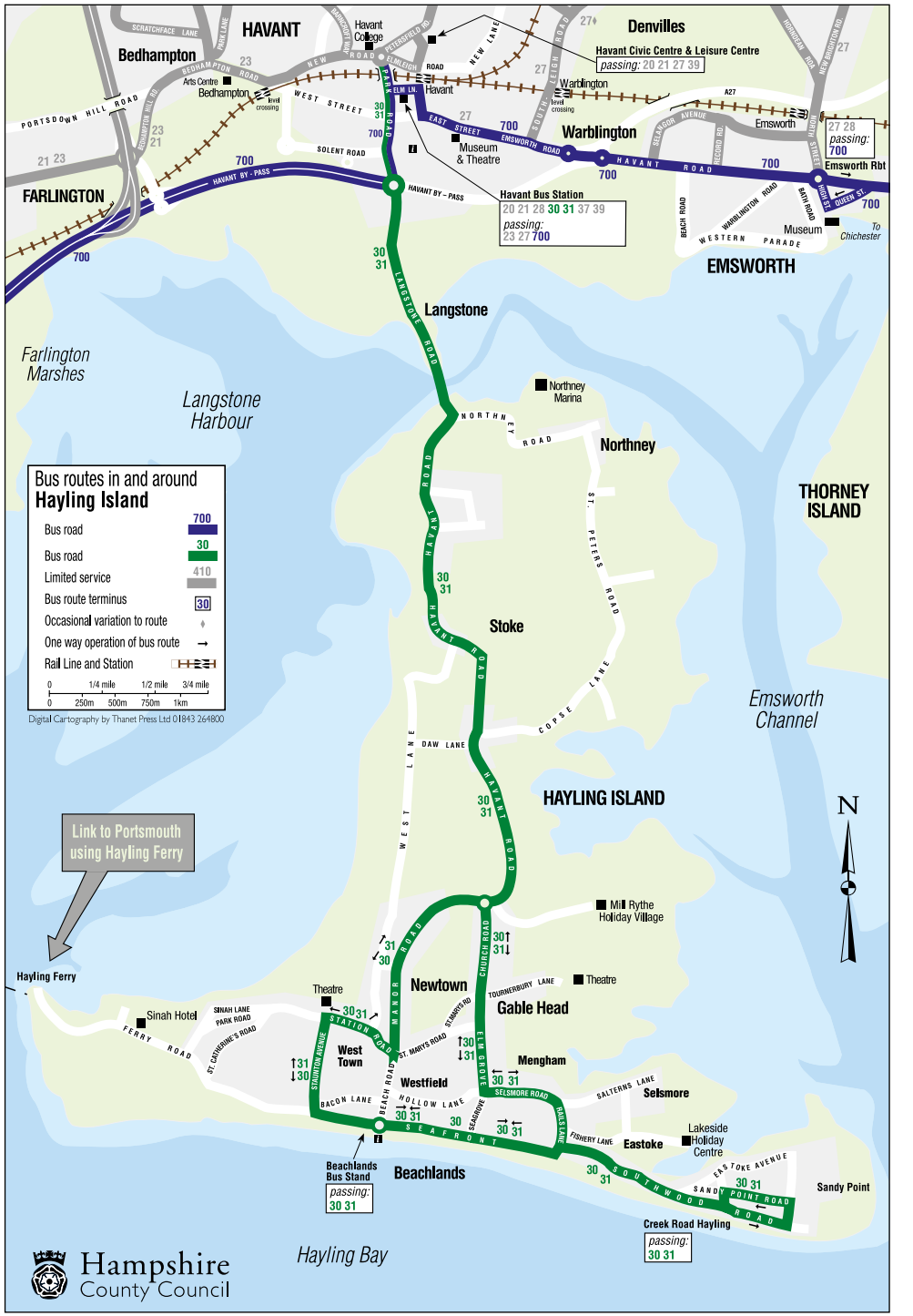



**Compare journeys by bike, public transport, on foot and car to save time and money**

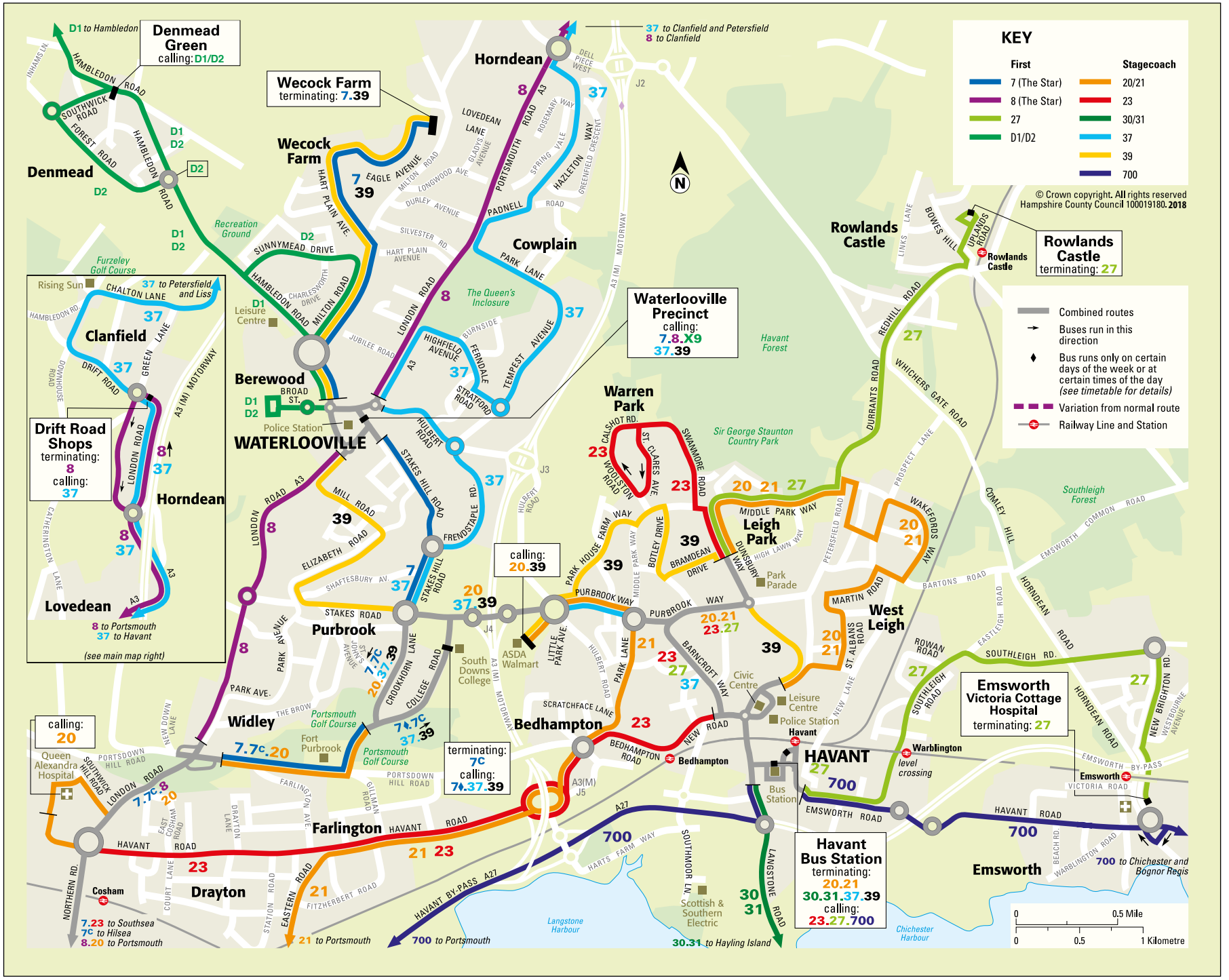
Hampshire County Council

myjourneyhampshire.com

my Journey




Printed by Cliffe Enterprise, Unit 6F Southbourne Business Park, Courtlands Road, Eastbourne, East Sussex, BN22 8UY www.cliffe-enterprise.com


KEY
First
7 (The Star)
8 (The Star)
27
D1/D2
Stagecoach
20/21
23
30/31
37
39
700
Combined routes
Buses run in this direction
Bus runs only on certain days of the week or at certain times of the day (see timetable for details)
Variation from normal route
Railway Line and Station
© Crown copyright. All rights reserved Hampshire County Council 100019180. 2018
Denmead Green calling: D1/D2
D1 to Hambledon
Wecock Farm terminating: 7.39
Wecock Farm
Horndean
37 to Clanfield and Petersfield
8 to Clanfield
Denmead
Waterlooville Precinct calling: 7.8.X9 37.39
Cowplain
Rowlands Castle
Rowlands Castle terminating: 27
Furzeley Golf Course
Rising Sun
37 to Petersfield and Liss
Clanfield
Drift Road Shops terminating: 8 calling: 37
Horndean
Lovedean
8 to Portsmouth
37 to Havant
(see main map right)
Recreation Ground
D1 Leisure Centre
Berewood
Police Station
WATERLOOVILLE
The Queen's Inclosure
Havant Forest
Warren Park
Sir George Staunton Country Park
Leigh Park
Park Parade
West Leigh
Southleigh Forest
calling: 20.39
Purbrook
Stakes Road
South Downs College
ASDA Walmart
Civic Centre
Leisure Centre
Police Station
Havant
Bedhampton
Widley
Portsmouth Golf Course
Fort Purbrook
calling: 20
terminating: 7C calling: 7♦.37.39
Queen Alexandra Hospital
Farlington
Drayton
Cosham
7.23 to Southsea
7C to Hilsea
8.20 to Portsmouth
21 to Portsmouth
700 to Portsmouth
HAVANT BY-PASS A27
Havant Bus Station terminating: 20.21 30.31.37.39 calling: 23.27.700
HAVANT
27
700
Warblington level crossing
Emsworth Victoria Cottage Hospital terminating: 27
Emsworth
700 to Chichester and Bognor Regis
30.31 to Hayling Island
Scottish & Southern Electric
Langstone Harbour
Chichester Harbour
0 0.5 Mile
0 0.5 1 Kilometre

# Introduction

## April 2018 Edition

This Travel Guide has been produced to provide you with information on the range of transport choices in your area. It includes details of all bus, train, coach and other types of transport.

Please note that bus times may change at short notice and if your journey time is critical you are advised to call Traveline.

Most bus or train operators run Sunday or special services on Public or Bank Holidays, including other days around Christmas and the New Year. Check with Traveline before you travel.

The bus services shown are not operated by Hampshire County Council. We cannot accept responsibility for any loss, damage, injury or inconvenience caused by the cancellation, delay or diversion of a service.

If you have a suggestion or complaint to make about a service please contact the relevant operator. Should the operator fail to provide a satisfactory reply, then contact Bus Users UK or Transport Focus. If it is a bus service supported by the County Council (identifiable by a  ) on the timetable we would also like to hear from you. Write to Head of Passenger Transport, Hampshire County Council, Economy, Transport and Environment, The Castle, Winchester, SO23 8UD or email ptgenquiries@hants.gov.uk

### Contacts

**Traveline**
www.travelinesw.com
0871 2002233

**Hampshire County Council**
www.hants.gov.uk
0300 555 1375

**Bus Users UK**
www.bususers.org
0300 111 0001

**Transport Focus**
www.transportfocus.org.uk
0300 123 2350

### School Terms and Public Holidays 2017/18

**Summer Term 2018**
16 April-25 May / 4 June-23 July

**Autumn Term 2018**
3 September-19 October / 24 October-21 December

**Spring Term 2019**
7 January-15 February / 25 February–5 April

**Public Holidays 2018**
30 March, 2 April, 7/28 May, 27 August, 25/26 December

**Public Holidays 2019**
1 January, 19/22 April, 6/27 May, 26 August, 25/26 December

** Calls to 0300 numbers are included in call packages, or charged at the same rate as 01 and 02 numbers. Costs may vary depending on your telecoms provider and whether you are calling from a landline or mobile. Traveline - Calls cost 12p per minute plus your company's access charge.*

# Contents


**BUSES**

| | | |
|---|---|---|
| **D1** | Waterlooville - Denmead - Hambledon | 5 |
| **D2** | Waterlooville - Denmead | 5 |
| **MVCB Route 4** | West Meon - Soberton - Waterlooville | 6 |
| **7** | Southsea - Cosham - Crookhorn - Waterlooville - Wecock Farm | 7-10 |
| **7A** | Southsea - City Centre - Cosham - Oaklands School | 11 |
| **7C** | Gunwharf - Hilsea - Cosham - South Downs College | 11 |
| **8** | The Hard/Gunwharf - Waterlooville - Cowplain - Horndean - Clanfield | 12-17 |
| **20** | Havant - West Leigh - Asda - Crookhorn - Q.A. Hospital - City Centre - The Hard | 18-19 |
| **21** | Havant - West Leigh - Farlington - Anchorage Park - City Centre - The Hard | 20-25 |
| **23** | Leigh Park - Havant - Cosham - Commercial Road - Southsea | 26-31 |
| **27** | Rowlands Castle - Havant - Emsworth Hospital | 32 |
| **30/31** | Havant - West Town - Beachlands - Mengham - Eastoke - Havant | 33-34 |
| **32 Car Share** | Hayling Island Car Share | 35 |
| **36 Car Share** | Clanfield Car Share | 35 |
| **37/38** | Havant - Waterlooville - Clanfield - Petersfield | 36-38 |
| | **(***including connecting Service 38 to Liss and Alton)* | |
| **39** | Havant - Leigh Park - Asda - Crookhorn - Waterlooville - Wecock Farm | 39-42 |
| **42 Car Share** | Lovedean and Catherington Car Share | 35 |
| **54** | Petersfield - South Harting - Westbourne - Chichester | 43 |
| **700** | Bognor Regis - Chichester - Havant - Portsmouth | 44-47 |

**SCHOOL BUSES**

| | | |
|---|---|---|
| **44B** | Thorney Island - Emsworth - Bourne School | 48 |
| **121** | Compton Primary and Bourne Community College | 48 |
| **245** | Emsworth - Havant - Oaklands School | 48 |
| **621** | Havant - Crookhorn - Cosham - Hilsea - Portsmouth Grammar School | 48 |
| **637** | Petersfield School - Clanfield - Horndean | 48 |
| **641** | Oaklands School - Warblington | 48 |
| **654** | Denmead - Waterlooville - Oaklands School - South Downs College | 48 |
| **700** | Havant – Southbourne – Bishop Luffa School | 49 |
| **727** | Chichester - South Downs College | 49 |
| **737*** | Bordon - Liss - Peterfield - South Downs College | 49 |

**COACHES**

| | | |
|---|---|---|
| **031** | Portsmouth - Waterlooville - Guildford - London | 32 |

**FERRIES**

| | | |
|---|---|---|
| **Gosport Ferry Ltd** | Gosport - Portsmouth | 50 |
| **Hayling Ferry** | Hayling Island - Portsmouth | 50 |

**TRAVEL INFORMATION FOR OLDER AND DISABLED PEOPLE**

Including Call & Go, Denmead Village Shopper Bus, Shopmobility and Concessionary Fares ..... 51

**Request for Travel Information** ..... 52

# Index of Places Served by Bus and Coach


## A

Aldershot ..... 031
Alton ..... 38
Anchorage Park ..... 21
Asda Havant ..... 20,37,39

## B

Beachlands ..... 30,31
Bedhampton ..... 21,23,245
Bognor Regis ..... 700
Bordon ..... 031,737
Bosham ..... 700,727
Bourne School ..... 44B,121

## C

Catherington ..... 36,42
Chichester ..... 54,700,727
Clanfield Drift Road Shops ..... 8,36,37,637,639
Clanfield 'Rising Sun' ..... 36,37,41◆,637
Copnor ..... 21
Cosham ..... 7,7A,7C,8,23,031,621
Cowplain ..... 8,031,37,42,637
Crookhorn ..... 7,7A,20,37,39,621,637,737

## D

Denmead ..... D1,D2,654,DVS
Denvilles ..... 27
Drayton New Inn ..... 23

## E

Eastoke ..... 30,31
Emsworth (for Hospital) ..... 27,44B,600,605,646,700
Emsworth Rail Station ..... 27,31A,611

## F

Fareham ..... DVS
Farlington ..... 21,23
Farnborough ..... 031
Farnham ..... 031
Fishbourne ..... 700

## G

Gunwharf ..... 7C,8,20,21,031,700

## H

Hambledon ..... D1,654
Havant Bus station ..... 20,21,23,27,30,31,
..... 37,39,621,700
Havant Civic Centre Road ..... 20,21,27,39
Havant College ..... 20,21,23,27,37,39,245
Hayling Island Sandy Point ..... 30,31
Hilsea ..... 7,7A,7C,8,23,031,621,700
Horndean ..... 8,031,37,637
Horndean College ..... 637
Hove ..... 700

## L

Lancing ..... 700
Leigh Park ..... 20,21,23,27,37,39,641,727
Liphook ..... 737
Liss ..... 38,737
London ..... 031
Lovedean ..... 42

## M

Mengham ..... 30,31,32
Mill Rythe ..... 30,31

## N

North End ..... 7,7A,7C,23,700

## O

Oaklands School ..... 7A,37,245,641,654

## P

Park Parade ..... 20,21,23,27,39,621,727
Petersfield ..... 031,37,38,54,737
Portslade ..... 700
Portsmouth Commercial Road South ..... 7,7A,20,21,
..... 8,23,700
Portsmouth The Hard ..... 7C,8,20,21,23,031,700
Purbrook Church ..... 8,031

# Index of Places Served by Bus and Coach


## Q

Q.A. Hospital ....20
Q.A. Hospital Steps....7,8
Queen Elizabeth Country park....37

## R

Rowlands Castle ....27,147

## S

St Mary's Hospital ....21
St Thomas Mores School....654
Sheet ....38,54,737
Shoreham....700
Southbourne.... 44B,121,700,727
South Downs College.... 7C,8,21◆,37,39,
....52,245,640,727,737
Southsea ....23
Spencerfield Estate ....641
Spire Hospital Bartons Road....727
Stakes Lodge Estate ....37
Staunton Country Park....20,21

## T

Thorney Island.... 44B

## W

Wallington....652
Warblington ....27,641,700
Waterlooville .... D1,D2,7,8,031,37,39,42,
637,DVS
Wecock Farm ....7,39
West Leigh....20,21
Westbourne .... 44B,54,147,727
Widley....8,031,651


CODES: DVS - Denmead Village Shopper
◆ - Certain Journeys only

# Summary of Main Changes

Please find below details of services that have changed since this guide was last produced including the date on which they changed.

**First 7A/7C**
Afternoon journeys retimed (03.07.17)

**Stagecoach 20**
Revised timetable (23.07.17)

**Stagecoach 21**
Revised timetable with additional morning and evening journeys (23.07.17)

**Stagecoach 23**
Timetable revised to extend morning and evening journeys to and from Rectory Avenue Farlington, previously starting and finishing at South Road Drayton (23.07.17)

**Emsworth & District**
Cancellation of the following services: 28, 28A, 147, 635, 636 and 639 (14.04.18)

**Stagecoach 39**
Revised timetable (28.01.18)

**Emsworth & District 54**
This will now be operated by Stagecoach to a revised timetable (15.04.18)

**National Express 031**
Revised timetable and will now serve Heathrow Airport (04.09.17)

**Rail Timetables**
Up to date rail timetables were not available at the time of going to print.

Please visit www. nationalrail.co.uk for further information.

**Standard Coding:**

- Rail Station Nearby
- Rail Station
- For Ferry Service to the Isle of Wight and Gosport
- Journey financially supported by Hampshire County Council
- Underground station

**Smartphone Link:** Please see back cover to connect to the Traffic and Travel website.

# Waterlooville - Denmead - Hambledon
via Berewood

First D1/D2

## Mondays to Fridays

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | D2 | D1 | D2 | D1 | D2 | | D1 | D2 | | D1 | D2 | D1 | D2 | D2 | D2 |
| **Waterlooville Precinct** | 0641 | 0707 | 0737 | 0807 | 0837 | then at | 08 | 38 | | 1608 | 1638 | 1708 | 1738 | 1808 | 1838 |
| Berewood Kentidge Way | 0645 | 0711 | 0741 | 0811 | 0841 | these | 12 | 42 | | 1612 | 1642 | 1712 | 1742 | 1812 | 1842 |
| Milton Road Chaucer Close | 0651 | – | 0748 | – | 0848 | mins | – | 49 | | – | 1649 | – | 1749 | 1819 | 1848 |
| Denmead Green | 0658 | 0720 | 0756 | 0822 | 0856 | past | 23 | 57 | until | 1623 | 1657 | 1723 | 1757 | 1827 | 1855 |
| Denmead Great Mead | 0703 | – | 0802 | – | 0902 | each | – | 03 | | – | 1703 | – | 1803 | 1833 | 1900 |
| **Hambledon The Gardens** | – | 0728 | – | 0830 | – | hour | 31 | – | | 1633 | – | 1733 | – | – | – |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | D1 | D2 | D1 | D2 | D1 | D2 | D1 | | D2 | D1 | | D2 | D1 | D2 | D1 | D2 | D1 | D2 |
| **Hambledon The Gardens** | 0637 | – | 0735 | – | 0835 | – | 0935 | then at | – | 35 | | – | 1535 | – | 1635 | – | 1735 | – |
| Denmead Great Mead | – | 0705 | – | 0803 | – | 0903 | – | these | 04 | – | | 1504 | – | 1604 | – | 1704 | – | 1804 | 1834 |
| Denmead Green | 0645 | 0710 | 0744 | 0809 | 0844 | 0909 | 0944 | mins | 10 | 44 | | 1510 | 1544 | 1610 | 1644 | 1710 | 1744 | 1810 | 1839 |
| Milton Road The Rainbow | – | 0717 | – | 0817 | – | 0917 | – | past | 17 | – | until | 1518 | – | 1618 | – | 1718 | – | 1818 | 1846 |
| Berewood Kentidge Way | 0655 | 0725 | 0755 | 0825 | 0855 | 0925 | 0955 | each | 25 | 55 | | 1526 | 1555 | 1626 | 1655 | 1726 | 1755 | 1826 | 1854 |
| **Waterlooville Precinct** | 0701 | 0731 | 0801 | 0831 | 0901 | 0931 | 1001 | hour | 31 | 01 | | 1533 | 1601 | 1633 | 1701 | 1733 | 1801 | 1833 | 1900 |

This service is financially supported by Hampshire County Council.

## Saturdays

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | D2 | D1 | D2 | D1 | D2 | | D1 | D2 | | D1 | D2 | D1 | D2 | D2 |
| **Waterlooville Precinct** | 0738 | 0808 | 0838 | 0908 | 0938 | then at | 08 | 38 | | 1608 | 1638 | 1708 | 1738 | 1808 |
| Berewood Kentidge Way | 0742 | 0812 | 0842 | 0912 | 0942 | these | 12 | 42 | | 1612 | 1642 | 1712 | 1742 | 1812 |
| Milton Road The Rainbow | 0748 | – | 0848 | – | 0949 | mins | – | 49 | | – | 1649 | – | 1749 | 1819 |
| Denmead Green | 0755 | 0821 | 0855 | 0921 | 0957 | past | 23 | 57 | until | 1623 | 1657 | 1723 | 1757 | 1827 |
| Denmead Great Mead | 0800 | – | 0900 | – | 1003 | each | – | 03 | | – | 1703 | – | 1803 | 1833 |
| **Hambledon The Gardens** | – | 0829 | – | 0929 | – | hour | 31 | – | | 1631 | – | 1731 | – | – |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | D1 | D2 | D1 | D2 | D1 | | D1 | D2 | | D2 | D1 | D2 | D1 | D2 | D2 |
| **Hambledon The Gardens** | 0737 | – | 0837 | – | 0935 | then at | 35 | – | | – | 1635 | – | 1735 | – | – |
| Denmead Great Mead | – | 0805 | – | 0905 | – | these | – | 04 | | 1604 | – | 1704 | – | 1804 | 1834 |
| Denmead Green | 0745 | 0810 | 0845 | 0910 | 0944 | mins | 44 | 10 | | 1610 | 1644 | 1710 | 1744 | 1810 | 1839 |
| Milton Road The Rainbow | – | 0817 | – | 0917 | – | past | – | 17 | until | 1617 | – | 1717 | – | 1817 | 1846 |
| Berewood Kentidge Way | 0755 | 0825 | 0855 | 0925 | 0955 | each | 55 | 25 | | 1625 | 1655 | 1725 | 1755 | 1825 | 1854 |
| **Waterlooville Precinct** | 0801 | 0831 | 0901 | 0931 | 1001 | hour | 01 | 31 | | 1631 | 1701 | 1731 | 1801 | 1831 | 1900 |

**No Service on Sundays and Public Holidays**

# West Meon - Soberton - Waterlooville

Meon Valley Community Bus Association

# Route 4

## Second Friday of each month

| | |
|---|---|
| **West Meon Long Priors** | 0920 |
| West Meon Thomas Lord PH | 0923 |
| West Meon Doctors Lane | 0924 |
| West Meon Meonwara | 0928 |
| Warnford Village Hall | 0933 |
| Exton The Shoe PH | 0937 |
| Meonstoke PO & Stores | 0940 |
| Meonstoke Pound Cottages | 0942 |
| Meonstoke Triangle | 0945 |
| Droxford Square Park & Ride | 0950 |
| Brookbridge The Hurdles PH | 0954 |
| **Soberton Village Hall Park & Ride** | 0957 |
| Webbs Green War Memorial | 1001 |
| Newtown Liberty Road | 1006 |
| Newtown Rooksbury Hall Park & Ride | 1009 |
| Waterlooville Waitrose | 1025 |
| **Waterlooville Sainsburys** | 1030 |

| | |
|---|---|
| **Waterlooville Sainsburys** | 1230 |
| Waterlooville Waitrose | 1235 |
| Newtown Rooksbury Hall Park & Ride | r |
| Newtown Liberty Road | r |
| Webbs Green War Memorial | r |
| **Soberton Village Hall Park & Ride** | r |
| Brookbridge The Hurdles PH | r |
| Droxford Square Park & Ride | r |
| Meonstoke Triangle | r |
| Meonstoke Pound Cottages | r |
| Meonstoke PO & Stores | r |
| Exton The Shoe PH | r |
| Warnford Village Hall | r |
| West Meon Meonwara | r |
| West Meon Doctors Lane | r |
| West Meon Thomas Lord PH | r |
| **West Meon Long Priors** | r |

r - Service returns to these stops to set down on request





# Southsea - City Centre - Cosham - Crookhorn - Waterlooville - Wecock Farm
via Palmerston Road - University - North End - Hilsea - Widley - Milton Road

First 7

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (B)** | – | – | – | – | 0613 | – | – | 0648 | 0659 | 0709 | 0718 | | 1739 | 1750 | 1802 | 1814 | 1826 | 1838 | 1850 | 1902 |
| Old Portsmouth University (NE-bound) | – | – | – | – | 0621 | – | – | 0656 | 0707 | 0717 | 0728 | | 1749 | 1800 | 1812 | 1824 | 1836 | 1848 | 1900 | 1910 |
| **Guildhall City Centre South (D)** ⇄ | – | 0542 | – | 0615 | 0626 | 0641 | 0651 | 0701 | 0712 | 0725 | 0736 | then | 1757 | 1808 | 1820 | 1832 | 1844 | 1856 | 1905 | 1915 |
| Fratton Fratton Road (E-bound) | – | 0548 | – | 0621 | 0632 | 0647 | 0657 | 0707 | 0718 | 0733 | 0744 | about | 1807 | 1818 | 1830 | 1842 | 1854 | 1906 | 1911 | 1921 |
| North End North End Junction (D) | – | 0553 | – | 0626 | 0637 | 0652 | 0702 | 0712 | 0726 | 0741 | 0752 | every | 1815 | 1826 | 1838 | 1850 | 1902 | 1911 | 1916 | 1926 |
| Hilsea Hilsea Lido (B) | 0542 | 0559 | 0610 | 0632 | 0643 | 0658 | 0708 | 0718 | 0734 | 0749 | 0800 | 10 | 1824 | 1835 | 1847 | 1859 | 1908 | 1917 | 1922 | 1932 |
| **Cosham Health Centre C)** ⇄ | 0545 | 0602 | 0613 | 0635 | 0646 | 0701 | 0711 | 0721 | 0737 | 0752 | 0803 | mins | 1827 | 1838 | 1850 | 1902 | 1911 | 1920 | 1925 | 1935 |
| Purbrook Crookhorn Precinct (NE-bound) | 0553 | 0610 | 0621 | 0643 | 0654 | 0709 | 0719 | 0730 | 0746 | 0801 | 0812 | until | 1836 | 1847 | 1859 | 1910 | 1919 | 1928 | 1933 | 1943 |
| Waterlooville Precinct (C) | 0600 | 0617 | 0628 | 0650 | 0701 | 0716 | 0729 | 0740 | 0756 | 0811 | 0822 | | 1845 | 1856 | 1908 | 1917 | 1926 | 1935 | 1940 | 1950 |
| **Wecock Blackbird Close (E-bound)** | 0609 | 0626 | 0637 | 0659 | 0710 | 0726 | 0739 | 0750 | 0806 | 0821 | 0832 | | 1856 | 1907 | 1917 | 1926 | 1935 | 1944 | 1949 | 1959 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (B)** | 1919 | 1949 | 2019 | 2049 | 2149 | 2249 |
| Old Portsmouth University (NE-bound) | 1927 | 1957 | 2027 | 2057 | 2157 | 2257 |
| **Guildhall City Centre South (D)** ⇄ | 1932 | 2002 | 2032 | 2102 | 2202 | 2302 |
| Fratton Fratton Road (E-bound) | 1938 | 2008 | 2038 | 2108 | 2208 | 2308 |
| North End North End Junction (D) | 1943 | 2013 | 2043 | 2113 | 2213 | 2313 |
| Hilsea Hilsea Lido (B) | 1949 | 2019 | 2049 | 2119 | 2219 | 2319 |
| **Cosham Health Centre C)** ⇄ | 1952 | 2022 | 2052 | 2122 | 2222 | 2322 |
| Purbrook Crookhorn Precinct (NE-bound) | 2000 | 2030 | 2100 | 2130 | 2230 | 2330 |
| Waterlooville Precinct (C) | 2007 | 2037 | 2107 | 2137 | 2237 | 2337 |
| **Wecock Blackbird Close (E-bound)** | 2016 | 2046 | 2116 | 2146 | 2246 | 2346 |

## Saturdays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (B)** | – | – | – | – | 0648 | – | 0715 | – | 0735 | 0745 | – | 0805 | 0815 | 0825 | – | 0841 | – | 0856 | 0903 | 0911 |
| Old Portsmouth University (NE-bound) | – | – | – | – | 0656 | – | 0723 | – | 0743 | 0753 | – | 0813 | 0823 | 0833 | – | 0849 | – | 0904 | 0911 | 0919 |
| **Guildhall City Centre South (D)** ⇄ | – | 0615 | – | 0645 | 0701 | 0715 | 0728 | 0737 | 0748 | 0758 | 0807 | 0818 | 0828 | 0838 | – | 0854 | – | 0909 | 0916 | 0927 |
| Fratton Fratton Road (E-bound) | – | 0621 | – | 0651 | 0707 | 0721 | 0734 | 0743 | 0754 | 0804 | 0813 | 0824 | 0834 | 0844 | – | 0900 | – | 0915 | 0924 | 0935 |
| North End North End Junction (D) | – | 0626 | – | 0656 | 0712 | 0726 | 0739 | 0748 | 0759 | 0809 | 0818 | 0829 | 0839 | 0849 | – | 0905 | – | 0923 | 0932 | 0943 |
| Hilsea Hilsea Lido (B) | 0613 | 0632 | 0647 | 0702 | 0718 | 0732 | 0745 | 0754 | 0805 | 0815 | 0824 | 0835 | 0845 | 0855 | 0902 | 0911 | 0918 | 0931 | 0940 | 0951 |
| **Cosham Health Centre C)** ⇄ | 0616 | 0635 | 0650 | 0705 | 0721 | 0735 | 0748 | 0757 | 0808 | 0818 | 0827 | 0838 | 0848 | 0858 | 0905 | 0914 | 0921 | 0934 | 0943 | 0954 |
| Purbrook Crookhorn Precinct (NE-bound) | 0624 | 0643 | 0658 | 0713 | 0729 | 0743 | 0756 | 0805 | 0816 | 0826 | 0835 | 0846 | 0856 | 0906 | 0913 | 0922 | 0930 | 0943 | 0952 | 1003 |
| Waterlooville Precinct (C) | 0631 | 0650 | 0705 | 0720 | 0736 | 0750 | 0803 | 0812 | 0823 | 0833 | 0842 | 0853 | 0903 | 0913 | 0921 | 0931 | 0939 | 0952 | 1001 | 1012 |
| **Wecock Blackbird Close (E-bound)** | 0640 | 0659 | 0714 | 0729 | 0745 | 0759 | 0812 | 0821 | 0832 | 0842 | 0851 | 0902 | 0912 | 0922 | 0931 | 0941 | 0949 | 1002 | 1011 | 1022 |

# Southsea - City Centre - Cosham - Crookhorn - Waterlooville - Wecock Farm

via Palmerston Road - University - North End - Hilsea - Widley - Milton Road

First 7

## Saturdays

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (B)** | 0929 | | 1739 | 1754 | 1809 | 1824 | 1839 | 1854 | 1904 | 1919 | 1949 | 2019 | 2049 | 2149 | 2249 |
| Old Portsmouth University (NE-bound) | 0939 | | 1749 | 1804 | 1819 | 1834 | 1849 | 1904 | 1912 | 1927 | 1957 | 2027 | 2057 | 2157 | 2257 |
| **Guildhall City Centre South (D)** ⇄ | 0947 | then | 1757 | 1812 | 1827 | 1842 | 1857 | 1909 | 1917 | 1932 | 2002 | 2032 | 2102 | 2202 | 2302 |
| Fratton Fratton Road (E-bound) | 0955 | about | 1805 | 1820 | 1835 | 1850 | 1905 | 1915 | 1923 | 1938 | 2008 | 2038 | 2108 | 2208 | 2308 |
| North End North End Junction (D) | 1003 | every | 1813 | 1828 | 1843 | 1858 | 1910 | 1920 | 1928 | 1943 | 2013 | 2043 | 2113 | 2213 | 2313 |
| Hilsea Hilsea Lido (B) | 1011 | 10 | 1821 | 1836 | 1851 | 1906 | 1916 | 1926 | 1934 | 1949 | 2019 | 2049 | 2119 | 2219 | 2319 |
| **Cosham Health Centre C)** ⇄ | 1014 | mins | 1824 | 1839 | 1854 | 1909 | 1919 | 1929 | 1937 | 1952 | 2022 | 2052 | 2122 | 2222 | 2322 |
| Purbrook Crookhorn Precinct (NE-bound) | 1023 | until | 1833 | 1848 | 1903 | 1917 | 1927 | 1937 | 1945 | 2000 | 2030 | 2100 | 2130 | 2230 | 2330 |
| Waterlooville Precinct (C) | 1032 | | 1842 | 1857 | 1910 | 1924 | 1934 | 1944 | 1952 | 2007 | 2037 | 2107 | 2137 | 2237 | 2337 |
| **Wecock Blackbird Close (E-bound)** | 1042 | | 1852 | 1907 | 1919 | 1933 | 1943 | 1953 | 2001 | 2016 | 2046 | 2116 | 2146 | 2246 | 2346 |

## Sundays and Public Holidays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (B)** | – | 0750 | 0825 | 0855 | 0920 | 0945 | 1010 | | 30 | 50 | 10 | | 1710 | 1730 | 1800 | 1849 | 1949 | 2049 | 2149 | 2249 |
| Old Portsmouth University (NE-bound) | – | 0758 | 0833 | 0903 | 0928 | 0953 | 1018 | then | 40 | 00 | 20 | | 1720 | 1740 | 1810 | 1857 | 1957 | 2057 | 2157 | 2257 |
| **Guildhall City Centre South (D)** ⇄ | 0730 | 0803 | 0838 | 0908 | 0933 | 0958 | 1023 | every | 48 | 08 | 28 | | 1728 | 1748 | 1818 | 1902 | 2002 | 2102 | 2202 | 2302 |
| Fratton Fratton Road (E-bound) | 0736 | 0809 | 0844 | 0914 | 0939 | 1004 | 1029 | 20 | 56 | 16 | 36 | | 1736 | 1756 | 1824 | 1908 | 2008 | 2108 | 2208 | 2308 |
| North End North End Junction (D) | 0741 | 0814 | 0849 | 0919 | 0944 | 1009 | 1034 | mins | 04 | 24 | 44 | until | 1744 | 1804 | 1829 | 1913 | 2013 | 2113 | 2213 | 2313 |
| Hilsea Hilsea Lido (B) | 0747 | 0820 | 0855 | 0925 | 0950 | 1015 | 1042 | at | 12 | 32 | 52 | | 1752 | 1812 | 1835 | 1919 | 2019 | 2119 | 2219 | 2319 |
| **Cosham Health Centre C)** ⇄ | 0750 | 0823 | 0858 | 0928 | 0953 | 1018 | 1045 | these | 15 | 35 | 55 | | 1755 | 1815 | 1838 | 1922 | 2022 | 2122 | 2222 | 2322 |
| Purbrook Crookhorn Precinct (NE-bound) | 0758 | 0831 | 0906 | 0936 | 1001 | 1026 | 1054 | times | 24 | 44 | 04 | | 1804 | 1823 | 1846 | 1930 | 2030 | 2130 | 2230 | 2330 |
| Waterlooville Precinct (C) | 0805 | 0838 | 0913 | 0943 | 1008 | 1033 | 1103 | | 33 | 53 | 13 | | 1813 | 1830 | 1853 | 1937 | 2037 | 2137 | 2237 | 2337 |
| **Wecock Blackbird Close (E-bound)** | 0814 | 0847 | 0922 | 0952 | 1017 | 1043 | 1113 | | 43 | 03 | 23 | | 1823 | 1839 | 1902 | 1946 | 2046 | 2146 | 2246 | 2346 |

# Wecock Farm - Waterlooville - Crookhorn - Cosham - City Centre - Southsea
via Milton Road - Widley - Hilsea - North End - University - Palmerston Road

First 7

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Wecock Blackbird Close (E-bound)** | 0513 | 0547 | 0558 | 0615 | 0623 | 0633 | 0643 | 0653 | – | 0705 | | 1558 | 1609 | 1621 | 1632 | 1643 | 1652 | 1702 | 1712 | 1722 |
| Waterlooville Precinct (A) | 0523 | 0557 | 0608 | 0625 | 0633 | 0643 | 0653 | 0703 | – | 0715 | | 1612 | 1623 | 1635 | 1646 | 1657 | 1706 | 1716 | 1726 | 1736 |
| Purbrook Crookhorn Precinct (S-bound) | 0529 | 0603 | 0614 | 0631 | 0639 | 0649 | 0659 | 0709 | – | 0725 | then | 1620 | 1631 | 1643 | 1654 | 1705 | 1714 | 1724 | 1734 | 1744 |
| **Cosham Health Centre (F)** ⇄ | 0536 | 0610 | 0621 | 0638 | 0646 | 0656 | 0706 | 0716 | – | 0733 | about | 1628 | 1639 | 1651 | 1702 | 1713 | 1722 | 1732 | 1742 | 1752 |
| Hilsea Hilsea Lido (E) | 0540 | 0614 | 0625 | 0642 | 0650 | 0700 | 0710 | 0721 | 0730 | 0738 | every | 1633 | 1644 | 1656 | 1707 | 1718 | 1727 | 1737 | 1747 | 1757 |
| North End North End Junction (G) | 0545 | 0619 | 0630 | 0647 | 0655 | 0705 | 0715 | 0730 | 0739 | 0747 | 10 | 1640 | 1651 | 1703 | 1714 | 1725 | 1734 | 1744 | 1754 | 1804 |
| Fratton Fratton Road (W-bound) | 0550 | 0624 | 0635 | 0652 | 0700 | 0710 | 0723 | 0738 | 0747 | 0755 | mins | 1647 | 1658 | 1710 | 1721 | 1732 | 1741 | 1751 | 1801 | 1811 |
| **Guildhall City Centre South (C)** ⇄ | 0557 | 0631 | 0642 | 0659 | 0707 | 0717 | 0733 | 0748 | 0757 | 0805 | until | 1656 | 1707 | 1719 | 1730 | 1741 | 1750 | 1800 | 1810 | 1820 |
| Southsea Kings Road Junction (E-bound) | 0602 | 0636 | 0647 | 0704 | 0712 | 0724 | 0740 | 0755 | 0804 | 0812 | | 1703 | 1714 | 1726 | 1737 | 1748 | 1757 | 1807 | 1817 | 1827 |
| **Southsea South Parade Pier (B)** | 0610 | 0644 | 0655 | 0712 | 0720 | 0733 | 0749 | 0804 | 0813 | 0821 | | 1712 | 1723 | 1735 | 1746 | 1757 | 1806 | 1816 | 1826 | 1836 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Wecock Blackbird Close (E-bound)** | 1732 | 1742 | 1752 | 1802 | 1812 | 1836 | 1851 | 1906 | 1926 | 1946 | 2020 | 2049 | 2149 | 2249 | 2349 |
| Waterlooville Precinct (A) | 1746 | 1756 | 1806 | 1816 | 1826 | 1850 | 1905 | 1916 | 1936 | 1956 | 2030 | 2059 | 2159 | 2259 | 2359 |
| Purbrook Crookhorn Precinct (S-bound) | 1754 | 1804 | 1814 | 1824 | 1834 | 1858 | 1911 | 1922 | 1942 | 2002 | 2036 | 2105 | 2205 | 2305 | 0005 |
| **Cosham Health Centre (F)** ⇄ | 1802 | 1812 | 1822 | 1832 | 1842 | 1906 | 1918 | 1929 | 1949 | 2009 | 2043 | 2112 | 2212 | 2312 | 0012 |
| Hilsea Hilsea Lido (E) | 1807 | 1817 | 1827 | 1837 | 1847 | 1910 | 1922 | 1933 | 1953 | 2013 | 2047 | 2116 | 2216 | 2316 | – |
| North End North End Junction (G) | 1814 | 1824 | 1834 | 1844 | 1854 | 1915 | 1927 | 1938 | 1958 | 2018 | 2052 | 2121 | 2221 | 2321 | – |
| Fratton Fratton Road (W-bound) | 1821 | 1831 | 1841 | 1851 | 1901 | 1920 | 1932 | 1943 | 2003 | 2023 | 2057 | 2126 | 2226 | 2326 | – |
| **Guildhall City Centre South (C)** ⇄ | 1830 | 1840 | 1850 | 1900 | 1908 | 1927 | 1939 | 1950 | 2010 | 2030 | 2104 | 2133 | 2233 | 2333 | – |
| Southsea Kings Road Junction (E-bound) | – | 1847 | – | 1905 | – | 1932 | – | 1955 | – | 2035 | 2109 | 2138 | 2238 | – | – |
| **Southsea South Parade Pier (B)** | – | 1856 | – | 1913 | – | 1940 | – | 2003 | – | 2043 | 2117 | 2146 | 2246 | – | – |

## Saturdays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Wecock Blackbird Close (E-bound)** | 0553 | 0613 | 0643 | 0703 | 0720 | 0735 | 0750 | 0805 | 0817 | 0827 | 0837 | 0847 | 0857 | 0907 | 0917 | | 1737 | 1752 | 1807 | 1822 |
| Waterlooville Precinct (A) | 0603 | 0623 | 0653 | 0713 | 0730 | 0745 | 0800 | 0815 | 0827 | 0837 | 0847 | 0857 | 0907 | 0917 | 0930 | | 1750 | 1805 | 1820 | 1835 |
| Purbrook Crookhorn Precinct (S-bound) | 0609 | 0629 | 0659 | 0719 | 0736 | 0751 | 0806 | 0821 | 0833 | 0843 | 0853 | 0903 | 0913 | 0925 | 0938 | then | 1758 | 1813 | 1828 | 1843 |
| **Cosham Health Centre (F)** ⇄ | 0616 | 0636 | 0706 | 0726 | 0743 | 0758 | 0813 | 0828 | 0840 | 0850 | 0900 | 0910 | 0920 | 0933 | 0946 | about | 1806 | 1821 | 1836 | 1851 |
| Hilsea Hilsea Lido (E) | 0620 | 0640 | 0710 | 0730 | 0747 | 0802 | 0817 | 0832 | 0844 | 0854 | 0904 | 0914 | 0925 | 0938 | 0951 | every | 1811 | 1826 | 1841 | 1856 |
| North End North End Junction (G) | 0625 | 0645 | 0715 | 0735 | 0752 | 0807 | 0822 | 0837 | 0849 | 0859 | 0909 | 0919 | 0932 | 0945 | 0958 | 10 | 1818 | 1833 | 1848 | 1903 |
| Fratton Fratton Road (W-bound) | 0630 | 0650 | 0720 | 0740 | 0757 | 0812 | 0827 | 0842 | 0854 | 0904 | 0914 | 0926 | 0939 | 0952 | 1005 | mins | 1825 | 1840 | 1855 | 1908 |
| **Guildhall City Centre South (C)** ⇄ | 0637 | 0657 | 0727 | 0747 | 0804 | 0819 | 0834 | 0849 | 0901 | 0911 | 0921 | 0935 | 0948 | 1001 | 1014 | until | 1834 | 1849 | 1904 | 1915 |
| Southsea Kings Road Junction (E-bound) | – | 0702 | 0732 | 0752 | 0809 | 0824 | 0839 | 0854 | 0906 | 0917 | 0928 | 0942 | 0955 | 1008 | 1021 | | 1841 | 1856 | 1909 | – |
| **Southsea South Parade Pier (B)** | – | 0710 | 0740 | 0800 | 0817 | 0832 | 0847 | 0902 | 0914 | 0926 | 0937 | 0951 | 1004 | 1017 | 1030 | | 1850 | 1905 | 1917 | – |

# Wecock Farm - Waterlooville - Crookhorn - Cosham - City Centre - Southsea
via Milton Road - Widley - Hilsea - North End - University - Palmerston Road

First 7

## Saturdays

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Wecock Blackbird Close (E-bound)** | 1837 | 1851 | 1906 | 1926 | 1946 | 2020 | 2049 | 2149 | 2249 | 2349 |
| Waterlooville Precinct (A) | 1850 | 1904 | 1916 | 1936 | 1956 | 2030 | 2059 | 2159 | 2259 | 2359 |
| Purbrook Crookhorn Precinct (S-bound) | 1858 | 1910 | 1922 | 1942 | 2002 | 2036 | 2105 | 2205 | 2305 | 0005 |
| **Cosham Health Centre (F)** ⇄ | 1906 | 1917 | 1929 | 1949 | 2009 | 2043 | 2112 | 2212 | 2312 | 0012 |
| Hilsea Hilsea Lido (E) | 1910 | 1921 | 1933 | 1953 | 2013 | 2047 | 2116 | 2216 | 2316 | – |
| North End North End Junction (G) | 1915 | 1926 | 1938 | 1958 | 2018 | 2052 | 2121 | 2221 | 2321 | – |
| Fratton Fratton Road (W-bound) | 1920 | 1931 | 1943 | 2003 | 2023 | 2057 | 2126 | 2226 | 2326 | – |
| **Guildhall City Centre South (C)** ⇄ | 1927 | 1938 | 1950 | 2010 | 2030 | 2104 | 2133 | 2233 | 2333 | – |
| Southsea Kings Road Junction (E-bound) | 1932 | – | 1955 | – | 2035 | 2109 | 2138 | 2238 | – | – |
| **Southsea South Parade Pier (B)** | 1940 | – | 2003 | – | 2043 | 2117 | 2146 | 2246 | – | – |

## Sundays and Public Holidays

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Wecock Blackbird Close (E-bound)** | 0720 | 0755 | 0820 | 0855 | 0925 | 0945 | 1010 | 1030 | | 50 | 10 | 30 | | 1650 | 1715 | 1749 | 1849 | 1949 | 2049 | 2149 | 2249 |
| Waterlooville Precinct (A) | 0730 | 0805 | 0830 | 0905 | 0935 | 0955 | 1020 | 1043 | then | 03 | 23 | 43 | | 1703 | 1728 | 1802 | 1859 | 1959 | 2059 | 2159 | 2259 |
| Purbrook Crookhorn Precinct (S-bound) | 0736 | 0811 | 0836 | 0911 | 0941 | 1001 | 1026 | 1051 | every | 11 | 31 | 51 | | 1711 | 1736 | 1810 | 1905 | 2005 | 2105 | 2205 | 2305 |
| **Cosham Health Centre (F)** ⇄ | 0743 | 0818 | 0843 | 0918 | 0948 | 1008 | 1033 | 1059 | 20 | 19 | 39 | 59 | | 1719 | 1744 | 1818 | 1912 | 2012 | 2112 | 2212 | 2312 |
| Hilsea Hilsea Lido (E) | 0747 | 0822 | 0847 | 0922 | 0952 | 1012 | 1038 | 1104 | mins | 24 | 44 | 04 | until | 1724 | 1749 | 1822 | 1916 | 2016 | 2116 | 2216 | 2316 |
| North End North End Junction (G) | 0752 | 0827 | 0852 | 0927 | 0957 | 1017 | 1045 | 1111 | at | 31 | 51 | 11 | | 1731 | 1756 | 1827 | 1921 | 2021 | 2121 | 2221 | 2321 |
| Fratton Fratton Road (W-bound) | 0757 | 0832 | 0857 | 0932 | 1002 | 1022 | 1052 | 1118 | these | 38 | 58 | 18 | | 1738 | 1803 | 1832 | 1926 | 2026 | 2126 | 2226 | 2326 |
| **Guildhall City Centre South (C)** ⇄ | 0804 | 0839 | 0904 | 0939 | 1009 | 1029 | 1101 | 1127 | times | 47 | 07 | 27 | | 1747 | 1812 | 1839 | 1933 | 2033 | 2133 | 2233 | 2333 |
| Southsea Kings Road Junction (E-bound) | 0809 | 0844 | 0909 | 0944 | 1014 | 1035 | 1108 | 1134 | | 54 | 14 | 34 | | 1754 | 1818 | 1844 | 1938 | 2038 | 2138 | 2238 | – |
| **Southsea South Parade Pier (B)** | 0817 | 0852 | 0917 | 0952 | 1022 | 1044 | 1117 | 1143 | | 03 | 23 | 43 | | 1803 | 1826 | 1852 | 1946 | 2046 | 2146 | 2246 | – |

# Southsea - City Centre - Cosham - Oaklands School
via Palmerston Road - University - North End - Hilsea - Widley - Crookhorn

First 7A

**Mondays to Fridays (**Schooldays Only)

| | | |
|---|---|---|
| **Southsea, South Parade Pier (B)** | – | 0743 |
| Kings Road Junction | – | 0753 |
| **Guildhall, City Centre South (D)** ⇄ | 0741 | 0801 |
| Lake Road Health Centre | 0749 | 0809 |
| North End, North End Junction (D) | 0757 | 0817 |
| Hilsea, Hilsea Lido (B) | 0805 | 0825 |
| **Cosham, Health Centre (C)** ⇄ | 0808 | 0828 |
| **Crookhorn Precinct** | 0817 | 0837 |
| **Oaklands School grounds** | 0820 | 0840 |

| | | |
|---|---|---|
| **Oaklands School grounds** | 1550 | 1550 |
| **Crookhorn Precinct** | 1554 | 1554 |
| **Cosham Health Centre C)** ⇄ | 1602 | 1602 |
| Hilsea Hilsea Lido (B) | 1607 | 1607 |
| North End North End Junction (D) | 1614 | 1614 |
| Lake Road Health Centre | 1621 | 1621 |
| **Guildhall City Centre South (D)** ⇄ | 1630 | 1630 |
| Kings Road Junction | – | 1637 |
| **Southsea South Parade Pier (B)** | – | 1646 |

30.09.17



# Gunwharf - City Centre - Cosham - South Downs College
via North End - Hilsea

First 7C

**Mondays to Fridays** (College days only)

| | | | | |
|---|---|---|---|---|
| **The Hard Interchange** | 0800 | – | – | – |
| **Guildhall City Centre South (D)** ⇄ | 0805 | 0810 | – | – |
| Lake Road Health Centre | 0813 | 0818 | – | – |
| North End | 0821 | 0826 | – | – |
| Hilsea Lido | 0829 | 0834 | 0910 | |
| **Cosham Health Centre** ⇄ | 0832 | 0837 | 0913 | 0943 |
| **South Downs College** | 0842 | 0847 | 0923 | 0953 |

| | | | | |
|---|---|---|---|---|
| **South Downs College** | 1535 | 1605 | 1650 | |
| **Crookhorn Precinct** | 1538 | 1608 | 1653 | |
| **Cosham Health Centre** ⇄ | 1546 | 1616 | 1701 | |
| Hilsea Lido | 1551 | – | – | |
| North End | 1559 | – | – | |

30.09.17

# Gunwharf - City Centre - Waterlooville - Cowplain - Clanfield
via Stamshaw - Hilsea - Cosham - Widley - Horndean

First 8

## Mondays to Fridays

| | | | | | | | | | | | | SH | | SH | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard (A)** | – | – | – | – | – | 0616 | 0632 | – | 0657 | 0710 | 0724 | 0739 | 0754 | 0809 | – | 0824 | 0838 |
| **Guildhall City Centre South (D)** | – | – | – | – | 0605 | 0620 | 0636 | – | 0701 | 0714 | 0729 | 0744 | 0759 | 0814 | – | 0829 | 0843 |
| Mile End International Port | – | – | – | – | 0612 | 0627 | 0643 | – | 0708 | 0721 | 0738 | 0753 | 0808 | 0823 | – | 0838 | 0852 |
| Hilsea Hilsea Lido (B) | – | – | 0529 | 0609 | 0619 | 0634 | 0650 | 0703 | 0715 | 0730 | 0747 | 0802 | 0817 | 0832 | – | 0847 | 0901 |
| **Cosham Health Centre (C)** | – | – | 0532 | 0612 | 0622 | 0637 | 0653 | 0706 | 0718 | 0733 | 0750 | 0805 | 0820 | 0835 | – | 0850 | 0904 |
| Widley The Hampshire Rose | – | – | 0537 | 0617 | 0627 | 0642 | 0658 | 0711 | 0724 | 0739 | 0756 | 0811 | 0826 | 0841 | – | 0856 | 0910 |
| **Waterlooville Precinct (B)** | – | – | 0544 | 0624 | 0634 | 0649 | 0705 | 0718 | 0733 | 0748 | 0805 | 0820 | 0835 | 0850 | 0850 | 0905 | 0919 |
| Cowplain Cowplain Shops | – | – | 0551 | 0631 | 0641 | 0656 | 0712 | 0726 | 0741 | 0756 | 0813 | 0828 | 0843 | 0858 | 0858 | 0913 | 0927 |
| Horndean Precinct (B) | – | – | 0557 | 0637 | 0647 | 0702 | 0718 | 0733 | 0748 | 0803 | 0820 | 0835 | 0850 | 0905 | 0905 | 0920 | 0935 |
| Horndean South Road | 0529 | 0551 | 0559 | 0639 | 0649 | 0704 | 0721 | 0736 | 0751 | 0806 | 0823 | 0838 | 0853 | 0908 | 0908 | 0923 | 0938 |
| **Clanfield Drift Road Shops** | 0533 | 0533 | 0603 | 0643 | 0653 | 0708 | 0725 | 0740 | 0755 | 0810 | 0827 | 0842 | 0857 | 0912 | 0912 | 0927 | 0942 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard (A)** | | 54 | 09 | 24 | 39 | | 1424 | 1439 | 1454 | 1510 | 1525 | 1540 | 1555 | 1610 | 1625 | 1641 | 1658 | 1715 | 1732 | 1749 |
| **Guildhall City Centre South (D)** | | 59 | 14 | 29 | 44 | | 1429 | 1444 | 1459 | 1515 | 1531 | 1546 | 1601 | 1616 | 1631 | 1647 | 1704 | 1721 | 1738 | 1755 |
| Mile End International Port | then | 08 | 23 | 38 | 53 | | 1438 | 1453 | 1508 | 1525 | 1541 | 1556 | 1611 | 1626 | 1641 | 1657 | 1714 | 1731 | 1748 | 1805 |
| Hilsea Hilsea Lido (B) | every | 17 | 32 | 47 | 02 | | 1447 | 1502 | 1517 | 1534 | 1550 | 1605 | 1620 | 1635 | 1650 | 1706 | 1723 | 1740 | 1757 | 1814 |
| **Cosham Health Centre (C)** | 15 | 20 | 35 | 50 | 05 | | 1450 | 1505 | 1520 | 1537 | 1553 | 1608 | 1623 | 1638 | 1653 | 1709 | 1726 | 1743 | 1800 | 1817 |
| Widley The Hampshire Rose | mins | 26 | 41 | 56 | 11 | until | 1456 | 1511 | 1527 | 1544 | 1600 | 1615 | 1630 | 1645 | 1700 | 1716 | 1733 | 1750 | 1807 | 1824 |
| **Waterlooville Precinct (B)** | at | 34 | 49 | 04 | 19 | | 1504 | 1519 | 1536 | 1553 | 1609 | 1624 | 1639 | 1654 | 1709 | 1725 | 1742 | 1759 | 1816 | 1833 |
| Cowplain Cowplain Shops | these | 42 | 57 | 12 | 27 | | 1512 | 1528 | 1545 | 1602 | 1618 | 1633 | 1648 | 1703 | 1718 | 1734 | 1751 | 1808 | 1825 | 1842 |
| Horndean Precinct (B) | times | 50 | 05 | 20 | 35 | | 1520 | 1536 | 1553 | 1610 | 1626 | 1641 | 1656 | 1711 | 1726 | 1742 | 1759 | 1816 | 1833 | 1850 |
| Horndean South Road | | 53 | 08 | 23 | 38 | | 1523 | 1539 | 1556 | 1613 | 1629 | 1644 | 1659 | 1714 | 1729 | 1745 | 1802 | 1819 | 1836 | 1853 |
| **Clanfield Drift Road Shops** | | 57 | 12 | 27 | 42 | | 1527 | 1543 | 1600 | 1617 | 1633 | 1648 | 1703 | 1718 | 1733 | 1749 | 1806 | 1823 | 1840 | 1857 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard (A)** | 1806 | 1823 | 1840 | 1900 | 1925 | 2025 | 2125 | 2225 | 2325 |
| **Guildhall City Centre South (D)** | 1812 | 1829 | 1846 | 1904 | 1929 | 2029 | 2129 | 2229 | 2329 |
| Mile End International Port | 1822 | 1839 | 1856 | 1911 | 1936 | 2036 | 2136 | 2236 | 2336 |
| Hilsea Hilsea Lido (B) | 1831 | 1848 | 1905 | 1918 | 1943 | 2043 | 2143 | 2243 | 2343 |
| **Cosham Health Centre (C)** | 1834 | 1851 | 1908 | 1921 | 1946 | 2046 | 2146 | 2246 | 2346 |
| Widley The Hampshire Rose | 1841 | 1858 | 1913 | 1926 | 1951 | 2051 | 2151 | 2251 | 2351 |
| **Waterlooville Precinct (B)** | 1850 | 1907 | 1920 | 1933 | 1958 | 2058 | 2158 | 2258 | 2358 |
| Cowplain Cowplain Shops | 1859 | 1914 | 1927 | 1940 | 2005 | 2105 | 2205 | 2305 | 0005 |
| Horndean Precinct (B) | 1907 | 1920 | 1933 | 1946 | 2011 | 2111 | 2211 | 2311 | 0011 |
| Horndean South Road | 1909 | 1922 | 1935 | 1948 | 2013 | 2113 | 2213 | 2313 | 0013 |
| **Clanfield Drift Road Shops** | 1913 | 1926 | 1939 | 1952 | 2017 | 2117 | 2217 | 2317 | 0017 |

Codes: **SH** - School holidays only

# Gunwharf - City Centre - Waterlooville - Cowplain - Clanfield
via Stamshaw - Hilsea - Cosham - Widley - Horndean

First 8

## Saturdays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard (A)** | – | – | 0716 | 0736 | 0756 | 0816 | 0836 | 0853 | 0905 | 0917 | 0931 | 0944 | 0956 | | 09 | 24 | 39 | 54 | | 1739 |
| **Guildhall City Centre South (D)** | 0640 | 0700 | 0720 | 0740 | 0800 | 0820 | 0840 | 0857 | 0909 | 0921 | 0935 | 0948 | 1000 | | 14 | 29 | 44 | 59 | | 1744 |
| Mile End International Port | 0647 | 0707 | 0727 | 0747 | 0807 | 0827 | 0847 | 0904 | 0916 | 0928 | 0942 | 0955 | 1009 | then | 23 | 38 | 53 | 08 | | 1753 |
| Hilsea Hilsea Lido (B) | 0654 | 0714 | 0734 | 0754 | 0814 | 0834 | 0854 | 0911 | 0923 | 0935 | 0949 | 1002 | 1018 | every | 32 | 47 | 02 | 17 | | 1802 |
| **Cosham Health Centre (C)** | 0657 | 0717 | 0737 | 0757 | 0817 | 0837 | 0857 | 0914 | 0926 | 0938 | 0952 | 1005 | 1021 | 15 | 35 | 50 | 05 | 20 | | 1805 |
| Widley The Hampshire Rose | 0702 | 0722 | 0742 | 0802 | 0822 | 0842 | 0902 | 0919 | 0931 | 0943 | 0957 | 1011 | 1027 | mins | 41 | 56 | 11 | 26 | until | 1811 |
| **Waterlooville Precinct (B)** | 0709 | 0729 | 0749 | 0809 | 0829 | 0849 | 0909 | 0926 | 0938 | 0950 | 1004 | 1019 | 1035 | at | 49 | 04 | 19 | 34 | | 1819 |
| Cowplain Cowplain Shops | 0716 | 0736 | 0756 | 0816 | 0836 | 0856 | 0916 | 0933 | 0945 | 0957 | 1012 | 1027 | 1043 | these | 57 | 12 | 27 | 42 | | 1827 |
| Horndean Precinct (B) | 0722 | 0742 | 0802 | 0822 | 0842 | 0902 | 0922 | 0939 | 0951 | 1003 | 1020 | 1035 | 1051 | times | 05 | 20 | 35 | 50 | | 1835 |
| Horndean South Road | 0724 | 0744 | 0804 | 0824 | 0844 | 0904 | 0924 | 0941 | 0953 | 1006 | 1023 | 1038 | 1054 | | 08 | 23 | 38 | 53 | | 1838 |
| **Clanfield Drift Road Shops** | 0728 | 0748 | 0808 | 0828 | 0848 | 0908 | 0928 | 0945 | 0957 | 1010 | 1027 | 1042 | 1058 | | 12 | 27 | 42 | 57 | | 1842 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard (A)** | 1759 | 1819 | 1845 | 1925 | 2025 | 2125 | 2225 | 2325 |
| **Guildhall City Centre South (D)** | 1804 | 1824 | 1850 | 1929 | 2029 | 2129 | 2229 | 2329 |
| Mile End International Port | 1813 | 1833 | 1859 | 1936 | 2036 | 2136 | 2236 | 2336 |
| Hilsea Hilsea Lido (B) | 1822 | 1842 | 1908 | 1943 | 2043 | 2143 | 2243 | 2343 |
| **Cosham Health Centre (C)** | 1825 | 1845 | 1911 | 1946 | 2046 | 2146 | 2246 | 2346 |
| Widley The Hampshire Rose | 1831 | 1851 | 1916 | 1951 | 2051 | 2151 | 2251 | 2351 |
| **Waterlooville Precinct (B)** | 1839 | 1859 | 1923 | 1958 | 2058 | 2158 | 2258 | 2358 |
| Cowplain Cowplain Shops | 1847 | 1907 | 1930 | 2005 | 2105 | 2205 | 2305 | 0005 |
| Horndean Precinct (B) | 1855 | 1913 | 1936 | 2011 | 2111 | 2211 | 2311 | 0011 |
| Horndean South Road | 1858 | 1915 | 1938 | 2013 | 2113 | 2213 | 2313 | 0013 |
| **Clanfield Drift Road Shops** | 1902 | 1919 | 1942 | 2017 | 2117 | 2217 | 2317 | 0017 |

# Gunwharf - City Centre - Waterlooville - Cowplain - Clanfield
via Stamshaw - Hilsea - Cosham - Widley - Horndean

First 8

## Sundays and Public Holidays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard (A)** | – | 0756 | 0826 | 0856 | 0926 | 0956 | | 16 | 36 | 56 | | 1716 | 1736 | 1756 | 1825 | 1925 | 2025 | 2125 | 2225 |
| **Guildhall City Centre South (D)** | – | 0800 | 0830 | 0900 | 0930 | 1000 | then | 21 | 41 | 01 | | 1721 | 1741 | 1801 | 1830 | 1929 | 2029 | 2129 | 2229 |
| Mile End International Port | – | 0807 | 0837 | 0907 | 0937 | 1009 | every | 30 | 50 | 10 | | 1730 | 1750 | 1810 | 1837 | 1936 | 2036 | 2136 | 2236 |
| Hilsea Hilsea Lido (B) | – | 0814 | 0844 | 0914 | 0944 | 1018 | 20 | 39 | 59 | 19 | | 1739 | 1759 | 1819 | 1844 | 1943 | 2043 | 2143 | 2243 |
| **Cosham Health Centre (C)** | 0747 | 0817 | 0847 | 0917 | 0947 | 1021 | mins | 42 | 02 | 22 | | 1742 | 1802 | 1822 | 1847 | 1946 | 2046 | 2146 | 2246 |
| Widley The Hampshire Rose | 0752 | 0822 | 0852 | 0922 | 0952 | 1027 | at | 48 | 08 | 28 | until | 1748 | 1808 | 1828 | 1852 | 1951 | 2051 | 2151 | 2251 |
| **Waterlooville Precinct (B)** | 0759 | 0829 | 0859 | 0929 | 0959 | 1035 | these | 56 | 16 | 36 | | 1756 | 1816 | 1836 | 1859 | 1958 | 2058 | 2158 | 2258 |
| Cowplain Cowplain Shops | 0806 | 0836 | 0906 | 0936 | 1006 | 1043 | times | 04 | 24 | 44 | | 1804 | 1824 | 1843 | 1906 | 2005 | 2105 | 2205 | 2305 |
| Horndean Precinct (B) | 0812 | 0842 | 0912 | 0942 | 1014 | 1051 | | 12 | 32 | 52 | | 1812 | 1832 | 1849 | 1912 | 2011 | 2111 | 2211 | 2311 |
| Horndean South Road | 0814 | 0844 | 0914 | 0944 | 1017 | 1054 | | 15 | 35 | 55 | | 1815 | 1834 | 1851 | 1914 | 2013 | 2113 | 2213 | 2313 |
| **Clanfield Drift Road Shops** | 0818 | 0848 | 0918 | 0948 | 1021 | 1058 | | 19 | 39 | 59 | | 1819 | 1838 | 1855 | 1918 | 2017 | 2117 | 2217 | 2317 |

10.04.16






# Clanfield - Cowplain - Waterlooville - City Centre - Gunwharf
via Horndean - Widley - Cosham- Hilsea - Stamshaw

First 8

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Clanfield Drift Road Shops** | 0533 | 0555 | 0610 | 0625 | 0645 | 0656 | 0712 | 0727 | 0743 | 0758 | 0814 | 0830 | | 45 | 00 | 15 | 30 | | 1430 | 1445 |
| Clanfield Coombs Close | 0536 | 0558 | 0613 | 0628 | 0648 | 0659 | 0715 | 0731 | 0747 | 0802 | 0818 | 0834 | | 49 | 04 | 19 | 34 | | 1434 | 1449 |
| Horndean Precinct (A) | 0539 | 0601 | 0616 | 0631 | 0651 | 0702 | 0718 | 0735 | 0751 | 0806 | 0822 | 0838 | then | 53 | 08 | 23 | 38 | | 1438 | 1453 |
| Cowplain Cowplain Shops | 0546 | 0608 | 0623 | 0638 | 0658 | 0709 | 0726 | 0743 | 0759 | 0814 | 0830 | 0846 | every | 01 | 16 | 31 | 46 | | 1446 | 1501 |
| **Waterlooville Precinct (A)** | 0552 | 0614 | 0629 | 0644 | 0704 | 0715 | 0734 | 0751 | 0807 | 0822 | 0838 | 0854 | 15 | 09 | 24 | 39 | 54 | | 1454 | 1509 |
| Widley The Hampshire Rose | 0558 | 0620 | 0635 | 0650 | 0710 | 0722 | 0741 | 0758 | 0814 | 0829 | 0845 | 0901 | mins | 16 | 31 | 46 | 01 | until | 1501 | 1516 |
| **Cosham Health Centre (F)** | 0603 | 0625 | 0640 | 0655 | 0715 | 0729 | 0748 | 0805 | 0821 | 0836 | 0852 | 0908 | at | 22 | 37 | 52 | 07 | | 1507 | 1522 |
| Hilsea Hilsea Crescent (H) | 0607 | 0629 | 0644 | 0659 | 0720 | 0734 | 0753 | 0810 | 0826 | 0841 | 0857 | 0913 | these | 27 | 42 | 57 | 12 | | 1512 | 1527 |
| Mile End Rudmore Roundabout | 0614 | 0636 | 0651 | 0706 | 0729 | 0743 | 0802 | 0819 | 0835 | 0850 | 0906 | 0922 | times | 35 | 50 | 05 | 20 | | 1520 | 1535 |
| **Guildhall City Centre South (G)** | 0621 | 0643 | 0658 | 0713 | 0738 | 0752 | 0811 | 0828 | 0844 | 0859 | 0915 | 0930 | | 43 | 58 | 13 | 28 | | 1528 | 1543 |
| **Portsea The Hard (A)** | 0625 | 0647 | 0702 | 0717 | 0742 | 0756 | 0815 | 0832 | 0848 | 0903 | 0919 | 0934 | | 47 | 02 | 17 | 30 | | 1533 | 1548 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Clanfield Drift Road Shops** | 1500 | 1515 | 1530 | 1547 | 1603 | 1620 | 1636 | 1651 | 1706 | 1721 | 1736 | 1752 | 1809 | 1826 | 1840 | 1900 | 1913 | 1929 | 1939 | 1952 |
| Clanfield Coombs Close | 1504 | 1519 | 1534 | 1551 | 1607 | 1624 | 1640 | 1655 | 1710 | 1725 | 1740 | 1756 | 1813 | 1830 | 1844 | 1903 | 1916 | 1932 | 1942 | 1955 |
| Horndean Precinct (A) | 1508 | 1523 | 1538 | 1555 | 1611 | 1628 | 1644 | 1659 | 1714 | 1729 | 1744 | 1800 | 1817 | 1834 | – | 1906 | – | 1935 | – | – |
| Cowplain Cowplain Shops | 1516 | 1531 | 1546 | 1603 | 1619 | 1636 | 1652 | 1707 | 1722 | 1737 | 1752 | 1808 | 1825 | 1842 | – | 1913 | – | 1942 | – | – |
| **Waterlooville Precinct (A)** | 1525 | 1540 | 1555 | 1612 | 1628 | 1645 | 1701 | 1716 | 1731 | 1746 | 1801 | 1817 | 1834 | 1851 | – | 1919 | – | 1948 | – | – |
| Widley The Hampshire Rose | 1532 | 1547 | 1602 | 1619 | 1635 | 1652 | 1708 | 1723 | 1738 | 1753 | 1808 | 1824 | 1841 | 1858 | – | 1925 | – | 1954 | – | – |
| **Cosham Health Centre (F)** | 1538 | 1553 | 1608 | 1625 | 1641 | 1658 | 1714 | 1729 | 1744 | 1759 | 1814 | 1830 | 1847 | 1904 | – | 1930 | – | 1959 | – | – |
| Hilsea Hilsea Crescent (H) | 1543 | 1558 | 1613 | 1630 | 1646 | 1703 | 1719 | 1734 | 1749 | 1804 | 1819 | 1835 | 1852 | 1908 | – | 1934 | – | 2003 | – | – |
| Mile End Rudmore Roundabout | 1551 | 1606 | 1621 | 1638 | 1654 | 1711 | 1727 | 1742 | 1757 | 1812 | 1827 | 1843 | 1900 | 1915 | – | 1941 | – | 2010 | – | – |
| **Guildhall City Centre South (G)** | 1559 | 1614 | 1629 | 1646 | 1702 | 1719 | 1735 | 1750 | 1805 | 1820 | 1835 | 1851 | 1907 | 1922 | – | 1948 | – | 2017 | – | – |
| **Portsea The Hard (A)** | 1604 | 1619 | 1634 | 1651 | 1707 | 1724 | 1740 | 1755 | 1810 | 1825 | 1840 | 1856 | 1911 | – | – | 1952 | – | 2021 | – | – |

| | | | | |
|---|---|---|---|---|
| **Clanfield Drift Road Shops** | 2019 | 2119 | 2219 | 2319 |
| Clanfield Coombs Close | 2022 | 2122 | 2222 | 2322 |
| Horndean Precinct (A) | 2025 | 2125 | 2225 | 2325 |
| Cowplain Cowplain Shops | 2032 | 2132 | 2232 | 2332 |
| **Waterlooville Precinct (A)** | 2038 | 2138 | 2238 | 2338 |
| Widley The Hampshire Rose | 2044 | 2144 | 2244 | 2344 |
| **Cosham Health Centre (F)** | 2049 | 2149 | 2249 | 2349 |
| Hilsea Hilsea Crescent (H) | 2053 | 2153 | 2253 | – |
| Mile End Rudmore Roundabout | 2100 | 2200 | 2300 | – |
| **Guildhall City Centre South (G)** | 2107 | 2207 | 2307 | – |
| **Portsea The Hard (A)** | 2111 | 2211 | 2311 | – |

# Clanfield - Cowplain - Waterlooville - City Centre - Gunwharf
via Horndean - Widley - Cosham- Hilsea - Stamshaw

First 8

## Saturdays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Clanfield Drift Road Shops** | 0615 | – | – | 0732 | 0752 | 0812 | 0832 | 0852 | 0912 | 0932 | 0948 | | 00 | 15 | 30 | 45 | | 1730 | 1745 | 1757 |
| Clanfield Coombs Close | 0618 | – | – | 0735 | 0755 | 0815 | 0835 | 0855 | 0915 | 0935 | 0951 | | 04 | 19 | 34 | 49 | | 1734 | 1749 | 1801 |
| Horndean Precinct (A) | 0621 | – | 0718 | 0738 | 0758 | 0818 | 0838 | 0858 | 0918 | 0938 | 0954 | then | 08 | 23 | 38 | 53 | | 1738 | 1753 | – |
| Cowplain Cowplain Shops | 0628 | – | 0725 | 0745 | 0805 | 0825 | 0845 | 0905 | 0925 | 0945 | 1001 | every | 16 | 31 | 46 | 01 | | 1746 | 1801 | – |
| **Waterlooville Precinct (A)** | 0634 | 0711 | 0731 | 0751 | 0811 | 0831 | 0851 | 0911 | 0931 | 0951 | 1009 | 15 | 24 | 39 | 54 | 09 | | 1754 | 1809 | – |
| Widley The Hampshire Rose | 0640 | 0717 | 0737 | 0757 | 0817 | 0837 | 0857 | 0917 | 0937 | 0957 | 1016 | mins | 31 | 46 | 01 | 16 | until | 1801 | 1816 | – |
| **Cosham Health Centre (F)** | 0645 | 0722 | 0742 | 0802 | 0822 | 0842 | 0902 | 0922 | 0942 | 1002 | 1022 | at | 37 | 52 | 07 | 22 | | 1807 | 1822 | – |
| Hilsea Hilsea Crescent (H) | 0649 | 0726 | 0746 | 0806 | 0826 | 0846 | 0906 | 0926 | 0946 | 1007 | 1027 | these | 42 | 57 | 12 | 27 | | 1812 | 1827 | – |
| Mile End Rudmore Roundabout | 0656 | 0733 | 0753 | 0813 | 0833 | 0853 | 0913 | 0933 | 0953 | 1015 | 1035 | times | 50 | 05 | 20 | 35 | | 1820 | 1835 | – |
| **Guildhall City Centre South (G)** | 0703 | 0740 | 0800 | 0820 | 0840 | 0900 | 0920 | 0940 | 1000 | 1023 | 1043 | | 58 | 13 | 28 | 43 | | 1828 | 1843 | – |
| **Portsea The Hard (A)** | 0707 | 0744 | 0804 | 0824 | 0844 | 0904 | 0924 | 0944 | 1004 | 1027 | 1047 | | 02 | 17 | 32 | 47 | | 1832 | 1847 | – |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Clanfield Drift Road Shops** | 1815 | 1830 | 1842 | 1902 | 1922 | 1945 | 2019 | 2119 | 2219 | 2319 |
| Clanfield Coombs Close | 1819 | 1834 | 1846 | 1905 | 1925 | 1948 | 2022 | 2122 | 2222 | 2322 |
| Horndean Precinct (A) | 1823 | – | 1850 | – | 1928 | – | 2025 | 2125 | 2225 | 2325 |
| Cowplain Cowplain Shops | 1831 | – | 1858 | – | 1935 | – | 2032 | 2132 | 2232 | 2332 |
| **Waterlooville Precinct (A)** | 1839 | – | 1906 | – | 1941 | – | 2038 | 2138 | 2238 | 2338 |
| Widley The Hampshire Rose | 1846 | – | 1912 | – | 1947 | – | 2044 | 2144 | 2244 | 2344 |
| **Cosham Health Centre (F)** | 1852 | – | 1917 | – | 1952 | – | 2049 | 2149 | 2249 | 2349 |
| Hilsea Hilsea Crescent (H) | 1857 | – | 1921 | – | 1956 | – | 2053 | 2153 | 2253 | – |
| Mile End Rudmore Roundabout | 1905 | – | 1928 | – | 2003 | – | 2100 | 2200 | 2300 | – |
| **Guildhall City Centre South (G)** | 1912 | – | 1935 | – | 2010 | – | 2107 | 2207 | 2307 | – |
| **Portsea The Hard (A)** | 1916 | – | – | – | 2014 | – | 2111 | 2211 | 2311 | – |

## Sundays and Public Holidays

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| – | 0722 | 0822 | 0852 | 0922 | 0952 | | 22 | 42 | 02 |
| – | 0725 | 0825 | 0855 | 0925 | 0955 | | 26 | 46 | 06 |
| – | 0728 | 0828 | 0858 | 0928 | 0958 | then | 30 | 50 | 10 |
| – | 0735 | 0835 | 0905 | 0935 | 1005 | every | 38 | 58 | 18 |
| – | 0741 | 0841 | 0911 | 0941 | 1013 | 20 | 46 | 06 | 26 |
| – | 0747 | 0847 | 0917 | 0947 | 1020 | mins | 53 | 13 | 33 |
| 0722 | 0752 | 0852 | 0922 | 0952 | 1026 | at | 59 | 19 | 39 |
| 0726 | 0756 | 0856 | 0926 | 0956 | 1031 | these | 04 | 24 | 44 |
| 0733 | 0803 | 0903 | 0933 | 1003 | 1039 | times | 12 | 32 | 52 |
| 0740 | 0810 | 0910 | 0940 | 1011 | 1047 | | 20 | 40 | 00 |
| 0744 | 0814 | 0914 | 0944 | 1015 | 1051 | | 24 | 44 | 04 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Clanfield Drift Road Shops** | | 1702 | 1719 | 1742 | 1759 | 1819 | 1838 | 1855 | 1919 | 2019 | 2119 | 2219 | 2319 |
| Clanfield Coombs Close | | 1706 | 1723 | 1746 | 1803 | 1823 | 1841 | 1858 | 1922 | 2022 | 2122 | 2222 | 2322 |
| Horndean Precinct (A) | | 1710 | – | 1750 | – | 1827 | – | – | 1925 | 2025 | 2125 | 2225 | – |
| Cowplain Cowplain Shops | | 1718 | – | 1758 | – | 1835 | – | – | 1932 | 2032 | 2132 | 2232 | – |
| **Waterlooville Precinct (A)** | | 1726 | – | 1806 | – | 1841 | – | – | 1938 | 2038 | 2138 | 2238 | – |
| Widley The Hampshire Rose | until | 1733 | – | 1813 | – | 1847 | – | – | 1944 | 2044 | 2144 | 2244 | – |
| **Cosham Health Centre (F)** | | 1739 | – | 1819 | – | 1852 | – | – | 1949 | 2049 | 2149 | 2249 | – |
| Hilsea Hilsea Crescent (H) | | 1744 | – | 1824 | – | 1856 | – | – | 1953 | 2053 | 2153 | – | – |
| Mile End Rudmore Roundabout | | 1752 | – | 1832 | – | 1903 | – | – | 2000 | 2100 | 2200 | – | – |
| **Guildhall City Centre South (G)** | | 1800 | – | 1839 | – | 1910 | – | – | 2007 | 2107 | 2207 | – | – |
| **Portsea The Hard (A)** | | 1804 | – | 1843 | – | 1914 | – | – | 2011 | 2111 | 2211 | – | – |

# Clanfield - Cowplain - Waterlooville - City Centre - Gunwharf
via Horndean - Widley - Cosham- Hilsea - Stamshaw

First 8

## Sundays and Public Holidays

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Clanfield Drift Road Shops** | – | 0722 | 0822 | 0852 | 0922 | 0952 | | 22 | 42 | 02 | | 1702 | 1719 | 1742 | 1759 | 1819 | 1838 | 1855 | 1919 | 2019 | 2119 | 2219 | 2319 |
| Clanfield Coombs Close | – | 0725 | 0825 | 0855 | 0925 | 0955 | | 26 | 46 | 06 | | 1706 | 1723 | 1746 | 1803 | 1823 | 1841 | 1858 | 1922 | 2022 | 2122 | 2222 | 2322 |
| Horndean Precinct (A) | – | 0728 | 0828 | 0858 | 0928 | 0958 | then | 30 | 50 | 10 | | 1710 | – | 1750 | – | 1827 | – | – | 1925 | 2025 | 2125 | 2225 | – |
| Cowplain Cowplain Shops | – | 0735 | 0835 | 0905 | 0935 | 1005 | every | 38 | 58 | 18 | | 1718 | – | 1758 | – | 1835 | – | – | 1932 | 2032 | 2132 | 2232 | – |
| **Waterlooville Precinct (A)** | – | 0741 | 0841 | 0911 | 0941 | 1013 | 20 | 46 | 06 | 26 | | 1726 | – | 1806 | – | 1841 | – | – | 1938 | 2038 | 2138 | 2238 | – |
| Widley The Hampshire Rose | – | 0747 | 0847 | 0917 | 0947 | 1020 | mins | 53 | 13 | 33 | until | 1733 | – | 1813 | – | 1847 | – | – | 1944 | 2044 | 2144 | 2244 | – |
| **Cosham Health Centre (F)** | 0722 | 0752 | 0852 | 0922 | 0952 | 1026 | at | 59 | 19 | 39 | | 1739 | – | 1819 | – | 1852 | – | – | 1949 | 2049 | 2149 | 2249 | – |
| Hilsea Hilsea Crescent (H) | 0726 | 0756 | 0856 | 0926 | 0956 | 1031 | these | 04 | 24 | 44 | | 1744 | – | 1824 | – | 1856 | – | – | 1953 | 2053 | 2153 | – | – |
| Mile End Rudmore Roundabout | 0733 | 0803 | 0903 | 0933 | 1003 | 1039 | times | 12 | 32 | 52 | | 1752 | – | 1832 | – | 1903 | – | – | 2000 | 2100 | 2200 | – | – |
| **Guildhall City Centre South (G)** | 0740 | 0810 | 0910 | 0940 | 1011 | 1047 | | 20 | 40 | 00 | | 1800 | – | 1839 | – | 1910 | – | – | 2007 | 2107 | 2207 | – | – |
| **Portsea The Hard (A)** | 0744 | 0814 | 0914 | 0944 | 1015 | 1051 | | 24 | 44 | 04 | | 1804 | – | 1843 | – | 1914 | – | – | 2011 | 2111 | 2211 | – | – |

10.04.16






# Havant - Q.A. Hospital - Portsmouth

Stagecoach

# 20

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station (G)** ⇄ | 0615 | 0645 | 0715 | 0745 | 0815 | 0845 | | 15 | 45 | | 1445 | 1515 | 1545 | 1615 | 1645 | 1715 | 1745 | 1815 |
| West Leigh Wakefords Shop | 0625 | 0655 | 0725 | 0757 | 0827 | 0857 | then | 27 | 57 | | 1457 | 1527 | 1557 | 1627 | 1657 | 1727 | 1757 | 1825 |
| Park Parade Dunsbury Way | 0635 | 0705 | 0735 | 0807 | 0838 | 0908 | at | 38 | 08 | | 1508 | 1538 | 1608 | 1638 | 1708 | 1738 | 1808 | 1835 |
| ASDA Walmart | – | – | – | – | – | 0915 | these | 45 | 15 | | 1515 | – | – | – | – | – | – | – |
| Crookhorn Precinct | 0644 | 0714 | 0746 | 0819 | 0850 | 0921 | mins | 51 | 21 | until | 1521 | 1548 | 1618 | 1648 | 1718 | 1748 | 1816 | 1842 |
| **Queen Alexandra Hospital (G)** | 0654 | 0724 | 0756 | 0829 | 0901 | 0932 | past | 02 | 32 | | 1532 | 1559 | 1629 | 1659 | 1729 | 1759 | 1825 | 1850 |
| Cosham Health Centre | 0659 | 0729 | 0801 | 0834 | 0906 | 0937 | each | 07 | 37 | | 1537 | 1604 | 1634 | 1704 | 1734 | 1804 | 1829 | 1854 |
| Stamshaw Mountbatten Centre | 0705 | 0737 | 0809 | 0842 | 0914 | 0945 | hour | 15 | 45 | | 1545 | 1612 | 1642 | 1712 | 1742 | 1812 | 1835 | 1900 |
| Portsmouth City Centre **(G)** | 0715 | 0750 | 0822 | 0855 | 0925 | 0955 | | 25 | 55 | | 1555 | 1622 | 1652 | 1722 | 1752 | 1822 | 1844 | 1909 |
| **Portsmouth The Hard Interchange** | 0720 | 0755 | 0827 | 0900 | 0930 | 1000 | | 30 | 00 | | 1600 | 1627 | 1657 | 1727 | 1757 | 1827 | 1849 | 1914 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth The Hard Interchange (G)** | 0605 | 0635 | 0705 | 0735 | 0805 | 0835 | | 05 | 35 | | 1435 | 1505 | 1535 | 1605 | 1635 | 1715 | 1800 | 1840 | 1920 |
| Portsmouth Commercial Road (D) | 0610 | 0641 | 0711 | 0741 | 0811 | 0841 | then | 11 | 41 | | 1441 | 1511 | 1541 | 1611 | 1641 | 1721 | 1806 | 1846 | 1926 |
| Stamshaw Mountbatten Centre | 0619 | 0651 | 0722 | 0752 | 0822 | 0852 | at | 22 | 52 | | 1452 | 523 | 1553 | 1623 | 1653 | 1733 | 1817 | 1855 | 1934 |
| Cosham Health Centre | 0624 | 0659 | 0732 | 0802 | 0832 | 0858 | these | 28 | 58 | | 1458 | 1530 | 1600 | 1630 | 1700 | 1740 | 1823 | 1901 | 1940 |
| **Queen Alexandra Hospital (A)** | 0627 | 0703 | 0736 | 0806 | 0836 | 0902 | mins | 32 | 02 | until | 1502 | 1534 | 1604 | 1634 | 1704 | 1744 | 1827 | 1905 | 1943 |
| Crookhorn Precinct | 0636 | 0711 | 0745 | 0815 | 0845 | 0912 | past | 42 | 12 | | 1512 | 1545 | 1615 | 1645 | 1715 | 1755 | 1837 | 1913 | 1951 |
| ASDA Walmart | – | – | – | – | – | 0919 | each | 49 | 19 | | 1519 | – | – | – | – | – | – | – | – |
| Park Parade Dunsbury Way | 0643 | 0721 | 0757 | 0827 | 0857 | 0927 | hour | 57 | 27 | | 1527 | 1557 | 1627 | 1657 | 1727 | 1807 | 1847 | 1922 | 1957 |
| West Leigh Wakefords Shop | 0650 | 0729 | 0807 | 0837 | 0907 | 0937 | | 07 | 37 | | 1537 | 1607 | 1637 | 1707 | 1737 | 1817 | 1857 | 1930 | 2005 |
| **Havant Bus Station** ⇄ | 0700 | 0740 | 0820 | 0850 | 0920 | 0950 | | 20 | 50 | | 1550 | 1620 | 1650 | 1720 | 1750 | 1830 | 1910 | 1940 | 2015 |







**Contactless is now accepted on First and Stagecoach buses**

# Havant - Q.A. Hospital - Portsmouth

Stagecoach

# 20

## Saturdays

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station (G)** ⇄ | 0640 | 0715 | 0745 | 0815 | 0845 | | 15 | 45 | | 1445 | 1515 | 1545 | 1615 | 1645 | 1715 | 1745 | 1815 |
| West Leigh Wakefords Shop | 0649 | 0724 | 0754 | 0827 | 0857 | | 27 | 57 | | 1457 | 1527 | 1557 | 1627 | 1657 | 1727 | 1757 | 1825 |
| Park Parade Dunsbury Way | 0658 | 0733 | 0803 | 0838 | 0908 | then | 38 | 08 | | 1508 | 1538 | 1608 | 1638 | 1708 | 1738 | 1808 | 1835 |
| ASDA Walmart | – | – | – | – | 0915 | at | 45 | 15 | | 1515 | – | – | – | – | – | – | – |
| Crookhorn Precinct | 0705 | 0740 | 0811 | 0846 | 0921 | these | 51 | 21 | until | 1521 | 1548 | 1618 | 1648 | 1718 | 1748 | 1816 | 1842 |
| **Queen Alexandra Hospital (G)** | 0713 | 0751 | 0822 | 0857 | 0932 | mins | 02 | 32 | | 1532 | 1559 | 1629 | 1659 | 1729 | 1759 | 1825 | 1850 |
| Cosham Health Centre | 0718 | 0755 | 0827 | 0902 | 0937 | past | 07 | 37 | | 1537 | 1604 | 1634 | 1704 | 1734 | 1804 | 1829 | 1854 |
| Stamshaw Mountbatten Centre | 0726 | 0802 | 0835 | 0910 | 0945 | each | 15 | 45 | | 1545 | 1612 | 1642 | 1712 | 1742 | 1812 | 1835 | 1900 |
| Portsmouth City Centre **(G)** | 0735 | 0812 | 0845 | 0920 | 0955 | hour | 25 | 55 | | 1555 | 1622 | 1652 | 1722 | 1752 | 1822 | 1844 | 1909 |
| **Portsmouth The Hard Interchange** 🚆 ⛴ | 0740 | 0817 | 0850 | 0925 | 1000 | | 30 | 00 | | 1600 | 1627 | 1657 | 1727 | 1757 | 1827 | 1849 | 1914 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth The Hard Interchange (G)** | 0635 | 0715 | 0755 | 0835 | | 05 | 35 | | 1435 | 1505 | 1535 | 1605 | 1635 | 1715 | 1800 | 1840 | 1920 |
| Portsmouth Commercial Road (D) | 0641 | 0721 | 0801 | 0841 | | 11 | 41 | | 1441 | 1511 | 1541 | 1611 | 1641 | 1721 | 1806 | 1846 | 1926 |
| Stamshaw Mountbatten Centre | 0650 | 0730 | 0810 | 0852 | then | 22 | 52 | | 1452 | 1523 | 1553 | 1623 | 1653 | 1733 | 1817 | 1855 | 1934 |
| Cosham Health Centre | 0656 | 0736 | 0816 | 0858 | at | 28 | 58 | | 1458 | 1530 | 1600 | 1630 | 1700 | 1740 | 1823 | 1901 | 1940 |
| **Queen Alexandra Hospital (A)** | 0700 | 0740 | 0820 | 0902 | these | 32 | 02 | until | 1502 | 1534 | 1604 | 1634 | 1704 | 1744 | 1827 | 1905 | 1943 |
| Crookhorn Precinct | 0709 | 0749 | 0829 | 0912 | mins | 42 | 12 | | 1512 | 1545 | 1615 | 1645 | 1715 | 1755 | 1837 | 1913 | 1951 |
| ASDA Walmart | – | – | – | 0919 | past | 49 | 19 | | 1519 | – | – | – | – | – | – | – | – |
| Park Parade Dunsbury Way | 0717 | 0757 | 0837 | 0927 | each | 57 | 27 | | 1527 | 1557 | 1627 | 1657 | 1727 | 1807 | 1847 | 1922 | 1957 |
| West Leigh Wakefords Shop | 0727 | 0807 | 0847 | 0937 | hour | 07 | 37 | | 1537 | 1607 | 1637 | 1707 | 1737 | 1817 | 1857 | 1930 | 2005 |
| **Havant Bus Station** ⇄ | 0740 | 0820 | 0900 | 0950 | | 20 | 50 | | 1550 | 1620 | 1650 | 1720 | 1750 | 1830 | 1910 | 1940 | 2015 |



01.09.15

**No service on Sundays or Public Holidays**

# Havant - Leigh Park - Farlington - Anchorage Park - Copnor - Portsmouth

Stagecoach **21**

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station Stand (G)** ⇄ | – | 0525 | – | 0555 | – | – | – | 0635 | – | 0700 | – | – | 0730 | – | – | 0800 | – | – |
| West Leigh Wakefords Shop | – | 0534 | – | 0604 | – | – | – | 0645 | – | 0710 | – | – | 0740 | – | – | 0812 | – | – |
| Park Parade Dunsbury Way | – | 0543 | – | 0613 | – | – | – | 0655 | – | 0720 | – | – | 0750 | – | – | 0823 | – | – |
| Farlington Rectory Avenue | – | 0550 | – | 0620 | 0635 | 0645 | 0655 | 0705 | 0718 | 0730 | 0740 | 0750 | 0800 | 0810 | – | 0833 | – | – |
| Farlington Walton Rd | 0531 | 0556 | 0611 | 0626 | 0641 | 0652 | 0702 | 0712 | 0725 | 0737 | 0747 | 0757 | 0807 | 0817 | – | 0842 | – | – |
| Anchorage Park Compass Rose | 0535 | 0600 | 0615 | 0630 | 0645 | 0657 | 0708 | 0718 | 0731 | 0743 | 0753 | 0803 | 0813 | 0823 | 0837 | 0849 | 0859 | 0909 |
| Copnor Green Lane | 0540 | 0605 | 0620 | 0635 | 0650 | 0703 | 0715 | 0725 | 0738 | 0750 | 0800 | 0810 | 0820 | 0830 | 0843 | 0855 | 0905 | 0915 |
| Kingston Prison | 0547 | 0612 | 0627 | 0642 | 0657 | 0711 | 0724 | 0736 | 0749 | 0801 | 0811 | 0821 | 0831 | 0841 | 0852 | 0903 | 0913 | 0923 |
| Portsmouth City Centre (G) | 0555 | 0620 | 0635 | 0650 | 0705 | 0719 | 0734 | 0749 | 0802 | 0814 | 0824 | 0834 | 0844 | 0854 | 0904 | 0914 | 0924 | 0934 |
| **Portsmouth The Hard Interchange** 🚆 ⛴ | 0600 | 0625 | 0640 | 0655 | 0710 | 0725 | 0740 | 0755 | 0808 | 0820 | 0830 | 0840 | 0850 | 0900 | 0910 | 0920 | 0930 | 0940 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station Stand (G)** ⇄ | | 30 | – | – | 00 | – | – | | 1530 | – | 1600 | – | 1630 | – | 1700 | 1730 | 1800 | 1830 | 1900 |
| West Leigh Wakefords Shop | then | 42 | – | – | 12 | – | – | | 1542 | – | 1612 | – | 1642 | – | 1712 | 1742 | 1810 | 1839 | 1909 |
| Park Parade Dunsbury Way | at | 53 | – | – | 23 | – | – | | 1553 | – | 1623 | – | 1653 | – | 1723 | 1752 | 1820 | 1848 | 1918 |
| Farlington Rectory Avenue | these | 03 | – | – | 33 | – | – | | 1603 | – | 1633 | 1648 | 1703 | 1718 | 1733 | 1800 | 1828 | 1855 | 1925 |
| Farlington Walton Rd | mins | 12 | – | – | 42 | – | – | until | 1612 | – | 1642 | 1657 | 1712 | 1727 | 1742 | 1808 | 1835 | 1901 | 1931 |
| Anchorage Park Compass Rose | past | 19 | 29 | 39 | 49 | 59 | 09 | | 1619 | 1634 | 1649 | 1704 | 1719 | 1734 | 1749 | 1815 | 1840 | 1905 | 1935 |
| Copnor Green Lane | each | 25 | 35 | 45 | 55 | 05 | 15 | | 1625 | 1640 | 1655 | 1710 | 1725 | 1740 | 1755 | 1820 | 1845 | 1910 | 1940 |
| Kingston Prison | hour | 33 | 43 | 53 | 03 | 13 | 23 | | 1633 | 1648 | 1703 | 1718 | 1733 | 1748 | 1803 | 1827 | 1852 | 1917 | 1947 |
| Portsmouth City Centre (G) | | 44 | 54 | 04 | 14 | 24 | 34 | | 1644 | 1659 | 1714 | 1729 | 1744 | 1759 | 1814 | 1835 | 1900 | 1925 | 1955 |
| **Portsmouth The Hard Interchange** 🚆 ⛴ | | 50 | 00 | 10 | 20 | 30 | 40 | | 1650 | 1705 | 1720 | 1735 | 1750 | 1805 | 1820 | 1840 | 1905 | 1930 | 2000 |

| | | | | **NF** | **F** | **F** |
|---|---|---|---|---|---|---|
| **Havant Bus Station Stand (G)** ⇄ | – | 2000 | 2100 | – | 2200 | 2300 |
| West Leigh Wakefords Shop | – | 2009 | 2109 | – | 2209 | 2309 |
| Park Parade Dunsbury Way | – | 2018 | 2118 | – | 2218 | 2318 |
| Farlington Rectory Avenue | 1955 | 2025 | 2125 | 2225 | 2225 | 2325 |
| Farlington Walton Rd | 2001 | 2031 | 2131 | 2231 | 2231 | 2331 |
| Anchorage Park Compass Rose | 2005 | 2035 | 2135 | 2235 | 2235 | 2335 |
| Copnor Green Lane | 2010 | 2040 | 2140 | 2240 | 2240 | 2340 |
| Kingston Prison | 2017 | 2047 | 2147 | 2247 | 2247 | 2347 |
| Portsmouth City Centre (G) | 2025 | 2055 | 2155 | 2255 | 2255 | 2355 |
| **Portsmouth The Hard Interchange** 🚆 ⛴ | 2030 | 2100 | 2200 | 2300 | 2300 | 2400 |

CODES: **F** - Friday only
**NF** - Not Fridays

# Havant - Leigh Park - Farlington - Anchorage Park - Copnor - Portsmouth

Stagecoach **21**

## Saturdays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station Stand (G)** ⇄ | – | – | 0615 | – | 0650 | – | 0730 | – | 0800 | – | – | – | 0830 | – | – | 0900 | – | – |
| West Leigh Wakefords Shop | – | – | 0624 | – | 0659 | – | 0739 | – | 0809 | – | – | – | 0842 | – | – | 0912 | – | – |
| Park Parade Dunsbury Way | – | – | 0633 | – | 0708 | – | 0748 | – | 0818 | – | – | – | 0853 | – | – | 0923 | – | – |
| Farlington Rectory Avenue | – | – | 0640 | – | 0715 | – | 0755 | – | 0825 | – | 0845 | – | 0903 | – | – | 0933 | – | – |
| Farlington Walton Rd | 0601 | 0626 | 0647 | 0707 | 0722 | 0742 | 0802 | – | 0832 | 0842 | 0852 | – | 0912 | – | 0932 | 0942 | – | – |
| Anchorage Park Compass Rose | 0605 | 0630 | 0652 | 0712 | 0729 | 0749 | 0809 | 0824 | 0839 | 0849 | 0859 | 0909 | 0919 | 0929 | 0939 | 0949 | 0959 | 1009 |
| Copnor Green Lane | 0610 | 0635 | 0658 | 0718 | 0735 | 0755 | 0815 | 0830 | 0845 | 0855 | 0905 | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 |
| Kingston Prison | 0617 | 0642 | 0705 | 0725 | 0743 | 0803 | 0823 | 0838 | 0853 | 0903 | 0913 | 0923 | 0933 | 0943 | 0953 | 1003 | 1013 | 1023 |
| Portsmouth City Centre (G) | 0625 | 0650 | 0715 | 0735 | 0754 | 0814 | 0834 | 0849 | 0904 | 0914 | 0924 | 0934 | 0944 | 0954 | 1004 | 1014 | 1024 | 1034 |
| **Portsmouth The Hard Interchange** 🚉 ⛴ | 0630 | 0655 | 0720 | 0740 | 0800 | 0820 | 0840 | 0855 | 0910 | 0920 | 0930 | 0940 | 0950 | 1000 | 1010 | 1020 | 1030 | 1040 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station Stand (G)** ⇄ | | 30 | – | – | 00 | – | – | | 1430 | – | 1500 | – | 1530 | – | 1600 | – | 1630 | – | 1700 |
| West Leigh Wakefords Shop | then | 42 | – | – | 12 | – | – | | 1442 | – | 1512 | – | 1542 | – | 1612 | – | 1642 | – | 1712 |
| Park Parade Dunsbury Way | at | 53 | – | – | 23 | – | – | | 1453 | – | 1523 | – | 1553 | – | 1623 | – | 1653 | – | 1723 |
| Farlington Rectory Avenue | these | 03 | – | – | 33 | – | – | | 1503 | – | 1533 | – | 1603 | – | 1633 | – | 1703 | – | 1733 |
| Farlington Walton Rd | mins | 12 | – | – | 42 | – | – | until | 1512 | – | 1542 | – | 1612 | – | 1642 | 1657 | 1712 | 1727 | 1742 |
| Anchorage Park Compass Rose | past | 19 | 29 | 39 | 49 | 59 | 09 | | 1519 | 1534 | 1549 | 1604 | 1619 | 1634 | 1649 | 1704 | 1719 | 1734 | 1749 |
| Copnor Green Lane | each | 25 | 35 | 45 | 55 | 05 | 15 | | 1525 | 1540 | 1555 | 1610 | 1625 | 1640 | 1655 | 1710 | 1725 | 1740 | 1755 |
| Kingston Prison | hour | 33 | 43 | 53 | 03 | 13 | 23 | | 1533 | 1548 | 1603 | 1618 | 1633 | 1648 | 1703 | 1718 | 1733 | 1748 | 1803 |
| Portsmouth City Centre (G) | | 44 | 54 | 04 | 14 | 24 | 34 | | 1544 | 1559 | 1614 | 1629 | 1644 | 1659 | 1714 | 1729 | 1744 | 1759 | 1814 |
| **Portsmouth The Hard Interchange** 🚉 ⛴ | | 50 | 00 | 10 | 20 | 30 | 40 | | 1550 | 1605 | 1620 | 1635 | 1650 | 1705 | 1720 | 1735 | 1750 | 1805 | 1820 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station Stand (G)** ⇄ | 1730 | 1800 | 1830 | 1900 | – | 2000 | 2100 | 2200 | 2300 |
| West Leigh Wakefords Shop | 1742 | 1810 | 1839 | 1909 | – | 2009 | 2109 | 2209 | 2309 |
| Park Parade Dunsbury Way | 1752 | 1820 | 1848 | 1918 | – | 2018 | 2118 | 2218 | 2318 |
| Farlington Rectory Avenue | 1800 | 1828 | 1855 | 1925 | 1955 | 2025 | 2125 | 2225 | 2325 |
| Farlington Walton Rd | 1808 | 1835 | 1901 | 1931 | 2001 | 2031 | 2131 | 2231 | 2331 |
| Anchorage Park Compass Rose | 1815 | 1840 | 1905 | 1935 | 2005 | 2035 | 2135 | 2235 | 2335 |
| Copnor Green Lane | 1820 | 1845 | 1910 | 1940 | 2010 | 2040 | 2140 | 2240 | 2340 |
| Kingston Prison | 1827 | 1852 | 1917 | 1947 | 2017 | 2047 | 2147 | 2247 | 2347 |
| Portsmouth City Centre (G) | 1835 | 1900 | 1925 | 1955 | 2025 | 2055 | 2155 | 2255 | 2355 |
| **Portsmouth The Hard Interchange** 🚉 ⛴ | 1840 | 1905 | 1930 | 2000 | 2030 | 2100 | 2200 | 2300 | 2400 |

## Sundays & Public Holidays

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station Stand (G)** ⇄ | 0730 | – | 0830 | – | – | 0930 | | – | – | 30 | | – | – | 1630 | – | 1730 | 1830 |
| West Leigh Wakefords Shop | 0740 | – | 0840 | – | – | 0940 | then | – | – | 40 | | – | – | 1640 | – | 1740 | 1840 |
| Park Parade Dunsbury Way | 0750 | – | 0850 | – | – | 0950 | at | – | – | 50 | | – | – | 1650 | – | 1750 | 1850 |
| Farlington Rectory Avenue | 0758 | – | 0858 | – | – | 0959 | these | – | – | 59 | | – | – | 1659 | – | 1759 | 1859 |
| Farlington Walton Rd | 0802 | – | 0902 | – | – | 1005 | mins | – | – | 05 | until | – | – | 1705 | – | 1803 | 1903 |
| Anchorage Park Compass Rose | 0806 | 0836 | 0906 | 0930 | 0950 | 1010 | past | 30 | 50 | 10 | | 1630 | 1650 | 1710 | 1730 | 1807 | 1907 |
| Copnor Green Lane | 0811 | 0841 | 0911 | 0936 | 0956 | 1016 | each | 36 | 56 | 16 | | 1636 | 1656 | 1716 | 1736 | 1811 | 1911 |
| Kingston Prison | 0817 | 0847 | 0917 | 0944 | 1004 | 1024 | hour | 44 | 04 | 24 | | 1644 | 1704 | 1724 | 1744 | 1817 | 1917 |
| Portsmouth City Centre (G) | 0825 | 0855 | 0925 | 0955 | 1015 | 1035 | | 55 | 15 | 35 | | 1655 | 1715 | 1735 | 1755 | 1825 | 1925 |
| **Portsmouth The Hard Interchange** ⇄ ⛴ | 0830 | 0900 | 0930 | 1000 | 1020 | 1040 | | 00 | 20 | 40 | | 1700 | 1720 | 1740 | 1800 | 1830 | 1930 |

| | | |
|---|---|---|
| **Havant Bus Station Stand (G)** ⇄ | 1930 | – |
| West Leigh Wakefords Shop | 1940 | – |
| Park Parade Dunsbury Way | 1950 | – |
| Farlington Rectory Avenue | 1959 | 2109 |
| Farlington Walton Rd | 2003 | 2113 |
| Anchorage Park Compass Rose | 2007 | 2117 |
| Copnor Green Lane | 2011 | 2121 |
| Kingston Prison | 2017 | 2127 |
| Portsmouth City Centre (G) | 2025 | 2135 |
| **Portsmouth The Hard Interchange** ⇄ ⛴ | 2030 | 2140 |



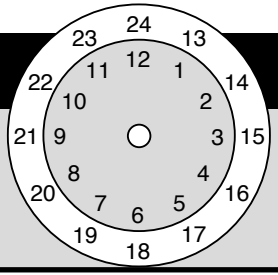
## THE 24 HOUR CLOCK

All timings are shown in the 24 hour clock, for example:

0526 = 5.26am
0804 = 8.04am
1059 = 10.59am

1200 = 12 noon
1527 = 3.27pm
1708 = 5.08pm

2147 = 9.47pm
2400 = 12 midnight
0036 = 12.36am



# Havant - Leigh Park - Farlington - Anchorage Park - Copnor - Portsmouth

Stagecoach **21**

## Mondays to Fridays

| | | | | | | | | | Col | CH | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth The Hard Interchange (K)** | – | 0540 | 0600 | 0615 | 0630 | 0645 | 0700 | 0715 | 0730 | 0730 | 0745 | 0800 | 0815 | 0827 | 0837 | 0847 |
| Portsmouth City Centre (A) | – | 0546 | 0606 | 0621 | 0636 | 0652 | 0707 | 0722 | 0737 | 0737 | 0752 | 0807 | 0822 | 0834 | 0844 | 0854 |
| Kingston Prison | – | 0554 | 0614 | 0630 | 0645 | 0703 | 0718 | 0733 | 0748 | 0748 | 0803 | 0818 | 0833 | 0844 | 0854 | 0904 |
| Copnor Green Lane | – | 0600 | 0620 | 0637 | 0652 | 0711 | 0726 | 0741 | 0756 | 0756 | 0811 | 0826 | 0841 | 0851 | 0901 | 0911 |
| Anchorage Park Compass Rose | – | 0605 | 0625 | 0643 | 0658 | 0718 | 0733 | 0748 | 0803 | 0803 | 0818 | 0833 | 0848 | 0857 | 0907 | 0917 |
| Farlington Walton Road | 0545 | 0610 | 0630 | 0649 | 0704 | 0724 | 0739 | 0754 | 0809 | 0809 | 0824 | – | 0854 | – | – | 0923 |
| Farlington Rectory Avenue | 0550 | 0615 | 0635 | 0654 | 0709 | 0729 | 0745 | 0801 | 0816 | 0816 | 0831 | – | 0901 | – | – | 0930 |
| South Downs College | – | – | – | – | – | – | – | – | 0822 | – | – | – | – | – | – | – |
| Park Parade Dunsbury Way | 0558 | 0623 | – | 0701 | – | 0737 | – | 0812 | – | – | 0842 | – | 0912 | – | – | 0942 |
| West Leigh Wakefords Shop | 0605 | 0630 | – | 0709 | – | 0747 | – | 0822 | – | – | 0852 | – | 0922 | – | – | 0952 |
| **Havant Bus Station** | 0615 | 0640 | – | 0720 | – | 0800 | – | 0835 | – | – | 0905 | – | 0935 | – | – | 1005 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth The Hard Interchange (K)** | | 57 | 07 | 17 | 27 | 37 | 47 | | 1557 | 1607 | 1617 | 1627 | 1637 | 1647 | 1657 | 1712 | 1727 | 1742 |
| Portsmouth City Centre (A) | then | 04 | 14 | 24 | 34 | 44 | 54 | | 1604 | 1614 | 1624 | 1634 | 1644 | 1654 | 1704 | 1719 | 1734 | 1749 |
| Kingston Prison | at | 14 | 24 | 34 | 44 | 54 | 04 | | 1614 | 1624 | 1636 | 1646 | 1656 | 1706 | 1716 | 1731 | 1746 | 1801 |
| Copnor Green Lane | these | 21 | 31 | 41 | 51 | 01 | 11 | | 1621 | 1631 | 1643 | 1653 | 1703 | 1713 | 1723 | 1738 | 1753 | 1808 |
| Anchorage Park Compass Rose | mins | 27 | 37 | 47 | 57 | 07 | 17 | until | 1627 | 1637 | 1650 | 1700 | 1710 | 1720 | 1730 | 1745 | 1800 | 1815 |
| Farlington Walton Road | past | – | – | 53 | – | – | 23 | | – | – | 1657 | 1707 | 1717 | 1727 | 1737 | 1752 | 1807 | 1822 |
| Farlington Rectory Avenue | each | – | – | 00 | – | – | 30 | | – | – | 1704 | 1714 | 1724 | 1734 | 1744 | 1759 | 1814 | 1829 |
| Park Parade Dunsbury Way | hour | – | – | 12 | – | – | 42 | | – | – | 1716 | – | – | 1746 | – | 1811 | – | 1837 |
| West Leigh Wakefords Shop | | – | – | 22 | – | – | 52 | | – | – | 1726 | – | – | 1756 | – | 1821 | – | 1845 |
| **Havant Bus Station** | | – | – | 35 | – | – | 05 | | – | – | 1739 | – | – | 1809 | – | 1834 | – | 1855 |

| | | | | | | | | | | | | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth The Hard Interchange (K)** | 1757 | 1812 | 1827 | 1847 | 1907 | 1937 | 2007 | 2037 | 2107 | 2207 | 2307 | 0007 |
| Portsmouth City Centre (A) | 1804 | 1819 | 1834 | 1854 | 1913 | 1943 | 2013 | 2043 | 2113 | 2213 | 2313 | 0013 |
| Kingston Prison | 1816 | 1831 | 1846 | 1905 | 1921 | 1951 | 2021 | 2051 | 2121 | 2221 | 2321 | 0021 |
| Copnor Green Lane | 1823 | 1838 | 1853 | 1912 | 1927 | 1957 | 2027 | 2057 | 2127 | 2227 | 2327 | 0027 |
| Anchorage Park Compass Rose | 1830 | 1845 | 1900 | 1919 | 1932 | 2002 | 2032 | 2102 | 2132 | 2232 | 2332 | 0032 |
| Farlington Walton Road | 1837 | 1852 | 1906 | 1924 | 1936 | 2006 | 2036 | 2106 | 2136 | 2236 | 2336 | 0036 |
| Farlington Rectory Avenue | 1844 | 1859 | 1912 | 1929 | 1941 | 2011 | 2041 | 2111 | 2141 | 2241 | 2341 | 0041 |
| Park Parade Dunsbury Way | – | 1907 | – | 1937 | – | – | 2049 | – | 2149 | – | – | – |
| West Leigh Wakefords Shop | – | 1915 | – | 1945 | – | – | 2057 | – | 2157 | – | – | – |
| **Havant Bus Station** | – | 1925 | – | 1955 | – | – | 2107 | – | 2207 | – | – | – |

CODES:
**Col:** College days only
**CH:** College holidays only
**F** - Friday only

# Portsmouth - Copnor - Anchorage Park - Farlington - Leigh Park - Havant

Stagecoach **21**

## Saturdays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth The Hard Interchange (K)** | 0617 | 0657 | 0727 | 0747 | 0807 | – | 0827 | 0847 | 0902 | 0917 | | 27 | 37 | 47 | 57 | 07 | 17 | | 1527 | 1537 |
| Portsmouth City Centre (A) | 0622 | 0702 | 0734 | 0754 | 0814 | – | 0834 | 0854 | 0904 | 0924 | then | 34 | 44 | 54 | 04 | 14 | 24 | | 1534 | 1544 |
| Kingston Prison | 0630 | 0710 | 0744 | 0804 | 0824 | – | 0844 | 0904 | 0914 | 0934 | at | 44 | 54 | 04 | 14 | 24 | 34 | | 1544 | 1554 |
| Copnor Green Lane | 0636 | 0716 | 0751 | 0811 | 0831 | – | 0851 | 0911 | 0921 | 0941 | these | 51 | 01 | 11 | 21 | 31 | 41 | | 1551 | 1601 |
| Anchorage Park Compass Rose | 0641 | 0721 | 0757 | 0817 | 0837 | – | 0857 | 0917 | 0927 | 0947 | mins | 57 | 07 | 17 | 27 | 37 | 47 | until | 1557 | 1607 |
| Farlington Walton Road | 0646 | 0726 | 0804 | – | 0844 | 0859 | – | 0923 | – | 0953 | past | – | – | 23 | – | – | 53 | | – | 1613 |
| Farlington Rectory Avenue | 0651 | 0731 | 0809 | – | 0849 | 0904 | – | 0930 | – | 1000 | each | – | – | 30 | – | – | 00 | | – | – |
| Park Parade Dunsbury Way | 0658 | 0738 | 0817 | – | 0857 | 0912 | – | 0942 | – | 1012 | hour | – | – | 42 | – | – | 12 | | – | – |
| West Leigh Wakefords Shop | 0708 | 0748 | 0827 | – | 0907 | 0922 | – | 0952 | – | 1022 | | – | – | 52 | – | – | 22 | | – | – |
| **Havant Bus Station** | 0720 | 0800 | 0840 | – | 0920 | 0935 | – | 1005 | – | 1035 | | – | – | 05 | – | – | 35 | | – | – |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth The Hard Interchange (K)** | 1547 | 1557 | 1612 | 1627 | 1642 | 1657 | 1712 | 1727 | 1742 | 1757 | 1812 | 1827 | 1847 | 1907 | 1937 | 2007 | 2037 | 2107 | 2207 |
| Portsmouth City Centre (A) | 1554 | 1604 | 1619 | 1634 | 1649 | 1704 | 1719 | 1734 | 1749 | 1804 | 1819 | 1834 | 1854 | 1913 | 1943 | 2013 | 2043 | 2113 | 2213 |
| Kingston Prison | 1604 | 1614 | 1629 | 1644 | 1659 | 1714 | 1729 | 1744 | 1759 | 1814 | 1829 | 1844 | 1904 | 1921 | 1951 | 2021 | 2051 | 2121 | 2221 |
| Copnor Green Lane | 1611 | 1621 | 1636 | 1651 | 1706 | 1721 | 1736 | 1751 | 1806 | 1821 | 1836 | 1851 | 1911 | 1927 | 1957 | 2027 | 2057 | 2127 | 2227 |
| Anchorage Park Compass Rose | 1617 | 1627 | 1642 | 1657 | 1712 | 1727 | 1742 | 1757 | 1812 | 1827 | 1842 | 1857 | 1917 | 1932 | 2002 | 2032 | 2102 | 2132 | 2232 |
| Farlington Walton Road | 1623 | – | 1648 | 1703 | 1718 | 1733 | 1748 | 1803 | 1818 | 1833 | 1848 | 1903 | 1923 | 1936 | 2006 | 2036 | 2106 | 2136 | 2236 |
| Farlington Rectory Avenue | 1630 | – | – | 1710 | – | 1740 | 1754 | 1809 | 1824 | 1839 | 1854 | 1910 | 1929 | 1941 | 2011 | 2041 | 2111 | 2141 | 2241 |
| Park Parade Dunsbury Way | 1642 | – | – | 1720 | – | – | 1802 | – | 1832 | – | 1902 | – | 1937 | – | – | 2049 | – | 2149 | – |
| West Leigh Wakefords Shop | 1652 | – | – | 1730 | – | – | 1810 | – | 1840 | – | 1910 | – | 1945 | – | – | 2057 | – | 2157 | – |
| **Havant Bus Station** | 1705 | – | – | 1740 | – | – | 1820 | – | 1850 | – | 1920 | – | 1955 | – | – | 2107 | – | 2207 | – |

| | | |
|---|---|---|
| **Portsmouth The Hard Interchange (K)** | 2307 | 0007 |
| Portsmouth City Centre (A) | 2313 | 0013 |
| Kingston Prison | 2321 | 0021 |
| Copnor Green Lane | 2327 | 0027 |
| Anchorage Park Compass Rose | 2332 | 0032 |
| Farlington Walton Road | 2336 | 0036 |
| Farlington Rectory Avenue | 2341 | 0041 |

# Portsmouth - Copnor - Anchorage Park - Farlington - Leigh Park - Havant

Stagecoach **21**

## Sundays & Public Holidays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth The Hard Interchange (K)** | – | 0835 | 0905 | 0935 | 1005 | 1030 | 1050 | 1110 | | 30 | 50 | 10 | | 1630 | 1650 | 1710 | 1730 | 1750 | 1810 | 1835 |
| Portsmouth City Centre (A) | – | 0840 | 0910 | 0940 | 1010 | 1036 | 1056 | 1116 | then | 36 | 56 | 16 | | 1636 | 1656 | 1716 | 1736 | 1756 | 1816 | 1841 |
| Kingston Prison | – | 0848 | 0918 | 0948 | 1018 | 1046 | 1106 | 1126 | at | 46 | 06 | 26 | | 1646 | 1706 | 1726 | 1746 | 1806 | 1826 | 1849 |
| Copnor Green Lane | – | 0855 | 0925 | 0955 | 1025 | 1053 | 1113 | 1133 | these | 53 | 13 | 33 | | 1653 | 1713 | 1733 | 1753 | 1813 | 1833 | 1855 |
| Anchorage Park Compass Rose | – | 0900 | 0930 | 1000 | 1030 | 1059 | 1119 | 1139 | mins | 59 | 19 | 39 | until | 1659 | 1719 | 1739 | 1759 | 1819 | 1839 | 1900 |
| Farlington Walton Road | 0754 | 0904 | – | 1004 | – | 1104 | – | – | past | 04 | – | – | | 1704 | – | – | 1804 | – | – | 1904 |
| Farlington Rectory Avenue | 0759 | 0910 | – | 1010 | – | 1110 | – | – | each | 10 | – | – | | 1710 | – | – | 1809 | – | – | 1909 |
| Park Parade Dunsbury Way | 0807 | 0919 | – | 1019 | – | 1119 | – | – | hour | 19 | – | – | | 1719 | – | – | 1817 | – | – | 1917 |
| West Leigh Wakefords Shop | 0815 | 0928 | – | 1028 | – | 1128 | – | – | | 28 | – | – | | 1728 | – | – | 1825 | – | – | 1925 |
| **Havant Bus Station** | 0825 | 0940 | – | 1040 | – | 1140 | – | – | | 40 | – | – | | 1740 | – | – | 1835 | – | – | 1935 |

| | | | |
|---|---|---|---|
| **Portsmouth The Hard Interchange (K)** | 1935 | 2035 | 2145 |
| Portsmouth City Centre (A) | 1941 | 2040 | 2150 |
| Kingston Prison | 1949 | 2048 | 2158 |
| Copnor Green Lane | 1955 | 2054 | 2204 |
| Anchorage Park Compass Rose | 2000 | 2058 | 2208 |
| Farlington Walton Road | 2004 | 2102 | 2212 |
| Farlington Rectory Avenue | 2009 | 2106 | 2216 |
| Park Parade Dunsbury Way | 2017 | – | – |
| West Leigh Wakefords Shop | 2025 | – | – |
| **Havant Bus Station** | 2035 | – | – |

# Leigh Park - Havant - Cosham - North End - Portsmouth - Southsea

Stagecoach

# 23

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Leigh Park Strouden Court** | – | 0502 | 0522 | – | 0542 | – | 0602 | 0612 | – | 0625 | 0635 | 0645 | 0655 | - | 0702 | | 12 | 22 | 32 | 42 | 52 |
| Leigh Park Southfield Walk | – | 0505 | 0525 | – | 0545 | – | 0605 | 0615 | – | 0628 | 0638 | 0648 | 0658 | - | 0705 | | 15 | 25 | 35 | 45 | 55 |
| Park Parade Dunsbury Way | – | 0511 | 0531 | – | 0551 | – | 0611 | 0621 | – | 0634 | 0644 | 0654 | 0704 | - | 0712 | then | 22 | 32 | 42 | 52 | 02 |
| Havant Bus Station (E) ⇄ arr | – | 0519 | 0539 | – | 0559 | – | 0619 | 0629 | – | 0642 | 0652 | 0702 | 0712 | - | 0720 | at | 30 | 40 | 50 | 00 | 10 |
| **Havant Bus Station (E) ⇄ dep** | – | 0521 | 0541 | – | 0601 | – | 0621 | 0632 | – | 0646 | 0656 | 0706 | 0716 | - | 0724 | these | 34 | 44 | 54 | 04 | 14 |
| Farlington Rectory Avenue | 0509 | 0529 | 0549 | 0559 | 0609 | 0619 | 0629 | 0641 | 0650 | 0654 | 0704 | 0714 | 0724 | 0729 | 0734 | mins | 44 | 54 | 04 | 14 | 24 |
| Cosham Health Centre (F) | 0517 | 0537 | 0557 | 0607 | 0617 | 0627 | 0637 | 0649 | 0658 | 0705 | 0715 | 0725 | 0735 | 0740 | 0745 | past | 55 | 05 | 15 | 25 | 35 |
| North End Junction (G) | 0526 | 0546 | 0606 | 0616 | 0626 | 0636 | 0646 | 0658 | 0707 | 0715 | 0725 | 0735 | 0745 | 0750 | 0755 | each | 05 | 15 | 25 | 35 | 45 |
| Portsmouth City Centre (C) | 0536 | 0556 | 0616 | 0626 | 0636 | 0646 | 0656 | 0710 | 0719 | 0727 | 0737 | 0747 | 0757 | 0803 | 0810 | hour | 20 | 30 | 40 | 50 | 00 |
| Portsmouth The Hard Interchange (M) | 0541 | 0601 | 0621 | 0631 | 0641 | 0651 | 0701 | 0716 | 0725 | 0733 | 0743 | 0753 | 0803 | 0809 | 0816 | | 26 | 36 | 46 | 56 | 06 |
| Southsea Palmerston Road (A) | 0547 | 0607 | 0627 | 0637 | 0647 | 0657 | 0707 | 0722 | 0731 | 0740 | 0750 | 0800 | 0810 | 0816 | 0823 | | 33 | 43 | 53 | 03 | 13 |
| **Southsea South Parade Pier** | 0551 | 0611 | 0631 | 0641 | 0651 | 0701 | 0711 | 0726 | 0735 | 0744 | 0754 | 0804 | 0814 | 0820 | 0827 | | 37 | 47 | 57 | 07 | 17 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Leigh Park Strouden Court** | 02 | | 1312 | 1322 | 1332 | 1342 | 1352 | 1402 | 1412 | 1422 | 1432 | 1442 | 1452 | 1502 | 1512 | 1522 | 1532 | 1542 | 1554 | 1606 | 1618 |
| Leigh Park Southfield Walk | 05 | | 1315 | 1325 | 1335 | 1345 | 1355 | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 | 1545 | 1557 | 1609 | 1621 |
| Park Parade Dunsbury Way | 12 | | 1322 | 1332 | 1342 | 1352 | 1402 | 1412 | 1422 | 1432 | 1442 | 1452 | 1502 | 1512 | 1522 | 1532 | 1542 | 1552 | 1604 | 1616 | 1628 |
| Havant Bus Station (E) ⇄ arr | 20 | | 1330 | 1340 | 1350 | 1400 | 1410 | 1420 | 1430 | 1440 | 1450 | 1500 | 1510 | 1520 | 1530 | 1540 | 1550 | 1600 | 1612 | 1624 | 1636 |
| **Havant Bus Station (E) ⇄ dep** | 24 | until | 1334 | 1344 | 1354 | 1404 | 1414 | 1424 | 1434 | 1444 | 1454 | 1504 | 1514 | 1524 | 1534 | 1544 | 1554 | 1604 | 1616 | 1628 | 1640 |
| Farlington Rectory Avenue | 34 | | 1344 | 1354 | 1404 | 1414 | 1424 | 1434 | 1444 | 1454 | 1504 | 1514 | 1524 | 1534 | 1544 | 1554 | 1604 | 1614 | 1626 | 1638 | 1650 |
| Cosham Health Centre (F) | 45 | | 1355 | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 | 1545 | 1555 | 1605 | 1615 | 1625 | 1637 | 1649 | 1701 |
| North End Junction (G) | 55 | | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 | 1525 | 1535 | 1545 | 1555 | 1605 | 1615 | 1625 | 1635 | 1647 | 1659 | 1711 |
| Portsmouth City Centre (C) | 10 | | 1420 | 1430 | 1440 | 1450 | 1500 | 1512 | 1524 | 1534 | 1544 | 1554 | 1604 | 1614 | 1624 | 1634 | 1644 | 1654 | 1706 | 1718 | 1730 |
| Portsmouth The Hard Interchange (M) | 16 | | 1426 | 1436 | 1446 | 1456 | 1506 | 1518 | 1530 | 1540 | 1550 | 1600 | 1610 | 1620 | 1630 | 1640 | 1650 | 1700 | 1712 | 1724 | 1736 |
| Southsea Palmerston Road (A) | 23 | | 1433 | 1443 | 1453 | 1503 | 1513 | 1525 | 1537 | 1547 | 1557 | 1607 | 1617 | 1627 | 1637 | 1645 | 1657 | 1707 | 1719 | 1731 | 1743 |
| **Southsea South Parade Pier** | 27 | | 1437 | 1447 | 1457 | 1507 | 1517 | 1529 | 1541 | 1551 | 1601 | 1611 | 1621 | 1631 | 1641 | 1651 | 1701 | 1711 | 1723 | 1735 | 1747 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Leigh Park Strouden Court** | 1630 | 1642 | 1652 | 1702 | 1712 | 1722 | 1732 | 1742 | 1806 | – | 1836 | – | 1906 | – | 1954 | – | 2054 | – | 2154 | 2254 |
| Leigh Park Southfield Walk | 1633 | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 | 1745 | 1809 | – | 1839 | – | 1909 | – | 1957 | – | 2057 | – | 2157 | 2257 |
| Park Parade Dunsbury Way | 1640 | 1652 | 1702 | 1712 | 1722 | 1732 | 1742 | 1752 | 1816 | – | 1846 | – | 1916 | – | 2002 | – | 2102 | – | 2202 | 2303 |
| Havant Bus Station (E) ⇄ arr | 1648 | 1700 | 1710 | 1720 | 1730 | 1740 | 1750 | 1800 | 1824 | – | 1854 | – | 1924 | – | 2010 | – | 2110 | – | 2210 | 2310 |
| **Havant Bus Station (E) ⇄ dep** | 1652 | 1704 | 1714 | 1724 | 1734 | 1744 | 1754 | 1804 | 1828 | 1843 | 1858 | 1913 | 1928 | 1943 | 2013 | 2043 | 2113 | 2143 | 2213 | 2313 |
| Farlington Rectory Avenue | 1702 | 1714 | 1724 | 1734 | 1744 | 1754 | 1804 | 1814 | 1836 | 1851 | 1906 | 1921 | 1934 | 1951 | 2021 | 2051 | 2121 | 2151 | 2221 | 2321 |
| Cosham Health Centre (F) | 1713 | 1725 | 1735 | 1745 | 1755 | 1805 | 1815 | 1825 | 1845 | 1900 | 1915 | 1930 | 1945 | 2000 | 2030 | 2100 | 2130 | 2200 | 2230 | 2330 |
| North End Junction (G) | 1723 | 1735 | 1745 | 1755 | 1805 | 1815 | 1825 | 1835 | 1853 | 1908 | 1923 | 1938 | 1953 | 2008 | 2038 | 2108 | 2138 | 2208 | 2238 | 2338 |
| Portsmouth City Centre (C) | 1742 | 1752 | 1802 | 1808 | 1820 | 1830 | 1835 | 1848 | 1904 | 1919 | 1934 | 1949 | 2004 | 2019 | 2049 | 2119 | 2149 | 2219 | 2249 | 2349 |
| Portsmouth The Hard Interchange (M) | 1748 | 1758 | 1808 | – | 1826 | 1836 | – | 1854 | 1909 | 1924 | 1939 | 1954 | 2009 | 2024 | 2054 | 2124 | 2154 | 2224 | 2254 | 2354 |
| Southsea Palmerston Road (A) | 1755 | 1805 | 1815 | – | 1833 | 1843 | – | 1900 | 1916 | 1931 | 1946 | 2001 | 2016 | 2031 | 2101 | 2131 | 2201 | 2231 | 2301 | – |
| **Southsea South Parade Pier** | 1759 | 1809 | 1819 | – | 1837 | 1847 | – | 1903 | 1920 | 1935 | 1950 | 2005 | 2020 | 2035 | 2105 | 2135 | 2205 | 2235 | 2305 | – |

# Leigh Park - Havant - Cosham - North End - Portsmouth - Southsea

Stagecoach

# 23

## Saturdays

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Leigh Park Strouden Court** | – | 0639 | – | 0709 | 0724 | 0736 | 0746 | 0756 | 0806 | 0816 | 0826 | | 36 | 46 | 56 | 06 | 16 | 26 | | 1436 | 1446 |
| Leigh Park Southfield Walk | – | 0642 | – | 0712 | 0727 | 0739 | 0749 | 0759 | 0809 | 0819 | 0829 | | 39 | 49 | 59 | 09 | 19 | 29 | | 1439 | 1449 |
| Park Parade Dunsbury Way | – | 0648 | – | 0718 | 0733 | 0746 | 0756 | 0806 | 0816 | 0826 | 0836 | then | 46 | 56 | 06 | 16 | 26 | 36 | | 1446 | 1456 |
| Havant Bus Station (E) ⇄ arr | – | 0656 | – | 0726 | 0741 | 0754 | 0804 | 0814 | 0824 | 0834 | 0844 | at | 54 | 04 | 14 | 24 | 34 | 44 | | 1454 | 1504 |
| **Havant Bus Station (E) ⇄ dep** | – | 0658 | – | 0728 | 0743 | 0758 | 0808 | 0818 | 0828 | 0838 | 0848 | these | 58 | 08 | 18 | 28 | 38 | 48 | until | 1458 | 1508 |
| Farlington Rectory Avenue | 0646 | 0706 | 0726 | 0736 | 0751 | 0806 | 0816 | 0826 | 0836 | 0846 | 0856 | mins | 06 | 16 | 26 | 36 | 46 | 56 | | 1506 | 1516 |
| Cosham Health Centre (F) | 0653 | 0713 | 0733 | 0746 | 0801 | 0816 | 0826 | 0836 | 0846 | 0856 | 0906 | past | 16 | 26 | 36 | 46 | 56 | 06 | | 1516 | 1526 |
| North End Junction (G) | 0702 | 0722 | 0742 | 0755 | 0810 | 0825 | 0835 | 0845 | 0855 | 0905 | 0915 | each | 25 | 35 | 45 | 55 | 05 | 15 | | 1525 | 1535 |
| Portsmouth City Centre (C) | 0713 | 0733 | 0753 | 0808 | 0823 | 0838 | 0848 | 0858 | 0908 | 0918 | 0928 | hour | 38 | 48 | 58 | 08 | 18 | 28 | | 1538 | 1548 |
| Portsmouth The Hard Interchange (M) | 0719 | 0739 | 0759 | 0814 | 0829 | 0844 | 0854 | 0904 | 0914 | 0924 | 0934 | | 44 | 54 | 04 | 14 | 24 | 34 | | 1544 | 1554 |
| Southsea Palmerston Road (A) | 0726 | 0746 | 0806 | 0821 | 0836 | 0851 | 0901 | 0911 | 0921 | 0931 | 0941 | | 51 | 01 | 11 | 21 | 31 | 41 | | 1551 | 1601 |
| **Southsea South Parade Pier** | 0730 | 0750 | 0810 | 0825 | 0840 | 0855 | 0905 | 0915 | 0925 | 0935 | 0945 | | 55 | 05 | 15 | 25 | 35 | 45 | | 1555 | 1605 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Leigh Park Strouden Court** | 1456 | 1506 | 1516 | 1526 | 1538 | 1550 | 1602 | 1614 | 1626 | 1638 | 1651 | 1706 | 1721 | 1736 | 1751 | 1806 | – | 1836 | – | 1906 | – |
| Leigh Park Southfield Walk | 1459 | 1509 | 1519 | 1529 | 1541 | 1553 | 1605 | 1617 | 1629 | 1641 | 1654 | 1709 | 1724 | 1739 | 1754 | 1809 | – | 1839 | – | 1909 | – |
| Park Parade Dunsbury Way | 1506 | 1516 | 1526 | 1536 | 1548 | 1600 | 1612 | 1624 | 1636 | 1648 | 1701 | 1716 | 1731 | 1746 | 1801 | 1816 | – | 1846 | – | 1916 | – |
| Havant Bus Station (E) ⇄ arr | 1514 | 1524 | 1534 | 1544 | 1556 | 1608 | 1620 | 1632 | 1644 | 1656 | 1709 | 1724 | 1739 | 1754 | 1809 | 1824 | – | 1854 | – | 1924 | – |
| **Havant Bus Station (E) ⇄ dep** | 1518 | 1528 | 1538 | 1548 | 1600 | 1612 | 1624 | 1636 | 1648 | 1700 | 1713 | 1728 | 1743 | 1758 | 1813 | 1828 | 1843 | 1858 | 1913 | 1928 | 1943 |
| Farlington Rectory Avenue | 1526 | 1536 | 1546 | 1556 | 1608 | 1620 | 1632 | 1644 | 1656 | 1708 | 1721 | 1736 | 1751 | 1806 | 1821 | 1836 | 1851 | 1906 | 1921 | 1936 | 1951 |
| Cosham Health Centre (F) | 1536 | 1546 | 1556 | 1606 | 1618 | 1630 | 1642 | 1654 | 1706 | 1718 | 1730 | 1746 | 1800 | 1815 | 1830 | 1845 | 1900 | 1915 | 1930 | 1945 | 2000 |
| North End Junction (G) | 1545 | 1555 | 1605 | 1615 | 1627 | 1639 | 1651 | 1703 | 1715 | 1727 | 1739 | 1754 | 1808 | 1823 | 1838 | 1853 | 1908 | 1923 | 1938 | 1953 | 2008 |
| Portsmouth City Centre (C) | 1558 | 1608 | 1618 | 1628 | 1640 | 1652 | 1704 | 1716 | 1728 | 1740 | 1752 | 1805 | 1819 | 1834 | 1849 | 1904 | 1919 | 1934 | 1949 | 2004 | 2019 |
| Portsmouth The Hard Interchange (M) | 1604 | 1614 | 1624 | 1634 | 1646 | 1658 | 1710 | 1722 | 1734 | 1746 | 1758 | 1810 | 1824 | 1839 | 1854 | 1909 | 1924 | 1939 | 1954 | 2009 | 2024 |
| Southsea Palmerston Road (A) | 1611 | 1621 | 1631 | 1641 | 1653 | 1705 | 1717 | 1729 | 1741 | 1753 | 1805 | 1817 | 1831 | 1846 | 1901 | 1916 | 1931 | 1946 | 2001 | 2016 | 2031 |
| **Southsea South Parade Pier** | 1615 | 1625 | 1635 | 1645 | 1657 | 1709 | 1721 | 1733 | 1745 | 1757 | 1809 | 1821 | 1835 | 1850 | 1905 | 1920 | 1935 | 1950 | 2005 | 2020 | 2035 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Leigh Park Strouden Court** | 1954 | – | 2054 | – | 2154 | 2254 |
| Leigh Park Southfield Walk | 1957 | – | 2057 | – | 2157 | 2257 |
| Park Parade Dunsbury Way | 2003 | – | 2103 | – | 2203 | 2303 |
| Havant Bus Station (E) ⇄ arr | 2010 | – | 2110 | – | 2210 | 2310 |
| **Havant Bus Station (E) ⇄ dep** | 2013 | 2043 | 2113 | 2143 | 2213 | 2313 |
| Farlington Rectory Avenue | 2021 | 2051 | 2121 | 2151 | 2221 | 2321 |
| Cosham Health Centre (F) | 2030 | 2100 | 2130 | 2200 | 2230 | 2330 |
| North End Junction (G) | 2038 | 2108 | 2138 | 2208 | 2238 | 2338 |
| Portsmouth City Centre (C) | 2049 | 2119 | 2149 | 2219 | 2249 | 2349 |
| Portsmouth The Hard Interchange (M) | 2054 | 2124 | 2154 | 2224 | 2254 | 2354 |
| Southsea Palmerston Road (A) | 2101 | 2131 | 2201 | 2231 | 2301 | – |
| **Southsea South Parade Pier** | 2105 | 2135 | 2205 | 2235 | 2305 | – |

## Sundays & Public Holidays

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Leigh Park Strouden Court** | 0741 | 0816 | 0846 | 0916 | 0936 | 0956 | | 16 | 36 | 56 | | 1416 | 1436 | 1456 | 1516 | 1536 | 1604 | 1634 | 1704 | 1734 | 1804 |
| Leigh Park Southfield Walk | 0744 | 0819 | 0849 | 0919 | 0939 | 0959 | | 19 | 39 | 59 | | 1419 | 1439 | 1459 | 1519 | 1539 | 1607 | 1637 | 1707 | 1737 | 1807 |
| Park Parade Dunsbury Way | 0750 | 0825 | 0856 | 0926 | 0946 | 1006 | then | 26 | 46 | 06 | | 1426 | 1446 | 1506 | 1526 | 1546 | 1613 | 1643 | 1713 | 1743 | 1813 |
| Havant Bus Station (E) ⇄ arr | 0757 | 0832 | 0904 | 0934 | 0954 | 1014 | at | 34 | 54 | 14 | | 1434 | 1454 | 1514 | 1534 | 1554 | 1620 | 1650 | 1720 | 1750 | 1820 |
| **Havant Bus Station (E) ⇄ dep** | 0800 | 0835 | 0908 | 0938 | 0958 | 1018 | these | 38 | 58 | 18 | until | 1438 | 1458 | 1518 | 1538 | 1558 | 1623 | 1653 | 1723 | 1753 | 1823 |
| Farlington Rectory Avenue | 0807 | 0842 | 0916 | 0946 | 1006 | 1026 | mins | 46 | 06 | 26 | | 1446 | 1506 | 1526 | 1546 | 1606 | 1631 | 1701 | 1731 | 1801 | 1831 |
| Cosham Health Centre (F) | 0817 | 0852 | 0926 | 0956 | 1016 | 1036 | past | 56 | 16 | 36 | | 1456 | 1516 | 1536 | 1556 | 1616 | 1640 | 1710 | 1740 | 1810 | 1840 |
| North End Junction (G) | 0826 | 0901 | 0935 | 1005 | 1025 | 1045 | each | 05 | 25 | 45 | | 1505 | 1525 | 1545 | 1605 | 1625 | 1648 | 1718 | 1748 | 1818 | 1848 |
| Portsmouth City Centre (C) | 0838 | 0913 | 0948 | 1018 | 1038 | 1058 | hour | 18 | 38 | 58 | | 1518 | 1538 | 1558 | 1618 | 1638 | 1659 | 1729 | 1759 | 1829 | 1859 |
| Portsmouth The Hard Interchange (M) | 0844 | 0919 | 0954 | 1024 | 1044 | 1104 | | 24 | 44 | 04 | | 1524 | 1544 | 1604 | 1624 | 1644 | 1704 | 1734 | 1804 | 1834 | 1904 |
| Southsea Palmerston Road (A) | 0851 | 0926 | 1001 | 1031 | 1051 | 1111 | | 31 | 51 | 11 | | 1531 | 1551 | 1611 | 1631 | 1651 | 1711 | 1741 | 1811 | 1841 | 1911 |
| **Southsea South Parade Pier** | 0855 | 0930 | 1005 | 1035 | 1055 | 1115 | | 35 | 55 | 15 | | 1535 | 1555 | 1615 | 1635 | 1655 | 1715 | 1745 | 1815 | 1845 | 1915 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Leigh Park Strouden Court** | – | 1904 | – | 2004 | 2104 | 2234 |
| Leigh Park Southfield Walk | – | 1907 | – | 2007 | 2107 | 2237 |
| Park Parade Dunsbury Way | – | 1913 | – | 2013 | 2113 | 2243 |
| Havant Bus Station (E) ⇄ arr | – | 1920 | – | 2020 | 2120 | 2250 |
| **Havant Bus Station (E) ⇄ dep** | 1853 | 1923 | 1953 | 2023 | 2123 | 2253 |
| Farlington Rectory Avenue | 1901 | 1931 | 2001 | 2031 | 2131 | 2259 |
| Cosham Health Centre (F) | 1910 | 1940 | 2010 | 2040 | 2140 | 2306 |
| North End Junction (G) | 1918 | 1948 | 2018 | 2048 | 2148 | 2314 |
| Portsmouth City Centre (C) | 1929 | 1959 | 2029 | 2059 | 2159 | 2324 |
| Portsmouth The Hard Interchange (M) | 1934 | 2004 | 2034 | 2104 | 2204 | 2329 |
| Southsea Palmerston Road (A) | 1941 | 2011 | 2041 | 2111 | 2211 | – |
| **Southsea South Parade Pier** | 1945 | 2015 | 2045 | 2115 | 2215 | – |

# Southsea - Portsmouth - North End - Cosham - Havant - Leigh Park

Stagecoach

# 23

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (D)** | – | – | – | 0555 | 0615 | 0635 | 0650 | 0700 | 0710 | 0720 | 0730 | 0740 | 0750 | 0800 | 0810 | 0820 | 0829 | 0837 | | 47 | 57 |
| Southsea Palmerston Road (B) | – | – | – | 0559 | 0619 | 0639 | 0654 | 0704 | 0714 | 0724 | 0734 | 0744 | 0754 | 0804 | 0814 | 0824 | 0834 | 0842 | | 52 | 02 |
| Portsmouth The Hard Interchange (E) | – | – | – | 0607 | 0627 | 0647 | 0702 | 0712 | 0722 | 0732 | 0742 | 0752 | 0802 | 0812 | 0822 | 0832 | 0842 | 0851 | then | 01 | 11 |
| Portsmouth City Centre (D) | – | – | – | 0613 | 0633 | 0653 | 0708 | 0718 | 0728 | 0738 | 0748 | 0758 | 0808 | 0818 | 0828 | 0838 | 0848 | 0858 | at | 08 | 18 |
| **North End Junction (C)** | – | – | – | 0625 | 0645 | 0705 | 0722 | 0732 | 0742 | 0752 | 0802 | 0812 | 0822 | 0832 | 0842 | 0852 | 0902 | 0912 | these | 22 | 32 |
| Cosham Health Centre (B) | 0550 | 0610 | 0625 | 0634 | 0654 | 0714 | 0732 | 0742 | 0752 | 0802 | 0812 | 0822 | 0832 | 0842 | 0852 | 0902 | 0912 | 0922 | mins | 32 | 42 |
| Farlington Rectory Avenue | 0600 | 0620 | 0636 | 0644 | 0704 | 0724 | 0742 | 0752 | 0802 | 0812 | 0822 | 0832 | 0842 | 0852 | 0902 | 0912 | 0922 | 0932 | past | 42 | 52 |
| **Havant Bus Station (F)** ⇄ arr | 0609 | 0629 | 0645 | 0653 | 0713 | 0733 | 0752 | 0802 | 0812 | 0822 | 0832 | 0842 | 0852 | 0902 | 0912 | 0922 | 0932 | 0942 | each | 52 | 02 |
| **Havant Bus Station (F)** ⇄ dep | 0611 | 0631 | 0647 | 0657 | 0717 | 0737 | 0756 | 0806 | 0816 | 0826 | 0836 | 0846 | 0856 | 0906 | 0916 | 0926 | 0936 | 0946 | hour | 56 | 06 |
| Park Parade Dunsbury Way | 0618 | 0638 | 0654 | 0704 | 0724 | 0744 | 0804 | 0814 | 0824 | 0834 | 0844 | 0854 | 0904 | 0914 | 0924 | 0934 | 0944 | 0954 | | 04 | 14 |
| Leigh Park Strouden Court | 0624 | 0644 | 0700 | 0710 | 0730 | 0750 | 0810 | 0820 | 0830 | 0840 | 0850 | 0900 | 0910 | 0920 | 0930 | 0940 | 0950 | 1000 | | 10 | 20 |
| **Leigh Park Southfield Walk** | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (D)** | 07 | 17 | 27 | 37 | | 1347 | 1357 | 1407 | 1417 | 1427 | 1437 | 1447 | 1457 | 1507 | 1517 | 1527 | 1537 | 1547 | 1557 | 1607 | 1617 |
| Southsea Palmerston Road (B) | 12 | 22 | 32 | 42 | | 1352 | 1402 | 1412 | 1422 | 1432 | 1442 | 1452 | 1502 | 1512 | 1522 | 1532 | 1542 | 1552 | 1602 | 1612 | 1622 |
| Portsmouth The Hard Interchange (E) | 21 | 31 | 41 | 51 | | 1401 | 1411 | 1421 | 1431 | 1441 | 1451 | 1501 | 1511 | 1521 | 1531 | 1541 | 1551 | 1601 | 1611 | 1621 | 1631 |
| Portsmouth City Centre (D) | 28 | 38 | 48 | 58 | | 1408 | 1418 | 1428 | 1438 | 1448 | 1458 | 1508 | 1518 | 1528 | 1538 | 1548 | 1558 | 1608 | 1618 | 1628 | 1638 |
| **North End Junction (C)** | 42 | 52 | 02 | 12 | | 1422 | 1432 | 1442 | 1452 | 1503 | 1514 | 1525 | 1535 | 1545 | 1555 | 1605 | 1615 | 1625 | 1635 | 1645 | 1655 |
| Cosham Health Centre (B) | 52 | 02 | 12 | 22 | until | 1432 | 1442 | 1452 | 1502 | 1513 | 1524 | 1535 | 1545 | 1555 | 1605 | 1615 | 1625 | 1635 | 1645 | 1655 | 1705 |
| Farlington Rectory Avenue | 02 | 12 | 22 | 32 | | 1442 | 1452 | 1502 | 1512 | 1523 | 1534 | 1545 | 1555 | 1605 | 1615 | 1625 | 1635 | 1645 | 1655 | 1705 | 1715 |
| **Havant Bus Station (F)** ⇄ arr | 12 | 22 | 32 | 42 | | 1452 | 1502 | 1512 | 1522 | 1534 | 1546 | 1558 | 1610 | 1621 | 1631 | 1641 | 1651 | 1701 | 1711 | 1721 | 1731 |
| **Havant Bus Station (F)** ⇄ dep | 16 | 26 | 36 | 46 | | 1456 | 1506 | 1516 | 1526 | 1538 | 1550 | 1602 | 1614 | 1625 | 1635 | 1645 | 1655 | 1705 | 1715 | 1725 | 1735 |
| Park Parade Dunsbury Way | 24 | 34 | 44 | 54 | | 1504 | 1514 | 1524 | 1534 | 1546 | 1558 | 1610 | 1622 | 1634 | 1644 | 1654 | 1704 | 1714 | 1724 | 1734 | 1744 |
| Leigh Park Strouden Court | 30 | 40 | 50 | 00 | | 1510 | 1520 | 1530 | 1540 | 1552 | 1604 | 1616 | 1628 | 1640 | 1650 | 1700 | 1710 | 1720 | 1730 | 1740 | 1750 |
| **Leigh Park Southfield Walk** | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1753 |

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (D)** | 1627 | 1637 | 1647 | 1657 | 1707 | 1717 | 1727 | 1739 | 1751 | 1803 | 1815 | 1830 | 1845 | 1900 | 1915 | 1930 | 1945 | 2000 | 2015 | 2030 | 2045 |
| Southsea Palmerston Road (B) | 1632 | 1642 | 1652 | 1702 | 1712 | 1722 | 1732 | 1744 | 1756 | 1808 | 1820 | 1834 | 1849 | 1904 | 1919 | 1934 | 1949 | 2004 | 2019 | 2034 | 2049 |
| Portsmouth The Hard Interchange (E) | 1641 | 1651 | 1701 | 1711 | 1721 | 1731 | 1741 | 1753 | 1804 | 1816 | 1828 | 1842 | 1857 | 1912 | 1927 | 1942 | 1957 | 2012 | 2027 | 2042 | 2057 |
| Portsmouth City Centre (D) | 1648 | 1658 | 1708 | 1718 | 1728 | 1738 | 1748 | 1800 | 1810 | 1822 | 1834 | 1847 | 1902 | 1917 | 1932 | 1947 | 2002 | 2017 | 2032 | 2047 | 2102 |
| **North End Junction (C)** | 1705 | 1715 | 1725 | 1735 | 1745 | 1754 | 1804 | 1816 | 1826 | 1836 | 1846 | 1858 | 1913 | 1928 | 1943 | 1958 | 2013 | 2028 | 2043 | 2058 | 2113 |
| Cosham Health Centre (B) | 1715 | 1725 | 1735 | 1745 | 1755 | 1804 | 1814 | 1826 | 1834 | 1844 | 1854 | 1905 | 1920 | 1935 | 1950 | 2005 | 2020 | 2035 | 2050 | 2105 | 2120 |
| Farlington Rectory Avenue | 1725 | 1735 | 1745 | 1755 | 1805 | 1813 | 1823 | 1835 | 1843 | 1853 | 1902 | 1914 | 1929 | 1944 | 1959 | 2014 | 2029 | 2044 | 2059 | 2114 | 2129 |
| **Havant Bus Station (F)** ⇄ arr | 1741 | 1751 | 1759 | 1806 | 1816 | 1822 | 1832 | 1844 | 1852 | 1902 | 1911 | 1923 | 1938 | 1953 | 2008 | 2022 | 2037 | – | 2107 | – | 2137 |
| **Havant Bus Station (F)** ⇄ dep | 1745 | 1755 | 1803 | 1810 | 1820 | 1826 | 1836 | 1848 | 1856 | 1906 | 1915 | 1925 | 1940 | 1955 | 2010 | – | 2040 | – | 2110 | – | 2140 |
| Park Parade Dunsbury Way | 1754 | 1804 | 1811 | 1818 | 1828 | 1834 | 1844 | 1854 | 1904 | 1914 | 1922 | 1932 | 1947 | 2002 | 2017 | – | 2047 | – | 2117 | – | 2147 |
| Leigh Park Strouden Court | 1800 | 1810 | 1817 | 1824 | 1834 | 1840 | 1850 | 1902 | 1910 | 1920 | 1928 | 1938 | 1953 | 2008 | 2023 | – | 2053 | – | 2123 | – | 2153 |
| **Leigh Park Southfield Walk** | – | 1813 | 1820 | 1827 | – | 1843 | 1853 | – | 1913 | 1923 | 1931 | 1941 | – | 2011 | 2026 | – | – | – | 2126 | – | – |

## Mondays to Fridays Continued.

| | | | | | | |
|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (D)** | 2115 | 2145 | 2215 | 2245 | 2315 | – |
| Southsea Palmerston Road (B) | 2119 | 2149 | 2219 | 2249 | 2319 | – |
| Portsmouth The Hard Interchange (E) | 2127 | 2157 | 2227 | 2257 | 2327 | 2357 |
| Portsmouth City Centre (D) | 2132 | 2202 | 2232 | 2302 | 2332 | 0002 |
| **North End Junction (C)** | 2143 | 2213 | 2243 | 2313 | 2343 | 0013 |
| Cosham Health Centre (B) | 2150 | 2220 | 2250 | 2320 | 2350 | 0020 |
| Farlington Rectory Avenue | 2159 | 2229 | 2259 | 2329 | 2359 | 0029 |
| **Havant Bus Station (F)** ⇄ arr | 2207 | 2237 | – | 2337 | – | – |
| **Havant Bus Station (F)** ⇄ dep | 2210 | 2240 | – | 2340 | – | – |
| Park Parade Dunsbury Way | 2217 | 2247 | – | 2347 | – | – |
| Leigh Park Strouden Court | 2223 | 2253 | – | 2353 | – | – |
| **Leigh Park Southfield Walk** | 2226 | – | – | 2356 | – | – |

## Saturdays

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (D)** | – | – | 0715 | 0735 | 0755 | 0815 | – | 0835 |
| Southsea Palmerston Road (B) | – | – | 0719 | 0739 | 0759 | 0819 | – | 0840 |
| Portsmouth The Hard Interchange (E) | – | – | 0725 | 0745 | 0805 | 0825 | – | 0848 |
| Portsmouth City Centre (D) | – | 0711 | 0731 | 0751 | 0811 | 0831 | – | 0854 |
| **North End Junction (C)** | – | 0724 | 0744 | 0804 | 0824 | 0844 | – | 0907 |
| Cosham Health Centre (B) | 0712 | 0732 | 0752 | 0812 | 0832 | 0852 | 0904 | 0916 |
| Farlington Rectory Avenue | 0720 | 0740 | 0800 | 0820 | 0840 | 0900 | 0913 | 0925 |
| **Havant Bus Station (F)** ⇄ arr | 0728 | 0748 | 0808 | 0828 | 0848 | 0908 | 0921 | 0934 |
| **Havant Bus Station (F)** ⇄ dep | 0730 | 0750 | 0810 | 0830 | 0850 | 0910 | 0924 | 0938 |
| Park Parade Dunsbury Way | 0738 | 0758 | 0818 | 0838 | 0858 | 0918 | 0933 | 0947 |
| Leigh Park Strouden Court | 0744 | 0804 | 0824 | 0844 | 0904 | 0924 | 0939 | 0954 |
| **Leigh Park Southfield Walk** | – | – | – | – | – | – | – | – |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (D)** | | 45 | 55 | 05 | 15 | 25 | 35 | | 1645 | 1655 | 1705 | 1715 | 1730 | 1745 | 1800 | 1815 | 1830 | 1845 | 1900 | 1915 | 1930 |
| Southsea Palmerston Road (B) | | 50 | 00 | 10 | 20 | 30 | 40 | | 1650 | 1700 | 1710 | 1720 | 1734 | 1749 | 1804 | 1819 | 1834 | 1849 | 1904 | 1919 | 1934 |
| Portsmouth The Hard Interchange (E) | then | 58 | 08 | 18 | 28 | 38 | 48 | | 1658 | 1708 | 1718 | 1728 | 1741 | 1757 | 1812 | 1827 | 1842 | 1857 | 1912 | 1927 | 1942 |
| Portsmouth City Centre (D) | at | 04 | 14 | 24 | 34 | 44 | 54 | | 1704 | 1714 | 1724 | 1734 | 1747 | 1802 | 1817 | 1832 | 1847 | 1902 | 1917 | 1932 | 1947 |
| **North End Junction (C)** | these | 17 | 27 | 37 | 47 | 57 | 07 | | 1717 | 1727 | 1737 | 1747 | 1759 | 1813 | 1828 | 1843 | 1858 | 1913 | 1928 | 1943 | 1958 |
| Cosham Health Centre (B) | mins | 26 | 36 | 46 | 56 | 06 | 16 | until | 1726 | 1736 | 1746 | 1756 | 1808 | 1820 | 1835 | 1850 | 1905 | 1920 | 1935 | 1950 | 2005 |
| Farlington Rectory Avenue | past | 35 | 45 | 55 | 05 | 15 | 25 | | 1735 | 1745 | 1755 | 1805 | 1817 | 1829 | 1844 | 1859 | 1914 | 1929 | 1944 | 1959 | 2014 |
| **Havant Bus Station (F)** ⇄ arr | each | 44 | 54 | 04 | 14 | 24 | 34 | | 1744 | 1754 | 1804 | 1814 | 1826 | 1838 | 1853 | 1907 | 1923 | 1938 | 1953 | 2007 | 2022 |
| **Havant Bus Station (F)** ⇄ dep | hour | 48 | 58 | 08 | 18 | 28 | 38 | | 1748 | 1758 | 1808 | 1818 | 1830 | 1842 | 1855 | 1910 | 1925 | 1940 | 1955 | 2010 | – |
| Park Parade Dunsbury Way | | 57 | 07 | 17 | 27 | 37 | 47 | | 1757 | 1807 | 1817 | 1827 | 1839 | 1851 | 1903 | 1917 | 1932 | 1947 | 2002 | 2017 | – |
| Leigh Park Strouden Court | | 04 | 14 | 24 | 34 | 44 | 54 | | 1804 | 1814 | 1824 | 1834 | 1846 | 1858 | 1910 | 1923 | 1938 | 1953 | 2008 | 2023 | – |
| **Leigh Park Southfield Walk** | | – | – | – | – | – | – | | – | 1817 | 1827 | – | 1849 | – | 1913 | 1926 | 1941 | – | 2011 | 2026 | – |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (D)** | 1945 | 2000 | 2015 | 2030 | 2045 | 2115 | 2145 | 2215 | 2245 | 2315 | – |
| Southsea Palmerston Road (B) | 1949 | 2004 | 2019 | 2034 | 2049 | 2119 | 2149 | 2219 | 2249 | 2319 | – |
| Portsmouth The Hard Interchange (E) | 1957 | 2012 | 2027 | 2042 | 2057 | 2127 | 2157 | 2227 | 2257 | 2327 | 2357 |
| Portsmouth City Centre (D) | 2002 | 2017 | 2032 | 2047 | 2102 | 2132 | 2202 | 2232 | 2302 | 2332 | 0002 |
| **North End Junction (C)** | 2013 | 2028 | 2043 | 2058 | 2113 | 2143 | 2213 | 2243 | 2313 | 2343 | 0013 |
| Cosham Health Centre (B) | 2020 | 2035 | 2050 | 2105 | 2120 | 2150 | 2220 | 2250 | 2320 | 2350 | 0020 |
| Farlington Rectory Avenue | 2029 | 2044 | 2059 | 2114 | 2129 | 2159 | 2229 | 2259 | 2329 | 2359 | 0029 |
| **Havant Bus Station (F)** ⇄ arr | 2037 | – | 2107 | – | 2137 | 2207 | 2237 | – | 2337 | – | – |
| **Havant Bus Station (F)** ⇄ dep | 2040 | – | 2110 | – | 2140 | 2210 | 2240 | – | 2340 | – | – |
| Park Parade Dunsbury Way | 2047 | – | 2117 | – | 2147 | 2217 | 2247 | – | 2347 | – | – |
| Leigh Park Strouden Court | 2053 | – | 2123 | – | 2153 | 2223 | 2253 | – | 2353 | – | – |
| **Leigh Park Southfield Walk** | – | – | 2126 | – | – | 2226 | – | – | 2356 | – | – |

## Sundays & Public Holidays

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southsea South Parade Pier (D)** | – | 0820 | 0900 | 0935 | | 55 | 15 | 35 | | 1555 | 1615 | 1635 | 1655 | 1725 | 1755 | 1825 | 1855 | 1925 | 1955 | 2025 | 2055 |
| Southsea Palmerston Road (B) | – | 0824 | 0904 | 0940 | | 00 | 20 | 40 | | 1600 | 1620 | 1640 | 1700 | 1729 | 1759 | 1829 | 1859 | 1929 | 1959 | 2029 | 2059 |
| Portsmouth The Hard Interchange (E) | – | 0832 | 0912 | 0948 | then | 08 | 28 | 48 | | 1608 | 1628 | 1648 | 1708 | 1737 | 1806 | 1836 | 1906 | 1936 | 2006 | 2036 | 2106 |
| Portsmouth City Centre (D) | – | 0838 | 0918 | 0954 | at | 14 | 34 | 54 | | 1614 | 1634 | 1654 | 1714 | 1743 | 1812 | 1842 | 1912 | 1942 | 2012 | 2042 | 2112 |
| **North End Junction (C)** | – | 0850 | 0930 | 1007 | these | 27 | 47 | 07 | | 1627 | 1647 | 1707 | 1727 | 1755 | 1823 | 1853 | 1923 | 1953 | 2023 | 2053 | 2123 |
| Cosham Health Centre (B) | 0814 | 0859 | 0939 | 1016 | mins | 36 | 56 | 16 | until | 1636 | 1656 | 1716 | 1736 | 1803 | 1831 | 1901 | 1931 | 2001 | 2031 | 2101 | 2131 |
| Farlington Rectory Avenue | 0821 | 0907 | 0947 | 1025 | past | 45 | 05 | 25 | | 1645 | 1705 | 1725 | 1745 | 1812 | 1840 | 1910 | 1940 | 2010 | 2040 | 2110 | 2140 |
| **Havant Bus Station (F)** ⇄ arr | 0828 | 0915 | 0955 | 1034 | each | 54 | 14 | 34 | | 1654 | 1714 | 1734 | 1754 | 1820 | 1847 | 1917 | 1947 | 2017 | 2047 | 2117 | – |
| **Havant Bus Station (F)** ⇄ dep | 0830 | 0918 | 0958 | 1038 | hour | 58 | 18 | 38 | | 1658 | 1718 | 1738 | 1758 | 1824 | 1850 | 1920 | 1950 | 2020 | 2050 | 2120 | – |
| Park Parade Dunsbury Way | 0838 | 0927 | 1007 | 1047 | | 07 | 27 | 47 | | 1707 | 1727 | 1747 | 1807 | 1832 | 1857 | 1927 | 1957 | 2027 | 2057 | 2127 | – |
| Leigh Park Strouden Court | 0844 | 0934 | 1014 | 1054 | | 14 | 34 | 54 | | 1714 | 1734 | 1754 | 1814 | 1838 | 1903 | 1933 | 2003 | 2033 | 2103 | 2133 | – |
| **Leigh Park Southfield Walk** | – | – | – | – | – | – | – | – | | 1717 | – | – | 1817 | 1841 | – | 1936 | – | 2036 | – | 2136 | – |

| | | | |
|---|---|---|---|
| **Southsea South Parade Pier (D)** | 2125 | 2225 | – |
| Southsea Palmerston Road (B) | 2129 | 2229 | – |
| Portsmouth The Hard Interchange (E) | 2136 | 2236 | 2336 |
| Portsmouth City Centre (D) | 2142 | 2242 | 2341 |
| **North End Junction (C)** | 2153 | 2253 | 2350 |
| Cosham Health Centre (B) | 2201 | 2301 | 2357 |
| Farlington Rectory Avenue | 2210 | 2310 | 0005 |
| **Havant Bus Station (F)** ⇄ arr | 2217 | 2317 | – |
| **Havant Bus Station (F)** ⇄ dep | 2220 | 2320 | – |
| Park Parade Dunsbury Way | 2227 | 2327 | – |
| Leigh Park Strouden Court | 2233 | 2333 | – |
| **Leigh Park Southfield Walk** | – | 2336 | – |

# Rowlands Castle - Havant - Emsworth
Via Leigh Park - Denvilles

First 27

## Mondays to Saturdays

| | | | | | |
|---|---|---|---|---|---|
| **Rowlands Castle Uplands Road** | 0800 | 1000 | 1200 | 1400 | 1600 |
| Durrants Staunton Arms | 0806 | 1006 | 1206 | 1406 | 1606 |
| Leigh Park Park Parade | 0815 | 1015 | 1215 | 1415 | 1615 |
| Havant Leisure Centre | 0822 | 1022 | 1222 | 1422 | 1622 |
| Havant Bus Station arr ⇄ | 0826 | 1026 | 1226 | 1426 | 1626 |
| **Havant Bus Station dep ⇄** | 0830 | 1030 | 1230 | 1430 | 1630 |
| Denvilles Spindle Close | 0838 | 1038 | 1238 | 1438 | 1638 |
| New Brighton Rd Southleigh Rd | 0844 | 1044 | 1244 | 1444 | 1644 |
| **Emsworth Hospital** | 0849 | 1049 | 1249 | 1449 | 1649 |

| | | | | | |
|---|---|---|---|---|---|
| **Emsworth Hospital** | 0900 | 1100 | 1300 | 1500 | 1700 |
| New Brighton Rd Southleigh Rd | 0905 | 1105 | 1305 | 1505 | 1705 |
| Denvilles Spindle Close | 0912 | 1112 | 1312 | 1512 | 1712 |
| Havant Bus Station arr ⇄ | 0920 | 1120 | 1320 | 1520 | 1720 |
| **Havant Bus Station dep ⇄** | 0925 | 1125 | 1325 | 1525 | 1725 |
| Havant Leisure Centre | 0929 | 1129 | 1329 | 1529 | 1729 |
| Leigh Park Park Parade | 0937 | 1137 | 1337 | 1537 | 1737 |
| Durrants Staunton Arms | 0946 | 1146 | 1346 | 1546 | 1746 |
| **Rowlands Castle Uplands Road** | 0952 | 1152 | 1352 | 1552 | 1752 |

05.01.15

**No service on Sundays or Public Holidays**

This service is financially supported by Hampshire County Council.



# Portsmouth - Waterlooville - Guildford - London

National Express 031

## Daily

| | M-F | SSu |
|---|---|---|
| **Portsmouth The Hard Interchange (H) ⇄** | 0720 | 0750 |
| Hilsea London Road (E) | 0732 | 0758 |
| Cosham Northern Road opp Health Centre (D) | 0734 | 0800 |
| Widley London Road opp Hampshire Rose | 0738 | 0802 |
| Purbrook London Road Church | 0740 | 0805 |
| **Waterlooville, Hambeldon Road, Precinct (C)** | 0744 | 0808 |
| Cowplain London Road Shops | 0748 | 0810 |
| Horndean Portsmouth Road Shopping Precinct | 0753 | 0815 |
| Petersfield Dragon Street (D) | 0810 | 0830 |
| Bordon Camp Road Eco Station | 0825 | 0845 |
| Farnham South Street Sainsburys (K) | 0845 | 0900 |
| **Aldershot Bus Station** | 0900 | 0915 |
| Farnborough Road Kingsmead Shopping Centre (B) | 0915 | 0930 |
| Heathrow Airport Central Bus Station | 1020 | 1025 |
| **London Victoria Coach Station ⇄** ⊖ | 1115 | 1115 |

| | M-F | SSu |
|---|---|---|
| **London Victoria Coach Station ⇄** ⊖ | 1700 | 1700 |
| Heathrow Airport Central Bus Station | 1800 | 1750 |
| Farnborough Road Kingsmead Shopping Centre (B) | 1855 | 1840 |
| **Aldershot Bus Station** | 1910 | 1855 |
| Farnham South Street Sainsburys (K) | 1920 | 1905 |
| Bordon Camp Road Eco Station | 1935 | 1920 |
| Petersfield Dragon Street (C) | 1950 | 1935 |
| Horndean Portsmouth Road Shopping Precinct | 2005 | 1950 |
| Cowplain London Road Shops | 2009 | 1954 |
| **Waterlooville, Hambeldon Road, Precinct (A)** | 2012 | 1957 |
| Purbrook London Road Church | 2016 | 2001 |
| Widley London Road opp Hampshire Rose | 2018 | 2003 |
| Cosham Northern Road opp Health Centre (G) | 2021 | 2006 |
| Hilsea London Road (D) | 2023 | 2008 |
| **Portsmouth The Hard Interchange (H) ⇄** | 2035 | 2020 |

CODES:
**M-F** Mondays to Fridays only
**SSu** Saturdays and Sundays only

**For public holiday services please check with National Express before travelling**

04.09.17

# Havant - Hayling Island circular

Stagecoach **30/31**

## Mondays to Fridays

| | 30 | 31 | 30 | 31 | 30 | 31 | 30 Sch | 30 SH | 31 | 30 Sch | 30 SH | 31 | 30 | 31 | 30 | 31 | 30 | 31 | 30 | 31 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station (B)** ⇄ | – | 0545 | 0600 | 0620 | 0640 | 0655 | 0705 | 0705 | – | 0722 | 0722 | 0742 | 0802 | 0822 | 0845 | 0900 | 0915 | 0930 | 0945 | 1005 | 1020 | 1035 |
| Mill Rythe School | 0535 | 0555 | 0610 | 0630 | 0650 | 0705 | 0715 | 0715 | 0728 | 0733 | 0733 | 0753 | 0813 | 0833 | 0856 | 0911 | 0926 | 0941 | 0956 | 1016 | 1031 | 1046 |
| Mengham Corner | – | 0559 | – | 0634 | – | 0709 | – | – | 0733 | – | – | 0758 | – | 0838 | – | 0916 | – | 0946 | – | 1021 | – | 1051 |
| West Town Barley Mow | 0539 | – | 0614 | – | 0654 | – | 0720 | 0720 | – | 0737 | 0737 | – | 0817 | – | 0900 | – | 0930 | – | 1000 | – | 1035 | – |
| Beachlands Bus Stand | 0546 | – | 0621 | – | 0701 | – | 0727 | 0727 | – | 0744 | 0744 | – | 0824 | – | 0907 | – | 0937 | – | 1007 | – | 1042 | – |
| **Eastoke Sandy Point** | 0554 | 0606 | 0629 | 0641 | 0709 | 0716 | 0736 | 0736 | 0740 | 0752 | 0752 | 0805 | 0832 | 0845 | 0914 | 0923 | 0944 | 0953 | 1014 | 1028 | 1049 | 1058 |
| Beachlands Bus Stand | – | 0614 | – | 0649 | – | 0724 | – | – | 0748 | – | – | 0813 | – | 0853 | – | 0931 | – | 1001 | – | 1036 | – | 1106 |
| West Town Barley Mow | – | 0621 | – | 0656 | – | 0731 | – | – | 0756 | – | – | 0821 | – | 0901 | – | 0938 | – | 1008 | – | 1043 | – | 1113 |
| Mengham Corner | 0600 | – | 0635 | – | 0715 | – | 0744 | 0744 | – | 0800 | 0800 | – | 0840 | – | 0922 | – | 0952 | – | 1022 | – | 1057 | – |
| Mill Rythe School | 0605 | 0625 | 0640 | 0700 | 0720 | 0735 | 0750 | 0750 | 0800 | 0805 | 0805 | 0825 | 0845 | 0905 | 0927 | 0942 | 0957 | 1012 | 1027 | 1047 | 1102 | 1117 |
| **Havant Bus Station (B)** ⇄ | 0615 | 0635 | 0650 | 0715 | 0735 | 0750 | 0805 | 0805 | 0815 | 0825 | 0825 | 0840 | 0900 | 0920 | 0940 | 0955 | 1010 | 1025 | 1040 | 1100 | 1115 | 1130 |
| South Downs College (Opp) | – | – | – | – | – | – | – | – | – | 0840 | – | – | – | – | – | – | – | – | – | – | – | – |
| Crookhorn Precinct | – | – | – | – | – | – | 0815 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| Purbrook Oaklands School | – | – | – | – | – | – | 0825 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |

| | 30 | | 31 | 30 | 31 | 30 | | 30 | 30 Sch | 31 | 30 | 31 | 30 | 31 | 30 | 31 | 30 | 31 | 30 | 31 | 30 | 31 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Purbrook Oaklands School | – | | – | – | – | – | | – | 1545 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| Crookhorn Precinct | – | | – | – | – | – | | – | 1548 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| **Havant Bus Station (B)** ⇄ | 1050 | | 05 | 20 | 35 | 50 | | 1550 | 1555 | 1605 | 1620 | 1635 | 1650 | 1705 | 1725 | 1740 | 1755 | 1810 | 1830 | 1900 | 1930 | 2000 | 2100 | 2200 |
| Mill Rythe School | 1101 | then | 16 | 31 | 46 | 01 | | 1601 | 1606 | 1616 | 1633 | 1648 | 1703 | 1718 | 1738 | 1753 | 1808 | 1823 | 1841 | 1911 | 1941 | 2011 | 2111 | 2211 |
| Mengham Corner | – | at | 21 | – | 51 | – | | – | – | 1621 | – | 1653 | – | 1723 | – | 1758 | – | 1828 | – | 1916 | – | 2016 | – | 2216 |
| West Town Barley Mow | 1105 | these | – | 35 | – | 05 | until | 1605 | 1610 | – | 1638 | – | 1708 | – | 1743 | – | 1813 | – | 1845 | – | 1945 | – | 2115 | – |
| Beachlands Bus Stand | 1112 | mins | – | 42 | – | 12 | | 1612 | 1617 | – | 1645 | – | 1715 | – | 1750 | – | 1820 | – | 1852 | – | 1952 | – | 2122 | – |
| **Eastoke Sandy Point** | 1119 | past | 28 | 49 | 58 | 19 | | 1619 | 1624 | 1628 | 1652 | 1700 | 1722 | 1730 | 1757 | 1805 | 1827 | 1835 | 1859 | 1923 | 1959 | 2023 | 2129 | 2223 |
| Beachlands Bus Stand | – | each | 36 | – | 06 | – | | – | – | 1636 | – | 1708 | – | 1738 | – | 1813 | – | 1843 | – | 1931 | – | 2031 | – | 2231 |
| West Town Barley Mow | – | hour | 43 | – | 13 | – | | – | – | 1643 | – | 1715 | – | 1745 | – | 1820 | – | 1851 | – | 1938 | – | 2038 | – | 2238 |
| Mengham Corner | 1127 | | – | 57 | – | 27 | | 1627 | 1632 | – | 1700 | – | 1730 | – | 1805 | – | 1835 | – | 1907 | – | 2007 | – | 2137 | – |
| Mill Rythe School | 1132 | | 47 | 02 | 17 | 32 | | 1632 | 1637 | 1647 | 1705 | 1720 | 1735 | 1750 | 1810 | 1825 | 1840 | 1855 | 1912 | 1942 | 2012 | 2042 | 2142 | 2242 |
| **Havant Bus Station (B)** ⇄ | 1145 | | 00 | 15 | 30 | 45 | | 1645 | – | 1700 | 1720 | 1735 | 1750 | 1805 | 1825 | 1840 | 1855 | 1905 | 1925 | 1955 | 2025 | 2055 | 2155 | 2255 |

CODE:
**SH** - School holidays only
**Sch** - School days only

# Havant - Hayling Island circular

Stagecoach **30/31**

## Saturdays

| | 30 | 31 | 30 | 31 | 30 | 31 | 30 | 31 | 30 | 31 | 30 | | 31 | 30 | 31 | 30 | | 31 | 30 | 31 | 30 | 31 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station (B)** ⇄ | 0555 | 0635 | 0655 | 0715 | 0735 | 0755 | 0815 | 0835 | 0850 | 0905 | 0920 | | 35 | 50 | 05 | 20 | | 1735 | 1750 | 1810 | 1830 | 1900 | 1930 |
| Mill Rythe School | 0605 | 0645 | 0705 | 0725 | 0745 | 0805 | 0826 | 0846 | 0931 | 0916 | 0931 | | 46 | 01 | 16 | 31 | | 1746 | 1801 | 1821 | 1841 | 1911 | 1941 |
| Mengham Corner | – | 0649 | – | 0729 | – | 0809 | – | 0851 | – | 0921 | – | then | 51 | – | 21 | – | | 1751 | – | 1826 | – | 1916 | – |
| West Town Barley Mow | 0608 | – | 0708 | – | 0748 | – | 0830 | – | 0905 | – | 0935 | at | – | 05 | – | 35 | | – | 1805 | – | 1845 | – | 1945 |
| Beachlands Bus Stand | 0615 | – | 0715 | – | 0755 | – | 0837 | – | 0912 | – | 0942 | these | – | 12 | – | 42 | until | – | 1812 | – | 1852 | – | 1952 |
| **Eastoke Sandy Point** | 0622 | 0656 | 0722 | 0736 | 0802 | 0816 | 0844 | 0858 | 0919 | 0928 | 0949 | mins | 58 | 19 | 28 | 49 | | 1758 | 1819 | 1833 | 1859 | 1923 | 1959 |
| Beachlands Bus Stand | – | 0704 | – | 0744 | – | 0824 | – | 0906 | – | 0936 | – | past | 06 | – | 36 | – | | 1806 | – | 1841 | – | 1931 | – |
| West Town Barley Mow | – | 0711 | – | 0751 | – | 0831 | – | 0913 | | 0943 | | each | 13 | – | 43 | – | | 1813 | – | 1848 | – | 1938 | – |
| Mengham Corner | 0630 | – | 0730 | – | 0810 | – | 0852 | – | 0927 | – | 0957 | hour | – | 27 | – | 57 | | – | 1827 | – | 1907 | – | 2007 |
| Mill Rythe School | 0635 | 0715 | 0735 | 0755 | 0815 | 0835 | 0857 | 0917 | 0933 | 0947 | 1002 | | 17 | 32 | 47 | 02 | | 1817 | 1832 | 1852 | 1912 | 1942 | 2012 |
| **Havant Bus Station (B)** ⇄ | 0645 | 0725 | 0745 | 0805 | 0825 | 0845 | 0910 | 0930 | 0945 | 1000 | 1015 | | 30 | 45 | 00 | 15 | | 1830 | 1845 | 1905 | 1925 | 1955 | 2025 |

| | 31 | 30 | 31 |
|---|---|---|---|
| **Havant Bus Station (B)** ⇄ | 2000 | 2100 | 2200 |
| Mill Rythe School | 2011 | 2111 | 2211 |
| Mengham Corner | 2016 | – | 2216 |
| West Town Barley Mow | – | 2115 | – |
| Beachlands Bus Stand | – | 2122 | – |
| **Eastoke Sandy Point** | 2023 | 2129 | 2223 |
| Beachlands Bus Stand | 2031 | – | 2231 |
| West Town Barley Mow | 2038 | – | 2238 |
| Mengham Corner | – | 2137 | – |
| Mill Rythe School | 2042 | 2142 | 2242 |
| **Havant Bus Station (B)** ⇄ | 2055 | 2155 | 2255 |

## Sundays and Public Holidays

| | 30 | 31 | 30 | | 31 | 30 | | 31 | 30 | 31 | 30 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station (B)** ⇄ | 0805 | 0905 | 0935 | | 05 | 35 | | 1705 | 1735 | 1835 | 1935 |
| Mill Rythe School | 0816 | 0916 | 0946 | | 16 | 46 | | 1716 | 1746 | 1846 | 1946 |
| Mengham Corner | – | 0921 | – | then | 21 | – | | 1721 | – | 1851 | – |
| West Town Barley Mow | 0820 | – | 0950 | at | – | 50 | | – | 1750 | – | 1950 |
| Beachlands Bus Stand | 0827 | – | 0957 | these | – | 57 | until | – | 1757 | – | 1957 |
| **Eastoke Sandy Point** | 0834 | 0928 | 1004 | mins | 28 | 04 | | 1728 | 1804 | 1858 | 2004 |
| Beachlands Bus Stand | – | 0936 | – | past | 36 | – | | 1736 | – | 1906 | – |
| West Town Barley Mow | – | 0943 | – | each | 43 | – | | 1743 | – | 1913 | – |
| Mengham Corner | 0842 | – | 1012 | hour | – | 12 | | – | 1812 | – | 2012 |
| Mill Rythe School | 0847 | 0947 | 1017 | | 47 | 17 | | 1747 | 1817 | 1917 | 2017 |
| **Havant Bus Station (B)** ⇄ | 0900 | 1000 | 1030 | | 00 | 30 | | 1800 | 1830 | 1930 | 2030 |

# Hayling Island Carshare Register and book in advance 32

## Mondays to Saturdays (except Public Holidays)

| | | | | | | |
|---|---|---|---|---|---|---|
| South-East Area | 0850 | 1000 | 1050 | 1200 | 1310* | 1400 |
| South-West Area | 0900 | 1010 | 1100 | 1210 | 1317* | 1410 |
| Mengham | 0910 | 1020 | 1110 | 1220 | 1322* | 1420 |
| Northney | 0915 | 1025 | 1115 | 1225 | 1326* | 1425 |
| Havant | 0925 | 1035 | 1125 | 1235 | 1330* | 1435 |

| | | | | | |
|---|---|---|---|---|---|
| Havant | 0925 | 1125 | 1235 | 1435 | 1600 |
| Northney | 0935 | 1135 | 1245 | 1445 | 1610 |
| Mengham | 0940 | 1140 | 1250 | 1450 | 1615 |
| South-West Area | 0950 | 1150 | 1300 | 1500 | 1625 |
| South East Area | 1000 | 1200 | 1310 | 1510 | 1635 |

* This journey runs on the 4th Thursday of each month only.

# Clanfield Carshare Register and book in advance 36

## Tuesdays and Thursdays only (except Public Holidays)

| | | | |
|---|---|---|---|
| Clanfield | 1050 | 1205 | 1250 |
| Catherington | 1100 | 1215 | 1300 |

| | | | |
|---|---|---|---|
| Catherington | 1040 | 1155 | 1235 |
| Clanfield | 1050 | 1205 | 1245 |



# Lovedean and Catherington Carshare Register and book in advance 42

## Mondays to Saturdays (except Public Holidays)

| | | | | | | |
|---|---|---|---|---|---|---|
| Morrisons (Not Tuesday & Thursday) | — | — | — | 1205 | — | — |
| Catherington | 0900 | 0945 | 1100 | 1215 | 1300 | 1400 |
| Lovedean | 0905 | 0950 | 1105 | 1220 | 1305 | 1405 |
| Milton Road North | 0910 | 0955 | 1110 | 1225 | 1310 | 1410 |
| Cowplain Shops | 0915 | 1000 | 1115 | — | 1315 | 1415 |
| Waterlooville | 0925 | 1010 | 1125 | — | 1325 | 1425 |

| | | | | | |
|---|---|---|---|---|---|
| Waterlooville | 1015 | 1130 | — | 1330 | 1430 |
| Cowplain Shops | 1025 | 1140 | — | 1340 | 1440 |
| Milton Road North | 1030 | 1145 | 1225 | 1345 | 1445 |
| Lovedean | 1035 | 1150 | 1230 | 1350 | 1450 |
| Catherington | 1040 | 1155 | 1235 | 1355 | 1455 |
| Morrisons (Not Tuesday & Thursday) | 1045 | — | — | — | — |

Services 32, 36 and 42 are financially supported by Hampshire County Council.

A carshare is similar to a bus service except that a taxi/car picks up pre-booked passengers instead of a bus. Fares are similar to bus fares and concessionary passes may be used on the services in accordance with the rules of the scheme.

For more information please call 01962 846786 or go to www.hants.gov.uk/taxishares

# Havant - Waterlooville - Clanfield - Petersfield
# Petersfield - Liss - Greatham - Selborne - Alton

Stagecoach

**37**
**38**

## Mondays to Fridays

| | 37 | 37 Sch | 37 SH | 37 SH | 37 Sch | 37X Col | 37 | 37 | 37 | 37X Col | 37 | 37 | 37 | 37 | 737 Col | 37 | 737 Col | 37 | 37 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station** ⇄ | – | – | – | 0700 | 0700 | – | 0845 | 1000 | 1100 | – | 1200 | 1300 | 1400 | 1500 | – | 1600 | – | 1700 | 1805 |
| Southdowns College | – | – | – | 0708 | 0708 | – | 0854 | 1009 | 1109 | – | 1209 | 1309 | 1409 | 1510 | 1510 | 1610 | 1715 | 1709 | 1813 |
| Crookhorn Precinct | – | – | – | 0711 | 0711 | – | 0858 | 1013 | 1113 | – | 1213 | 1313 | 1413 | 1514 | ↓ | 1614 | ↓ | 1713 | 1816 |
| **Waterlooville Precinct** | 0602 | 0622 | 0642 | 0722 | 0722 | – | 0912 | 1027 | 1127 | – | 1227 | 1327 | 1427 | 1529 | ↓ | 1629 | ↓ | 1727 | 1828 |
| Highfield Parade | 0606 | 0626 | 0646 | 0726 | 0726 | – | 0916 | 1031 | 1131 | – | 1231 | 1331 | 1431 | 1534 | ↓ | 1634 | ↓ | 1731 | 1832 |
| Cowplain Shops | 0611 | 0631 | 0651 | 0732 | 0732 | 0833 | 0922 | 1037 | 1137 | 1223 | 1237 | 1337 | 1437 | 1541 | ↓ | 1641 | ↓ | 1737 | 1838 |
| Hazelton Way Shops | 0614 | 0634 | 0654 | 0735 | 0735 | – | 0925 | 1040 | 1140 | – | 1240 | 1340 | 1440 | 1545 | ↓ | 1645 | ↓ | 1740 | 1841 |
| Horndean Precinct | 0619 | 0639 | 0659 | 0741 | 0742 | – | 0931 | 1046 | 1146 | 1230 | 1246 | 1346 | 1446 | 1551 | ↓ | 1651 | ↓ | 1746 | 1846 |
| **Clanfield Drift Rd Shops** | 0623 | 0643 | 0703 | 0746 | 0750 | 0840 | 0936 | 1051 | 1151 | 1235 | 1251 | 1351 | 1451 | 1556 | ↓ | 1656 | ↓ | 1751 | 1851 |
| Clanfield Rising Sun | 0627 | 0647 | 0707 | 0751 | 0756 | 0845 | 0941 | 1056 | 1156 | 1241 | 1256 | 1356 | 1456 | 1601 | ↓ | 1701 | ↓ | 1756 | 1856 |
| Petersfield Square | 0639 | 0657 | 0721 | 0806 | 0811 | 0908 | 0956 | 1111 | 1211 | 1258 | 1311 | 1411 | 1511 | 1618 | 1530 | 1718 | 1741 | 1811 | – |
| **Petersfield Rail Station** ⇄ | 0641 | ↓ | ↓ | 0808 | 0813 | ↓ | 0958 | 1113 | ↓ | ↓ | 1313 | ↓ | 1513 | ↓ | ↓ | 1720 | ↓ | ↓ | – |

*Guaranteed connection*

| | 38 Sch | 38 CH | 38 CH | 38 Col | 37X Col | 38 | | 38 | 37X Col | | 38 SH | 38 Sch | | 38 | 737 Col | | 737 Col | 38 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Petersfield Square | – | 0703 | 0723 | 0843 | 0843 | 0910 | 1013 | – | 1213 | 1300 | – | 1413 | 1413 | – | 1623 | 1532 | – | 1743 | 1813 | – |
| **Petersfield Rail Station** ⇄ | – | 0706 | 0726 | 0846 | 0846 | 0912 | 1016 | – | 1216 | 1302 | – | 1416 | 1416 | – | 1626 | 1534 | – | 1746 | 1816 | – |
| Sheet Half Moon | – | 0712 | 0732 | 0852 | 0852 | – | 1022 | – | 1222 | – | – | 1422 | 1422 | – | 1632 | 1539 | – | 1752 | 1820 | – |
| **Liss Whistle Shop** ⇄ | – | 0721 | 0739 | 0859 | 0859 | – | 1029 | – | 1229 | – | – | 1429 | 1429 | – | 1634 | – | – | 1759 | 1827 | – |
| Liss Forest Post Office | – | 0725 | 0743 | 0903 | 0903 | – | 1033 | – | 1233 | – | – | 1433 | 1433 | – | 1643 | – | – | 1803 | 1831 | – |
| Greatham Digby Way | – | 0732 | 0751 | 0911 | 0911 | – | 1041 | – | 1241 | – | – | 1441 | 1441 | – | 1651 | | – | 1809 | 1837 | – |
| **Selborne Selborne Arms** | – | 0744 | 0801 | 0921 | 0921 | 0925 | 1051 | – | 1251 | 1315 | – | 1451 | 1451 | – | 1701 | – | – | – | – | – |
| Chawton The Greyfriar | – | 0755 | 0809 | 0929 | 0929 | – | 1059 | – | 1259 | | – | 1459 | 1459 | – | 1709 | – | – | – | – | – |
| Alton Community Hospital | – | 0800 | 0814 | 0934 | 0934 | – | 1104 | – | 1304 | | – | 1504 | 1504 | – | 1714 | – | – | – | – | – |
| Alton High Street (H) | – | 0806 | 0820 | 0940 | 0940 | 0940 | 1110 | – | 1310 | 1330 | – | 1510 | 1510 | – | 1720 | – | – | – | – | – |
| Amery Hill School | – | 0811 | – | – | – | – | – | – | – | – | – | – | 1513 | – | – | – | – | – | – | – |
| **Alton Rail Station** ⇄ | – | – | 0823 | 0945 | – | – | 1113 | – | 1313 | | – | 1513 | – | – | 1723 | – | – | – | – | – |
| Alton Eggars School | – | 0819 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| Alton College | – | – | – | – | 0945 | 0945 | – | – | – | 1335 | – | – | – | – | – | – | – | – | – | – |

CODES: **Col** - College days only
**CH** - College holidays only
**Sch** - School days only
**SH** - School holidays only

Most of service 38 is financially supported by Hampshire County Council

# Alton - Selborne - Greatham - Liss - Petersfield
# Petersfield - Clanfield - Waterlooville - Havant

Stagecoach

**38**
**37**

## Mondays to Fridays

| | 38 | 737 Col | 38 CH | | 38 | 737 Col | 38 | | 38 | | 38 | 37X Col | | 38 Sch | 38 SH | 38 Col | 37X Col | 38 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Alton College** | – | – | – | – | – | – | – | – | – | – | – | – | 1340 | – | – | – | 1615 | 1630 | – |
| Amery Hill School | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1515 | – | – | – | – |
| Alton Eggars School | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 1525 | – | – | – | – |
| **Alton Rail Station** ⇄ | – | – | – | – | – | 0830 | – | – | – | 1130 | – | 1330 | – | – | 1530 | 1530 | – | – | 1740 |
| Alton High Street (B) | – | – | – | – | – | 0834 | – | – | – | 1134 | – | 1334 | 1344 | – | 1534 | 1534 | 1619 | 1634 | 1744 |
| Alton Community Hospital | – | – | – | – | – | 0840 | – | – | – | 1140 | – | 1340 | – | – | 1540 | 1540 | 1625 | – | 1750 |
| Chawton The Greyfriar | – | – | – | – | – | 0845 | – | – | – | 1145 | – | 1345 | – | – | 1545 | 1545 | 1630 | – | 1755 |
| **Selborne Selborne Arms** | – | – | – | – | – | 0853 | – | – | – | 1153 | – | 1353 | 1358 | – | 1553 | 1553 | 1635 | 1648 | 1803 |
| Greatham Digby Way | – | – | 0743 | – | – | 0905 | – | – | – | 1205 | – | 1405 | – | – | 1605 | 1605 | 1650 | – | 1815 |
| Liss Forest Post Office | – | 0702 | 0750 | 0822 | – | 0912 | – | 1012 | – | 1212 | – | 1412 | – | – | 1612 | 1612 | 1657 | – | 1822 |
| **Liss Whistle Stop** ⇄ | – | 0706 | 0754 | 0826 | – | 0916 | – | 1016 | – | 1216 | – | 1416 | – | – | 1616 | 1616 | 1701 | – | 1826 |
| Sheet Half Moon | – | 0713 | 0801 | 0833 | – | 0923 | 0953 | 1023 | – | 1223 | – | 1423 | – | – | 1623 | 1623 | 1703 | – | 1833 |
| **Petersfield Rail Station** ⇄ | – | 0718 | | 0838 | – | 0928 | 0958 | 1028 | – | 1228 | – | 1428 | 1413 | – | 1628 | 1628 | 1715 | 1703 | 1838 |
| Petersfield Square | – | ↓ | ↓ | 0840 | – | ↓ | ↓ | ↓ | – | ↓ | – | ↓ | | – | ↓ | ↓ | ↓ | | ↓ |
| *Guaranteed connection* | | | | | | | | | | | | | | | | | | | |

37

| | 37 | 37 | 737 Col | | 37 | 37 | 737 Col | 37 | 37 | 37 | 37 | 37 | 37X | 37 | 37 | 37 | 37X | 37 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Petersfield Rail Station** ⇄ | 0643 | 0720 | 0808 | – | – | 0930 | 1000 | 1030 | 1130 | 1230 | 1330 | 1430 | 1420 | 1530 | 1630 | 1730 | 1705 | 1840 |
| Petersfield Square | 0645 | 0723 | 0811 | – | – | 0933 | 1003 | 1033 | 1133 | 1233 | 1333 | 1433 | 1423 | 1533 | 1633 | 1733 | 1708 | 1843 |
| Clanfield Rising Sun | 0658 | 0738 | – | – | 0848 | 0948 | – | 1048 | 1148 | 1248 | 1348 | 1448 | 1442 | 1548 | 1648 | 1748 | 1723 | 1856 |
| **Clanfield Drift Rd Shops** | 0703 | 0743 | – | – | 0853 | 0953 | – | 1053 | 1153 | 1253 | 1353 | 1453 | 1446 | 1553 | 1653 | 1753 | 1728 | 1900 |
| Horndean Precinct | 0708 | 0748 | – | – | 0858 | 0958 | – | 1058 | 1158 | 1258 | 1358 | 1458 | 1451 | 1558 | 1658 | 1758 | 1733 | 1905 |
| Hazelton Way Shops | 0712 | 0752 | – | – | 0902 | 1002 | – | 1102 | 1202 | 1302 | 1402 | 1502 | – | 1602 | 1702 | 1802 | – | 1909 |
| Cowplain Shops | 0716 | 0757 | – | – | 0907 | 1007 | – | 1107 | 1207 | 1307 | 1407 | 1507 | 1457 | 1607 | 1707 | 1807 | 1739 | 1913 |
| Highfield Parade | 0721 | 0802 | – | – | 0912 | 1012 | – | 1112 | 1212 | 1312 | 1412 | 1512 | – | 1612 | 1712 | 1812 | – | 1918 |
| **Waterlooville Precinct** | 0727 | 0809 | – | – | 0919 | 1019 | – | 1119 | 1219 | 1319 | 1419 | 1519 | – | 1619 | 1719 | 1819 | – | 1924 |
| Crookhorn Precinct | 0738 | 0821 | – | – | 0931 | 1031 | – | 1131 | 1231 | 1331 | 1431 | 1531 | – | 1631 | 1731 | 1831 | – | 1934 |
| Southdowns College | 0741 | 0826 | 0840 | – | 0935 | 1035 | 1030 | 1135 | 1235 | 1335 | 1435 | 1535 | – | 1635 | 1735 | 1835 | – | 1937 |
| **Havant Bus Station** ⇄ | 0750 | 0840 | – | – | 0945 | 1045 | – | 1145 | 1245 | 1345 | 1445 | 1545 | – | 1645 | 1745 | 1845 | – | 1945 |

CODES: **Col** - College days only
**CH** - College holidays only
**Sch** - School days only
**SH** - School holidays only

Most of service 38 is financially supported by Hampshire County Council

# Havant - Waterlooville - Clanfield - Petersfield

Stagecoach **37**

## Saturdays

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station (H)** ⇄ | 0710 | 0810 | 0900 | | 00 | | 1700 | 1805 |
| South Downs College (Adj) | 0718 | 0818 | 0909 | | 09 | | 1709 | 1813 |
| Crookhorn Precinct | 0721 | 0821 | 0913 | | 13 | | 1713 | 1816 |
| **Waterlooville Precinct (B)** | 0732 | 0832 | 0927 | | 27 | | 1727 | 1828 |
| Waterlooville Highfield Parade | 0736 | 0836 | 0931 | then | 31 | | 1731 | 1832 |
| Cowplain Shops | 0741 | 0841 | 0937 | at | 37 | | 1737 | 1838 |
| Cowplain Hazelton Shops | 0744 | 0844 | 0940 | these | 40 | Until | 1740 | 1841 |
| Horndean Precinct | 0749 | 0849 | 0946 | times | 46 | | 1746 | 1846 |
| **Clanfield Drift Road Shops** | 0753 | 0853 | 0951 | each | 51 | | 1751 | 1851 |
| Clanfield Rising Sun | 0757 | 0857 | 0956 | hour | 56 | | 1756 | 1856 |
| Petersfield Tesco | 0807 | 0907 | 1007 | | 07 | | 1807 | – |
| Petersfield Square (B) | 0811 | 0911 | 1011 | | 11 | | 1811 | – |
| **Petersfield Rail Station (S** ≋**)** | 0813 | 0913 | 1013 | | 13 | | 1813 | – |



| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Petersfield Rail Station (S** ≋**)** | – | – | 0820 | 0920 | | 20 | 1720 | 1820 |
| Petersfield Square (B) | – | – | 0823 | 0923 | | 23 | 1723 | 1823 |
| Petersfield Tesco | – | – | 0825 | 0925 | | 25 | 1725 | 1824 |
| Clanfield Rising Sun | 0648 | 0748 | 0838 | 0938 | | 38 | 1738 | 1836 |
| **Clanfield Drift Road Shops** | 0652 | 0752 | 0843 | 0943 | then | 43 | 1743 | 1840 |
| Horndean Precinct | 0657 | 0757 | 0849 | 0949 | at | 48 | 1748 | 1845 |
| Cowplain Hazelton Shops | 0701 | 0801 | 0852 | 0952 | these | 52 | Until 1752 | 1849 |
| Cowplain Shops | 0705 | 0805 | 0857 | 0957 | times | 57 | 1757 | 1853 |
| Waterlooville Highfield Parade | 0710 | 0810 | 0902 | 1002 | each | 02 | 1802 | 1858 |
| **Waterlooville Precinct (B)** | 0715 | 0815 | 0909 | 1009 | hour | 09 | 1809 | 1904 |
| Crookhorn Precinct | 0725 | 0825 | 0921 | 1021 | | 21 | 1821 | 1914 |
| South Downs College (Adj) | 0728 | 0828 | 0925 | 1025 | | 25 | 1825 | 1917 |
| **Havant Bus Station (H)** ⇄ | 0735 | 0835 | 0935 | 1035 | | 35 | 1835 | 1925 |

# Havant - Leigh Park - Waterlooville - Wecock Farm

Stagecoach **39**

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station [D]** ⇄ | 0600 | 0620 | 0640 | 0700 | 0715 | 0730 | 0745 | 0800 | 0812 | 0824 | 0836 | 0848 | 0900 | | 12 | 24 | 36 | 48 | 00 | | 1512 | 1524 |
| Leigh Park Park Parade [B] | 0606 | 0626 | 0646 | 0707 | 0722 | 0737 | 0752 | 0807 | 0819 | 0831 | 0843 | 0855 | 0907 | then | 19 | 31 | 43 | 55 | 07 | | 1519 | 1532 |
| Middle Park Way Woolston Rd | 0610 | 0630 | 0650 | 0712 | 0727 | 0742 | 0757 | 0812 | 0824 | 0836 | 0848 | 0900 | 0912 | at | 24 | 36 | 48 | 00 | 12 | | 1524 | 1537 |
| ASDA Walmart | – | – | – | – | – | – | – | – | – | – | – | 0906 | 0918 | these | 30 | 42 | 54 | 06 | 18 | | 1530 | – |
| South Downs College [Adj] | 0616 | 0636 | 0656 | 0719 | 0734 | 0749 | 0804 | 0821 | 0833 | 0845 | 0857 | 0911 | 0923 | mins | 35 | 47 | 59 | 11 | 23 | until | 1535 | 1546 |
| Crookhorn Precinct | 0619 | 0639 | 0659 | 0722 | 0737 | 0752 | 0807 | 0824 | 0836 | 0848 | 0900 | 0914 | 0926 | past | 38 | 50 | 02 | 14 | 26 | | 1538 | 1549 |
| Purbrook Cunningham Rd | 0623 | 0643 | 0703 | 0727 | 0742 | 0757 | 0812 | 0828 | 0840 | 0852 | 0904 | 0919 | 0931 | each | 43 | 55 | 07 | 19 | 31 | | 1543 | 1554 |
| Waterlooville Precinct [C] | 0628 | 0648 | 0708 | 0734 | 0749 | 0804 | 0819 | 0835 | 0847 | 0859 | 0911 | 0925 | 0937 | hour | 49 | 01 | 13 | 25 | 37 | | 1549 | 1601 |
| **Wecock Farm Eagle Ave** | 0637 | 0657 | 0717 | 0743 | 0758 | 0813 | 0828 | 0845 | 0857 | 0909 | 0921 | 0936 | 0948 | | 00 | 12 | 24 | 36 | 48 | | 1600 | 1612 |

| | | | | | | | | | | | | | | | | | | | | | F | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station [D]** ⇄ | 1536 | 1548 | 1600 | 1612 | 1624 | 1636 | 1648 | 1700 | 1715 | 1730 | 1745 | 1800 | 1820 | 1840 | 1900 | 1920 | 2000 | 2040 | 2120 | 2200 | 2300 | |
| Leigh Park Park Parade [B] | 1544 | 1556 | 1608 | 1620 | 1632 | 1644 | 1656 | 1708 | 1723 | 1738 | 1753 | 1807 | 1826 | 1846 | 1906 | 1926 | 2006 | 2046 | 2126 | 2206 | 2306 | |
| Middle Park Way Woolston Rd | 1549 | 1601 | 1613 | 1625 | 1637 | 1649 | 1701 | 1713 | 1728 | 1743 | 1758 | 1812 | 1831 | 1851 | 1911 | 1931 | 2011 | 2051 | 2131 | 2211 | 2311 | |
| South Downs College [Adj] | 1558 | 1610 | 1622 | 1634 | 1646 | 1658 | 1710 | 1722 | 1737 | 1752 | 1807 | 1820 | 1837 | 1857 | 1917 | 1937 | 2017 | 2057 | 2137 | 2217 | 2317 | |
| Crookhorn Precinct | 1601 | 1613 | 1625 | 1637 | 1649 | 1701 | 1713 | 1725 | 1740 | 1755 | 1810 | 1823 | 1840 | 1900 | 1920 | 1940 | 2020 | 2100 | 2140 | 2220 | 2320 | |
| Purbrook Cunningham Rd | 1606 | 1618 | 1630 | 1642 | 1654 | 1706 | 1718 | 1730 | 1745 | 1759 | 1814 | 1827 | 1844 | 1904 | 1924 | 1944 | 2024 | 2104 | 2144 | 2224 | 2324 | |
| Waterlooville Precinct [C] | 1613 | 1625 | 1637 | 1649 | 1701 | 1713 | 1725 | 1737 | 1752 | 1806 | 1821 | 1834 | 1849 | 1909 | 1929 | 1949 | 2029 | 2109 | 2149 | 2229 | 2329 | |
| **Wecock Farm Eagle Ave** | 1624 | 1636 | 1648 | 1700 | 1712 | 1724 | 1736 | 1748 | 1803 | 1815 | 1830 | 1842 | 1857 | 1917 | 1937 | 1957 | 2037 | 2117 | 2157 | 2237 | 2337 | |

CODE: **F** - Fridays only






# Havant - Leigh Park - Waterlooville - Wecock Farm

Stagecoach **39**

## Saturdays

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station [D]** ⇄ | 0655 | 0715 | 0735 | 0755 | 0815 | 0833 | 0847 | 0900 | | 12 | 24 | 36 | 48 | 00 | | 1512 | 1526 | 1540 | 1555 | 1610 | 1625 | 1640 |
| Leigh Park Park Parade [B] | 0702 | 0722 | 0742 | 0802 | 0822 | 0840 | 0854 | 0907 | then | 19 | 31 | 43 | 55 | 07 | | 1519 | 1533 | 1547 | 1602 | 1617 | 1632 | 1647 |
| Middle Park Way Woolston Rd | 0707 | 0727 | 0747 | 0807 | 0827 | 0845 | 0859 | 0912 | at | 24 | 36 | 48 | 00 | 12 | | 1524 | 1538 | 1552 | 1607 | 1622 | 1637 | 1652 |
| ASDA Walmart | – | – | – | – | – | – | 0905 | 0918 | these | 30 | 42 | 54 | 06 | 18 | | 1530 | 1544 | – | – | – | – | – |
| South Downs College [Adj] | 0713 | 0733 | 0753 | 0813 | 0833 | 0851 | 0910 | 0923 | mins | 35 | 47 | 59 | 11 | 23 | until | 1535 | 1549 | 1558 | 1613 | 1628 | 1643 | 1658 |
| Crookhorn Precinct | 0716 | 0736 | 0756 | 0816 | 0836 | 0854 | 0913 | 0926 | past | 38 | 50 | 02 | 14 | 26 | | 1538 | 1552 | 1601 | 1616 | 1631 | 1646 | 1701 |
| Purbrook Cunningham Rd | 0720 | 0740 | 0800 | 0820 | 0840 | 0858 | 0918 | 0931 | each | 43 | 55 | 07 | 19 | 31 | | 1543 | 1557 | 1605 | 1620 | 1635 | 1650 | 1705 |
| Waterlooville Precinct [C] | 0727 | 0747 | 0807 | 0827 | 0847 | 0905 | 0924 | 0937 | hour | 49 | 01 | 13 | 25 | 37 | | 1549 | 1603 | 1612 | 1627 | 1642 | 1657 | 1712 |
| **Wecock Farm Eagle Ave** | 0737 | 0757 | 0817 | 0837 | 0857 | 0915 | 0935 | 0948 | | 00 | 12 | 24 | 36 | 48 | | 1600 | 1614 | 1622 | 1637 | 1652 | 1707 | 1722 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station [D]** ⇄ | 1700 | 1720 | 1740 | 1800 | 1820 | 1840 | 1900 | 1920 | 2000 | 2040 | 2120 | 2200 | 2300 |
| Leigh Park Park Parade [B] | 1706 | 1726 | 1746 | 1806 | 1826 | 1846 | 1906 | 1926 | 2006 | 2046 | 2126 | 2206 | 2306 |
| Middle Park Way Woolston Rd | 1711 | 1731 | 1751 | 1811 | 1831 | 1851 | 1911 | 1931 | 2011 | 2051 | 2131 | 2211 | 2311 |
| South Downs College [Adj] | 1717 | 1737 | 1757 | 1817 | 1837 | 1857 | 1917 | 1937 | 2017 | 2057 | 2137 | 2217 | 2317 |
| Crookhorn Precinct | 1720 | 1740 | 1800 | 1820 | 1840 | 1900 | 1920 | 1940 | 2020 | 2100 | 2140 | 2220 | 2320 |
| Purbrook Cunningham Rd | 1724 | 1744 | 1804 | 1824 | 1844 | 1904 | 1924 | 1944 | 2024 | 2104 | 2144 | 2224 | 2324 |
| Waterlooville Precinct [C] | 1729 | 1749 | 1809 | 1829 | 1849 | 1909 | 1929 | 1949 | 2029 | 2109 | 2149 | 2229 | 2329 |
| **Wecock Farm Eagle Ave** | 1737 | 1757 | 1817 | 1837 | 1857 | 1917 | 1937 | 1957 | 2037 | 2117 | 2157 | 2237 | 2337 |

## Sundays and Public Holidays

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Havant Bus Station [D]** ⇄ | 0855 | 0950 | | 50 | | 1550 | 1655 | 1755 |
| Leigh Park Park Parade [B] | 0902 | 0957 | then | 57 | | 1557 | 1702 | 1802 |
| Middle Park Way Woolston Rd | 0907 | 1002 | at | 02 | | 1602 | 1707 | 1807 |
| ASDA Walmart | – | 1007 | these | 07 | | 1607 | – | – |
| South Downs College [Adj] | 0912 | 1012 | mins | 12 | until | 1612 | 1712 | 1812 |
| Crookhorn Precinct | 0915 | 1015 | past | 15 | | 1615 | 1715 | 1815 |
| Purbrook Cunningham Rd | 0920 | 1020 | each | 20 | | 1620 | 1720 | 1820 |
| Waterlooville Precinct [C] | 0926 | 1026 | hour | 26 | | 1626 | 1726 | 1826 |
| **Wecock Farm Eagle Ave** | 0935 | 1035 | | 35 | | 1635 | 1735 | 1835 |

# Wecock Farm - Waterlooville - Leigh Park - Havant

Stagecoach

# 39

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Wecock Farm Eagle Ave** | 0540 | 0620 | 0640 | 0700 | 0712 | 0724 | 0736 | 0748 | 0801 | 0816 | 0831 | - | 0850 | 0904 | 0916 | | 28 | 40 | 52 | 04 | 16 |
| Waterlooville Precinct [A] | 0550 | 0630 | 0650 | 0710 | 0724 | 0736 | 0751 | 0803 | 0816 | 0831 | 0845 | 0855 | 0905 | 0917 | 0928 | then | 40 | 52 | 04 | 16 | 28 |
| Purbrook Cunningham Rd | 0554 | 0634 | 0654 | 0714 | 0729 | 0741 | 0756 | 0808 | 0821 | 0836 | 0850 | 0900 | 0910 | 0921 | 0932 | at | 44 | 56 | 08 | 20 | 32 |
| Crookhorn Precinct | 0557 | 0637 | 0659 | 0719 | 0735 | 0749 | 0804 | 0816 | 0829 | 0843 | 0855 | 0905 | 0915 | 0926 | 0937 | these | 49 | 01 | 13 | 25 | 37 |
| South Downs College [Opp] | 0600 | 0640 | 0702 | 0722 | 0738 | 0754 | 0809 | 0821 | 0834 | 0846 | 0858 | 0908 | 0918 | 0929 | 0940 | mins | 52 | 04 | 16 | 28 | 40 |
| ASDA Walmart | – | – | – | – | – | – | – | – | – | – | – | 0913 | 0923 | 0934 | 0945 | past | 57 | 09 | 21 | 33 | 45 |
| Middle Park Way Woolston Rd | 0605 | 0645 | 0708 | 0728 | 0746 | 0802 | 0817 | 0829 | 0842 | 0854 | 0906 | 0918 | 0928 | 0939 | 0950 | each | 02 | 14 | 26 | 38 | 50 |
| Leigh Park Park Parade [A] | 0610 | 0650 | 0714 | 0734 | 0752 | 0808 | 0823 | 0835 | 0848 | 0900 | 0912 | 0924 | 0934 | 0945 | 0956 | hour | 08 | 20 | 32 | 44 | 56 |
| **Havant, Bus Station [D]** ⇄ | 0617 | 0657 | 0722 | 0742 | 0800 | 0816 | 0831 | 0843 | 0856 | 0908 | 0920 | 0932 | 0944 | 0955 | 1006 | | 18 | 30 | 42 | 54 | 06 |

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Wecock Farm Eagle Ave** | | 1428 | 1440 | 1452 | 1504 | 1516 | 1528 | 1540 | 1552 | 1604 | 1616 | 1628 | 1640 | 1652 | 1706 | 1720 | 1735 | 1755 | 1815 | 1835 | 1918 |
| Waterlooville Precinct [A] | | 1440 | 1452 | 1504 | 1516 | 1528 | 1540 | 1552 | 1604 | 1616 | 1628 | 1640 | 1652 | 1704 | 1718 | 1732 | 1747 | 1805 | 1825 | 1845 | 1928 |
| Purbrook Cunningham Rd | | 1444 | 1457 | 1509 | 1521 | 1533 | 1545 | 1557 | 1609 | 1621 | 1633 | 1645 | 1657 | 1709 | 1723 | 1737 | 1752 | 1810 | 1829 | 1849 | 1932 |
| Crookhorn Precinct | | 1449 | 1502 | 1514 | 1526 | 1538 | 1550 | 1602 | 1614 | 1626 | 1638 | 1650 | 1702 | 1714 | 1728 | 1742 | 1757 | 1814 | 1832 | 1852 | 1935 |
| South Downs College [Opp] | until | 1452 | 1505 | 1517 | 1529 | 1541 | 1553 | 1605 | 1617 | 1629 | 1641 | 1653 | 1705 | 1717 | 1731 | 1745 | 1800 | 1817 | 1835 | 1855 | 1938 |
| ASDA Walmart | | 1457 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| Middle Park Way Woolston Rd | | 1502 | 1513 | 1525 | 1537 | 1549 | 1601 | 1613 | 1625 | 1637 | 1649 | 1701 | 1713 | 1725 | 1739 | 1753 | 1808 | 1824 | 1840 | 1900 | 1943 |
| Leigh Park Park Parade [A] | | 1508 | 1519 | 1531 | 1543 | 1555 | 1607 | 1619 | 1631 | 1643 | 1655 | 1707 | 1719 | 1731 | 1745 | 1759 | 1814 | 1829 | 1845 | 1905 | 1948 |
| **Havant, Bus Station [D]** ⇄ | | 1518 | 1530 | 1542 | 1554 | 1606 | 1618 | 1630 | 1642 | 1654 | 1706 | 1718 | 1730 | 1742 | 1756 | 1810 | 1823 | 1838 | 1853 | 1913 | 1955 |

| | | | |
|---|---|---|---|
| **Wecock Farm Eagle Ave** | 1958 | 2038 | 2118 |
| Waterlooville Precinct [A] | 2008 | 2048 | 2128 |
| Purbrook Cunningham Rd | 2012 | 2052 | 2132 |
| Crookhorn Precinct | 2015 | 2055 | 2135 |
| South Downs College [Opp] | 2018 | 2058 | 2138 |
| Middle Park Way Woolston Rd | 2023 | 2103 | 2143 |
| Leigh Park Park Parade [A] | 2028 | 2108 | 2148 |
| **Havant, Bus Station [D]** ⇄ | 2035 | 2115 | 2155 |

# Wecock Farm - Waterlooville - Leigh Park - Havant

Stagecoach **39**

## Saturdays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Wecock Farm Eagle Ave** | 0642 | 0702 | 0722 | 0742 | 0802 | 0822 | – | 0840 | | 52 | 04 | 16 | 28 | 40 | | 1452 | 1504 | 1516 | 1530 | 1545 | 1600 |
| Waterlooville Precinct [A] | 0652 | 0712 | 0732 | 0752 | 0812 | 0832 | – | 0852 | then | 04 | 16 | 28 | 40 | 52 | | 1504 | 1516 | 1528 | 1542 | 1557 | 1611 |
| Purbrook Cunningham Rd | 0656 | 0716 | 0736 | 0756 | 0816 | 0836 | – | 0856 | at | 08 | 20 | 32 | 44 | 56 | | 1508 | 1520 | 1532 | 1546 | 1602 | 1615 |
| Crookhorn Precinct | 0659 | 0719 | 0739 | 0759 | 0819 | 0839 | – | 0901 | these | 13 | 25 | 37 | 49 | 01 | | 1513 | 1525 | 1537 | 1551 | 1605 | 1618 |
| South Downs College [Opp] | 0702 | 0722 | 0742 | 0802 | 0822 | 0842 | – | 0904 | mins | 16 | 28 | 40 | 52 | 04 | until | 1516 | 1528 | 1540 | 1554 | 1608 | 1621 |
| ASDA Walmart | – | – | – | – | – | – | – | 0909 | past | 21 | 33 | 45 | 57 | 09 | | 1521 | 1533 | 1545 | 1559 | – | – |
| Park House Farm Way, Hordle Road | – | – | – | – | – | – | 0859 | – | each | – | – | – | – | – | | – | – | – | – | – | – |
| Middle Park Way Woolston Rd | 0708 | 0728 | 0748 | 0808 | 0828 | 0848 | 0902 | 0914 | hour | 26 | 38 | 50 | 02 | 14 | | 1526 | 1538 | 1550 | 1604 | 1614 | 1627 |
| Leigh Park Park Parade [A] | 0714 | 0734 | 0754 | 0814 | 0834 | 0854 | 0908 | 0920 | | 32 | 44 | 56 | 08 | 20 | | 1532 | 1544 | 1556 | 1610 | 1620 | 1633 |
| **Havant Bus Station [D]** ⇄ | 0721 | 0741 | 0801 | 0821 | 0841 | 0901 | 0915 | 0930 | | 42 | 54 | 06 | 18 | 30 | | 1542 | 1554 | 1606 | 1620 | 1630 | 1640 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Wecock Farm Eagle Ave** | 1615 | 1630 | 1645 | 1700 | 1718 | 1738 | 1758 | 1818 | 1838 | 1918 | 1958 | 2038 | 2118 |
| Waterlooville Precinct [A] | 1626 | 1641 | 1656 | 1711 | 1729 | 1748 | 1808 | 1828 | 1848 | 1928 | 2008 | 2048 | 2128 |
| Purbrook Cunningham Rd | 1630 | 1645 | 1700 | 1715 | 1733 | 1752 | 1812 | 1832 | 1852 | 1932 | 2012 | 2052 | 2132 |
| Crookhorn Precinct | 1633 | 1648 | 1703 | 1718 | 1736 | 1755 | 1815 | 1835 | 1855 | 1935 | 2015 | 2055 | 2135 |
| South Downs College [Opp] | 1636 | 1651 | 1706 | 1721 | 1739 | 1758 | 1818 | 1838 | 1858 | 1938 | 2018 | 2058 | 2138 |
| Middle Park Way Woolston Rd | 1642 | 1657 | 1712 | 1727 | 1745 | 1803 | 1823 | 1843 | 1903 | 1943 | 2023 | 2103 | 2143 |
| Leigh Park Park Parade [A] | 1648 | 1703 | 1718 | 1733 | 1751 | 1808 | 1828 | 1848 | 1908 | 1948 | 2028 | 2108 | 2148 |
| **Havant Bus Station [D]** ⇄ | 1655 | 1710 | 1725 | 1740 | 1758 | 1815 | 1835 | 1855 | 1915 | 1955 | 2035 | 2115 | 2155 |



## Sundays and Public Holidays

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Wecock Farm, Eagle Ave** | 0838 | 0938 | | 38 | | 1538 | 1638 | 1738 |
| Waterlooville Precinct [A] | 0849 | 0949 | then | 49 | | 1549 | 1649 | 1749 |
| Purbrook Cunningham Rd | 0853 | 0953 | at | 53 | | 1553 | 1653 | 1753 |
| Crookhorn Precinct | 0858 | 0958 | these | 58 | | 1558 | 1658 | 1758 |
| South Downs College [Opp] | 0901 | 1001 | mins | 01 | until | 1601 | 1701 | 1801 |
| ASDA Walmart | – | 1005 | past | 05 | | 1605 | – | – |
| Middle Park Way Woolston Rd | 0906 | 1011 | each | 11 | | 1611 | 1706 | 1806 |
| Leigh Park Park Parade [A] | 0911 | 1016 | hour | 16 | | 1616 | 1711 | 1811 |
| **Havant Bus Station [D]** ⇄ | 0918 | 1023 | | 23 | | 1623 | 1718 | 1818 |

# Petersfield to Chichester
## via South Harting, West Marden and Funtington

Stagecoach **54**

### Mondays to Saturdays

| | | | | | |
|---|---|---|---|---|---|
| **Petersfield Rail Station** ⇄ | — | 0930 | 1145 | 1415 | 1645 |
| Petersfield Square | — | 0932 | 1147 | 1417 | 1647 |
| Petersfield Moggs Mead Co-op | — | 0936 | 1151 | 1421 | 1651 |
| Sheet Half Moon | — | 0939 | 1154 | 1424 | 1654 |
| Rogate Post Office | — | 0944 | 1159 | 1429 | 1659 |
| Nyewood | — | 0949 | 1204 | 1434 | 1704 |
| **South Harting Ship** | 0734 | 0954 | 1209 | 1439 | 1709 |
| Uppark House Gate | 0737 | 0957 | 1212 | 1442 | 1712 |
| Compton Coach & Horses | 0742 | 1002 | 1217 | 1447 | 1717 |
| **West Marden Pond** | 0744 | 1004 | 1219 | 1449 | 1719 |
| Walderton Bus Shelter | 0749 | 1009 | 1224 | 1459 | 1724 |
| Westbourne The Square | — | 1019 | — | — | — |
| **Funtington Fox & Hounds** | 0756 | 1031 | 1231 | 1501 | 1731 |
| West Ashling Heather Close | 0805 | — | — | — | — |
| East Ashling Horse & Groom | 0808 | 1035 | 1235 | 1505 | 1735 |
| Chichester West Street | 0816 | 1043 | 1243 | 1513 | 1743 |
| **Chichester Bus Station** ⇄ | 0819 | 1046 | 1246 | 1516 | 1746 |

| | | | | | |
|---|---|---|---|---|---|
| **Chichester Bus Station** ⇄ | 0825 | 1125 | 1250 | 1550 | 1750 |
| Chichester West Street | 0829 | 1129 | 1254 | 1554 | 1754 |
| East Ashling Horse & Groom | 0837 | 1137 | 1302 | 1603 | 1802 |
| West Ashling Heather Close | — | — | — | 1607 | — |
| **Funtington Fox & Hounds** | 0840 | 1140 | 1305 | 1615 | 1805 |
| Westbourne The Square | — | — | 1316 | — | — |
| Walderton Bus Shelter | 0847 | 1147 | 1327 | 1622 | 1812 |
| **West Marden Pond** | 0852 | 1152 | 1332 | 1627 | 1817 |
| Compton Coach & Horses | 0854 | 1154 | 1334 | 1629 | 1819 |
| Uppark House Gate | 0859 | 1159 | 1339 | 1634 | 1824 |
| **South Harting Ship** | 0902 | 1202 | 1342 | 1637 | 1827 |
| Nyewood | 0907 | 1207 | 1347 | 1642 | — |
| Rogate Post Office | 0912 | 1212 | 1352 | 1647 | — |
| Sheet Half Moon | 0917 | 1217 | 1357 | 1652 | — |
| Petersfield Moggs Mead Co-op | 0920 | 1220 | 1400 | 1655 | — |
| Petersfield Square | 0923 | 1223 | 1403 | 1658 | — |
| **Petersfield Rail Station** ⇄ | 0925 | 1225 | 1405 | 1700 | — |

**No service on Sundays or Public Holidays**

15.04.18

This service is financially supported by West Sussex County Council


my Journey
HELPING HAMPSHIRE GET AROUND

My Journey is a travel awareness campaign delivered by local councils and partners, with funding from the Department for Transport, that seeks to encourage Hampshire residents to consider all the different travel choices and options open to them for local journeys. For more information visit www.myjourneyhampshire.com

# Bognor Regis - Chichester - Havant - Portsmouth The Hard
## via Flansham - Southbourne - Emsworth and Hilsea

Stagecoach **700**

### Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flansham adj Alfriston Close | – | – | – | – | – | – | 0616 | – | 0652 | 0702 | 0717 | 0737 | 0757 | 0821 | 0855 | 0915 | 0935 | 0959 | 1019 | 1039 | 1059 |
| Felpham opp The Southdowns | – | – | – | – | – | – | 0620 | – | 0656 | 0706 | 0722 | 0743 | 0803 | 0827 | 0859 | 0919 | 0939 | 1003 | 1023 | 1043 | 1103 |
| **Bognor Regis High Street (R)** | – | – | – | – | – | – | 0630 | – | 0706 | 0716 | 0737 | 0757 | 0817 | 0843 | 0911 | 0931 | 0951 | 1015 | 1035 | 1055 | 1115 |
| North Bersted Shops | – | – | – | – | – | – | 0639 | – | 0715 | 0725 | 0747 | 0807 | 0827 | 0853 | 0921 | 0941 | 1001 | 1023 | 1043 | 1103 | 1123 |
| **Chichester Bus Station (Bay 9)** ⇄ | – | 0531 | – | – | 0631 | 0644 | 0657 | 0717 | 0737 | 0753 | 0817 | 0842 | 0902 | 0922 | 0942 | 1002 | 1022 | 1042 | 1102 | 1122 | 1142 |
| Chichester Cathedral (C1) | – | 0535 | – | – | 0635 | 0648 | 0701 | 0721 | 0741 | 0758 | 0822 | 0847 | 0907 | 0927 | 0947 | 1007 | 1027 | 1047 | 1107 | 1127 | 1147 |
| Bosham The White Swan | – | 0544 | – | – | 0644 | 0657 | 0712 | 0732 | 0752 | 0809 | 0833 | 0858 | 0918 | 0938 | 0958 | 1018 | 1038 | 1058 | 1118 | 1138 | 1158 |
| Southbourne opp St John's Church | – | 0550 | – | – | 0650 | 0703 | 0719 | 0739 | 0759 | 0817 | 0841 | 0905 | 0925 | 0945 | 1005 | 1025 | 1045 | 1105 | 1125 | 1145 | 1205 |
| Emsworth The Square | – | 0554 | – | – | 0654 | 0707 | 0724 | 0744 | 0804 | 0823 | 0847 | 0910 | 0930 | 0950 | 1010 | 1030 | 1050 | 1110 | 1130 | 1150 | 1210 |
| Havant Bus Station (C) ⇄ arr | – | 0603 | – | – | 0703 | 0716 | 0734 | 0754 | 0814 | 0833 | 0857 | 0920 | 0940 | 1000 | 1020 | 1040 | 1100 | 1120 | 1140 | 1200 | 1220 |
| **Havant Bus Station (C) ⇄ dep** | 0545 | 0605 | 0625 | 0645 | 0705 | 0718 | 0738 | 0758 | 0818 | 0837 | 0901 | 0924 | 0944 | 1004 | 1024 | 1044 | 1104 | 1124 | 1144 | 1204 | 1224 |
| Hilsea Hilsea Lido (E) | 0555 | 0615 | 0635 | 0655 | 0715 | 0729 | 0749 | 0809 | 0830 | 0850 | 0914 | 0934 | 0954 | 1014 | 1034 | 1054 | 1114 | 1134 | 1154 | 1214 | 1234 |
| North End North End Junction (G) | 0601 | 0621 | 0641 | 0701 | 0721 | 0736 | 0756 | 0816 | 0837 | 0857 | 0921 | 0941 | 1001 | 1021 | 1041 | 1101 | 1121 | 1141 | 1201 | 1221 | 1241 |
| Guildhall City Centre South (C) | 0611 | 0631 | 0651 | 0711 | 0731 | 0751 | 0811 | 0831 | 0852 | 0912 | 0931 | 0951 | 1011 | 1031 | 1051 | 1111 | 1131 | 1151 | 1211 | 1231 | 1251 |
| Somers Town Middle Street (W) | 0614 | 0634 | 0654 | 0714 | 0734 | 0754 | 0814 | 0834 | 0855 | 0915 | 0934 | 0954 | 1014 | 1034 | 1054 | 1114 | 1134 | 1154 | 1214 | 1234 | 1254 |
| **Portsea The Hard Interchange (H)** ⇄ | 0620 | 0640 | 0700 | 0720 | 0740 | 0800 | 0820 | 0840 | 0901 | 0921 | 0940 | 1000 | 1020 | 1040 | 1100 | 1120 | 1140 | 1200 | 1220 | 1240 | 1300 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flansham adj Alfriston Close | | 19 | 39 | 59 | | 1439 | 1459 | 1519 | 1539 | 1559 | 1619 | 1639 | 1701 | 1721 | 1804 | 1834 | 1934 | 2034 | 2134 |
| Felpham opp The Southdowns | | 23 | 43 | 03 | | 1443 | 1503 | 1523 | 1543 | 1603 | 1623 | 1643 | 1705 | 1725 | 1806 | 1836 | 1936 | 2036 | 2136 |
| **Bognor Regis High Street (R)** | | 35 | 55 | 15 | | 1455 | 1515 | 1535 | 1555 | 1615 | 1635 | 1655 | 1717 | 1737 | 1814 | 1844 | 1944 | 2044 | 2144 |
| North Bersted Shops | | 43 | 03 | 23 | | 1503 | 1523 | 1543 | 1603 | 1623 | 1643 | 1703 | 1725 | 1745 | 1821 | 1851 | 1951 | 2051 | 2151 |
| **Chichester Bus Station (Bay 9)** ⇄ | | 02 | 22 | 42 | | 1522 | 1542 | 1602 | 1622 | 1642 | 1702 | 1722 | 1744 | 1804 | 1838 | 1908 | 2008 | 2108 | 2208 |
| Chichester Cathedral (C1) | at | 07 | 27 | 47 | | 1527 | 1547 | 1607 | 1627 | 1647 | 1707 | 1727 | 1749 | 1808 | 1842 | 1912 | 2012 | 2112 | 2212 |
| Bosham The White Swan | these | 18 | 38 | 58 | | 1540 | 1600 | 1620 | 1640 | 1700 | 1720 | 1740 | 1800 | 1818 | 1851 | 1921 | 2021 | 2121 | 2221 |
| Southbourne opp St John's Church | mins | 25 | 45 | 05 | until | 1547 | 1607 | 1627 | 1647 | 1707 | 1727 | 1747 | 1807 | 1825 | 1857 | 1927 | 2027 | 2127 | 2227 |
| Emsworth The Square | past | 30 | 50 | 10 | | 1552 | 1612 | 1632 | 1652 | 1712 | 1732 | 1752 | 1812 | 1830 | 1902 | 1932 | 2032 | 2132 | 2232 |
| Havant Bus Station (C) ⇄ arr | each | 40 | 00 | 20 | | 1602 | 1622 | 1642 | 1702 | 1722 | 1742 | 1802 | 1822 | 1840 | 1910 | 1940 | 2040 | 2140 | 2240 |
| **Havant Bus Station (C) ⇄ dep** | hour | 44 | 04 | 24 | | 1606 | 1626 | 1646 | 1706 | 1726 | 1746 | 1806 | 1826 | **ps** | **ps** | **ps** | **ps** | **ps** | – |
| Hilsea Hilsea Lido (E) | | 54 | 14 | 34 | | 1618 | 1638 | 1658 | 1718 | 1738 | 1758 | 1816 | 1836 | – | – | – | – | – | – |
| North End North End Junction (G) | | 01 | 21 | 41 | | 1624 | 1644 | 1704 | 1724 | 1744 | 1804 | 1822 | 1842 | – | – | – | – | – | – |
| Guildhall City Centre South (C) | | 11 | 31 | 51 | | 1634 | 1654 | 1714 | 1734 | 1754 | 1814 | 1832 | 1852 | – | – | – | – | – | – |
| Somers Town Middle Street (W) | | 14 | 34 | 54 | | 1637 | 1657 | 1717 | 1737 | 1757 | 1817 | 1835 | 1855 | – | – | – | – | – | – |
| **Portsea The Hard Interchange (H)** ⇄ | | 20 | 40 | 00 | | 1642 | 1702 | 1722 | 1742 | 1802 | 1822 | 1840 | 1900 | – | – | – | – | – | – |

CODE: **ps** - Bus continues to Portsmouth South Parade Pier as Service 23

# Bognor Regis - Chichester - Havant - Portsmouth The Hard
## via Flansham - Southbourne - Emsworth and Hilsea

Stagecoach **700**

### Saturdays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flansham adj Alfriston Close | – | – | – | – | 0659 | 0719 | 0739 | | 19 | 39 | 59 | | 1659 | 1719 | 1804 | 1834 | 1934 | 2034 | 2134 |
| Felpham opp The Southdowns | – | – | – | – | 0703 | 0723 | 0743 | | 23 | 43 | 03 | | 1703 | 1723 | 1806 | 1836 | 1936 | 2036 | 2136 |
| **Bognor Regis High Street (R)** | – | – | – | – | 0715 | 0735 | 0755 | | 35 | 55 | 15 | | 1715 | 1735 | 1814 | 1844 | 1944 | 2044 | 2144 |
| North Bersted Shops | – | – | – | – | 0723 | 0743 | 0803 | | 43 | 03 | 23 | | 1723 | 1743 | 1821 | 1851 | 1951 | 2051 | 2151 |
| **Chichester Bus Station (Bay 9)** ⇄ | 0637 | 0657 | 0717 | – | 0742 | 0802 | 0822 | at | 02 | 22 | 42 | | 1742 | 1802 | 1838 | 1908 | 2008 | 2108 | 2208 |
| Chichester Cathedral (C1) | 0640 | 0700 | 0720 | – | 0747 | 0807 | 0827 | these | 07 | 27 | 47 | | 1747 | 1807 | 1842 | 1912 | 2012 | 2112 | 2212 |
| Bosham The White Swan | 0649 | 0709 | 0729 | – | 0758 | 0818 | 0838 | mins | 18 | 38 | 58 | until | 1758 | 1818 | 1851 | 1921 | 2021 | 2121 | 2221 |
| Southbourne opp St John's Church | 0655 | 0715 | 0735 | – | 0805 | 0825 | 0845 | past | 25 | 45 | 05 | | 1805 | 1825 | 1857 | 1927 | 2027 | 2127 | 2227 |
| Emsworth The Square | 0659 | 0719 | 0739 | – | 0810 | 0830 | 0850 | each | 30 | 50 | 10 | | 1810 | 1830 | 1902 | 1932 | 2032 | 2132 | 2232 |
| Havant Bus Station (C) ⇄ arr | 0708 | 0728 | 0748 | – | 0820 | 0840 | 0900 | hour | 40 | 00 | 20 | | 1820 | 1840 | 1910 | 1940 | 2040 | 2140 | 2240 |
| **Havant Bus Station (C)** ⇄ **dep** | 0710 | 0730 | 0750 | 0810 | 0824 | 0844 | 0904 | | 44 | 04 | 24 | | 1824 | **ps** | **ps** | **ps** | **ps** | **ps** | – |
| Hilsea Hilsea Lido (E) | 0719 | 0739 | 0759 | 0819 | 0834 | 0854 | 0914 | | 54 | 14 | 34 | | 1834 | – | – | – | – | – | – |
| North End North End Junction (G) | 0724 | 0744 | 0804 | 0824 | 0841 | 0901 | 0921 | | 01 | 21 | 41 | | 1841 | – | – | – | – | – | – |
| Guildhall City Centre South (C) | 0733 | 0753 | 0813 | 0833 | 0851 | 0911 | 0931 | | 11 | 31 | 51 | | 1851 | – | – | – | – | – | – |
| Somers Town Middle Street (W) | 0736 | 0756 | 0816 | 0836 | 0854 | 0914 | 0934 | | 14 | 34 | 54 | | 1854 | – | – | – | – | – | – |
| **Portsea The Hard Interchange (H)** ⇄ | 0740 | 0800 | 0820 | 0840 | 0900 | 0920 | 0940 | | 20 | 40 | 00 | | 1900 | – | – | – | – | – | – |

### Sundays

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Chichester Bus Station (Bay 9)** | – | 0710 | – | 0740 | 0800 | | 00 | 30 | | 1730 | 1815 | 1845 | 1915 | 2000 |
| Chichester Cathedral (C1) | – | 0714 | – | 0744 | 0805 | | 05 | 35 | | 1735 | 1819 | 1849 | 1919 | 2004 |
| Bosham The White Swan | – | 0724 | – | 0754 | 0816 | | 16 | 46 | | 1746 | 1828 | 1858 | 1928 | 2013 |
| Southbourne opp St John's Church | – | 0730 | – | 0800 | 0823 | then | 23 | 53 | | 1753 | 1834 | 1904 | 1934 | 2019 |
| Emsworth The Square | – | 0735 | – | 0805 | 0828 | at | 28 | 58 | | 1758 | 1839 | 1909 | 1939 | 2024 |
| Havant Bus Station (C) arr | – | 0744 | – | 0814 | 0838 | these | 38 | 08 | until | 1808 | 1848 | 1918 | 1948 | 2033 |
| **Havant Bus Station (C) dep** | 0718 | – | 0748 | 0818 | 0842 | mins | 42 | 12 | | 1812 | **ps** | **ps** | **ps** | – |
| Hilsea, Hilsea Lido (E) | 0727 | – | 0757 | 0827 | 0852 | past | 52 | 22 | | 1822 | – | – | – | – |
| North End North End Junction (G) | 0733 | – | 0803 | 0833 | 0859 | each | 59 | 29 | | 1829 | – | – | – | – |
| Guildhall City Centre South (C) | 0741 | – | 0811 | 0841 | 0909 | hour | 09 | 39 | | 1839 | – | – | – | – |
| Somers Town Middle Street (W) | 0744 | – | 0814 | 0844 | 0912 | | 12 | 42 | | 1842 | – | – | – | – |
| **Portsea The Hard Interchange (H)** ⇄ | 0748 | – | 0818 | 0848 | 0918 | | 18 | 48 | | 1848 | – | – | – | – |

CODE: **ps** - Bus continues to Portsmouth South Parade Pier as Service 23

# Portsmouth The Hard - Havant - Chichester - Bognor Regis
## via Hilsea - Emsworth - Southbourne and Flansham

Stagecoach **700**

### Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard Interchange (H)** ⇄ | – | 0545 | 0605 | 0625 | 0647 | 0707 | 0727 | 0752 | 0812 | | 12 | 32 | 52 | | 1352 | 1412 | 1432 | 1452 | 1512 |
| Southsea Highbury Centre (E2) | – | 0549 | 0609 | 0629 | 0652 | 0712 | 0732 | 0757 | 0817 | | 17 | 37 | 57 | | 1357 | 1417 | 1437 | 1457 | 1517 |
| Guildhall City Centre South (D) | – | 0553 | 0613 | 0633 | 0658 | 0718 | 0738 | 0803 | 0823 | | 23 | 43 | 03 | | 1403 | 1423 | 1443 | 1503 | 1523 |
| North End North End Junction (C) | – | 0601 | 0621 | 0641 | 0708 | 0728 | 0748 | 0813 | 0833 | | 33 | 53 | 13 | | 1413 | 1433 | 1453 | 1513 | 1533 |
| Hilsea Hilsea Lido (C) | – | 0607 | 0627 | 0647 | 0714 | 0734 | 0754 | 0819 | 0839 | then | 39 | 59 | 19 | | 1419 | 1439 | 1459 | 1519 | 1539 |
| Havant Bus Station (H) arr | – | 0616 | 0636 | 0656 | 0724 | 0744 | 0804 | 0830 | 0850 | at | 50 | 10 | 30 | | 1430 | 1450 | 1510 | 1530 | 1550 |
| **Havant Bus Station (H) dep** | 0602 | 0618 | 0638 | 0658 | 0728 | 0748 | 0808 | 0834 | 0854 | these | 54 | 14 | 34 | until | 1434 | 1454 | 1514 | 1534 | 1554 |
| Emsworth, Main Road Roundabout (E) | 0610 | 0626 | 0646 | 0706 | 0737 | 0757 | 0817 | 0843 | 0903 | mins | 03 | 23 | 43 | | 1443 | 1503 | 1523 | 1543 | 1603 |
| Southbourne o/s St John's Church | 0614 | 0631 | 0651 | 0711 | 0742 | 0802 | 0822 | 0848 | 0908 | past | 08 | 28 | 48 | | 1448 | 1508 | 1528 | 1548 | 1608 |
| BoshamThe White Swan | 0620 | 0638 | 0658 | 0718 | 0750 | 0810 | 0830 | 0855 | 0915 | each | 15 | 35 | 55 | | 1455 | 1515 | 1535 | 1555 | 1615 |
| Chichester Cathedral (Stop P) | 0630 | 0650 | 0710 | 0730 | 0805 | 0825 | 0845 | 0909 | 0929 | hour | 29 | 49 | 09 | | 1509 | 1529 | 1549 | 1609 | 1629 |
| **Chichester Bus Station (Bay 8)** | 0634 | 0654 | 0714 | 0734 | 0810 | 0830 | 0850 | 0913 | 0933 | | 33 | 53 | 13 | | 1513 | 1533 | 1553 | 1613 | 1633 |
| North Bersted Shops (S-bound) | 0651 | 0711 | 0731 | 0754 | 0830 | 0850 | 0910 | 0933 | 0953 | | 53 | 13 | 33 | | 1533 | 1554 | 1614 | 1636 | 1656 |
| **Bognor Regis High Street (C)** | 0659 | 0719 | 0739 | 0803 | 0839 | 0859 | 0919 | 0942 | 1002 | | 02 | 22 | 42 | | 1542 | 1603 | 1623 | 1645 | 1705 |
| Felpham o/s The Southdowns | 0708 | 0729 | 0749 | 0815 | 0851 | 0911 | 0931 | 0954 | 1014 | | 14 | 34 | 54 | | 1554 | 1615 | 1635 | 1657 | 1717 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard Interchange (H)** ⇄ | 1532 | 1552 | 1612 | 1632 | 1652 | 1712 | 1732 | 1752 | 1812 | 1852 | – |
| Southsea Highbury Centre (E2) | 1537 | 1557 | 1617 | 1637 | 1657 | 1717 | 1737 | 1757 | 1817 | 1856 | – |
| Guildhall City Centre South (D) | 1543 | 1603 | 1629 | 1643 | 1703 | 1723 | 1743 | 1803 | 1823 | 1900 | – |
| North End North End Junction (C) | 1553 | 1613 | 1633 | 1653 | 1713 | 1733 | 1753 | 1813 | 1833 | 1909 | – |
| Hilsea Hilsea Lido (C) | 1559 | 1619 | 1639 | 1659 | 1719 | 1739 | 1759 | 1819 | 1839 | 1914 | – |
| Havant Bus Station (H) arr | 1610 | 1630 | 1650 | 1710 | 1730 | 1750 | 1810 | 1830 | 1850 | 1924 | – |
| **Havant Bus Station (H) dep** | 1614 | 1634 | 1654 | 1714 | 1734 | 1754 | 1814 | 1834 | 1854 | 1926 | 2026 |
| Emsworth Main Road Roundabout (E) | 1623 | 1643 | 1703 | 1723 | 1743 | 1803 | 1823 | 1843 | 1903 | 1934 | 2034 |
| Southbourne o/s St John's Church | 1628 | 1648 | 1708 | 1728 | 1748 | 1808 | 1828 | 1848 | 1908 | 1939 | 2039 |
| Bosham The White Swan | 1635 | 1655 | 1715 | 1735 | 1755 | 1815 | 1835 | 1855 | 1915 | 1945 | 2045 |
| Chichester Cathedral (P) | 1649 | 1709 | 1729 | 1749 | 1809 | 1829 | 1845 | 1905 | 1925 | 1955 | 2055 |
| **Chichester Bus Station (Bay 8)** | 1653 | 1713 | 1733 | 1753 | 1813 | 1833 | 1848 | 1908 | 1928 | 1958 | 2058 |
| North Bersted Shops (S-bound) | 1719 | 1740 | 1758 | 1817 | 1835 | 1852 | 1907 | 1926 | – | 2016 | 2116 |
| **Bognor Regis High Street (C)** | 1728 | 1749 | 1807 | 1826 | 1843 | 1900 | 1915 | 1933 | – | 2023 | 2123 |
| Felpham o/s The Southdowns | 1740 | 1801 | 1819 | 1837 | 1852 | 1908 | 1923 | 1940 | – | 2030 | 2130 |

# Portsmouth The Hard - Havant - Chichester - Bognor Regis
## via Hilsea - Emsworth - Southbourne and Flansham

Stagecoach **700**

### Saturdays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard Interchange (H)** ⇄ | – | – | – | 0647 | 0727 | – | 0752 | 0812 | | 12 | 32 | 52 | | 1652 | 1712 | 1732 | 1752 | 1812 | 1852 | – |
| Southsea Highbury Centre (E2) | – | – | – | 0650 | 0730 | – | 0757 | 0817 | | 17 | 37 | 57 | | 1657 | 1717 | 1737 | 1757 | 1817 | 1856 | – |
| Guildhall City Centre South (D) | – | – | – | 0654 | 0734 | – | 0803 | 0823 | | 23 | 43 | 03 | | 1703 | 1723 | 1743 | 1803 | 1823 | 1900 | – |
| North End North End Junction (C) | – | – | – | 0702 | 0742 | – | 0813 | 0833 | | 33 | 53 | 13 | | 1713 | 1733 | 1753 | 1813 | 1833 | 1909 | – |
| Hilsea Hilsea Lido (C) | – | – | – | 0707 | 0747 | – | 0819 | 0839 | then | 39 | 59 | 19 | | 1719 | 1739 | 1759 | 1819 | 1839 | 1914 | – |
| Havant Bus Station (H) arr | – | – | – | 0717 | 0757 | – | 0830 | 0850 | at | 50 | 10 | 30 | | 1730 | 1750 | 1810 | 1830 | 1850 | 1924 | – |
| **Havant Bus Station (H) dep** | 0619 | 0639 | 0659 | 0719 | 0759 | 0814 | 0834 | 0854 | these | 54 | 14 | 34 | | 1734 | 1754 | 1814 | 1834 | 1854 | 1926 | 2026 |
| Emsworth Main Road Roundabout (E) | 0628 | 0648 | 0708 | 0728 | 0808 | 0823 | 0843 | 0903 | mins | 03 | 23 | 43 | | 1743 | 1803 | 1823 | 1843 | 1903 | 1934 | 2034 |
| Southbourne o/s St John's Church | 0633 | 0653 | 0713 | 0733 | 0813 | 0828 | 0848 | 0908 | past | 08 | 28 | 48 | until | 1748 | 1808 | 1828 | 1848 | 1908 | 1939 | 2039 |
| Bosham The White Swan | 0639 | 0659 | 0719 | 0739 | 0819 | 0835 | 0855 | 0915 | each | 15 | 35 | 55 | | 1755 | 1815 | 1835 | 1855 | 1915 | 1945 | 2045 |
| Chichester Cathedral (P) | 0649 | 0709 | 0729 | 0749 | 0829 | 0849 | 0909 | 0929 | hour | 29 | 49 | 09 | | 1809 | 1829 | 1845 | 1905 | 1925 | 1955 | 2055 |
| **Chichester Bus Station (Bay 8)** | 0653 | 0713 | 0733 | 0753 | 0833 | 0853 | 0913 | 0933 | | 33 | 53 | 13 | | 1813 | 1833 | 1848 | 1908 | 1928 | 1958 | 2058 |
| North Bersted Shops (S-bound) | 0713 | 0733 | 0753 | 0813 | 0853 | 0913 | 0933 | 0953 | | 53 | 13 | 33 | | 1833 | 1852 | 1907 | 1926 | – | 2016 | 2116 |
| **Bognor Regis High Street (C)** | 0722 | 0742 | 0802 | 0822 | 0902 | 0922 | 0942 | 1002 | | 02 | 22 | 42 | | 1842 | 1900 | 1915 | 1933 | – | 2023 | 2123 |
| Felpham o/s The Southdowns | 0734 | 0754 | 0814 | 0834 | 0914 | 0934 | 0954 | 1014 | | 14 | 34 | 54 | | 1852 | 1908 | 1923 | 1940 | – | 2030 | 2130 |



### Sundays

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Portsea The Hard Interchange (H)** ⇄ | – | | 0730 | 0800 | | 00 | 30 | | 1830 | 1900 |
| Southsea Highbury Centre (E2) | – | | 0735 | 0805 | | 05 | 35 | | 1835 | 1905 |
| Guildhall City Centre South (D) | – | | 0741 | 0811 | | 11 | 41 | | 1841 | 1911 |
| North End North End Junction (C) | – | | 0751 | 0823 | then | 21 | 51 | | 1851 | 1921 |
| Hilsea, Hilsea Lido (C) | – | | 0757 | 0827 | at | 27 | 57 | | 1857 | 1927 |
| Havant Bus Station (H) arr | – | | 0808 | 0838 | these | 38 | 08 | until | 1908 | 1935 |
| **Havant Bus Station (H) dep** | 0718 | 0748 | 0812 | 0842 | mins | 42 | 12 | | 1912 | 1937 |
| Emsworth Main Road Roundabout (E) | 0727 | 0757 | 0821 | 0851 | past | 51 | 21 | | 1921 | 1945 |
| Southbourne o/s St John's Church | 0731 | 0801 | 0826 | 0856 | each | 56 | 26 | | 1926 | 1949 |
| Bosham The White Swan | 0737 | 0807 | 0833 | 0903 | hour | 03 | 33 | | 1933 | 1955 |
| Chichester Cathedral (Stop P) | 0747 | 0817 | 0847 | 0917 | | 17 | 47 | | 1947 | 2005 |
| **Chichester Bus Station (Bay 9)** | 0751 | 0821 | 0851 | 0921 | | 21 | 51 | | 1951 | 2008 |

# Havant Area School Bus Services — Schooldays only

| Service | Operator | School | Route |
|---|---|---|---|
| **44B** | Emsworth & District | Bourne Community College | West Thorney Village (0738) Thorney Island (0742) Emsworth Thorney Road (0746) Emsworth Hospital (0749) Warblington (0754) Denvilles (0756) Cotton Drive (0759) Westbourne Square (0801) Southbourne Bourne School (0806) |
| | | | Southbourne Bourne School (1455) Westbourne (1500) Cotton Drive (1502) Emsworth Hospital (1504) Denvilles (1505) Warblington (1507) Emsworth Thorney Road (1512) Thorney Island (1515) West Thorney Village (1525) |
| **121** | Emsworth & District | Bourne School | West Leigh The Fox (0715) Rowlands Castle The Green (0720) Deanlane End (0725) Stansted The Sawmills (0730) Walderton Bus Shelter (0744) Funtington Hare's Lane (0749) West Ashling Heather Close (0753) West Ashling/Edith Cottages (0754) Southbourne Bourne School (0800) |
| | | | Southbourne Bourne School (1455) West Ashling Edith Cottages (1504) West Ashling Heather Close (1506) Funtington Hare's Lane (1511) Walderton Bus Shelter (1516) Compton Primary School (1525) The Victoria PH (1530) Stanstead The Sawmills (1532) Deanlane End (1534) Rowlands Castle The Castle PH (1540) West Leigh The Fox (1545) |
| **245** | Emsworth & District | Oaklands School Crookhorn School Havant College | Emsworth (0810) Havant Bus Station (0813) Havant College (0816) Brunswick Gardens (0820) Hulbert Road RBT (0825) Oaklands School (0832) |
| | | | Oaklands School (1545) Crookhorn School (1546) Hulbert Road RBT (1558) North Street (1604) Havant Bus Station (1609) Emsworth (1622) |
| **621** | Stagecoach | Portsmouth College | Havant Bus Station (0845) New Lane (0850) Staunton Park (0855) Park Parade (0900) Crookhorn Corner (0910) Cosham Red Lion (0920) Anchorage Park Morrisons (0932) Hilsea Green Lane (0937) Portsmouth College (0945) |
| | | | Portsmouth College (1615) Hilsea Green Lane (1623) Anchorage Park Morrisons (1628) Cosham Red Lion (1640) Crookhom Corner (1649) Park Parade (1700) Staunton Park (1705) New Lane (1710) Havant Bus Station (1715) |
| **637** | Stagecoach | Petersfield School **MTuTh** | Pertersfield School (Cranford Road) (1525) Clanfield Rising Sun (1537) Clanfield Drift Road Shops (1541) Horndean Precinct (1548) |
| | | **WF** | Pertersfield School (Cranford Road) (1430) Clanfield Rising Sun (1442) Clanfield Drift Road Shops (1446) Horndean Precinct (1453) |
| **641** | Emsworth & District | Oaklands School St Thomas Mores School | Southbourne Tesco (0730) Westborne Square (0735) Rowlands Castle Green (0745) Elmsworth Jingles Hotel (0800) Spindle Close (0808) Staunton Park (0820) Botley Drive (0826) Park Parade (0830) St Thomas Mores School (0835) Oaklands School (0840) |
| | | | Oaklands School (1545) Wakefords Way (1600) Elmsworth Jingles Hotel (1610) Spindle Close (1615) Rowlands Castle Green (1625) Westborne Square (1635) Southbourne Tesco (1637) |
| **654** | First | Oaklands School South Downs College | Hambledon opp The Gardens (0815) Denmead Green (0823) Southdown View Post Office (0829) Oaklands School (0844) South Downs College (0849) |
| | | | Oaklands School (1545) Waterlooville Precinct (Stop B) (1551) Cowplain Community School (1559) The Falcon (1605) Southdown View Post Office (1606) Denmead Green (1610) Hambledon The Gardens (1619) |
| | | | South Downs College (1715) Oaklands School outside (1719) Waterlooville Precinct (Stop B) (1726) Southdown View Post Office (1733) Denmead Green (1738) Hambledon The Gardens (1747) |

CODES: **MWTh** - Mondays, Wednesdays and Thursdays only **TuF** - Tuesdays and Fridays only
**MTuTh** - Mondays, Tuesdays and Thursdays only **WF** - Wednesdays and Fridays only

# Havant Area School Bus Services — Schooldays only

| Service | Operator | School | Route |
|---|---|---|---|
| **700** | Stagecoach | Bishop Luffa School | Havant Bus Station (0708) Emswouth By-pass (0716) Southborne Church (0721) Bosham White Swan (0728) Chichester Bishop Luffa School Lay-by (0740)<br><br>Chichester Bishop Luffa School Lay-by (1443) Bosham White Swan (1453) Southborne Church (1500) Emswouth Square (1505) Havant Bus Station (1513) |
| **727** | Stagecoach | South Downs College | Chichester Bus Station (0750) Bosham White Swan (0801) Southbourne Tesco (0808) Westbourne Square (0813) Emsworth Southleigh Roundabout (0816) Leigh Park Purbrook Way (0830) South Downs College (0840) |

CODES: **MWTh** - Mondays, Wednesdays and Thursdays only **TuF** - Tuesdays and Fridays only
**MTuTh** - Mondays, Tuesdays and Thursdays only **WF** - Wednesdays and Fridays only



# Bordon - Liss - Petersfield - South Downs College — Stagecoach — 737

## College days only

| | | | |
|---|---|---|---|
| **Purbrook South Downs College** (Opp) | 1510 | 1715 | – |
| Buriton Crossroads | 1525 | 1733 | – |
| Petersfield Square (B) | 1530 | 1741 | – |
| Petersfield Square (B)) | 1532 | – | 1743 |
| Petersfield Station (R) ≋ | 1534 | – | 1746 |
| Moggs Mead | – | – | 1749 |
| Sheet Half Moon | 1539 | – | 1752 |
| Liphook Co-Op | 1552 | – | 1815 |
| Lindford Elderberry Road | 1559 | – | 1823 |
| Bordon Camp Crossroads | 1602 | – | 1827 |
| **Whitehill Turning Circle** (Opp) | 1607 | – | 1835 |

| | | | |
|---|---|---|---|
| **Whitehill Turning Circle** | – | 0710 | 0920 |
| Hollbrook Park Chalet Hill | – | 0715 | 0925 |
| Bordon Camp Crossroads | – | 0720 | 0930 |
| Lindford Elderberry Road | – | 0724 | 0934 |
| Liphook Co-Op | – | 0733 | 0943 |
| Greatham Digby Way | – | 0743 | – |
| Liss Forest Post Office | – | 0750 | – |
| Liss Whistle Stop | – | 0754 | – |
| Sheet Half Moon | – | 0801 | 0953 |
| Moggs Mead Co-Op | – | 0803 | 0955 |
| Petersfield Station (S) ≋ | – | 0806 | 0958 |
| Petersfield Station (S) ≋ | 0808 | – | 1000 |
| Petersfield Square (A) | 0811 | – | 1003 |
| Buriton Crossroads | 0818 | – | 1010 |
| **Purbrook South Downs College** (Adj) | 0840 | – | 1030 |

# Hayling Island - Portsmouth (Hayling Ferry)

## Baker Trayte Marine Ltd

### Monday to Sunday

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Hayling Ferry Landing Depart** | 0650* | 0720* | 0800* | 0840* | 0930* | 1030 | 1130 | 1230 | 1330 |
| **Hayling Ferry Landing Depart** | 1430 | 1530 | 1630 | 1730 | 1830 | | | | |
| **Eastney Ferry Landing Depart** | 0700* | 0740* | 0820* | 0900* | 1000 | 1100 | 1140 | 1200 | 1300 |
| **Eastney Ferry Landing Depart** | 1400 | 1500 | 1600 | 1700 | 1740 | 1800 | 1845 | | |

*- Not Saturdays or Sundays

**Note - Timetable is liable to change, please check website www.haylingferry.net**

03.01.17

# Gosport - Portsmouth

## Gosport Ferry Ltd

### Mondays to Fridays

| | |
|---|---|
| 0530-0630 | every 15 mins. |
| 0630-0930 | every 7½ mins. |
| 0930-1530 | every 15 mins. |
| 1530-1830 | every 7½ mins. |
| 1830-midnight | every 15 mins. |

### Saturdays

| | |
|---|---|
| 0530-1100 | every 15 mins. |
| 1100-1800 | every 7½ mins. |
| 1800-midnight | every 15 mins. |

### Sundays

| | |
|---|---|
| 0530-midnight | every 15 mins. |

**Last ferry from Gosport: 2345. Last ferry from Portsmouth: 2400. Service subject to weather and other conditions. Tickets required in both directions. Ticket machines only at Portsea. Ask at Gosport for discounted weekly tickets.**



bus users UK

Bus Users UK is a voluntary, non-party political organisation to protect and promote the interests of bus passengers.

It campaigns for quality bus networks which are convenient and easy to use for all sections of the community

It works to increase the influence of bus users on local and national government decisions about public transport as well as to develop better communication between passengers and the providers of bus services.

It publishes a quarterly newsletter 'Bus User'.

Membership is open to all bus users and groups who share our aims. For further information and membership forms write to:

***Bus Users UK, Victoria Charity Centre, 11 Belgrave Road, London SW1 1RB***

# Travel Information for Older and Disabled People

**Call & Go**
Operates Monday, Tuesday, Wednesday and Friday 0830-1600 hrs
A bookable bus service for Havant, Horndean, Clanfield and Rowlands Castle

**Denmead Village Shopper Bus**
Operates to Fareham on 2nd and 4th Mondays of each month.
Operates to Waterlooville 1st and 3rd Fridays of each month.
Service is wheelchair accessible and a seat must be booked.

**Shopmobility**
Operates Monday-Saturday
Provides manual wheelchairs and electric scooters for hire.

**Call Communities First for further information about:-**

Call & Go (8am-10am)
0300 500 8085

Denmead Village Shopper Bus (9am-4pm)
01420 475759

Shopmobility (9.30-4pm)

**Concessionary Fares**
A concessionary bus pass is available to men and women who reach the eligible age which is:-

- Women at pensionable age
- Men at the pensionable age of a woman born on the same day

Application forms are available in your local library or apply online at www.hants.gov.uk/concessionary-travel
Telephone: 0300 555 1376
Email: concessionary.fares@hants.gov.uk
Website: www.hants.gov.uk/concessionary-travel



traveline
public transport info
0871 200 22 33
www.traveline.info

# Request for Travel Information

Please send me the following publications (please tick):

| | | |
|---|---|---|
| **1.** Alton, Bordon & Petersfield Travel Guide ☐ | **5.** Farnborough & Fleet Travel Guide ☐ | **8.** Romsey Town Map ☐ |
| **2.** Andover Travel Guide ☐ | **6.** Havant Travel Guide ☐ | **9.** Winchester & Alresford Travel Guide ☐ |
| **3.** Basingstoke Town Map ☐ | **7.** New Forest Travel Guide ☐ | **10.** Public Transport Map of Hampshire ☐ |
| **4.** Eastleigh & Hedge End Travel Guide ☐ | | |



**View the guides on-line at www.hants.gov.uk/transport/trafficandtravel/publictransport/timetables**

**Name:** .....

**Address:** .....

.....

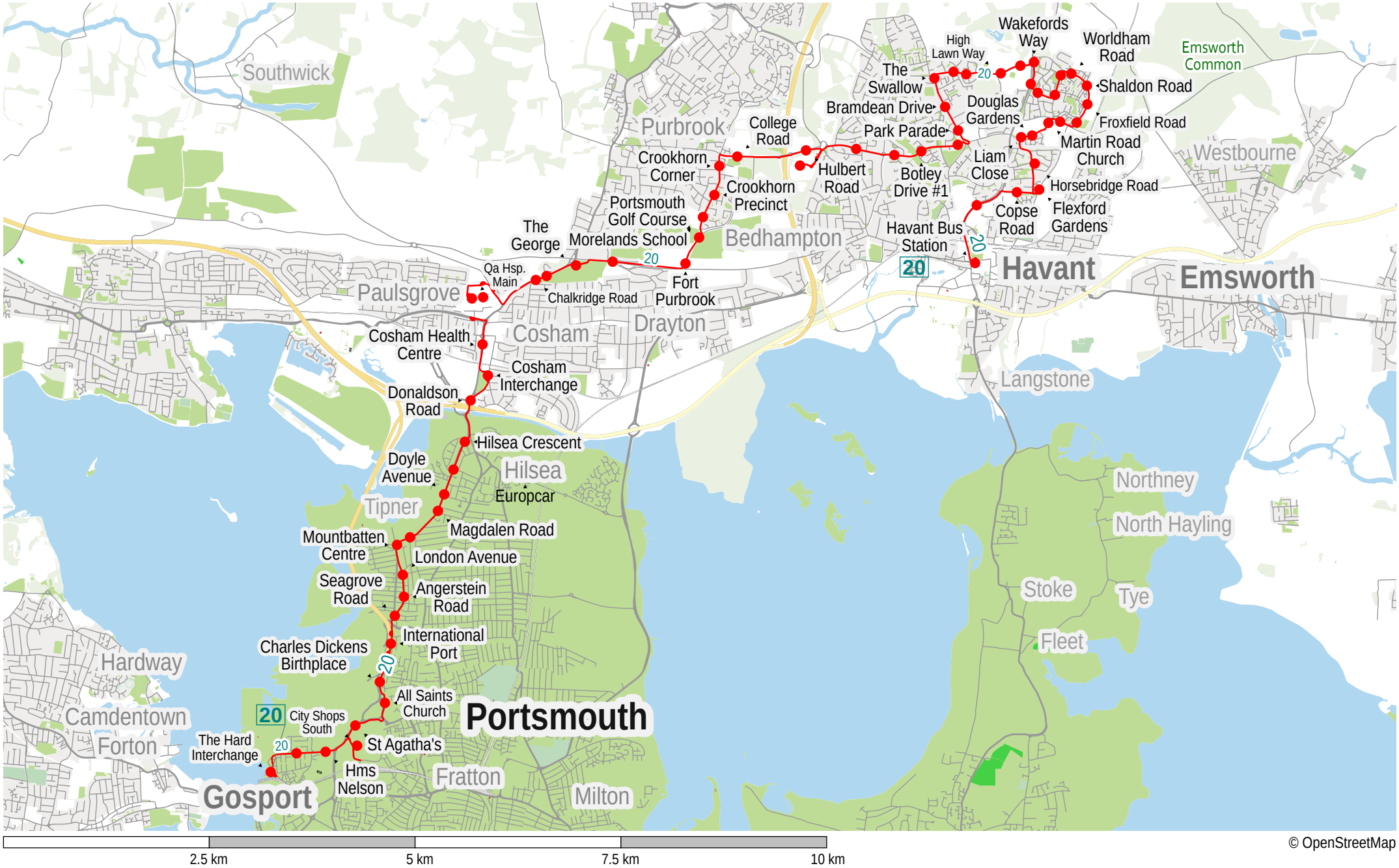
..... **Postcode:** .....

Please return to the Passenger Transport Group, Economy, Transport & Environment Department, Hampshire County Council, The Castle, Winchester, Hants SO23 8UD or alternatively order on-line at **www.hants.gov.uk/passengertransport**



traveline south west
www.travelinesw.com

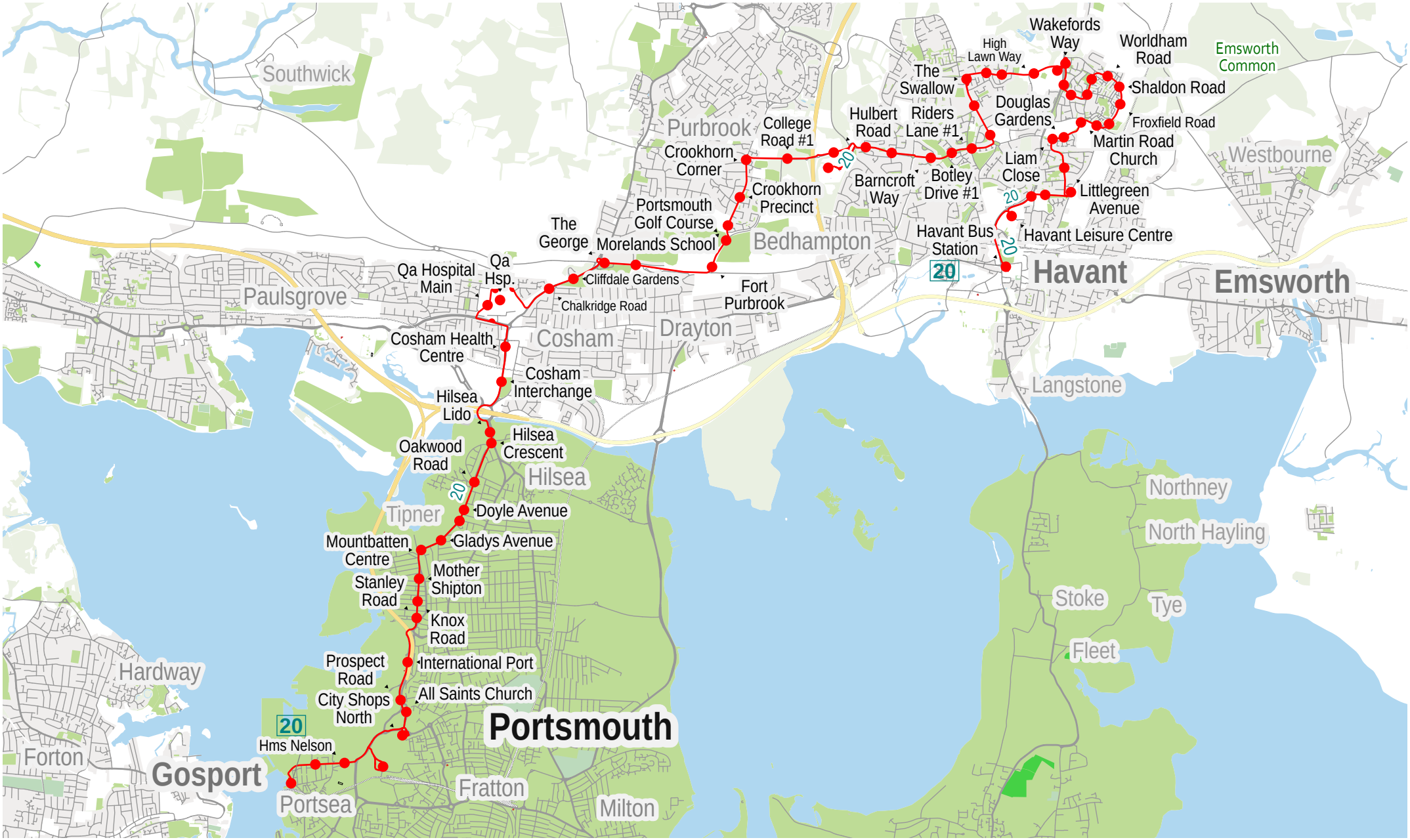
# Route map for Stagecoach in Portsmouth service 20 (outbound)




swe-44020_(1).y10 (outbound)

traveline south west
www.travelinesw.com

# Route map for Stagecoach in Portsmouth service 20 (inbound)




swe-44020_(1).y10 (inbound)

# 20 Havant - Portsmouth - The Hard

Stagecoach in Portsmouth

Timetable valid from 23/07/2017 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | 0615 | 0645 | 0715 | 0745 | 0815 | 0845 | 0915 | 0945 | 1015 | 1045 | 1115 | 1145 | 1215 | 1245 | 1315 | 1345 | 1415 | 1445 |
| West Leigh, opp Worldham Road | 0625 | 0655 | 0725 | 0757 | 0827 | 0857 | 0927 | 0957 | 1027 | 1057 | 1127 | 1157 | 1227 | 1257 | 1327 | 1357 | 1427 | 1457 |
| Leigh Park, Park Parade (Stop A) | 0635 | 0705 | 0735 | 0807 | 0838 | 0908 | 0938 | 1008 | 1038 | 1108 | 1138 | 1208 | 1238 | 1308 | 1338 | 1408 | 1438 | 1508 |
| Bedhampton, Asda Hypermarket (W-bound) | \| | \| | \| | \| | \| | 0915 | 0945 | 1015 | 1045 | 1115 | 1145 | 1215 | 1245 | 1315 | 1345 | 1415 | 1445 | 1515 |
| Purbrook, Crookhorn Precinct (S-bound) | 0644 | 0714 | 0746 | 0819 | 0850 | 0921 | 0951 | 1021 | 1051 | 1121 | 1151 | 1221 | 1251 | 1321 | 1351 | 1421 | 1451 | 1521 |
| QA Hospital, QA Hospital Main (Stop G) | 0654 | 0724 | 0756 | 0829 | 0901 | 0932 | 1002 | 1032 | 1102 | 1132 | 1202 | 1232 | 1302 | 1332 | 1402 | 1432 | 1502 | 1532 |
| Cosham, Health Centre (Stop F) | 0659 | 0729 | 0801 | 0834 | 0906 | 0937 | 1007 | 1037 | 1107 | 1137 | 1207 | 1237 | 1307 | 1337 | 1407 | 1437 | 1507 | 1537 |
| Hilsea, Gladys Avenue (W-bound) | 0705 | 0737 | 0809 | 0842 | 0914 | 0945 | 1015 | 1045 | 1115 | 1145 | 1215 | 1245 | 1315 | 1345 | 1415 | 1445 | 1515 | 1545 |
| City Centre, City Shops South (Stop G) | 0715 | 0750 | 0822 | 0855 | 0925 | 0955 | 1025 | 1055 | 1125 | 1155 | 1225 | 1255 | 1325 | 1355 | 1425 | 1455 | 1525 | 1555 |
| Portsmouth, The Hard Interchange (Stand G) | 0720 | 0755 | 0827 | 0900 | 0930 | 1000 | 1030 | 1100 | 1130 | 1200 | 1230 | 1300 | 1330 | 1400 | 1430 | 1500 | 1530 | 1600 |

## Mondays to Fridays

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | 1515 | 1545 | 1615 | 1645 | 1715 | 1745 | 1815 |
| West Leigh, opp Worldham Road | 1527 | 1557 | 1627 | 1657 | 1727 | 1757 | 1825 |
| Leigh Park, Park Parade (Stop A) | 1538 | 1608 | 1638 | 1708 | 1738 | 1808 | 1835 |
| Bedhampton, Asda Hypermarket (W-bound) | \| | \| | \| | \| | \| | \| | \| |
| Purbrook, Crookhorn Precinct (S-bound) | 1548 | 1618 | 1648 | 1718 | 1748 | 1816 | 1842 |
| QA Hospital, QA Hospital Main (Stop G) | 1559 | 1629 | 1659 | 1729 | 1759 | 1825 | 1850 |
| Cosham, Health Centre (Stop F) | 1604 | 1634 | 1704 | 1734 | 1804 | 1829 | 1854 |
| Hilsea, Gladys Avenue (W-bound) | 1612 | 1642 | 1712 | 1742 | 1812 | 1835 | 1900 |
| City Centre, City Shops South (Stop G) | 1622 | 1652 | 1722 | 1752 | 1822 | 1844 | 1909 |
| Portsmouth, The Hard Interchange (Stand G) | 1627 | 1657 | 1727 | 1757 | 1827 | 1849 | 1914 |

## Saturdays

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | 0640 | 0715 | 0745 | 0815 | 0845 | 0915 | 0945 | 1015 | 1045 | 1115 | 1145 | 1215 | 1245 | 1315 | 1345 |
| West Leigh, opp Worldham Road | 0649 | 0724 | 0754 | 0827 | 0857 | 0927 | 0957 | 1027 | 1057 | 1127 | 1157 | 1227 | 1257 | 1327 | 1357 |
| Leigh Park, Park Parade (Stop A) | 0658 | 0733 | 0803 | 0838 | 0908 | 0938 | 1008 | 1038 | 1108 | 1138 | 1208 | 1238 | 1308 | 1338 | 1408 |
| Bedhampton, Asda Hypermarket (W-bound) | \| | \| | \| | \| | 0915 | 0945 | 1015 | 1045 | 1115 | 1145 | 1215 | 1245 | 1315 | 1345 | 1415 |
| Purbrook, Crookhorn Precinct (S-bound) | 0705 | 0740 | 0811 | 0846 | 0921 | 0951 | 1021 | 1051 | 1121 | 1151 | 1221 | 1251 | 1321 | 1351 | 1421 |
| QA Hospital, QA Hospital Main (Stop G) | 0713 | 0751 | 0822 | 0857 | 0932 | 1002 | 1032 | 1102 | 1132 | 1202 | 1232 | 1302 | 1332 | 1402 | 1432 |
| Cosham, Health Centre (Stop F) | 0718 | 0755 | 0827 | 0902 | 0937 | 1007 | 1037 | 1107 | 1137 | 1207 | 1237 | 1307 | 1337 | 1407 | 1437 |
| Hilsea, Gladys Avenue (W-bound) | 0726 | 0802 | 0835 | 0910 | 0945 | 1015 | 1045 | 1115 | 1145 | 1215 | 1245 | 1315 | 1345 | 1415 | 1445 |
| City Centre, City Shops South (Stop G) | 0735 | 0812 | 0845 | 0920 | 0955 | 1025 | 1055 | 1125 | 1155 | 1225 | 1255 | 1325 | 1355 | 1425 | 1455 |
| Portsmouth, The Hard Interchange (Stand G) | 0740 | 0817 | 0850 | 0925 | 1000 | 1030 | 1100 | 1130 | 1200 | 1230 | 1300 | 1330 | 1400 | 1430 | 1500 |

## Saturdays

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | 1145 | 1215 | 1245 | 1315 | 1345 | 1415 | 1445 | 1515 | 1545 | 1615 | 1645 | 1715 | 1745 | 1815 | |
| West Leigh, opp Worldham Road | 1157 | 1227 | 1257 | 1327 | 1357 | 1427 | 1457 | 1527 | 1557 | 1627 | 1657 | 1727 | 1757 | 1825 | |
| Leigh Park, Park Parade (Stop A) | 1208 | 1238 | 1308 | 1338 | 1408 | 1438 | 1508 | 1538 | 1608 | 1638 | 1708 | 1738 | 1808 | 1835 | |
| Bedhampton, Asda Hypermarket (W-bound) | 1215 | 1245 | 1315 | 1345 | 1415 | 1445 | 1515 | \| | \| | \| | \| | \| | \| | \| | |
| Purbrook, Crookhorn Precinct (S-bound) | 1221 | 1251 | 1321 | 1351 | 1421 | 1451 | 1521 | 1548 | 1618 | 1648 | 1718 | 1748 | 1816 | 1842 | |
| QA Hospital, QA Hospital Main (Stop G) | 1232 | 1302 | 1332 | 1402 | 1432 | 1502 | 1532 | 1559 | 1629 | 1659 | 1729 | 1759 | 1825 | 1850 | |
| Cosham, Health Centre (Stop F) | 1237 | 1307 | 1337 | 1407 | 1437 | 1507 | 1537 | 1604 | 1634 | 1704 | 1734 | 1804 | 1829 | 1854 | |
| Hilsea, Gladys Avenue (W-bound) | 1245 | 1315 | 1345 | 1415 | 1445 | 1515 | 1545 | 1612 | 1642 | 1712 | 1742 | 1812 | 1835 | 1900 | |
| City Centre, City Shops South (Stop G) | 1255 | 1325 | 1355 | 1425 | 1455 | 1525 | 1555 | 1622 | 1652 | 1722 | 1752 | 1822 | 1844 | 1909 | |
| Portsmouth, The Hard Interchange (Stand G) | 1300 | 1330 | 1400 | 1430 | 1500 | 1530 | 1600 | 1627 | 1657 | 1727 | 1757 | 1827 | 1849 | 1914 | |

## Sundays

| | | |
|---|---|---|
| no service | no service | no service |
| no service | | |

# 20 The Hard - Portsmouth - Havant

Stagecoach in Portsmouth

Timetable valid from 23/07/2017 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand G) | 0605 | 0635 | 0705 | 0735 | 0805 | 0835 | 0905 | 0935 | 1005 | 1035 | 1105 | 1135 | 1205 | 1235 | 1305 | 1335 | 1405 | 1435 |
| City Centre, City Shops South (Stop D) | 0610 | 0641 | 0711 | 0741 | 0811 | 0841 | 0911 | 0941 | 1011 | 1041 | 1111 | 1141 | 1211 | 1241 | 1311 | 1341 | 1411 | 1441 |
| Hilsea, Gladys Avenue (NE-bound) | 0619 | 0651 | 0722 | 0752 | 0822 | 0852 | 0922 | 0952 | 1022 | 1052 | 1122 | 1152 | 1222 | 1252 | 1322 | 1352 | 1422 | 1452 |
| Cosham, Health Centre (Stop B) | 0624 | 0659 | 0732 | 0802 | 0832 | 0858 | 0928 | 0958 | 1028 | 1058 | 1128 | 1158 | 1228 | 1258 | 1328 | 1358 | 1428 | 1458 |
| QA Hospital, QA Hospital Main (Stop A) | 0627 | 0703 | 0736 | 0806 | 0836 | 0902 | 0932 | 1002 | 1032 | 1102 | 1132 | 1202 | 1232 | 1302 | 1332 | 1402 | 1432 | 1502 |
| Purbrook, Crookhorn Precinct (NE-bound) | 0636 | 0711 | 0745 | 0815 | 0845 | 0912 | 0942 | 1012 | 1042 | 1112 | 1142 | 1212 | 1242 | 1312 | 1342 | 1412 | 1442 | 1512 |
| Bedhampton, Asda Hypermarket (W-bound) | \| | \| | \| | \| | \| | 0919 | 0949 | 1019 | 1049 | 1119 | 1149 | 1219 | 1249 | 1319 | 1349 | 1419 | 1449 | 1519 |
| Leigh Park, Park Parade (Stop C) | 0643 | 0721 | 0757 | 0827 | 0857 | 0927 | 0957 | 1027 | 1057 | 1127 | 1157 | 1227 | 1257 | 1327 | 1357 | 1427 | 1457 | 1527 |
| West Leigh, adj Worldham Road | 0650 | 0729 | 0807 | 0837 | 0907 | 0937 | 1007 | 1037 | 1107 | 1137 | 1207 | 1237 | 1307 | 1337 | 1407 | 1437 | 1507 | 1537 |
| Havant, Bus Station (Stop G) | 0700 | 0740 | 0820 | 0850 | 0920 | 0950 | 1020 | 1050 | 1120 | 1150 | 1220 | 1250 | 1320 | 1350 | 1420 | 1450 | 1520 | 1550 |

## Mondays to Fridays

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand G) | 1505 | 1535 | 1605 | 1635 | 1715 | 1800 | 1840 | 1920 |
| City Centre, City Shops South (Stop D) | 1511 | 1541 | 1611 | 1641 | 1721 | 1806 | 1846 | 1926 |
| Hilsea, Gladys Avenue (NE-bound) | 1523 | 1553 | 1623 | 1653 | 1733 | 1817 | 1855 | 1934 |
| Cosham, Health Centre (Stop B) | 1530 | 1600 | 1630 | 1700 | 1740 | 1823 | 1901 | 1940 |
| QA Hospital, QA Hospital Main (Stop A) | 1534 | 1604 | 1634 | 1704 | 1744 | 1827 | 1905 | 1943 |
| Purbrook, Crookhorn Precinct (NE-bound) | 1545 | 1615 | 1645 | 1715 | 1755 | 1837 | 1913 | 1951 |
| Bedhampton, Asda Hypermarket (W-bound) | \| | \| | \| | \| | \| | \| | \| | \| |
| Leigh Park, Park Parade (Stop C) | 1557 | 1627 | 1657 | 1727 | 1807 | 1847 | 1922 | 1957 |
| West Leigh, adj Worldham Road | 1607 | 1637 | 1707 | 1737 | 1817 | 1857 | 1930 | 2005 |
| Havant, Bus Station (Stop G) | 1620 | 1650 | 1720 | 1750 | 1830 | 1910 | 1940 | 2015 |

## Saturdays

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand G) | 0635 | 0715 | 0755 | 0835 | 0905 | 0935 | 1005 | 1035 | 1105 | 1135 | 1205 | 1235 | 1305 | 1335 | 1405 |
| City Centre, City Shops South (Stop D) | 0641 | 0721 | 0801 | 0841 | 0911 | 0941 | 1011 | 1041 | 1111 | 1141 | 1211 | 1241 | 1311 | 1341 | 1411 |
| Hilsea, Gladys Avenue (NE-bound) | 0650 | 0730 | 0810 | 0852 | 0922 | 0952 | 1022 | 1052 | 1122 | 1152 | 1222 | 1252 | 1322 | 1352 | 1422 |
| Cosham, Health Centre (Stop B) | 0656 | 0736 | 0816 | 0858 | 0928 | 0958 | 1028 | 1058 | 1128 | 1158 | 1228 | 1258 | 1328 | 1358 | 1428 |
| QA Hospital, QA Hospital Main (Stop A) | 0700 | 0740 | 0820 | 0902 | 0932 | 1002 | 1032 | 1102 | 1132 | 1202 | 1232 | 1302 | 1332 | 1402 | 1432 |
| Purbrook, Crookhorn Precinct (NE-bound) | 0709 | 0749 | 0829 | 0912 | 0942 | 1012 | 1042 | 1112 | 1142 | 1212 | 1242 | 1312 | 1342 | 1412 | 1442 |
| Bedhampton, Asda Hypermarket (W-bound) | \| | \| | \| | 0919 | 0949 | 1019 | 1049 | 1119 | 1149 | 1219 | 1249 | 1319 | 1349 | 1419 | 1449 |
| Leigh Park, Park Parade (Stop C) | 0717 | 0757 | 0837 | 0927 | 0957 | 1027 | 1057 | 1127 | 1157 | 1227 | 1257 | 1327 | 1357 | 1427 | 1457 |
| West Leigh, adj Worldham Road | 0727 | 0807 | 0847 | 0937 | 1007 | 1037 | 1107 | 1137 | 1207 | 1237 | 1307 | 1337 | 1407 | 1437 | 1507 |
| Havant, Bus Station (Stop G) | 0740 | 0820 | 0900 | 0950 | 1020 | 1050 | 1120 | 1150 | 1220 | 1250 | 1320 | 1350 | 1420 | 1450 | 1520 |

## Saturdays

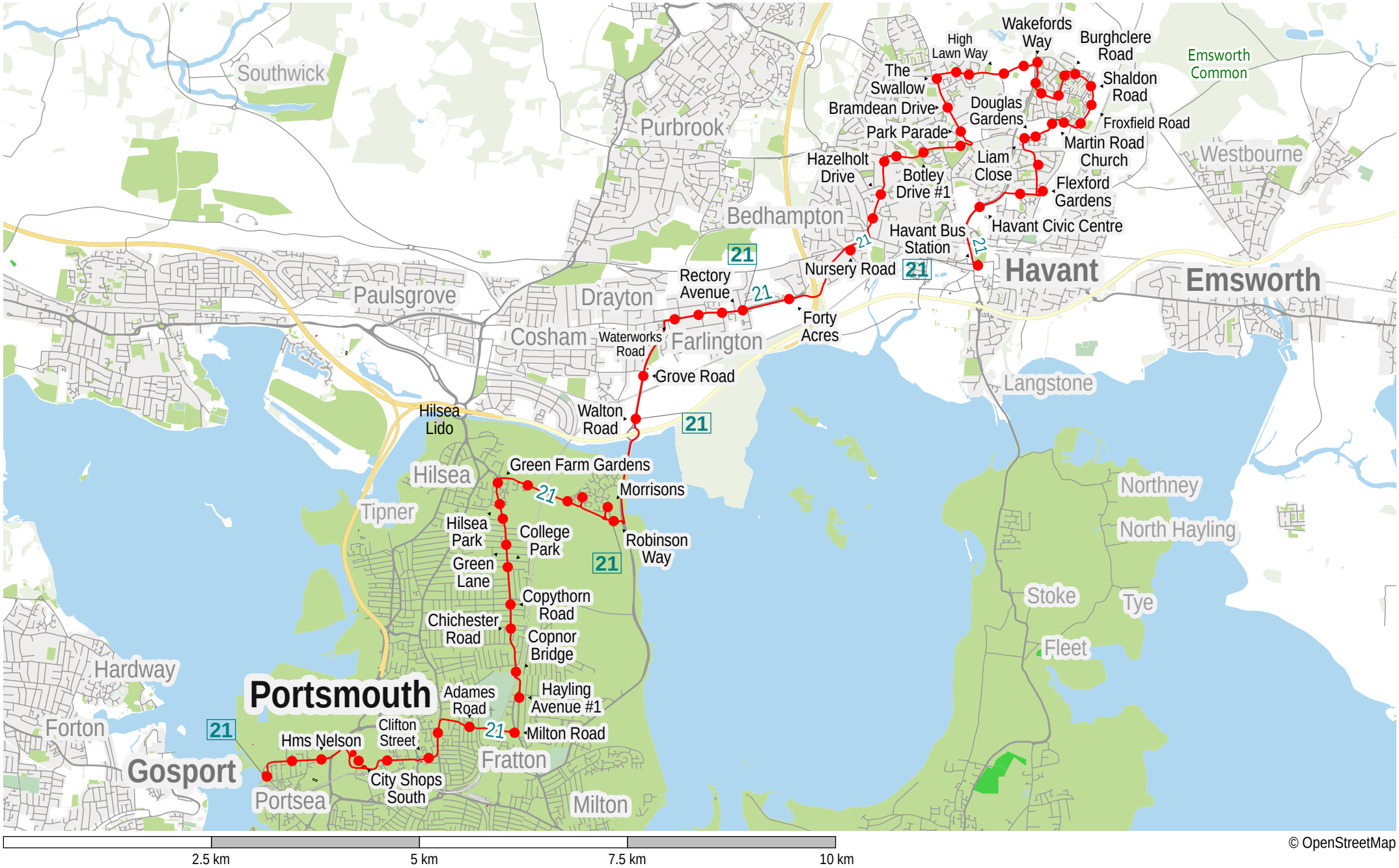
| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand G) | 1135 | 1205 | 1235 | 1305 | 1335 | 1405 | 1435 | 1505 | 1535 | 1605 | 1635 | 1715 | 1800 | 1840 | 1920 |
| City Centre, City Shops South (Stop D) | 1141 | 1211 | 1241 | 1311 | 1341 | 1411 | 1441 | 1511 | 1541 | 1611 | 1641 | 1721 | 1806 | 1846 | 1926 |
| Hilsea, Gladys Avenue (NE-bound) | 1152 | 1222 | 1252 | 1322 | 1352 | 1422 | 1452 | 1523 | 1553 | 1623 | 1653 | 1733 | 1817 | 1855 | 1934 |
| Cosham, Health Centre (Stop B) | 1158 | 1228 | 1258 | 1328 | 1358 | 1428 | 1458 | 1530 | 1600 | 1630 | 1700 | 1740 | 1823 | 1901 | 1940 |
| QA Hospital, QA Hospital Main (Stop A) | 1202 | 1232 | 1302 | 1332 | 1402 | 1432 | 1502 | 1534 | 1604 | 1634 | 1704 | 1744 | 1827 | 1905 | 1943 |
| Purbrook, Crookhorn Precinct (NE-bound) | 1212 | 1242 | 1312 | 1342 | 1412 | 1442 | 1512 | 1545 | 1615 | 1645 | 1715 | 1755 | 1837 | 1913 | 1951 |
| Bedhampton, Asda Hypermarket (W-bound) | 1219 | 1249 | 1319 | 1349 | 1419 | 1449 | 1519 | \| | \| | \| | \| | \| | \| | \| | \| |
| Leigh Park, Park Parade (Stop C) | 1227 | 1257 | 1327 | 1357 | 1427 | 1457 | 1527 | 1557 | 1627 | 1657 | 1727 | 1807 | 1847 | 1922 | 1957 |
| West Leigh, adj Worldham Road | 1237 | 1307 | 1337 | 1407 | 1437 | 1507 | 1537 | 1607 | 1637 | 1707 | 1737 | 1817 | 1857 | 1930 | 2005 |
| Havant, Bus Station (Stop G) | 1250 | 1320 | 1350 | 1420 | 1450 | 1520 | 1550 | 1620 | 1650 | 1720 | 1750 | 1830 | 1910 | 1940 | 2015 |

## Sundays

| | | |
|---|---|---|
| no service | no service | no service |
| no service | | |

traveline south west
www.travelinesw.com

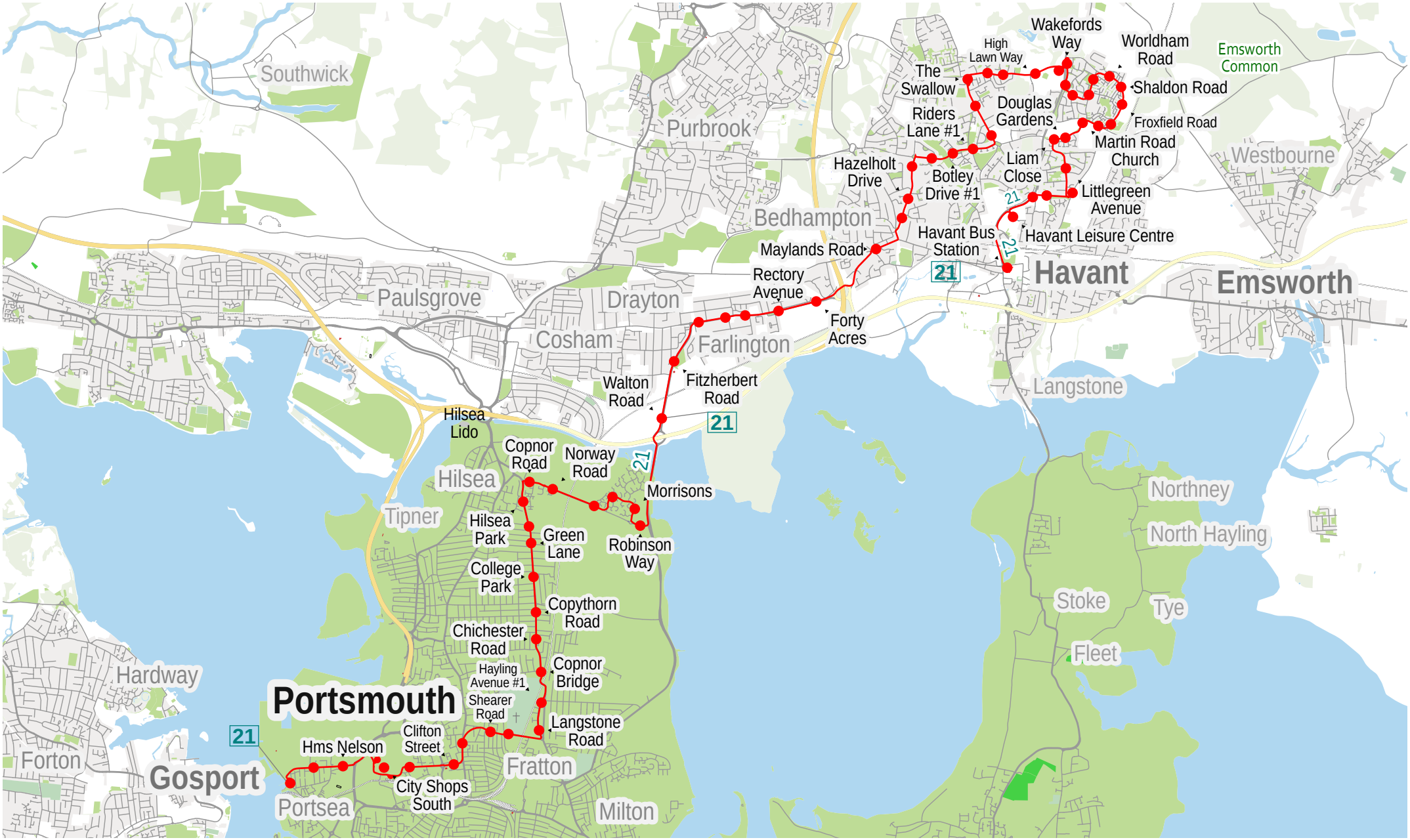
# Route map for Stagecoach in Portsmouth service 21 (outbound)




swe-44021_(1).y10 (outbound)

traveline south west
www.travelinesw.com

# Route map for Stagecoach in Portsmouth service 21 (inbound)




© OpenStreetMap

# 21 Havant - Portsmouth

Stagecoach in Portsmouth

Timetable valid from 23/07/2017 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | — | 0525 | — | 0555 | — | — | — | 0635 | — | 0700 | — | — | 0730 | — | — | 0800 | — | — |
| West Leigh, opp Worldham Road | — | 0534 | — | 0604 | — | — | — | 0645 | — | 0710 | — | — | 0740 | — | — | 0812 | — | — |
| Leigh Park, Park Parade (Stop A) | — | 0543 | — | 0613 | — | — | — | 0655 | — | 0720 | — | — | 0750 | — | — | 0823 | — | — |
| Bedhampton, Rectory Avenue (SW-bound) | — | 0550 | — | 0620 | 0635 | 0645 | 0655 | 0705 | 0718 | 0730 | 0740 | 0750 | 0800 | 0810 | — | 0833 | — | — |
| Farlington, Walton Road (S-bound) | 0531 | 0556 | 0611 | 0626 | 0641 | 0652 | 0702 | 0712 | 0725 | 0737 | 0747 | 0757 | 0807 | 0817 | — | 0842 | — | — |
| Anchorage Park, opp Morrisons | 0535 | 0600 | 0615 | 0630 | 0645 | 0657 | 0708 | 0718 | 0731 | 0743 | 0753 | 0803 | 0813 | 0823 | 0837 | 0849 | 0859 | 0909 |
| Hilsea, Green Lane (S-bound) | 0540 | 0605 | 0620 | 0635 | 0650 | 0703 | 0715 | 0725 | 0738 | 0750 | 0800 | 0810 | 0820 | 0830 | 0843 | 0855 | 0905 | 0915 |
| Baffins, Milton Road (NW-bound) | 0547 | 0612 | 0627 | 0642 | 0657 | 0711 | 0724 | 0736 | 0749 | 0801 | 0811 | 0821 | 0831 | 0841 | 0852 | 0903 | 0913 | 0923 |
| City Centre, City Shops South (Stop G) | 0555 | 0620 | 0635 | 0650 | 0705 | 0719 | 0734 | 0749 | 0802 | 0814 | 0824 | 0834 | 0844 | 0854 | 0904 | 0914 | 0924 | 0934 |
| Portsmouth, The Hard Interchange (Stand K) | 0600 | 0625 | 0640 | 0655 | 0710 | 0725 | 0740 | 0755 | 0808 | 0820 | 0830 | 0840 | 0850 | 0900 | 0910 | 0920 | 0930 | 0940 |

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | 0830 | — | — | 0900 | — | — | 0930 | — | — | 1000 | — | — | 1030 | — | — | 1100 | — | — |
| West Leigh, opp Worldham Road | 0842 | — | — | 0912 | — | — | 0942 | — | — | 1012 | — | — | 1042 | — | — | 1112 | — | — |
| Leigh Park, Park Parade (Stop A) | 0853 | — | — | 0923 | — | — | 0953 | — | — | 1023 | — | — | 1053 | — | — | 1123 | — | — |
| Bedhampton, Rectory Avenue (SW-bound) | 0903 | — | — | 0933 | — | — | 1003 | — | — | 1033 | — | — | 1103 | — | — | 1133 | — | — |
| Farlington, Walton Road (S-bound) | 0912 | — | — | 0942 | — | — | 1012 | — | — | 1042 | — | — | 1112 | — | — | 1142 | — | — |
| Anchorage Park, opp Morrisons | 0919 | 0929 | 0939 | 0949 | 0959 | 1009 | 1019 | 1029 | 1039 | 1049 | 1059 | 1109 | 1119 | 1129 | 1139 | 1149 | 1159 | 1209 |
| Hilsea, Green Lane (S-bound) | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 | 1045 | 1055 | 1105 | 1115 | 1125 | 1135 | 1145 | 1155 | 1205 | 1215 |
| Baffins, Milton Road (NW-bound) | 0933 | 0943 | 0953 | 1003 | 1013 | 1023 | 1033 | 1043 | 1053 | 1103 | 1113 | 1123 | 1133 | 1143 | 1153 | 1203 | 1213 | 1223 |
| City Centre, City Shops South (Stop G) | 0944 | 0954 | 1004 | 1014 | 1024 | 1034 | 1044 | 1054 | 1104 | 1114 | 1124 | 1134 | 1144 | 1154 | 1204 | 1214 | 1224 | 1234 |
| Portsmouth, The Hard Interchange (Stand K) | 0950 | 1000 | 1010 | 1020 | 1030 | 1040 | 1050 | 1100 | 1110 | 1120 | 1130 | 1140 | 1150 | 1200 | 1210 | 1220 | 1230 | 1240 |

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | 1130 | — | — | 1200 | — | — | 1230 | — | — | 1300 | — | — | 1330 | — | — | 1400 | — | — |
| West Leigh, opp Worldham Road | 1142 | — | — | 1212 | — | — | 1242 | — | — | 1312 | — | — | 1342 | — | — | 1412 | — | — |
| Leigh Park, Park Parade (Stop A) | 1153 | — | — | 1223 | — | — | 1253 | — | — | 1323 | — | — | 1353 | — | — | 1423 | — | — |
| Bedhampton, Rectory Avenue (SW-bound) | 1203 | — | — | 1233 | — | — | 1303 | — | — | 1333 | — | — | 1403 | — | — | 1433 | — | — |
| Farlington, Walton Road (S-bound) | 1212 | — | — | 1242 | — | — | 1312 | — | — | 1342 | — | — | 1412 | — | — | 1442 | — | — |
| Anchorage Park, opp Morrisons | 1219 | 1229 | 1239 | 1249 | 1259 | 1309 | 1319 | 1329 | 1339 | 1349 | 1359 | 1409 | 1419 | 1429 | 1439 | 1449 | 1459 | 1509 |
| Hilsea, Green Lane (S-bound) | 1225 | 1235 | 1245 | 1255 | 1305 | 1315 | 1325 | 1335 | 1345 | 1355 | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 | 1515 |
| Baffins, Milton Road (NW-bound) | 1233 | 1243 | 1253 | 1303 | 1313 | 1323 | 1333 | 1343 | 1353 | 1403 | 1413 | 1423 | 1433 | 1443 | 1453 | 1503 | 1513 | 1523 |
| City Centre, City Shops South (Stop G) | 1244 | 1254 | 1304 | 1314 | 1324 | 1334 | 1344 | 1354 | 1404 | 1414 | 1424 | 1434 | 1444 | 1454 | 1504 | 1514 | 1524 | 1534 |
| Portsmouth, The Hard Interchange (Stand K) | 1250 | 1300 | 1310 | 1320 | 1330 | 1340 | 1350 | 1400 | 1410 | 1420 | 1430 | 1440 | 1450 | 1500 | 1510 | 1520 | 1530 | 1540 |

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | 1430 | — | — | 1500 | — | — | 1530 | — | 1600 | — | 1630 | — | 1700 | 1730 | 1800 | 1830 | 1900 | — |
| West Leigh, opp Worldham Road | 1442 | — | — | 1512 | — | — | 1542 | — | 1612 | — | 1642 | — | 1712 | 1742 | 1810 | 1839 | 1909 | — |
| Leigh Park, Park Parade (Stop A) | 1453 | — | — | 1523 | — | — | 1553 | — | 1623 | — | 1653 | — | 1723 | 1752 | 1820 | 1848 | 1918 | — |
| Bedhampton, Rectory Avenue (SW-bound) | 1503 | — | — | 1533 | — | — | 1603 | — | 1633 | 1648 | 1703 | 1718 | 1733 | 1800 | 1828 | 1855 | 1925 | 1955 |
| Farlington, Walton Road (S-bound) | 1512 | — | — | 1542 | — | — | 1612 | — | 1642 | 1657 | 1712 | 1727 | 1742 | 1808 | 1835 | 1901 | 1931 | 2001 |
| Anchorage Park, opp Morrisons | 1519 | 1529 | 1539 | 1549 | 1559 | 1609 | 1619 | 1634 | 1649 | 1704 | 1719 | 1734 | 1749 | 1815 | 1840 | 1905 | 1935 | 2005 |
| Hilsea, Green Lane (S-bound) | 1525 | 1535 | 1545 | 1555 | 1605 | 1615 | 1625 | 1640 | 1655 | 1710 | 1725 | 1740 | 1755 | 1820 | 1845 | 1910 | 1940 | 2010 |
| Baffins, Milton Road (NW-bound) | 1533 | 1543 | 1553 | 1603 | 1613 | 1623 | 1633 | 1648 | 1703 | 1718 | 1733 | 1748 | 1803 | 1827 | 1852 | 1917 | 1947 | 2017 |
| City Centre, City Shops South (Stop G) | 1544 | 1554 | 1604 | 1614 | 1624 | 1634 | 1644 | 1659 | 1714 | 1729 | 1744 | 1759 | 1814 | 1835 | 1900 | 1925 | 1955 | 2025 |
| Portsmouth, The Hard Interchange (Stand K) | 1550 | 1600 | 1610 | 1620 | 1630 | 1640 | 1650 | 1705 | 1720 | 1735 | 1750 | 1805 | 1820 | 1840 | 1905 | 1930 | 2000 | 2030 |

## Mondays to Fridays

| Service Restrictions | | | NF | F | F | |
|---|---|---|---|---|---|---|
| Notes | | | | | * | |
| Havant, Bus Station (Stop G) | 2000 | 2100 | — | 2200 | 2300 | |
| West Leigh, opp Worldham Road | 2009 | 2109 | — | 2209 | 2309 | |
| Leigh Park, Park Parade (Stop A) | 2018 | 2118 | — | 2218 | 2318 | |
| Bedhampton, Rectory Avenue (SW-bound) | 2025 | 2125 | 2225 | 2225 | 2325 | |
| Farlington, Walton Road (S-bound) | 2031 | 2131 | 2231 | 2231 | 2331 | |
| Anchorage Park, opp Morrisons | 2035 | 2135 | 2235 | 2235 | 2335 | |
| Hilsea, Green Lane (S-bound) | 2040 | 2140 | 2240 | 2240 | 2340 | |
| Baffins, Milton Road (NW-bound) | 2047 | 2147 | 2247 | 2247 | 2347 | |
| City Centre, City Shops South (Stop G) | 2055 | 2155 | 2255 | 2255 | 2355 | |
| Portsmouth, The Hard Interchange (Stand K) | 2100 | 2200 | 2300 | 2300 | 0000 | |

## Saturdays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | — | — | 0615 | — | 0650 | — | 0730 | — | 0800 | — | — | | | | | | | |
| West Leigh, opp Worldham Road | — | — | 0624 | — | 0659 | — | 0739 | — | 0809 | — | — | | | | | | | |
| Leigh Park, Park Parade (Stop A) | — | — | 0633 | — | 0708 | — | 0748 | — | 0818 | — | — | | | | | | | |
| Bedhampton, Rectory Avenue (SW-bound) | — | — | 0640 | — | 0715 | — | 0755 | — | 0825 | — | 0845 | | | | | | | |
| Farlington, Walton Road (S-bound) | 0601 | 0626 | 0647 | 0707 | 0722 | 0742 | 0802 | — | 0832 | 0842 | 0852 | | | | | | | |
| Anchorage Park, opp Morrisons | 0605 | 0630 | 0652 | 0712 | 0729 | 0749 | 0809 | 0824 | 0839 | 0849 | 0859 | | | | | | | |
| Hilsea, Green Lane (S-bound) | 0610 | 0635 | 0658 | 0718 | 0735 | 0755 | 0815 | 0830 | 0845 | 0855 | 0905 | | | | | | | |
| Baffins, Milton Road (NW-bound) | 0617 | 0642 | 0705 | 0725 | 0743 | 0803 | 0823 | 0838 | 0853 | 0903 | 0913 | | | | | | | |
| City Centre, City Shops South (Stop G) | 0625 | 0650 | 0715 | 0735 | 0754 | 0814 | 0834 | 0849 | 0904 | 0914 | 0924 | | | | | | | |
| Portsmouth, The Hard Interchange (Stand K) | 0630 | 0655 | 0720 | 0740 | 0800 | 0820 | 0840 | 0855 | 0910 | 0920 | 0930 | | | | | | | |

## Saturdays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | — | 0830 | — | — | 0900 | — | — | 0930 | — | — | 1000 | — | — | 1030 | — | — | 1100 | — |
| West Leigh, opp Worldham Road | — | 0842 | — | — | 0912 | — | — | 0942 | — | — | 1012 | — | — | 1042 | — | — | 1112 | — |
| Leigh Park, Park Parade (Stop A) | — | 0853 | — | — | 0923 | — | — | 0953 | — | — | 1023 | — | — | 1053 | — | — | 1123 | — |
| Bedhampton, Rectory Avenue (SW-bound) | — | 0903 | — | — | 0933 | — | — | 1003 | — | — | 1033 | — | — | 1103 | — | — | 1133 | — |
| Farlington, Walton Road (S-bound) | — | 0912 | — | 0932 | 0942 | — | — | 1012 | — | — | 1042 | — | — | 1112 | — | — | 1142 | — |
| Anchorage Park, opp Morrisons | 0909 | 0919 | 0929 | 0939 | 0949 | 0959 | 1009 | 1019 | 1029 | 1039 | 1049 | 1059 | 1109 | 1119 | 1129 | 1139 | 1149 | 1159 |
| Hilsea, Green Lane (S-bound) | 0915 | 0925 | 0935 | 0945 | 0955 | 1005 | 1015 | 1025 | 1035 | 1045 | 1055 | 1105 | 1115 | 1125 | 1135 | 1145 | 1155 | 1205 |
| Baffins, Milton Road (NW-bound) | 0923 | 0933 | 0943 | 0953 | 1003 | 1013 | 1023 | 1033 | 1043 | 1053 | 1103 | 1113 | 1123 | 1133 | 1143 | 1153 | 1203 | 1213 |
| City Centre, City Shops South (Stop G) | 0934 | 0944 | 0954 | 1004 | 1014 | 1024 | 1034 | 1044 | 1054 | 1104 | 1114 | 1124 | 1134 | 1144 | 1154 | 1204 | 1214 | 1224 |
| Portsmouth, The Hard Interchange (Stand K) | 0940 | 0950 | 1000 | 1010 | 1020 | 1030 | 1040 | 1050 | 1100 | 1110 | 1120 | 1130 | 1140 | 1150 | 1200 | 1210 | 1220 | 1230 |

## Saturdays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | — | 1130 | — | — | 1200 | — | — | 1230 | — | — | 1300 | — | — | 1330 | — | — | 1400 | — |
| West Leigh, opp Worldham Road | — | 1142 | — | — | 1212 | — | — | 1242 | — | — | 1312 | — | — | 1342 | — | — | 1412 | — |
| Leigh Park, Park Parade (Stop A) | — | 1153 | — | — | 1223 | — | — | 1253 | — | — | 1323 | — | — | 1353 | — | — | 1423 | — |
| Bedhampton, Rectory Avenue (SW-bound) | — | 1203 | — | — | 1233 | — | — | 1303 | — | — | 1333 | — | — | 1403 | — | — | 1433 | — |
| Farlington, Walton Road (S-bound) | — | 1212 | — | — | 1242 | — | — | 1312 | — | — | 1342 | — | — | 1412 | — | — | 1442 | — |
| Anchorage Park, opp Morrisons | 1209 | 1219 | 1229 | 1239 | 1249 | 1259 | 1309 | 1319 | 1329 | 1339 | 1349 | 1359 | 1409 | 1419 | 1429 | 1439 | 1449 | 1459 |
| Hilsea, Green Lane (S-bound) | 1215 | 1225 | 1235 | 1245 | 1255 | 1305 | 1315 | 1325 | 1335 | 1345 | 1355 | 1405 | 1415 | 1425 | 1435 | 1445 | 1455 | 1505 |
| Baffins, Milton Road (NW-bound) | 1223 | 1233 | 1243 | 1253 | 1303 | 1313 | 1323 | 1333 | 1343 | 1353 | 1403 | 1413 | 1423 | 1433 | 1443 | 1453 | 1503 | 1513 |
| City Centre, City Shops South (Stop G) | 1234 | 1244 | 1254 | 1304 | 1314 | 1324 | 1334 | 1344 | 1354 | 1404 | 1414 | 1424 | 1434 | 1444 | 1454 | 1504 | 1514 | 1524 |
| Portsmouth, The Hard Interchange (Stand K) | 1240 | 1250 | 1300 | 1310 | 1320 | 1330 | 1340 | 1350 | 1400 | 1410 | 1420 | 1430 | 1440 | 1450 | 1500 | 1510 | 1520 | 1530 |

**Service Restrictions:** **F** - Fridays
**NF** - Not Friday

**Notes:** * - Part or all of this journey operates in the morning of the following day

# 21 Havant - Portsmouth

Stagecoach in Portsmouth

Timetable valid from 23/07/2017 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Saturdays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | — | 1430 | — | 1500 | — | 1530 | — | 1600 | — | 1630 | — | 1700 | 1730 | 1800 | 1830 | 1900 | — | 2000 |
| West Leigh, opp Worldham Road | — | 1442 | — | 1512 | — | 1542 | — | 1612 | — | 1642 | — | 1712 | 1742 | 1810 | 1839 | 1909 | — | 2009 |
| Leigh Park, Park Parade (Stop A) | — | 1453 | — | 1523 | — | 1553 | — | 1623 | — | 1653 | — | 1723 | 1752 | 1820 | 1848 | 1918 | — | 2018 |
| Bedhampton, Rectory Avenue (SW-bound) | — | 1503 | — | 1533 | — | 1603 | — | 1633 | — | 1703 | — | 1733 | 1800 | 1828 | 1855 | 1925 | 1955 | 2025 |
| Farlington, Walton Road (S-bound) | — | 1512 | — | 1542 | — | 1612 | — | 1642 | 1657 | 1712 | 1727 | 1742 | 1808 | 1835 | 1901 | 1931 | 2001 | 2031 |
| Anchorage Park, opp Morrisons | 1509 | 1519 | 1534 | 1549 | 1604 | 1619 | 1634 | 1649 | 1704 | 1719 | 1734 | 1749 | 1815 | 1840 | 1905 | 1935 | 2005 | 2035 |
| Hilsea, Green Lane (S-bound) | 1515 | 1525 | 1540 | 1555 | 1610 | 1625 | 1640 | 1655 | 1710 | 1725 | 1740 | 1755 | 1820 | 1845 | 1910 | 1940 | 2010 | 2040 |
| Baffins, Milton Road (NW-bound) | 1523 | 1533 | 1548 | 1603 | 1618 | 1633 | 1648 | 1703 | 1718 | 1733 | 1748 | 1803 | 1827 | 1852 | 1917 | 1947 | 2017 | 2047 |
| City Centre, City Shops South (Stop G) | 1534 | 1544 | 1559 | 1614 | 1629 | 1644 | 1659 | 1714 | 1729 | 1744 | 1759 | 1814 | 1835 | 1900 | 1925 | 1955 | 2025 | 2055 |
| Portsmouth, The Hard Interchange (Stand K) | 1540 | 1550 | 1605 | 1620 | 1635 | 1650 | 1705 | 1720 | 1735 | 1750 | 1805 | 1820 | 1840 | 1905 | 1930 | 2000 | 2030 | 2100 |

## Saturdays

| Notes | | | * |
|---|---|---|---|
| Havant, Bus Station (Stop G) | 2100 | 2200 | 2300 |
| West Leigh, opp Worldham Road | 2109 | 2209 | 2309 |
| Leigh Park, Park Parade (Stop A) | 2118 | 2218 | 2318 |
| Bedhampton, Rectory Avenue (SW-bound) | 2125 | 2225 | 2325 |
| Farlington, Walton Road (S-bound) | 2131 | 2231 | 2331 |
| Anchorage Park, opp Morrisons | 2135 | 2235 | 2335 |
| Hilsea, Green Lane (S-bound) | 2140 | 2240 | 2340 |
| Baffins, Milton Road (NW-bound) | 2147 | 2247 | 2347 |
| City Centre, City Shops South (Stop G) | 2155 | 2255 | 2355 |
| Portsmouth, The Hard Interchange (Stand K) | 2200 | 2300 | 0000 |

## Sundays

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | 0730 | — | 0830 | — | — | 0930 | — | — | 1030 | — | — | 1130 | — | | | | |
| West Leigh, opp Worldham Road | 0740 | — | 0840 | — | — | 0940 | — | — | 1040 | — | — | 1140 | — | | | | |
| Leigh Park, Park Parade (Stop A) | 0750 | — | 0850 | — | — | 0950 | — | — | 1050 | — | — | 1150 | — | | | | |
| Bedhampton, Rectory Avenue (SW-bound) | 0758 | — | 0858 | — | — | 0959 | — | — | 1059 | — | — | 1159 | — | | | | |
| Farlington, Walton Road (S-bound) | 0802 | — | 0902 | — | — | 1005 | — | — | 1105 | — | — | 1205 | — | | | | |
| Anchorage Park, opp Morrisons | 0806 | 0836 | 0906 | 0930 | 0950 | 1010 | 1030 | 1050 | 1110 | 1130 | 1150 | 1210 | 1230 | | | | |
| Hilsea, Green Lane (S-bound) | 0811 | 0841 | 0911 | 0936 | 0956 | 1016 | 1036 | 1056 | 1116 | 1136 | 1156 | 1216 | 1236 | | | | |
| Baffins, Milton Road (NW-bound) | 0817 | 0847 | 0917 | 0944 | 1004 | 1024 | 1044 | 1104 | 1124 | 1144 | 1204 | 1224 | 1244 | | | | |
| City Centre, City Shops South (Stop G) | 0825 | 0855 | 0925 | 0955 | 1015 | 1035 | 1055 | 1115 | 1135 | 1155 | 1215 | 1235 | 1255 | | | | |
| Portsmouth, The Hard Interchange (Stand K) | 0830 | 0900 | 0930 | 1000 | 1020 | 1040 | 1100 | 1120 | 1140 | 1200 | 1220 | 1240 | 1300 | | | | |

## Sundays

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Havant, Bus Station (Stop G) | — | 1230 | — | — | 1330 | — | — | 1430 | — | — | 1530 | — | — | 1630 | — | 1730 | 1830 | 1930 |
| West Leigh, opp Worldham Road | — | 1240 | — | — | 1340 | — | — | 1440 | — | — | 1540 | — | — | 1640 | — | 1740 | 1840 | 1940 |
| Leigh Park, Park Parade (Stop A) | — | 1250 | — | — | 1350 | — | — | 1450 | — | — | 1550 | — | — | 1650 | — | 1750 | 1850 | 1950 |
| Bedhampton, Rectory Avenue (SW-bound) | — | 1259 | — | — | 1359 | — | — | 1459 | — | — | 1559 | — | — | 1659 | — | 1759 | 1859 | 1959 |
| Farlington, Walton Road (S-bound) | — | 1305 | — | — | 1405 | — | — | 1505 | — | — | 1605 | — | — | 1705 | — | 1803 | 1903 | 2003 |
| Anchorage Park, opp Morrisons | 1250 | 1310 | 1330 | 1350 | 1410 | 1430 | 1450 | 1510 | 1530 | 1550 | 1610 | 1630 | 1650 | 1710 | 1730 | 1807 | 1907 | 2007 |
| Hilsea, Green Lane (S-bound) | 1256 | 1316 | 1336 | 1356 | 1416 | 1436 | 1456 | 1516 | 1536 | 1556 | 1616 | 1636 | 1656 | 1716 | 1736 | 1811 | 1911 | 2011 |
| Baffins, Milton Road (NW-bound) | 1304 | 1324 | 1344 | 1404 | 1424 | 1444 | 1504 | 1524 | 1544 | 1604 | 1624 | 1644 | 1704 | 1724 | 1744 | 1817 | 1917 | 2017 |
| City Centre, City Shops South (Stop G) | 1315 | 1335 | 1355 | 1415 | 1435 | 1455 | 1515 | 1535 | 1555 | 1615 | 1635 | 1655 | 1715 | 1735 | 1755 | 1825 | 1925 | 2025 |
| Portsmouth, The Hard Interchange (Stand K) | 1320 | 1340 | 1400 | 1420 | 1440 | 1500 | 1520 | 1540 | 1600 | 1620 | 1640 | 1700 | 1720 | 1740 | 1800 | 1830 | 1930 | 2030 |

no service

## Sundays

| | |
|---|---|
| Havant, Bus Station (Stop G) | — |
| West Leigh, opp Worldham Road | — |
| Leigh Park, Park Parade (Stop A) | — |
| Bedhampton, Rectory Avenue (SW-bound) | 2109 |
| Farlington, Walton Road (S-bound) | 2113 |
| Anchorage Park, opp Morrisons | 2117 |
| Hilsea, Green Lane (S-bound) | 2121 |
| Baffins, Milton Road (NW-bound) | 2127 |
| City Centre, City Shops South (Stop G) | 2135 |
| Portsmouth, The Hard Interchange (Stand K) | 2140 |

no service

**Notes:** * - Part or all of this journey operates in the morning of the following day

# 21 Portsmouth - Havant

Stagecoach in Portsmouth

Timetable valid from 23/07/2017 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

| Service Restrictions | | | | | | | | | SH | Sch | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | — | 0540 | 0600 | 0615 | 0630 | 0645 | 0700 | 0715 | 0730 | 0730 | 0745 | 0800 | 0815 | 0827 | 0837 | 0847 | 0857 | 0907 |
| City Centre, City Shops South (Stop A) | — | 0546 | 0606 | 0621 | 0636 | 0652 | 0707 | 0722 | 0737 | 0737 | 0752 | 0807 | 0822 | 0834 | 0844 | 0854 | 0904 | 0914 |
| Baffins, Langstone Road (N-bound) | — | 0554 | 0614 | 0630 | 0645 | 0703 | 0718 | 0733 | 0748 | 0748 | 0803 | 0818 | 0833 | 0844 | 0854 | 0904 | 0914 | 0924 |
| Hilsea, Green Lane (N-bound) | — | 0600 | 0620 | 0637 | 0652 | 0711 | 0726 | 0741 | 0756 | 0756 | 0811 | 0826 | 0841 | 0851 | 0901 | 0911 | 0921 | 0931 |
| Anchorage Park, nr Morrisons | — | 0605 | 0625 | 0643 | 0658 | 0718 | 0733 | 0748 | 0803 | 0803 | 0818 | 0833 | 0848 | 0857 | 0907 | 0917 | 0927 | 0937 |
| Farlington, Walton Road (N-bound) | 0545 | 0610 | 0630 | 0649 | 0704 | 0724 | 0739 | 0754 | 0809 | 0809 | 0824 | — | 0854 | — | — | 0923 | — | — |
| Bedhampton, Rectory Avenue (NE-bound) | 0550 | 0615 | 0635 | 0654 | 0709 | 0729 | 0745 | 0801 | 0816 | 0816 | 0831 | — | 0901 | — | — | 0930 | — | — |
| Leigh Park, Park Parade (Stop C) | 0558 | 0623 | — | 0701 | — | 0737 | — | 0812 | — | | 0842 | — | 0912 | — | — | 0942 | — | — |
| West Leigh, adj Worldham Road | 0605 | 0630 | — | 0709 | — | 0747 | — | 0822 | — | | 0852 | — | 0922 | — | — | 0952 | — | — |
| Havant, Bus Station (Stop G) | 0615 | 0640 | — | 0720 | — | 0800 | — | 0835 | — | | 0905 | — | 0935 | — | — | 1005 | — | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — | — | 0822 | — | — | — | — | — | — | — | — |

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 0917 | 0927 | 0937 | 0947 | 0957 | 1007 | 1017 | 1027 | 1037 | 1047 | 1057 | 1107 | 1117 | 1127 | 1137 | 1147 | 1157 | 1207 |
| City Centre, City Shops South (Stop A) | 0924 | 0934 | 0944 | 0954 | 1004 | 1014 | 1024 | 1034 | 1044 | 1054 | 1104 | 1114 | 1124 | 1134 | 1144 | 1154 | 1204 | 1214 |
| Baffins, Langstone Road (N-bound) | 0934 | 0944 | 0954 | 1004 | 1014 | 1024 | 1034 | 1044 | 1054 | 1104 | 1114 | 1124 | 1134 | 1144 | 1154 | 1204 | 1214 | 1224 |
| Hilsea, Green Lane (N-bound) | 0941 | 0951 | 1001 | 1011 | 1021 | 1031 | 1041 | 1051 | 1101 | 1111 | 1121 | 1131 | 1141 | 1151 | 1201 | 1211 | 1221 | 1231 |
| Anchorage Park, nr Morrisons | 0947 | 0957 | 1007 | 1017 | 1027 | 1037 | 1047 | 1057 | 1107 | 1117 | 1127 | 1137 | 1147 | 1157 | 1207 | 1217 | 1227 | 1237 |
| Farlington, Walton Road (N-bound) | 0953 | — | — | 1023 | — | — | 1053 | — | — | 1123 | — | — | 1153 | — | — | 1223 | — | — |
| Bedhampton, Rectory Avenue (NE-bound) | 1000 | — | — | 1030 | — | — | 1100 | — | — | 1130 | — | — | 1200 | — | — | 1230 | — | — |
| Leigh Park, Park Parade (Stop C) | 1012 | — | — | 1042 | — | — | 1112 | — | — | 1142 | — | — | 1212 | — | — | 1242 | — | — |
| West Leigh, adj Worldham Road | 1022 | — | — | 1052 | — | — | 1122 | — | — | 1152 | — | — | 1222 | — | — | 1252 | — | — |
| Havant, Bus Station (Stop G) | 1035 | — | — | 1105 | — | — | 1135 | — | — | 1205 | — | — | 1235 | — | — | 1305 | — | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

**Service Restrictions:** **SH** - Hampshire School Holidays
**Sch** - Hampshire School Days

# 21 Portsmouth - Havant

Stagecoach in Portsmouth

Timetable valid from 23/07/2017 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 1217 | 1227 | 1237 | 1247 | 1257 | 1307 | 1317 | 1327 | 1337 | 1347 | 1357 | 1407 | 1417 | 1427 | 1437 | 1447 | 1457 | 1507 |
| City Centre, City Shops South (Stop A) | 1224 | 1234 | 1244 | 1254 | 1304 | 1314 | 1324 | 1334 | 1344 | 1354 | 1404 | 1414 | 1424 | 1434 | 1444 | 1454 | 1504 | 1514 |
| Baffins, Langstone Road (N-bound) | 1234 | 1244 | 1254 | 1304 | 1314 | 1324 | 1334 | 1344 | 1354 | 1404 | 1414 | 1424 | 1434 | 1444 | 1454 | 1504 | 1514 | 1524 |
| Hilsea, Green Lane (N-bound) | 1241 | 1251 | 1301 | 1311 | 1321 | 1331 | 1341 | 1351 | 1401 | 1411 | 1421 | 1431 | 1441 | 1451 | 1501 | 1511 | 1521 | 1531 |
| Anchorage Park, nr Morrisons | 1247 | 1257 | 1307 | 1317 | 1327 | 1337 | 1347 | 1357 | 1407 | 1417 | 1427 | 1437 | 1447 | 1457 | 1507 | 1517 | 1527 | 1537 |
| Farlington, Walton Road (N-bound) | 1253 | — | — | 1323 | — | — | 1353 | — | — | 1423 | — | — | 1453 | — | — | 1523 | — | — |
| Bedhampton, Rectory Avenue (NE-bound) | 1300 | — | — | 1330 | — | — | 1400 | — | — | 1430 | — | — | 1500 | — | — | 1530 | — | — |
| Leigh Park, Park Parade (Stop C) | 1312 | — | — | 1342 | — | — | 1412 | — | — | 1442 | — | — | 1512 | — | — | 1542 | — | — |
| West Leigh, adj Worldham Road | 1322 | — | — | 1352 | — | — | 1422 | — | — | 1452 | — | — | 1522 | — | — | 1552 | — | — |
| Havant, Bus Station (Stop G) | 1335 | — | — | 1405 | — | — | 1435 | — | — | 1505 | — | — | 1535 | — | — | 1605 | — | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 1517 | 1527 | 1537 | 1547 | 1557 | 1607 | 1617 | 1627 | 1637 | 1647 | 1657 | 1712 | 1727 | 1742 | 1757 | 1812 | 1827 | 1847 |
| City Centre, City Shops South (Stop A) | 1524 | 1534 | 1544 | 1554 | 1604 | 1614 | 1624 | 1634 | 1644 | 1654 | 1704 | 1719 | 1734 | 1749 | 1804 | 1819 | 1834 | 1854 |
| Baffins, Langstone Road (N-bound) | 1534 | 1544 | 1554 | 1604 | 1614 | 1624 | 1636 | 1646 | 1656 | 1706 | 1716 | 1731 | 1746 | 1801 | 1816 | 1831 | 1846 | 1905 |
| Hilsea, Green Lane (N-bound) | 1541 | 1551 | 1601 | 1611 | 1621 | 1631 | 1643 | 1653 | 1703 | 1713 | 1723 | 1738 | 1753 | 1808 | 1823 | 1838 | 1853 | 1912 |
| Anchorage Park, nr Morrisons | 1547 | 1557 | 1607 | 1617 | 1627 | 1637 | 1650 | 1700 | 1710 | 1720 | 1730 | 1745 | 1800 | 1815 | 1830 | 1845 | 1900 | 1919 |
| Farlington, Walton Road (N-bound) | 1553 | — | — | 1623 | — | — | 1657 | 1707 | 1717 | 1727 | 1737 | 1752 | 1807 | 1822 | 1837 | 1852 | 1906 | 1924 |
| Bedhampton, Rectory Avenue (NE-bound) | 1600 | — | — | 1630 | — | — | 1704 | 1714 | 1724 | 1734 | 1744 | 1759 | 1814 | 1829 | 1844 | 1859 | 1912 | 1929 |
| Leigh Park, Park Parade (Stop C) | 1612 | — | — | 1642 | — | — | 1716 | — | — | 1746 | — | 1811 | — | 1837 | — | 1907 | — | 1937 |
| West Leigh, adj Worldham Road | 1622 | — | — | 1652 | — | — | 1726 | — | — | 1756 | — | 1821 | — | 1845 | — | 1915 | — | 1945 |
| Havant, Bus Station (Stop G) | 1635 | — | — | 1705 | — | — | 1739 | — | — | 1809 | — | 1834 | — | 1855 | — | 1925 | — | 1955 |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## Mondays to Fridays

| Service Restrictions | | | | | | | NF | F |
|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 1907 | 1937 | 2007 | 2037 | 2107 | 2207 | 2307 | 2307 |
| City Centre, City Shops South (Stop A) | 1913 | 1943 | 2013 | 2043 | 2113 | 2213 | 2313 | 2313 |
| Baffins, Langstone Road (N-bound) | 1921 | 1951 | 2021 | 2051 | 2121 | 2221 | 2321 | 2321 |
| Hilsea, Green Lane (N-bound) | 1927 | 1957 | 2027 | 2057 | 2127 | 2227 | 2327 | 2327 |
| Anchorage Park, nr Morrisons | 1932 | 2002 | 2032 | 2102 | 2132 | 2232 | 2332 | 2332 |
| Farlington, Walton Road (N-bound) | 1936 | 2006 | 2036 | 2106 | 2136 | 2236 | 2336 | 2336 |
| Bedhampton, Rectory Avenue (NE-bound) | 1941 | 2011 | 2041 | 2111 | 2141 | 2241 | 2341 | 2341 |
| Leigh Park, Park Parade (Stop C) | — | — | 2049 | — | 2149 | — | — | — |
| West Leigh, adj Worldham Road | — | — | 2057 | — | 2157 | — | — | — |
| Havant, Bus Station (Stop G) | — | — | 2107 | — | 2207 | — | — | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — |

## Saturdays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 0902 | 0917 | 0927 | 0937 | 0947 | 0957 | 1007 | 1017 | 1027 | 1037 | 1047 | 1057 | 1107 | 1117 | 1127 | 1137 | 1147 | 1157 |
| City Centre, City Shops South (Stop A) | 0904 | 0924 | 0934 | 0944 | 0954 | 1004 | 1014 | 1024 | 1034 | 1044 | 1054 | 1104 | 1114 | 1124 | 1134 | 1144 | 1154 | 1204 |
| Baffins, Langstone Road (N-bound) | 0914 | 0934 | 0944 | 0954 | 1004 | 1014 | 1024 | 1034 | 1044 | 1054 | 1104 | 1114 | 1124 | 1134 | 1144 | 1154 | 1204 | 1214 |
| Hilsea, Green Lane (N-bound) | 0921 | 0941 | 0951 | 1001 | 1011 | 1021 | 1031 | 1041 | 1051 | 1101 | 1111 | 1121 | 1131 | 1141 | 1151 | 1201 | 1211 | 1221 |
| Anchorage Park, nr Morrisons | 0927 | 0947 | 0957 | 1007 | 1017 | 1027 | 1037 | 1047 | 1057 | 1107 | 1117 | 1127 | 1137 | 1147 | 1157 | 1207 | 1217 | 1227 |
| Farlington, Walton Road (N-bound) | — | 0953 | — | — | 1023 | — | — | 1053 | — | — | 1123 | — | — | 1153 | — | — | 1223 | — |
| Bedhampton, Rectory Avenue (NE-bound) | — | 1000 | — | — | 1030 | — | — | 1100 | — | — | 1130 | — | — | 1200 | — | — | 1230 | — |
| Leigh Park, Park Parade (Stop C) | — | 1012 | — | — | 1042 | — | — | 1112 | — | — | 1142 | — | — | 1212 | — | — | 1242 | — |
| West Leigh, adj Worldham Road | — | 1022 | — | — | 1052 | — | — | 1122 | — | — | 1152 | — | — | 1222 | — | — | 1252 | — |
| Havant, Bus Station (Stop G) | — | 1035 | — | — | 1105 | — | — | 1135 | — | — | 1205 | — | — | 1235 | — | — | 1305 | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## Saturdays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 1207 | 1217 | 1227 | 1237 | 1247 | 1257 | 1307 | 1317 | 1327 | 1337 | 1347 | 1357 | 1407 | 1417 | 1427 | 1437 | 1447 | 1457 |
| City Centre, City Shops South (Stop A) | 1214 | 1224 | 1234 | 1244 | 1254 | 1304 | 1314 | 1324 | 1334 | 1344 | 1354 | 1404 | 1414 | 1424 | 1434 | 1444 | 1454 | 1504 |
| Baffins, Langstone Road (N-bound) | 1224 | 1234 | 1244 | 1254 | 1304 | 1314 | 1324 | 1334 | 1344 | 1354 | 1404 | 1414 | 1424 | 1434 | 1444 | 1454 | 1504 | 1514 |
| Hilsea, Green Lane (N-bound) | 1231 | 1241 | 1251 | 1301 | 1311 | 1321 | 1331 | 1341 | 1351 | 1401 | 1411 | 1421 | 1431 | 1441 | 1451 | 1501 | 1511 | 1521 |
| Anchorage Park, nr Morrisons | 1237 | 1247 | 1257 | 1307 | 1317 | 1327 | 1337 | 1347 | 1357 | 1407 | 1417 | 1427 | 1437 | 1447 | 1457 | 1507 | 1517 | 1527 |
| Farlington, Walton Road (N-bound) | — | 1253 | — | — | 1323 | — | — | 1353 | — | — | 1423 | — | — | 1453 | — | — | 1523 | — |
| Bedhampton, Rectory Avenue (NE-bound) | — | 1300 | — | — | 1330 | — | — | 1400 | — | — | 1430 | — | — | 1500 | — | — | 1530 | — |
| Leigh Park, Park Parade (Stop C) | — | 1312 | — | — | 1342 | — | — | 1412 | — | — | 1442 | — | — | 1512 | — | — | 1542 | — |
| West Leigh, adj Worldham Road | — | 1322 | — | — | 1352 | — | — | 1422 | — | — | 1452 | — | — | 1522 | — | — | 1552 | — |
| Havant, Bus Station (Stop G) | — | 1335 | — | — | 1405 | — | — | 1435 | — | — | 1505 | — | — | 1535 | — | — | 1605 | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## Saturdays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 1507 | 1517 | 1527 | 1537 | 1547 | 1557 | 1612 | 1627 | 1642 | 1657 | 1712 | 1727 | 1742 | 1757 | 1812 | 1827 | 1847 | 1907 |
| City Centre, City Shops South (Stop A) | 1514 | 1524 | 1534 | 1544 | 1554 | 1604 | 1619 | 1634 | 1649 | 1704 | 1719 | 1734 | 1749 | 1804 | 1819 | 1834 | 1854 | 1913 |
| Baffins, Langstone Road (N-bound) | 1524 | 1534 | 1544 | 1554 | 1604 | 1614 | 1629 | 1644 | 1659 | 1714 | 1729 | 1744 | 1759 | 1814 | 1829 | 1844 | 1904 | 1921 |
| Hilsea, Green Lane (N-bound) | 1531 | 1541 | 1551 | 1601 | 1611 | 1621 | 1636 | 1651 | 1706 | 1721 | 1736 | 1751 | 1806 | 1821 | 1836 | 1851 | 1911 | 1927 |
| Anchorage Park, nr Morrisons | 1537 | 1547 | 1557 | 1607 | 1617 | 1627 | 1642 | 1657 | 1712 | 1727 | 1742 | 1757 | 1812 | 1827 | 1842 | 1857 | 1917 | 1932 |
| Farlington, Walton Road (N-bound) | — | 1553 | — | 1613 | 1623 | — | 1648 | 1703 | 1718 | 1733 | 1748 | 1803 | 1818 | 1833 | 1848 | 1903 | 1923 | 1936 |
| Bedhampton, Rectory Avenue (NE-bound) | — | 1600 | — | — | 1630 | — | — | 1710 | — | 1740 | 1754 | 1809 | 1824 | 1839 | 1854 | 1910 | 1929 | 1941 |
| Leigh Park, Park Parade (Stop C) | — | 1612 | — | — | 1642 | — | — | 1720 | — | — | 1802 | — | 1832 | — | 1902 | — | 1937 | — |
| West Leigh, adj Worldham Road | — | 1622 | — | — | 1652 | — | — | 1730 | — | — | 1810 | — | 1840 | — | 1910 | — | 1945 | — |
| Havant, Bus Station (Stop G) | — | 1635 | — | — | 1705 | — | — | 1740 | — | — | 1820 | — | 1850 | — | 1920 | — | 1955 | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

**Service Restrictions:** **F** - Fridays
**NF** - Not Friday

# 21 Portsmouth - Havant

Stagecoach in Portsmouth

Timetable valid from 23/07/2017 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Saturdays

| | | | | | | |
|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 1937 | 2007 | 2037 | 2107 | 2207 | 2307 |
| City Centre, City Shops South (Stop A) | 1943 | 2013 | 2043 | 2113 | 2213 | 2313 |
| Baffins, Langstone Road (N-bound) | 1951 | 2021 | 2051 | 2121 | 2221 | 2321 |
| Hilsea, Green Lane (N-bound) | 1957 | 2027 | 2057 | 2127 | 2227 | 2327 |
| Anchorage Park, nr Morrisons | 2002 | 2032 | 2102 | 2132 | 2232 | 2332 |
| Farlington, Walton Road (N-bound) | 2006 | 2036 | 2106 | 2136 | 2236 | 2336 |
| Bedhampton, Rectory Avenue (NE-bound) | 2011 | 2041 | 2111 | 2141 | 2241 | 2341 |
| Leigh Park, Park Parade (Stop C) | — | 2049 | — | 2149 | — | — |
| West Leigh, adj Worldham Road | — | 2057 | — | 2157 | — | — |
| Havant, Bus Station (Stop G) | — | 2107 | — | 2207 | — | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — |

## Sundays

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 0007 | — | 0835 | 0905 | 0935 | 1005 | 1030 | 1050 | 1110 | 1130 | 1150 | | | | | | |
| City Centre, City Shops South (Stop A) | 0013 | — | 0840 | 0910 | 0940 | 1010 | 1036 | 1056 | 1116 | 1136 | 1156 | | | | | | |
| Baffins, Langstone Road (N-bound) | 0021 | — | 0848 | 0918 | 0948 | 1018 | 1046 | 1106 | 1126 | 1146 | 1206 | | | | | | |
| Hilsea, Green Lane (N-bound) | 0027 | — | 0855 | 0925 | 0955 | 1025 | 1053 | 1113 | 1133 | 1153 | 1213 | | | | | | |
| Anchorage Park, nr Morrisons | 0032 | — | 0900 | 0930 | 1000 | 1030 | 1059 | 1119 | 1139 | 1159 | 1219 | | | | | | |
| Farlington, Walton Road (N-bound) | 0036 | 0754 | 0904 | — | 1004 | — | 1104 | — | — | 1204 | — | | | | | | |
| Bedhampton, Rectory Avenue (NE-bound) | 0041 | 0759 | 0910 | — | 1010 | — | 1110 | — | — | 1210 | — | | | | | | |
| Leigh Park, Park Parade (Stop C) | — | 0807 | 0919 | — | 1019 | — | 1119 | — | — | 1219 | — | | | | | | |
| West Leigh, adj Worldham Road | — | 0815 | 0928 | — | 1028 | — | 1128 | — | — | 1228 | — | | | | | | |
| Havant, Bus Station (Stop G) | — | 0825 | 0940 | — | 1040 | — | 1140 | — | — | 1240 | — | | | | | | |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — | — | — | — | | | | | | |

## Sundays

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 1210 | 1230 | 1250 | 1310 | 1330 | 1350 | 1410 | 1430 | 1450 | 1510 | 1530 | 1550 | 1610 | 1630 | 1650 | 1710 | 1730 | 1750 |
| City Centre, City Shops South (Stop A) | 1216 | 1236 | 1256 | 1316 | 1336 | 1356 | 1416 | 1436 | 1456 | 1516 | 1536 | 1556 | 1616 | 1636 | 1656 | 1716 | 1736 | 1756 |
| Baffins, Langstone Road (N-bound) | 1226 | 1246 | 1306 | 1326 | 1346 | 1406 | 1426 | 1446 | 1506 | 1526 | 1546 | 1606 | 1626 | 1646 | 1706 | 1726 | 1746 | 1806 |
| Hilsea, Green Lane (N-bound) | 1233 | 1253 | 1313 | 1333 | 1353 | 1413 | 1433 | 1453 | 1513 | 1533 | 1553 | 1613 | 1633 | 1653 | 1713 | 1733 | 1753 | 1813 |
| Anchorage Park, nr Morrisons | 1239 | 1259 | 1319 | 1339 | 1359 | 1419 | 1439 | 1459 | 1519 | 1539 | 1559 | 1619 | 1639 | 1659 | 1719 | 1739 | 1759 | 1819 |
| Farlington, Walton Road (N-bound) | — | 1304 | — | — | 1404 | — | — | 1504 | — | — | 1604 | — | — | 1704 | — | — | 1804 | — |
| Bedhampton, Rectory Avenue (NE-bound) | — | 1310 | — | — | 1410 | — | — | 1510 | — | — | 1610 | — | — | 1710 | — | — | 1809 | — |
| Leigh Park, Park Parade (Stop C) | — | 1319 | — | — | 1419 | — | — | 1519 | — | — | 1619 | — | — | 1719 | — | — | 1817 | — |
| West Leigh, adj Worldham Road | — | 1328 | — | — | 1428 | — | — | 1528 | — | — | 1628 | — | — | 1728 | — | — | 1825 | — |
| Havant, Bus Station (Stop G) | — | 1340 | — | — | 1440 | — | — | 1540 | — | — | 1640 | — | — | 1740 | — | — | 1835 | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

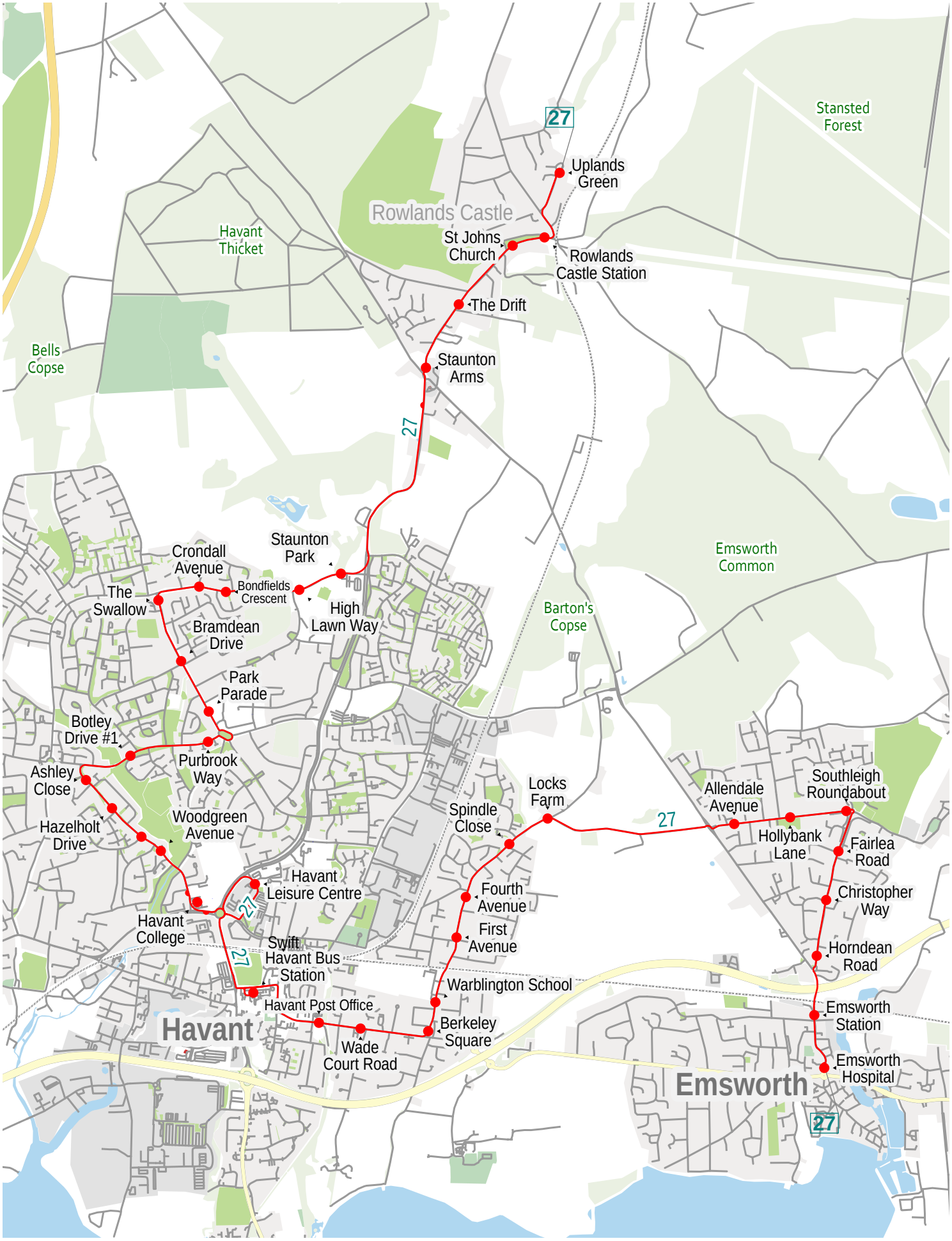
## Sundays

| | | | | | |
|---|---|---|---|---|---|
| Portsmouth, The Hard Interchange (Stand K) | 1810 | 1835 | 1935 | 2035 | 2145 |
| City Centre, City Shops South (Stop A) | 1816 | 1841 | 1941 | 2040 | 2150 |
| Baffins, Langstone Road (N-bound) | 1826 | 1849 | 1949 | 2048 | 2158 |
| Hilsea, Green Lane (N-bound) | 1833 | 1855 | 1955 | 2054 | 2204 |
| Anchorage Park, nr Morrisons | 1839 | 1900 | 2000 | 2058 | 2208 |
| Farlington, Walton Road (N-bound) | — | 1904 | 2004 | 2102 | 2212 |
| Bedhampton, Rectory Avenue (NE-bound) | — | 1909 | 2009 | 2106 | 2216 |
| Leigh Park, Park Parade (Stop C) | — | 1917 | 2017 | — | — |
| West Leigh, adj Worldham Road | — | 1925 | 2025 | — | — |
| Havant, Bus Station (Stop G) | — | 1935 | 2035 | — | — |
| Purbrook, South Downs College (S-bound) | — | — | — | — | — |

no service | no service | no service

traveline south west
www.travelinesw.com

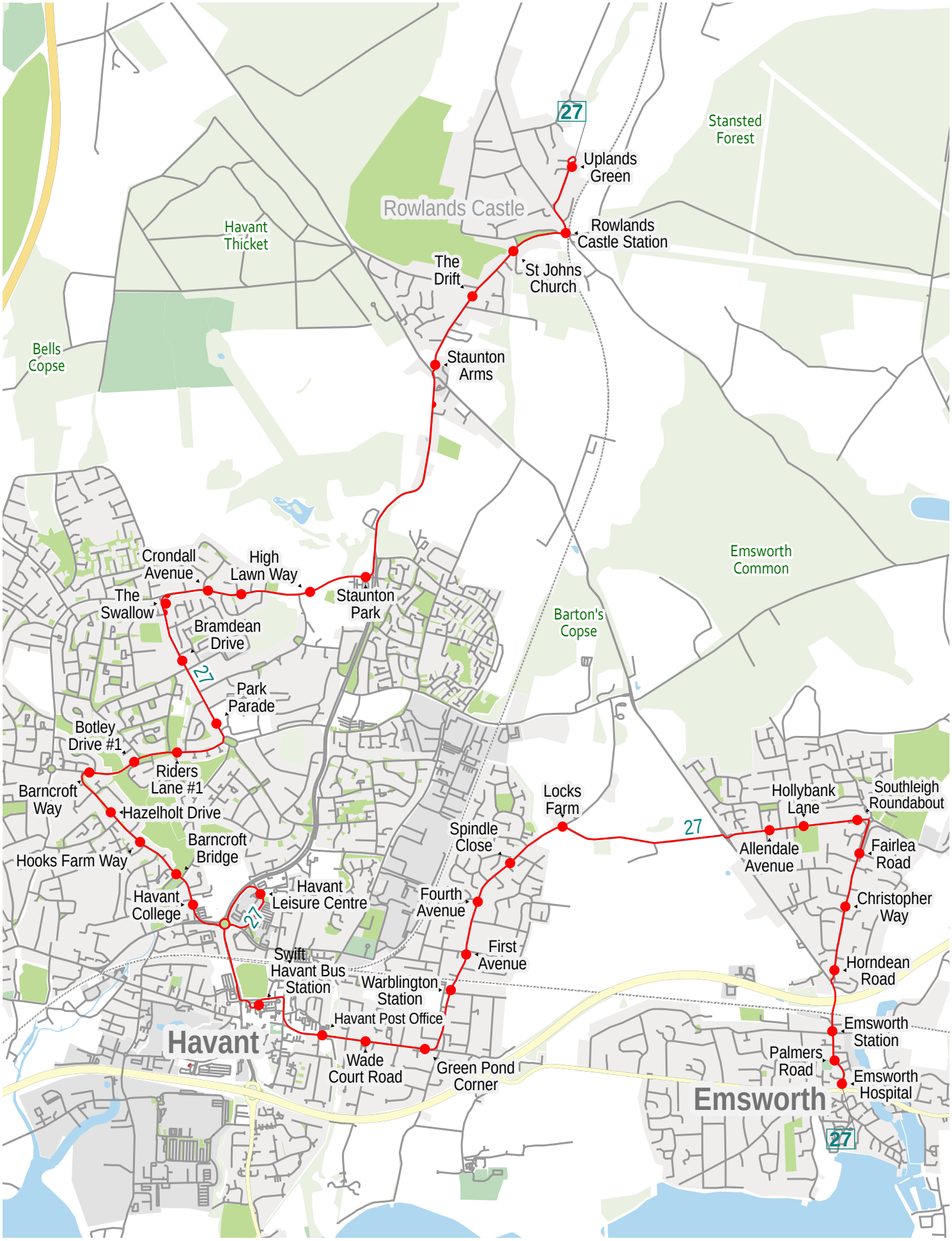
# Route map for First in Hampshire service 27 (outbound)




© OpenStreetMap

traveline south west
www.travelinesw.com

# Route map for First in Hampshire service 27 (inbound)




© OpenStreetMap

swe-44027A(1).y10 (inbound)

# 27 Rowlands Castle - Havant - Emsworth

First in Hampshire

Timetable valid from 04/01/2015 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

| | | | | | | |
|---|---|---|---|---|---|---|
| Rowlands Castle, Uplands Green (SW-bound) | | 0800 | 1000 | 1200 | 1400 | 1600 |
| Durrants, Staunton Arms (S-bound) | | 0806 | 1006 | 1206 | 1406 | 1606 |
| Leigh Park, Park Parade (Stop A) | | 0815 | 1015 | 1215 | 1415 | 1615 |
| Havant, Leisure Centre (NW-bound) | | 0822 | 1022 | 1222 | 1422 | 1622 |
| Havant, Bus Station (Stop A) | arr | 0826 | 1026 | 1226 | 1426 | 1626 |
| Havant, Bus Station (Stop A) | dep | 0830 | 1030 | 1230 | 1430 | 1630 |
| Denvilles, Spindle Close (NE-bound) | | 0838 | 1038 | 1238 | 1438 | 1638 |
| New Brighton, Southleigh Roundabout (E-bound) | | 0844 | 1044 | 1244 | 1444 | 1644 |
| Emsworth, Hospital (S-bound) | | 0849 | 1049 | 1249 | 1449 | 1649 |

## Saturdays

| | | | | | |
|---|---|---|---|---|---|
| 0800 | 1000 | 1200 | 1400 | 1600 | |
| 0806 | 1006 | 1206 | 1406 | 1606 | |
| 0815 | 1015 | 1215 | 1415 | 1615 | |
| 0822 | 1022 | 1222 | 1422 | 1622 | |
| 0826 | 1026 | 1226 | 1426 | 1626 | |
| 0830 | 1030 | 1230 | 1430 | 1630 | |
| 0838 | 1038 | 1238 | 1438 | 1638 | |
| 0844 | 1044 | 1244 | 1444 | 1644 | |
| 0849 | 1049 | 1249 | 1449 | 1649 | |

## Sundays

no service

no service

no service

no service

# 27 Emsworth - Havant - Rowlands Castle

First in Hampshire

Timetable valid from 04/01/2015 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

| | | | | | | |
|---|---|---|---|---|---|---|
| Emsworth, Hospital (N-bound) | | 0900 | 1100 | 1300 | 1500 | 1700 |
| New Brighton, Southleigh Roundabout (W-bound) | | 0905 | 1105 | 1305 | 1505 | 1705 |
| Denvilles, adj Spindle Close | | 0912 | 1112 | 1312 | 1512 | 1712 |
| Havant, Bus Station (Stop A) | arr | 0920 | 1120 | 1320 | 1520 | 1720 |
| Havant, Bus Station (Stop A) | dep | 0925 | 1125 | 1325 | 1525 | 1725 |
| Havant, Leisure Centre (NW-bound) | | 0929 | 1129 | 1329 | 1529 | 1729 |
| Leigh Park, Park Parade (Stop C) | | 0937 | 1137 | 1337 | 1537 | 1737 |
| Durrants, Staunton Arms (N-bound) | | 0946 | 1146 | 1346 | 1546 | 1746 |
| Rowlands Castle, Uplands Green (SW-bound) | | 0952 | 1152 | 1352 | 1552 | 1752 |

## Saturdays

| | | | | |
|---|---|---|---|---|
| 0900 | 1100 | 1300 | 1500 | 1700 |
| 0905 | 1105 | 1305 | 1505 | 1705 |
| 0912 | 1112 | 1312 | 1512 | 1712 |
| 0920 | 1120 | 1320 | 1520 | 1720 |
| 0925 | 1125 | 1325 | 1525 | 1725 |
| 0929 | 1129 | 1329 | 1529 | 1729 |
| 0937 | 1137 | 1337 | 1537 | 1737 |
| 0946 | 1146 | 1346 | 1546 | 1746 |
| 0952 | 1152 | 1352 | 1552 | 1752 |

## Sundays

no service

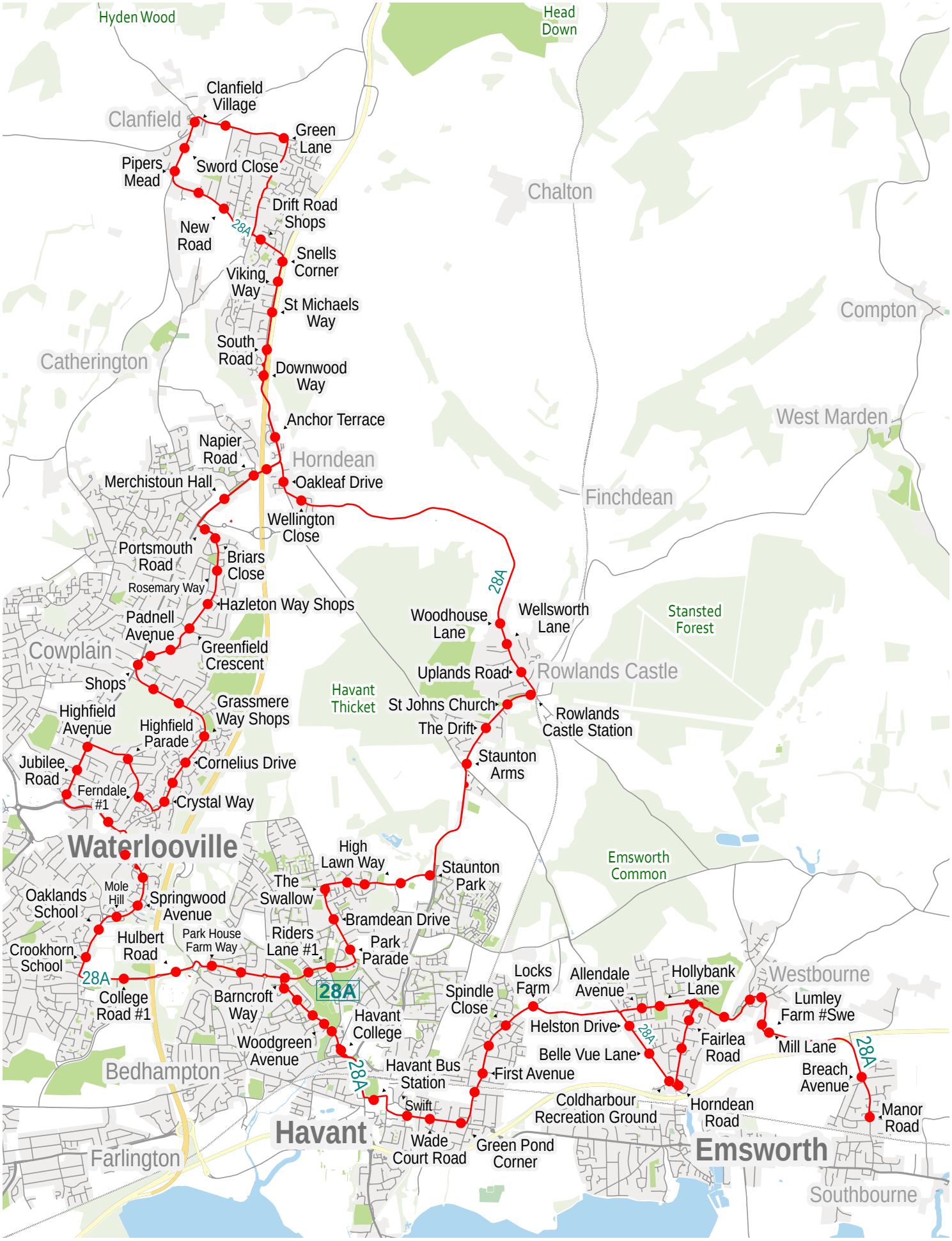
no service

no service

no service

traveline south west
www.travelinesw.com

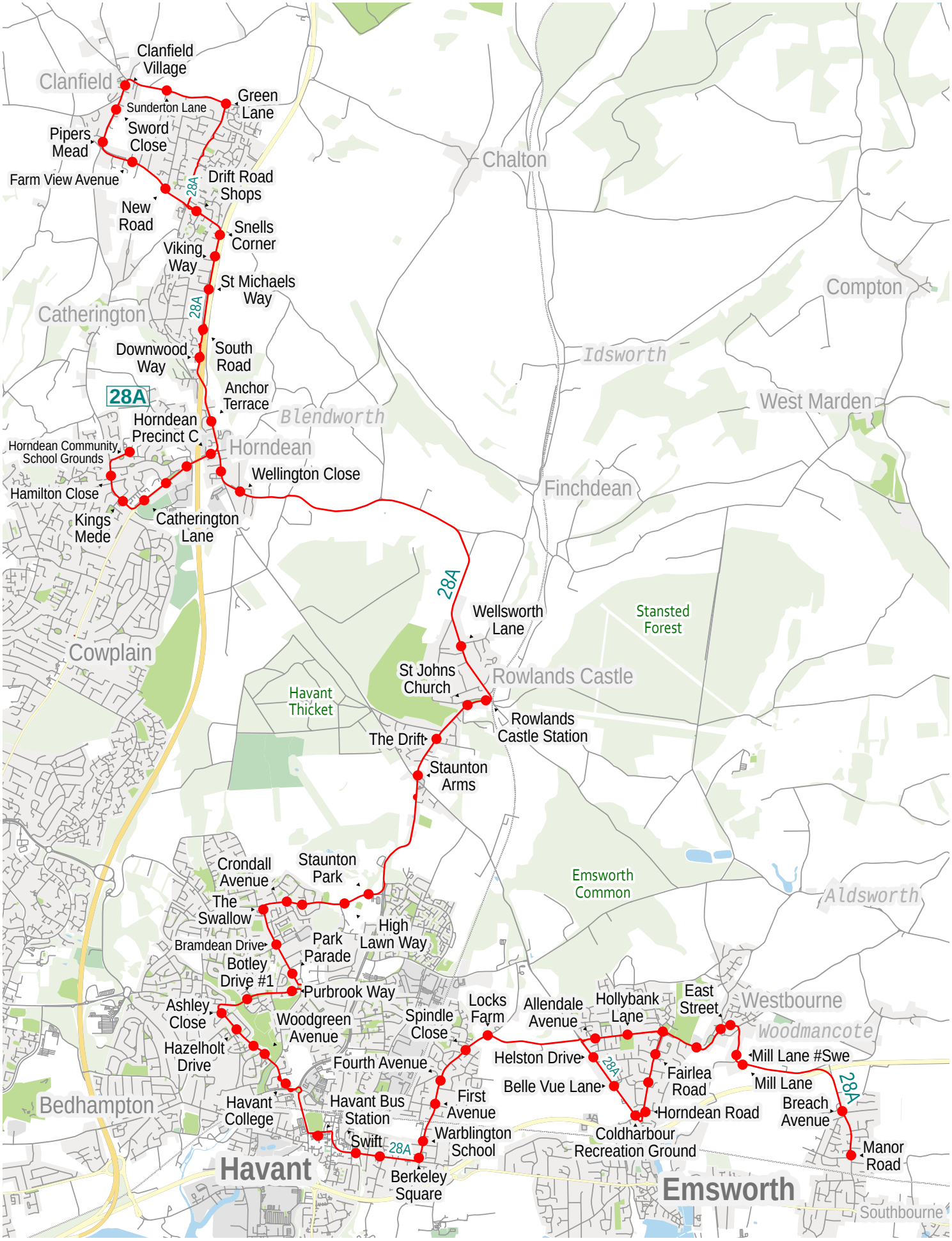
# Route map for Emsworth & District service 28A (outbound)




swe-4428AA(1).y10 (outbound)

traveline south west
www.travelinesw.com

# Route map for Emsworth & District service 28A (inbound)




swe-4428AA(1).y10 (inbound)

# 28A Southbourne - Clanfield - Horndean - Oaklands School - Havant College

Emsworth & District

Timetable valid from 04/09/2018 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

| Service Restrictions | Sch |
|---|---|
| **Southbourne, adj Manor Road** | **0705** |
| **Westbourne, adj The Square** | **0710** |
| **New Brighton, Allendale Avenue (W-bound)** | **0712** |
| **Emsworth, opp Coldharbour Recreation Ground** | **0715** |
| **New Brighton, Allendale Avenue (W-bound)** | **0718** |
| **Denvilles, adj Spindle Close** | **0720** |
| **Havant, Bus Station (Stop A)** | **0726** |
| **Havant, Havant College (N-bound)** | **0728** |
| **Leigh Park, Park Parade (Stop B)** | **0732** |
| **Durrants, Staunton Arms (N-bound)** | **0740** |
| **Rowlands Castle, adj St Johns Church** | **0745** |
| **Clanfield, Green Lane (W-bound)** | **0800** |
| **Clanfield, Clanfield Village (S-bound)** | **0802** |
| **Clanfield, Drift Road Shops (SE-bound)** | **0805** |
| **Causeway, Horndean Community School (S-bound)** | **0815** |
| **Cowplain, Hazleton Way Shops (SW-bound)** | **0819** |
| **Cowplain, Cowplain Shops (SW-bound)** | **0825** |
| **Waterlooville, Grassmere Way Shops (S-bound)** | **0826** |
| **Waterlooville, Highfield Parade (NW-bound)** | **0827** |
| **Stakes, Oaklands School (S-bound)** | **0835** |
| **Havant, Havant College (S-bound)** | **0845** |

## Saturdays

**no service**

## Sundays

**no service**

**Service Restrictions:** **Sch** - Hampshire School Days

# 28A Horndean - Clanfield - Havant - Southbourne

Emsworth & District

Timetable valid from 04/09/2018 until further notice.
Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

## Mondays to Fridays

| Service Restrictions | Sch | TF | Sch MWTh |
|---|---|---|---|
| **Causeway, Horndean Community School (S-bound)** | **1420** | | **1515** |
| **Clanfield, Clanfield Village (N-bound)** | **1425** | | **1520** |
| **Clanfield, Green Lane (E-bound)** | **1427** | | **1522** |
| **Clanfield, Drift Road Shops (SE-bound)** | **1430** | | **1525** |
| **Rowlands Castle, nr St Johns Church** | **1445** | | **1540** |
| **Durrants, Staunton Arms (S-bound)** | **1450** | | **1545** |
| **Leigh Park, Park Parade (Stop A)** | **1458** | | **1553** |
| **Havant, Havant College (S-bound)** | **1501** | | **1556** |
| **Havant, Bus Station (Stop A)** | **1505** | | **1600** |
| **Denvilles, Spindle Close (NE-bound)** | **1511** | | **1606** |
| **New Brighton, Allendale Avenue (E-bound)** | **1514** | | **1609** |
| **Emsworth, Coldharbour Recreation Ground (NW-bound)** | **1517** | | **1612** |
| **New Brighton, Allendale Avenue (E-bound)** | **1520** | | **1615** |
| **Westbourne, opp The Square** | **1522** | | **1617** |
| **Southbourne, opp Manor Road** | **1530** | | **1625** |

## Saturdays

**no service**

## Sundays

**no service**

**Service Restrictions:** **MWTh** - Valid only Monday, Wednesday, Thursday
**Sch** - Hampshire School Days
**TF** - Valid only Tuesday, Friday

# 28A Southbourne - Clanfield - Horndean - Oaklands School - Havant College

Emsworth & District

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

| SMS Code | Stop Name | Street | ATCO Code |
|---|---|---|---|
| **wsxajatm** | Southbourne, adj Manor Road | Stein Road | 4400CH0410 |
| **wsxajatg** | Southbourne, opp Breach Avenue | Stein Road | 4400CH0408 |
| **wsxajgpw** | Westbourne, adj Lumley Farm | Old Farm Lane | 4400CH0507 |
| **wsxajgpj** | Westbourne, adj Mill Lane | | 4400CH0504 |
| **wsxajgta** | Westbourne, adj East Street | East Street | 4400CH0508 |
| **wsxajgtg** | Westbourne, adj The Square | The Square | 4400CH0510 |
| **hamgpwaw** | Emsworth, The Wren Centre (W-bound) | Westbourne Road | 1900HA070148 |
| **hamgptwg** | New Brighton, Southleigh Roundabout (NW-bound) | Westbourne Road | 1900HA070146 |
| **hamgptwa** | New Brighton, Southleigh Roundabout (W-bound) | Southleigh Road | 1900HA070150 |
| **hamgptad** | New Brighton, Hollybank Lane (W-bound) | Southleigh Road | 1900HA070152 |
| **hamgpmpg** | New Brighton, Allendale Avenue (W-bound) | Southleigh Road | 1900HA070153 |
| **hamgpmdw** | New Brighton, Helston Drive (SE-bound) | Horndean Road | 1900HA070163 |
| **hamgpmtj** | New Brighton, Belle Vue Lane (SE-bound) | Horndean Road | 1900HA070165 |
| **hamgptdm** | Emsworth, opp Coldharbour Recreation Ground | Horndean Road | 1900HA070168 |
| **hamgptjp** | Emsworth, Horndean Road (N-bound) | New Brighton Road | 1900HA070140 |
| **hamgptmt** | Emsworth, Christopher Way (N-bound) | New Brighton Road | 1900HA070143 |
| **hamgptpw** | New Brighton, Fairlea Road (NE-bound) | New Brighton Road | 1900HA070145 |
| **hamgpgat** | Southleigh, Locks Farm (W-bound) | Southleigh Road | 1900HA070169 |
| **hamgpdgw** | Denvilles, adj Spindle Close | Southleigh Road | 1900HA070176 |
| **hamgpawj** | Denvilles, Fourth Avenue (S-bound) | Southleigh Road | 1900HA070177 |
| **hamgpata** | Denvilles, First Avenue (S-bound) | Southleigh Road | 1900HA070180 |
| **hamgpamt** | Warblington, Warblington Station (S-bound) | Southleigh Road | 1900HA070182 |
| **hamgpadt** | Warblington, Green Pond Corner (W-bound) | Emsworth Road | 1900HA070115 |
| **hamgmtpa** | Warblington, Wade Court Road (W-bound) | Emsworth Road | 1900HA070113 |
| **hamgmpma** | Havant, Main Post Office (W-bound) | East Street | 1900HA070111 |
| **hamgmjaw** | Havant, Bus Station (Stop A) | access road | 1900HA070519 |
| **hamgmdwt** | Havant, Havant College (W-bound) | New Road | 1900HA070198 |
| **hamgmdtp** | Havant, Havant College (N-bound) | Barncroft Way | 1900HA070248 |
| **hamgmdmt** | Havant, Barncroft Bridge (NW-bound) | Barncroft Way | 1900HA070250 |
| **hamgmdat** | Havant, Hooks Farm Way (NW-bound) | Barncroft Way | 1900HA070253 |
| **hamgmama** | Leigh Park, Hazelholt Drive (NW-bound) | Barncroft Way | 1900HA070255 |
| **hamgmagj** | Leigh Park, Barncroft Way (E-bound) | Purbrook Way | 1900HA070258 |
| **hamgmawt** | Leigh Park, Botley Drive (NE-bound) | Purbrook Way | 1900HA070260 |
| **hamgmdpg** | Leigh Park, Riders Lane (E-bound) | Purbrook Way | 1900HA070261 |
| **hamjtjpg** | Leigh Park, Park Parade (Stop B) | Dunsbury Way | 1900HAA91540 |
| **hamgmdpt** | Leigh Park, Bramdean Drive (NW-bound) | Dunsbury Way | 1900HA070273 |
| **hamjmdpm** | Leigh Park, opp The Swallow | Dunsbury Way | 1900HAA10013 |
| **hamgmdmg** | Leigh Park, opp The Swallow | Middle Park Way | 1900HA070275 |
| **hamgmgag** | Leigh Park, Crondall Avenue (SE-bound) | Middle Park Way | 1900HA070277 |
| **hamgmgpj** | Leigh Park, adj Silkstead Avenue | Middle Park Way | 1900HA070279 |
| **hamgmpgp** | Leigh Park, High Lawn Way (NE-bound) | Middle Park Way | 1900HA070281 |
| **hamgmtpg** | Leigh Park, Staunton Park (E-bound) | Middle Park Way | 1900HA070283 |
| **hamjtdmt** | Durrants, opp Durrants Gardens | Durrants Road | 1900HAA91428 |
| **hamgpagp** | Durrants, Staunton Arms (N-bound) | Redhill Road | 1900HA020612 |
| **hamjpajp** | Red Hill, The Drift (NE-bound) | Redhill Road | 1900HAA91030 |
| **hamjtdwa** | Rowlands Castle, adj St Johns Church | Redhill Road | 1900HAA91454 |
| **hamgpgap** | Rowlands Castle, Rowlands Castle Green (E-bound) | Redhill Road | 1900HA020610 |
| **hamjpajg** | Rowlands Castle, Uplands Road (NW-bound) | Bowes Hill | 1900HAA91028 |
| **hamgpdja** | Red Hill, Wellsworth Lane (N-bound) | Bowes Hill | 1900HA020621 |
| **hamjpajd** | Rowlands Castle, Woodhouse Lane (NW-bound) | Bowes Hill | 1900HAA91027 |
| **hamgmapg** | Horndean, Wellington Close (NW-bound) | Rowlands Castle Road | 1900HA020036 |
| **hamgmadj** | Blendworth, Oakleaf Drive (N-bound) | Havant Road | 1900HA020033 |
| **hamgjwpj** | Horndean, Anchor Terrace (N-bound) | A3 London Road | 1900HA020037 |
| **hamgjwdg** | Horndean, Downwood Way (N-bound) | London Road | 1900HA020040 |
| **hamgjwgj** | Horndean, South Road (N-bound) | London Road | 1900HA020042 |
| **hamgjwmp** | Clanfield, St Michaels Way (N-bound) | London Road | 1900HA020044 |
| **hamgjwtg** | Clanfield, Viking Way (N-bound) | London Road | 1900HA020046 |
| **hamgmadg** | Clanfield, Snells Corner (N-bound) | London Road | 1900HA020047 |
| **hamgjwaj** | Clanfield, Drift Road Shops (NW-bound) | Drift Road | 1900HA020049 |
| **hamgmadp** | Clanfield, Green Lane (W-bound) | Chalton Lane | 1900HA020055 |
| **hamgjtga** | Clanfield, Sunderton Lane (W-bound) | Chalton Lane | 1900HA020057 |
| **hamgjpjt** | Clanfield, Clanfield Village (S-bound) | South Lane | 1900HA020058 |
| **hamgjpdw** | Clanfield, Sword Close (S-bound) | South Lane | 1900HA020061 |
| **hamgjmwg** | Clanfield, Pipers Mead (S-bound) | South Lane | 1900HA020062 |
| **hamgjpma** | Clanfield, Farm View Avenue (E-bound) | Drift Road | 1900HA020064 |
| **hamgjtdt** | Clanfield, New Road (SE-bound) | Drift Road | 1900HA020066 |
| **hamgjwad** | Clanfield, Drift Road Shops (SE-bound) | Drift Road | 1900HA020050 |
| **hamgmadt** | Clanfield, Snells Corner (S-bound) | London Road | 1900HA020048 |
| **hamgjwtp** | Clanfield, Viking Way (S-bound) | London Road | 1900HA020045 |
| **hamgjwmt** | Clanfield, St Michaels Way (S-bound) | London Road | 1900HA020043 |
| **hamgjwgd** | Horndean, South Road (S-bound) | London Road | 1900HA020041 |
| **hamgjwdj** | Horndean, Downwood Way (S-bound) | London Road | 1900HA020039 |
| **hamgjwjg** | Horndean, Precinct (Stop A) | Portsmouth Road | 1900HA020031 |
| **hamgjtpa** | Horndean, Napier Road (SW-bound) | Portsmouth Road | 1900HA020029 |
| **hamgjtdw** | Horndean, Merchistoun Hall (SW-bound) | Portsmouth Road | 1900HA020027 |
| **hamgjpmd** | Causeway, Horndean Community School (S-bound) | | 1900HA020619 |
| **hamgjptg** | Horndean, Portsmouth Road (SE-bound) | Hazleton Way | 1900HA020023 |
| **hamgjtag** | Horndean, Briars Close (S-bound) | Hazleton Way | 1900HA020022 |

**Continued on next page.**

## Continued from previous page.

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

| SMS Code | Stop Name | Street | ATCO Code |
|---|---|---|---|
| **hamgjtap** | Horndean, Rosemary Way (S-bound) | Hazleton Way | 1900HA020019 |
| **hamgjptp** | Cowplain, Hazleton Way Shops (SW-bound) | Hazleton Way | 1900HA070453 |
| **hamgjpgm** | Cowplain, Greenfield Crescent (SW-bound) | Hazleton Way | 1900HA070452 |
| **hamgjmtg** | Cowplain, Hazelton Way (W-bound) | Padnell Road | 1900HA070449 |
| **hamgjmda** | Cowplain, Padnell Avenue (W-bound) | Padnell Road | 1900HA070448 |
| **hamgjgwj** | Cowplain, Cowplain Shops (SW-bound) | London Road | 1900HA070442 |
| **hamgjmdm** | Cowplain, adj Winscombe Avenue | Park Lane | 1900HA070455 |
| **hamgjpaj** | Cowplain, Cherry Tree Avenue (SE-bound) | Park Lane | 1900HA070458 |
| **hamgjpta** | Waterlooville, Grassmere Way Shops (S-bound) | Tempest Avenue | 1900HA070459 |
| **hamgjpgd** | Waterlooville, Cornelius Drive (SW-bound) | Tempest Avenue | 1900HA070461 |
| **hamgjmtw** | Waterlooville, Florentina Way (SW-bound) | Tempest Avenue | 1900HA070463 |
| **hamgjmjw** | Waterlooville, Crystal Way (NE-bound) | Tempest Avenue | 1900HA070465 |
| **hamgjgwg** | Waterlooville, Ferndale (NW-bound) | Stratford Road | 1900HA070468 |
| **hamgjgtg** | Waterlooville, Highfield Parade (NW-bound) | Highfield Avenue | 1900HA070469 |
| **hamgjdtw** | Waterlooville, Highfield Avenue (S-bound) | London Road | 1900HA070434 |
| **hamgjdpd** | Waterlooville, Jubilee Road (S-bound) | London Road | 1900HA070432 |
| **hamgjdja** | Waterlooville, Hulbert Road Roundabout (S-bound) | London Road | 1900HA070431 |
| **hamgjgjd** | Waterlooville, Ferndale (SE-bound) | Hulbert Road | 1900HA070427 |
| **hamgjgtd** | Stakes, Spruce Avenue (SE-bound) | Frendstaple Road | 1900HA070424 |
| **hamgjmap** | Stakes, Woodsedge (S-bound) | Frendstaple Road | 1900HA070423 |
| **hamgjgwd** | Stakes, Springwood Avenue (SW-bound) | Frendstaple Road | 1900HA070420 |
| **hamgjgpa** | Stakes, Mole Hill (W-bound) | Frendstaple Road | 1900HA070418 |
| **hamgjgam** | Stakes, Oaklands School (S-bound) | Stakes Hill Road | 1900HA070385 |
| **hamgjdtm** | Purbrook, Crookhorn School (S-bound) | Stakes Hill Road | 1900HA070387 |
| **hamgjgpw** | Purbrook, College Road (E-bound) | Purbrook Way | 1900HA070341 |
| **hamgjpdp** | Leigh Park, nr Hulbert Road | Purbrook Way | 1900HA070340 |
| **hamgjpmw** | Leigh Park, adj Park House Farm Way | Purbrook Way | 1900HA070337 |
| **hamgjtmd** | Leigh Park, Linkenholt Way (SE-bound) | Purbrook Way | 1900HA070321 |
| **hamgmagd** | Leigh Park, Ashley Close (SE-bound) | Barncroft Way | 1900HA070256 |
| **hamgmamp** | Leigh Park, Hazelholt Drive (SE-bound) | Barncroft Way | 1900HA070254 |
| **hamgmdga** | Havant, Hooks Farm Way (SE-bound) | Barncroft Way | 1900HA070252 |
| **hamgmdmd** | Havant, opp Woodgreen Avenue | Barncroft Way | 1900HA070251 |
| **hamgmdtw** | Havant, Havant College (S-bound) | Barncroft Way | 1900HA070249 |

# 28A Horndean - Clanfield - Havant - Southbourne

Emsworth & District

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgtd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

**NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.**

| SMS Code | Stop Name | Street | ATCO Code |
|---|---|---|---|
| **hamgjpmd** | Causeway, Horndean Community School (S-bound) | | 1900HA020619 |
| **hamgjpdj** | Causeway, opp Hamilton Close | Catherington Lane | 1900HA020012 |
| **hamgjpjd** | Horndean, Kings Mede (SE-bound) | Catherington Lane | 1900HA020013 |
| **hamgjpwm** | Horndean, Catherington Lane (NE-bound) | Portsmouth Road | 1900HA020026 |
| **hamgjtja** | Horndean, Merchistoun Hall (NE-bound) | Portsmouth Road | 1900HA020028 |
| **hamgjtpt** | Horndean, Napier Road (NE-bound) | Portsmouth Road | 1900HA020030 |
| **hamjmdad** | Horndean, Precinct (Stop C) | Portsmouth Road | 1900HAA09580 |
| **hamgjwpj** | Horndean, Anchor Terrace (N-bound) | A3 London Road | 1900HA020037 |
| **hamgjwdg** | Horndean, Downwood Way (N-bound) | London Road | 1900HA020040 |
| **hamgjwgj** | Horndean, South Road (N-bound) | London Road | 1900HA020042 |
| **hamgjwmp** | Clanfield, St Michaels Way (N-bound) | London Road | 1900HA020044 |
| **hamgjwtg** | Clanfield, Viking Way (N-bound) | London Road | 1900HA020046 |
| **hamgmadg** | Clanfield, Snells Corner (N-bound) | London Road | 1900HA020047 |
| **hamgjwaj** | Clanfield, Drift Road Shops (NW-bound) | Drift Road | 1900HA020049 |
| **hamgjtgw** | Clanfield, New Road (NW-bound) | New Road | 1900HA020068 |
| **hamgjpmj** | Clanfield, Farm View Avenue (W-bound) | Drift Road | 1900HA020065 |
| **hamgjmwa** | Clanfield, Pipers Mead (N-bound) | South Lane | 1900HA020063 |
| **hamgjpga** | Clanfield, Sword Close (N-bound) | South Lane | 1900HA020060 |
| **hamgjpjm** | Clanfield, Clanfield Village (N-bound) | South Lane | 1900HA020059 |
| **hamgjtjw** | Clanfield, Sunderton Lane (E-bound) | Sunderton Lane | 1900HA020056 |
| **hamgmaja** | Clanfield, Green Lane (E-bound) | Chalton Lane | 1900HA020054 |
| **hamgjwad** | Clanfield, Drift Road Shops (SE-bound) | Drift Road | 1900HA020050 |
| **hamgmadt** | Clanfield, Snells Corner (S-bound) | London Road | 1900HA020048 |
| **hamgjwtp** | Clanfield, Viking Way (S-bound) | London Road | 1900HA020045 |
| **hamgjwmt** | Clanfield, St Michaels Way (S-bound) | London Road | 1900HA020043 |
| **hamgjwgd** | Horndean, South Road (S-bound) | London Road | 1900HA020041 |
| **hamgjwdj** | Horndean, Downwood Way (S-bound) | London Road | 1900HA020039 |
| **hamgjwpa** | Horndean, Anchor Terrace (S-bound) | A3 London Road | 1900HA020038 |
| **hamgmadw** | Blendworth, Oakleaf Drive (S-bound) | Havant Road | 1900HA020034 |
| **hamgmapm** | Horndean, Wellington Close (SE-bound) | Rowlands Castle Road | 1900HA020035 |
| **hamgpdjg** | Red Hill, Wellsworth Lane (S-bound) | Bowes Hill | 1900HA020620 |
| **hamgpgaj** | Rowlands Castle, Rowlands Castle Green (W-bound) | Redhill Road | 1900HA020609 |
| **hamjpajm** | Rowlands Castle, nr St Johns Church | Redhill Road | 1900HAA91029 |
| **hamjpajt** | Red Hill, adj The Drift | Redhill Road | 1900HAA91031 |
| **hamgpajd** | Durrants, Staunton Arms (S-bound) | Redhill Road | 1900HA020611 |
| **hamjtdmw** | Durrants, adj Durrants Gardens | Durrants Road | 1900HAA91429 |
| **hamgmtdp** | Leigh Park, Staunton Park (SW-bound) | Middle Park Way | 1900HA070282 |
| **hamgmpdt** | Leigh Park, High Lawn Way (W-bound) | Middle Park Way | 1900HA070280 |
| **hamgmgpd** | Leigh Park, opp Silkstead Avenue | Middle Park Way | 1900HA070278 |
| **hamgmdwp** | Leigh Park, opp Crondall Avenue | Middle Park Way | 1900HA070276 |
| **hamgmdma** | Leigh Park, o/s The Swallow | Dunsbury Way | 1900HA070274 |
| **hamgmdtd** | Leigh Park, opp Bramdean Drive | Dunsbury Way | 1900HA070272 |
| **hamgmgdj** | Leigh Park, Park Parade (Stop A) | Dunsbury Way | 1900HA070271 |
| **hamgmgat** | Leigh Park, Purbrook Way (W-bound) | Purbrook Way | 1900HA070262 |
| **hamgmawp** | Leigh Park, Botley Drive (SW-bound) | Purbrook Way | 1900HA070259 |
| **hamgmagd** | Leigh Park, Ashley Close (SE-bound) | Barncroft Way | 1900HA070256 |
| **hamgmamp** | Leigh Park, Hazelholt Drive (SE-bound) | Barncroft Way | 1900HA070254 |
| **hamgmdga** | Havant, Hooks Farm Way (SE-bound) | Barncroft Way | 1900HA070252 |
| **hamgmdmd** | Havant, opp Woodgreen Avenue | Barncroft Way | 1900HA070251 |
| **hamgmdtw** | Havant, Havant College (S-bound) | Barncroft Way | 1900HA070249 |
| **hamgmgaw** | Havant, Havant College (E-bound) | New Road | 1900HA070199 |
| **hamgmjaw** | Havant, Bus Station (Stop A) | access road | 1900HA070519 |
| **hamgmpmg** | Havant, Main Post Office (E-bound) | East Street | 1900HA070112 |
| **hamgmtwa** | Warblington, Wade Court Road (E-bound) | Emsworth Road | 1900HA070114 |
| **hamgpajm** | Warblington, Berkeley Square (N-bound) | Southleigh Road | 1900HA070183 |
| **hamgpamw** | Warblington, Warblington School (N-bound) | Southleigh Road | 1900HA070181 |
| **hamgpapt** | Denvilles, First Avenue (N-bound) | Southleigh Road | 1900HA070179 |
| **hamgpatw** | Denvilles, Fourth Avenue (N-bound) | Southleigh Road | 1900HA070178 |
| **hamgpdmg** | Denvilles, Spindle Close (NE-bound) | Southleigh Road | 1900HA070175 |
| **hamgpgam** | Southleigh, Locks Farm (E-bound) | | 1900HA070170 |
| **hamgpmja** | New Brighton, Allendale Avenue (E-bound) | Southleigh Road | 1900HA070154 |
| **hamgptam** | New Brighton, Hollybank Lane (E-bound) | Southleigh Road | 1900HA070151 |
| **hamjtdjm** | New Brighton, Southleigh Roundabout (E-bound) | Southleigh Road | 1900HAA91419 |
| **hamgptpt** | New Brighton, opp Fairlea Road | New Brighton Road | 1900HA070144 |
| **hamgptmw** | Emsworth, Christopher Way (S-bound) | New Brighton Road | 1900HA070142 |
| **hamgptjt** | Emsworth, Horndean Road (S-bound) | New Brighton Road | 1900HA070141 |
| **hamgptdg** | Emsworth, Coldharbour Recreation Ground (NW-bound) | Horndean Road | 1900HA070167 |
| **hamgpmtg** | New Brighton, Belle Vue Lane (NW-bound) | Horndean Road | 1900HA070166 |
| **hamgpmga** | New Brighton, Helston Drive (NW-bound) | Horndean Road | 1900HA070164 |
| **hamgptwt** | New Brighton, Southleigh Roundabout (SE-bound) | Westbourne Road | 1900HA070147 |
| **hamgpwdm** | Emsworth, The Wren Centre (E-bound) | Westbourne Road | 1900HA070149 |
| **wsxajgtj** | Westbourne, opp The Square | The Square | 4400CH0511 |
| **wsxajgtd** | Westbourne, opp East Street | | 4400CH0509 |
| **wsxajgpm** | Westbourne, opp Mill Lane | Whitechimney Row | 4400CH0505 |
| **wsxajgpt** | Westbourne, opp Lumley Farm | Old Farm Lane | 4400CH0506 |
| **wsxajatj** | Southbourne, adj Breach Avenue | Stein Road | 4400CH0409 |
| **wsxajatp** | Southbourne, opp Manor Road | Stein Road | 4400CH0411 |

# 28A Southbourne - Clanfield - Horndean - Oaklands School - Havant College

Emsworth & District

**Service Restrictions**

**Sch - Hampshire School Days**

| | | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2018 | November | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | |
| | December | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| 2019 | January | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | | | |

**TF - Valid only Tuesday, Friday**

| | | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2018 | November | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | |
| | December | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| 2019 | January | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | | | |

**MWTh - Valid only Monday, Wednesday, Thursday**

| | | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu | We | Th | Fr | Sa | Su | Mo | Tu |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2018 | November | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | | |
| | December | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| 2019 | January | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | | | |

# Days of operation
# Mo = Monday, Tu = Tuesday, We = Wednesday, Th = Thursday, Fr = Friday
# Sa = Saturday
# Su = Sunday

# APPENDIX G

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Monday to Friday always runs

### Outward from Havant to Southampton Central

| | | SN | SN | SN | SN | SN | SN | SN | SN | GW | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| **Havant** | dep. | 06:22 | 06:42 | 07:20 | 07:39 | 08:00 | 08:39 | 09:23 | 09:40 | 09:58 | 10:21 |
| **Southampton Central** | arr. | 07:02 | 07:25 | 08:03 | 08:19 | 08:52 | 09:20 | 10:05 | 10:19 | 10:40 | 11:03 |
| Duration | | 0:40 | 0:43 | 0:43 | 0:40 | 0:52 | 0:41 | 0:42 | 0:39 | 0:42 | 0:42 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | S | 1st |
| Catering | | | | | | | | | | | |

## Monday to Friday always runs

### Outward from Havant to London Waterloo

| | | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | OT | | OT | | | | | | 1 | |
| **Havant** | dep. | 06:11 | 06:35 | 06:48 | 07:00 | 07:10 | 07:15 | 07:32 | 07:52 | 08:04 | 08:34 | 08:40 | 09:04 | 09:34 | 09:40 | 10:04 |
| **London Waterloo** | arr. | 07:45 | 07:54 | 08:24 | 08:32 | 08:41 | 09:13 | 08:54 | 09:43 | 09:31 | 09:55 | 10:13 | 10:29 | 10:54 | 11:13 | 11:23 |
| Duration | | 1:34 | 1:19 | 1:36 | 1:32 | 1:31 | 1:58 | 1:22 | 1:51 | 1:27 | 1:21 | 1:33 | 1:25 | 1:20 | 1:33 | 1:19 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st |
| Catering | | | ✕ | | ✕ | | | ✕ | | ✕ | ✕ | | ✕ | ✕ | | ✕ |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Monday to Friday always runs

### Outward from Havant to Portsmouth Harbour via Cosham

| | | GW | SN | SN | SN | GW | GW | GW | GW | SN | GW | SN | GW | GW | GW | SN | GW | SN | GW | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant** | dep. | 06:00 | 06:07 | 06:35 | 06:42 | | 07:00 | 07:27 | 07:53 | 08:06 | 08:26 | 08:47 | 08:50 | 09:01 | 09:19 | 09:23 | | 09:48 | 09:51 | 10:14 |
| **Cosham** | arr. | | | | 06:49 | C | | | | | | | | | | 09:29 | C | | | |
| **Cosham** | dep. | | | | | 07:00 | | | | | | | | | | | 09:36 | | | |
| **Portsmouth Harbour** | arr. | 06:20 | 06:24 | 06:57 | | 07:17 | 07:21 | 07:51 | 08:13 | 08:23 | 08:48 | 09:04 | 09:08 | 09:22 | 09:36 | | 09:51 | 10:04 | 10:08 | 10:32 |
| Duration | | 0:20 | 0:17 | 0:22 | | 0:35 | 0:21 | 0:24 | 0:20 | 0:17 | 0:22 | 0:17 | 0:18 | 0:21 | 0:17 | | 0:28 | 0:16 | 0:17 | 0:18 |
| Changes | | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 |
| Seating Class | | 1st | S | S | 1st | 1st | 1st | 1st | 1st | S | 1st | S | 1st | 1st | 1st | 1st | S | 1st | 1st | 1st |
| Catering | | | | | | | | | | | | | | | | | | | | |

## Saturday always runs

### Outward from Havant to Portsmouth Harbour

| | | GW | SN | SN | SN | GW | SN | SN | GW | SN | GW | SN | GW | SN | GW | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Havant** | dep. | 06:02 | 06:06 | 06:48 | 07:06 | 07:23 | 07:48 | 08:06 | 08:17 | 08:48 | 08:51 | 09:06 | 09:17 | 09:48 | 09:51 | 10:09 |
| **Portsmouth Harbour** | arr. | 06:22 | 06:25 | 07:04 | 07:22 | 07:43 | 08:04 | 08:24 | 08:38 | 09:04 | 09:08 | 09:22 | 09:34 | 10:04 | 10:08 | 10:26 |
| Duration | | 0:20 | 0:19 | 0:16 | 0:16 | 0:20 | 0:16 | 0:18 | 0:21 | 0:16 | 0:17 | 0:16 | 0:17 | 0:16 | 0:17 | 0:17 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | S | 1st | S | 1st | 1st | S | 1st | 1st | 1st | S | 1st | 1st | 1st | S |
| Catering | | | | | | | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Saturday always runs

### Outward from Havant to Southampton Central

| | | SN | SN | SN | SN | SN | SN | SN | SN | GW |
|---|---|---|---|---|---|---|---|---|---|---|
| **Havant** | dep. | 06:21 | 06:39 | 07:20 | 07:39 | 08:21 | 08:39 | 09:21 | 09:39 | 10:02 |
| **Southampton Central** | arr. | 07:01 | 07:19 | 08:03 | 08:19 | 09:03 | 09:19 | 10:03 | 10:19 | 10:40 |
| Duration | | 0:40 | 0:40 | 0:43 | 0:40 | 0:42 | 0:40 | 0:42 | 0:40 | 0:38 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | S |
| Catering | | | | | | | | | | |

## Saturday always runs

### Outward from Havant to London Waterloo

| | | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | 2 | |
| **Havant** | dep. | 06:40 | 07:04 | 07:34 | 07:40 | 08:04 | 08:34 | 08:40 | 09:04 | 09:34 | 09:40 | 10:04 |
| **London Waterloo** | arr. | 08:13 | 08:23 | 08:51 | 09:13 | 09:23 | 09:51 | 10:13 | 10:23 | 10:51 | 11:13 | 11:23 |
| Duration | | 1:33 | 1:19 | 1:17 | 1:33 | 1:19 | 1:17 | 1:33 | 1:19 | 1:17 | 1:33 | 1:19 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st |
| Catering | | | | | | | | | | | | |

## Sunday always runs

### Outward from Havant to Portsmouth Harbour

| | | SN | SN | SN | SN | GW | GW | SN | SN | GW | SN | GW | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | OT | OT | | | | | | OT | | |
| **Havant** | dep. | 07:03 | 07:31 | 08:32 | 08:37 | 08:39 | 08:59 | 09:04 | 09:34 | 09:44 | 09:49 | 09:59 | 10:10 |
| **Portsmouth Harbour** | arr. | 07:31 | 07:59 | 09:00 | 09:05 | 08:57 | 09:16 | 09:32 | 10:02 | 10:04 | 10:17 | 10:16 | 10:38 |
| Duration | | 0:28 | 0:28 | 0:28 | 0:28 | 0:18 | 0:17 | 0:28 | 0:28 | 0:20 | 0:28 | 0:17 | 0:28 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | S | S | S | S | 1st | 1st | S | S | 1st | S | 1st | S |
| Catering | | | | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Sunday always runs

### Outward from Havant to London Waterloo via Fratton

| | | SN | GW | SN | GW | SN | GW | GW |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| **Havant** | dep. | 07:03 | | 07:31 | | 09:04 | | 10:07 |
| **Fratton** | arr. | 07:19 | C | 07:47 | C | 09:20 | C | |
| **Fratton** | dep. | | 07:26 | | 08:26 | | 09:26 | |
| **London Waterloo** | arr. | | 09:41 | | 10:39 | | 11:39 | 11:49 |
| Duration | | | 2:38 | | 3:08 | | 2:35 | 1:42 |
| Changes | | | 1 | | 1 | | 1 | 0 |
| Seating Class | | S | 1st | S | 1st | S | 1st | 1st |
| Catering | | | | | | | | |

## Sunday always runs

### Outward from Havant to Southampton Central via Fratton and Eastleigh

| | | SN | GW | GW | SN | GW | SN | GW | GW | SN | GW | GW | GW | SN | GW | GW | SN | GW | GW | GW | GW | SN | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | OT | | | | | OT | | | | | | | OT | | | | | | | |
| **Havant** | dep. | 07:03 | | | 07:03 | | 07:31 | | | 07:31 | | 08:59 | | 09:04 | | | 09:04 | | 09:59 | | | 10:10 | |
| **Fratton** | arr. | 07:19 | C | | 07:19 | C | 07:47 | C | | 07:47 | C | 09:08 | C | 09:20 | C | | 09:20 | C | 10:08 | C | | 10:26 | C |
| **Fratton** | dep. | | 07:26 | | | 07:46 | | 08:26 | | | 08:46 | | 09:15 | | 09:26 | | | 09:46 | | 10:26 | | | 10:46 |
| **Eastleigh** | arr. | | 08:04 | C | | | | 09:04 | C | | | | | | 10:04 | C | | | | 11:04 | C | | |
| **Eastleigh** | dep. | | | 08:21 | | | | | 09:22 | | | | | | | 10:22 | | | | | 11:22 | | |
| **Southampton Central** | arr. | | | 08:32 | | 08:40 | | | 09:34 | | 09:40 | | 09:54 | | | 10:34 | | 10:40 | | | 11:34 | | 11:40 |
| Duration | | | | 1:29 | | 1:37 | | | 2:03 | | 2:09 | | 0:55 | | | 1:30 | | 1:36 | | | 1:35 | | 1:30 |
| Changes | | | | 2 | | 1 | | | 2 | | 1 | | 1 | | | 2 | | 1 | | | 2 | | 1 |
| Seating Class | | S | 1st | 1st | S | 1st | S | 1st | 1st | S | 1st | 1st | S | S | 1st | 1st | S | 1st | 1st | 1st | 1st | S | 1st |
| Catering | | | | | | | | | | | | | | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Sunday always runs

### Outward from Havant to London Waterloo via Haslemere and Guildford

| | | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ℹ | | | ℹ | | | ℹ | | | ℹ | | | ℹ | | |
| **Havant** | dep. | 06:07 | | | 07:07 | | | 08:07 | | | 08:50 | | | 09:09 | | | 10:07 |
| **Haslemere** | arr. | 06:41 | C | | 07:41 | C | | 08:41 | C | | 09:16 | C | | 09:43 | C | | |
| **Haslemere** | dep. | | 06:50 | | | 07:48 | | | 08:48 | | | 09:22 | | | 09:48 | | |
| **Guildford** | arr. | | 07:53 | C | | 08:28 | C | | 09:28 | C | | 10:02 | C | | 10:28 | C | |
| **Guildford** | dep. | | | 08:05 | | | 08:35 | | | 09:35 | | | 10:07 | | | 10:35 | |
| **London Waterloo** | arr. | | | 08:50 | | | 09:16 | | | 10:14 | | | 10:46 | | | 11:14 | 11:49 |
| Duration | | | | 2:43 | | | 2:09 | | | 2:07 | | | 1:56 | | | 2:05 | 1:42 |
| Changes | | | | 2 | | | 2 | | | 2 | | | 2 | | | 2 | 0 |
| Seating Class | | 1st | S | 1st | 1st | S | 1st | 1st | S | 1st | 1st | S | 1st | 1st | S | 1st | 1st |
| Catering | | | | | | | | | | | | | | | | ✂ | |

## Monday to Friday always runs

### Return from Southampton Central to Havant

| | | SN | SN | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | **3** | |
| **Southampton Central** | dep. | 16:12 | 16:26 | 17:14 | 17:26 | 18:13 | 18:26 | 19:12 | 19:26 | 20:13 |
| **Havant** | arr. | 16:54 | 17:09 | 17:54 | 18:09 | 18:54 | 19:09 | 19:54 | 20:09 | 20:54 |
| Duration | | 0:42 | 0:43 | 0:40 | 0:43 | 0:41 | 0:43 | 0:42 | 0:43 | 0:41 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st |
| Catering | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Monday to Friday always runs

### Return from London Waterloo to Havant

| | | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | OT | | OT | | OT | | OT | | | | OT | | OT | | OT | | |
| **London Waterloo** | dep. | 16:00 | 16:15 | 16:30 | 16:45 | 17:00 | 17:15 | 17:30 | 17:45 | 18:00 | 18:15 | 18:30 | 18:45 | 19:00 | 19:15 | 19:30 | 19:45 | 20:00 | 20:30 |
| **Havant** | arr. | 17:17 | 18:01 | 17:49 | 18:29 | 18:18 | 19:01 | 18:52 | 19:28 | 19:17 | 19:43 | 19:52 | 20:27 | 20:17 | 21:00 | 20:51 | 21:29 | 21:18 | 21:46 |
| Duration | | 1:17 | 1:46 | 1:19 | 1:44 | 1:18 | 1:46 | 1:22 | 1:43 | 1:17 | 1:28 | 1:22 | 1:42 | 1:17 | 1:45 | 1:21 | 1:44 | 1:18 | 1:16 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st |
| Catering | | | | | | | | | | | | | | | | | | | |

## Monday to Friday always runs

### Return from Portsmouth Harbour to Havant via Portsmouth & Southsea

| | | SN | GW | GW | SN | GW | SN | GW | GW | GW | SN | GW | GW | SN | GW | GW | GW | SN | GW | SN | GW | GW | GW | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth Harbour** | dep. | 16:11 | 16:15 | 16:23 | | 16:45 | 17:11 | 17:15 | 17:19 | 17:23 | | 17:45 | 17:59 | | 18:15 | 18:19 | 18:23 | | 18:45 | 19:11 | 19:15 | 19:19 | 19:23 | |
| **Portsmouth & Southsea** | arr. | | | 16:26 | C | | | | | 17:26 | C | | 18:02 | C | | | 18:26 | C | | | | | 19:26 | C |
| **Portsmouth & Southsea** | dep. | | | | 16:33 | | | | | | 17:33 | | | 18:15 | | | | 18:33 | | | | | | 19:33 |
| **Havant** | arr. | 16:27 | 16:32 | | 16:45 | 17:03 | 17:27 | 17:33 | 17:39 | | 17:45 | 18:03 | | 18:27 | 18:33 | 18:39 | | 18:46 | 19:03 | 19:27 | 19:33 | 19:39 | | 19:45 |
| Duration | | 0:16 | 0:17 | | 0:22 | 0:18 | 0:16 | 0:18 | 0:20 | | 0:22 | 0:18 | | 0:28 | 0:18 | 0:20 | | 0:23 | 0:18 | 0:16 | 0:18 | 0:20 | | 0:22 |
| Changes | | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 1 | 0 | | 1 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | | 1 |
| Seating Class | | 1st | 1st | S | S | 1st | 1st | 1st | 1st | S | S | 1st | 1st | 1st | 1st | 1st | S | S | 1st | 1st | 1st | 1st | S | S |
| Catering | | | | | | | | | | | | | | | | | | | | | | | | |

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Monday to Friday always runs

### Return from Portsmouth Harbour to Havant via Portsmouth & Southsea Continued

| | | GW | SN |
|---|---|---|---|
| | | | |
| **Portsmouth Harbour** | dep. | 19:45 | 20:11 |
| **Portsmouth & Southsea** | arr. | | |
| **Portsmouth & Southsea** | dep. | | |
| **Havant** | arr. | 20:03 | 20:27 |
| Duration | | 0:18 | 0:16 |
| Changes | | 0 | 0 |
| Seating Class | | 1st | 1st |
| Catering | | | |

## Saturday always runs

### Return from Southampton Central to Havant

| | | SN | SN | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | **3** | |
| **Southampton Central** | dep. | 16:13 | 16:26 | 17:13 | 17:26 | 18:13 | 18:26 | 19:13 | 19:26 | 20:13 |
| **Havant** | arr. | 16:54 | 17:09 | 17:54 | 18:09 | 18:54 | 19:09 | 19:54 | 20:09 | 20:54 |
| Duration | | 0:41 | 0:43 | 0:41 | 0:43 | 0:41 | 0:43 | 0:41 | 0:43 | 0:41 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st |
| Catering | | | | | | | | | | |

## Saturday always runs

### Return from London Waterloo to Havant

| | | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | OT | | | OT | | | OT | | | OT | | |
| **London Waterloo** | dep. | 16:00 | 16:30 | 16:45 | 17:00 | 17:30 | 17:45 | 18:00 | 18:30 | 18:45 | 19:00 | 19:30 | 19:45 | 20:00 | 20:30 |
| **Havant** | arr. | 17:17 | 17:51 | 18:26 | 18:17 | 18:51 | 19:26 | 19:17 | 19:51 | 20:26 | 20:17 | 20:51 | 21:26 | 21:17 | 21:44 |
| Duration | | 1:17 | 1:21 | 1:41 | 1:17 | 1:21 | 1:41 | 1:17 | 1:21 | 1:41 | 1:17 | 1:21 | 1:41 | 1:17 | 1:14 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st |
| Catering | | | | | | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Saturday always runs

### Return from Portsmouth Harbour to Havant via Portsmouth & Southsea

| | | SN | GW | SN | GW | GW | GW | SN | GW | SN | GW | SN | GW | SN | GW | SN | GW | SN | GW | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Portsmouth Harbour** | dep. | 16:11 | 16:15 | 16:29 | 16:45 | 16:59 | | 17:11 | 17:19 | 17:29 | 17:45 | 18:11 | 18:15 | 18:29 | 18:45 | 19:11 | 19:15 | 19:29 | 19:45 | 20:11 |
| **Portsmouth & Southsea** | arr. | | | | | 17:02 | C | | | | | | | | | | | | | |
| **Portsmouth & Southsea** | dep. | | | | | | 17:08 | | | | | | | | | | | | | |
| **Havant** | arr. | 16:27 | 16:32 | 16:45 | 17:03 | | 17:23 | 17:27 | 17:39 | 17:45 | 18:05 | 18:27 | 18:32 | 18:45 | 19:03 | 19:27 | 19:32 | 19:45 | 20:03 | 20:27 |
| Duration | | 0:16 | 0:17 | 0:16 | 0:18 | | 0:24 | 0:16 | 0:20 | 0:16 | 0:20 | 0:16 | 0:17 | 0:16 | 0:18 | 0:16 | 0:17 | 0:16 | 0:18 | 0:16 |
| Changes | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | S | 1st | 1st | 1st | 1st | 1st | S | 1st | 1st | 1st | S | 1st | 1st | 1st | S | 1st | 1st |
| Catering | | | | | | | | | | | | | | | | | | | | |

## Sunday always runs

### Return from Portsmouth Harbour to Havant

| | | SN | GW | GW | SN | SN | GW | GW | SN | SN | GW | GW | SN | SN | GW | GW | SN | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | OT | | | | OT | | | | OT | | | | OT | | | 4 | 5 |
| **Portsmouth Harbour** | dep. | 16:22 | 16:32 | 16:48 | 16:52 | 17:22 | 17:32 | 17:48 | 17:52 | 18:22 | 18:32 | 18:48 | 18:52 | 19:22 | 19:32 | 19:48 | 19:52 | 20:32 |
| **Havant** | arr. | 16:54 | 16:49 | 17:06 | 17:24 | 17:54 | 17:49 | 18:07 | 18:24 | 18:54 | 18:49 | 19:07 | 19:24 | 19:54 | 19:49 | 20:07 | 20:24 | 20:49 |
| Duration | | 0:32 | 0:17 | 0:18 | 0:32 | 0:32 | 0:17 | 0:19 | 0:32 | 0:32 | 0:17 | 0:19 | 0:32 | 0:32 | 0:17 | 0:19 | 0:32 | 0:17 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | S | 1st | 1st | S | S | 1st | 1st | S | S | 1st | 1st | S | S | 1st | 1st | S | 1st |
| Catering | | | | | | | | | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Sunday always runs

### Return from London Waterloo to Havant

| | | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **London Waterloo** | dep. | 16:00 | 16:30 | 17:00 | 17:30 | 18:00 | 18:30 | 19:00 | 19:30 | 20:00 | 20:30 |
| **Havant** | arr. | 17:40 | 17:53 | 18:40 | 18:53 | 19:40 | 19:53 | 20:40 | 20:53 | 21:40 | 21:53 |
| Duration | | 1:40 | 1:23 | 1:40 | 1:23 | 1:40 | 1:23 | 1:40 | 1:23 | 1:40 | 1:23 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st | 1st |
| Catering | | | | | | | | | | | |

## Sunday always runs

### Return from Southampton Central to Havant via Fratton

| | | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW | GW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southampton Central** | dep. | 16:04 | | 16:35 | | 17:04 | | 17:35 | | 18:04 | | 18:35 | | 19:04 | | 19:35 | | 20:04 | |
| **Fratton** | arr. | 16:42 | C | 17:30 | C | 17:42 | C | 18:30 | C | 18:42 | C | 19:30 | C | 19:42 | C | 20:29 | C | 20:40 | C |
| **Fratton** | dep. | | 16:56 | | 17:41 | | 17:57 | | 18:41 | | 18:57 | | 19:41 | | 19:57 | | 20:41 | | 20:57 |
| **Havant** | arr. | | 17:06 | | 17:49 | | 18:07 | | 18:49 | | 19:07 | | 19:49 | | 20:07 | | 20:49 | | 21:07 |
| Duration | | | 1:02 | | 1:14 | | 1:03 | | 1:14 | | 1:03 | | 1:14 | | 1:03 | | 1:14 | | 1:03 |
| Changes | | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 |
| Seating Class | | S | 1st | 1st | 1st | S | 1st | 1st | 1st | S | 1st | 1st | 1st | S | 1st | 1st | 1st | S | 1st |
| Catering | | | | | | | | | | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Havant to Portsmouth Harbour, Southampton Central and London Waterloo

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Key

1 Every 60 Minutes until 13:40
2 Every 60 Minutes until 11:40
3 Every 60 Minutes until 20:26
4 Every 30 Minutes until 21:22
5 Every 60 Minutes until 22:32

**Notes and symbols.**

- OT Slow train.
- C Change train.
- X By request only stops.
- Scheduled bus service.
- Replacement bus service.
- Walk.
- Underground.
- Tram.
- Ferry.

**Seating Class.**

- S Standard Class only.
- 1st First Class available.

**Sleeper Class.**

- Sleeper service.
- S Standard Class only.
- 1st First Class available.
- F First Class only.

**Catering Code.**

- Buffet.
- H Hot food available.
- Trolley service.
- Restaurant.
- Restaurant for First Class passengers.
- M Meal included for First Class passengers.
- P Wheelchair only reservations.

**Train Operating Companies**

- SN Southern.
- GW South Western Railway.

**ALERT ME - SMS Text Alerts**

Be aware of any changes to your selected journeys by SMS Text Alert.

You can choose to receive an alert for a single journey or frequent alerts for regular journeys.

Click the 'ALERT ME' button on the Timetable Results page of the Journey Planner.

A maximum of 2 alerts will be sent per journey. You will only be charged for the first alert (25p) and a second alert will only be sent if your train is cancelled.

train tracker National Rail Enquiries

**Call Train Tracker™ on 0345 7 48 49 50**

Find out live train times for today and train timetables for the next three months.

TrainTracker™ uses speech recognition and then speaks the information to you.

**Text departure and time to 8 49 50**

Send a text to immediately find out when your next train is due to depart (e.g. send 'dep swindon' to 8 49 50)

(TrainTracker™ texts cost 25p for each successful response, plus usual text costs as charged by your operator)



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Warblington to Portsmouth & Southsea and Littlehampton

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Monday to Friday always runs

### Outward from Warblington to Littlehampton via Chichester

| | | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|
| **Warblington** | dep. | 06:34 | 07:40 | | 08:17 | 09:17 | 10:16 |
| **Chichester** | arr. | | 07:58 | C | | | |
| **Chichester** | dep. | | | 08:02 | | | |
| **Littlehampton** | arr. | 07:15 | | 08:19 | 08:53 | 09:53 | 10:53 |
| Duration | | 0:41 | | 0:39 | 0:36 | 0:36 | 0:37 |
| Changes | | 0 | | 1 | 0 | 0 | 0 |
| Seating Class | | S | S | S | S | S | S |
| Catering | | | | | | | |

## Monday to Friday always runs

### Outward from Warblington to Portsmouth & Southsea via Havant

| | | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|
| **Warblington** | dep. | 06:32 | 07:28 | 07:57 | | 08:30 | 09:31 | 10:31 |
| **Havant** | arr. | | | 07:59 | C | | | |
| **Havant** | dep. | | | | 08:06 | | | |
| **Portsmouth & Southsea** | arr. | 06:51 | 07:48 | | 08:19 | 08:49 | 09:50 | 10:50 |
| Duration | | 0:19 | 0:20 | | 0:22 | 0:19 | 0:19 | 0:19 |
| Changes | | 0 | 0 | | 1 | 0 | 0 | 0 |
| Seating Class | | S | S | 1 | S | S | S | S |
| Catering | | | | | | | | |

## Monday to Friday always runs

### Outward from Warblington to Littlehampton via Havant and Barnham

| | | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Warblington** | dep. | 06:34 | 07:40 | | 08:17 | 08:30 | | | 09:17 | 09:31 | | | 10:16 |
| **Havant** | arr. | | | | | 08:32 | C | | | 09:33 | C | | |
| **Havant** | dep. | | | | | | 08:46 | | | | 09:46 | | |
| **Barnham** | arr. | | 08:06 | C | | | 09:08 | C | | | 10:07 | C | |
| **Barnham** | dep. | | | 08:10 | | | | 09:12 | | | | 10:12 | |
| **Littlehampton** | arr. | 07:15 | | 08:19 | 08:53 | | | 09:23 | 09:53 | | | 10:23 | 10:53 |
| Duration | | 0:41 | | 0:39 | 0:36 | | | 0:53 | 0:36 | | | 0:52 | 0:37 |
| Changes | | 0 | | 1 | 0 | | | 2 | 0 | | | 2 | 0 |
| Seating Class | | S | S | S | S | S | S | S | S | S | S | S | S |
| Catering | | | | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Warblington to Portsmouth & Southsea and Littlehampton

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Saturday always runs

### Outward from Warblington to Portsmouth & Southsea

| | | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|
| | | | | | | **1** |
| **Warblington** | dep. | 06:31 | 07:31 | 08:31 | 09:31 | 10:31 |
| **Portsmouth & Southsea** | arr. | 06:50 | 07:50 | 08:50 | 09:50 | 10:50 |
| Duration | | 0:19 | 0:19 | 0:19 | 0:19 | 0:19 |
| Changes | | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | S | S | S | S | S |
| Catering | | | | | | |

## Saturday always runs

### Outward from Warblington to Littlehampton via Havant and Barnham

| | | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Warblington** | dep. | 06:15 | 06:31 | | | 07:16 | 07:31 | | | 08:15 | 08:31 | | | 09:15 | 09:31 | | | 10:15 |
| **Havant** | arr. | | 06:33 | C | | | 07:33 | C | | | 08:33 | C | | | 09:33 | C | | |
| **Havant** | dep. | | | 06:46 | | | | 07:46 | | | | 08:46 | | | | 09:46 | | |
| **Barnham** | arr. | | | 07:07 | C | | | 08:07 | C | | | 09:07 | C | | | 10:07 | C | |
| **Barnham** | dep. | | | | 07:12 | | | | 08:12 | | | | 09:12 | | | | 10:12 | |
| **Littlehampton** | arr. | 06:53 | | | 07:23 | 07:53 | | | 08:23 | 08:53 | | | 09:23 | 09:53 | | | 10:23 | 10:53 |
| Duration | | 0:38 | | | 0:52 | 0:37 | | | 0:52 | 0:38 | | | 0:52 | 0:38 | | | 0:52 | 0:38 |
| Changes | | 0 | | | 2 | 0 | | | 2 | 0 | | | 2 | 0 | | | 2 | 0 |
| Seating Class | | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S | S |
| Catering | | | | | | | | | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Warblington to Portsmouth & Southsea and Littlehampton

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Sunday always runs

### Outward from Warblington to Portsmouth & Southsea

| | | SN | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|
| | | ☕ | ☕ | ☕ | ☕ | ☕ | ☕ | ☕ | ☕ |
| **Warblington** | dep. | 06:59 | 07:27 | 08:28 | 08:33 | 09:00 | 09:30 | 09:45 | 10:06 |
| **Portsmouth & Southsea** | arr. | 07:24 | 07:52 | 08:53 | 08:58 | 09:25 | 09:55 | 10:10 | 10:31 |
| Duration | | 0:25 | 0:25 | 0:25 | 0:25 | 0:25 | 0:25 | 0:25 | 0:25 |
| Changes | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | S | S | S | S | S | S | S | S |
| Catering | | | | | | | | | |

## Sunday always runs

### Outward from Warblington to Littlehampton via Havant and Barnham

| | | SN | SN | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ☕ | ☕ | | ☕ | ☕ | | ☕ | ☕ | |
| **Warblington** | dep. | 07:27 | | | 09:00 | | | 10:06 | | |
| **Havant** | arr. | 07:31 | C | | 09:04 | C | | 10:10 | C | |
| **Havant** | dep. | | 07:54 | | | 09:24 | | | 10:24 | |
| **Barnham** | arr. | | 08:34 | C | | 10:04 | C | | 11:04 | C |
| **Barnham** | dep. | | | 09:07 | | | 10:07 | | | 11:07 |
| **Littlehampton** | arr. | | | 09:16 | | | 10:16 | | | 11:16 |
| Duration | | | | 1:49 | | | 1:16 | | | 1:10 |
| Changes | | | | 2 | | | 2 | | | 2 |
| Seating Class | | S | S | 1st | S | S | 1st | S | S | 1st |
| Catering | | | | | | | | | | |

## Monday to Friday always runs

### Return from Portsmouth & Southsea to Warblington

| | | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|
| | | | | | | |
| **Portsmouth & Southsea** | dep. | 16:57 | 17:57 | 18:57 | 19:57 | 20:57 |
| **Warblington** | arr. | 17:15 | 18:16 | 19:15 | 20:15 | 21:15 |
| Duration | | 0:18 | 0:19 | 0:18 | 0:18 | 0:18 |
| Changes | | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | S | S | S | S | S |
| Catering | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Warblington to Portsmouth & Southsea and Littlehampton

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Monday to Friday always runs

### Return from Littlehampton to Warblington via Barnham and Havant

| | | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Littlehampton** | dep. | 16:10 | | | 16:55 | 17:10 | | | 17:55 | 18:55 | 19:55 | 20:14 | | |
| **Barnham** | arr. | 16:22 | C | | | 17:22 | C | | | | | 20:24 | C | |
| **Barnham** | dep. | | 16:29 | | | | 17:29 | | | | | | 20:29 | |
| **Havant** | arr. | | 16:47 | C | | | 17:54 | C | | | | | 20:47 | C |
| **Havant** | dep. | | | 17:13 | | | | 18:14 | | | | | | 21:13 |
| **Warblington** | arr. | | | 17:15 | 17:31 | | | 18:16 | 18:31 | 19:31 | 20:31 | | | 21:15 |
| Duration | | | | 1:05 | 0:36 | | | 1:06 | 0:36 | 0:36 | 0:36 | | | 1:01 |
| Changes | | | | 2 | 0 | | | 2 | 0 | 0 | 0 | | | 2 |
| Seating Class | | S | 1st | S | S | S | 1st | S | S | S | S | S | 1st | S |
| Catering | | | | | | | | | | | | | | |

## Saturday always runs

### Return from Portsmouth & Southsea to Warblington

| | | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|
| **Portsmouth & Southsea** | dep. | 16:57 | 17:57 | 18:57 | 19:57 | 20:57 |
| **Warblington** | arr. | 17:15 | 18:15 | 19:15 | 20:15 | 21:15 |
| Duration | | 0:18 | 0:18 | 0:18 | 0:18 | 0:18 |
| Changes | | 0 | 0 | 0 | 0 | 0 |
| Seating Class | | S | S | S | S | S |
| Catering | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Warblington to Portsmouth & Southsea and Littlehampton

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Saturday always runs

### Return from Littlehampton to Warblington via Barnham and Havant

| | | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Littlehampton** | dep. | 16:10 | | | 16:55 | 17:10 | | | 17:55 | 18:10 | | | 18:55 | 19:10 | | | 19:55 | 20:10 | |
| **Barnham** | arr. | 16:22 | C | | | 17:22 | C | | | 18:22 | C | | | 19:22 | C | | | 20:22 | C |
| **Barnham** | dep. | | 16:29 | | | | 17:29 | | | | 18:29 | | | | 19:29 | | | | 20:29 |
| **Havant** | arr. | | 16:47 | C | | | 17:47 | C | | | 18:47 | C | | | 19:47 | C | | | 20:47 | C |
| **Havant** | dep. | | | 17:13 | | | | 18:13 | | | | 19:13 | | | | 20:13 | | | | 21:13 |
| **Warblington** | arr. | | | 17:15 | 17:31 | | | 18:15 | 18:31 | | | 19:15 | 19:31 | | | 20:15 | 20:31 | | | 21:15 |
| Duration | | | | 1:05 | 0:36 | | | 1:05 | 0:36 | | | 1:05 | 0:36 | | | 1:05 | 0:36 | | | 1:05 |
| Changes | | | | 2 | 0 | | | 2 | 0 | | | 2 | 0 | | | 2 | 0 | | | 2 |
| Seating Class | | S | 1st | S | S | S | 1st | S | S | S | 1st | S | S | S | 1st | S | S | S | 1st | S |
| Catering | | | | | | | | | | | | | | | | | | | | |

## Sunday always runs

### Return from Littlehampton to Warblington via Barnham

| | | SN | SN | SN | SN | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 🚆 | | 🚆 | | 🚆 | | 🚆 | 2 | 🚆 |
| **Littlehampton** | dep. | 16:31 | | 17:31 | | 18:31 | | 19:31 | | 20:31 | |
| **Barnham** | arr. | 16:41 | C | 17:41 | C | 18:41 | C | 19:41 | C | 20:41 | C |
| **Barnham** | dep. | | 17:00 | | 18:00 | | 19:00 | | 20:00 | | 21:00 |
| **Warblington** | arr. | | 17:30 | | 18:30 | | 19:30 | | 20:30 | | 21:30 |
| Duration | | | 0:59 | | 0:59 | | 0:59 | | 0:59 | | 0:59 |
| Changes | | | 1 | | 1 | | 1 | | 1 | | 1 |
| Seating Class | | 1st | S | 1st | S | 1st | S | 1st | S | 1st | S |
| Catering | | | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Warblington to Portsmouth & Southsea and Littlehampton

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Sunday always runs

### Return from Portsmouth & Southsea to Warblington via Havant and Chichester

| | | SN | SN | GW | SN | SN | SN | SN | SN | SN | GW | SN | SN | SN | SN | SN | GW | SN | SN | SN | SN | SN | SN |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | OT | | | | | | | OT | | | | | | | | OT | | | | | | | | |
| **Portsmouth & Southsea** | dep. | 16:29 | | 16:37 | | | 16:59 | | 17:29 | | 17:37 | | | 17:59 | | 18:29 | | 18:37 | | | 18:59 | | 19:29 | |
| **Havant** | arr. | | | 16:49 | C | | | | | | 17:49 | C | | | | | | 18:49 | C | | | | | |
| **Havant** | dep. | | | | 16:54 | | | | | | | 17:54 | | | | | | | 18:54 | | | | | |
| **Chichester** | arr. | 17:14 | C | | 17:14 | C | 17:44 | C | 18:14 | C | | 18:14 | C | 18:44 | C | 19:14 | C | | 19:14 | C | 19:44 | C | 20:14 | C |
| **Chichester** | dep. | | 17:20 | | | 17:20 | | 17:50 | | 18:20 | | | 18:20 | | 18:50 | | 19:20 | | | 19:20 | | 19:50 | | 20:20 |
| **Warblington** | arr. | | 17:30 | | | 17:30 | | 18:00 | | 18:30 | | | 18:30 | | 19:00 | | 19:30 | | | 19:30 | | 20:00 | | 20:30 |
| Duration | | | 1:01 | | | 0:53 | | 1:01 | | 1:01 | | | 0:53 | | 1:01 | | 1:01 | | | 0:53 | | 1:01 | | 1:01 |
| Changes | | | 1 | | | 2 | | 1 | | 1 | | | 2 | | 1 | | 1 | | | 2 | | 1 | | 1 |
| Seating Class | | S | S | 1st | S | S | S | S | S | S | 1st | S | S | S | S | S | S | 1st | S | S | S | S | S | S |
| Catering | | | | | | | | | | | | | | | | | | | | | | | | |

## Sunday always runs

### Return from Portsmouth & Southsea to Warblington via Havant and Chichester Continued

| | | GW | SN | SN | SN | SN | GW | SN | SN |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | 3 | | 4 | | |
| **Portsmouth & Southsea** | dep. | 19:37 | | | 19:59 | | 20:37 | | |
| **Havant** | arr. | 19:49 | C | | | | 20:49 | C | |
| **Havant** | dep. | | 19:54 | | | | | 20:54 | |
| **Chichester** | arr. | | 20:14 | C | 20:44 | C | | 21:14 | C |
| **Chichester** | dep. | | | 20:20 | | 20:50 | | | 21:20 |
| **Warblington** | arr. | | | 20:30 | | 21:00 | | | 21:30 |
| Duration | | | | 0:53 | | 1:01 | | | 0:53 |
| Changes | | | | 2 | | 1 | | | 2 |
| Seating Class | | 1st | S | S | S | S | 1st | S | S |
| Catering | | | | | | | | | |



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

National Rail Enquiries

# Your personal journey from Warblington to Portsmouth & Southsea and Littlehampton

Valid from Monday 18 June 2018 to Sunday 24 June 2018

## Key

1 Every 60 Minutes until 20:31

2 Every 60 Minutes until 21:31

3 Every 30 Minutes until 21:29

4 Every 60 Minutes until 21:37

**Notes and symbols.**

- OT Slow train.
- C Change train.
- X By request only stops.
- Scheduled bus service.
- Replacement bus service.
- Walk.
- Underground.
- Tram.
- Ferry.

**Seating Class.**

- S Standard Class only.
- 1st First Class available.

**Sleeper Class.**

- Sleeper service.
- S Standard Class only.
- 1st First Class available.
- F First Class only.

**Catering Code.**

- Buffet.
- H Hot food available.
- Trolley service.
- Restaurant.
- Restaurant for First Class passengers.
- M Meal included for First Class passengers.
- P Wheelchair only reservations.

**Train Operating Companies**

- SN Southern.
- GW South Western Railway.

**ALERT ME - SMS Text Alerts**

Be aware of any changes to your selected journeys by SMS Text Alert.

You can choose to receive an alert for a single journey or frequent alerts for regular journeys.

Click the 'ALERT ME' button on the Timetable Results page of the Journey Planner.

A maximum of 2 alerts will be sent per journey. You will only be charged for the first alert (25p) and a second alert will only be sent if your train is cancelled.

train tracker National Rail Enquiries

**Call Train Tracker™ on 0345 7 48 49 50**

Find out live train times for today and train timetables for the next three months.

TrainTracker™ uses speech recognition and then speaks the information to you.

**Text departure and time to 8 49 50**

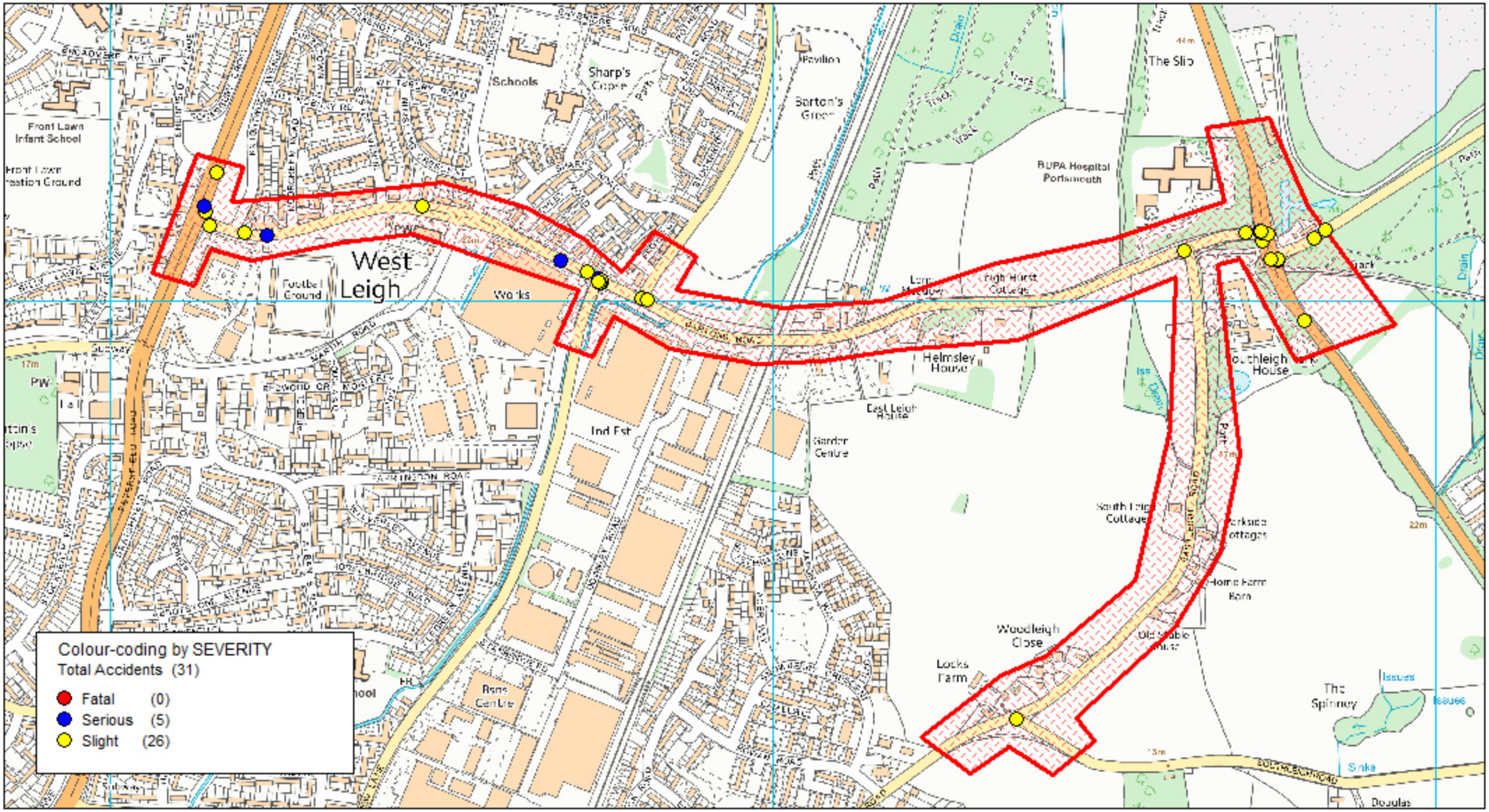
Send a text to immediately find out when your next train is due to depart (e.g. send 'dep swindon' to 8 49 50)

(TrainTracker™ texts cost 25p for each successful response, plus usual text costs as charged by your operator)



The information printed here is only valid at date and time of printing.Routes, Availability and Fares are subject to these provisions.

# APPENDIX H




© Crown copyright. All rights reserved
Hampshire Police
Licence No. 01021C 2018

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

**Selected Polygon:NS CHQSR0418063 - BARTONS ROAD**

130099574 18/03/2013 Time 0029 Vehicles 1 Casualties 1 Slight
E:473737 N: 108091 First Road: B 2149 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Slippery road (due to weather) | Vehicle 1 | Possible |
| 2nd: | Exceeding speed limit | Vehicle 1 | Possible |
| 3rd: | Travelling too fast for conditions | Vehicle 1 | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING N ALONG B2149 HORNDEAN ROAD WHEN VEH LOST CONTROL AND LEFT THE ROAD TO THE NEARSIDE COLLIDING WITH TREES. DRIVER DECAMPED AND LEFT THE SCENE POSSIBLY DUE TO DRINK DRIVING.

Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 22 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

130119784 03/04/2013 Time 1400 Vehicles 2 Casualties 1 Slight
E:473734 N: 108107 First Road: B 2149 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG BARTONS ROAD, FAILED TO LOOK PROPERLY AND TURNED RIGHT INTO B2149 HORNDEAN ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING NW ON HORNDEAN ROAD AND COLLIDES.
Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Not requested
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

130186397 23/05/2013 Time 1312 Vehicles 2 Casualties 1 Serious
E: 472739 N: 108028 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG NEW LANE PULLS OUT ONTO BARTONS ROAD AND COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING NW ALONG BARTONS ROAD.
Occurred on BARTONS ROAD AT JUNCTION WITH NEW LANE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 66 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 54 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

130195398 29/05/2013 Time 1335 Vehicles 2 Casualties 1 Slight
E: 472147 N: 108114 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Failed to look properly | Vehicle 2 | Possible |
| 2nd: | Failed to judge other persons path or speed | Vehicle 2 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING W ALONG BARTONS ROAD STOPPED BEHIND TRAFFIC WAITING AT THE JUNCTION WITH B2149 PETERSFIELD ROAD. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

130209007 08/06/2013 Time 2150 Vehicles 2 Casualties 2 Slight
E:472199 N: 108104 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Failed to judge other persons path or speed | Vehicle 2 | Very Likely |
| 2nd: | Exceeding speed limit | Vehicle 2 | Very Likely |
| 3rd: | Loss of control | Vehicle 2 | Possible |
| 4th: | Impaired by alcohol | Vehicle 2 | Possible |
| 5th: | Impaired by drugs (illicit or medicinal) | Vehicle 2 | Possible |
| 6th: | | | |

VEH 2 (CAR) TRAVELLING W ALONG BARTONS ROAD AROUND SLIGHT RIGHT HAND BEND COLLIDES WITH NEARSIDE KERB CAUSING VEH TO ENTER THE OPPOSITE CARRIAGEWAY AND COLLIDE WITH ONCOMING VEH 1 (CAR). OCCUPANTS OF VEH 2 RAN FROM THE SCENE.
Occurred on BARTONS ROAD AT JUNCTION WITH KNIGHTWOOD AVENUE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead left bend
Vehicle movement from W to E Other tow Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 55 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Not car passenger

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

130235464 27/06/2013 Time 2043 Vehicles 2 Casualties 3 Slight
E:472800 N: 108005 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Loss of control | Vehicle 1 | Possible |
| 2nd: | Failed to look properly | Vehicle 1 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING NW ALONG BARTONS ROAD EITHER ATTEMPTS TO OVERTAKE A VEH IN FRONT OR FAILS TO SLOW FOR ONCOMING VEH 2 (CAR) AND COLLIDES WITH VEH 2.
Occurred on BARTONS ROAD AT JUNCTION WITH WAKEFORDS WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Overtaking moving vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:** **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 22 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 3 Vehicle: 2 Age: 19 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

130267612 17/07/2013 Time 1530 Vehicles 2 Casualties 1 Slight
E: 472158 N: 108196 First Road: B 2149 Road Type Dual carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Passing too close to cyclist, horse rider or pedestrian | Vehicle 2 | Possible |
| 2nd: | Poor turn or manoevre | Vehicle 2 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (P/CYCLE) WAS TRAVELLING S ALONG B2149 PETERSFIELD ROAD IN LANE 2 WHEN VEH 2 (CAR) ALSO TRAVELLING S IN LANE 1 TURNED RIGHT FOR SHERFIELD AVENUE INTO ITS PATH, CAUSING VEH 1 TO COLLIDE WITH THE OFFSIDE OF VEH 2.
Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH SHERFIELD AVENUE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 15 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 15 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:** **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

130474100 18/12/2013 Time 1315 Vehicles 1 Casualties 1 Slight
E:472468 N: 108145 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Failed to look properly | Casualty 1 | Very Likely |
| 2nd: | Wrong use of pedestrian crossing facility | Casualty 1 | Very Likely |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING E ALONG BARTONS ROAD THROUGH PEDESTRIAN CROSSING THAT WAS GREEN FOR VEHS WHEN CAS 1 (PEDESTRIAN) STOOD ON NORTH KERB LET GO OF MOTHERS HAND, STEPPED INTO ROAD AND WAS HIT BY VEH 1.
Occurred on BARTONS ROAD OUTSIDE NUMBER 25 TO 31, HAVANT, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 3 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On Ped Crossing S bound

Driver's nearside

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

140065817 24/02/2014 Time 0835 Vehicles 1 Casualties 1 Serious
E:472677 N: 108062 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG BARTONS ROADLEFT THE CARRIAGEWAY TO THE NEARSIDE AND COLLIDED WITH A BUS STOP.
Occurred on BARTONS ROAD 60 METRES NORTH-WEST OF NEW LANE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Bus stop / shelter
Nearside Age of Driver 33 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

140096410 19/03/2014 Time 1010 Vehicles 2 Casualties 1 Slight
E:472808 N: 108004 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) WAS TRAVELLING SE ALONG BARTONS ROAD WHEN VEH 2 (BUS) TRAVELLING SW ALONG WAKEFORDS WAY TURNED LEFT INTO BARTONS ROAD AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on BARTONS ROAD AT JUNCTION WITH WAKEFORDS WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 77 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

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

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:** **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

140207539 12/06/2014 Time 1730 Vehicles 2 Casualties 2 Slight
E:473735 N: 108104 First Road: B 2149 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG BARTONS ROAD, FAILS TO GIVE WAY AND TURNS RIGHT ONTO B2149 HORNDEAN ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING NW ON HORNDEAN ROAD AND COLLIDES.
Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 19 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Female
Not hit and run Breath test Negative
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

140226812 26/06/2014 Time 1605 Vehicles 2 Casualties 1 Slight
E: 472718 N: 108046 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: Pedestrian in carriageway - not injur
Place accident reported: Elsewhere DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Slippery road (due to weather) | Vehicle 2 | Very Likely |
| 2nd: | Following too close | Vehicle 2 | Possible |
| 3rd: | Sudden braking | Vehicle 1 | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING SE ALONG BARTONS ROAD BRAKED TO ALLOW A PEDESTRIAN TO CROSS.
VEH 2 (VAN) FAILED TO REACT IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on BARTONS ROAD AT JUNCTION WITH NEW LANE, HAVANT, HAMPSHIRE

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

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

**Accidents between dates** **01/01/2013 and 31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

140227194 27/06/2014 Time 0950 Vehicles 2 Casualties 1 Serious
E:472735 N: 108035 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (P/CYCLE) TRAVELLING SE ALONG BARTONS ROAD SLOWED TO TURN RIGHT INTO NEW LANE WHEN VEH 1 (CAR) TRAELLING NE ALONG NEW LANE TURNED RIGHT ONTO BARTONS ROAD IN FRONT OF VEH 2. VEH 2 BRAKED HARD AND RIDER FELL OFF.
Occurred on BARTONS ROAD AT JUNCTION WITH NEW LANE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 48 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

140230057 29/06/2014 Time 1120 Vehicles 2 Casualties 1 Slight
E:472736 N: 108031 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: | Poor turn or manoevre | Vehicle 1 | Very Likely |
| 3rd: | Junction restart | Vehicle 1 | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING NE ALONG NEW LANE GIVES WAY TO A M/CYCLE TRAVELLING NW ALONG BARTONS ROAD AND THEN TURNS RIGHT ONTO BARTONS ROAD FAILING TO NOTICE VEH 2 (M/CYCLE) TRAVELLING NW ALONG BARTONS ROAD CAUSING COLLISION.
Occurred on NEW LANE AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 59 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

140295015 15/08/2014 Time 1045 Vehicles 2 Casualties 1 Slight
E:473366 N: 107369 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG EASTLEIGH ROAD, UNDER ESTIMATES SPEED OF VEH 2 (P/CYCLE) TRAVELLING E ALONG SOUTHLEIGH ROAD AND VEH 1 TURNS RIGHT INTO SOUTHLEIGH ROAD AND COLLIDES

Occurred on EASTLEIGH ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 82 Female
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead right bend
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 53 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

140351445 28/09/2014 Time 2004 Vehicles 1 Casualties 1 Slight
E:473832 N: 108108 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Careless/Reckless/In a hurry | Casualty 1 | Very Likely |
| 2nd: | Failed to look properly | Vehicle 1 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING NE ALONG EMSWORTH COMMON ROAD CLIPPED CAS 1 (PEDESTRIAN) WITH THE NEARSIDE WING MIRROR WHO WAS WALKING NE, FACING AWAY FROM THE TRAFFIC.
Occurred on EMSWORTH COMMON ROAD OUTSIDE GRAVEL PIT COTTAGES, HAVANT, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr not crossing NE bound

In carr back to traffic

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

140376679 18/10/2014 Time 2321 Vehicles 2 Casualties 1 Slight
E:473761 N: 108062 First Road: B 2158 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: | Disobeyed Give Way or Stop sign or markings | Vehicle 1 | Very Likely |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING SW ALONG EMSWORTH COMMON ROAD FAILED TO GIVE WAY AND TURNED LEFT ONTO B2158 HORNDEAN ROAD COLLIDING WITH VEH 2 (CAR) TRAVELLING SE ALONG B2158 HORNDEAN ROAD.

Occurred on B2158 HORNDEAN ROAD AT JUNCTION WITH EMSWORTH COMMON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 81 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 81 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

140404796 10/11/2014 Time 1600 Vehicles 2 Casualties 1 Slight
E:473619 N: 108078 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Failed to signal/Misleading signal | Vehicle 2 | Possible |
| 2nd: | Failed to judge other persons path or speed | Vehicle 1 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING N ALONG EASTLEIGH ROAD TURNED RIGHT ONTO BARTONS ROAD INTO PATH OF VEH 2 (CAR) TRAVELLING W ALONG BARTONS ROAD. VEH 1 STATED VEH 2 WAS INDICATING LEFT FOR EASTLEIGH ROAD.

Occurred on BARTONS ROAD AAT JUNCTION WITH EASTLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 58 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

**Accidents between dates** **01/01/2013 and 31/12/2017** (60) months

**Selection:** **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

150016212 15/01/2015 Time 1731 Vehicles 2 Casualties 1 Serious
E:472233 N: 108100 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Distraction outside vehicle | Vehicle 1 | Possible |
| 2nd: | Failed to judge other persons path or speed | Vehicle 1 | Possible |
| 3rd: | Illness or disability, mental or physical | Vehicle 1 | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) PERFORMING U TURN TO TRAVEL E ALONG BARTONS ROAD WHEN VEH LOSES CONTROL FOR UNKNOWN REASON AND MOUNTS NORTH KERB COLLIDING WITH VEH 2 (CAR) PARKED ON DRIVEWAY OF NUMBER 7.
Occurred on BARTONS ROAD OUTSIDE NUMBER 7, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car U-turn
Vehicle movement from E to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Tree
Nearside Age of Driver 54 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 54 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

150019891 19/01/2015 Time 0750 Vehicles 2 Casualties 1 Slight
E: 473760 N: 108064 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAV W EMSWORTH COMMON ROAD TURNED RIGHT INTO B2148 HORNDEAN ROAD AND COLLIDED WITH THE NEARSIDE OF VEH 2 (CAR) TRAV S HORNDEAN ROAD, CAUSING VEH 2 TO LEAVE THE CARRIAGEWAY TO THE NEARSIDE AND HIT A LAMP POST.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH EMSWORTH COMMON ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

150117333 08/04/2015 Time 1220 Vehicles 2 Casualties 1 Slight
E:472140 N: 108137 First Road: B 2149 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Careless/Reckless/In a hurry | Vehicle 2 | Very Likely |
| 2nd: | Failed to look properly | Vehicle 2 | Very Likely |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 2 (VAN) TRAVELLING SW ALONG B2149 PETERSFIELD ROAD, FAILS TO PAY ATTENTION TO THE ROAD AHEAD AND FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT TRAFFIC LIGHT.
Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 49 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

150190780 06/06/2015 Time 1045 Vehicles 2 Casualties 2 Slight
E:472738 N: 108033 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: | Careless/Reckless/In a hurry | Vehicle 1 | Very Likely |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING SE ALONG BARTONS ROAD, FAILS TO NOTICE AND COLLIDES WITH THE REAR OF VEH 2 (CAR) STATIONARY AT JUNCTION WAITING TO TURN RIGHT ONTO NEW LANE, CAUSING VEH 2 TO SPIN AND COME TO REST ON THE OPPOSITE SIDE OF THE ROAD.
Occurred on NEW LANE AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 26 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

**Accidents between dates** **01/01/2013 and 31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

150269070 05/08/2015 Time 0840 Vehicles 1 Casualties 1 Slight
E:472737 N: 108029 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road surface defective Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Poor or defective road surface | Vehicle 1 | Very Likely |
| 2nd: | | | |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (P/CYCLE) TRAVELLING SE ALONG BARTONS ROAD, TURNS RIGHT INTO NEW LANE BUT FRONT WHEEL SLIPS ON THE NEW SUPAGRIP ROAD SURFACE TAKING VEH 1 FROM UNDER THE RIDER, CAUSING THE RIDER TO FALL OFF.
Occurred on NEW LANE AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 61 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

**Accidents between dates** **01/01/2013 and 31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

150362748 19/10/2015 Time 0745 Vehicles 2 Casualties 1 Slight
E:472734 N: 108031 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG NEW LANE, TURNS RIGHT ONTO BARTONS ROAD AFTER FAILING TO SEE VEH 2 (CAR) TRAVELLING NW ALONG BARTONS ROAD BEHIND VEH THAT TURNED LEFT INTO NEW LANE AND COLLIDES.
Occurred on NEW LANE AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Female
Not hit and run Breath test Negative
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

160225104 16/06/2016 Time 1629 Vehicles 2 Casualties 1 Slight
E:473747 N: 108102 First Road: B 2149 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Failed to look properly | Vehicle 1 | Very Likely |
| 2nd: | Uncorrected, defective eyesight | Vehicle 1 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING NE ALONG BARTONS ROAD, TURNS RIGHT ONTO B2149 HORNDEAN ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING SE ALONG B2149 HORNDEAN ROAD AND COLLIDES.
Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 93 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 62 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

160274493 23/07/2016 Time 0700 Vehicles 2 Casualties 1 Slight
E:473713 N: 108105 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Dazzling sun | Vehicle 1 | Possible |
| 2nd: | | | |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING E ALONG BARTONS ROAD, FAILS TO SEE AND COLLIDES WITH THE REAR OF VEH 2 (P/CYCLE) APPROACHING THE JUNCTION WITH B2149 HORNDEAN ROAD, CAUSING THE RIDER TO FALL OFF.

Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 63 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

160328225 31/08/2016 Time 2100 Vehicles 2 Casualties 1 Serious
E: 472138 N: 108144 First Road: B 2149 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Cyclist entering road from pavement | Vehicle 2 | Very Likely |
| 2nd: | Failed to judge other persons path or speed | Vehicle 1 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 2 (P/CYCLE) TRAVELLING W FROM BARTONS ROAD CROSSES JUNCTION WITH B2149 PETERFIELD RD WHEN LIGHTS FOR SOUTHBOUND TRAFFIC CHANGED TO GREEN, VEH 1 (CAR) DID NOT SEE VEH 2 PROCEEDS AND COLLIDES INTO SIDE OF VEH 2.
Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITHBARTONS ROAD, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 62 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

**Accidents between dates** **01/01/2013 and 31/12/2017** (60) months

**Selection:** **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

160387708 13/10/2016 Time 2000 Vehicles 2 Casualties 1 Slight
E:473815 N: 108095 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Poor turn or manoevre | Vehicle 2 | Possible |
| 2nd: | Failed to judge other persons path or speed | Vehicle 1 | Possible |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 2 (VAN) TRAVELLING NE ALONG EMSWORTH COMMON ROAD PERFORMED A UTURN IN THE ROAD ACROSS PATH OF VEH 1 (CAR) TRAVELLING BEHIND CAUSING VEH 1 TO COLLIDE WITH OFFSIDE VEH 2.
Occurred on EMSWORTH COMMON ROAD OUTSIDE GRAVEL PIT COTTAGE, HAVANT, HAMPSHIRE

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

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under U-turn
Vehicle movement from SW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:** **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

160464114 09/12/2016 Time 1615 Vehicles 2 Casualties 2 Slight
E:473735 N: 108107 First Road: B 2149 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING E ALONG BARTONS ROAD, FAILS TO GIVE WAY AND ENTERS B2149 HORNDEAN ROAD ACROSS THE PATH OF VEH 1 (PICK-UP) TRAVELLING N ALONG B2149 HORNDEAN ROAD AND COLLIDES.
Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road Bollard / Refuge Off road: Road sign / ATS
O/S & rebounded Age of Driver 24 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 24 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

44170389140 07/10/2017 Time 1345 Vehicles 3 Casualties 1 Slight
E: 473750 N: 108064 First Road: B 2148 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG EMSWORTH COMMON ROAD TURNED RIGHT ONTO B2148 HORNDEAN ROAD HITTING OFFSIDE VEH 2 (CAR) TRAVELLING N ALONG B2148 HORNDEAN ROAD. VEH 2 IS PUSHED INTO VEH 3 (CAR) TRAVELLING E ALONG BARTONS ROAD WAITING AT JUNCTION.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH EMSWORTH COMMON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 75 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 9 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

Vehicle Reference 3 Car Waiting to turn right
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 70 Male
Not hit and run Breath test Negative
Left hand drive: No

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:** **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

130009754 08/01/2013 Time 0715 Vehicles 3 Casualties 1 Slight
E:473802 N: 107971 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

| | Factor: | Participant: | Confidence: |
|---|---|---|---|
| 1st: | Vehicle blind spot | Vehicle 1 | Very Likely |
| 2nd: | | | |
| 3rd: | | | |
| 4th: | | | |
| 5th: | | | |
| 6th: | | | |

VEH 1 (CAR) TRAVELLING SE ALONG THE B2148 HORNDEAD ROAD THEN COLLIDED ON ITS FRONT WITH VEH 2 (CAR) TRAVELLING NW ALONG THE SAME ROAD, VEH 3 (VAN) THEN COLLIDED WITH SPINNING VEH 1, VEH 1 THEN LEFT THE CARRIAGEWAY TO THE NEARSIDE INTO A DITCH.
Occurred on B2148 HORNDEAN ROAD 109 METRES SE OF EMSWORTH COMMON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Entered ditch
Nearside Age of Driver 41 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

**Accidents between dates** **01/01/2013** **and** **31/12/2017** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0418063 - BARTONS ROAD")

**Notes:**

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents involving:

| | Fatal | Serious | Slight | Total |
|---|---|---|---|---|
| Motor vehicles only (excluding 2-wheels) | 0 | 2 | 21 | 23 |
| 2-wheeled motor vehicles | 0 | 0 | 1 | 1 |
| Pedal cycles | 0 | 3 | 4 | 7 |
| Horses & other | 0 | 0 | 0 | 0 |
| Total | 0 | 5 | 26 | 31 |

Casualties:

| | Fatal | Serious | Slight | Total |
|---|---|---|---|---|
| Vehicle driver | 0 | 2 | 19 | 21 |
| Passenger | 0 | 0 | 6 | 6 |
| Motorcycle rider | 0 | 0 | 1 | 1 |
| Cyclist | 0 | 3 | 4 | 7 |
| Pedestrian | 0 | 0 | 2 | 2 |
| Other | 0 | 0 | 0 | 0 |
| Total | 0 | 5 | 32 | 37 |

# APPENDIX I




Planning

**STAINSBY**ARCHITECT

N

0 10 20 30m

| Rev: | Amendment: | Date: |
|---|---|---|

Master Plan
Camp Field, Havant

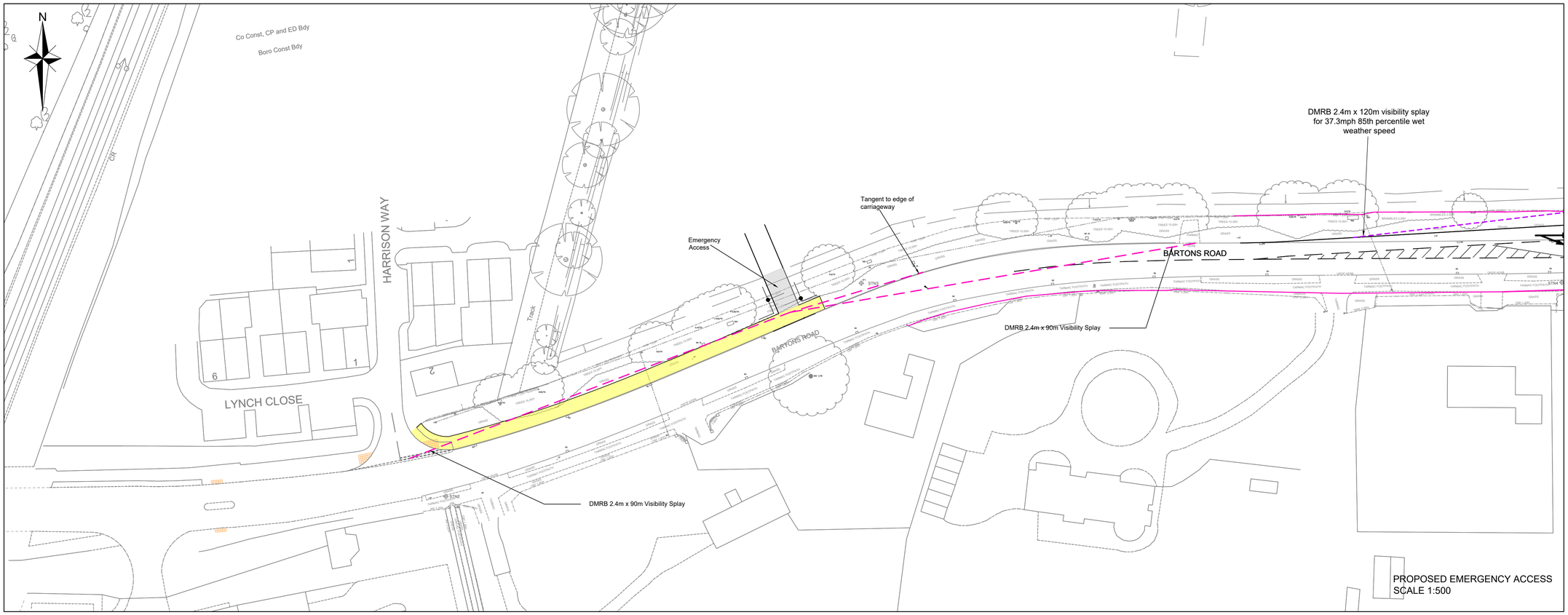
089 | PL | 04 | H

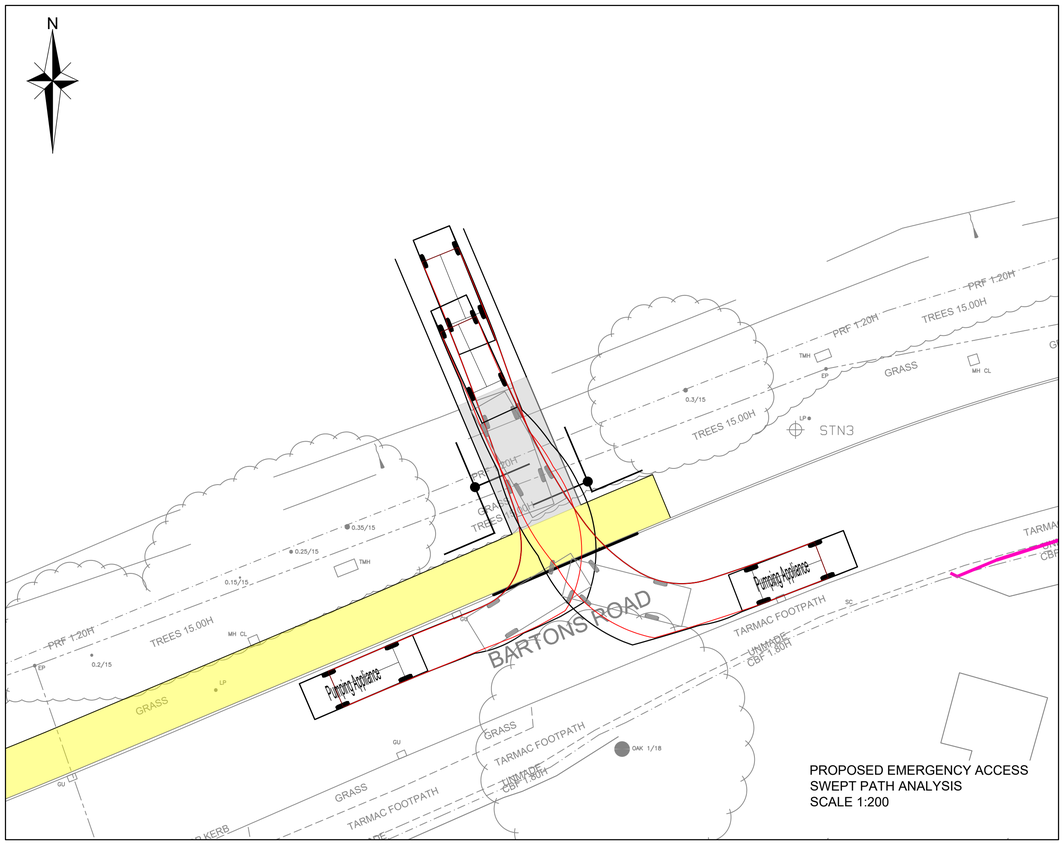
Scale 1:1000 @ A3 Oct 2018

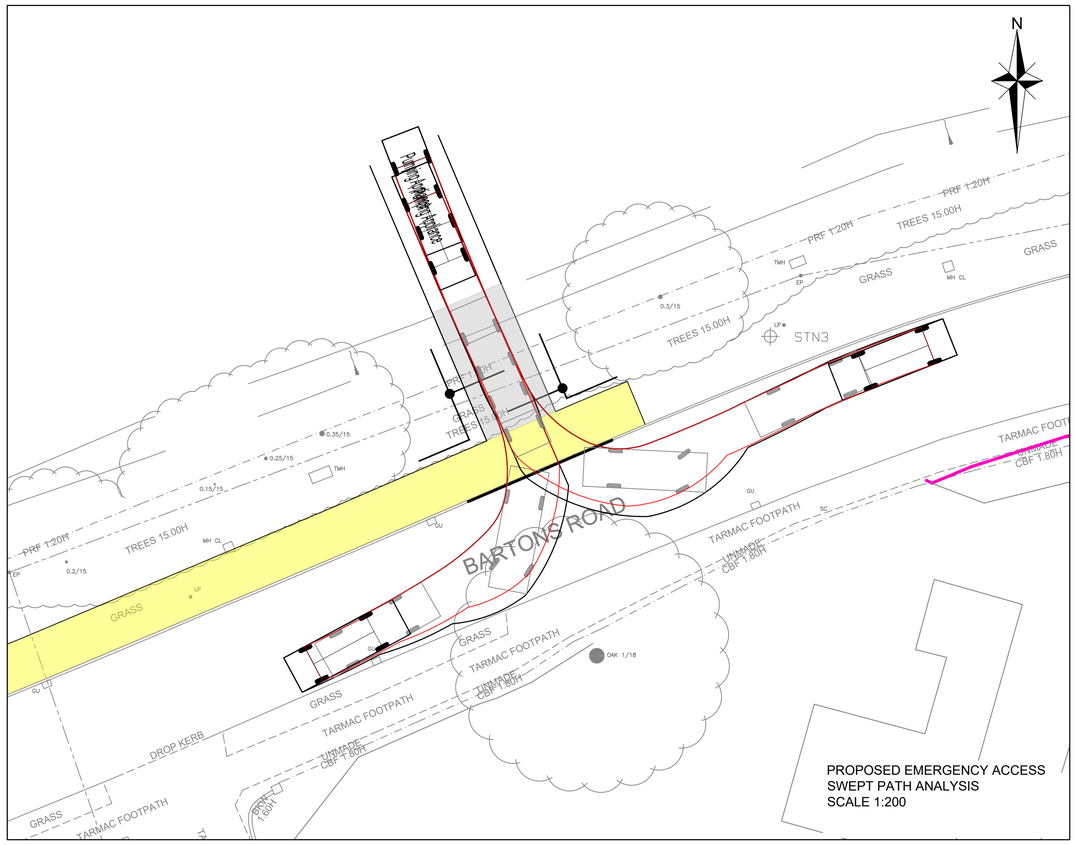
Do not scale from this drawing.Contractors to confirm all dimensions before commencing work on site or shop drawings.**STAINSBY**ARCHITECT to be notified of any discrepancies.

**Tab House, Tilford Road, Hindhead, Surrey. GU26 6RA** T 01428 607808 M 07584 574626 www.stainsbyarchitect.com

# APPENDIX J



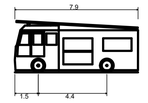




## NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.

VEHICLE PROFILE




| | |
|---|---|
| Pumping Appliance | |
| Overall Length | 7.900m |
| Overall Width | 2.500m |
| Overall Body Height | 3.300m |
| Min Body Ground Clearance | 0.140m |
| Track Width | 2.500m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 7.750m |

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| D | Track plots amended. | PL | GAC | GAC | Nov 18 |
| C | Visibility splays amended. | PL | TMS | GAC | Sep 18 |
| B | Emergency access relocated. | PL | TMS | GAC | June 18 |
| A | Fence and gate added. | PL | TMS | GAC | Apr 18 |


G&A Consulting Engineers Ltd

Issued by

Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 630420

Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford
Kent
ME20 6SN
01732 448120

enquiries@c-a.uk.com
www.c-a.uk.com


Job Title

Land West of Havant Crematorium
Bartons Road, Havant

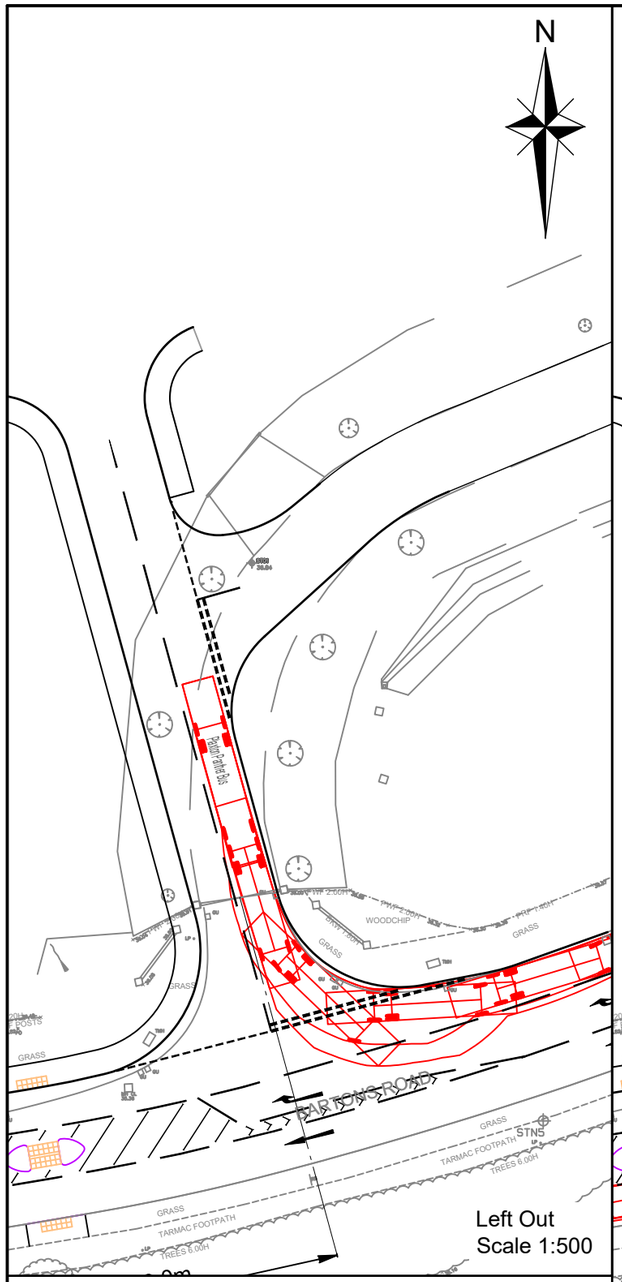
Drawing Title

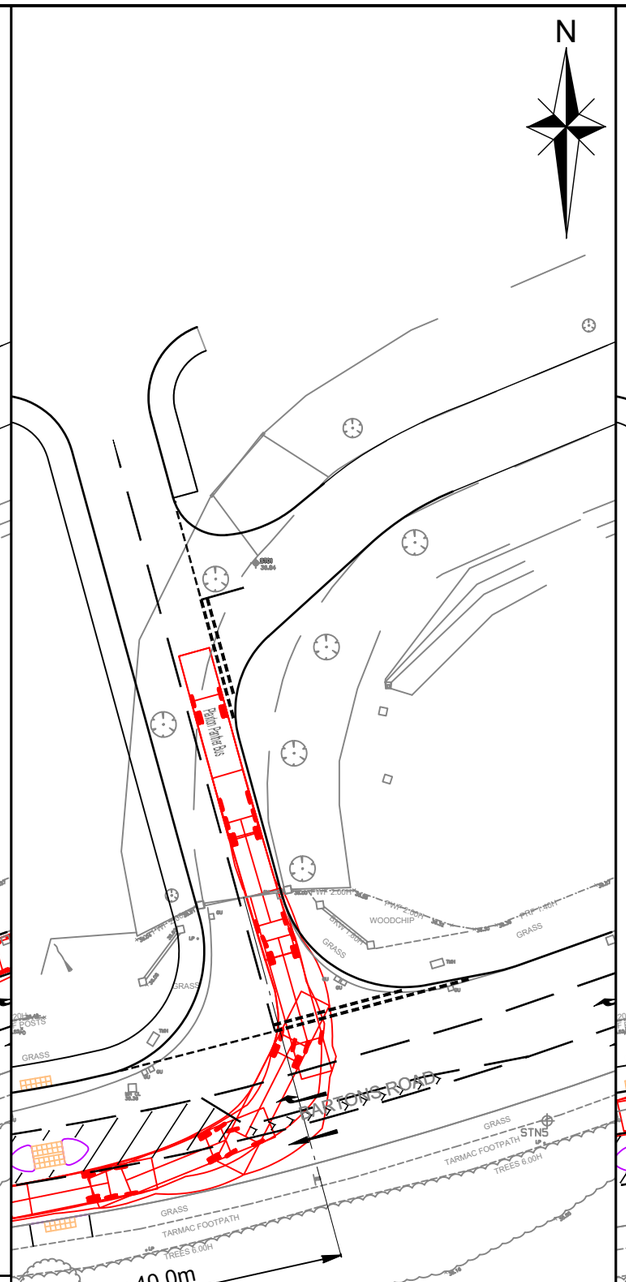
Proposed Emergency Access

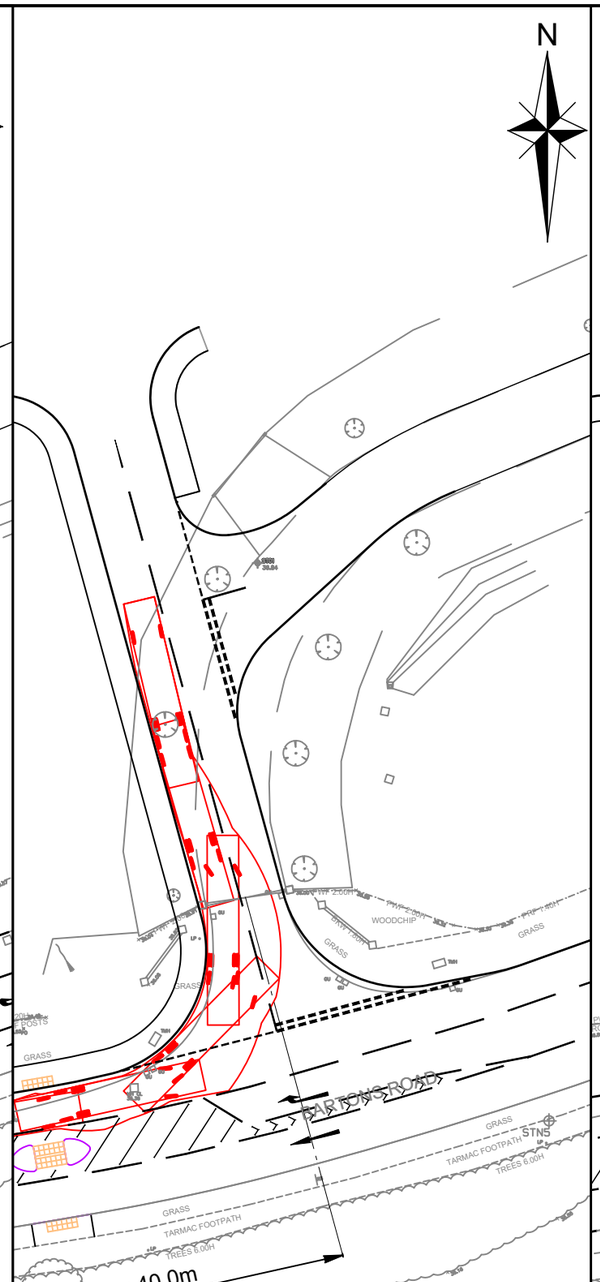
Client

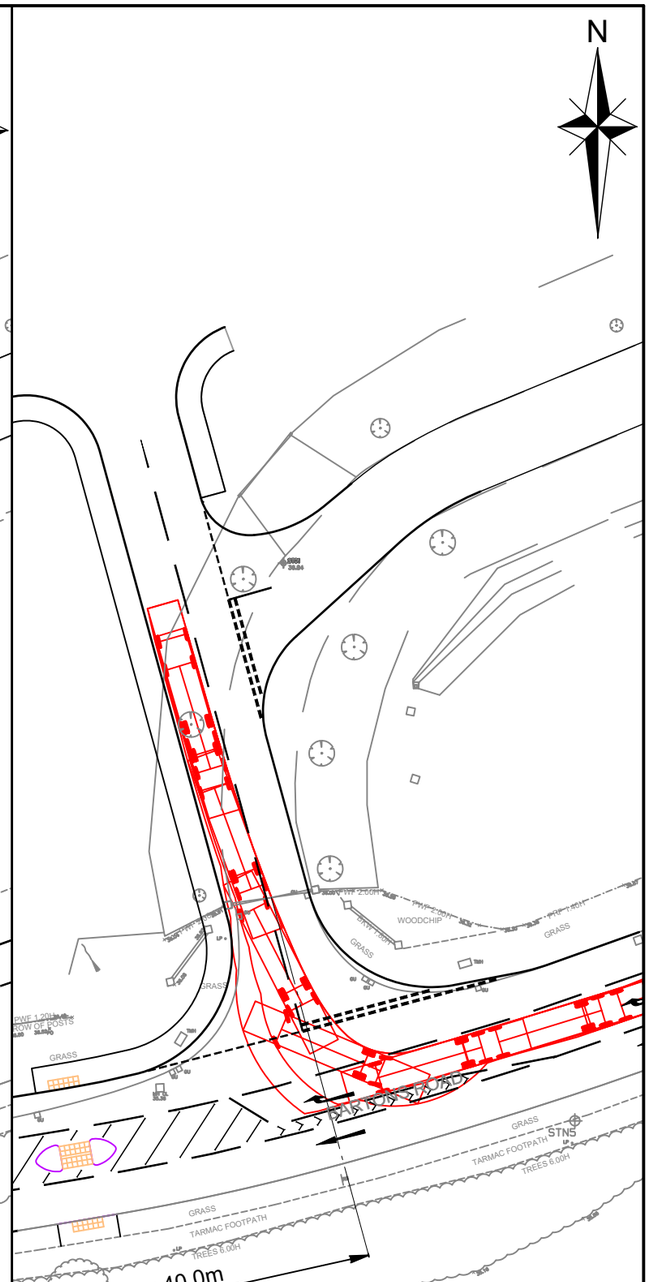
White Farming Limited

| Scale | Date | Designed |
|---|---|---|
| As shown @ A1 | Jan 2018 | DK |
| **Drawn** | **Checked** | **Approved** |
| DK | TMS | GAC |
| **Job No** | **Drawing No** | **Rev** |
| 17-055 | 17-055-007 | D |

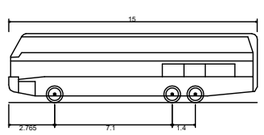



## Vehicle Profile




| | |
|---|---|
| Plaxton Panther Bus | |
| Overall Length | 15.000m |
| Overall Width | 2.500m |
| Overall Body Height | 4.157m |
| Min Body Ground Clearance | 0.397m |
| Track Width | 2.500m |
| Lock to Lock Time | 5.00s |
| Wall to Wall Turning Radius | 12.500m |

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| B | Crematorium access amended. | PL | TMS | GAC | Sep 18 |
| A | Pedestrian crossing revised. | PL | TMS | GAC | June 18 |


G&A Consulting Engineers Ltd

Issued by ☒
Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 630420

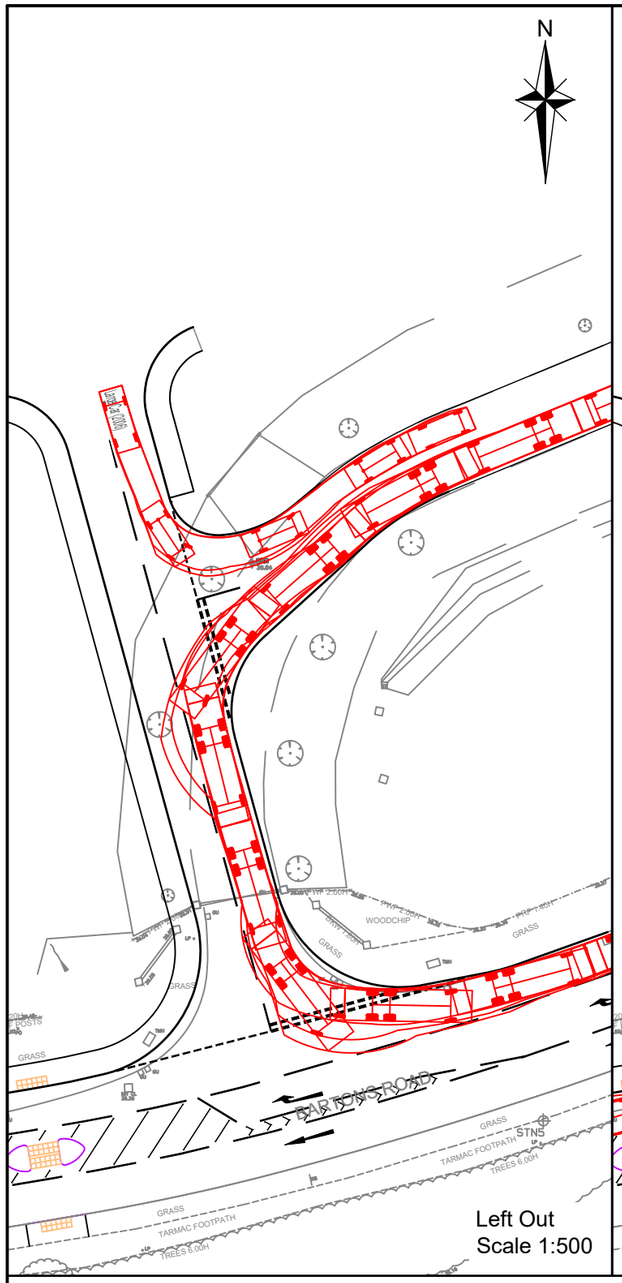
☐
Park House, Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford Kent ME20 6SN
01732 448120


Job Title
Land West of Havant Crematorium
Bartons Road, Havant

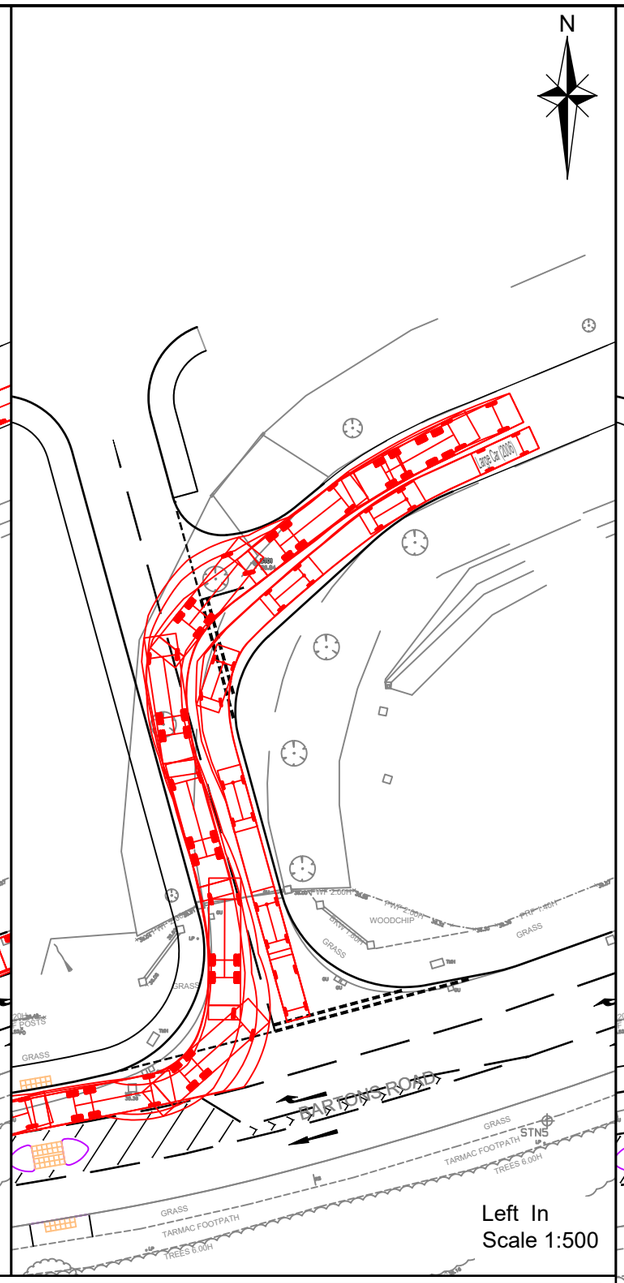
Drawing Title
Swept Path Analysis
(Luxury Bus)

Client
White Farming Limited

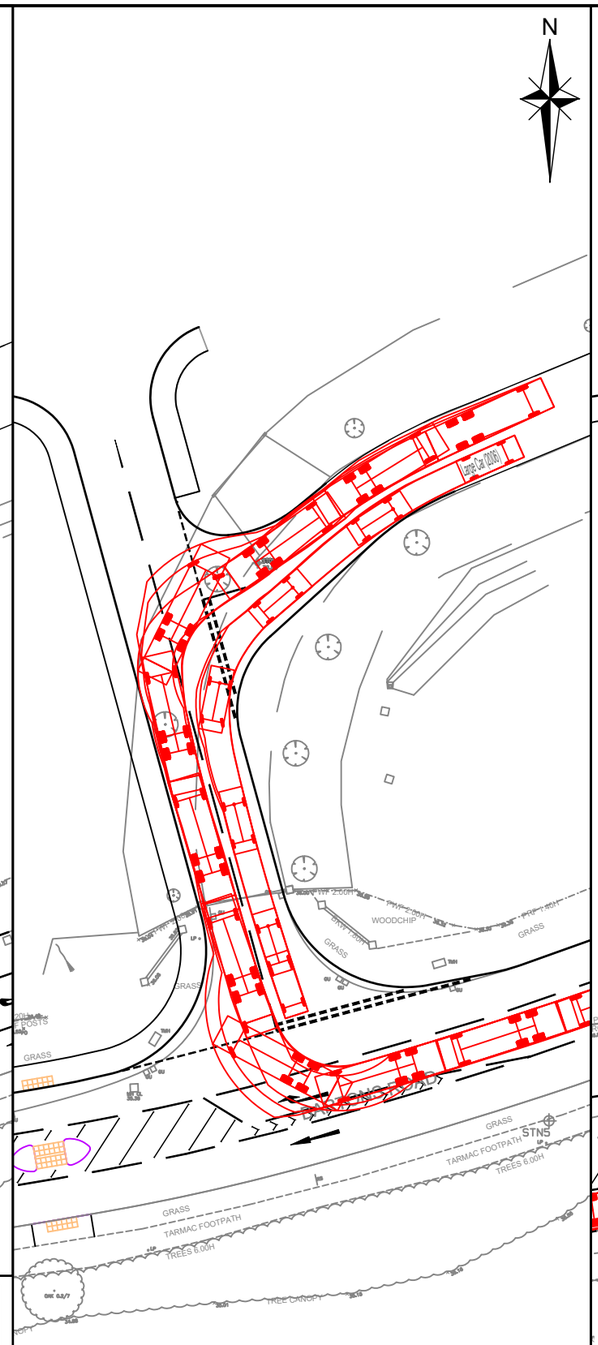
| Scale | Date | Designed |
|---|---|---|
| 1:500 @A3 | May 2018 | PL |
| **Drawn** | **Checked** | **Approved** |
| DK | TMS | GAC |
| **Job No** | **Drawing No** | **Rev** |
| 17-055 | 17-055-022 | B |



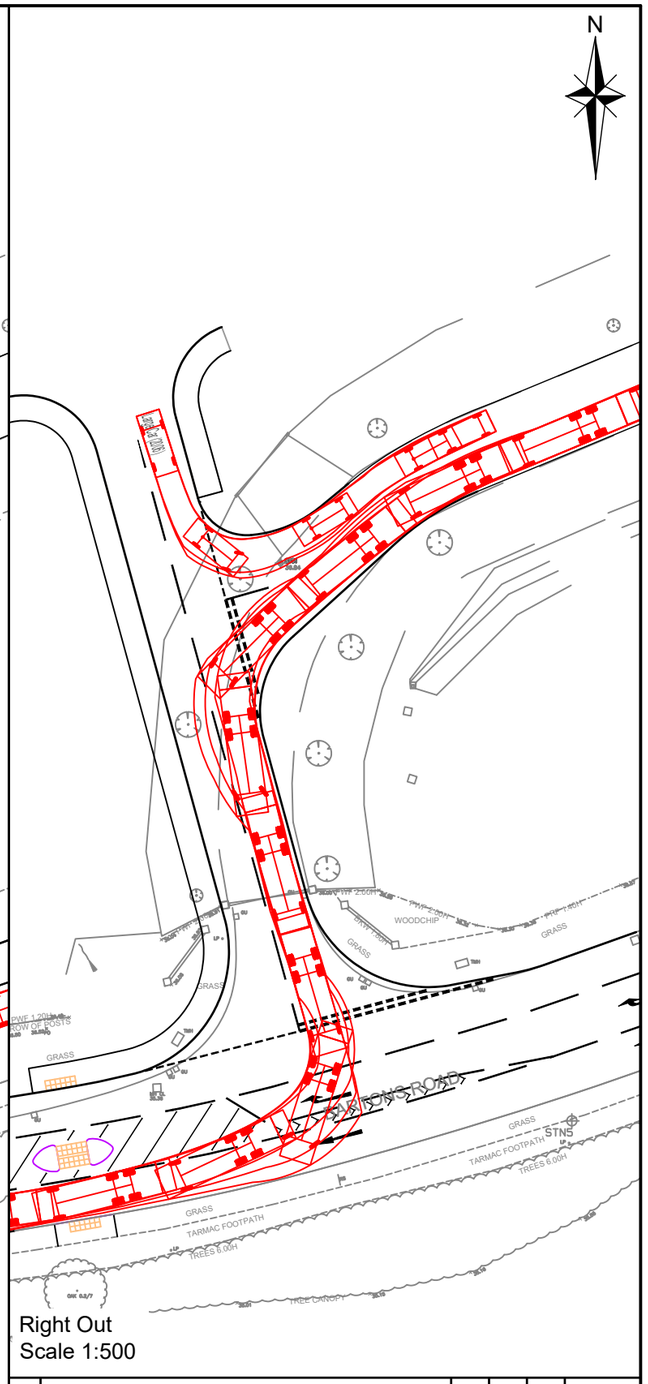

Left Out
Scale 1:500




Left In
Scale 1:500

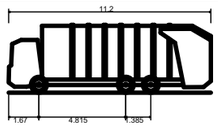



Right In
Scale 1:500




Right Out
Scale 1:500

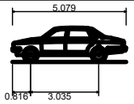
## Vehicle Profile




Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

## Vehicle Profile




Large Car (2006)

| | |
|---|---|
| Overall Length | 5.079m |
| Overall Width | 1.872m |
| Overall Body Height | 1.525m |
| Min Body Ground Clearance | 0.310m |
| Max Track Width | 1.831m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 5.900m |

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| A | Access amended. | PL | GAC | GAC | Nov 18 |


G&A Consulting Engineers Ltd

Issued by ☒ Landmark House, Station Road, Hook, Hampshire, RG27 9HA, 01256 630420

☐ Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford Kent ME20 6SN, 01732 448120


Job Title: Land West of Havant Crematorium, Bartons Road, Havant

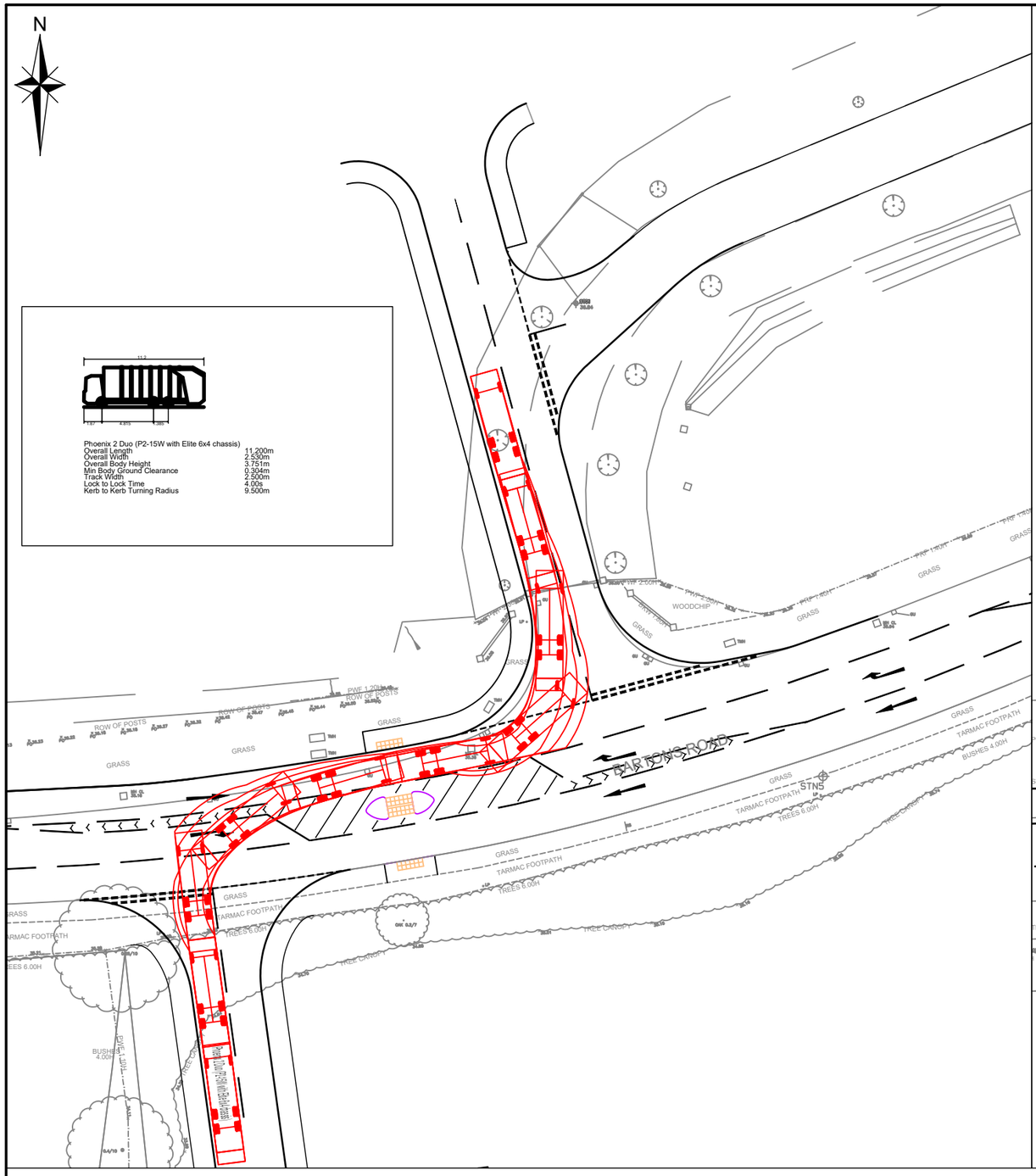
Drawing Title: Swept Path Analysis (Large Refuse Vehicle)

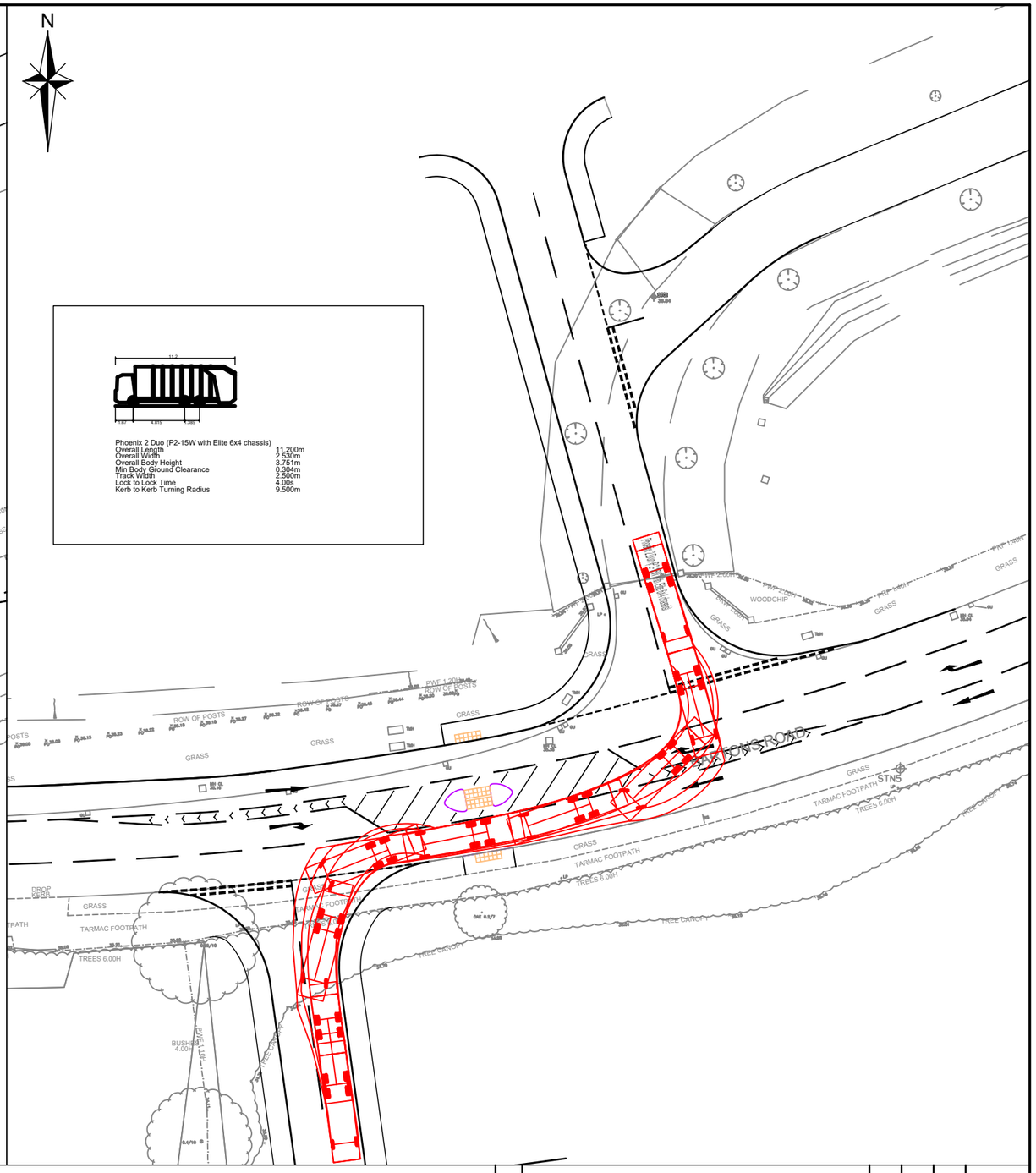
Client: White Farming Limited

| Scale | Date | Designed |
|---|---|---|
| 1:500 @A3 | Sept 2018 | N/A |
| **Drawn** | **Checked** | **Approved** |
| DK | TMS | GAC |
| **Job No** | **Drawing No** | **Rev** |
| 17-055 | 17-055-034 | A |

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |




| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| A | Access amended. | PL | GAC | GAC | Nov 18 |


G&A Consulting Engineers Ltd

Issued by ☒ Landmark House, Station Road, Hook, Hampshire, RG27 9HA, 01256 630420

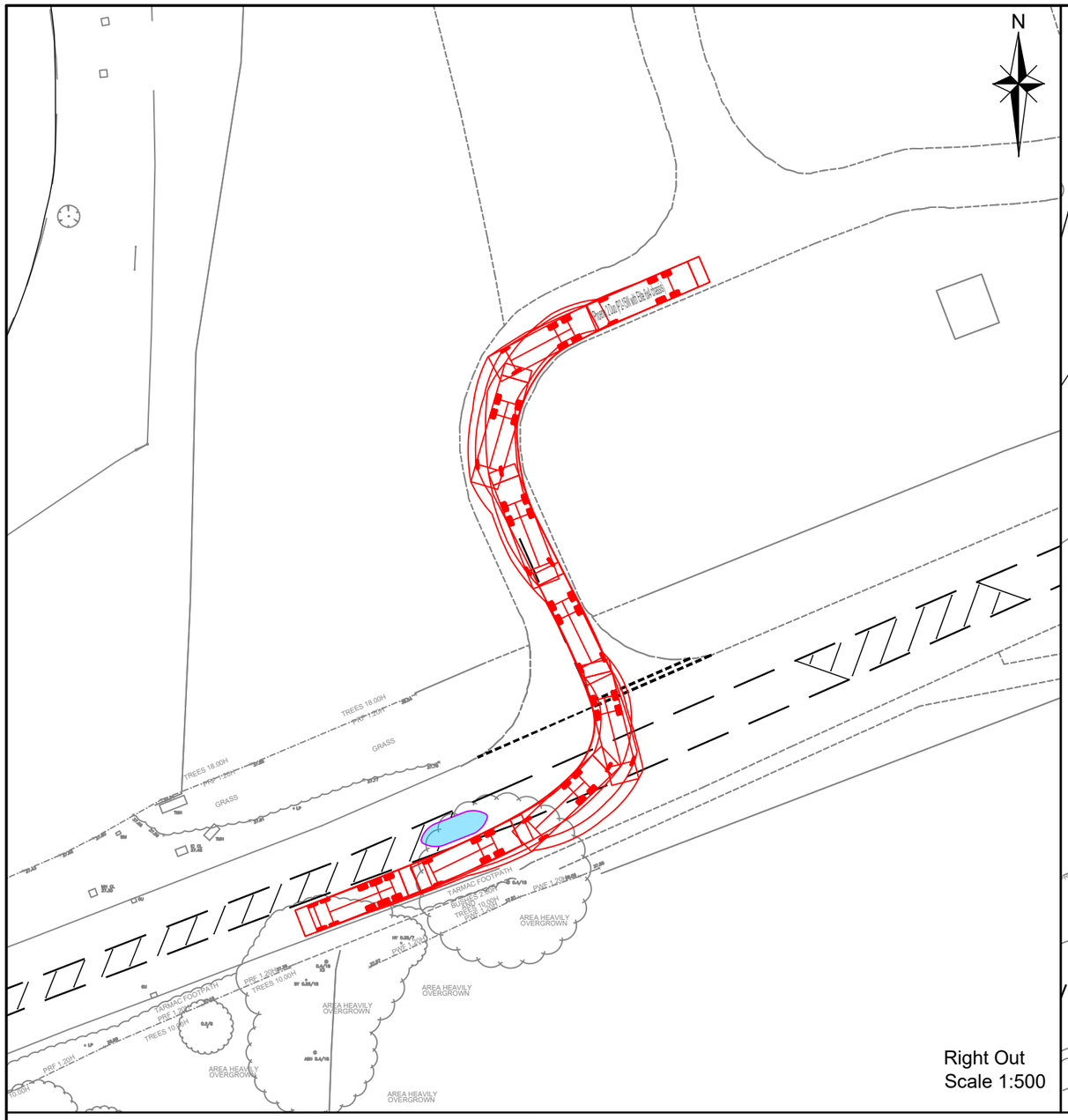
☐ Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford Kent ME20 6SN, 01732 448120


Job Title: Land West of Havant Crematorium, Bartons Road, Havant

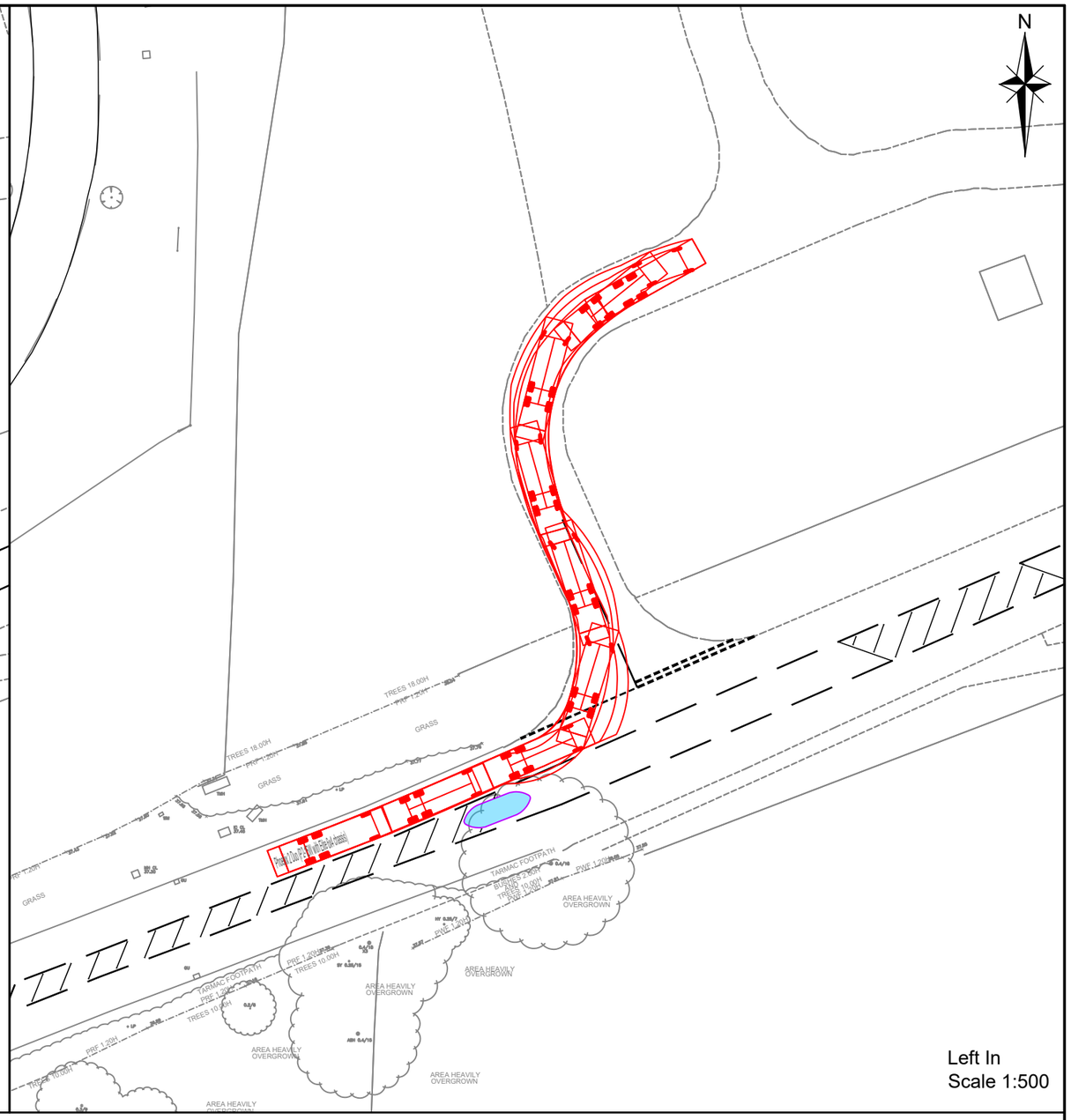
Drawing Title: Swept Path Analysis, Stagger Junction

Client: White Farming Limited

| Scale | Date | Designed |
|---|---|---|
| 1:500 @A3 | Sept 2018 | N/A |
| **Drawn** | **Checked** | **Approved** |
| DK | TMS | GAC |
| **Job No** | **Drawing No** | **Rev** |
| 17-055 | 17-055-035 | A |

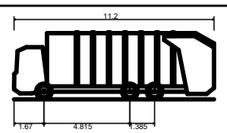



Right Out
Scale 1:500




Left In
Scale 1:500

## Vehicle Profile




Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|
| A | Job title and client updated. | PL | GAC | GAC | Nov 18 |


Issued by ☒ Landmark House, Station Road, Hook, Hampshire, RG27 9HA, 01256 630420

☐ Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford Kent ME20 6SN, 01732 448120

C&A Consulting Engineers Ltd


Job Title: Land West of Havant Crematorium, Bartons Road, Havant

Drawing Title: Swept Path Analysis - Spire Hospital (Large Refuse Vehicle)

Client: White Farming Limited

| Scale | Date | Designed |
|---|---|---|
| 1:500 @A3 | Sept 2018 | N/A |
| **Drawn** | **Checked** | **Approved** |
| PL | TMS | GAC |
| **Job No** | **Drawing No** | **Rev** |
| 17-055 | 17-055-036 | A |

N

HARRISON WAY

LYNCH CLOSE

BARTONS ROAD

MP 65

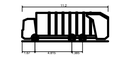
Co Const, CP and ED Bdy

Boro Const Bdy

Issues

CONTROL DATA

## NOTES



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.550m |
| Overall Body Height | 3.751m |
| Min Ground Clearance | 0.300m |
| Track Width | 2.500m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |



Large Car (2006)

| | |
|---|---|
| Overall Length | 5.075m |
| Overall Width | 1.972m |
| Overall Body Height | 1.525m |
| Min Body Ground Clearance | 0.231m |
| Max Track Width | 1.838m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 5.900m |

| Rev | Amendments | Drn | Chk | App | Date |
|---|---|---|---|---|---|


G&A Consulting Engineers Ltd

Issued by ☒ ☐

Landmark House, Station Road, Hook, Hampshire, RG27 9HA, 01256 630420

Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford, Kent, ME20 6SN, 01732 448120

enquiries@c-a.uk.com
www.c-a.uk.com


Job Title

Land West of Havant Crematorium
Bartons Road, Havant

Drawing Title

Refuse Vehicle and Parking Strategy
Swept Path Analysis

Client

White Farming Limited

| Scale | Date | Designed |
|---|---|---|
| 1:750@A1 | Oct 18 | PL |
| **Drawn** | **Checked** | **Approved** |
| PL | GPW | GAC |
| **Job No** | **Drawing No** | **Rev** |
| 17-055 | 17-055-037 | - |

# APPENDIX K

## 7.6 Chicanes

| | | Impact on users | | | |
|---|---|---|---|---|---|
| **Suitable for** | Footpaths and cycle tracks. | Pedestrians | ✓ | Vans | ××  |
| **Approx cost** | £500 - £2,000 | Wheelchair users | ! | Cars | ×× |
| **Pros** | Effective at reducing cycle speeds | Mobility scooters | – | Motorcycles | – |
| **Cons** | Unlikely to be both inclusive and effective | Cyclists | ! | Mini-motos | – |
| *Key to **impacts**:*<br>✓ *minimal impact*<br>– *some inconvenience*<br>! *may exclude some*<br>× *serious inconvenience*<br>×× *exclusion* | | Equestrians | – | Segways | ✓ |

### Potential uses

7.6.1 Chicanes can be used to act as a deterrent to motorcycle use and to encourage cyclists to reduce their speed. They allow the opportunity of introducing more interesting and less functional elements to a barrier.



**Photo 11 – Chicane (Oban to Fort William)**

### Suitability

7.6.2 Chicanes may be appropriate on footpaths and cycle tracks. The spacing between the chicane panels will determine whether equestrian access is possible.

### Impact on legitimate path users

7.6.3 Provided flows are moderate, pedestrians will suffer only minor inconvenience where chicanes are installed. Depending on the spacing between the panels wheelchair users may suffer greater inconvenience and some larger wheelchairs and mobility scooters may be physically prevented from passing.

7.6.4 Cyclists will suffer some inconvenience as they will have to slow for the obstruction. Less confident cyclists or those carrying panniers may find the chicane awkward to negotiate. Again depending on the spacing between the panels some non-standard bicycles may be excluded.

7.6.5 On busier paths, chicanes may result in delays to legitimate users as only one user can pass through the chicane at a time. Users passing in one direction will have to give way to those in the opposite direction.

### Impact on illegitimate path users

7.6.6 Chicanes are highly effective at physically preventing access for cars.

7.6.7 This arrangement will pose a nuisance to motorcyclists and will require them to slow down. This should have the effect of deterring misuse by motor cycles and will at least reduce any safety risk associated with misuse. However, it will usually still be physically possible for motorcyclists to pass through.

7.6.8 Where cyclists are not permitted, chicanes can also act as a deterrent against misuse.

## Design issues

7.6.9 Chicanes can be varied considerably to allow for different levels of restriction, primarily through varying the depth between the elements of the chicane:

- A depth of 1.0m would be a significant deterrent to cyclists and motorcyclists; however, this depth is likely to result in layouts which are impassable for wheelchair users and mobility scooters, therefore not recommended.
- A depth of 1.5m will accommodate cycling, but is likely to be difficult for some less-able cyclists to negotiate without dismounting. Some mobility scooters are also likely to be excluded by this layout, as are non-standard cycles such as tandems.
- A depth of 2.0m will accommodate all cycles, pedestrians and wheelchairs, but even at this depth is likely to exclude the largest mobility scooters and will be awkward for some cyclists.
- A depth of 3.0m will accommodate all cycles, pedestrians, wheelchairs and mobility scooters. However, this depth will not be effective at deterring motor cycles and may have only limited effectiveness on cyclists' speed.

7.6.10 It is best practice to have the first barrier of the chicane on the nearside of the path, to encourage the greatest speed reduction before cyclists enter the chicane. The barriers themselves do not have to overlap as per standard detail SD/24 – designs with a free view width between the barriers can be easier for cyclists to negotiate, while still having a significant speed reducing effect.

7.6.11 It should be noted that layouts which are better able to accommodate cyclists and the mobility-impaired are less likely to be effective at addressing a motorcycle nuisance.

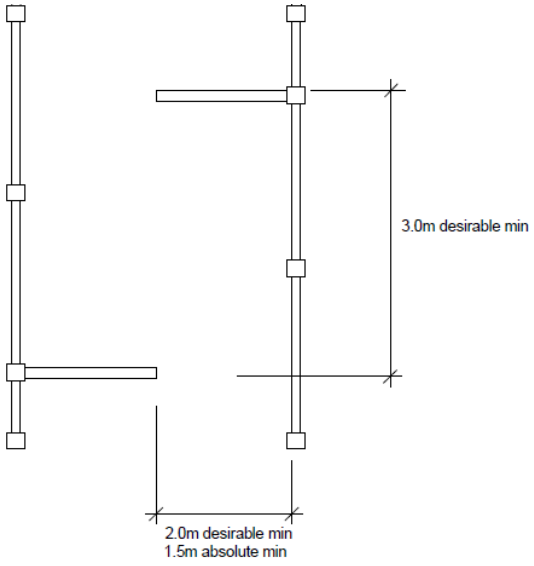
7.6.12 It might be possible to construct a chicane which permits access to wheelchair and mobility scooter users by allowing them to pass beneath the access control. However, this will also make it easier for motorcycles to be wheeled under the barrier.

7.6.13 Use of gates which can be locked in either open or closed positions can allow for maintenance access and can facilitate the trial of removing an access control should the access control be deemed to be excessive in future.

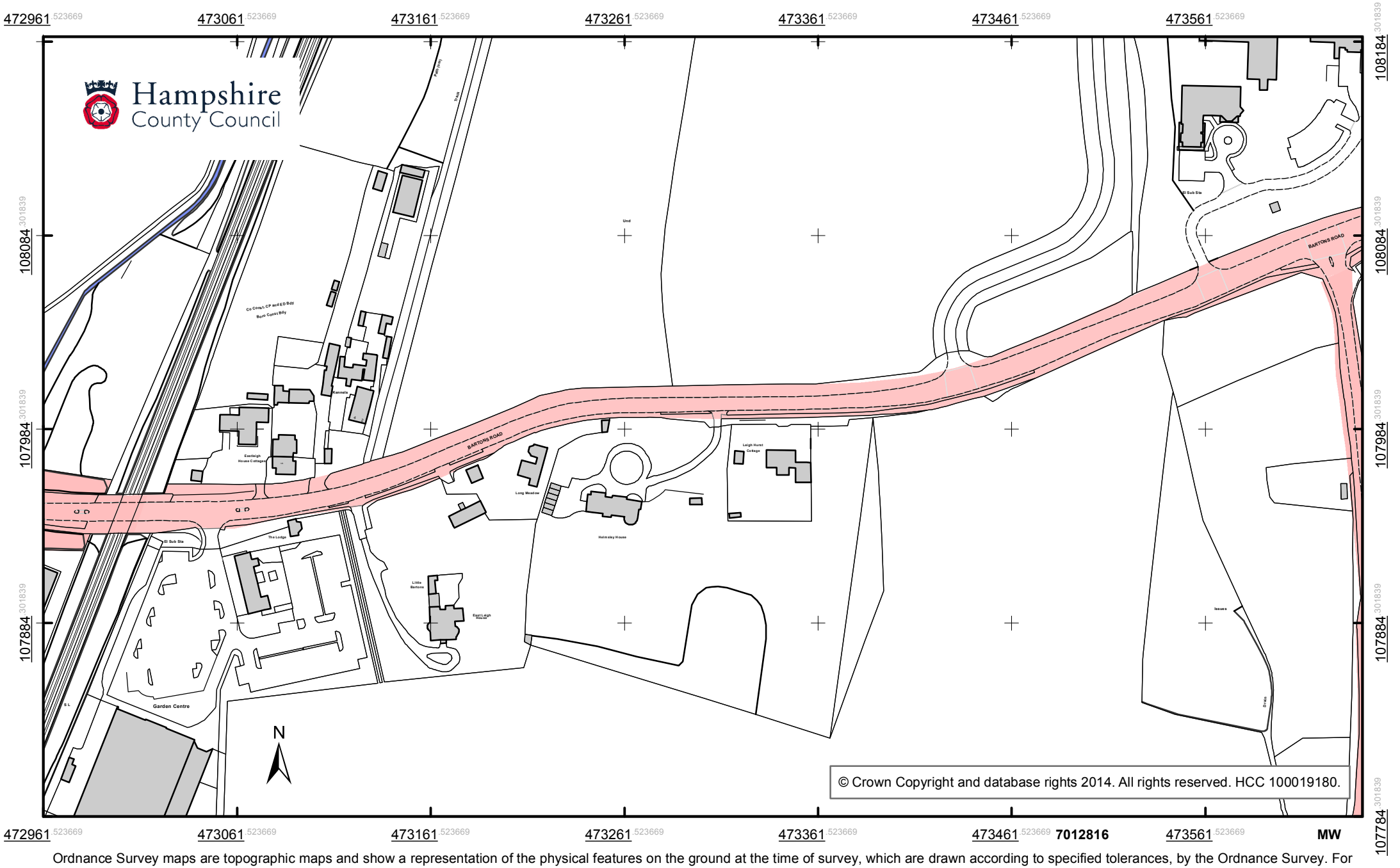
## Example layout in Appendix 4

Sustrans standard detail SD/24

Below is an extract from Cycling by Design 2010: Section 6 Off carriageway facilities – fig 6.14



# APPENDIX L




Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: http://www.ordnancesurvey.co.uk/support/property-boundaries.html
For questions about the responsibility for ditches please refer to Hampshire County Council's website at: http://www3.hants.gov.uk/roads/highway-flooding/highways-drainage/your-responsibilities.htm

This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage

# APPENDIX M

| TABLE 4A | | | |
|---|---|---|---|
| **C3 Dwelling Houses – Vehicle Parking** | | | |
| **Zone / Size of dwelling** | **Minimum Car Parking Requirement** | **Havant Town Centre** | **Waterlooville Town Centre** |
| **1 Bed Unit** | 1 space | Max 1 space | Max 1 space |
| **2 Bed Unit** | 2 spaces | Max 1 space | Max 1 space |
| **3 Bed Unit** | 2 spaces | Max 1 space | Max 2 spaces |
| **4+ Bed Unit** | 3 spaces | Max 2 spaces | Max 2 spaces |

**Notes**

1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated.
2. Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate.
3. Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered.

| TABLE 4B | | | |
|---|---|---|---|
| **C3 Dwelling Houses – Shared/Communal Parking (unallocated)** | | | |
| **Zone / Size of dwelling** | **Minimum Car Parking Requirement** | **Havant Town Centre** | **Waterlooville Town Centre** |
| **1 Bed Unit** | 0.9 spaces | Max 0.5 spaces | 0.6 spaces |
| **2 Bed Unit** | 1.3 spaces | Max 0.8 spaces | 1 space |
| **3 Bed Unit** | 1.9 spaces | Max 1 spaces | 1.4 spaces |
| **4+ Bed Unit** | 2.4 spaces | Max 1.2 spaces | 1.8 spaces |

**Notes**

1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated. In larger developments with no allocation of spaces, a lower visitor space allowance may be acceptable provided it can be shown that sufficient resident cars will likely be absent when visiting takes place.
2. Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate.
3. Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered.

| **TABLE 4D** | | |
|---|---|---|
| **C3 Dwelling Houses – Cycle Parking/Storage Provision** | | |
| **Size of Dwelling** | **Long stay** | **Short Stay** |
| **1 Bed Unit** | 1 space per unit | In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard. |
| **2 Bed Unit** | 2 spaces per unit | |
| **3 Bed Unit** | 2 spaces per unit | |
| **4+ Bed Unit** | 2 spaces per unit | |

# APPENDIX N

Calculation Reference: AUDIT-657801-150907-0903

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | ES | EAST SUSSEX | 1 days |
| | EX | ESSEX | 1 days |
| | SC | SURREY | 1 days |
| | WS | WEST SUSSEX | 1 days |
| 03 | SOUTH WEST | | |
| | CW | CORNWALL | 1 days |
| | DC | DORSET | 2 days |
| 04 | EAST ANGLIA | | |
| | CA | CAMBRIDGESHIRE | 1 days |
| | NF | NORFOLK | 2 days |
| | SF | SUFFOLK | 3 days |
| 05 | EAST MIDLANDS | | |
| | LN | LINCOLNSHIRE | 3 days |
| 06 | WEST MIDLANDS | | |
| | SH | SHROPSHIRE | 1 days |
| | ST | STAFFORDSHIRE | 1 days |
| | WM | WEST MIDLANDS | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NE | NORTH EAST LINCOLNSHIRE | 1 days |
| | NY | NORTH YORKSHIRE | 6 days |
| | SY | SOUTH YORKSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | CH | CHESHIRE | 3 days |
| | GM | GREATER MANCHESTER | 1 days |
| | MS | MERSEYSIDE | 1 days |
| 09 | NORTH | | |
| | CB | CUMBRIA | 2 days |
| | TW | TYNE & WEAR | 1 days |
| 10 | WALES | | |
| | CF | CARDIFF | 2 days |

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

Filtering Stage 2 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: | 7 to 432 (units: ) |
| Range Selected by User: | 30 to 500 (units: ) |

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 11/12/14

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 | 9 days |
| Tuesday | 12 days |
| Wednesday | 6 days |
| Thursday | 5 days |
| Friday | 5 days |

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

Selected survey types:

| | |
|---|---|
| Manual count | 37 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 undertaking using machines.

Selected Locations:

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 19 |
| Edge of Town | 18 |

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

| | |
|---|---|
| Residential Zone | 32 |
| No Sub Category | 5 |

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.

LIST OF SITES relevant to selection parameters

1 CA-03-A-04 DETACHED CAMBRIDGESHIRE

THORPE PARK ROAD
PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

2 CB-03-A-03 SEMI DETACHED CUMBRIA
HAWKSHEAD AVENUE

WORKINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 40
Survey date: THURSDAY 20/11/08 Survey Type: MANUAL

3 CB-03-A-04 SEMI DETACHED CUMBRIA
MOORCLOSE ROAD
SALTERBACK
WORKINGTON
Edge of Town
No Sub Category
Total Number of dwellings: 82
Survey date: FRIDAY 24/04/09 Survey Type: MANUAL

4 CF-03-A-02 MIXED HOUSES CARDIFF
DROPE ROAD

CARDIFF
Edge of Town
Residential Zone
Total Number of dwellings: 196
Survey date: FRIDAY 05/10/07 Survey Type: MANUAL

5 CF-03-A-03 DETACHED CARDIFF
LLANTRISANT ROAD

CARDIFF
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 29
Survey date: MONDAY 08/10/07 Survey Type: MANUAL

6 CH-03-A-02 HOUSES/FLATS CHESHIRE
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

7 CH-03-A-05 DETACHED CHESHIRE
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY 14/10/08 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

9 CW-03-A-02 SEMI D./DETATCHED CORNWALL
BOSVEAN GARDENS

TRURO
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 73
Survey date: TUESDAY 18/09/07 Survey Type: MANUAL

10 DC-03-A-01 DETACHED DORSET
ISAACS CLOSE

POOLE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: WEDNESDAY 16/07/08 Survey Type: MANUAL

11 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
CASTLE LANE WEST
BOURNEMOUTH
Edge of Town
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 24/03/14 Survey Type: MANUAL

12 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY 18/11/11 Survey Type: MANUAL

13 EX-03-A-01 SEMI-DET. ESSEX
MILTON ROAD
CORRINGHAM
STANFORD-LE-HOPE
Edge of Town
Residential Zone
Total Number of dwellings: 237
Survey date: TUESDAY 13/05/08 Survey Type: MANUAL

14 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY 12/10/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15 LN-03-A-01 MIXED HOUSES LINCOLNSHIRE
BRANT ROAD
BRACEBRIDGE
LINCOLN
Edge of Town
Residential Zone
Total Number of dwellings: 150
Survey date: TUESDAY 15/05/07 Survey Type: MANUAL

16 LN-03-A-02 MIXED HOUSES LINCOLNSHIRE
HYKEHAM ROAD

LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 186
Survey date: MONDAY 14/05/07 Survey Type: MANUAL

17 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

18 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY 21/06/13 Survey Type: MANUAL

19 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK

SCUNTHORPE
Edge of Town
No Sub Category
Total Number of dwellings: 432
Survey date: MONDAY 12/05/14 Survey Type: MANUAL

20 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY 16/10/12 Survey Type: MANUAL

21 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY 22/10/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22 NY-03-A-06 BUNGALOWS & SEMI DET. NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 115
Survey date: FRIDAY 14/10/11 Survey Type: MANUAL

23 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY

BOROUGHBRIDGE
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY 18/10/11 Survey Type: MANUAL

24 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

25 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY 16/09/13 Survey Type: MANUAL

26 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

27 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

28 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY 23/01/14 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29 SF-03-A-01 SEMI DETACHED SUFFOLK
A1156 FELIXSTOWE ROAD
RACECOURSE
IPSWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 77
Survey date: WEDNESDAY 23/05/07 Survey Type: MANUAL

30 SF-03-A-02 SEMI DET./TERRACED SUFFOLK
STOKE PARK DRIVE
MAIDENHALL
IPSWICH
Edge of Town
Residential Zone
Total Number of dwellings: 230
Survey date: THURSDAY 24/05/07 Survey Type: MANUAL

31 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

32 SH-03-A-04 TERRACED SHROPSHIRE
ST MICHAEL'S STREET

SHREWSBURY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 108
Survey date: THURSDAY 11/06/09 Survey Type: MANUAL

33 ST-03-A-05 TERRACED & DETACHED STAFFORDSHIRE
WATERMEET GROVE
ETRURIA
STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: WEDNESDAY 26/11/08 Survey Type: MANUAL

34 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY 18/09/13 Survey Type: MANUAL

35 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

36 WM-03-A-03 MIXED HOUSING WEST MIDLANDS
BASELEY WAY
ROWLEYS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 84
Survey date: MONDAY 24/09/07 Survey Type: MANUAL

37 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
BROADBRIDGE HEATH
HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 151
Survey date: THURSDAY 11/12/14 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.

MANUALLY DESELECTED SITES

| Site Ref | Reason for Deselection |
|---|---|
| CH-03-A-06 | Proximity to Rail |
| SH-03-A-03 | Size |
| SH-03-A-05 | Out of Town |
| SH-03-A-06 | No Data |
| WK-03-A-01 | No Data |
| WK-03-A-02 | No Data |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 37 | 83 | 0.075 | 37 | 83 | 0.287 | 37 | 83 | 0.362 |
| 08:00 - 09:00 | 37 | 83 | 0.147 | 37 | 83 | 0.410 | 37 | 83 | 0.557 |
| 09:00 - 10:00 | 37 | 83 | 0.152 | 37 | 83 | 0.190 | 37 | 83 | 0.342 |
| 10:00 - 11:00 | 37 | 83 | 0.139 | 37 | 83 | 0.175 | 37 | 83 | 0.314 |
| 11:00 - 12:00 | 37 | 83 | 0.162 | 37 | 83 | 0.161 | 37 | 83 | 0.323 |
| 12:00 - 13:00 | 37 | 83 | 0.187 | 37 | 83 | 0.165 | 37 | 83 | 0.352 |
| 13:00 - 14:00 | 37 | 83 | 0.167 | 37 | 83 | 0.158 | 37 | 83 | 0.325 |
| 14:00 - 15:00 | 37 | 83 | 0.176 | 37 | 83 | 0.195 | 37 | 83 | 0.371 |
| 15:00 - 16:00 | 37 | 83 | 0.287 | 37 | 83 | 0.199 | 37 | 83 | 0.486 |
| 16:00 - 17:00 | 37 | 83 | 0.310 | 37 | 83 | 0.190 | 37 | 83 | 0.500 |
| 17:00 - 18:00 | 37 | 83 | 0.369 | 37 | 83 | 0.208 | 37 | 83 | 0.577 |
| 18:00 - 19:00 | 37 | 83 | 0.262 | 37 | 83 | 0.192 | 37 | 83 | 0.454 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.433 | | | 2.530 | | | 4.963 |

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.

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 7 - 432 (units: ) |
| Survey date date range: | 01/01/07 - 11/12/14 |
| Number of weekdays (Monday-Friday): | 37 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 8 |

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 37 | 83 | 0.003 | 37 | 83 | 0.002 | 37 | 83 | 0.005 |
| 08:00 - 09:00 | 37 | 83 | 0.004 | 37 | 83 | 0.004 | 37 | 83 | 0.008 |
| 09:00 - 10:00 | 37 | 83 | 0.002 | 37 | 83 | 0.002 | 37 | 83 | 0.004 |
| 10:00 - 11:00 | 37 | 83 | 0.003 | 37 | 83 | 0.003 | 37 | 83 | 0.006 |
| 11:00 - 12:00 | 37 | 83 | 0.002 | 37 | 83 | 0.002 | 37 | 83 | 0.004 |
| 12:00 - 13:00 | 37 | 83 | 0.001 | 37 | 83 | 0.001 | 37 | 83 | 0.002 |
| 13:00 - 14:00 | 37 | 83 | 0.001 | 37 | 83 | 0.001 | 37 | 83 | 0.002 |
| 14:00 - 15:00 | 37 | 83 | 0.003 | 37 | 83 | 0.003 | 37 | 83 | 0.006 |
| 15:00 - 16:00 | 37 | 83 | 0.005 | 37 | 83 | 0.004 | 37 | 83 | 0.009 |
| 16:00 - 17:00 | 37 | 83 | 0.003 | 37 | 83 | 0.003 | 37 | 83 | 0.006 |
| 17:00 - 18:00 | 37 | 83 | 0.002 | 37 | 83 | 0.002 | 37 | 83 | 0.004 |
| 18:00 - 19:00 | 37 | 83 | 0.003 | 37 | 83 | 0.003 | 37 | 83 | 0.006 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.032 | | | 0.030 | | | 0.062 |

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.

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 7 - 432 (units: ) |
| Survey date date range: | 01/01/07 - 11/12/14 |
| Number of weekdays (Monday-Friday): | 37 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 8 |

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 37 | 83 | 0.003 | 37 | 83 | 0.002 | 37 | 83 | 0.005 |
| 08:00 - 09:00 | 37 | 83 | 0.002 | 37 | 83 | 0.002 | 37 | 83 | 0.004 |
| 09:00 - 10:00 | 37 | 83 | 0.002 | 37 | 83 | 0.002 | 37 | 83 | 0.004 |
| 10:00 - 11:00 | 37 | 83 | 0.002 | 37 | 83 | 0.003 | 37 | 83 | 0.005 |
| 11:00 - 12:00 | 37 | 83 | 0.002 | 37 | 83 | 0.002 | 37 | 83 | 0.004 |
| 12:00 - 13:00 | 37 | 83 | 0.003 | 37 | 83 | 0.003 | 37 | 83 | 0.006 |
| 13:00 - 14:00 | 37 | 83 | 0.002 | 37 | 83 | 0.003 | 37 | 83 | 0.005 |
| 14:00 - 15:00 | 37 | 83 | 0.002 | 37 | 83 | 0.003 | 37 | 83 | 0.005 |
| 15:00 - 16:00 | 37 | 83 | 0.001 | 37 | 83 | 0.001 | 37 | 83 | 0.002 |
| 16:00 - 17:00 | 37 | 83 | 0.002 | 37 | 83 | 0.001 | 37 | 83 | 0.003 |
| 17:00 - 18:00 | 37 | 83 | 0.000 | 37 | 83 | 0.001 | 37 | 83 | 0.001 |
| 18:00 - 19:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.021 | | | 0.023 | | | 0.044 |

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.

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 7 - 432 (units: ) |
| Survey date date range: | 01/01/07 - 11/12/14 |
| Number of weekdays (Monday-Friday): | 37 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 8 |

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 08:00 - 09:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 09:00 - 10:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 10:00 - 11:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 11:00 - 12:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 12:00 - 13:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 13:00 - 14:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 14:00 - 15:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 15:00 - 16:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 16:00 - 17:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 17:00 - 18:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 18:00 - 19:00 | 37 | 83 | 0.000 | 37 | 83 | 0.000 | 37 | 83 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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.

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 7 - 432 (units: ) |
| Survey date date range: | 01/01/07 - 11/12/14 |
| Number of weekdays (Monday-Friday): | 37 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 8 |

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | 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 | 37 | 83 | 0.006 | 37 | 83 | 0.017 | 37 | 83 | 0.023 |
| 08:00 - 09:00 | 37 | 83 | 0.004 | 37 | 83 | 0.023 | 37 | 83 | 0.027 |
| 09:00 - 10:00 | 37 | 83 | 0.003 | 37 | 83 | 0.005 | 37 | 83 | 0.008 |
| 10:00 - 11:00 | 37 | 83 | 0.003 | 37 | 83 | 0.008 | 37 | 83 | 0.011 |
| 11:00 - 12:00 | 37 | 83 | 0.006 | 37 | 83 | 0.004 | 37 | 83 | 0.010 |
| 12:00 - 13:00 | 37 | 83 | 0.007 | 37 | 83 | 0.004 | 37 | 83 | 0.011 |
| 13:00 - 14:00 | 37 | 83 | 0.005 | 37 | 83 | 0.004 | 37 | 83 | 0.009 |
| 14:00 - 15:00 | 37 | 83 | 0.003 | 37 | 83 | 0.005 | 37 | 83 | 0.008 |
| 15:00 - 16:00 | 37 | 83 | 0.021 | 37 | 83 | 0.011 | 37 | 83 | 0.032 |
| 16:00 - 17:00 | 37 | 83 | 0.017 | 37 | 83 | 0.009 | 37 | 83 | 0.026 |
| 17:00 - 18:00 | 37 | 83 | 0.019 | 37 | 83 | 0.010 | 37 | 83 | 0.029 |
| 18:00 - 19:00 | 37 | 83 | 0.010 | 37 | 83 | 0.006 | 37 | 83 | 0.016 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.104 | | | 0.106 | | | 0.210 |

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.

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 7 - 432 (units: ) |
| Survey date date range: | 01/01/07 - 11/12/14 |
| Number of weekdays (Monday-Friday): | 37 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 8 |

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

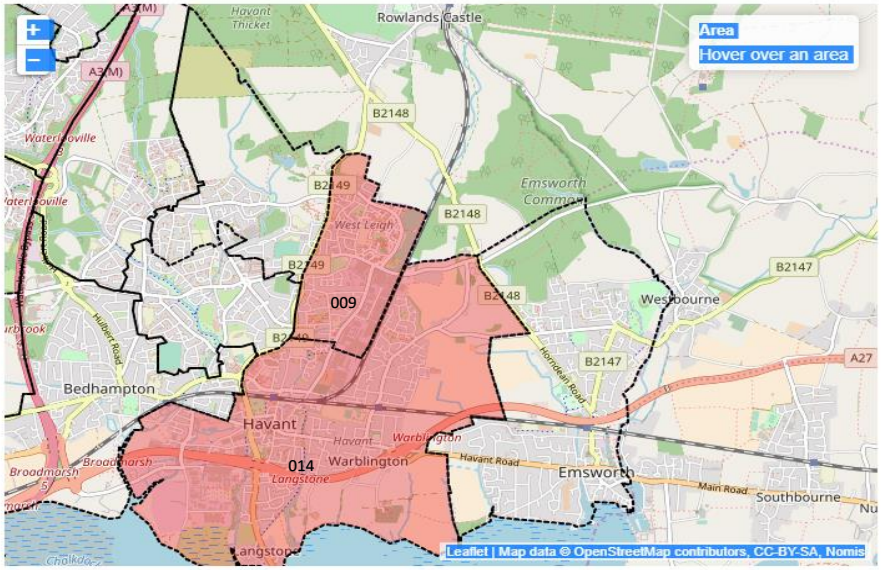
# APPENDIX O

TEMPRO (Version 7.2)

| | |
|---|---|
| Dataset Verion: | 72 |
| Result Type: | Trip ends by time period |
| Area | Havant 009 & Havant 014 |
| Base - Future Year: | 2018-2023 |
| Trip Purpose Group: | All purposes |
| Transport Mode: | Car Driver |
| Trip End Type: | Orgin/Destination |
| NTM Version | AF15 2010-2040 |
| Area Type | Urban |
| Road Type: | Principal |
| Area it serves: | Region |

| Time | Growth Factors |
|---|---|
| Weekday AM Peak (07:00-9:59) | 1.072856463 |
| Weekday Interpeak (10:00-15:59) | |
| Weekday PM Peak (16:00-18:59) | 1.068500714 |
| Weekday off Peak (00:00-06:59 & 19:00-23:59) | |
| Saturday (all times of day) | |
| Average Weekday | |
| Average Day | |

| Level | Area | AM Local Growth Figure | PM Local Growth Figure |
|---|---|---|---|
| E02004770 | Havant 009 | 1.07713624 | 1.071716878 |
| E02004775 | Havant 014 | 1.068576686 | 1.065284551 |



# APPENDIX P

# 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:** Bartons Road Comley Hill Junction.j9
**Path:** P:\17-055 Camp Field Bartons Rd Havant\Trans\Picady\2018-11-02 72 +150 Units
**Report generation date:** 02/11/2018 16:12:04

---

»(Default Analysis Set) - 2018, AM
»(Default Analysis Set) - 2018, PM
»(Default Analysis Set) - 2023 Baseline, AM
»(Default Analysis Set) - 2023 Baseline, PM
»(Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, AM
»(Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, PM
»(Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, AM
»(Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, PM

## Summary of junction performance

| | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Junction LOS | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Junction LOS |
| | A1 - 2018 | | | | | | | | | | | |
| Stream B-C | 0.3 | 17.57 | 0.23 | C | 15.19 | C | 0.2 | 9.49 | 0.19 | A | 14.36 | B |
| Stream B-AD | 5.6 | 47.09 | 0.87 | E | | | 2.0 | 20.09 | 0.68 | C | | |
| Stream A-D | 0.2 | 8.07 | 0.17 | A | | | 0.0 | 6.90 | 0.04 | A | | |
| Stream D-A | 0.0 | 7.56 | 0.04 | A | | | 0.1 | 13.38 | 0.13 | B | | |
| Stream D-BC | 1.1 | 16.08 | 0.52 | C | | | 4.2 | 36.37 | 0.82 | E | | |
| Stream C-B | 0.2 | 8.22 | 0.19 | A | | | 0.2 | 8.04 | 0.15 | A | | |
| | A1 - 2023 Baseline | | | | | | | | | | | |
| Stream B-C | 4.1 | 193.95 | 0.93 | F | 34.46 | D | 0.3 | 11.43 | 0.25 | B | 23.18 | C |
| Stream B-AD | 12.9 | 96.59 | 0.97 | F | | | 2.9 | 27.30 | 0.76 | D | | |
| Stream A-D | 0.2 | 8.55 | 0.19 | A | | | 0.0 | 7.06 | 0.04 | A | | |
| Stream D-A | 0.0 | 8.11 | 0.04 | A | | | 0.5 | 41.73 | 0.33 | E | | |
| Stream D-BC | 1.5 | 19.58 | 0.59 | C | | | 7.7 | 63.07 | 0.91 | F | | |
| Stream C-B | 0.3 | 8.70 | 0.22 | A | | | 0.2 | 8.68 | 0.18 | A | | |
| | A1 - 2023 Baseline + Development 72 Dwellings | | | | | | | | | | | |
| Stream B-C | 4.5 | 203.87 | 0.97 | F | 36.11 | E | 0.3 | 11.62 | 0.25 | B | 23.63 | C |
| Stream B-AD | 13.5 | 100.07 | 0.98 | F | | | 3.0 | 27.82 | 0.76 | D | | |
| Stream A-D | 0.2 | 8.56 | 0.19 | A | | | 0.0 | 7.06 | 0.04 | A | | |
| Stream D-A | 0.0 | 8.13 | 0.04 | A | | | 0.5 | 45.41 | 0.35 | E | | |
| Stream D-BC | 1.5 | 19.64 | 0.59 | C | | | 7.8 | 64.20 | 0.91 | F | | |
| Stream C-B | 0.3 | 8.72 | 0.22 | A | | | 0.2 | 8.76 | 0.19 | A | | |
| | A1 - 2023 Baseline + Sensitivity Test 150 Dwellings | | | | | | | | | | | |
| Stream B-C | 4.8 | 206.88 | 1.00 | F | 38.15 | E | 0.4 | 11.90 | 0.26 | B | 24.62 | C |
| Stream B-AD | 14.5 | 105.98 | 0.99 | F | | | 3.1 | 28.71 | 0.77 | D | | |
| Stream A-D | 0.2 | 8.59 | 0.19 | A | | | 0.0 | 7.07 | 0.04 | A | | |
| Stream D-A | 0.0 | 8.16 | 0.04 | A | | | 0.6 | 55.37 | 0.40 | F | | |
| Stream D-BC | 1.5 | 19.84 | 0.59 | C | | | 8.2 | 66.53 | 0.92 | F | | |
| Stream C-B | 0.3 | 8.77 | 0.22 | A | | | 0.2 | 8.87 | 0.20 | A | | |

*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. Junction LOS and Junction Delay are demand-weighted averages.*

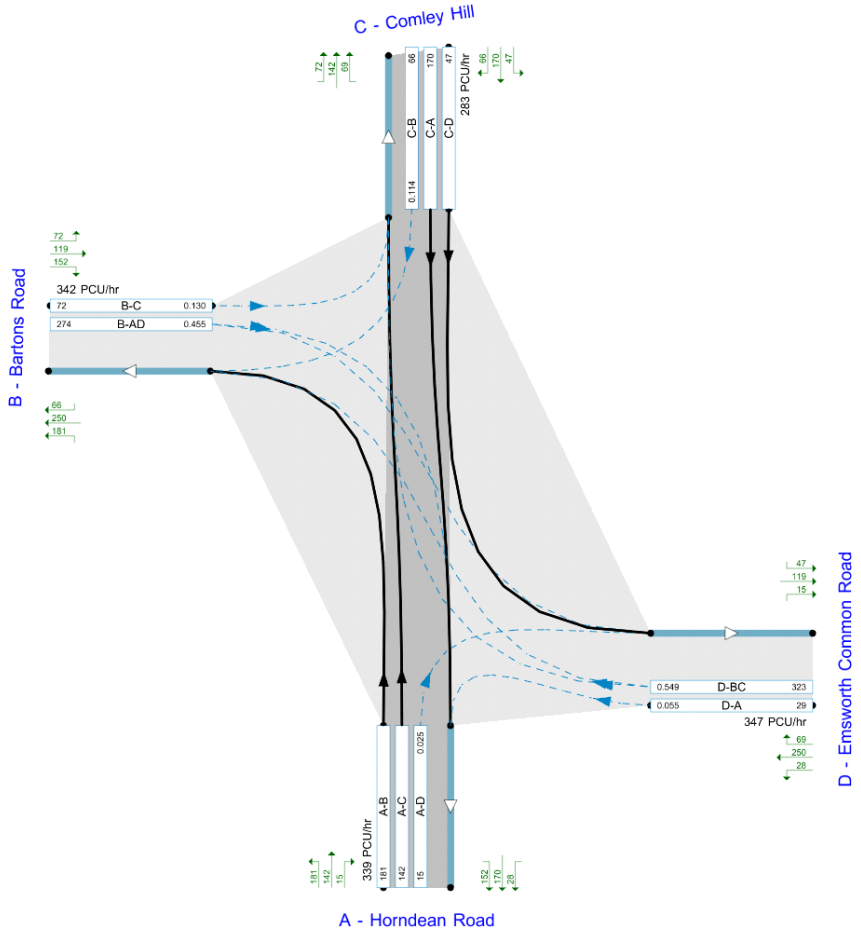
## File summary

### File Description

| | |
|---|---|
| Title | Bartons Road / Horndean Road / EC Road |
| Location | Havant |
| Site number | |
| Date | 02/11/2018 |
| Version | |
| Status | |
| Identifier | |
| Client | White Farming Limited |
| Jobnumber | 17-055 |
| Enumerator | PL |
| 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 |




Flows show modelled flow through junction (PCU/hr).
Streams (upstream end) show Total Demand (PCU/hr); Streams (downstream end) show RFC ()

Time Segment: 16:15-16:30

*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|
| ✓ | | 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) |
|---|---|---|---|---|---|---|
| D1 | 2018 | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D2 | 2018 | PM | ONE HOUR | 16:15 | 17:45 | 15 |
| D3 | 2023 Baseline | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D4 | 2023 Baseline | PM | ONE HOUR | 16:15 | 17:45 | 15 |
| D5 | 2023 Baseline + Development 72 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D6 | 2023 Baseline + Development 72 Dwellings | PM | ONE HOUR | 16:15 | 17:45 | 15 |
| D7 | 2023 Baseline + Sensitivity Test 150 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D8 | 2023 Baseline + Sensitivity Test 150 Dwellings | PM | ONE HOUR | 16:15 | 17:45 | 15 |

## Analysis Set Details

| ID | Name | Network flow scaling factor (%) |
|---|---|---|
| A1 | (Default Analysis Set) | 100.000 |

# (Default Analysis Set) - 2018, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road / Horndean Road | Right-Left Stagger | Two-way | | 15.19 | C |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Horndean Road | | Major |
| B | Bartons Road | | Minor |
| C | Comley Hill | | Major |
| D | Emsworth Common Road | | Minor |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Width of kerbed central reserve (m) | Has right turn bay | Width for right turn (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|---|---|
| A - Horndean Road | 11.18 | ✓ | 3.20 | ✓ | 3.20 | 130.0 | | - |
| C - Comley Hill | 11.50 | ✓ | 3.20 | ✓ | 3.20 | 126.0 | | - |

*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 | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|---|---|---|---|---|---|
| B - Bartons Road | One lane plus flare | 10.00 | 9.39 | 7.09 | 6.42 | 6.42 | | 5.00 | 92 | 154 |
| D - Emsworth Common Road | One lane plus flare | 10.00 | 10.00 | 7.00 | 6.00 | 5.45 | | 4.00 | 66 | 154 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-B | Slope for D-C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | A-D | 720 | - | - | - | 0.216 | 0.216 | 0.216 | - | 0.216 | - | - |
| 1 | B-AD | 753 | 0.097 | 0.246 | - | - | - | 0.155 | 0.352 | 0.155 | 0.097 | 0.246 |
| 1 | B-C | 711 | 0.083 | 0.210 | - | - | - | - | - | - | 0.083 | 0.210 |
| 1 | C-B | 717 | 0.211 | 0.211 | - | - | - | - | - | - | 0.211 | 0.211 |
| 1 | D-A | 699 | - | - | - | 0.210 | 0.083 | 0.210 | - | 0.083 | - | - |
| 1 | D-BC | 741 | 0.155 | 0.155 | 0.352 | 0.247 | 0.098 | 0.247 | - | 0.098 | - | - |

*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) |
|---|---|---|---|---|---|---|
| D1 | 2018 | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

## Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Horndean Road | | ✓ | 571 | 100.000 |
| B - Bartons Road | | ✓ | 459 | 100.000 |
| C - Comley Hill | | ✓ | 402 | 100.000 |
| D - Emsworth Common Road | | ✓ | 239 | 100.000 |

# Origin-Destination Data

### Demand (Veh/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 257 | 233 | 81 |
| | B - Bartons Road | 150 | 0 | 54 | 255 |
| | C - Comley Hill | 172 | 94 | 0 | 136 |
| | D - Emsworth Common Road | 17 | 162 | 60 | 0 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 2 | 1 | 1 |
| | B - Bartons Road | 3 | 0 | 2 | 4 |
| | C - Comley Hill | 3 | 1 | 0 | 2 |
| | D - Emsworth Common Road | 0 | 2 | 10 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS |
|---|---|---|---|---|---|
| B-C | 0.23 | 17.57 | 0.3 | 1.1 | C |
| B-AD | 0.87 | 47.09 | 5.6 | 30.6 | E |
| A-B | | | | | |
| A-C | | | | | |
| A-D | 0.17 | 8.07 | 0.2 | 0.5 | A |
| D-A | 0.04 | 7.56 | 0.0 | 0.5 | A |
| D-BC | 0.52 | 16.08 | 1.1 | 4.4 | C |
| C-D | | | | | |
| C-A | | | | | |
| C-B | 0.19 | 8.22 | 0.2 | 1.1 | A |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 41 | 548 | 0.076 | 41 | 0.1 | 7.238 | A |
| B-AD | 316 | 604 | 0.523 | 312 | 1.1 | 12.580 | B |
| A-B | 197 | | | 197 | | | |
| A-C | 177 | | | 177 | | | |
| A-D | 62 | 600 | 0.103 | 61 | 0.1 | 6.738 | A |
| D-A | 13 | 573 | 0.022 | 13 | 0.0 | 6.424 | A |
| D-BC | 174 | 570 | 0.306 | 172 | 0.5 | 9.391 | A |
| C-D | 104 | | | 104 | | | |
| C-A | 133 | | | 133 | | | |
| C-B | 71 | 601 | 0.119 | 71 | 0.1 | 6.847 | A |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 50 | 492 | 0.101 | 49 | 0.1 | 8.286 | A |
| B-AD | 377 | 575 | 0.657 | 374 | 1.9 | 18.334 | C |
| A-B | 236 | | | 236 | | | |
| A-C | 212 | | | 212 | | | |
| A-D | 74 | 576 | 0.128 | 73 | 0.1 | 7.231 | A |
| D-A | 15 | 544 | 0.028 | 15 | 0.0 | 6.804 | A |
| D-BC | 208 | 536 | 0.388 | 207 | 0.6 | 11.380 | B |
| C-D | 125 | | | 125 | | | |
| C-A | 159 | | | 159 | | | |
| C-B | 85 | 578 | 0.148 | 85 | 0.2 | 7.369 | A |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 61 | 306 | 0.198 | 60 | 0.2 | 14.918 | B |
| B-AD | 462 | 534 | 0.865 | 449 | 5.0 | 39.108 | E |
| A-B | 289 | | | 289 | | | |
| A-C | 259 | | | 259 | | | |
| A-D | 90 | 543 | 0.166 | 90 | 0.2 | 8.016 | A |
| D-A | 19 | 497 | 0.038 | 19 | 0.0 | 7.519 | A |
| D-BC | 255 | 489 | 0.520 | 253 | 1.1 | 15.729 | C |
| C-D | 153 | | | 153 | | | |
| C-A | 195 | | | 195 | | | |
| C-B | 105 | 547 | 0.191 | 104 | 0.2 | 8.206 | A |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 61 | 269 | 0.225 | 60 | 0.3 | 17.567 | C |
| B-AD | 462 | 534 | 0.865 | 460 | 5.6 | 47.087 | E |
| A-B | 289 | | | 289 | | | |
| A-C | 259 | | | 259 | | | |
| A-D | 90 | 541 | 0.167 | 90 | 0.2 | 8.070 | A |
| D-A | 19 | 495 | 0.038 | 19 | 0.0 | 7.565 | A |
| D-BC | 255 | 487 | 0.522 | 254 | 1.1 | 16.083 | C |
| C-D | 153 | | | 153 | | | |
| C-A | 195 | | | 195 | | | |
| C-B | 105 | 547 | 0.191 | 105 | 0.2 | 8.221 | A |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 50 | 477 | 0.104 | 50 | 0.1 | 8.611 | A |
| B-AD | 377 | 574 | 0.657 | 391 | 2.1 | 21.796 | C |
| A-B | 236 | | | 236 | | | |
| A-C | 212 | | | 212 | | | |
| A-D | 74 | 572 | 0.129 | 74 | 0.2 | 7.300 | A |
| D-A | 15 | 541 | 0.028 | 15 | 0.0 | 6.849 | A |
| D-BC | 208 | 533 | 0.390 | 210 | 0.7 | 11.659 | B |
| C-D | 125 | | | 125 | | | |
| C-A | 159 | | | 159 | | | |
| C-B | 85 | 578 | 0.148 | 86 | 0.2 | 7.388 | A |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 41 | 544 | 0.076 | 42 | 0.1 | 7.307 | A |
| B-AD | 316 | 603 | 0.524 | 320 | 1.2 | 13.320 | B |
| A-B | 197 | | | 197 | | | |
| A-C | 177 | | | 177 | | | |
| A-D | 62 | 598 | 0.103 | 62 | 0.1 | 6.778 | A |
| D-A | 13 | 571 | 0.022 | 13 | 0.0 | 6.449 | A |
| D-BC | 174 | 568 | 0.306 | 175 | 0.5 | 9.551 | A |
| C-D | 104 | | | 104 | | | |
| C-A | 133 | | | 133 | | | |
| C-B | 71 | 601 | 0.119 | 72 | 0.1 | 6.875 | A |

## Queue Variation Results for each time segment

### 07:30 - 07:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| B-AD | 1.10 | 0.57 | 1.04 | 1.45 | 1.50 | | | N/A | N/A |
| A-D | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| D-A | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| D-BC | 0.45 | 0.00 | 0.00 | 0.45 | 0.45 | | | N/A | N/A |
| C-B | 0.14 | 0.00 | 0.00 | 0.14 | 0.14 | | | N/A | N/A |

### 07:45 - 08:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| B-AD | 1.88 | 0.08 | 1.21 | 4.14 | 5.82 | | | N/A | N/A |
| A-D | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| D-A | 0.03 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| D-BC | 0.65 | 0.15 | 0.94 | 1.44 | 1.50 | | | N/A | N/A |
| C-B | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |

### 08:00 - 08:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.25 | 0.03 | 0.27 | 0.48 | 0.51 | | | N/A | N/A |
| B-AD | 5.04 | 0.05 | 0.70 | 14.44 | 24.23 | | | N/A | N/A |
| A-D | 0.20 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| D-A | 0.04 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| D-BC | 1.09 | 0.03 | 0.28 | 1.09 | 1.43 | | | N/A | N/A |
| C-B | 0.24 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |

### 08:15 - 08:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.29 | 0.03 | 0.29 | 0.63 | 1.08 | | | N/A | N/A |
| B-AD | 5.64 | 0.04 | 0.40 | 14.31 | 30.58 | | | N/A | N/A |
| A-D | 0.20 | 0.03 | 0.26 | 0.47 | 0.50 | | | N/A | N/A |
| D-A | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| D-BC | 1.12 | 0.03 | 0.30 | 1.15 | 4.35 | | | N/A | N/A |
| C-B | 0.24 | 0.03 | 0.29 | 0.65 | 1.09 | | | N/A | N/A |

### 08:30 - 08:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.00 | 0.00 | 0.12 | 0.12 | | | N/A | N/A |
| B-AD | 2.11 | 0.04 | 0.42 | 5.69 | 10.23 | | | N/A | N/A |
| A-D | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| D-A | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-BC | 0.68 | 0.07 | 0.71 | 1.43 | 1.52 | | | N/A | N/A |
| C-B | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |

**08:45 - 09:00**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| B-AD | 1.17 | 0.03 | 0.33 | 2.31 | 5.97 | | | N/A | N/A |
| A-D | 0.12 | 0.00 | 0.00 | 0.12 | 0.12 | | | N/A | N/A |
| D-A | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| D-BC | 0.47 | 0.04 | 0.40 | 1.28 | 1.44 | | | N/A | N/A |
| C-B | 0.14 | 0.00 | 0.00 | 0.14 | 0.14 | | | N/A | N/A |

# (Default Analysis Set) - 2018, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road / Horndean Road | Right-Left Stagger | Two-way | | 14.36 | B |

### 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) |
|---|---|---|---|---|---|---|
| D2 | 2018 | PM | ONE HOUR | 16:15 | 17:45 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Horndean Road | | ✓ | 416 | 100.000 |
| B - Bartons Road | | ✓ | 419 | 100.000 |
| C - Comley Hill | | ✓ | 336 | 100.000 |
| D - Emsworth Common Road | | ✓ | 424 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 223 | 175 | 18 |
| | B - Bartons Road | 190 | 0 | 82 | 147 |
| | C - Comley Hill | 210 | 69 | 0 | 57 |
| | D - Emsworth Common Road | 36 | 303 | 85 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 0 | 1 | 6 |
| | B - Bartons Road | 0 | 0 | 0 | 0 |
| | C - Comley Hill | 1 | 1 | 0 | 2 |
| | D - Emsworth Common Road | 0 | 2 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS |
|---|---|---|---|---|---|
| B-C | 0.19 | 9.49 | 0.2 | 1.1 | A |
| B-AD | 0.68 | 20.09 | 2.0 | 8.9 | C |
| A-B | | | | | |
| A-C | | | | | |
| A-D | 0.04 | 6.90 | 0.0 | 0.5 | A |
| D-A | 0.13 | 13.38 | 0.1 | 0.5 | B |
| D-BC | 0.82 | 36.37 | 4.2 | 22.2 | E |
| C-D | | | | | |
| C-A | | | | | |
| C-B | 0.15 | 8.04 | 0.2 | 0.5 | A |

## Main Results for each time segment

### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 62 | 570 | 0.108 | 61 | 0.1 | 7.073 | A |
| B-AD | 254 | 615 | 0.412 | 251 | 0.7 | 9.810 | A |
| A-B | 168 | | | 168 | | | |
| A-C | 133 | | | 133 | | | |
| A-D | 14 | 621 | 0.023 | 14 | 0.0 | 6.288 | A |
| D-A | 27 | 538 | 0.050 | 27 | 0.1 | 7.046 | A |
| D-BC | 298 | 599 | 0.497 | 294 | 1.0 | 11.881 | B |
| C-D | 44 | | | 44 | | | |
| C-A | 160 | | | 160 | | | |
| C-B | 52 | 591 | 0.089 | 52 | 0.1 | 6.746 | A |

### 16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 74 | 536 | 0.137 | 74 | 0.2 | 7.775 | A |
| B-AD | 303 | 588 | 0.515 | 302 | 1.0 | 12.510 | B |
| A-B | 200 | | | 200 | | | |
| A-C | 159 | | | 159 | | | |
| A-D | 17 | 601 | 0.029 | 17 | 0.0 | 6.531 | A |
| D-A | 32 | 483 | 0.067 | 32 | 0.1 | 7.988 | A |
| D-BC | 356 | 571 | 0.623 | 353 | 1.6 | 16.636 | C |
| C-D | 52 | | | 52 | | | |
| C-A | 191 | | | 191 | | | |
| C-B | 63 | 565 | 0.111 | 63 | 0.1 | 7.229 | A |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 90 | 474 | 0.191 | 90 | 0.2 | 9.370 | A |
| B-AD | 371 | 551 | 0.674 | 367 | 1.9 | 19.271 | C |
| A-B | 246 | | | 246 | | | |
| A-C | 195 | | | 195 | | | |
| A-D | 21 | 575 | 0.037 | 21 | 0.0 | 6.892 | A |
| D-A | 40 | 329 | 0.120 | 39 | 0.1 | 12.410 | B |
| D-BC | 436 | 533 | 0.817 | 427 | 3.8 | 32.085 | D |
| C-D | 64 | | | 64 | | | |
| C-A | 234 | | | 234 | | | |
| C-B | 77 | 531 | 0.145 | 77 | 0.2 | 7.998 | A |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 90 | 469 | 0.192 | 90 | 0.2 | 9.493 | A |
| B-AD | 371 | 549 | 0.675 | 371 | 2.0 | 20.086 | C |
| A-B | 246 | | | 246 | | | |
| A-C | 195 | | | 195 | | | |
| A-D | 21 | 574 | 0.037 | 21 | 0.0 | 6.902 | A |
| D-A | 40 | 309 | 0.128 | 40 | 0.1 | 13.377 | B |
| D-BC | 436 | 533 | 0.818 | 434 | 4.2 | 36.367 | E |
| C-D | 64 | | | 64 | | | |
| C-A | 234 | | | 234 | | | |
| C-B | 77 | 529 | 0.145 | 77 | 0.2 | 8.040 | A |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 74 | 533 | 0.138 | 74 | 0.2 | 7.850 | A |
| B-AD | 303 | 586 | 0.517 | 307 | 1.1 | 13.038 | B |
| A-B | 200 | | | 200 | | | |
| A-C | 159 | | | 159 | | | |
| A-D | 17 | 600 | 0.029 | 17 | 0.0 | 6.544 | A |
| D-A | 32 | 472 | 0.069 | 33 | 0.1 | 8.202 | A |
| D-BC | 356 | 570 | 0.624 | 365 | 1.8 | 18.646 | C |
| C-D | 52 | | | 52 | | | |
| C-A | 191 | | | 191 | | | |
| C-B | 63 | 563 | 0.111 | 63 | 0.1 | 7.276 | A |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 62 | 568 | 0.109 | 62 | 0.1 | 7.121 | A |
| B-AD | 254 | 614 | 0.413 | 255 | 0.7 | 10.071 | B |
| A-B | 168 | | | 168 | | | |
| A-C | 133 | | | 133 | | | |
| A-D | 14 | 620 | 0.023 | 14 | 0.0 | 6.298 | A |
| D-A | 27 | 534 | 0.051 | 27 | 0.1 | 7.106 | A |
| D-BC | 298 | 599 | 0.498 | 301 | 1.0 | 12.454 | B |
| C-D | 44 | | | 44 | | | |
| C-A | 160 | | | 160 | | | |
| C-B | 52 | 589 | 0.089 | 53 | 0.1 | 6.778 | A |

## Queue Variation Results for each time segment

### 16:15 - 16:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.00 | 0.00 | 0.12 | 0.12 | | | N/A | N/A |
| B-AD | 0.69 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| A-D | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| D-A | 0.05 | 0.00 | 0.00 | 0.05 | 0.05 | | | N/A | N/A |
| D-BC | 0.98 | 0.56 | 1.02 | 1.43 | 1.48 | | | N/A | N/A |
| C-B | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |

### 16:30 - 16:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| B-AD | 1.03 | 0.11 | 0.98 | 1.64 | 1.93 | | | N/A | N/A |
| A-D | 0.03 | 0.03 | 0.27 | 0.48 | 0.51 | | | N/A | N/A |
| D-A | 0.07 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| D-BC | 1.61 | 0.09 | 1.14 | 3.37 | 4.61 | | | N/A | N/A |
| C-B | 0.12 | 0.00 | 0.00 | 0.12 | 0.12 | | | N/A | N/A |

### 16:45 - 17:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.23 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| B-AD | 1.94 | 0.03 | 0.30 | 2.03 | 8.94 | | | N/A | N/A |
| A-D | 0.04 | 0.03 | 0.27 | 0.48 | 0.51 | | | N/A | N/A |
| D-A | 0.13 | 0.03 | 0.26 | 0.47 | 0.50 | | | N/A | N/A |
| D-BC | 3.84 | 0.04 | 0.42 | 10.44 | 19.97 | | | N/A | N/A |
| C-B | 0.17 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |

### 17:00 - 17:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.24 | 0.03 | 0.28 | 0.59 | 1.05 | | | N/A | N/A |
| B-AD | 2.01 | 0.03 | 0.29 | 2.01 | 7.23 | | | N/A | N/A |
| A-D | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| D-A | 0.15 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| D-BC | 4.15 | 0.03 | 0.34 | 7.90 | 22.15 | | | N/A | N/A |
| C-B | 0.17 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |

### 17:15 - 17:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| B-AD | 1.10 | 0.05 | 0.65 | 2.40 | 3.46 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| D-BC | 1.77 | 0.04 | 0.43 | 4.76 | 8.10 | | | N/A | N/A |
| C-B | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |

**17:30 - 17:45**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.00 | 0.00 | 0.12 | 0.12 | | | N/A | N/A |
| B-AD | 0.72 | 0.04 | 0.39 | 1.62 | 2.58 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.05 | 0.00 | 0.00 | 0.05 | 0.05 | | | N/A | N/A |
| D-BC | 1.04 | 0.03 | 0.34 | 2.32 | 5.14 | | | N/A | N/A |
| C-B | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |

# (Default Analysis Set) - 2023 Baseline, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road / Horndean Road | Right-Left Stagger | Two-way | | 34.46 | D |

### 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) |
|---|---|---|---|---|---|---|
| D3 | 2023 Baseline | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Horndean Road | | ✓ | 614 | 100.000 |
| B - Bartons Road | | ✓ | 508 | 100.000 |
| C - Comley Hill | | ✓ | 435 | 100.000 |
| D - Emsworth Common Road | | ✓ | 257 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 277 | 250 | 87 |
| | B - Bartons Road | 163 | 0 | 67 | 278 |
| | C - Comley Hill | 185 | 104 | 0 | 146 |
| | D - Emsworth Common Road | 18 | 175 | 64 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 2 | 1 | 1 |
| | B - Bartons Road | 3 | 0 | 2 | 4 |
| | C - Comley Hill | 3 | 1 | 0 | 2 |
| | D - Emsworth Common Road | 0 | 2 | 10 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS |
|---|---|---|---|---|---|
| B-C | 0.93 | 193.95 | 4.1 | 13.3 | F |
| B-AD | 0.97 | 96.59 | 12.9 | 50.5 | F |
| A-B | | | | | |
| A-C | | | | | |
| A-D | 0.19 | 8.55 | 0.2 | 1.0 | A |
| D-A | 0.04 | 8.11 | 0.0 | 0.5 | A |
| D-BC | 0.59 | 19.58 | 1.5 | 5.8 | C |
| C-D | | | | | |
| C-A | | | | | |
| C-B | 0.22 | 8.70 | 0.3 | 1.3 | A |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 51 | 529 | 0.097 | 51 | 0.1 | 7.676 | A |
| B-AD | 344 | 592 | 0.581 | 339 | 1.4 | 14.423 | B |
| A-B | 213 | | | 213 | | | |
| A-C | 190 | | | 190 | | | |
| A-D | 66 | 590 | 0.112 | 66 | 0.1 | 6.924 | A |
| D-A | 14 | 562 | 0.024 | 13 | 0.0 | 6.562 | A |
| D-BC | 187 | 556 | 0.337 | 185 | 0.5 | 10.048 | B |
| C-D | 112 | | | 112 | | | |
| C-A | 143 | | | 143 | | | |
| C-B | 79 | 593 | 0.133 | 78 | 0.2 | 7.063 | A |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 61 | 447 | 0.137 | 61 | 0.2 | 9.505 | A |
| B-AD | 411 | 560 | 0.733 | 406 | 2.6 | 23.427 | C |
| A-B | 254 | | | 254 | | | |
| A-C | 227 | | | 227 | | | |
| A-D | 79 | 564 | 0.140 | 79 | 0.2 | 7.492 | A |
| D-A | 16 | 529 | 0.031 | 16 | 0.0 | 7.015 | A |
| D-BC | 224 | 520 | 0.431 | 223 | 0.8 | 12.587 | B |
| C-D | 134 | | | 134 | | | |
| C-A | 171 | | | 171 | | | |
| C-B | 94 | 568 | 0.166 | 94 | 0.2 | 7.671 | A |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 75 | 92 | 0.817 | 66 | 2.5 | 117.039 | F |
| B-AD | 503 | 517 | 0.974 | 475 | 9.7 | 64.131 | F |
| A-B | 311 | | | 311 | | | |
| A-C | 278 | | | 278 | | | |
| A-D | 97 | 528 | 0.183 | 97 | 0.2 | 8.419 | A |
| D-A | 20 | 470 | 0.042 | 20 | 0.0 | 7.990 | A |
| D-BC | 274 | 469 | 0.584 | 272 | 1.4 | 18.725 | C |
| C-D | 164 | | | 164 | | | |
| C-A | 210 | | | 210 | | | |
| C-B | 116 | 534 | 0.217 | 115 | 0.3 | 8.675 | A |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 75 | 81 | 0.927 | 69 | 4.1 | 193.948 | F |
| B-AD | 503 | 516 | 0.974 | 490 | 12.9 | 96.592 | F |
| A-B | 311 | | | 311 | | | |
| A-C | 278 | | | 278 | | | |
| A-D | 97 | 522 | 0.185 | 97 | 0.2 | 8.549 | A |
| D-A | 20 | 463 | 0.043 | 20 | 0.0 | 8.113 | A |
| D-BC | 274 | 465 | 0.590 | 274 | 1.5 | 19.579 | C |
| C-D | 164 | | | 164 | | | |
| C-A | 210 | | | 210 | | | |
| C-B | 116 | 534 | 0.217 | 116 | 0.3 | 8.697 | A |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 61 | 382 | 0.161 | 77 | 0.2 | 12.634 | B |
| B-AD | 411 | 560 | 0.734 | 450 | 3.2 | 41.910 | E |
| A-B | 254 | | | 254 | | | |
| A-C | 227 | | | 227 | | | |
| A-D | 79 | 554 | 0.143 | 79 | 0.2 | 7.661 | A |
| D-A | 16 | 521 | 0.031 | 16 | 0.0 | 7.129 | A |
| D-BC | 224 | 512 | 0.437 | 226 | 0.8 | 13.216 | B |
| C-D | 134 | | | 134 | | | |
| C-A | 171 | | | 171 | | | |
| C-B | 94 | 567 | 0.167 | 95 | 0.2 | 7.703 | A |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 51 | 522 | 0.099 | 52 | 0.1 | 7.816 | A |
| B-AD | 344 | 591 | 0.582 | 351 | 1.5 | 15.921 | C |
| A-B | 213 | | | 213 | | | |
| A-C | 190 | | | 190 | | | |
| A-D | 66 | 588 | 0.113 | 66 | 0.1 | 6.979 | A |
| D-A | 14 | 559 | 0.024 | 14 | 0.0 | 6.595 | A |
| D-BC | 187 | 554 | 0.338 | 189 | 0.5 | 10.286 | B |
| C-D | 112 | | | 112 | | | |
| C-A | 143 | | | 143 | | | |
| C-B | 79 | 592 | 0.134 | 79 | 0.2 | 7.095 | A |

## Queue Variation Results for each time segment

### 07:30 - 07:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| B-AD | 1.38 | 0.59 | 1.27 | 1.77 | 1.94 | | | N/A | N/A |
| A-D | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| D-A | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| D-BC | 0.52 | 0.00 | 0.00 | 0.52 | 0.52 | | | N/A | N/A |
| C-B | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |

### 07:45 - 08:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.16 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| B-AD | 2.61 | 0.09 | 1.40 | 6.30 | 8.95 | | | N/A | N/A |
| A-D | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| D-A | 0.03 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| D-BC | 0.77 | 0.16 | 0.94 | 1.44 | 1.51 | | | N/A | N/A |
| C-B | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |

### 08:00 - 08:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 2.49 | 0.04 | 0.44 | 6.86 | 12.07 | | | N/A | N/A |
| B-AD | 9.73 | 0.22 | 5.00 | 24.19 | 33.19 | | | N/A | N/A |
| A-D | 0.22 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| D-A | 0.04 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| D-BC | 1.40 | 0.03 | 0.29 | 1.40 | 4.61 | | | N/A | N/A |
| C-B | 0.28 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |

### 08:15 - 08:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 4.06 | 0.13 | 1.87 | 9.72 | 13.34 | | | N/A | N/A |
| B-AD | 12.94 | 0.15 | 4.97 | 35.01 | 50.50 | | | N/A | N/A |
| A-D | 0.23 | 0.03 | 0.28 | 0.50 | 0.98 | | | N/A | N/A |
| D-A | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| D-BC | 1.45 | 0.03 | 0.30 | 1.45 | 5.76 | | | N/A | N/A |
| C-B | 0.28 | 0.03 | 0.31 | 0.97 | 1.28 | | | N/A | N/A |

### 08:30 - 08:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.20 | 0.03 | 0.29 | 0.59 | 1.24 | | | N/A | N/A |
| B-AD | 3.19 | 0.04 | 0.42 | 8.65 | 16.36 | | | N/A | N/A |
| A-D | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| D-A | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-BC | 0.83 | 0.06 | 0.73 | 1.34 | 1.84 | | | N/A | N/A |
| C-B | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |

**08:45 - 09:00**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.11 | 0.03 | 0.27 | 0.48 | 0.58 | | | N/A | N/A |
| B-AD | 1.50 | 0.03 | 0.31 | 1.88 | 7.15 | | | N/A | N/A |
| A-D | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| D-A | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-BC | 0.54 | 0.04 | 0.41 | 1.32 | 1.32 | | | N/A | N/A |
| C-B | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |

# (Default Analysis Set) - 2023 Baseline, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road / Horndean Road | Right-Left Stagger | Two-way | | 23.18 | C |

### 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) |
|---|---|---|---|---|---|---|
| D4 | 2023 Baseline | PM | ONE HOUR | 16:15 | 17:45 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Horndean Road | | ✓ | 446 | 100.000 |
| B - Bartons Road | | ✓ | 457 | 100.000 |
| C - Comley Hill | | ✓ | 369 | 100.000 |
| D - Emsworth Common Road | | ✓ | 458 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 240 | 187 | 19 |
| | B - Bartons Road | 204 | 0 | 94 | 159 |
| | C - Comley Hill | 224 | 84 | 0 | 61 |
| | D - Emsworth Common Road | 38 | 329 | 91 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 0 | 1 | 6 |
| | B - Bartons Road | 0 | 0 | 0 | 0 |
| | C - Comley Hill | 1 | 1 | 0 | 2 |
| | D - Emsworth Common Road | 0 | 2 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS |
|---|---|---|---|---|---|
| B-C | 0.25 | 11.43 | 0.3 | 1.4 | B |
| B-AD | 0.76 | 27.30 | 2.9 | 14.7 | D |
| A-B | | | | | |
| A-C | | | | | |
| A-D | 0.04 | 7.06 | 0.0 | 0.5 | A |
| D-A | 0.33 | 41.73 | 0.5 | 1.4 | E |
| D-BC | 0.91 | 63.07 | 7.7 | 38.7 | F |
| C-D | | | | | |
| C-A | | | | | |
| C-B | 0.18 | 8.68 | 0.2 | 0.9 | A |

## Main Results for each time segment

### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 71 | 558 | 0.127 | 70 | 0.1 | 7.381 | A |
| B-AD | 273 | 603 | 0.454 | 270 | 0.8 | 10.724 | B |
| A-B | 181 | | | 181 | | | |
| A-C | 142 | | | 142 | | | |
| A-D | 15 | 614 | 0.025 | 15 | 0.0 | 6.372 | A |
| D-A | 29 | 520 | 0.055 | 28 | 0.1 | 7.326 | A |
| D-BC | 323 | 589 | 0.547 | 318 | 1.2 | 13.301 | B |
| C-D | 47 | | | 47 | | | |
| C-A | 170 | | | 170 | | | |
| C-B | 64 | 581 | 0.110 | 63 | 0.1 | 7.020 | A |

### 16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 85 | 518 | 0.163 | 84 | 0.2 | 8.294 | A |
| B-AD | 326 | 573 | 0.570 | 324 | 1.3 | 14.395 | B |
| A-B | 216 | | | 216 | | | |
| A-C | 170 | | | 170 | | | |
| A-D | 18 | 593 | 0.031 | 18 | 0.0 | 6.640 | A |
| D-A | 34 | 445 | 0.077 | 34 | 0.1 | 8.768 | A |
| D-BC | 385 | 559 | 0.689 | 381 | 2.1 | 20.221 | C |
| C-D | 56 | | | 56 | | | |
| C-A | 203 | | | 203 | | | |
| C-B | 76 | 553 | 0.138 | 76 | 0.2 | 7.616 | A |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 103 | 429 | 0.241 | 103 | 0.3 | 11.034 | B |
| B-AD | 400 | 532 | 0.752 | 394 | 2.7 | 25.107 | D |
| A-B | 264 | | | 264 | | | |
| A-C | 208 | | | 208 | | | |
| A-D | 22 | 564 | 0.039 | 22 | 0.0 | 7.044 | A |
| D-A | 42 | 192 | 0.218 | 41 | 0.3 | 23.707 | C |
| D-BC | 472 | 518 | 0.910 | 454 | 6.5 | 47.882 | E |
| C-D | 69 | | | 69 | | | |
| C-A | 249 | | | 249 | | | |
| C-B | 93 | 516 | 0.181 | 93 | 0.2 | 8.596 | A |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 103 | 418 | 0.247 | 103 | 0.3 | 11.433 | B |
| B-AD | 400 | 529 | 0.755 | 399 | 2.9 | 27.302 | D |
| A-B | 264 | | | 264 | | | |
| A-C | 208 | | | 208 | | | |
| A-D | 22 | 563 | 0.039 | 22 | 0.0 | 7.060 | A |
| D-A | 42 | 127 | 0.331 | 41 | 0.5 | 41.730 | E |
| D-BC | 472 | 517 | 0.912 | 467 | 7.7 | 63.066 | F |
| C-D | 69 | | | 69 | | | |
| C-A | 249 | | | 249 | | | |
| C-B | 93 | 512 | 0.182 | 93 | 0.2 | 8.679 | A |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 85 | 511 | 0.165 | 85 | 0.2 | 8.459 | A |
| B-AD | 326 | 569 | 0.573 | 332 | 1.4 | 15.570 | C |
| A-B | 216 | | | 216 | | | |
| A-C | 170 | | | 170 | | | |
| A-D | 18 | 591 | 0.031 | 18 | 0.0 | 6.662 | A |
| D-A | 34 | 412 | 0.083 | 36 | 0.1 | 9.600 | A |
| D-BC | 385 | 558 | 0.690 | 406 | 2.4 | 26.918 | D |
| C-D | 56 | | | 56 | | | |
| C-A | 203 | | | 203 | | | |
| C-B | 76 | 548 | 0.139 | 77 | 0.2 | 7.718 | A |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 71 | 555 | 0.128 | 71 | 0.1 | 7.444 | A |
| B-AD | 273 | 601 | 0.455 | 275 | 0.9 | 11.127 | B |
| A-B | 181 | | | 181 | | | |
| A-C | 142 | | | 142 | | | |
| A-D | 15 | 613 | 0.025 | 15 | 0.0 | 6.388 | A |
| D-A | 29 | 513 | 0.056 | 29 | 0.1 | 7.431 | A |
| D-BC | 323 | 588 | 0.548 | 327 | 1.3 | 14.305 | B |
| C-D | 47 | | | 47 | | | |
| C-A | 170 | | | 170 | | | |
| C-B | 64 | 579 | 0.110 | 64 | 0.1 | 7.067 | A |

## Queue Variation Results for each time segment

### 16:15 - 16:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.14 | 0.00 | 0.00 | 0.14 | 0.14 | | | N/A | N/A |
| B-AD | 0.81 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| D-BC | 1.19 | 0.57 | 1.07 | 1.45 | 1.45 | | | N/A | N/A |
| C-B | 0.12 | 0.00 | 0.00 | 0.12 | 0.12 | | | N/A | N/A |

### 16:30 - 16:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| B-AD | 1.28 | 0.09 | 1.05 | 2.39 | 3.07 | | | N/A | N/A |
| A-D | 0.03 | 0.03 | 0.27 | 0.48 | 0.51 | | | N/A | N/A |
| D-A | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| D-BC | 2.11 | 0.08 | 1.25 | 4.91 | 6.89 | | | N/A | N/A |
| C-B | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |

### 16:45 - 17:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.31 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| B-AD | 2.73 | 0.03 | 0.34 | 5.91 | 14.66 | | | N/A | N/A |
| A-D | 0.04 | 0.03 | 0.27 | 0.48 | 0.51 | | | N/A | N/A |
| D-A | 0.27 | 0.03 | 0.27 | 0.48 | 0.85 | | | N/A | N/A |
| D-BC | 6.45 | 0.08 | 1.44 | 18.07 | 27.49 | | | N/A | N/A |
| C-B | 0.22 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |

### 17:00 - 17:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.32 | 0.03 | 0.32 | 1.11 | 1.38 | | | N/A | N/A |
| B-AD | 2.90 | 0.03 | 0.30 | 3.07 | 13.38 | | | N/A | N/A |
| A-D | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| D-A | 0.46 | 0.04 | 0.40 | 1.23 | 1.37 | | | N/A | N/A |
| D-BC | 7.68 | 0.05 | 0.70 | 22.22 | 38.71 | | | N/A | N/A |
| C-B | 0.22 | 0.03 | 0.28 | 0.50 | 0.94 | | | N/A | N/A |

### 17:15 - 17:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| B-AD | 1.39 | 0.05 | 0.47 | 3.54 | 5.56 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.09 | 0.00 | 0.00 | 0.09 | 0.09 | | | N/A | N/A |
| D-BC | 2.45 | 0.04 | 0.41 | 6.61 | 12.27 | | | N/A | N/A |
| C-B | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |

**17:30 - 17:45**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| B-AD | 0.85 | 0.04 | 0.35 | 1.99 | 3.83 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| D-BC | 1.28 | 0.03 | 0.31 | 2.11 | 6.47 | | | N/A | N/A |
| C-B | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |

# (Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road / Horndean Road | Right-Left Stagger | Two-way | | 36.11 | E |

### 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) |
|---|---|---|---|---|---|---|
| D5 | 2023 Baseline + Development 72 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Horndean Road | | ✓ | 614 | 100.000 |
| B - Bartons Road | | ✓ | 514 | 100.000 |
| C - Comley Hill | | ✓ | 436 | 100.000 |
| D - Emsworth Common Road | | ✓ | 257 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 277 | 250 | 87 |
| | B - Bartons Road | 164 | 0 | 71 | 279 |
| | C - Comley Hill | 185 | 105 | 0 | 146 |
| | D - Emsworth Common Road | 18 | 175 | 64 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 2 | 1 | 1 |
| | B - Bartons Road | 3 | 0 | 2 | 4 |
| | C - Comley Hill | 3 | 1 | 0 | 2 |
| | D - Emsworth Common Road | 0 | 2 | 10 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS |
|---|---|---|---|---|---|
| B-C | 0.97 | 203.87 | 4.5 | 17.3 | F |
| B-AD | 0.98 | 100.07 | 13.5 | 51.3 | F |
| A-B | | | | | |
| A-C | | | | | |
| A-D | 0.19 | 8.56 | 0.2 | 1.0 | A |
| D-A | 0.04 | 8.13 | 0.0 | 0.5 | A |
| D-BC | 0.59 | 19.64 | 1.5 | 5.8 | C |
| C-D | | | | | |
| C-A | | | | | |
| C-B | 0.22 | 8.72 | 0.3 | 1.3 | A |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 55 | 528 | 0.103 | 54 | 0.1 | 7.738 | A |
| B-AD | 346 | 592 | 0.584 | 340 | 1.4 | 14.518 | B |
| A-B | 213 | | | 213 | | | |
| A-C | 190 | | | 190 | | | |
| A-D | 66 | 590 | 0.112 | 66 | 0.1 | 6.929 | A |
| D-A | 14 | 562 | 0.024 | 13 | 0.0 | 6.565 | A |
| D-BC | 187 | 556 | 0.337 | 185 | 0.5 | 10.056 | B |
| C-D | 112 | | | 112 | | | |
| C-A | 143 | | | 143 | | | |
| C-B | 80 | 593 | 0.135 | 79 | 0.2 | 7.074 | A |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 65 | 445 | 0.146 | 65 | 0.2 | 9.642 | A |
| B-AD | 413 | 560 | 0.737 | 408 | 2.7 | 23.720 | C |
| A-B | 254 | | | 254 | | | |
| A-C | 227 | | | 227 | | | |
| A-D | 79 | 564 | 0.140 | 79 | 0.2 | 7.499 | A |
| D-A | 16 | 529 | 0.031 | 16 | 0.0 | 7.019 | A |
| D-BC | 224 | 519 | 0.431 | 223 | 0.8 | 12.601 | B |
| C-D | 134 | | | 134 | | | |
| C-A | 171 | | | 171 | | | |
| C-B | 95 | 568 | 0.168 | 95 | 0.2 | 7.685 | A |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 80 | 82 | 0.968 | 65 | 3.8 | 160.215 | F |
| B-AD | 505 | 516 | 0.979 | 476 | 10.1 | 65.653 | F |
| A-B | 311 | | | 311 | | | |
| A-C | 278 | | | 278 | | | |
| A-D | 97 | 528 | 0.183 | 97 | 0.2 | 8.429 | A |
| D-A | 20 | 470 | 0.042 | 20 | 0.0 | 7.998 | A |
| D-BC | 274 | 469 | 0.585 | 272 | 1.4 | 18.763 | C |
| C-D | 164 | | | 164 | | | |
| C-A | 210 | | | 210 | | | |
| C-B | 117 | 534 | 0.219 | 116 | 0.3 | 8.698 | A |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 80 | 90 | 0.889 | 77 | 4.5 | 203.871 | F |
| B-AD | 505 | 516 | 0.980 | 492 | 13.5 | 100.072 | F |
| A-B | 311 | | | 311 | | | |
| A-C | 278 | | | 278 | | | |
| A-D | 97 | 521 | 0.186 | 97 | 0.2 | 8.565 | A |
| D-A | 20 | 463 | 0.043 | 20 | 0.0 | 8.126 | A |
| D-BC | 274 | 464 | 0.590 | 274 | 1.5 | 19.639 | C |
| C-D | 164 | | | 164 | | | |
| C-A | 210 | | | 210 | | | |
| C-B | 117 | 534 | 0.219 | 117 | 0.3 | 8.721 | A |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 65 | 375 | 0.173 | 82 | 0.2 | 13.232 | B |
| B-AD | 413 | 559 | 0.738 | 454 | 3.3 | 44.025 | E |
| A-B | 254 | | | 254 | | | |
| A-C | 227 | | | 227 | | | |
| A-D | 79 | 553 | 0.143 | 79 | 0.2 | 7.675 | A |
| D-A | 16 | 521 | 0.031 | 16 | 0.0 | 7.135 | A |
| D-BC | 224 | 512 | 0.437 | 226 | 0.8 | 13.246 | B |
| C-D | 134 | | | 134 | | | |
| C-A | 171 | | | 171 | | | |
| C-B | 95 | 567 | 0.168 | 96 | 0.2 | 7.716 | A |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 55 | 521 | 0.105 | 55 | 0.1 | 7.883 | A |
| B-AD | 346 | 591 | 0.585 | 353 | 1.5 | 16.078 | C |
| A-B | 213 | | | 213 | | | |
| A-C | 190 | | | 190 | | | |
| A-D | 66 | 587 | 0.113 | 66 | 0.1 | 6.982 | A |
| D-A | 14 | 559 | 0.024 | 14 | 0.0 | 6.601 | A |
| D-BC | 187 | 554 | 0.338 | 189 | 0.5 | 10.295 | B |
| C-D | 112 | | | 112 | | | |
| C-A | 143 | | | 143 | | | |
| C-B | 80 | 592 | 0.135 | 80 | 0.2 | 7.105 | A |

## Queue Variation Results for each time segment

### 07:30 - 07:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.00 | 0.00 | 0.12 | 0.12 | | | N/A | N/A |
| B-AD | 1.40 | 0.59 | 1.29 | 1.80 | 1.96 | | | N/A | N/A |
| A-D | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| D-A | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| D-BC | 0.52 | 0.00 | 0.00 | 0.52 | 0.52 | | | N/A | N/A |
| C-B | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |

### 07:45 - 08:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.17 | 0.03 | 0.28 | 0.51 | 1.02 | | | N/A | N/A |
| B-AD | 2.65 | 0.09 | 1.41 | 6.44 | 9.12 | | | N/A | N/A |
| A-D | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| D-A | 0.03 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| D-BC | 0.77 | 0.16 | 0.94 | 1.45 | 1.51 | | | N/A | N/A |
| C-B | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |

### 08:00 - 08:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 3.77 | 0.08 | 1.47 | 10.00 | 14.77 | | | N/A | N/A |
| B-AD | 10.05 | 0.25 | 5.37 | 24.67 | 33.61 | | | N/A | N/A |
| A-D | 0.22 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| D-A | 0.04 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| D-BC | 1.40 | 0.03 | 0.29 | 1.40 | 4.64 | | | N/A | N/A |
| C-B | 0.28 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |

### 08:15 - 08:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 4.46 | 0.09 | 1.33 | 11.84 | 17.30 | | | N/A | N/A |
| B-AD | 13.53 | 0.17 | 5.66 | 36.01 | 51.28 | | | N/A | N/A |
| A-D | 0.23 | 0.03 | 0.28 | 0.50 | 0.98 | | | N/A | N/A |
| D-A | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| D-BC | 1.46 | 0.03 | 0.30 | 1.46 | 5.79 | | | N/A | N/A |
| C-B | 0.28 | 0.03 | 0.31 | 0.99 | 1.30 | | | N/A | N/A |

### 08:30 - 08:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.22 | 0.03 | 0.28 | 0.50 | 1.16 | | | N/A | N/A |
| B-AD | 3.27 | 0.04 | 0.42 | 8.88 | 16.76 | | | N/A | N/A |
| A-D | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| D-A | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-BC | 0.83 | 0.06 | 0.73 | 1.35 | 1.84 | | | N/A | N/A |
| C-B | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |

### 08:45 - 09:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.03 | 0.26 | 0.47 | 0.50 | | | N/A | N/A |
| B-AD | 1.52 | 0.03 | 0.31 | 1.87 | 7.19 | | | N/A | N/A |
| A-D | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| D-A | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-BC | 0.54 | 0.04 | 0.41 | 1.32 | 1.32 | | | N/A | N/A |
| C-B | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |

# (Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road / Horndean Road | Right-Left Stagger | Two-way | | 23.63 | C |

### 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) |
|---|---|---|---|---|---|---|
| D6 | 2023 Baseline + Development 72 Dwellings | PM | ONE HOUR | 16:15 | 17:45 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Horndean Road | | ✓ | 447 | 100.000 |
| B - Bartons Road | | ✓ | 460 | 100.000 |
| C - Comley Hill | | ✓ | 372 | 100.000 |
| D - Emsworth Common Road | | ✓ | 459 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 241 | 187 | 19 |
| | B - Bartons Road | 204 | 0 | 96 | 160 |
| | C - Comley Hill | 224 | 87 | 0 | 61 |
| | D - Emsworth Common Road | 38 | 330 | 91 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 0 | 1 | 6 |
| | B - Bartons Road | 0 | 0 | 0 | 0 |
| | C - Comley Hill | 1 | 1 | 0 | 2 |
| | D - Emsworth Common Road | 0 | 2 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS |
|---|---|---|---|---|---|
| B-C | 0.25 | 11.62 | 0.3 | 1.4 | B |
| B-AD | 0.76 | 27.82 | 3.0 | 14.9 | D |
| A-B | | | | | |
| A-C | | | | | |
| A-D | 0.04 | 7.06 | 0.0 | 0.5 | A |
| D-A | 0.35 | 45.41 | 0.5 | 1.4 | E |
| D-BC | 0.91 | 64.20 | 7.8 | 39.2 | F |
| C-D | | | | | |
| C-A | | | | | |
| C-B | 0.19 | 8.76 | 0.2 | 1.1 | A |

## Main Results for each time segment

### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 72 | 557 | 0.130 | 72 | 0.1 | 7.407 | A |
| B-AD | 274 | 602 | 0.455 | 271 | 0.8 | 10.778 | B |
| A-B | 181 | | | 181 | | | |
| A-C | 142 | | | 142 | | | |
| A-D | 15 | 614 | 0.025 | 15 | 0.0 | 6.374 | A |
| D-A | 29 | 519 | 0.055 | 28 | 0.1 | 7.334 | A |
| D-BC | 323 | 589 | 0.549 | 318 | 1.2 | 13.344 | B |
| C-D | 47 | | | 47 | | | |
| C-A | 170 | | | 170 | | | |
| C-B | 66 | 581 | 0.114 | 66 | 0.1 | 7.053 | A |

### 16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 86 | 517 | 0.167 | 86 | 0.2 | 8.344 | A |
| B-AD | 327 | 571 | 0.573 | 325 | 1.3 | 14.510 | B |
| A-B | 217 | | | 217 | | | |
| A-C | 170 | | | 170 | | | |
| A-D | 18 | 592 | 0.031 | 18 | 0.0 | 6.643 | A |
| D-A | 34 | 443 | 0.077 | 34 | 0.1 | 8.794 | A |
| D-BC | 386 | 559 | 0.691 | 382 | 2.1 | 20.341 | C |
| C-D | 56 | | | 56 | | | |
| C-A | 203 | | | 203 | | | |
| C-B | 79 | 553 | 0.143 | 79 | 0.2 | 7.666 | A |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 106 | 426 | 0.248 | 105 | 0.3 | 11.188 | B |
| B-AD | 401 | 530 | 0.756 | 395 | 2.8 | 25.505 | D |
| A-B | 265 | | | 265 | | | |
| A-C | 208 | | | 208 | | | |
| A-D | 22 | 564 | 0.039 | 22 | 0.0 | 7.047 | A |
| D-A | 42 | 187 | 0.223 | 41 | 0.3 | 24.485 | C |
| D-BC | 473 | 518 | 0.913 | 455 | 6.6 | 48.460 | E |
| C-D | 69 | | | 69 | | | |
| C-A | 249 | | | 249 | | | |
| C-B | 97 | 516 | 0.188 | 96 | 0.2 | 8.672 | A |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 106 | 415 | 0.254 | 106 | 0.3 | 11.615 | B |
| B-AD | 401 | 528 | 0.759 | 400 | 3.0 | 27.819 | D |
| A-B | 265 | | | 265 | | | |
| A-C | 208 | | | 208 | | | |
| A-D | 22 | 562 | 0.039 | 22 | 0.0 | 7.064 | A |
| D-A | 42 | 119 | 0.351 | 41 | 0.5 | 45.415 | E |
| D-BC | 473 | 517 | 0.915 | 468 | 7.8 | 64.197 | F |
| C-D | 69 | | | 69 | | | |
| C-A | 249 | | | 249 | | | |
| C-B | 97 | 512 | 0.189 | 97 | 0.2 | 8.760 | A |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 86 | 510 | 0.169 | 87 | 0.2 | 8.516 | A |
| B-AD | 327 | 568 | 0.576 | 333 | 1.4 | 15.736 | C |
| A-B | 217 | | | 217 | | | |
| A-C | 170 | | | 170 | | | |
| A-D | 18 | 591 | 0.031 | 18 | 0.0 | 6.665 | A |
| D-A | 34 | 410 | 0.083 | 36 | 0.1 | 9.671 | A |
| D-BC | 386 | 557 | 0.692 | 407 | 2.5 | 27.315 | D |
| C-D | 56 | | | 56 | | | |
| C-A | 203 | | | 203 | | | |
| C-B | 79 | 547 | 0.144 | 79 | 0.2 | 7.772 | A |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 72 | 554 | 0.130 | 72 | 0.2 | 7.478 | A |
| B-AD | 274 | 600 | 0.457 | 276 | 0.9 | 11.191 | B |
| A-B | 181 | | | 181 | | | |
| A-C | 142 | | | 142 | | | |
| A-D | 15 | 613 | 0.025 | 15 | 0.0 | 6.387 | A |
| D-A | 29 | 513 | 0.056 | 29 | 0.1 | 7.437 | A |
| D-BC | 323 | 588 | 0.550 | 328 | 1.3 | 14.367 | B |
| C-D | 47 | | | 47 | | | |
| C-A | 170 | | | 170 | | | |
| C-B | 66 | 578 | 0.114 | 66 | 0.1 | 7.103 | A |

## Queue Variation Results for each time segment

### 16:15 - 16:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| B-AD | 0.82 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| D-BC | 1.20 | 0.57 | 1.07 | 1.51 | 1.51 | | | N/A | N/A |
| C-B | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |

### 16:30 - 16:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| B-AD | 1.29 | 0.09 | 1.05 | 2.44 | 3.18 | | | N/A | N/A |
| A-D | 0.03 | 0.03 | 0.27 | 0.48 | 0.51 | | | N/A | N/A |
| D-A | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| D-BC | 2.13 | 0.08 | 1.25 | 4.96 | 6.97 | | | N/A | N/A |
| C-B | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |

### 16:45 - 17:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.32 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| B-AD | 2.79 | 0.03 | 0.34 | 6.15 | 14.94 | | | N/A | N/A |
| A-D | 0.04 | 0.03 | 0.27 | 0.48 | 0.51 | | | N/A | N/A |
| D-A | 0.28 | 0.03 | 0.27 | 0.48 | 0.88 | | | N/A | N/A |
| D-BC | 6.56 | 0.08 | 1.55 | 18.28 | 27.67 | | | N/A | N/A |
| C-B | 0.23 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |

### 17:00 - 17:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.34 | 0.03 | 0.32 | 1.15 | 1.41 | | | N/A | N/A |
| B-AD | 2.96 | 0.03 | 0.30 | 3.30 | 13.82 | | | N/A | N/A |
| A-D | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| D-A | 0.50 | 0.05 | 0.46 | 1.28 | 1.39 | | | N/A | N/A |
| D-BC | 7.84 | 0.05 | 0.81 | 22.71 | 39.16 | | | N/A | N/A |
| C-B | 0.23 | 0.03 | 0.28 | 0.58 | 1.05 | | | N/A | N/A |

### 17:15 - 17:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| B-AD | 1.41 | 0.05 | 0.46 | 3.61 | 5.68 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.09 | 0.00 | 0.00 | 0.09 | 0.09 | | | N/A | N/A |
| D-BC | 2.47 | 0.04 | 0.41 | 6.68 | 12.42 | | | N/A | N/A |
| C-B | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |

### 17:30 - 17:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| B-AD | 0.86 | 0.03 | 0.35 | 2.01 | 3.89 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| D-BC | 1.29 | 0.03 | 0.31 | 2.10 | 6.50 | | | N/A | N/A |
| C-B | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |

# (Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road / Horndean Road | Right-Left Stagger | Two-way | | 38.15 | E |

### 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) |
|---|---|---|---|---|---|---|
| D7 | 2023 Baseline + Sensitivity Test 150 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Horndean Road | | ✓ | 614 | 100.000 |
| B - Bartons Road | | ✓ | 521 | 100.000 |
| C - Comley Hill | | ✓ | 438 | 100.000 |
| D - Emsworth Common Road | | ✓ | 258 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 277 | 250 | 87 |
| | B - Bartons Road | 165 | 0 | 75 | 281 |
| | C - Comley Hill | 185 | 107 | 0 | 146 |
| | D - Emsworth Common Road | 18 | 176 | 64 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 2 | 1 | 1 |
| | B - Bartons Road | 3 | 0 | 2 | 4 |
| | C - Comley Hill | 3 | 1 | 0 | 2 |
| | D - Emsworth Common Road | 0 | 2 | 10 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS |
|---|---|---|---|---|---|
| B-C | 1.00 | 206.88 | 4.8 | 18.6 | F |
| B-AD | 0.99 | 105.98 | 14.5 | 52.7 | F |
| A-B | | | | | |
| A-C | | | | | |
| A-D | 0.19 | 8.59 | 0.2 | 1.0 | A |
| D-A | 0.04 | 8.16 | 0.0 | 0.5 | A |
| D-BC | 0.59 | 19.84 | 1.5 | 5.9 | C |
| C-D | | | | | |
| C-A | | | | | |
| C-B | 0.22 | 8.77 | 0.3 | 1.3 | A |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 58 | 527 | 0.109 | 57 | 0.1 | 7.807 | A |
| B-AD | 348 | 591 | 0.589 | 342 | 1.4 | 14.676 | B |
| A-B | 213 | | | 213 | | | |
| A-C | 190 | | | 190 | | | |
| A-D | 66 | 590 | 0.112 | 66 | 0.1 | 6.935 | A |
| D-A | 14 | 561 | 0.024 | 13 | 0.0 | 6.571 | A |
| D-BC | 188 | 556 | 0.339 | 186 | 0.5 | 10.085 | B |
| C-D | 112 | | | 112 | | | |
| C-A | 143 | | | 143 | | | |
| C-B | 81 | 592 | 0.137 | 81 | 0.2 | 7.097 | A |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 69 | 442 | 0.156 | 69 | 0.2 | 9.827 | A |
| B-AD | 415 | 559 | 0.743 | 410 | 2.7 | 24.206 | C |
| A-B | 254 | | | 254 | | | |
| A-C | 227 | | | 227 | | | |
| A-D | 79 | 563 | 0.140 | 79 | 0.2 | 7.509 | A |
| D-A | 16 | 528 | 0.031 | 16 | 0.0 | 7.029 | A |
| D-BC | 225 | 519 | 0.433 | 224 | 0.8 | 12.658 | B |
| C-D | 134 | | | 134 | | | |
| C-A | 171 | | | 171 | | | |
| C-B | 97 | 568 | 0.171 | 97 | 0.2 | 7.720 | A |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 84 | 84 | 0.999 | 68 | 4.2 | 165.697 | F |
| B-AD | 509 | 516 | 0.987 | 477 | 10.6 | 68.203 | F |
| A-B | 311 | | | 311 | | | |
| A-C | 278 | | | 278 | | | |
| A-D | 97 | 527 | 0.184 | 97 | 0.2 | 8.446 | A |
| D-A | 20 | 468 | 0.042 | 20 | 0.0 | 8.024 | A |
| D-BC | 275 | 468 | 0.588 | 273 | 1.4 | 18.911 | C |
| C-D | 164 | | | 164 | | | |
| C-A | 210 | | | 210 | | | |
| C-B | 119 | 534 | 0.223 | 119 | 0.3 | 8.755 | A |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 84 | 94 | 0.893 | 82 | 4.8 | 206.884 | F |
| B-AD | 509 | 515 | 0.988 | 493 | 14.5 | 105.976 | F |
| A-B | 311 | | | 311 | | | |
| A-C | 278 | | | 278 | | | |
| A-D | 97 | 520 | 0.186 | 97 | 0.2 | 8.589 | A |
| D-A | 20 | 461 | 0.043 | 20 | 0.0 | 8.161 | A |
| D-BC | 275 | 463 | 0.594 | 275 | 1.5 | 19.835 | C |
| C-D | 164 | | | 164 | | | |
| C-A | 210 | | | 210 | | | |
| C-B | 119 | 533 | 0.223 | 119 | 0.3 | 8.773 | A |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 69 | 363 | 0.190 | 87 | 0.2 | 14.198 | B |
| B-AD | 415 | 559 | 0.744 | 460 | 3.4 | 47.893 | E |
| A-B | 254 | | | 254 | | | |
| A-C | 227 | | | 227 | | | |
| A-D | 79 | 552 | 0.143 | 79 | 0.2 | 7.701 | A |
| D-A | 16 | 519 | 0.031 | 16 | 0.0 | 7.154 | A |
| D-BC | 225 | 511 | 0.440 | 227 | 0.8 | 13.343 | B |
| C-D | 134 | | | 134 | | | |
| C-A | 171 | | | 171 | | | |
| C-B | 97 | 567 | 0.171 | 97 | 0.2 | 7.750 | A |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 58 | 519 | 0.111 | 58 | 0.1 | 7.967 | A |
| B-AD | 348 | 590 | 0.589 | 355 | 1.5 | 16.338 | C |
| A-B | 213 | | | 213 | | | |
| A-C | 190 | | | 190 | | | |
| A-D | 66 | 587 | 0.113 | 66 | 0.1 | 6.993 | A |
| D-A | 14 | 558 | 0.024 | 14 | 0.0 | 6.609 | A |
| D-BC | 188 | 553 | 0.340 | 189 | 0.5 | 10.327 | B |
| C-D | 112 | | | 112 | | | |
| C-A | 143 | | | 143 | | | |
| C-B | 81 | 592 | 0.138 | 82 | 0.2 | 7.132 | A |

## Queue Variation Results for each time segment

### 07:30 - 07:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.00 | 0.00 | 0.12 | 0.12 | | | N/A | N/A |
| B-AD | 1.42 | 0.58 | 1.32 | 1.83 | 1.99 | | | N/A | N/A |
| A-D | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| D-A | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| D-BC | 0.52 | 0.52 | 1.04 | 1.46 | 1.51 | | | N/A | N/A |
| C-B | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |

### 07:45 - 08:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.19 | 0.03 | 0.29 | 0.58 | 1.12 | | | N/A | N/A |
| B-AD | 2.73 | 0.09 | 1.44 | 6.65 | 9.39 | | | N/A | N/A |
| A-D | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| D-A | 0.03 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| D-BC | 0.78 | 0.15 | 0.94 | 1.45 | 1.51 | | | N/A | N/A |
| C-B | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |

### 08:00 - 08:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 4.17 | 0.09 | 1.45 | 10.74 | 15.39 | | | N/A | N/A |
| B-AD | 10.60 | 0.31 | 6.02 | 25.51 | 34.36 | | | N/A | N/A |
| A-D | 0.22 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| D-A | 0.04 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| D-BC | 1.41 | 0.03 | 0.29 | 1.41 | 4.81 | | | N/A | N/A |
| C-B | 0.29 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |

### 08:15 - 08:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 4.80 | 0.09 | 1.49 | 12.75 | 18.60 | | | N/A | N/A |
| B-AD | 14.53 | 0.21 | 6.87 | 37.71 | 52.74 | | | N/A | N/A |
| A-D | 0.23 | 0.03 | 0.28 | 0.50 | 0.99 | | | N/A | N/A |
| D-A | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| D-BC | 1.48 | 0.03 | 0.30 | 1.48 | 5.88 | | | N/A | N/A |
| C-B | 0.29 | 0.03 | 0.31 | 1.02 | 1.32 | | | N/A | N/A |

### 08:30 - 08:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.24 | 0.03 | 0.28 | 0.50 | 1.22 | | | N/A | N/A |
| B-AD | 3.41 | 0.04 | 0.43 | 9.26 | 17.43 | | | N/A | N/A |
| A-D | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| D-A | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-BC | 0.84 | 0.06 | 0.73 | 1.39 | 1.87 | | | N/A | N/A |
| C-B | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |

### 08:45 - 09:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.13 | 0.03 | 0.26 | 0.47 | 0.50 | | | N/A | N/A |
| B-AD | 1.55 | 0.03 | 0.31 | 1.84 | 7.26 | | | N/A | N/A |
| A-D | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| D-A | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-BC | 0.55 | 0.04 | 0.41 | 1.38 | 1.38 | | | N/A | N/A |
| C-B | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |

# (Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road / Horndean Road | Right-Left Stagger | Two-way | | 24.62 | C |

### 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) |
|---|---|---|---|---|---|---|
| D8 | 2023 Baseline + Sensitivity Test 150 Dwellings | PM | ONE HOUR | 16:15 | 17:45 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Horndean Road | | ✓ | 448 | 100.000 |
| B - Bartons Road | | ✓ | 464 | 100.000 |
| C - Comley Hill | | ✓ | 376 | 100.000 |
| D - Emsworth Common Road | | ✓ | 461 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 242 | 187 | 19 |
| | B - Bartons Road | 205 | 0 | 98 | 161 |
| | C - Comley Hill | 224 | 91 | 0 | 61 |
| | D - Emsworth Common Road | 38 | 332 | 91 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Horndean Road | B - Bartons Road | C - Comley Hill | D - Emsworth Common Road |
| From | A - Horndean Road | 0 | 0 | 1 | 6 |
| | B - Bartons Road | 0 | 0 | 0 | 0 |
| | C - Comley Hill | 1 | 1 | 0 | 2 |
| | D - Emsworth Common Road | 0 | 2 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS |
|---|---|---|---|---|---|
| B-C | 0.26 | 11.90 | 0.4 | 1.5 | B |
| B-AD | 0.77 | 28.71 | 3.1 | 15.4 | D |
| A-B | | | | | |
| A-C | | | | | |
| A-D | 0.04 | 7.07 | 0.0 | 0.5 | A |
| D-A | 0.40 | 55.37 | 0.6 | 1.4 | F |
| D-BC | 0.92 | 66.53 | 8.2 | 40.2 | F |
| C-D | | | | | |
| C-A | | | | | |
| C-B | 0.20 | 8.87 | 0.2 | 1.1 | A |

## Main Results for each time segment

### 16:15 - 16:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 74 | 556 | 0.133 | 73 | 0.2 | 7.442 | A |
| B-AD | 276 | 600 | 0.459 | 272 | 0.8 | 10.866 | B |
| A-B | 182 | | | 182 | | | |
| A-C | 142 | | | 142 | | | |
| A-D | 15 | 613 | 0.025 | 15 | 0.0 | 6.377 | A |
| D-A | 29 | 518 | 0.055 | 28 | 0.1 | 7.350 | A |
| D-BC | 325 | 589 | 0.552 | 320 | 1.2 | 13.432 | B |
| C-D | 47 | | | 47 | | | |
| C-A | 170 | | | 170 | | | |
| C-B | 69 | 580 | 0.119 | 69 | 0.1 | 7.102 | A |

### 16:30 - 16:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 88 | 516 | 0.171 | 88 | 0.2 | 8.404 | A |
| B-AD | 329 | 570 | 0.577 | 327 | 1.3 | 14.704 | B |
| A-B | 218 | | | 218 | | | |
| A-C | 170 | | | 170 | | | |
| A-D | 18 | 592 | 0.031 | 18 | 0.0 | 6.647 | A |
| D-A | 34 | 441 | 0.078 | 34 | 0.1 | 8.849 | A |
| D-BC | 388 | 559 | 0.694 | 384 | 2.2 | 20.582 | C |
| C-D | 56 | | | 56 | | | |
| C-A | 203 | | | 203 | | | |
| C-B | 83 | 552 | 0.150 | 82 | 0.2 | 7.734 | A |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 108 | 422 | 0.256 | 107 | 0.3 | 11.419 | B |
| B-AD | 403 | 528 | 0.763 | 397 | 2.9 | 26.180 | D |
| A-B | 266 | | | 266 | | | |
| A-C | 208 | | | 208 | | | |
| A-D | 22 | 563 | 0.039 | 22 | 0.0 | 7.054 | A |
| D-A | 42 | 177 | 0.236 | 41 | 0.3 | 26.244 | D |
| D-BC | 475 | 517 | 0.918 | 457 | 6.8 | 49.639 | E |
| C-D | 69 | | | 69 | | | |
| C-A | 249 | | | 249 | | | |
| C-B | 101 | 515 | 0.197 | 101 | 0.2 | 8.781 | A |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 108 | 410 | 0.263 | 108 | 0.4 | 11.902 | B |
| B-AD | 403 | 526 | 0.766 | 402 | 3.1 | 28.713 | D |
| A-B | 266 | | | 266 | | | |
| A-C | 208 | | | 208 | | | |
| A-D | 22 | 562 | 0.039 | 22 | 0.0 | 7.071 | A |
| D-A | 42 | 104 | 0.401 | 41 | 0.6 | 55.374 | F |
| D-BC | 475 | 516 | 0.920 | 469 | 8.2 | 66.533 | F |
| C-D | 69 | | | 69 | | | |
| C-A | 249 | | | 249 | | | |
| C-B | 101 | 511 | 0.198 | 101 | 0.2 | 8.875 | A |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 88 | 508 | 0.173 | 89 | 0.2 | 8.591 | A |
| B-AD | 329 | 566 | 0.581 | 336 | 1.4 | 16.020 | C |
| A-B | 218 | | | 218 | | | |
| A-C | 170 | | | 170 | | | |
| A-D | 18 | 590 | 0.031 | 18 | 0.0 | 6.671 | A |
| D-A | 34 | 405 | 0.084 | 36 | 0.1 | 9.825 | A |
| D-BC | 388 | 557 | 0.696 | 410 | 2.5 | 28.150 | D |
| C-D | 56 | | | 56 | | | |
| C-A | 203 | | | 203 | | | |
| C-B | 83 | 547 | 0.151 | 83 | 0.2 | 7.848 | A |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-C | 74 | 553 | 0.133 | 74 | 0.2 | 7.516 | A |
| B-AD | 276 | 599 | 0.460 | 278 | 0.9 | 11.294 | B |
| A-B | 182 | | | 182 | | | |
| A-C | 142 | | | 142 | | | |
| A-D | 15 | 612 | 0.025 | 15 | 0.0 | 6.391 | A |
| D-A | 29 | 512 | 0.056 | 29 | 0.1 | 7.457 | A |
| D-BC | 325 | 588 | 0.553 | 330 | 1.3 | 14.489 | B |
| C-D | 47 | | | 47 | | | |
| C-A | 170 | | | 170 | | | |
| C-B | 69 | 578 | 0.120 | 69 | 0.1 | 7.153 | A |

## Queue Variation Results for each time segment

### 16:15 - 16:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| B-AD | 0.83 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| D-BC | 1.21 | 0.57 | 1.09 | 1.21 | 1.60 | | | N/A | N/A |
| C-B | 0.14 | 0.00 | 0.00 | 0.14 | 0.14 | | | N/A | N/A |

### 16:30 - 16:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| B-AD | 1.32 | 0.09 | 1.05 | 2.53 | 3.33 | | | N/A | N/A |
| A-D | 0.03 | 0.03 | 0.27 | 0.48 | 0.51 | | | N/A | N/A |
| D-A | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| D-BC | 2.16 | 0.08 | 1.26 | 5.05 | 7.11 | | | N/A | N/A |
| C-B | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |

### 16:45 - 17:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.34 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| B-AD | 2.88 | 0.03 | 0.35 | 6.58 | 15.43 | | | N/A | N/A |
| A-D | 0.04 | 0.03 | 0.27 | 0.48 | 0.51 | | | N/A | N/A |
| D-A | 0.30 | 0.03 | 0.27 | 0.48 | 0.95 | | | N/A | N/A |
| D-BC | 6.78 | 0.09 | 1.76 | 18.80 | 28.20 | | | N/A | N/A |
| C-B | 0.24 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |

### 17:00 - 17:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.35 | 0.03 | 0.32 | 1.18 | 1.45 | | | N/A | N/A |
| B-AD | 3.07 | 0.03 | 0.31 | 3.69 | 14.58 | | | N/A | N/A |
| A-D | 0.04 | 0.00 | 0.00 | 0.04 | 0.04 | | | N/A | N/A |
| D-A | 0.61 | 0.07 | 0.74 | 1.35 | 1.43 | | | N/A | N/A |
| D-BC | 8.17 | 0.06 | 1.02 | 23.75 | 40.16 | | | N/A | N/A |
| C-B | 0.25 | 0.03 | 0.29 | 0.76 | 1.15 | | | N/A | N/A |

### 17:15 - 17:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| B-AD | 1.44 | 0.05 | 0.46 | 3.71 | 5.88 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.09 | 0.00 | 0.00 | 0.09 | 0.09 | | | N/A | N/A |
| D-BC | 2.53 | 0.04 | 0.41 | 6.82 | 12.72 | | | N/A | N/A |
| C-B | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |

### 17:30 - 17:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| B-AD | 0.87 | 0.03 | 0.35 | 2.04 | 3.98 | | | N/A | N/A |
| A-D | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| D-A | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| D-BC | 1.30 | 0.03 | 0.31 | 2.08 | 6.56 | | | N/A | N/A |
| C-B | 0.14 | 0.00 | 0.00 | 0.14 | 0.14 | | | N/A | N/A |

# 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:** Bartons Road Eastleigh Road Junction.j9
**Path:** P:\17-055 Camp Field Bartons Rd Havant\Trans\Picady\2018-11-02 72 +150 Units
**Report generation date:** 02/11/2018 16:15:54

---

»(Default Analysis Set) - 2018, AM
»(Default Analysis Set) - 2018, PM
»(Default Analysis Set) - 2023 Baseline, AM
»(Default Analysis Set) - 2023 Baseline, PM
»(Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, AM
»(Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, PM
»(Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, AM
»(Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, PM

### Summary of junction performance

| | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Junction LOS | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Junction LOS |
| **A1 - 2018** | | | | | | | | | | | | |
| Stream B-AC | 1.6 | 22.09 | 0.62 | C | 4.96 | A | 0.7 | 15.26 | 0.42 | C | 3.18 | A |
| Stream C-B | 0.3 | 8.25 | 0.21 | A | | | 0.5 | 10.60 | 0.35 | B | | |
| **A1 - 2023 Baseline** | | | | | | | | | | | | |
| Stream B-AC | 2.5 | 31.50 | 0.72 | D | 6.95 | A | 1.2 | 20.10 | 0.54 | C | 4.29 | A |
| Stream C-B | 0.4 | 9.26 | 0.28 | A | | | 0.7 | 12.27 | 0.42 | B | | |
| **A1 - 2023 Baseline + Development 72 Dwellings** | | | | | | | | | | | | |
| Stream B-AC | 2.7 | 33.40 | 0.74 | D | 7.39 | A | 1.3 | 21.15 | 0.57 | C | 4.56 | A |
| Stream C-B | 0.4 | 9.54 | 0.30 | A | | | 0.8 | 12.57 | 0.43 | B | | |
| **A1 - 2023 Baseline + Sensitivity Test 150 Dwellings** | | | | | | | | | | | | |
| Stream B-AC | 2.9 | 35.62 | 0.75 | E | 7.90 | A | 1.4 | 22.54 | 0.59 | C | 4.91 | A |
| Stream C-B | 0.5 | 9.87 | 0.32 | A | | | 0.8 | 12.90 | 0.44 | B | | |

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.*

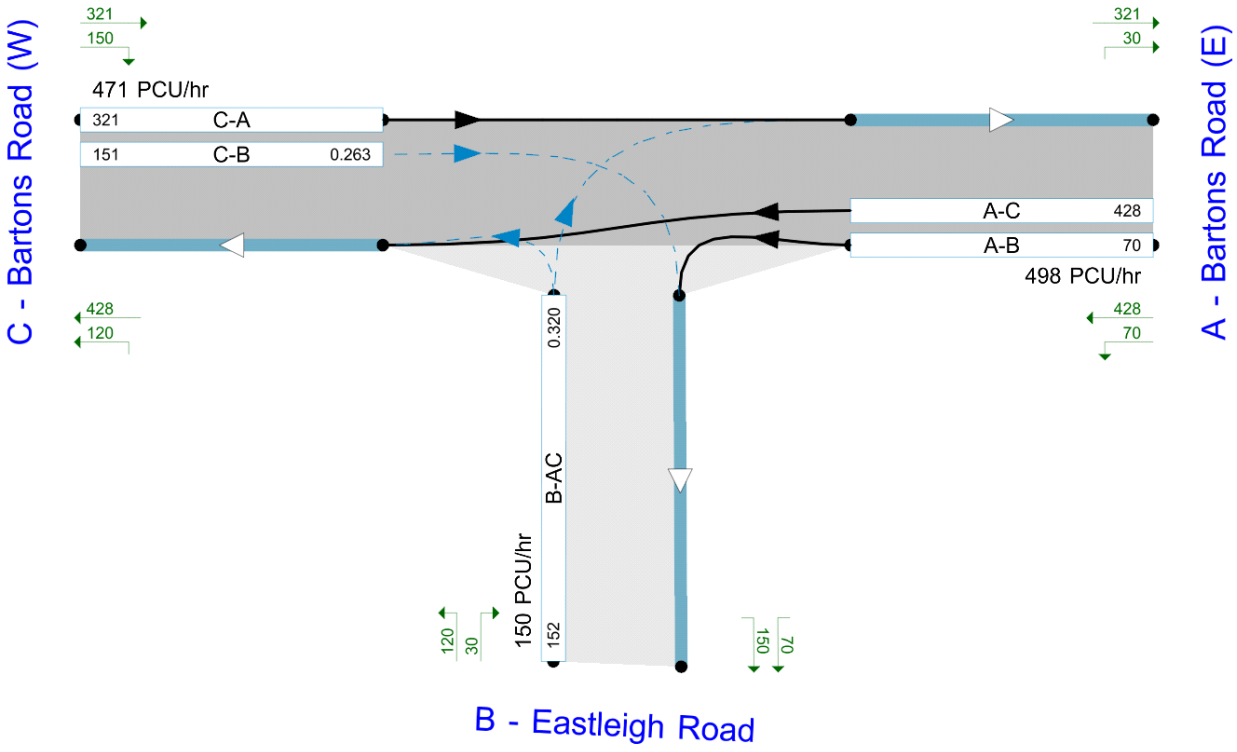
## File summary

### File Description

| | |
|---|---|
| **Title** | Eastleigh Road / Bartons Road |
| **Location** | Havant |
| **Site number** | |
| **Date** | 02/11/2018 |
| **Version** | |
| **Status** | |
| **Identifier** | |
| **Client** | White Farming Limited |
| **Jobnumber** | 17-055 |
| **Enumerator** | PL |
| **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 | PCU | PCU | perHour | s | -Min | perMin |




Flows show modelled flow through junction (PCU/hr).
Streams (upstream end) show Total Demand (PCU/hr); Streams (downstream end) show RFC ()

Time Segment: 16:45-17:00

*The junction diagram reflects the last run of Junctions.*

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|
| | | 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) |
|---|---|---|---|---|---|---|
| D1 | 2018 | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D2 | 2018 | PM | ONE HOUR | 16:45 | 18:15 | 15 |
| D3 | 2023 Baseline | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D4 | 2023 Baseline | PM | ONE HOUR | 16:45 | 18:15 | 15 |
| D5 | 2023 Baseline + Development 72 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D6 | 2023 Baseline + Development 72 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 |
| D7 | 2023 Baseline + Sensitivity Test 150 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D8 | 2023 Baseline + Sensitivity Test 150 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 |

## Analysis Set Details

| ID | Name | Network flow scaling factor (%) |
|---|---|---|
| A1 | (Default Analysis Set) | 100.000 |

# (Default Analysis Set) - 2018, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road Eastleigh Road Junction | T-Junction | Two-way | | 4.96 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Bartons Road (E) | | Major |
| B | Eastleigh Road | | Minor |
| C | Bartons Road (W) | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Width for right turn (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|---|
| C - Bartons Road (W) | 6.40 | | ✓ | 3.20 | 115.0 | | - |

*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 - Eastleigh Road | One lane | 3.00 | 65 | 55 |

### 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 | 526 | 0.094 | 0.238 | 0.150 | 0.340 |
| 1 | B-C | 659 | 0.099 | 0.251 | - | - |
| 1 | C-B | 710 | 0.270 | 0.270 | - | - |

*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) |
|---|---|---|---|---|---|---|
| D1 | 2018 | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 517 | 100.000 |
| B - Eastleigh Road | | ✓ | 245 | 100.000 |
| C - Bartons Road (W) | | ✓ | 503 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 42 | 475 |
| | B - Eastleigh Road | 63 | 0 | 182 |
| | C - Bartons Road (W) | 398 | 105 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 2 | 2 |
| | B - Eastleigh Road | 0 | 0 | 2 |
| | C - Bartons Road (W) | 4 | 1 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.62 | 22.09 | 1.6 | C |
| C-A | | | | |
| C-B | 0.21 | 8.25 | 0.3 | A |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

#### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 184 | 496 | 0.372 | 182 | 0.6 | 11.547 | B |
| C-A | 300 | | | 300 | | | |
| C-B | 79 | 605 | 0.131 | 78 | 0.2 | 6.898 | A |
| A-B | 32 | | | 32 | | | |
| A-C | 358 | | | 358 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 220 | 471 | 0.468 | 219 | 0.9 | 14.445 | B |
| C-A | 358 | | | 358 | | | |
| C-B | 94 | 585 | 0.161 | 94 | 0.2 | 7.413 | A |
| A-B | 38 | | | 38 | | | |
| A-C | 427 | | | 427 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 270 | 435 | 0.621 | 267 | 1.6 | 21.434 | C |
| C-A | 438 | | | 438 | | | |
| C-B | 116 | 556 | 0.208 | 115 | 0.3 | 8.239 | A |
| A-B | 46 | | | 46 | | | |
| A-C | 523 | | | 523 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 270 | 434 | 0.621 | 270 | 1.6 | 22.086 | C |
| C-A | 438 | | | 438 | | | |
| C-B | 116 | 556 | 0.208 | 116 | 0.3 | 8.249 | A |
| A-B | 46 | | | 46 | | | |
| A-C | 523 | | | 523 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 220 | 471 | 0.468 | 223 | 0.9 | 14.906 | B |
| C-A | 358 | | | 358 | | | |
| C-B | 94 | 585 | 0.161 | 95 | 0.2 | 7.427 | A |
| A-B | 38 | | | 38 | | | |
| A-C | 427 | | | 427 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 184 | 496 | 0.372 | 186 | 0.6 | 11.813 | B |
| C-A | 300 | | | 300 | | | |
| C-B | 79 | 605 | 0.131 | 79 | 0.2 | 6.919 | A |
| A-B | 32 | | | 32 | | | |
| A-C | 358 | | | 358 | | | |

# (Default Analysis Set) - 2018, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road Eastleigh Road Junction | T-Junction | Two-way | | 3.18 | 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) |
|---|---|---|---|---|---|---|
| D2 | 2018 | PM | ONE HOUR | 16:45 | 18:15 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 598 | 100.000 |
| B - Eastleigh Road | | ✓ | 156 | 100.000 |
| C - Bartons Road (W) | | ✓ | 556 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 87 | 511 |
| | B - Eastleigh Road | 38 | 0 | 118 |
| | C - Bartons Road (W) | 387 | 169 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 1 | 1 |
| | B - Eastleigh Road | 0 | 0 | 1 |
| | C - Bartons Road (W) | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.42 | 15.26 | 0.7 | C |
| C-A | | | | |
| C-B | 0.35 | 10.60 | 0.5 | B |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 117 | 482 | 0.244 | 116 | 0.3 | 9.882 | A |
| C-A | 291 | | | 291 | | | |
| C-B | 127 | 589 | 0.216 | 126 | 0.3 | 7.922 | A |
| A-B | 65 | | | 65 | | | |
| A-C | 385 | | | 385 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 140 | 452 | 0.310 | 140 | 0.4 | 11.581 | B |
| C-A | 348 | | | 348 | | | |
| C-B | 152 | 565 | 0.269 | 152 | 0.4 | 8.875 | A |
| A-B | 78 | | | 78 | | | |
| A-C | 459 | | | 459 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 172 | 409 | 0.419 | 171 | 0.7 | 15.123 | C |
| C-A | 426 | | | 426 | | | |
| C-B | 186 | 532 | 0.350 | 185 | 0.5 | 10.565 | B |
| A-B | 96 | | | 96 | | | |
| A-C | 563 | | | 563 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 172 | 409 | 0.420 | 172 | 0.7 | 15.257 | C |
| C-A | 426 | | | 426 | | | |
| C-B | 186 | 532 | 0.350 | 186 | 0.5 | 10.605 | B |
| A-B | 96 | | | 96 | | | |
| A-C | 563 | | | 563 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 140 | 452 | 0.310 | 141 | 0.5 | 11.703 | B |
| C-A | 348 | | | 348 | | | |
| C-B | 152 | 565 | 0.269 | 153 | 0.4 | 8.919 | A |
| A-B | 78 | | | 78 | | | |
| A-C | 459 | | | 459 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 117 | 482 | 0.244 | 118 | 0.3 | 9.986 | A |
| C-A | 291 | | | 291 | | | |
| C-B | 127 | 589 | 0.216 | 128 | 0.3 | 7.974 | A |
| A-B | 65 | | | 65 | | | |
| A-C | 385 | | | 385 | | | |

# (Default Analysis Set) - 2023 Baseline, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road Eastleigh Road Junction | T-Junction | Two-way | | 6.95 | 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) |
|---|---|---|---|---|---|---|
| D3 | 2023 Baseline | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 560 | 100.000 |
| B - Eastleigh Road | | ✓ | 271 | 100.000 |
| C - Bartons Road (W) | | ✓ | 579 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 45 | 515 |
| | B - Eastleigh Road | 68 | 0 | 203 |
| | C - Bartons Road (W) | 442 | 137 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 2 | 2 |
| | B - Eastleigh Road | 0 | 0 | 2 |
| | C - Bartons Road (W) | 4 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.72 | 31.50 | 2.5 | D |
| C-A | | | | |
| C-B | 0.28 | 9.26 | 0.4 | A |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 204 | 483 | 0.422 | 201 | 0.7 | 12.815 | B |
| C-A | 333 | | | 333 | | | |
| C-B | 103 | 596 | 0.173 | 102 | 0.2 | 7.349 | A |
| A-B | 34 | | | 34 | | | |
| A-C | 388 | | | 388 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 244 | 455 | 0.536 | 242 | 1.1 | 17.046 | C |
| C-A | 397 | | | 397 | | | |
| C-B | 123 | 574 | 0.215 | 123 | 0.3 | 8.054 | A |
| A-B | 40 | | | 40 | | | |
| A-C | 463 | | | 463 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 298 | 413 | 0.723 | 293 | 2.4 | 29.407 | D |
| C-A | 487 | | | 487 | | | |
| C-B | 151 | 544 | 0.278 | 150 | 0.4 | 9.238 | A |
| A-B | 50 | | | 50 | | | |
| A-C | 567 | | | 567 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 298 | 413 | 0.723 | 298 | 2.5 | 31.498 | D |
| C-A | 487 | | | 487 | | | |
| C-B | 151 | 544 | 0.278 | 151 | 0.4 | 9.258 | A |
| A-B | 50 | | | 50 | | | |
| A-C | 567 | | | 567 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 244 | 455 | 0.536 | 249 | 1.2 | 18.167 | C |
| C-A | 397 | | | 397 | | | |
| C-B | 123 | 574 | 0.215 | 124 | 0.3 | 8.078 | A |
| A-B | 40 | | | 40 | | | |
| A-C | 463 | | | 463 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 204 | 483 | 0.422 | 206 | 0.8 | 13.257 | B |
| C-A | 333 | | | 333 | | | |
| C-B | 103 | 596 | 0.173 | 103 | 0.2 | 7.380 | A |
| A-B | 34 | | | 34 | | | |
| A-C | 388 | | | 388 | | | |

# (Default Analysis Set) - 2023 Baseline, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road Eastleigh Road Junction | T-Junction | Two-way | | 4.29 | 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) |
|---|---|---|---|---|---|---|
| D4 | 2023 Baseline | PM | ONE HOUR | 16:45 | 18:15 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 656 | 100.000 |
| B - Eastleigh Road | | ✓ | 194 | 100.000 |
| C - Bartons Road (W) | | ✓ | 619 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 93 | 563 |
| | B - Eastleigh Road | 41 | 0 | 153 |
| | C - Bartons Road (W) | 423 | 196 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 1 | 1 |
| | B - Eastleigh Road | 0 | 0 | 1 |
| | C - Bartons Road (W) | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.54 | 20.10 | 1.2 | C |
| C-A | | | | |
| C-B | 0.42 | 12.27 | 0.7 | B |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 146 | 475 | 0.307 | 144 | 0.4 | 10.914 | B |
| C-A | 318 | | | 318 | | | |
| C-B | 148 | 577 | 0.256 | 146 | 0.3 | 8.502 | A |
| A-B | 70 | | | 70 | | | |
| A-C | 424 | | | 424 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 174 | 442 | 0.394 | 174 | 0.6 | 13.457 | B |
| C-A | 380 | | | 380 | | | |
| C-B | 176 | 551 | 0.320 | 176 | 0.5 | 9.775 | A |
| A-B | 84 | | | 84 | | | |
| A-C | 506 | | | 506 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 214 | 394 | 0.542 | 212 | 1.1 | 19.677 | C |
| C-A | 466 | | | 466 | | | |
| C-B | 216 | 515 | 0.419 | 215 | 0.7 | 12.191 | B |
| A-B | 102 | | | 102 | | | |
| A-C | 620 | | | 620 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 214 | 394 | 0.543 | 213 | 1.2 | 20.099 | C |
| C-A | 466 | | | 466 | | | |
| C-B | 216 | 515 | 0.419 | 216 | 0.7 | 12.268 | B |
| A-B | 102 | | | 102 | | | |
| A-C | 620 | | | 620 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 174 | 442 | 0.394 | 176 | 0.7 | 13.755 | B |
| C-A | 380 | | | 380 | | | |
| C-B | 176 | 551 | 0.320 | 177 | 0.5 | 9.852 | A |
| A-B | 84 | | | 84 | | | |
| A-C | 506 | | | 506 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 146 | 475 | 0.308 | 147 | 0.5 | 11.099 | B |
| C-A | 318 | | | 318 | | | |
| C-B | 148 | 577 | 0.256 | 148 | 0.4 | 8.576 | A |
| A-B | 70 | | | 70 | | | |
| A-C | 424 | | | 424 | | | |

# (Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road Eastleigh Road Junction | T-Junction | Two-way | | 7.39 | 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) |
|---|---|---|---|---|---|---|
| D5 | 2023 Baseline + Development 72 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 562 | 100.000 |
| B - Eastleigh Road | | ✓ | 275 | 100.000 |
| C - Bartons Road (W) | | ✓ | 596 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 45 | 517 |
| | B - Eastleigh Road | 68 | 0 | 207 |
| | C - Bartons Road (W) | 449 | 147 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 2 | 2 |
| | B - Eastleigh Road | 0 | 0 | 2 |
| | C - Bartons Road (W) | 4 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.74 | 33.40 | 2.7 | D |
| C-A | | | | |
| C-B | 0.30 | 9.54 | 0.4 | A |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 207 | 482 | 0.429 | 204 | 0.7 | 12.996 | B |
| C-A | 338 | | | 338 | | | |
| C-B | 111 | 596 | 0.186 | 110 | 0.2 | 7.466 | A |
| A-B | 34 | | | 34 | | | |
| A-C | 389 | | | 389 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 247 | 453 | 0.546 | 246 | 1.2 | 17.455 | C |
| C-A | 404 | | | 404 | | | |
| C-B | 132 | 574 | 0.230 | 132 | 0.3 | 8.225 | A |
| A-B | 40 | | | 40 | | | |
| A-C | 465 | | | 465 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 303 | 410 | 0.738 | 297 | 2.5 | 30.917 | D |
| C-A | 494 | | | 494 | | | |
| C-B | 162 | 543 | 0.298 | 161 | 0.4 | 9.516 | A |
| A-B | 50 | | | 50 | | | |
| A-C | 569 | | | 569 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 303 | 410 | 0.738 | 302 | 2.7 | 33.405 | D |
| C-A | 494 | | | 494 | | | |
| C-B | 162 | 543 | 0.298 | 162 | 0.4 | 9.540 | A |
| A-B | 50 | | | 50 | | | |
| A-C | 569 | | | 569 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 247 | 453 | 0.546 | 253 | 1.3 | 18.740 | C |
| C-A | 404 | | | 404 | | | |
| C-B | 132 | 574 | 0.230 | 133 | 0.3 | 8.253 | A |
| A-B | 40 | | | 40 | | | |
| A-C | 465 | | | 465 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 207 | 482 | 0.429 | 209 | 0.8 | 13.469 | B |
| C-A | 338 | | | 338 | | | |
| C-B | 111 | 596 | 0.186 | 111 | 0.2 | 7.502 | A |
| A-B | 34 | | | 34 | | | |
| A-C | 389 | | | 389 | | | |

# (Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road Eastleigh Road Junction | T-Junction | Two-way | | 4.56 | 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) |
|---|---|---|---|---|---|---|
| D6 | 2023 Baseline + Development 72 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 662 | 100.000 |
| B - Eastleigh Road | | ✓ | 202 | 100.000 |
| C - Bartons Road (W) | | ✓ | 627 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 93 | 569 |
| | B - Eastleigh Road | 41 | 0 | 161 |
| | C - Bartons Road (W) | 426 | 201 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 1 | 1 |
| | B - Eastleigh Road | 0 | 0 | 1 |
| | C - Bartons Road (W) | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.57 | 21.15 | 1.3 | C |
| C-A | | | | |
| C-B | 0.43 | 12.57 | 0.8 | B |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 152 | 476 | 0.320 | 150 | 0.5 | 11.091 | B |
| C-A | 321 | | | 321 | | | |
| C-B | 151 | 576 | 0.263 | 150 | 0.4 | 8.597 | A |
| A-B | 70 | | | 70 | | | |
| A-C | 428 | | | 428 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 182 | 443 | 0.410 | 181 | 0.7 | 13.806 | B |
| C-A | 383 | | | 383 | | | |
| C-B | 181 | 549 | 0.329 | 180 | 0.5 | 9.930 | A |
| A-B | 84 | | | 84 | | | |
| A-C | 512 | | | 512 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 222 | 394 | 0.565 | 220 | 1.2 | 20.635 | C |
| C-A | 469 | | | 469 | | | |
| C-B | 221 | 513 | 0.431 | 220 | 0.8 | 12.489 | B |
| A-B | 102 | | | 102 | | | |
| A-C | 626 | | | 626 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 222 | 393 | 0.565 | 222 | 1.3 | 21.152 | C |
| C-A | 469 | | | 469 | | | |
| C-B | 221 | 513 | 0.431 | 221 | 0.8 | 12.575 | B |
| A-B | 102 | | | 102 | | | |
| A-C | 626 | | | 626 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 182 | 442 | 0.411 | 184 | 0.7 | 14.153 | B |
| C-A | 383 | | | 383 | | | |
| C-B | 181 | 549 | 0.329 | 182 | 0.5 | 10.015 | B |
| A-B | 84 | | | 84 | | | |
| A-C | 512 | | | 512 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 152 | 475 | 0.320 | 153 | 0.5 | 11.293 | B |
| C-A | 321 | | | 321 | | | |
| C-B | 151 | 576 | 0.263 | 152 | 0.4 | 8.679 | A |
| A-B | 70 | | | 70 | | | |
| A-C | 428 | | | 428 | | | |

# (Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road Eastleigh Road Junction | T-Junction | Two-way | | 7.90 | 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) |
|---|---|---|---|---|---|---|
| D7 | 2023 Baseline + Sensitivity Test 150 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 564 | 100.000 |
| B - Eastleigh Road | | ✓ | 279 | 100.000 |
| C - Bartons Road (W) | | ✓ | 613 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 45 | 519 |
| | B - Eastleigh Road | 68 | 0 | 211 |
| | C - Bartons Road (W) | 455 | 158 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 2 | 2 |
| | B - Eastleigh Road | 0 | 0 | 2 |
| | C - Bartons Road (W) | 4 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.75 | 35.62 | 2.9 | E |
| C-A | | | | |
| C-B | 0.32 | 9.87 | 0.5 | A |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 210 | 481 | 0.436 | 207 | 0.8 | 13.184 | B |
| C-A | 343 | | | 343 | | | |
| C-B | 119 | 595 | 0.200 | 118 | 0.2 | 7.599 | A |
| A-B | 34 | | | 34 | | | |
| A-C | 391 | | | 391 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 251 | 451 | 0.556 | 249 | 1.2 | 17.895 | C |
| C-A | 409 | | | 409 | | | |
| C-B | 142 | 573 | 0.248 | 142 | 0.3 | 8.421 | A |
| A-B | 40 | | | 40 | | | |
| A-C | 467 | | | 467 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 307 | 408 | 0.754 | 301 | 2.7 | 32.612 | D |
| C-A | 501 | | | 501 | | | |
| C-B | 174 | 542 | 0.321 | 173 | 0.5 | 9.840 | A |
| A-B | 50 | | | 50 | | | |
| A-C | 571 | | | 571 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 307 | 407 | 0.754 | 307 | 2.9 | 35.616 | E |
| C-A | 501 | | | 501 | | | |
| C-B | 174 | 542 | 0.321 | 174 | 0.5 | 9.869 | A |
| A-B | 50 | | | 50 | | | |
| A-C | 571 | | | 571 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 251 | 451 | 0.556 | 257 | 1.3 | 19.383 | C |
| C-A | 409 | | | 409 | | | |
| C-B | 142 | 573 | 0.248 | 143 | 0.3 | 8.456 | A |
| A-B | 40 | | | 40 | | | |
| A-C | 467 | | | 467 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 210 | 481 | 0.437 | 212 | 0.8 | 13.694 | B |
| C-A | 343 | | | 343 | | | |
| C-B | 119 | 595 | 0.200 | 119 | 0.3 | 7.640 | A |
| A-B | 34 | | | 34 | | | |
| A-C | 391 | | | 391 | | | |

# (Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Bartons Road Eastleigh Road Junction | T-Junction | Two-way | | 4.91 | 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) |
|---|---|---|---|---|---|---|
| D8 | 2023 Baseline + Sensitivity Test 150 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 668 | 100.000 |
| B - Eastleigh Road | | ✓ | 212 | 100.000 |
| C - Bartons Road (W) | | ✓ | 635 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 93 | 575 |
| | B - Eastleigh Road | 41 | 0 | 171 |
| | C - Bartons Road (W) | 429 | 206 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Eastleigh Road | C - Bartons Road (W) |
| From | A - Bartons Road (E) | 0 | 1 | 1 |
| | B - Eastleigh Road | 0 | 0 | 1 |
| | C - Bartons Road (W) | 0 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.59 | 22.54 | 1.4 | C |
| C-A | | | | |
| C-B | 0.44 | 12.90 | 0.8 | B |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 160 | 477 | 0.335 | 158 | 0.5 | 11.311 | B |
| C-A | 323 | | | 323 | | | |
| C-B | 155 | 574 | 0.270 | 154 | 0.4 | 8.699 | A |
| A-B | 70 | | | 70 | | | |
| A-C | 433 | | | 433 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 191 | 443 | 0.430 | 190 | 0.7 | 14.242 | B |
| C-A | 386 | | | 386 | | | |
| C-B | 185 | 548 | 0.338 | 185 | 0.5 | 10.091 | B |
| A-B | 84 | | | 84 | | | |
| A-C | 517 | | | 517 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 233 | 394 | 0.592 | 231 | 1.4 | 21.882 | C |
| C-A | 472 | | | 472 | | | |
| C-B | 227 | 511 | 0.444 | 226 | 0.8 | 12.801 | B |
| A-B | 102 | | | 102 | | | |
| A-C | 633 | | | 633 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 233 | 394 | 0.593 | 233 | 1.4 | 22.541 | C |
| C-A | 472 | | | 472 | | | |
| C-B | 227 | 511 | 0.444 | 227 | 0.8 | 12.897 | B |
| A-B | 102 | | | 102 | | | |
| A-C | 633 | | | 633 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 191 | 443 | 0.430 | 193 | 0.8 | 14.662 | B |
| C-A | 386 | | | 386 | | | |
| C-B | 185 | 548 | 0.338 | 186 | 0.5 | 10.184 | B |
| A-B | 84 | | | 84 | | | |
| A-C | 517 | | | 517 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-AC | 160 | 476 | 0.335 | 161 | 0.5 | 11.538 | B |
| C-A | 323 | | | 323 | | | |
| C-B | 155 | 574 | 0.270 | 156 | 0.4 | 8.784 | A |
| A-B | 70 | | | 70 | | | |
| A-C | 433 | | | 433 | | | |

# 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:** Eastleigh Road Southleigh Road Junction.j9
**Path:** P:\17-055 Camp Field Bartons Rd Havant\Trans\Picady\2018-11-02 72 +150 Units
**Report generation date:** 02/11/2018 16:21:04

»2018, AM
»2018, PM
»2023 Baseline, AM
»2023 Baseline, PM
»2023 Baseline + Development 72 Dwellings, AM
»2023 Baseline + Development 72 Dwellings, PM
»2023 Baseline + Sensitivity Test 150 Dwellings, AM
»2023 Baseline + Sensitivity Test 150 Dwellings, PM

### Summary of junction performance

| | AM | | | | | | | PM | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Junction LOS | Network Residual Capacity | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Junction LOS | Network Residual Capacity |
| **2018** | | | | | | | | | | | | | | |
| **Stream B-C** | 0.1 | 6.91 | 0.09 | A | 1.59 | A | 133 % [Stream B-A] | 0.0 | 8.18 | 0.02 | A | 5.57 | A | 34 % [Stream B-A] |
| **Stream B-A** | 0.2 | 9.20 | 0.18 | A | | | | 1.2 | 16.23 | 0.54 | C | | | |
| **Stream C-AB** | 0.0 | 6.25 | 0.01 | A | | | | 0.0 | 5.43 | 0.02 | A | | | |
| **2023 Baseline** | | | | | | | | | | | | | | |
| **Stream B-C** | 0.1 | 7.11 | 0.10 | A | 1.65 | A | 117 % [Stream B-A] | 0.0 | 9.62 | 0.03 | A | 6.98 | A | 19 % [Stream B-A] |
| **Stream B-A** | 0.3 | 9.58 | 0.20 | A | | | | 1.7 | 20.33 | 0.63 | C | | | |
| **Stream C-AB** | 0.0 | 6.28 | 0.01 | A | | | | 0.0 | 5.45 | 0.02 | A | | | |
| **2023 Baseline + Development 72 Dwellings** | | | | | | | | | | | | | | |
| **Stream B-C** | 0.1 | 7.25 | 0.11 | A | 1.78 | A | 107 % [Stream B-A] | 0.0 | 9.91 | 0.03 | A | 7.25 | A | 17 % [Stream B-A] |
| **Stream B-A** | 0.3 | 9.79 | 0.22 | A | | | | 1.8 | 21.10 | 0.64 | C | | | |
| **Stream C-AB** | 0.0 | 6.29 | 0.01 | A | | | | 0.0 | 5.46 | 0.02 | A | | | |
| **2023 Baseline + Sensitivity Test 150 Dwellings** | | | | | | | | | | | | | | |
| **Stream B-C** | 0.1 | 7.44 | 0.11 | A | 2.03 | A | 92 % [Stream B-A] | 0.0 | 10.23 | 0.03 | B | 7.53 | A | 15 % [Stream B-A] |
| **Stream B-A** | 0.4 | 10.79 | 0.26 | B | | | | 1.9 | 21.93 | 0.65 | C | | | |
| **Stream C-AB** | 0.0 | 6.30 | 0.01 | A | | | | 0.0 | 5.47 | 0.02 | A | | | |

*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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

# File summary

## File Description

| | |
|---|---|
| **Title** | Eastleigh Road Southleigh Road |
| **Location** | |
| **Site number** | |
| **Date** | 02/11/2018 |
| **Version** | |
| **Status** | |
| **Identifier** | |
| **Client** | White Farming Limited |
| **Jobnumber** | 17-055 |
| **Enumerator** | PL |
| **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 |

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|
| D1 | 2018 | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D2 | 2018 | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |
| D3 | 2023 Baseline | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D4 | 2023 Baseline | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |
| D5 | 2023 Baseline + Development 72 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D6 | 2023 Baseline + Development 72 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |
| D7 | 2023 Baseline + Sensitivity Test 150 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D8 | 2023 Baseline + Sensitivity Test 150 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |

## Analysis Set Details

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

# 2018, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Eastleigh Rd - Southleigh Rd Junction | T-Junction | Two-way | | 1.59 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 133 | Stream B-A |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Southleigh Rd (SW) | | Major |
| B | Eastleigh Rd (NE) | | Minor |
| C | Southleigh Rd (E) | | 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 - Southleigh Rd (E) | 6.17 | | | 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 | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|---|---|---|---|---|---|
| B - Eastleigh Rd (NE) | One lane plus flare | 10.00 | 6.48 | 4.25 | 3.49 | 3.12 | ✓ | 1.00 | 41 | 67 |

### 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 | 603 | 0.109 | 0.276 | 0.173 | 0.394 |
| 1 | B-C | 716 | 0.109 | 0.275 | - | - |
| 1 | C-B | 632 | 0.243 | 0.243 | - | - |

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

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

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

# Traffic Demand

## Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|
| D1 | 2018 | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

## Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Southleigh Rd (SW) | | ONE HOUR | ✓ | 461 | 100.000 |
| B - Eastleigh Rd (NE) | | ONE HOUR | ✓ | 129 | 100.000 |
| C - Southleigh Rd (E) | | ONE HOUR | ✓ | 101 | 100.000 |

# Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 245 | 216 |
| | B - Eastleigh Rd (NE) | 80 | 0 | 49 |
| | C - Southleigh Rd (E) | 97 | 4 | 0 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 1 | 3 |
| | B - Eastleigh Rd (NE) | 1 | 0 | 2 |
| | C - Southleigh Rd (E) | 3 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| B-C | 0.09 | 6.91 | 0.1 | 0.5 | A | 46 | 69 |
| B-A | 0.18 | 9.20 | 0.2 | 1.0 | A | 74 | 111 |
| C-AB | 0.01 | 6.25 | 0.0 | 0.5 | A | 4 | 7 |
| C-A | | | | | | 91 | 136 |
| A-B | | | | | | 227 | 341 |
| A-C | | | | | | 204 | 306 |

## Main Results for each time segment

### 07:30 - 07:45

| 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-C | 38 | 9 | 629 | 0.060 | 37 | 0.0 | 0.1 | 6.200 | A |
| B-A | 61 | 15 | 522 | 0.117 | 60 | 0.0 | 0.1 | 7.867 | A |
| C-AB | 3 | 0.86 | 598 | 0.006 | 3 | 0.0 | 0.0 | 6.073 | A |
| C-A | 75 | 19 | | | 75 | | | | |
| A-B | 186 | 47 | | | 186 | | | | |
| A-C | 167 | 42 | | | 167 | | | | |

### 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-C | 45 | 11 | 611 | 0.073 | 45 | 0.1 | 0.1 | 6.480 | A |
| B-A | 73 | 18 | 506 | 0.144 | 72 | 0.1 | 0.2 | 8.381 | A |
| C-AB | 4 | 1 | 593 | 0.007 | 4 | 0.0 | 0.0 | 6.143 | A |
| C-A | 89 | 22 | | | 89 | | | | |
| A-B | 222 | 56 | | | 222 | | | | |
| A-C | 200 | 50 | | | 200 | | | | |

### 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-C | 55 | 14 | 586 | 0.094 | 55 | 0.1 | 0.1 | 6.910 | A |
| B-A | 89 | 22 | 484 | 0.184 | 89 | 0.2 | 0.2 | 9.188 | A |
| C-AB | 5 | 1 | 585 | 0.009 | 5 | 0.0 | 0.0 | 6.240 | A |
| C-A | 109 | 27 | | | 109 | | | | |
| A-B | 272 | 68 | | | 272 | | | | |
| A-C | 245 | 61 | | | 245 | | | | |

### 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-C | 55 | 14 | 586 | 0.094 | 55 | 0.1 | 0.1 | 6.912 | A |
| B-A | 89 | 22 | 484 | 0.184 | 89 | 0.2 | 0.2 | 9.199 | A |
| C-AB | 5 | 1 | 585 | 0.009 | 5 | 0.0 | 0.0 | 6.245 | A |
| C-A | 109 | 27 | | | 109 | | | | |
| A-B | 272 | 68 | | | 272 | | | | |
| A-C | 245 | 61 | | | 245 | | | | |

### 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-C | 45 | 11 | 611 | 0.074 | 45 | 0.1 | 0.1 | 6.487 | A |
| B-A | 73 | 18 | 506 | 0.143 | 73 | 0.2 | 0.2 | 8.395 | A |
| C-AB | 4 | 1 | 593 | 0.007 | 4 | 0.0 | 0.0 | 6.151 | A |
| C-A | 89 | 22 | | | 89 | | | | |
| A-B | 222 | 56 | | | 222 | | | | |
| A-C | 200 | 50 | | | 200 | | | | |

### 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-C | 38 | 9 | 629 | 0.060 | 38 | 0.1 | 0.1 | 6.212 | A |
| B-A | 61 | 15 | 522 | 0.117 | 61 | 0.2 | 0.1 | 7.888 | A |
| C-AB | 3 | 0.86 | 598 | 0.006 | 3 | 0.0 | 0.0 | 6.076 | A |
| C-A | 75 | 19 | | | 75 | | | | |
| A-B | 186 | 47 | | | 186 | | | | |
| A-C | 167 | 42 | | | 167 | | | | |

## Queue Variation Results for each time segment

### 07:30 - 07:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| B-A | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 07:45 - 08:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.08 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| B-A | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| C-AB | 0.01 | 0.01 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

### 08:00 - 08:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.10 | 0.03 | 0.26 | 0.48 | 0.50 | | | N/A | N/A |
| B-A | 0.22 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 08:15 - 08:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.11 | 0.03 | 0.26 | 0.46 | 0.48 | | | N/A | N/A |
| B-A | 0.23 | 0.03 | 0.28 | 0.55 | 1.04 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 08:30 - 08:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| B-A | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 08:45 - 09:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| B-A | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

# 2018, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Eastleigh Rd - Southleigh Rd Junction | T-Junction | Two-way | | 5.57 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 34 | Stream B-A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|
| D2 | 2018 | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |

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

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Southleigh Rd (SW) | | ONE HOUR | ✓ | 282 | 100.000 |
| B - Eastleigh Rd (NE) | | ONE HOUR | ✓ | 249 | 100.000 |
| C - Southleigh Rd (E) | | ONE HOUR | ✓ | 189 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 142 | 140 |
| | B - Eastleigh Rd (NE) | 239 | 0 | 10 |
| | C - Southleigh Rd (E) | 181 | 8 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 1 | 1 |
| | B - Eastleigh Rd (NE) | 1 | 0 | 0 |
| | C - Southleigh Rd (E) | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 8.18 | 0.0 | 0.5 | A | 9 | 14 |
| B-A | 0.54 | 16.23 | 1.2 | 3.9 | C | 222 | 332 |
| C-AB | 0.02 | 5.43 | 0.0 | 0.5 | A | 10 | 15 |
| C-A | | | | | | 167 | 250 |
| A-B | | | | | | 132 | 197 |
| A-C | | | | | | 130 | 195 |

## 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-C | 8 | 2 | 563 | 0.013 | 7 | 0.0 | 0.0 | 6.483 | A |
| B-A | 182 | 45 | 520 | 0.349 | 180 | 0.0 | 0.5 | 10.617 | B |
| C-AB | 8 | 2 | 674 | 0.011 | 8 | 0.0 | 0.0 | 5.423 | A |
| C-A | 137 | 34 | | | 137 | | | | |
| A-B | 108 | 27 | | | 108 | | | | |
| A-C | 106 | 27 | | | 106 | | | | |

### 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-C | 9 | 2 | 523 | 0.017 | 9 | 0.0 | 0.0 | 7.007 | A |
| B-A | 217 | 54 | 507 | 0.428 | 216 | 0.5 | 0.7 | 12.456 | B |
| C-AB | 10 | 2 | 683 | 0.014 | 9 | 0.0 | 0.0 | 5.367 | A |
| C-A | 164 | 41 | | | 164 | | | | |
| A-B | 129 | 32 | | | 129 | | | | |
| A-C | 127 | 32 | | | 127 | | | | |

### 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-C | 11 | 3 | 453 | 0.024 | 11 | 0.0 | 0.0 | 8.142 | A |
| B-A | 266 | 66 | 490 | 0.543 | 264 | 0.7 | 1.2 | 16.003 | C |
| C-AB | 12 | 3 | 696 | 0.018 | 12 | 0.0 | 0.0 | 5.292 | A |
| C-A | 200 | 50 | | | 200 | | | | |
| A-B | 158 | 39 | | | 158 | | | | |
| A-C | 156 | 39 | | | 156 | | | | |

### 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-C | 11 | 3 | 451 | 0.024 | 11 | 0.0 | 0.0 | 8.181 | A |
| B-A | 266 | 66 | 490 | 0.543 | 266 | 1.2 | 1.2 | 16.226 | C |
| C-AB | 12 | 3 | 696 | 0.018 | 12 | 0.0 | 0.0 | 5.295 | A |
| C-A | 200 | 50 | | | 200 | | | | |
| A-B | 158 | 39 | | | 158 | | | | |
| A-C | 156 | 39 | | | 156 | | | | |

### 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-C | 9 | 2 | 520 | 0.017 | 9 | 0.0 | 0.0 | 7.042 | A |
| B-A | 217 | 54 | 507 | 0.428 | 219 | 1.2 | 0.8 | 12.671 | B |
| C-AB | 10 | 2 | 683 | 0.014 | 10 | 0.0 | 0.0 | 5.375 | A |
| C-A | 164 | 41 | | | 164 | | | | |
| A-B | 129 | 32 | | | 129 | | | | |
| A-C | 127 | 32 | | | 127 | | | | |

### 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-C | 8 | 2 | 561 | 0.013 | 8 | 0.0 | 0.0 | 6.512 | A |
| B-A | 182 | 45 | 520 | 0.349 | 183 | 0.8 | 0.6 | 10.805 | B |
| C-AB | 8 | 2 | 674 | 0.011 | 8 | 0.0 | 0.0 | 5.428 | A |
| C-A | 137 | 34 | | | 137 | | | | |
| A-B | 108 | 27 | | | 108 | | | | |
| A-C | 106 | 27 | | | 106 | | | | |

## Queue Variation Results for each time segment

### 16:45 - 17:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |
| B-A | 0.53 | 0.53 | 1.01 | 1.41 | 1.46 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 17:00 - 17:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.02 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| B-A | 0.74 | 0.24 | 0.95 | 1.40 | 1.46 | | | N/A | N/A |
| C-AB | 0.02 | 0.02 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

### 17:15 - 17:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 1.16 | 0.03 | 0.28 | 1.16 | 2.29 | | | N/A | N/A |
| C-AB | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |

### 17:30 - 17:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 1.18 | 0.03 | 0.28 | 1.18 | 3.92 | | | N/A | N/A |
| C-AB | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |

### 17:45 - 18:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 0.77 | 0.07 | 0.75 | 1.50 | 1.54 | | | N/A | N/A |
| C-AB | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |

**18:00 - 18:15**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |
| B-A | 0.55 | 0.04 | 0.45 | 1.36 | 1.49 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

# 2023 Baseline, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Eastleigh Rd - Southleigh Rd Junction | T-Junction | Two-way | | 1.65 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 117 | Stream B-A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|
| D3 | 2023 Baseline | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Southleigh Rd (SW) | | ONE HOUR | ✓ | 495 | 100.000 |
| B - Eastleigh Rd (NE) | | ONE HOUR | ✓ | 139 | 100.000 |
| C - Southleigh Rd (E) | | ONE HOUR | ✓ | 108 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 263 | 232 |
| | B - Eastleigh Rd (NE) | 86 | 0 | 53 |
| | C - Southleigh Rd (E) | 104 | 4 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 1 | 3 |
| | B - Eastleigh Rd (NE) | 1 | 0 | 2 |
| | C - Southleigh Rd (E) | 3 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| B-C | 0.10 | 7.11 | 0.1 | 0.5 | A | 50 | 74 |
| B-A | 0.20 | 9.58 | 0.3 | 1.2 | A | 80 | 120 |
| C-AB | 0.01 | 6.28 | 0.0 | 0.5 | A | 4 | 7 |
| C-A | | | | | | 98 | 146 |
| A-B | | | | | | 244 | 366 |
| A-C | | | | | | 219 | 329 |

## Main Results for each time segment

### 07:30 - 07:45

| 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-C | 41 | 10 | 623 | 0.065 | 40 | 0.0 | 0.1 | 6.301 | A |
| B-A | 65 | 16 | 516 | 0.127 | 65 | 0.0 | 0.1 | 8.050 | A |
| C-AB | 3 | 0.87 | 596 | 0.006 | 3 | 0.0 | 0.0 | 6.098 | A |
| C-A | 80 | 20 | | | 80 | | | | |
| A-B | 200 | 50 | | | 200 | | | | |
| A-C | 180 | 45 | | | 180 | | | | |

### 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-C | 49 | 12 | 604 | 0.081 | 49 | 0.1 | 0.1 | 6.615 | A |
| B-A | 78 | 20 | 499 | 0.157 | 78 | 0.1 | 0.2 | 8.630 | A |
| C-AB | 4 | 1 | 590 | 0.007 | 4 | 0.0 | 0.0 | 6.172 | A |
| C-A | 96 | 24 | | | 96 | | | | |
| A-B | 239 | 60 | | | 239 | | | | |
| A-C | 215 | 54 | | | 215 | | | | |

### 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-C | 60 | 15 | 576 | 0.103 | 59 | 0.1 | 0.1 | 7.106 | A |
| B-A | 96 | 24 | 475 | 0.201 | 95 | 0.2 | 0.3 | 9.565 | A |
| C-AB | 6 | 1 | 582 | 0.010 | 6 | 0.0 | 0.0 | 6.275 | A |
| C-A | 117 | 29 | | | 117 | | | | |
| A-B | 292 | 73 | | | 292 | | | | |
| A-C | 263 | 66 | | | 263 | | | | |

### 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-C | 60 | 15 | 576 | 0.103 | 60 | 0.1 | 0.1 | 7.110 | A |
| B-A | 96 | 24 | 475 | 0.201 | 96 | 0.3 | 0.3 | 9.578 | A |
| C-AB | 6 | 1 | 582 | 0.010 | 6 | 0.0 | 0.0 | 6.281 | A |
| C-A | 117 | 29 | | | 117 | | | | |
| A-B | 292 | 73 | | | 292 | | | | |
| A-C | 263 | 66 | | | 263 | | | | |

### 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-C | 49 | 12 | 603 | 0.081 | 49 | 0.1 | 0.1 | 6.624 | A |
| B-A | 78 | 20 | 499 | 0.157 | 78 | 0.3 | 0.2 | 8.649 | A |
| C-AB | 4 | 1 | 590 | 0.007 | 4 | 0.0 | 0.0 | 6.179 | A |
| C-A | 96 | 24 | | | 96 | | | | |
| A-B | 239 | 60 | | | 239 | | | | |
| A-C | 215 | 54 | | | 215 | | | | |

### 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-C | 41 | 10 | 623 | 0.065 | 41 | 0.1 | 0.1 | 6.311 | A |
| B-A | 65 | 16 | 516 | 0.127 | 66 | 0.2 | 0.1 | 8.077 | A |
| C-AB | 3 | 0.87 | 596 | 0.006 | 3 | 0.0 | 0.0 | 6.102 | A |
| C-A | 80 | 20 | | | 80 | | | | |
| A-B | 200 | 50 | | | 200 | | | | |
| A-C | 180 | 45 | | | 180 | | | | |

## Queue Variation Results for each time segment

### 07:30 - 07:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| B-A | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 07:45 - 08:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.09 | 0.03 | 0.26 | 0.48 | 0.50 | | | N/A | N/A |
| B-A | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| C-AB | 0.01 | 0.01 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

### 08:00 - 08:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.03 | 0.26 | 0.48 | 0.50 | | | N/A | N/A |
| B-A | 0.25 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 08:15 - 08:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.03 | 0.26 | 0.46 | 0.48 | | | N/A | N/A |
| B-A | 0.25 | 0.03 | 0.30 | 0.85 | 1.20 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 08:30 - 08:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.09 | 0.00 | 0.00 | 0.09 | 0.09 | | | N/A | N/A |
| B-A | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

**08:45 - 09:00**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| B-A | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

# 2023 Baseline, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Eastleigh Rd - Southleigh Rd Junction | T-Junction | Two-way | | 6.98 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 19 | Stream B-A |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|---|---|---|---|---|---|---|---|
| D4 | 2023 Baseline | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |

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

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Southleigh Rd (SW) | | ONE HOUR | ✓ | 328 | 100.000 |
| B - Eastleigh Rd (NE) | | ONE HOUR | ✓ | 282 | 100.000 |
| C - Southleigh Rd (E) | | ONE HOUR | ✓ | 202 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 178 | 150 |
| | B - Eastleigh Rd (NE) | 271 | 0 | 11 |
| | C - Southleigh Rd (E) | 193 | 9 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 1 | 1 |
| | B - Eastleigh Rd (NE) | 1 | 0 | 0 |
| | C - Southleigh Rd (E) | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| B-C | 0.03 | 9.62 | 0.0 | 0.5 | A | 10 | 15 |
| B-A | 0.63 | 20.33 | 1.7 | 6.8 | C | 251 | 377 |
| C-AB | 0.02 | 5.45 | 0.0 | 0.5 | A | 11 | 17 |
| C-A | | | | | | 178 | 266 |
| A-B | | | | | | 165 | 247 |
| A-C | | | | | | 139 | 209 |

## 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-C | 8 | 2 | 538 | 0.015 | 8 | 0.0 | 0.0 | 6.792 | A |
| B-A | 206 | 52 | 513 | 0.402 | 203 | 0.0 | 0.7 | 11.640 | B |
| C-AB | 9 | 2 | 672 | 0.013 | 9 | 0.0 | 0.0 | 5.446 | A |
| C-A | 146 | 37 | | | 146 | | | | |
| A-B | 135 | 34 | | | 135 | | | | |
| A-C | 114 | 29 | | | 114 | | | | |

### 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-C | 10 | 2 | 485 | 0.020 | 10 | 0.0 | 0.0 | 7.571 | A |
| B-A | 246 | 62 | 499 | 0.493 | 245 | 0.7 | 1.0 | 14.233 | B |
| C-AB | 11 | 3 | 681 | 0.016 | 11 | 0.0 | 0.0 | 5.394 | A |
| C-A | 174 | 44 | | | 174 | | | | |
| A-B | 162 | 40 | | | 162 | | | | |
| A-C | 136 | 34 | | | 136 | | | | |

### 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-C | 12 | 3 | 390 | 0.031 | 12 | 0.0 | 0.0 | 9.516 | A |
| B-A | 301 | 75 | 480 | 0.628 | 299 | 1.0 | 1.6 | 19.802 | C |
| C-AB | 14 | 4 | 695 | 0.021 | 14 | 0.0 | 0.0 | 5.322 | A |
| C-A | 212 | 53 | | | 212 | | | | |
| A-B | 198 | 49 | | | 198 | | | | |
| A-C | 167 | 42 | | | 167 | | | | |

### 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-C | 12 | 3 | 386 | 0.031 | 12 | 0.0 | 0.0 | 9.621 | A |
| B-A | 301 | 75 | 480 | 0.628 | 301 | 1.6 | 1.7 | 20.330 | C |
| C-AB | 14 | 4 | 695 | 0.021 | 14 | 0.0 | 0.0 | 5.325 | A |
| C-A | 212 | 53 | | | 212 | | | | |
| A-B | 198 | 49 | | | 198 | | | | |
| A-C | 167 | 42 | | | 167 | | | | |

### 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-C | 10 | 2 | 481 | 0.021 | 10 | 0.0 | 0.0 | 7.645 | A |
| B-A | 246 | 62 | 499 | 0.493 | 249 | 1.7 | 1.0 | 14.663 | B |
| C-AB | 11 | 3 | 681 | 0.016 | 11 | 0.0 | 0.0 | 5.399 | A |
| C-A | 174 | 44 | | | 174 | | | | |
| A-B | 162 | 40 | | | 162 | | | | |
| A-C | 136 | 34 | | | 136 | | | | |

### 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-C | 8 | 2 | 535 | 0.015 | 8 | 0.0 | 0.0 | 6.835 | A |
| B-A | 206 | 52 | 513 | 0.402 | 207 | 1.0 | 0.7 | 11.939 | B |
| C-AB | 9 | 2 | 672 | 0.013 | 9 | 0.0 | 0.0 | 5.451 | A |
| C-A | 146 | 37 | | | 146 | | | | |
| A-B | 135 | 34 | | | 135 | | | | |
| A-C | 114 | 29 | | | 114 | | | | |

## Queue Variation Results for each time segment

### 16:45 - 17:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 0.66 | 0.56 | 1.01 | 1.41 | 1.46 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 17:00 - 17:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.02 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| B-A | 0.95 | 0.17 | 0.98 | 1.16 | 1.61 | | | N/A | N/A |
| C-AB | 0.02 | 0.02 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

### 17:15 - 17:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| B-A | 1.62 | 0.03 | 0.29 | 1.62 | 6.82 | | | N/A | N/A |
| C-AB | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |

### 17:30 - 17:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| B-A | 1.66 | 0.03 | 0.29 | 1.66 | 5.81 | | | N/A | N/A |
| C-AB | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |

### 17:45 - 18:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 1.01 | 0.06 | 0.70 | 1.98 | 2.86 | | | N/A | N/A |
| C-AB | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |

**18:00 - 18:15**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 0.69 | 0.04 | 0.42 | 1.44 | 2.06 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

# 2023 Baseline + Development 72 Dwellings, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Eastleigh Rd - Southleigh Rd Junction | T-Junction | Two-way | | 1.78 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 107 | Stream B-A |

## 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 |
|---|---|---|---|---|---|---|---|
| D5 | 2023 Baseline + Development 72 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Southleigh Rd (SW) | | ONE HOUR | ✓ | 498 | 100.000 |
| B - Eastleigh Rd (NE) | | ONE HOUR | ✓ | 149 | 100.000 |
| C - Southleigh Rd (E) | | ONE HOUR | ✓ | 108 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 266 | 232 |
| | B - Eastleigh Rd (NE) | 96 | 0 | 53 |
| | C - Southleigh Rd (E) | 104 | 4 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 1 | 3 |
| | B - Eastleigh Rd (NE) | 1 | 0 | 2 |
| | C - Southleigh Rd (E) | 3 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| B-C | 0.11 | 7.25 | 0.1 | 0.5 | A | 50 | 74 |
| B-A | 0.22 | 9.79 | 0.3 | 1.3 | A | 89 | 133 |
| C-AB | 0.01 | 6.29 | 0.0 | 0.5 | A | 4 | 7 |
| C-A | | | | | | 98 | 146 |
| A-B | | | | | | 247 | 370 |
| A-C | | | | | | 219 | 329 |

## Main Results for each time segment

### 07:30 - 07:45

| 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-C | 41 | 10 | 615 | 0.066 | 40 | 0.0 | 0.1 | 6.385 | A |
| B-A | 73 | 18 | 519 | 0.141 | 72 | 0.0 | 0.2 | 8.124 | A |
| C-AB | 3 | 0.87 | 595 | 0.006 | 3 | 0.0 | 0.0 | 6.104 | A |
| C-A | 80 | 20 | | | 80 | | | | |
| A-B | 202 | 51 | | | 202 | | | | |
| A-C | 180 | 45 | | | 180 | | | | |

### 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-C | 49 | 12 | 595 | 0.082 | 49 | 0.1 | 0.1 | 6.717 | A |
| B-A | 87 | 22 | 502 | 0.174 | 87 | 0.2 | 0.2 | 8.754 | A |
| C-AB | 4 | 1 | 589 | 0.007 | 4 | 0.0 | 0.0 | 6.179 | A |
| C-A | 96 | 24 | | | 96 | | | | |
| A-B | 242 | 60 | | | 242 | | | | |
| A-C | 215 | 54 | | | 215 | | | | |

### 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-C | 60 | 15 | 566 | 0.105 | 59 | 0.1 | 0.1 | 7.241 | A |
| B-A | 107 | 27 | 478 | 0.223 | 106 | 0.2 | 0.3 | 9.774 | A |
| C-AB | 6 | 1 | 581 | 0.010 | 6 | 0.0 | 0.0 | 6.283 | A |
| C-A | 117 | 29 | | | 117 | | | | |
| A-B | 296 | 74 | | | 296 | | | | |
| A-C | 263 | 66 | | | 263 | | | | |

### 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-C | 60 | 15 | 566 | 0.105 | 60 | 0.1 | 0.1 | 7.247 | A |
| B-A | 107 | 27 | 478 | 0.223 | 107 | 0.3 | 0.3 | 9.789 | A |
| C-AB | 6 | 1 | 581 | 0.010 | 6 | 0.0 | 0.0 | 6.287 | A |
| C-A | 117 | 29 | | | 117 | | | | |
| A-B | 296 | 74 | | | 296 | | | | |
| A-C | 263 | 66 | | | 263 | | | | |

### 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-C | 49 | 12 | 595 | 0.082 | 49 | 0.1 | 0.1 | 6.726 | A |
| B-A | 87 | 22 | 502 | 0.174 | 87 | 0.3 | 0.2 | 8.773 | A |
| C-AB | 4 | 1 | 589 | 0.007 | 4 | 0.0 | 0.0 | 6.188 | A |
| C-A | 96 | 24 | | | 96 | | | | |
| A-B | 242 | 60 | | | 242 | | | | |
| A-C | 215 | 54 | | | 215 | | | | |

### 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-C | 41 | 10 | 615 | 0.066 | 41 | 0.1 | 0.1 | 6.399 | A |
| B-A | 73 | 18 | 519 | 0.141 | 73 | 0.2 | 0.2 | 8.153 | A |
| C-AB | 3 | 0.87 | 595 | 0.006 | 3 | 0.0 | 0.0 | 6.107 | A |
| C-A | 80 | 20 | | | 80 | | | | |
| A-B | 202 | 51 | | | 202 | | | | |
| A-C | 180 | 45 | | | 180 | | | | |

## Queue Variation Results for each time segment

### 07:30 - 07:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| B-A | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 07:45 - 08:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.09 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| B-A | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| C-AB | 0.01 | 0.01 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

### 08:00 - 08:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.03 | 0.26 | 0.48 | 0.50 | | | N/A | N/A |
| B-A | 0.29 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 08:15 - 08:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.03 | 0.26 | 0.46 | 0.48 | | | N/A | N/A |
| B-A | 0.29 | 0.03 | 0.31 | 1.03 | 1.34 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 08:30 - 08:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.09 | 0.00 | 0.00 | 0.09 | 0.09 | | | N/A | N/A |
| B-A | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

**08:45 - 09:00**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| B-A | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

# 2023 Baseline + Development 72 Dwellings, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Eastleigh Rd - Southleigh Rd Junction | T-Junction | Two-way | | 7.25 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 17 | Stream B-A |

## 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 |
|---|---|---|---|---|---|---|---|
| D6 | 2023 Baseline + Development 72 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |

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

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Southleigh Rd (SW) | | ONE HOUR | ✓ | 337 | 100.000 |
| B - Eastleigh Rd (NE) | | ONE HOUR | ✓ | 287 | 100.000 |
| C - Southleigh Rd (E) | | ONE HOUR | ✓ | 202 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 187 | 150 |
| | B - Eastleigh Rd (NE) | 276 | 0 | 11 |
| | C - Southleigh Rd (E) | 193 | 9 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 1 | 1 |
| | B - Eastleigh Rd (NE) | 1 | 0 | 0 |
| | C - Southleigh Rd (E) | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| B-C | 0.03 | 9.91 | 0.0 | 0.5 | A | 10 | 15 |
| B-A | 0.64 | 21.10 | 1.8 | 7.6 | C | 256 | 384 |
| C-AB | 0.02 | 5.46 | 0.0 | 0.5 | A | 11 | 17 |
| C-A | | | | | | 178 | 266 |
| A-B | | | | | | 173 | 260 |
| A-C | | | | | | 139 | 209 |

## 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-C | 8 | 2 | 534 | 0.016 | 8 | 0.0 | 0.0 | 6.843 | A |
| B-A | 210 | 52 | 512 | 0.410 | 207 | 0.0 | 0.7 | 11.805 | B |
| C-AB | 9 | 2 | 671 | 0.013 | 9 | 0.0 | 0.0 | 5.459 | A |
| C-A | 146 | 37 | | | 146 | | | | |
| A-B | 142 | 36 | | | 142 | | | | |
| A-C | 114 | 29 | | | 114 | | | | |

### 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-C | 10 | 2 | 479 | 0.021 | 10 | 0.0 | 0.0 | 7.670 | A |
| B-A | 251 | 63 | 498 | 0.503 | 249 | 0.7 | 1.0 | 14.535 | B |
| C-AB | 11 | 3 | 680 | 0.016 | 11 | 0.0 | 0.0 | 5.408 | A |
| C-A | 174 | 44 | | | 174 | | | | |
| A-B | 170 | 42 | | | 170 | | | | |
| A-C | 136 | 34 | | | 136 | | | | |

### 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-C | 12 | 3 | 380 | 0.032 | 12 | 0.0 | 0.0 | 9.788 | A |
| B-A | 307 | 77 | 479 | 0.641 | 304 | 1.0 | 1.7 | 20.499 | C |
| C-AB | 14 | 4 | 692 | 0.021 | 14 | 0.0 | 0.0 | 5.339 | A |
| C-A | 212 | 53 | | | 212 | | | | |
| A-B | 208 | 52 | | | 208 | | | | |
| A-C | 167 | 42 | | | 167 | | | | |

### 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-C | 12 | 3 | 375 | 0.032 | 12 | 0.0 | 0.0 | 9.911 | A |
| B-A | 307 | 77 | 479 | 0.641 | 307 | 1.7 | 1.8 | 21.102 | C |
| C-AB | 14 | 4 | 692 | 0.021 | 14 | 0.0 | 0.0 | 5.344 | A |
| C-A | 212 | 53 | | | 212 | | | | |
| A-B | 208 | 52 | | | 208 | | | | |
| A-C | 167 | 42 | | | 167 | | | | |

### 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-C | 10 | 2 | 474 | 0.021 | 10 | 0.0 | 0.0 | 7.752 | A |
| B-A | 251 | 63 | 498 | 0.503 | 253 | 1.8 | 1.1 | 15.014 | C |
| C-AB | 11 | 3 | 680 | 0.016 | 11 | 0.0 | 0.0 | 5.416 | A |
| C-A | 174 | 44 | | | 174 | | | | |
| A-B | 170 | 42 | | | 170 | | | | |
| A-C | 136 | 34 | | | 136 | | | | |

### 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-C | 8 | 2 | 531 | 0.016 | 8 | 0.0 | 0.0 | 6.891 | A |
| B-A | 210 | 52 | 512 | 0.410 | 211 | 1.1 | 0.7 | 12.125 | B |
| C-AB | 9 | 2 | 671 | 0.013 | 9 | 0.0 | 0.0 | 5.462 | A |
| C-A | 146 | 37 | | | 146 | | | | |
| A-B | 142 | 36 | | | 142 | | | | |
| A-C | 114 | 29 | | | 114 | | | | |

## Queue Variation Results for each time segment

### 16:45 - 17:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 0.69 | 0.56 | 1.01 | 1.41 | 1.46 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 17:00 - 17:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.02 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| B-A | 0.99 | 0.16 | 1.00 | 1.36 | 1.73 | | | N/A | N/A |
| C-AB | 0.02 | 0.02 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

### 17:15 - 17:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| B-A | 1.70 | 0.03 | 0.30 | 1.70 | 7.57 | | | N/A | N/A |
| C-AB | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |

### 17:30 - 17:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| B-A | 1.75 | 0.03 | 0.29 | 1.75 | 6.28 | | | N/A | N/A |
| C-AB | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |

### 17:45 - 18:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 1.05 | 0.06 | 0.67 | 2.18 | 3.09 | | | N/A | N/A |
| C-AB | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |

**18:00 - 18:15**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 0.72 | 0.04 | 0.42 | 1.55 | 2.34 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

# 2023 Baseline + Sensitivity Test 150 Dwellings, AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Eastleigh Rd - Southleigh Rd Junction | T-Junction | Two-way | | 2.03 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 92 | Stream B-A |

## 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 |
|---|---|---|---|---|---|---|---|
| D7 | 2023 Baseline + Sensitivity Test 150 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Southleigh Rd (SW) | | ONE HOUR | ✓ | 502 | 100.000 |
| B - Eastleigh Rd (NE) | | ONE HOUR | ✓ | 159 | 100.000 |
| C - Southleigh Rd (E) | | ONE HOUR | ✓ | 108 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 270 | 232 |
| | B - Eastleigh Rd (NE) | 106 | 0 | 53 |
| | C - Southleigh Rd (E) | 104 | 4 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 1 | 3 |
| | B - Eastleigh Rd (NE) | 1 | 0 | 2 |
| | C - Southleigh Rd (E) | 3 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| B-C | 0.11 | 7.44 | 0.1 | 0.5 | A | 50 | 74 |
| B-A | 0.26 | 10.79 | 0.4 | 1.2 | B | 98 | 147 |
| C-AB | 0.01 | 6.30 | 0.0 | 0.5 | A | 4 | 7 |
| C-A | | | | | | 98 | 146 |
| A-B | | | | | | 250 | 375 |
| A-C | | | | | | 219 | 329 |

## Main Results for each time segment

### 07:30 - 07:45

| 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-C | 41 | 10 | 606 | 0.067 | 40 | 0.0 | 0.1 | 6.485 | A |
| B-A | 81 | 20 | 494 | 0.163 | 80 | 0.0 | 0.2 | 8.754 | A |
| C-AB | 3 | 0.87 | 595 | 0.006 | 3 | 0.0 | 0.0 | 6.111 | A |
| C-A | 80 | 20 | | | 80 | | | | |
| A-B | 205 | 51 | | | 205 | | | | |
| A-C | 180 | 45 | | | 180 | | | | |

### 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-C | 49 | 12 | 585 | 0.083 | 49 | 0.1 | 0.1 | 6.847 | A |
| B-A | 96 | 24 | 478 | 0.201 | 96 | 0.2 | 0.3 | 9.513 | A |
| C-AB | 4 | 1 | 589 | 0.007 | 4 | 0.0 | 0.0 | 6.188 | A |
| C-A | 96 | 24 | | | 96 | | | | |
| A-B | 245 | 61 | | | 245 | | | | |
| A-C | 215 | 54 | | | 215 | | | | |

### 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-C | 60 | 15 | 553 | 0.108 | 59 | 0.1 | 0.1 | 7.430 | A |
| B-A | 118 | 29 | 455 | 0.259 | 117 | 0.3 | 0.3 | 10.767 | B |
| C-AB | 6 | 1 | 580 | 0.010 | 6 | 0.0 | 0.0 | 6.295 | A |
| C-A | 117 | 29 | | | 117 | | | | |
| A-B | 300 | 75 | | | 300 | | | | |
| A-C | 263 | 66 | | | 263 | | | | |

### 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-C | 60 | 15 | 553 | 0.108 | 60 | 0.1 | 0.1 | 7.437 | A |
| B-A | 118 | 29 | 455 | 0.259 | 118 | 0.3 | 0.4 | 10.787 | B |
| C-AB | 6 | 1 | 580 | 0.010 | 6 | 0.0 | 0.0 | 6.300 | A |
| C-A | 117 | 29 | | | 117 | | | | |
| A-B | 300 | 75 | | | 300 | | | | |
| A-C | 263 | 66 | | | 263 | | | | |

### 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-C | 49 | 12 | 584 | 0.083 | 49 | 0.1 | 0.1 | 6.855 | A |
| B-A | 96 | 24 | 478 | 0.201 | 97 | 0.4 | 0.3 | 9.545 | A |
| C-AB | 4 | 1 | 589 | 0.007 | 4 | 0.0 | 0.0 | 6.197 | A |
| C-A | 96 | 24 | | | 96 | | | | |
| A-B | 245 | 61 | | | 245 | | | | |
| A-C | 215 | 54 | | | 215 | | | | |

### 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-C | 41 | 10 | 606 | 0.067 | 41 | 0.1 | 0.1 | 6.499 | A |
| B-A | 81 | 20 | 494 | 0.163 | 81 | 0.3 | 0.2 | 8.796 | A |
| C-AB | 3 | 0.87 | 595 | 0.006 | 3 | 0.0 | 0.0 | 6.114 | A |
| C-A | 80 | 20 | | | 80 | | | | |
| A-B | 205 | 51 | | | 205 | | | | |
| A-C | 180 | 45 | | | 180 | | | | |

## Queue Variation Results for each time segment

### 07:30 - 07:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| B-A | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 07:45 - 08:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.09 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| B-A | 0.25 | 0.00 | 0.00 | 0.25 | 0.25 | | | N/A | N/A |
| C-AB | 0.01 | 0.01 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

### 08:00 - 08:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.03 | 0.26 | 0.48 | 0.50 | | | N/A | N/A |
| B-A | 0.35 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 08:15 - 08:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.12 | 0.03 | 0.26 | 0.46 | 0.48 | | | N/A | N/A |
| B-A | 0.35 | 0.03 | 0.31 | 1.17 | 1.17 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 08:30 - 08:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.09 | 0.00 | 0.00 | 0.09 | 0.09 | | | N/A | N/A |
| B-A | 0.26 | 0.00 | 0.00 | 0.26 | 0.26 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

**08:45 - 09:00**

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| B-A | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

# 2023 Baseline + Sensitivity Test 150 Dwellings, PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Eastleigh Rd - Southleigh Rd Junction | T-Junction | Two-way | | 7.53 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 15 | Stream B-A |

## 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 |
|---|---|---|---|---|---|---|---|
| D8 | 2023 Baseline + Sensitivity Test 150 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |

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

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Southleigh Rd (SW) | | ONE HOUR | ✓ | 346 | 100.000 |
| B - Eastleigh Rd (NE) | | ONE HOUR | ✓ | 292 | 100.000 |
| C - Southleigh Rd (E) | | ONE HOUR | ✓ | 202 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 196 | 150 |
| | B - Eastleigh Rd (NE) | 281 | 0 | 11 |
| | C - Southleigh Rd (E) | 193 | 9 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A - Southleigh Rd (SW) | B - Eastleigh Rd (NE) | C - Southleigh Rd (E) |
| From | A - Southleigh Rd (SW) | 0 | 1 | 1 |
| | B - Eastleigh Rd (NE) | 1 | 0 | 0 |
| | C - Southleigh Rd (E) | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max 95th percentile Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|---|
| B-C | 0.03 | 10.23 | 0.0 | 0.5 | B | 10 | 15 |
| B-A | 0.65 | 21.93 | 1.9 | 8.3 | C | 260 | 391 |
| C-AB | 0.02 | 5.47 | 0.0 | 0.5 | A | 11 | 17 |
| C-A | | | | | | 178 | 266 |
| A-B | | | | | | 182 | 272 |
| A-C | | | | | | 139 | 209 |

## 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-C | 8 | 2 | 530 | 0.016 | 8 | 0.0 | 0.0 | 6.897 | A |
| B-A | 214 | 53 | 512 | 0.418 | 211 | 0.0 | 0.7 | 11.974 | B |
| C-AB | 9 | 2 | 669 | 0.013 | 9 | 0.0 | 0.0 | 5.472 | A |
| C-A | 146 | 37 | | | 146 | | | | |
| A-B | 149 | 37 | | | 149 | | | | |
| A-C | 114 | 29 | | | 114 | | | | |

### 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-C | 10 | 2 | 473 | 0.021 | 10 | 0.0 | 0.0 | 7.776 | A |
| B-A | 255 | 64 | 497 | 0.513 | 254 | 0.7 | 1.0 | 14.848 | B |
| C-AB | 11 | 3 | 678 | 0.016 | 11 | 0.0 | 0.0 | 5.423 | A |
| C-A | 174 | 44 | | | 174 | | | | |
| A-B | 178 | 44 | | | 178 | | | | |
| A-C | 136 | 34 | | | 136 | | | | |

### 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-C | 12 | 3 | 369 | 0.033 | 12 | 0.0 | 0.0 | 10.085 | B |
| B-A | 312 | 78 | 477 | 0.654 | 309 | 1.0 | 1.8 | 21.240 | C |
| C-AB | 14 | 4 | 690 | 0.021 | 14 | 0.0 | 0.0 | 5.356 | A |
| C-A | 212 | 53 | | | 212 | | | | |
| A-B | 218 | 54 | | | 218 | | | | |
| A-C | 167 | 42 | | | 167 | | | | |

### 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-C | 12 | 3 | 364 | 0.033 | 12 | 0.0 | 0.0 | 10.230 | B |
| B-A | 312 | 78 | 477 | 0.654 | 312 | 1.8 | 1.9 | 21.932 | C |
| C-AB | 14 | 4 | 690 | 0.021 | 14 | 0.0 | 0.0 | 5.361 | A |
| C-A | 212 | 53 | | | 212 | | | | |
| A-B | 218 | 54 | | | 218 | | | | |
| A-C | 167 | 42 | | | 167 | | | | |

### 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-C | 10 | 2 | 468 | 0.021 | 10 | 0.0 | 0.0 | 7.867 | A |
| B-A | 255 | 64 | 497 | 0.513 | 258 | 1.9 | 1.1 | 15.384 | C |
| C-AB | 11 | 3 | 678 | 0.016 | 11 | 0.0 | 0.0 | 5.431 | A |
| C-A | 174 | 44 | | | 174 | | | | |
| A-B | 178 | 44 | | | 178 | | | | |
| A-C | 136 | 34 | | | 136 | | | | |

### 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-C | 8 | 2 | 526 | 0.016 | 8 | 0.0 | 0.0 | 6.951 | A |
| B-A | 214 | 53 | 512 | 0.418 | 215 | 1.1 | 0.7 | 12.318 | B |
| C-AB | 9 | 2 | 669 | 0.013 | 9 | 0.0 | 0.0 | 5.475 | A |
| C-A | 146 | 37 | | | 146 | | | | |
| A-B | 149 | 37 | | | 149 | | | | |
| A-C | 114 | 29 | | | 114 | | | | |

## Queue Variation Results for each time segment

### 16:45 - 17:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 0.71 | 0.56 | 1.01 | 1.41 | 1.46 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

### 17:00 - 17:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.02 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| B-A | 1.03 | 0.15 | 1.02 | 1.51 | 1.83 | | | N/A | N/A |
| C-AB | 0.02 | 0.02 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |

### 17:15 - 17:30

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| B-A | 1.80 | 0.03 | 0.30 | 1.95 | 8.33 | | | N/A | N/A |
| C-AB | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |

### 17:30 - 17:45

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |
| B-A | 1.85 | 0.03 | 0.29 | 1.85 | 6.83 | | | N/A | N/A |
| C-AB | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | | | N/A | N/A |

### 17:45 - 18:00

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 1.10 | 0.05 | 0.64 | 2.40 | 3.47 | | | N/A | N/A |
| C-AB | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |

### 18:00 - 18:15

| Stream | Mean (PCU) | Q05 (PCU) | Q50 (PCU) | Q90 (PCU) | Q95 (PCU) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|---|---|---|---|---|---|---|---|---|---|
| B-C | 0.02 | 0.00 | 0.00 | 0.02 | 0.02 | | | N/A | N/A |
| B-A | 0.74 | 0.04 | 0.41 | 1.65 | 2.57 | | | N/A | N/A |
| C-AB | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | | | N/A | N/A |

# 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:** Site Access - Land South Barton Road Junction.j9
**Path:** P:\17-055 Camp Field Bartons Rd Havant\Trans\Picady\2018-11-02 72 +150 Units
**Report generation date:** 02/11/2018 16:25:23

---

»(Default Analysis Set) - 2018, AM
»(Default Analysis Set) - 2018, PM
»(Default Analysis Set) - 2023 Baseline, AM
»(Default Analysis Set) - 2023 Baseline, PM
»(Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, AM
»(Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, PM
»(Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, AM
»(Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, PM

### Summary of junction performance

| | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Junction LOS | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Junction LOS |
| | **A1 - 2018** | | | | | | | | | | | |
| Stream B-ACD | 0.0 | 0.00 | 0.00 | A | 0.36 | A | 0.0 | 0.00 | 0.00 | A | 0.36 | A |
| Stream A-BCD | 0.0 | 6.71 | 0.03 | A | | | 0.0 | 6.91 | 0.03 | A | | |
| Stream D-ABC | 0.1 | 10.78 | 0.09 | B | | | 0.1 | 11.15 | 0.09 | B | | |
| Stream C-ABD | 0.0 | 0.00 | 0.00 | A | | | 0.0 | 0.00 | 0.00 | A | | |
| | **A1 - 2023 Baseline** | | | | | | | | | | | |
| Stream B-ACD | 0.3 | 15.95 | 0.26 | C | 1.24 | A | 0.2 | 14.58 | 0.17 | B | 1.01 | A |
| Stream A-BCD | 0.0 | 7.01 | 0.03 | A | | | 0.0 | 7.16 | 0.03 | A | | |
| Stream D-ABC | 0.1 | 11.87 | 0.10 | B | | | 0.1 | 12.30 | 0.10 | B | | |
| Stream C-ABD | 0.0 | 7.55 | 0.03 | A | | | 0.1 | 8.00 | 0.08 | A | | |
| | **A1 - 2023 Baseline + Development 72 Dwellings** | | | | | | | | | | | |
| Stream B-ACD | 0.4 | 16.29 | 0.26 | C | 1.56 | A | 0.2 | 14.81 | 0.17 | B | 1.21 | A |
| Stream A-BCD | 0.0 | 7.12 | 0.04 | A | | | 0.1 | 7.44 | 0.06 | A | | |
| Stream D-ABC | 0.2 | 13.25 | 0.20 | B | | | 0.2 | 13.21 | 0.15 | B | | |
| Stream C-ABD | 0.0 | 7.62 | 0.03 | A | | | 0.1 | 8.04 | 0.08 | A | | |
| | **A1 - 2023 Baseline + Sensitivity Test 150 Dwellings** | | | | | | | | | | | |
| Stream B-ACD | 0.4 | 16.31 | 0.26 | C | 1.59 | A | 0.2 | 14.85 | 0.17 | B | 1.24 | A |
| Stream A-BCD | 0.0 | 7.12 | 0.04 | A | | | 0.1 | 7.49 | 0.07 | A | | |
| Stream D-ABC | 0.3 | 13.33 | 0.20 | B | | | 0.2 | 13.37 | 0.16 | B | | |
| Stream C-ABD | 0.0 | 7.62 | 0.03 | A | | | 0.1 | 8.04 | 0.08 | A | | |

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.*

## File summary

### File Description

| | |
|---|---|
| **Title** | Eastleigh Road / Bartons Road |
| **Location** | Havant |
| **Site number** | |
| **Date** | 02/11/2018 |
| **Version** | |
| **Status** | |
| **Identifier** | |
| **Client** | White Farming Limited |
| **Jobnumber** | 17-055 |
| **Enumerator** | PL |
| **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 | PCU | PCU | perHour | s | -Min | perMin |

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|
| | | 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) |
|---|---|---|---|---|---|---|
| D1 | 2018 | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D2 | 2018 | PM | ONE HOUR | 16:45 | 18:15 | 15 |
| D3 | 2023 Baseline | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D4 | 2023 Baseline | PM | ONE HOUR | 16:45 | 18:15 | 15 |
| D5 | 2023 Baseline + Development 72 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D6 | 2023 Baseline + Development 72 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 |
| D7 | 2023 Baseline + Sensitivity Test 150 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D8 | 2023 Baseline + Sensitivity Test 150 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 |

## Analysis Set Details

| ID | Name | Network flow scaling factor (%) |
|---|---|---|
| A1 | (Default Analysis Set) | 100.000 |

# (Default Analysis Set) - 2018, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Site Access | Right-Left Stagger | Two-way | | 0.36 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Bartons Road (E) | | Major |
| B | Bartons South Access (S) | | Minor |
| C | Bartons Road (W) | | Major |
| D | Crematorium Access (N) | | Minor |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Width for right turn (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|---|
| A - Bartons Road (E) | 6.50 | | ✓ | 3.00 | 120.0 | ✓ | 8.00 |
| C - Bartons Road (W) | 6.50 | | ✓ | 3.00 | 120.0 | ✓ | 8.00 |

*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 - Bartons South Access (S) | One lane | 3.25 | 15 | 19 |
| D - Crematorium Access (N) | One lane | 3.40 | 15 | 28 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for A-D | Slope for B-A | Slope for B-D | Slope for C-A | Slope for C-B | Slope for C-D | Slope for D-B | Slope for D-C |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | A-D | 699 | - | - | - | 0.265 | 0.265 | 0.265 | - | 0.265 | - | - |
| 1 | B-AD | 504 | 0.090 | 0.227 | - | - | - | 0.143 | 0.324 | 0.143 | 0.090 | 0.227 |
| 1 | B-C | 652 | 0.098 | 0.247 | - | - | - | - | - | - | 0.098 | 0.247 |
| 1 | C-B | 699 | 0.265 | 0.265 | - | - | - | - | - | - | 0.265 | 0.265 |
| 1 | D-A | 667 | - | - | - | 0.253 | 0.100 | 0.253 | - | 0.100 | - | - |
| 1 | D-BC | 516 | 0.146 | 0.146 | 0.332 | 0.232 | 0.092 | 0.232 | - | 0.092 | - | - |

*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) |
|---|---|---|---|---|---|---|
| D1 | 2018 | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

## Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 657 | 100.000 |
| B - Bartons South Access (S) | | ✓ | 0 | 100.000 |
| C - Bartons Road (W) | | ✓ | 503 | 100.000 |
| D - Crematorium Access (N) | | ✓ | 30 | 100.000 |

# Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 642 | 15 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 488 | 0 | 0 | 15 |
| | D - Crematorium Access (N) | 15 | 0 | 15 | 0 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 1 | 0 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 3 | 0 | 0 | 0 |
| | D - Crematorium Access (N) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-ACD | 0.00 | 0.00 | 0.0 | A |
| A-BCD | 0.03 | 6.71 | 0.0 | A |
| A-B | | | | |
| A-C | | | | |
| D-ABC | 0.09 | 10.78 | 0.1 | B |
| C-ABD | 0.00 | 0.00 | 0.0 | A |
| C-D | | | | |
| C-A | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 412 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 11 | 599 | 0.019 | 11 | 0.0 | 6.123 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 483 | | | 483 | | | |
| D-ABC | 23 | 439 | 0.051 | 22 | 0.1 | 8.644 | A |
| C-ABD | 0 | 1145 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 11 | | | 11 | | | |
| C-A | 367 | | | 367 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 381 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 13 | 580 | 0.023 | 13 | 0.0 | 6.358 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 577 | | | 577 | | | |
| D-ABC | 27 | 409 | 0.066 | 27 | 0.1 | 9.418 | A |
| C-ABD | 0 | 1094 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 13 | | | 13 | | | |
| C-A | 439 | | | 439 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 336 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 17 | 553 | 0.030 | 16 | 0.0 | 6.713 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 707 | | | 707 | | | |
| D-ABC | 33 | 367 | 0.090 | 33 | 0.1 | 10.771 | B |
| C-ABD | 0 | 1023 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 17 | | | 17 | | | |
| C-A | 537 | | | 537 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 336 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 17 | 553 | 0.030 | 17 | 0.0 | 6.713 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 707 | | | 707 | | | |
| D-ABC | 33 | 367 | 0.090 | 33 | 0.1 | 10.777 | B |
| C-ABD | 0 | 1023 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 17 | | | 17 | | | |
| C-A | 537 | | | 537 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 381 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 13 | 580 | 0.023 | 14 | 0.0 | 6.361 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 577 | | | 577 | | | |
| D-ABC | 27 | 409 | 0.066 | 27 | 0.1 | 9.427 | A |
| C-ABD | 0 | 1094 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 13 | | | 13 | | | |
| C-A | 439 | | | 439 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 412 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 11 | 599 | 0.019 | 11 | 0.0 | 6.124 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 483 | | | 483 | | | |
| D-ABC | 23 | 439 | 0.051 | 23 | 0.1 | 8.655 | A |
| C-ABD | 0 | 1145 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 11 | | | 11 | | | |
| C-A | 367 | | | 367 | | | |

# (Default Analysis Set) - 2018, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Site Access | Right-Left Stagger | Two-way | | 0.36 | 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) |
|---|---|---|---|---|---|---|
| D2 | 2018 | PM | ONE HOUR | 16:45 | 18:15 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 629 | 100.000 |
| B - Bartons South Access (S) | | ✓ | 0 | 100.000 |
| C - Bartons Road (W) | | ✓ | 556 | 100.000 |
| D - Crematorium Access (N) | | ✓ | 30 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 614 | 15 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 541 | 0 | 0 | 15 |
| | D - Crematorium Access (N) | 15 | 0 | 15 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 1 | 0 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 1 | 0 | 0 | 0 |
| | D - Crematorium Access (N) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-ACD | 0.00 | 0.00 | 0.0 | A |
| A-BCD | 0.03 | 6.91 | 0.0 | A |
| A-B | | | | |
| A-C | | | | |
| D-ABC | 0.09 | 11.15 | 0.1 | B |
| C-ABD | 0.00 | 0.00 | 0.0 | A |
| C-D | | | | |
| C-A | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 413 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 11 | 589 | 0.019 | 11 | 0.0 | 6.236 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 462 | | | 462 | | | |
| D-ABC | 23 | 431 | 0.052 | 22 | 0.1 | 8.806 | A |
| C-ABD | 0 | 1151 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 11 | | | 11 | | | |
| C-A | 407 | | | 407 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 382 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 13 | 567 | 0.024 | 13 | 0.0 | 6.503 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 552 | | | 552 | | | |
| D-ABC | 27 | 400 | 0.067 | 27 | 0.1 | 9.649 | A |
| C-ABD | 0 | 1102 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 13 | | | 13 | | | |
| C-A | 486 | | | 486 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 337 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 17 | 537 | 0.031 | 16 | 0.0 | 6.913 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 676 | | | 676 | | | |
| D-ABC | 33 | 356 | 0.093 | 33 | 0.1 | 11.147 | B |
| C-ABD | 0 | 1034 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 17 | | | 17 | | | |
| C-A | 596 | | | 596 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 337 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 17 | 537 | 0.031 | 17 | 0.0 | 6.913 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 676 | | | 676 | | | |
| D-ABC | 33 | 356 | 0.093 | 33 | 0.1 | 11.154 | B |
| C-ABD | 0 | 1034 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 17 | | | 17 | | | |
| C-A | 596 | | | 596 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 382 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 13 | 567 | 0.024 | 14 | 0.0 | 6.504 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 552 | | | 552 | | | |
| D-ABC | 27 | 400 | 0.067 | 27 | 0.1 | 9.657 | A |
| C-ABD | 0 | 1102 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 13 | | | 13 | | | |
| C-A | 486 | | | 486 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 0 | 413 | 0.000 | 0 | 0.0 | 0.000 | A |
| A-BCD | 11 | 589 | 0.019 | 11 | 0.0 | 6.236 | A |
| A-B | 0 | | | 0 | | | |
| A-C | 462 | | | 462 | | | |
| D-ABC | 23 | 431 | 0.052 | 23 | 0.1 | 8.820 | A |
| C-ABD | 0 | 1151 | 0.000 | 0 | 0.0 | 0.000 | A |
| C-D | 11 | | | 11 | | | |
| C-A | 407 | | | 407 | | | |

# (Default Analysis Set) - 2023 Baseline, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Site Access | Right-Left Stagger | Two-way | | 1.24 | 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) |
|---|---|---|---|---|---|---|
| D3 | 2023 Baseline | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 718 | 100.000 |
| B - Bartons South Access (S) | | ✓ | 72 | 100.000 |
| C - Bartons Road (W) | | ✓ | 552 | 100.000 |
| D - Crematorium Access (N) | | ✓ | 30 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 14 | 689 | 15 |
| | B - Bartons South Access (S) | 39 | 0 | 33 | 0 |
| | C - Bartons Road (W) | 525 | 12 | 0 | 15 |
| | D - Crematorium Access (N) | 15 | 0 | 15 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 1 | 0 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 3 | 0 | 0 | 0 |
| | D - Crematorium Access (N) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-ACD | 0.26 | 15.95 | 0.3 | C |
| A-BCD | 0.03 | 7.01 | 0.0 | A |
| A-B | | | | |
| A-C | | | | |
| D-ABC | 0.10 | 11.87 | 0.1 | B |
| C-ABD | 0.03 | 7.55 | 0.0 | A |
| C-D | | | | |
| C-A | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 54 | 390 | 0.139 | 54 | 0.2 | 10.682 | B |
| A-BCD | 11 | 584 | 0.019 | 11 | 0.0 | 6.286 | A |
| A-B | 11 | | | 11 | | | |
| A-C | 519 | | | 519 | | | |
| D-ABC | 23 | 419 | 0.054 | 22 | 0.1 | 9.071 | A |
| C-ABD | 9 | 556 | 0.016 | 9 | 0.0 | 6.578 | A |
| C-D | 11 | | | 11 | | | |
| C-A | 395 | | | 395 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 65 | 355 | 0.182 | 64 | 0.2 | 12.390 | B |
| A-BCD | 13 | 561 | 0.024 | 13 | 0.0 | 6.569 | A |
| A-B | 13 | | | 13 | | | |
| A-C | 619 | | | 619 | | | |
| D-ABC | 27 | 385 | 0.070 | 27 | 0.1 | 10.047 | B |
| C-ABD | 11 | 528 | 0.020 | 11 | 0.0 | 6.955 | A |
| C-D | 13 | | | 13 | | | |
| C-A | 472 | | | 472 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 79 | 305 | 0.260 | 79 | 0.3 | 15.884 | C |
| A-BCD | 17 | 530 | 0.031 | 16 | 0.0 | 7.005 | A |
| A-B | 15 | | | 15 | | | |
| A-C | 759 | | | 759 | | | |
| D-ABC | 33 | 336 | 0.098 | 33 | 0.1 | 11.853 | B |
| C-ABD | 13 | 490 | 0.027 | 13 | 0.0 | 7.551 | A |
| C-D | 17 | | | 17 | | | |
| C-A | 578 | | | 578 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 79 | 305 | 0.260 | 79 | 0.3 | 15.953 | C |
| A-BCD | 17 | 530 | 0.031 | 17 | 0.0 | 7.006 | A |
| A-B | 15 | | | 15 | | | |
| A-C | 759 | | | 759 | | | |
| D-ABC | 33 | 336 | 0.098 | 33 | 0.1 | 11.866 | B |
| C-ABD | 13 | 490 | 0.027 | 13 | 0.0 | 7.552 | A |
| C-D | 17 | | | 17 | | | |
| C-A | 578 | | | 578 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 65 | 355 | 0.182 | 65 | 0.2 | 12.455 | B |
| A-BCD | 13 | 561 | 0.024 | 14 | 0.0 | 6.574 | A |
| A-B | 13 | | | 13 | | | |
| A-C | 619 | | | 619 | | | |
| D-ABC | 27 | 385 | 0.070 | 27 | 0.1 | 10.064 | B |
| C-ABD | 11 | 528 | 0.020 | 11 | 0.0 | 6.958 | A |
| C-D | 13 | | | 13 | | | |
| C-A | 472 | | | 472 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 54 | 390 | 0.139 | 54 | 0.2 | 10.742 | B |
| A-BCD | 11 | 584 | 0.019 | 11 | 0.0 | 6.288 | A |
| A-B | 11 | | | 11 | | | |
| A-C | 519 | | | 519 | | | |
| D-ABC | 23 | 419 | 0.054 | 23 | 0.1 | 9.087 | A |
| C-ABD | 9 | 556 | 0.016 | 9 | 0.0 | 6.582 | A |
| C-D | 11 | | | 11 | | | |
| C-A | 395 | | | 395 | | | |

# (Default Analysis Set) - 2023 Baseline, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Site Access | Right-Left Stagger | Two-way | | 1.01 | 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) |
|---|---|---|---|---|---|---|
| D4 | 2023 Baseline | PM | ONE HOUR | 16:45 | 18:15 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 715 | 100.000 |
| B - Bartons South Access (S) | | ✓ | 45 | 100.000 |
| C - Bartons Road (W) | | ✓ | 631 | 100.000 |
| D - Crematorium Access (N) | | ✓ | 30 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 43 | 657 | 15 |
| | B - Bartons South Access (S) | 24 | 0 | 21 | 0 |
| | C - Bartons Road (W) | 579 | 37 | 0 | 15 |
| | D - Crematorium Access (N) | 15 | 0 | 15 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 1 | 0 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 1 | 0 | 0 | 0 |
| | D - Crematorium Access (N) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-ACD | 0.17 | 14.58 | 0.2 | B |
| A-BCD | 0.03 | 7.16 | 0.0 | A |
| A-B | | | | |
| A-C | | | | |
| D-ABC | 0.10 | 12.30 | 0.1 | B |
| C-ABD | 0.08 | 8.00 | 0.1 | A |
| C-D | | | | |
| C-A | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 34 | 386 | 0.088 | 33 | 0.1 | 10.211 | B |
| A-BCD | 11 | 576 | 0.020 | 11 | 0.0 | 6.372 | A |
| A-B | 32 | | | 32 | | | |
| A-C | 495 | | | 495 | | | |
| D-ABC | 23 | 412 | 0.055 | 22 | 0.1 | 9.239 | A |
| C-ABD | 28 | 557 | 0.050 | 28 | 0.1 | 6.798 | A |
| C-D | 11 | | | 11 | | | |
| C-A | 436 | | | 436 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 40 | 349 | 0.116 | 40 | 0.1 | 11.658 | B |
| A-BCD | 13 | 552 | 0.024 | 13 | 0.0 | 6.682 | A |
| A-B | 39 | | | 39 | | | |
| A-C | 591 | | | 591 | | | |
| D-ABC | 27 | 376 | 0.072 | 27 | 0.1 | 10.295 | B |
| C-ABD | 33 | 529 | 0.063 | 33 | 0.1 | 7.260 | A |
| C-D | 13 | | | 13 | | | |
| C-A | 521 | | | 521 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 50 | 296 | 0.167 | 49 | 0.2 | 14.550 | B |
| A-BCD | 17 | 519 | 0.032 | 16 | 0.0 | 7.163 | A |
| A-B | 47 | | | 47 | | | |
| A-C | 723 | | | 723 | | | |
| D-ABC | 33 | 326 | 0.101 | 33 | 0.1 | 12.293 | B |
| C-ABD | 41 | 491 | 0.083 | 41 | 0.1 | 7.996 | A |
| C-D | 17 | | | 17 | | | |
| C-A | 637 | | | 637 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 50 | 296 | 0.167 | 50 | 0.2 | 14.584 | B |
| A-BCD | 17 | 519 | 0.032 | 17 | 0.0 | 7.163 | A |
| A-B | 47 | | | 47 | | | |
| A-C | 723 | | | 723 | | | |
| D-ABC | 33 | 326 | 0.101 | 33 | 0.1 | 12.305 | B |
| C-ABD | 41 | 491 | 0.083 | 41 | 0.1 | 8.000 | A |
| C-D | 17 | | | 17 | | | |
| C-A | 637 | | | 637 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 40 | 349 | 0.116 | 41 | 0.1 | 11.690 | B |
| A-BCD | 13 | 552 | 0.024 | 14 | 0.0 | 6.684 | A |
| A-B | 39 | | | 39 | | | |
| A-C | 591 | | | 591 | | | |
| D-ABC | 27 | 376 | 0.072 | 27 | 0.1 | 10.312 | B |
| C-ABD | 33 | 529 | 0.063 | 33 | 0.1 | 7.266 | A |
| C-D | 13 | | | 13 | | | |
| C-A | 521 | | | 521 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 34 | 386 | 0.088 | 34 | 0.1 | 10.243 | B |
| A-BCD | 11 | 576 | 0.020 | 11 | 0.0 | 6.376 | A |
| A-B | 32 | | | 32 | | | |
| A-C | 495 | | | 495 | | | |
| D-ABC | 23 | 412 | 0.055 | 23 | 0.1 | 9.253 | A |
| C-ABD | 28 | 557 | 0.050 | 28 | 0.1 | 6.807 | A |
| C-D | 11 | | | 11 | | | |
| C-A | 436 | | | 436 | | | |

# (Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Site Access | Right-Left Stagger | Two-way | | 1.56 | 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) |
|---|---|---|---|---|---|---|
| D5 | 2023 Baseline + Development 72 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 724 | 100.000 |
| B - Bartons South Access (S) | | ✓ | 72 | 100.000 |
| C - Bartons Road (W) | | ✓ | 557 | 100.000 |
| D - Crematorium Access (N) | | ✓ | 60 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 14 | 689 | 21 |
| | B - Bartons South Access (S) | 39 | 0 | 33 | 0 |
| | C - Bartons Road (W) | 525 | 12 | 0 | 20 |
| | D - Crematorium Access (N) | 31 | 0 | 29 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 1 | 0 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 3 | 0 | 0 | 0 |
| | D - Crematorium Access (N) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-ACD | 0.26 | 16.29 | 0.4 | C |
| A-BCD | 0.04 | 7.12 | 0.0 | A |
| A-B | | | | |
| A-C | | | | |
| D-ABC | 0.20 | 13.25 | 0.2 | B |
| C-ABD | 0.03 | 7.62 | 0.0 | A |
| C-D | | | | |
| C-A | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 54 | 387 | 0.140 | 54 | 0.2 | 10.779 | B |
| A-BCD | 16 | 583 | 0.027 | 16 | 0.0 | 6.347 | A |
| A-B | 11 | | | 11 | | | |
| A-C | 519 | | | 519 | | | |
| D-ABC | 45 | 421 | 0.107 | 45 | 0.1 | 9.555 | A |
| C-ABD | 9 | 553 | 0.016 | 9 | 0.0 | 6.612 | A |
| C-D | 15 | | | 15 | | | |
| C-A | 395 | | | 395 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 65 | 351 | 0.184 | 64 | 0.2 | 12.547 | B |
| A-BCD | 19 | 560 | 0.034 | 19 | 0.0 | 6.649 | A |
| A-B | 13 | | | 13 | | | |
| A-C | 619 | | | 619 | | | |
| D-ABC | 54 | 387 | 0.139 | 54 | 0.2 | 10.802 | B |
| C-ABD | 11 | 525 | 0.021 | 11 | 0.0 | 7.000 | A |
| C-D | 18 | | | 18 | | | |
| C-A | 472 | | | 472 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 79 | 300 | 0.264 | 79 | 0.4 | 16.227 | C |
| A-BCD | 23 | 529 | 0.044 | 23 | 0.0 | 7.117 | A |
| A-B | 15 | | | 15 | | | |
| A-C | 759 | | | 759 | | | |
| D-ABC | 66 | 338 | 0.196 | 66 | 0.2 | 13.213 | B |
| C-ABD | 13 | 486 | 0.027 | 13 | 0.0 | 7.617 | A |
| C-D | 22 | | | 22 | | | |
| C-A | 578 | | | 578 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 79 | 300 | 0.264 | 79 | 0.4 | 16.290 | C |
| A-BCD | 23 | 529 | 0.044 | 23 | 0.0 | 7.118 | A |
| A-B | 15 | | | 15 | | | |
| A-C | 759 | | | 759 | | | |
| D-ABC | 66 | 338 | 0.196 | 66 | 0.2 | 13.252 | B |
| C-ABD | 13 | 486 | 0.027 | 13 | 0.0 | 7.618 | A |
| C-D | 22 | | | 22 | | | |
| C-A | 578 | | | 578 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 65 | 351 | 0.184 | 65 | 0.2 | 12.616 | B |
| A-BCD | 19 | 560 | 0.034 | 19 | 0.0 | 6.652 | A |
| A-B | 13 | | | 13 | | | |
| A-C | 619 | | | 619 | | | |
| D-ABC | 54 | 387 | 0.139 | 54 | 0.2 | 10.839 | B |
| C-ABD | 11 | 525 | 0.021 | 11 | 0.0 | 7.002 | A |
| C-D | 18 | | | 18 | | | |
| C-A | 472 | | | 472 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 54 | 387 | 0.140 | 54 | 0.2 | 10.841 | B |
| A-BCD | 16 | 583 | 0.027 | 16 | 0.0 | 6.351 | A |
| A-B | 11 | | | 11 | | | |
| A-C | 519 | | | 519 | | | |
| D-ABC | 45 | 421 | 0.107 | 45 | 0.1 | 9.592 | A |
| C-ABD | 9 | 553 | 0.016 | 9 | 0.0 | 6.616 | A |
| C-D | 15 | | | 15 | | | |
| C-A | 395 | | | 395 | | | |

# (Default Analysis Set) - 2023 Baseline + Development 72 Dwellings, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Site Access | Right-Left Stagger | Two-way | | 1.21 | 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) |
|---|---|---|---|---|---|---|
| D6 | 2023 Baseline + Development 72 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 729 | 100.000 |
| B - Bartons South Access (S) | | ✓ | 45 | 100.000 |
| C - Bartons Road (W) | | ✓ | 643 | 100.000 |
| D - Crematorium Access (N) | | ✓ | 45 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 43 | 657 | 29 |
| | B - Bartons South Access (S) | 24 | 0 | 21 | 0 |
| | C - Bartons Road (W) | 579 | 37 | 0 | 27 |
| | D - Crematorium Access (N) | 23 | 0 | 22 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 1 | 0 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 1 | 0 | 0 | 0 |
| | D - Crematorium Access (N) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-ACD | 0.17 | 14.81 | 0.2 | B |
| A-BCD | 0.06 | 7.44 | 0.1 | A |
| A-B | | | | |
| A-C | | | | |
| D-ABC | 0.15 | 13.21 | 0.2 | B |
| C-ABD | 0.08 | 8.04 | 0.1 | A |
| C-D | | | | |
| C-A | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 34 | 383 | 0.088 | 33 | 0.1 | 10.278 | B |
| A-BCD | 22 | 574 | 0.038 | 22 | 0.0 | 6.519 | A |
| A-B | 32 | | | 32 | | | |
| A-C | 495 | | | 495 | | | |
| D-ABC | 34 | 411 | 0.083 | 34 | 0.1 | 9.539 | A |
| C-ABD | 28 | 555 | 0.050 | 28 | 0.1 | 6.816 | A |
| C-D | 20 | | | 20 | | | |
| C-A | 436 | | | 436 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 40 | 346 | 0.117 | 40 | 0.1 | 11.769 | B |
| A-BCD | 26 | 549 | 0.047 | 26 | 0.0 | 6.879 | A |
| A-B | 39 | | | 39 | | | |
| A-C | 591 | | | 591 | | | |
| D-ABC | 40 | 374 | 0.108 | 40 | 0.1 | 10.775 | B |
| C-ABD | 33 | 527 | 0.063 | 33 | 0.1 | 7.285 | A |
| C-D | 24 | | | 24 | | | |
| C-A | 521 | | | 521 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 50 | 293 | 0.169 | 49 | 0.2 | 14.775 | B |
| A-BCD | 32 | 516 | 0.062 | 32 | 0.1 | 7.443 | A |
| A-B | 47 | | | 47 | | | |
| A-C | 723 | | | 723 | | | |
| D-ABC | 50 | 322 | 0.154 | 49 | 0.2 | 13.185 | B |
| C-ABD | 41 | 489 | 0.083 | 41 | 0.1 | 8.033 | A |
| C-D | 30 | | | 30 | | | |
| C-A | 637 | | | 637 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 50 | 293 | 0.169 | 50 | 0.2 | 14.810 | B |
| A-BCD | 32 | 515 | 0.062 | 32 | 0.1 | 7.444 | A |
| A-B | 47 | | | 47 | | | |
| A-C | 723 | | | 723 | | | |
| D-ABC | 50 | 322 | 0.154 | 50 | 0.2 | 13.211 | B |
| C-ABD | 41 | 489 | 0.083 | 41 | 0.1 | 8.037 | A |
| C-D | 30 | | | 30 | | | |
| C-A | 637 | | | 637 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 40 | 346 | 0.117 | 41 | 0.1 | 11.803 | B |
| A-BCD | 26 | 549 | 0.047 | 26 | 0.1 | 6.882 | A |
| A-B | 39 | | | 39 | | | |
| A-C | 591 | | | 591 | | | |
| D-ABC | 40 | 374 | 0.108 | 41 | 0.1 | 10.802 | B |
| C-ABD | 33 | 527 | 0.063 | 33 | 0.1 | 7.288 | A |
| C-D | 24 | | | 24 | | | |
| C-A | 521 | | | 521 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 34 | 383 | 0.088 | 34 | 0.1 | 10.312 | B |
| A-BCD | 22 | 574 | 0.038 | 22 | 0.0 | 6.524 | A |
| A-B | 32 | | | 32 | | | |
| A-C | 495 | | | 495 | | | |
| D-ABC | 34 | 410 | 0.083 | 34 | 0.1 | 9.566 | A |
| C-ABD | 28 | 555 | 0.050 | 28 | 0.1 | 6.828 | A |
| C-D | 20 | | | 20 | | | |
| C-A | 436 | | | 436 | | | |

# (Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Site Access | Right-Left Stagger | Two-way | | 1.59 | 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) |
|---|---|---|---|---|---|---|
| D7 | 2023 Baseline + Sensitivity Test 150 Dwellings | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 724 | 100.000 |
| B - Bartons South Access (S) | | ✓ | 72 | 100.000 |
| C - Bartons Road (W) | | ✓ | 557 | 100.000 |
| D - Crematorium Access (N) | | ✓ | 63 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 14 | 689 | 21 |
| | B - Bartons South Access (S) | 39 | 0 | 33 | 0 |
| | C - Bartons Road (W) | 525 | 12 | 0 | 20 |
| | D - Crematorium Access (N) | 33 | 0 | 30 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 1 | 0 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 3 | 0 | 0 | 0 |
| | D - Crematorium Access (N) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-ACD | 0.26 | 16.31 | 0.4 | C |
| A-BCD | 0.04 | 7.12 | 0.0 | A |
| A-B | | | | |
| A-C | | | | |
| D-ABC | 0.20 | 13.33 | 0.3 | B |
| C-ABD | 0.03 | 7.62 | 0.0 | A |
| C-D | | | | |
| C-A | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 54 | 387 | 0.140 | 54 | 0.2 | 10.785 | B |
| A-BCD | 16 | 583 | 0.027 | 16 | 0.0 | 6.347 | A |
| A-B | 11 | | | 11 | | | |
| A-C | 519 | | | 519 | | | |
| D-ABC | 47 | 423 | 0.112 | 47 | 0.1 | 9.571 | A |
| C-ABD | 9 | 553 | 0.016 | 9 | 0.0 | 6.615 | A |
| C-D | 15 | | | 15 | | | |
| C-A | 395 | | | 395 | | | |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 65 | 351 | 0.184 | 64 | 0.2 | 12.556 | B |
| A-BCD | 19 | 560 | 0.034 | 19 | 0.0 | 6.649 | A |
| A-B | 13 | | | 13 | | | |
| A-C | 619 | | | 619 | | | |
| D-ABC | 57 | 388 | 0.146 | 56 | 0.2 | 10.837 | B |
| C-ABD | 11 | 525 | 0.021 | 11 | 0.0 | 7.004 | A |
| C-D | 18 | | | 18 | | | |
| C-A | 472 | | | 472 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 79 | 300 | 0.264 | 79 | 0.4 | 16.222 | C |
| A-BCD | 23 | 529 | 0.044 | 23 | 0.0 | 7.117 | A |
| A-B | 15 | | | 15 | | | |
| A-C | 759 | | | 759 | | | |
| D-ABC | 69 | 339 | 0.204 | 69 | 0.3 | 13.297 | B |
| C-ABD | 13 | 485 | 0.027 | 13 | 0.0 | 7.622 | A |
| C-D | 22 | | | 22 | | | |
| C-A | 578 | | | 578 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 79 | 300 | 0.264 | 79 | 0.4 | 16.311 | C |
| A-BCD | 23 | 529 | 0.044 | 23 | 0.0 | 7.118 | A |
| A-B | 15 | | | 15 | | | |
| A-C | 759 | | | 759 | | | |
| D-ABC | 69 | 339 | 0.204 | 69 | 0.3 | 13.332 | B |
| C-ABD | 13 | 485 | 0.027 | 13 | 0.0 | 7.623 | A |
| C-D | 22 | | | 22 | | | |
| C-A | 578 | | | 578 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 65 | 351 | 0.185 | 65 | 0.2 | 12.628 | B |
| A-BCD | 19 | 560 | 0.034 | 19 | 0.0 | 6.652 | A |
| A-B | 13 | | | 13 | | | |
| A-C | 619 | | | 619 | | | |
| D-ABC | 57 | 388 | 0.146 | 57 | 0.2 | 10.874 | B |
| C-ABD | 11 | 525 | 0.021 | 11 | 0.0 | 7.005 | A |
| C-D | 18 | | | 18 | | | |
| C-A | 472 | | | 472 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 54 | 387 | 0.140 | 54 | 0.2 | 10.845 | B |
| A-BCD | 16 | 583 | 0.027 | 16 | 0.0 | 6.349 | A |
| A-B | 11 | | | 11 | | | |
| A-C | 519 | | | 519 | | | |
| D-ABC | 47 | 422 | 0.112 | 48 | 0.1 | 9.611 | A |
| C-ABD | 9 | 553 | 0.016 | 9 | 0.0 | 6.616 | A |
| C-D | 15 | | | 15 | | | |
| C-A | 395 | | | 395 | | | |

# (Default Analysis Set) - 2023 Baseline + Sensitivity Test 150 Dwellings, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|
| 1 | Site Access | Right-Left Stagger | Two-way | | 1.24 | 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) |
|---|---|---|---|---|---|---|
| D8 | 2023 Baseline + Sensitivity Test 150 Dwellings | PM | ONE HOUR | 16:45 | 18:15 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Bartons Road (E) | | ✓ | 731 | 100.000 |
| B - Bartons South Access (S) | | ✓ | 45 | 100.000 |
| C - Bartons Road (W) | | ✓ | 645 | 100.000 |
| D - Crematorium Access (N) | | ✓ | 47 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 43 | 657 | 31 |
| | B - Bartons South Access (S) | 24 | 0 | 21 | 0 |
| | C - Bartons Road (W) | 579 | 37 | 0 | 29 |
| | D - Crematorium Access (N) | 24 | 0 | 23 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | | |
|---|---|---|---|---|---|
| | | A - Bartons Road (E) | B - Bartons South Access (S) | C - Bartons Road (W) | D - Crematorium Access (N) |
| From | A - Bartons Road (E) | 0 | 0 | 1 | 0 |
| | B - Bartons South Access (S) | 0 | 0 | 0 | 0 |
| | C - Bartons Road (W) | 1 | 0 | 0 | 0 |
| | D - Crematorium Access (N) | 0 | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-ACD | 0.17 | 14.85 | 0.2 | B |
| A-BCD | 0.07 | 7.49 | 0.1 | A |
| A-B | | | | |
| A-C | | | | |
| D-ABC | 0.16 | 13.37 | 0.2 | B |
| C-ABD | 0.08 | 8.04 | 0.1 | A |
| C-D | | | | |
| C-A | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 34 | 383 | 0.088 | 33 | 0.1 | 10.288 | B |
| A-BCD | 23 | 573 | 0.041 | 23 | 0.0 | 6.542 | A |
| A-B | 32 | | | 32 | | | |
| A-C | 495 | | | 495 | | | |
| D-ABC | 35 | 410 | 0.086 | 35 | 0.1 | 9.591 | A |
| C-ABD | 28 | 555 | 0.050 | 28 | 0.1 | 6.819 | A |
| C-D | 22 | | | 22 | | | |
| C-A | 436 | | | 436 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 40 | 346 | 0.117 | 40 | 0.1 | 11.786 | B |
| A-BCD | 28 | 549 | 0.051 | 28 | 0.1 | 6.909 | A |
| A-B | 39 | | | 39 | | | |
| A-C | 591 | | | 591 | | | |
| D-ABC | 42 | 374 | 0.113 | 42 | 0.1 | 10.857 | B |
| C-ABD | 33 | 527 | 0.063 | 33 | 0.1 | 7.288 | A |
| C-D | 26 | | | 26 | | | |
| C-A | 521 | | | 521 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 50 | 292 | 0.170 | 49 | 0.2 | 14.815 | B |
| A-BCD | 34 | 515 | 0.066 | 34 | 0.1 | 7.486 | A |
| A-B | 47 | | | 47 | | | |
| A-C | 723 | | | 723 | | | |
| D-ABC | 52 | 321 | 0.161 | 51 | 0.2 | 13.342 | B |
| C-ABD | 41 | 488 | 0.083 | 41 | 0.1 | 8.038 | A |
| C-D | 32 | | | 32 | | | |
| C-A | 637 | | | 637 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 50 | 292 | 0.170 | 50 | 0.2 | 14.846 | B |
| A-BCD | 34 | 515 | 0.066 | 34 | 0.1 | 7.487 | A |
| A-B | 47 | | | 47 | | | |
| A-C | 723 | | | 723 | | | |
| D-ABC | 52 | 321 | 0.161 | 52 | 0.2 | 13.369 | B |
| C-ABD | 41 | 488 | 0.083 | 41 | 0.1 | 8.042 | A |
| C-D | 32 | | | 32 | | | |
| C-A | 637 | | | 637 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 40 | 346 | 0.117 | 41 | 0.1 | 11.820 | B |
| A-BCD | 28 | 549 | 0.051 | 28 | 0.1 | 6.912 | A |
| A-B | 39 | | | 39 | | | |
| A-C | 591 | | | 591 | | | |
| D-ABC | 42 | 373 | 0.113 | 42 | 0.1 | 10.887 | B |
| C-ABD | 33 | 527 | 0.063 | 33 | 0.1 | 7.292 | A |
| C-D | 26 | | | 26 | | | |
| C-A | 521 | | | 521 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|
| B-ACD | 34 | 383 | 0.088 | 34 | 0.1 | 10.325 | B |
| A-BCD | 23 | 573 | 0.041 | 23 | 0.0 | 6.549 | A |
| A-B | 32 | | | 32 | | | |
| A-C | 495 | | | 495 | | | |
| D-ABC | 35 | 410 | 0.086 | 36 | 0.1 | 9.623 | A |
| C-ABD | 28 | 555 | 0.050 | 28 | 0.1 | 6.828 | A |
| C-D | 22 | | | 22 | | | |
| C-A | 436 | | | 436 | | | |

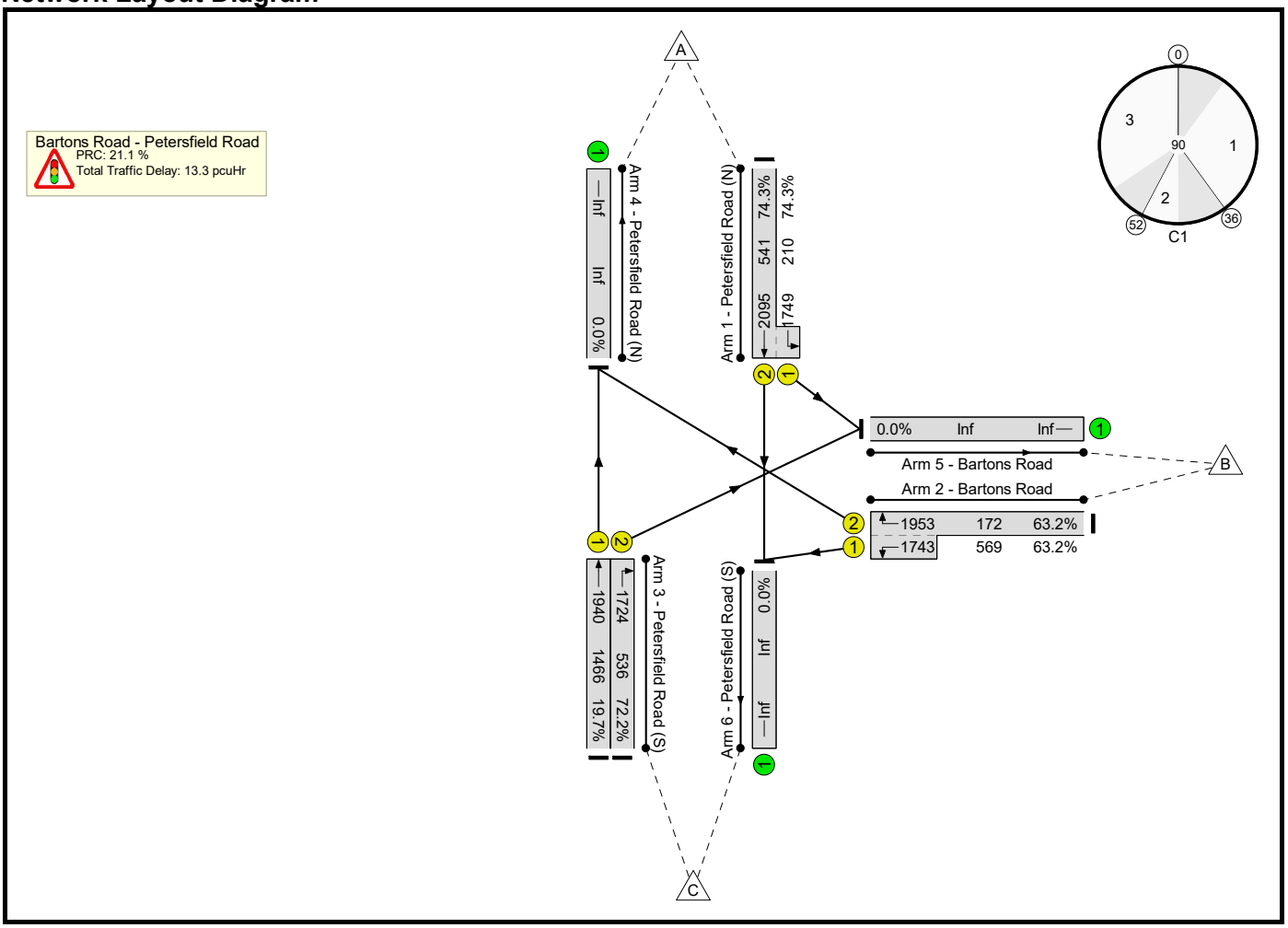
# Basic Results Summary

## User and Project Details

| | |
|---|---|
| **Project:** | **17-055 Camp Field** |
| **Title:** | |
| **Location:** | |
| **Design Layout Ref:** | Existing Layout |
| **Additional detail:** | |
| **File name:** | 2018-11-02 Bartons Road - Petersfield Road.lsg3x |
| **Author:** | TJMS |
| **Company:** | C&A |
| **Address:** | |

**Scenario 1: '2018 AM'** (FG1: '2018 AM', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | **74.3%** | **0** | **0** | **0** | **13.3** | - | - |
| **Bartons Road - Petersfield Road** | - | - | - | | - | - | - | - | - | - | **74.3%** | **0** | **0** | **0** | **13.3** | - | - |
| 1/2+1/1 | Petersfield Road (N) Left Ahead | U | A C | | 1 | 31:36 | - | 558 | 2095:1749 | 541+210 | 74.3 : 74.3% | - | - | - | 5.2 | 33.5 | 12.6 |
| 2/2+2/1 | Bartons Road Right Left | U | B D | | 1 | 7:43 | - | 469 | 1953:1743 | 172+569 | 63.2 : 63.2% | - | - | - | 3.5 | 27.1 | 7.1 |
| 3/1 | Petersfield Road (S) Ahead | U | F | | 1 | 67 | - | 289 | 1940 | 1466 | 19.7% | - | - | - | 0.4 | 4.7 | 2.1 |
| 3/2 | Petersfield Road (S) Right | U | E | | 1 | 27 | - | 387 | 1724 | 536 | 72.2% | - | - | - | 4.2 | 39.4 | 9.8 |

C1

PRC for Signalled Lanes (%): 21.1
PRC Over All Lanes (%): 21.1

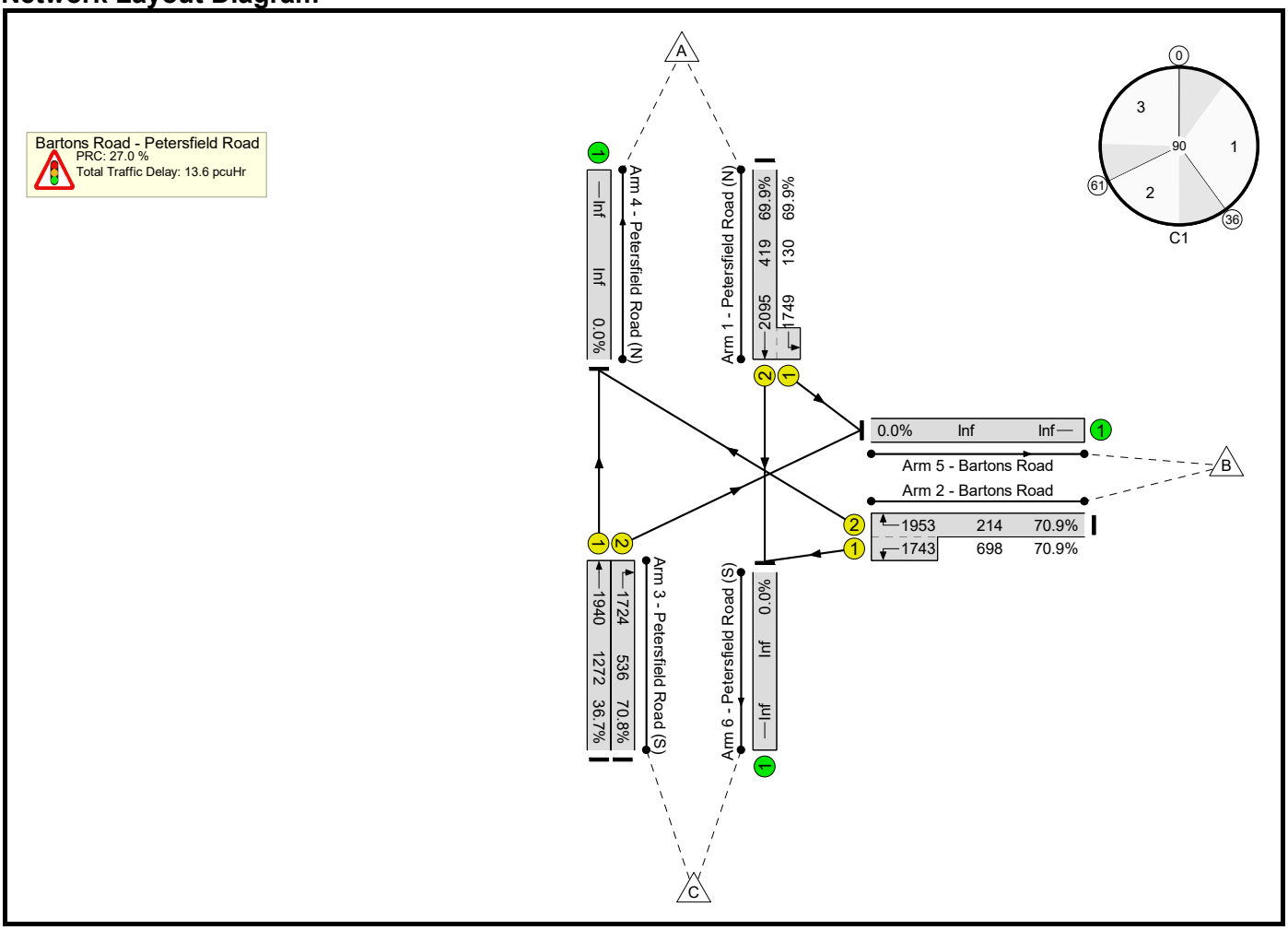
Total Delay for Signalled Lanes (pcuHr): 13.33
Total Delay Over All Lanes(pcuHr): 13.33

Cycle Time (s): 90

Basic Results Summary

**Scenario 2: '2018 PM'** (FG2: '2018 PM', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | **70.9%** | **0** | **0** | **0** | **13.6** | - | - |
| **Bartons Road - Petersfield Road** | - | - | - | | - | - | - | - | - | - | **70.9%** | **0** | **0** | **0** | **13.6** | - | - |
| 1/2+1/1 | Petersfield Road (N) Left Ahead | U | A C | | 1 | 22:27 | - | 384 | 2095:1749 | 419+130 | 69.9 : 69.9% | - | - | - | 4.3 | 40.1 | 9.1 |
| 2/2+2/1 | Bartons Road Right Left | U | B D | | 1 | 16:52 | - | 647 | 1953:1743 | 214+698 | 70.9 : 70.9% | - | - | - | 4.0 | 22.5 | 9.4 |
| 3/1 | Petersfield Road (S) Ahead | U | F | | 1 | 58 | - | 467 | 1940 | 1272 | 36.7% | - | - | - | 1.2 | 9.3 | 5.5 |
| 3/2 | Petersfield Road (S) Right | U | E | | 1 | 27 | - | 380 | 1724 | 536 | 70.8% | - | - | - | 4.1 | 38.7 | 9.5 |

C1

PRC for Signalled Lanes (%): 27.0
PRC Over All Lanes (%): 27.0

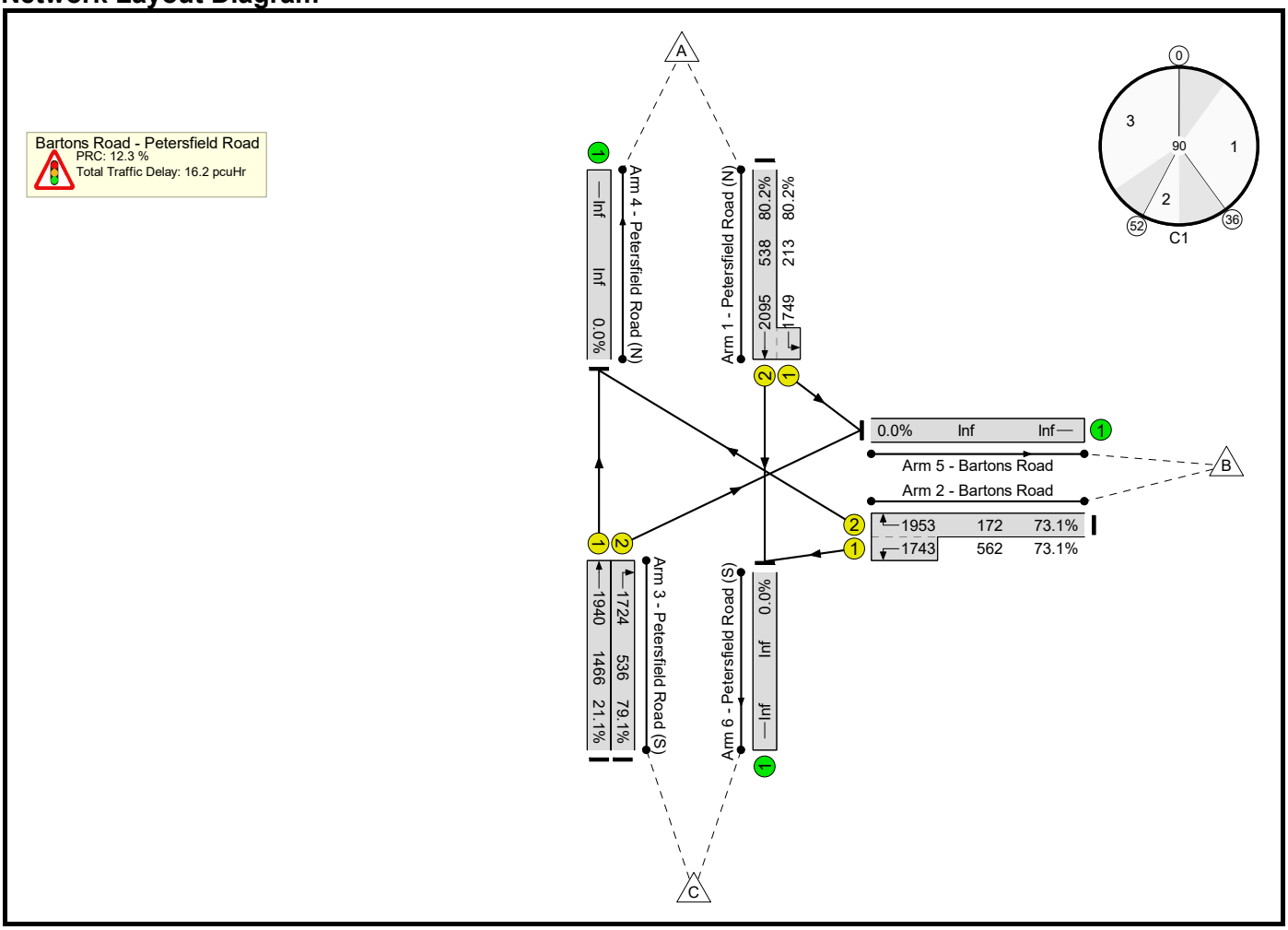
Total Delay for Signalled Lanes (pcuHr): 13.60
Total Delay Over All Lanes(pcuHr): 13.60

Cycle Time (s): 90

Basic Results Summary

**Scenario 3: '2023 Baseline AM'** (FG3: '2023 + Committed AM', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | **80.2%** | **0** | **0** | **0** | **16.2** | - | - |
| **Bartons Road - Petersfield Road** | - | - | - | | - | - | - | - | - | - | **80.2%** | **0** | **0** | **0** | **16.2** | - | - |
| 1/2+1/1 | Petersfield Road (N) Left Ahead | U | A C | | 1 | 31:36 | - | 602 | 2095:1749 | 538+213 | 80.2 : 80.2% | - | - | - | 6.2 | 36.8 | 14.6 |
| 2/2+2/1 | Bartons Road Right Left | U | B D | | 1 | 7:43 | - | 537 | 1953:1743 | 172+562 | 73.1 : 73.1% | - | - | - | 4.5 | 30.2 | 9.2 |
| 3/1 | Petersfield Road (S) Ahead | U | F | | 1 | 67 | - | 310 | 1940 | 1466 | 21.1% | - | - | - | 0.4 | 4.8 | 2.4 |
| 3/2 | Petersfield Road (S) Right | U | E | | 1 | 27 | - | 424 | 1724 | 536 | 79.1% | - | - | - | 5.2 | 43.8 | 11.5 |

C1

PRC for Signalled Lanes (%): 12.3
PRC Over All Lanes (%): 12.3

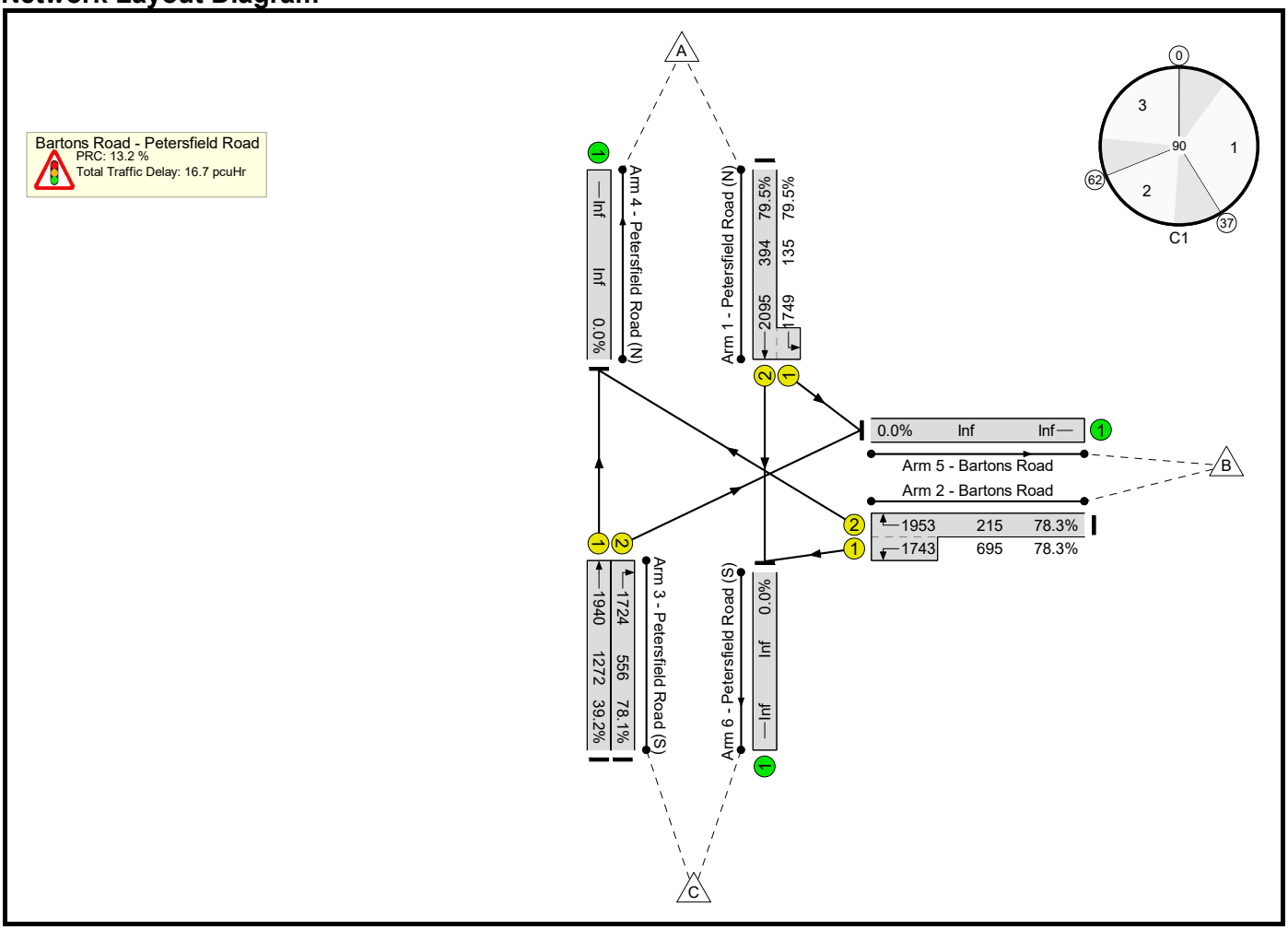
Total Delay for Signalled Lanes (pcuHr): 16.23
Total Delay Over All Lanes(pcuHr): 16.23

Cycle Time (s): 90

Basic Results Summary

**Scenario 4: '2023 Baseline PM'** (FG4: '2023 + Committed PM', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | **79.5%** | **0** | **0** | **0** | **16.7** | - | - |
| **Bartons Road - Petersfield Road** | - | - | - | | - | - | - | - | - | - | **79.5%** | **0** | **0** | **0** | **16.7** | - | - |
| 1/2+1/1 | Petersfield Road (N) Left Ahead | U | A C | | 1 | 21:26 | - | 420 | 2095:1749 | 394+135 | 79.5 : 79.5% | - | - | - | 5.5 | 46.9 | 10.9 |
| 2/2+2/1 | Bartons Road Right Left | U | B D | | 1 | 16:53 | - | 712 | 1953:1743 | 215+695 | 78.3 : 78.3% | - | - | - | 4.9 | 24.7 | 11.2 |
| 3/1 | Petersfield Road (S) Ahead | U | F | | 1 | 58 | - | 499 | 1940 | 1272 | 39.2% | - | - | - | 1.3 | 9.5 | 6.0 |
| 3/2 | Petersfield Road (S) Right | U | E | | 1 | 28 | - | 434 | 1724 | 556 | 78.1% | - | - | - | 5.1 | 42.0 | 11.5 |

C1

PRC for Signalled Lanes (%): 13.2
PRC Over All Lanes (%): 13.2

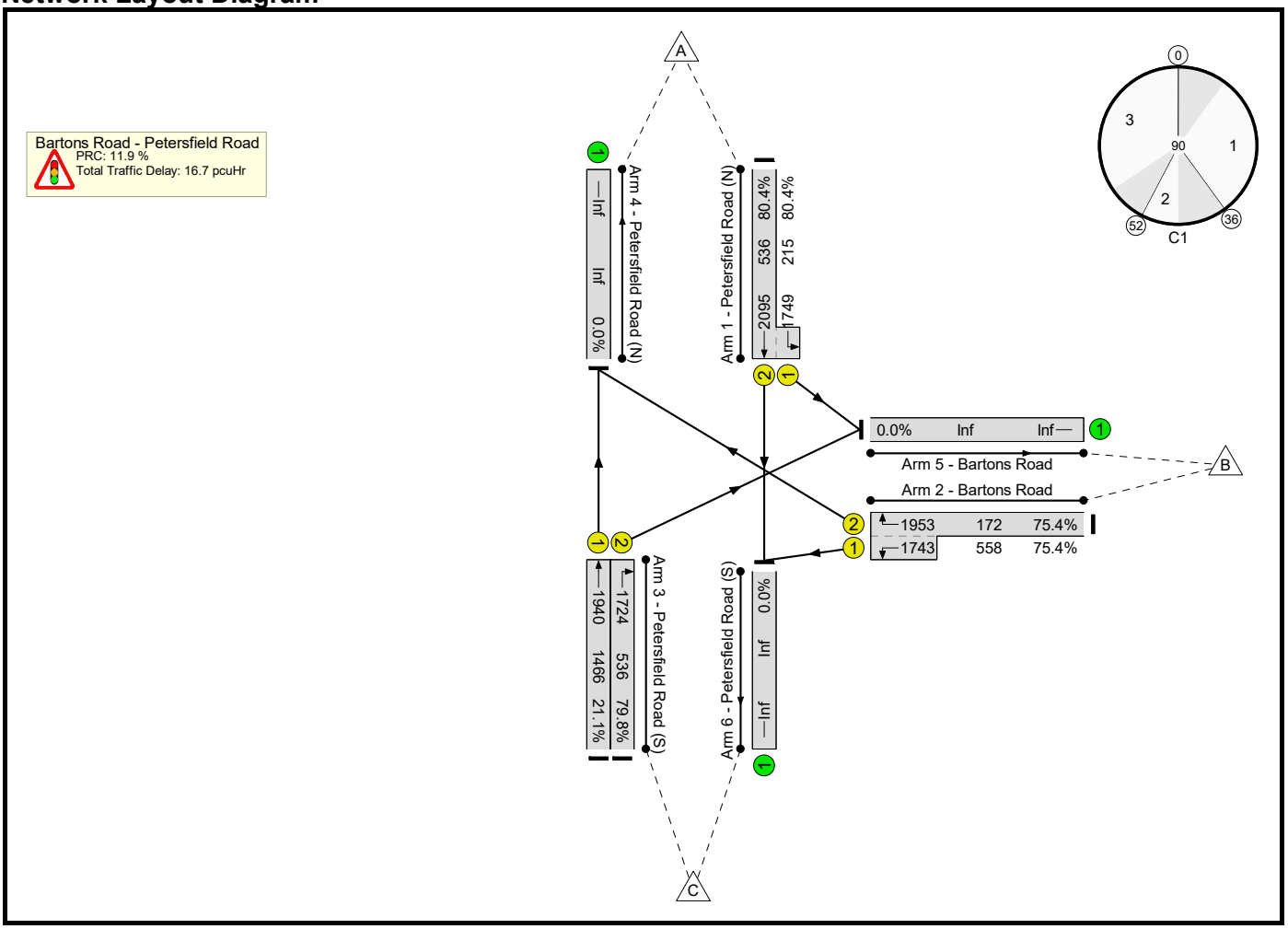
Total Delay for Signalled Lanes (pcuHr): 16.75
Total Delay Over All Lanes(pcuHr): 16.75

Cycle Time (s): 90

Basic Results Summary

**Scenario 5: '2023 Baseline + Development 72 Units AM'** (FG5: '2023 + Committed + Dev AM', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | **80.4%** | **0** | **0** | **0** | **16.7** | - | - |
| **Bartons Road - Petersfield Road** | - | - | - | | - | - | - | - | - | - | **80.4%** | **0** | **0** | **0** | **16.7** | - | - |
| 1/2+1/1 | Petersfield Road (N) Left Ahead | U | A C | | 1 | 31:36 | - | 604 | 2095:1749 | 536+215 | 80.4 : 80.4% | - | - | - | 6.2 | 37.0 | 14.6 |
| 2/2+2/1 | Bartons Road Right Left | U | B D | | 1 | 7:43 | - | 551 | 1953:1743 | 172+558 | 75.4 : 75.4% | - | - | - | 4.8 | 31.2 | 9.7 |
| 3/1 | Petersfield Road (S) Ahead | U | F | | 1 | 67 | - | 310 | 1940 | 1466 | 21.1% | - | - | - | 0.4 | 4.8 | 2.4 |
| 3/2 | Petersfield Road (S) Right | U | E | | 1 | 27 | - | 428 | 1724 | 536 | 79.8% | - | - | - | 5.3 | 44.5 | 11.7 |

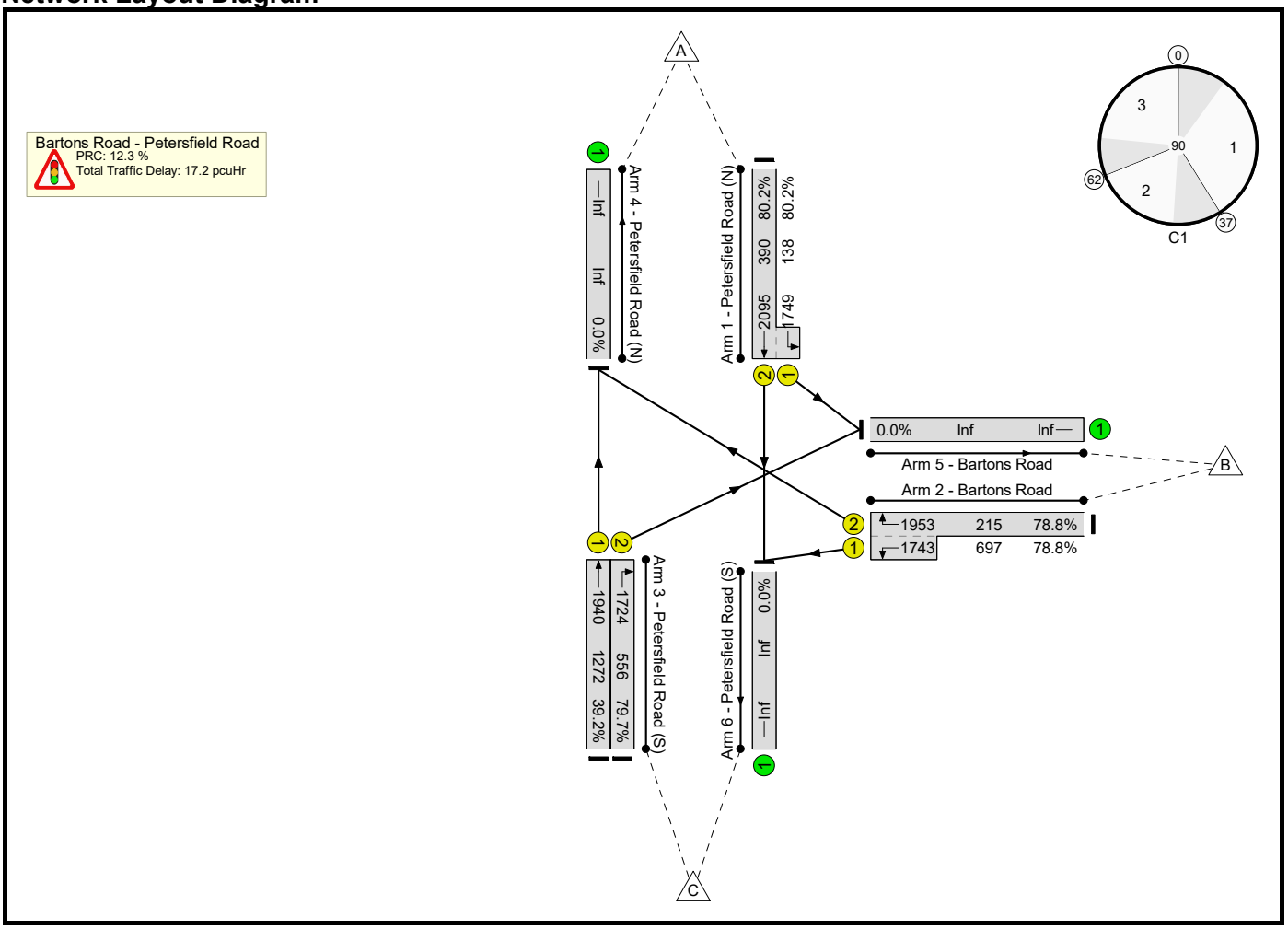
C1 PRC for Signalled Lanes (%): 11.9 Total Delay for Signalled Lanes (pcuHr): 16.67 Cycle Time (s): 90

PRC Over All Lanes (%): 11.9 Total Delay Over All Lanes(pcuHr): 16.67

Basic Results Summary

**Scenario 6: '2023 Baseline + Development 72 Units PM'** (FG6: '2023 + Committed + Dev PM', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | **80.2%** | **0** | **0** | **0** | **17.2** | - | - |
| **Bartons Road - Petersfield Road** | - | - | - | | - | - | - | - | - | - | **80.2%** | **0** | **0** | **0** | **17.2** | - | - |
| 1/2+1/1 | Petersfield Road (N) Left Ahead | U | A C | | 1 | 21:26 | - | 424 | 2095:1749 | 390+138 | 80.2 : 80.2% | - | - | - | 5.6 | 47.4 | 11.0 |
| 2/2+2/1 | Bartons Road Right Left | U | B D | | 1 | 16:53 | - | 718 | 1953:1743 | 215+697 | 78.8 : 78.8% | - | - | - | 5.0 | 25.0 | 11.5 |
| 3/1 | Petersfield Road (S) Ahead | U | F | | 1 | 58 | - | 499 | 1940 | 1272 | 39.2% | - | - | - | 1.3 | 9.5 | 6.0 |
| 3/2 | Petersfield Road (S) Right | U | E | | 1 | 28 | - | 443 | 1724 | 556 | 79.7% | - | - | - | 5.3 | 43.3 | 12.0 |

C1 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 17.21 Cycle Time (s): 90

PRC Over All Lanes (%): 12.3 Total Delay Over All Lanes(pcuHr): 17.21

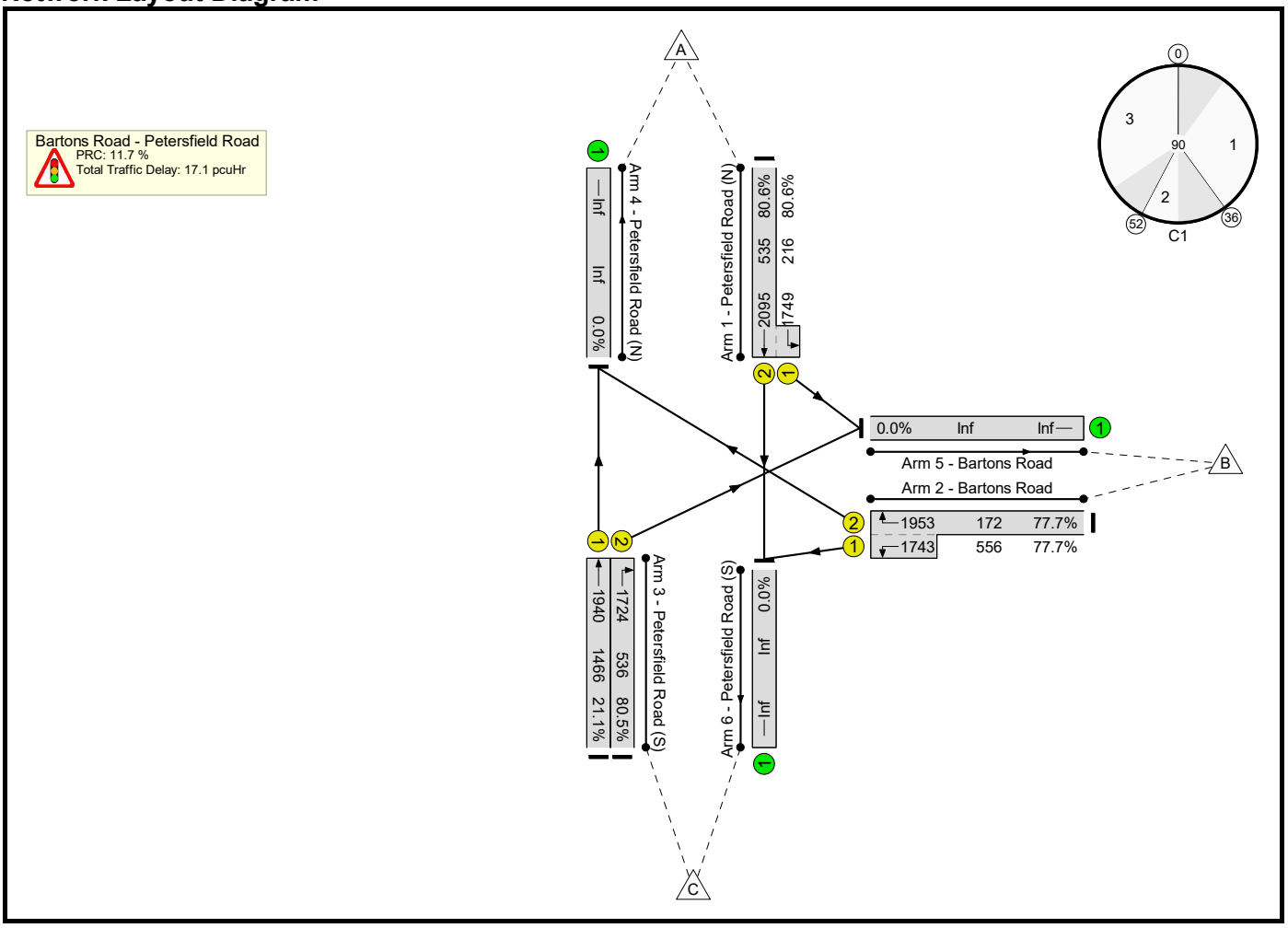
# Basic Results Summary

## User and Project Details

| | |
|---|---|
| **Project:** | **17-055 Camp Field** |
| **Title:** | |
| **Location:** | |
| **Design Layout Ref:** | Existing Layout |
| **Model Purpose:** | Sensitivity Test 150 Dwellings |
| **Additional detail:** | |
| **File name:** | 2018-11-02 Bartons Road - Petersfield Road Sensitivity Test 150.lsg3x |
| **Author:** | TJMS |
| **Company:** | C&A |
| **Address:** | |

**Scenario 1: '2023 Baseline + Sensitivity Test 150 units AM'** (FG1: '2023 + Committed + sensitivity test 150 dwellings AM', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | **80.6%** | **0** | **0** | **0** | **17.1** | - | - |
| **Bartons Road - Petersfield Road** | - | - | - | | - | - | - | - | - | - | **80.6%** | **0** | **0** | **0** | **17.1** | - | - |
| 1/2+1/1 | Petersfield Road (N) Left Ahead | U | A C | | 1 | 31:36 | - | 605 | 2095:1749 | 535+216 | 80.6 : 80.6% | - | - | - | 6.2 | 37.0 | 14.7 |
| 2/2+2/1 | Bartons Road Right Left | U | B D | | 1 | 7:43 | - | 566 | 1953:1743 | 172+556 | 77.7 : 77.7% | - | - | - | 5.1 | 32.4 | 10.3 |
| 3/1 | Petersfield Road (S) Ahead | U | F | | 1 | 67 | - | 310 | 1940 | 1466 | 21.1% | - | - | - | 0.4 | 4.8 | 2.4 |
| 3/2 | Petersfield Road (S) Right | U | E | | 1 | 27 | - | 432 | 1724 | 536 | 80.5% | - | - | - | 5.4 | 45.1 | 11.8 |

C1

PRC for Signalled Lanes (%): 11.7
PRC Over All Lanes (%): 11.7

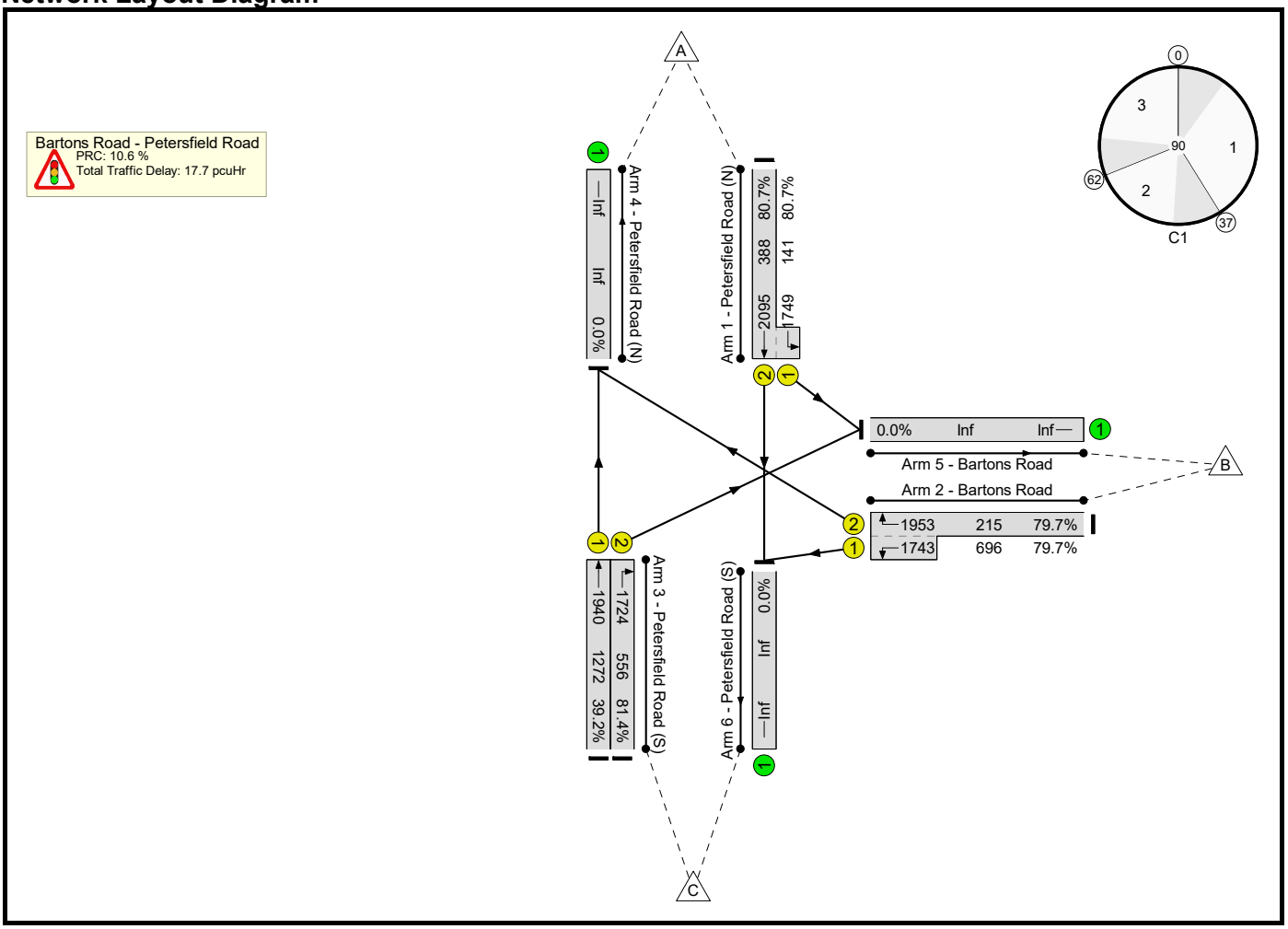
Total Delay for Signalled Lanes (pcuHr): 17.14
Total Delay Over All Lanes(pcuHr): 17.14

Cycle Time (s): 90

Basic Results Summary

**Scenario 2: '2023 Baseline + Sensitivity Test 150 units PM'** (FG2: '2023 + Committed + sensitivity test 150 dwellings PM', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | **81.4%** | **0** | **0** | **0** | **17.7** | - | - |
| **Bartons Road - Petersfield Road** | - | - | - | | - | - | - | - | - | - | **81.4%** | **0** | **0** | **0** | **17.7** | - | - |
| 1/2+1/1 | Petersfield Road (N) Left Ahead | U | A C | | 1 | 21:26 | - | 427 | 2095:1749 | 388+141 | 80.7 : 80.7% | - | - | - | 5.7 | 47.9 | 11.2 |
| 2/2+2/1 | Bartons Road Right Left | U | B D | | 1 | 16:53 | - | 726 | 1953:1743 | 215+696 | 79.7 : 79.7% | - | - | - | 5.1 | 25.4 | 11.7 |
| 3/1 | Petersfield Road (S) Ahead | U | F | | 1 | 58 | - | 499 | 1940 | 1272 | 39.2% | - | - | - | 1.3 | 9.5 | 6.0 |
| 3/2 | Petersfield Road (S) Right | U | E | | 1 | 28 | - | 452 | 1724 | 556 | 81.4% | - | - | - | 5.6 | 44.7 | 12.4 |

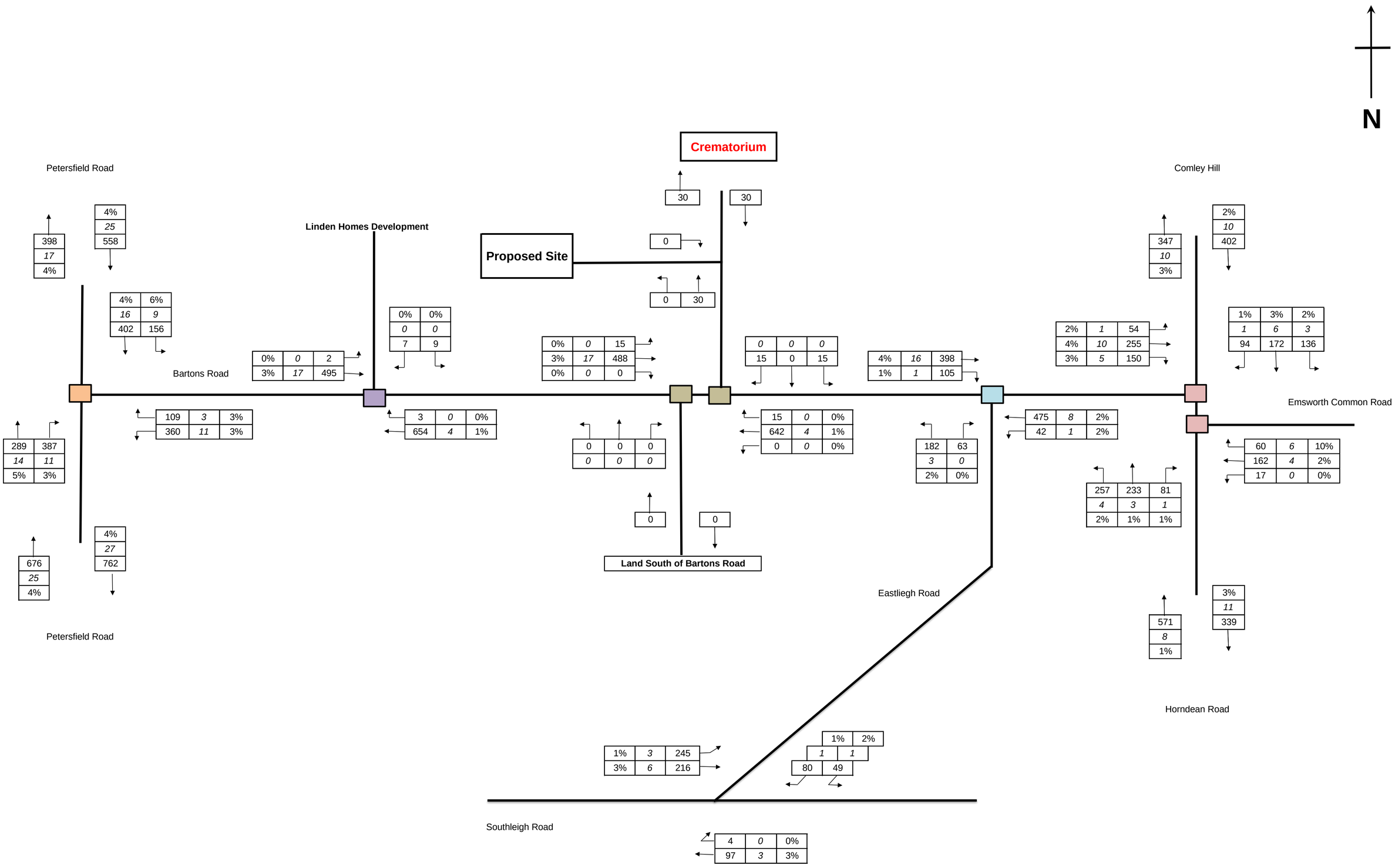
C1

PRC for Signalled Lanes (%): 10.6
PRC Over All Lanes (%): 10.6

Total Delay for Signalled Lanes (pcuHr): 17.74
Total Delay Over All Lanes(pcuHr): 17.74

Cycle Time (s): 90

# APPENDIX Q




Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

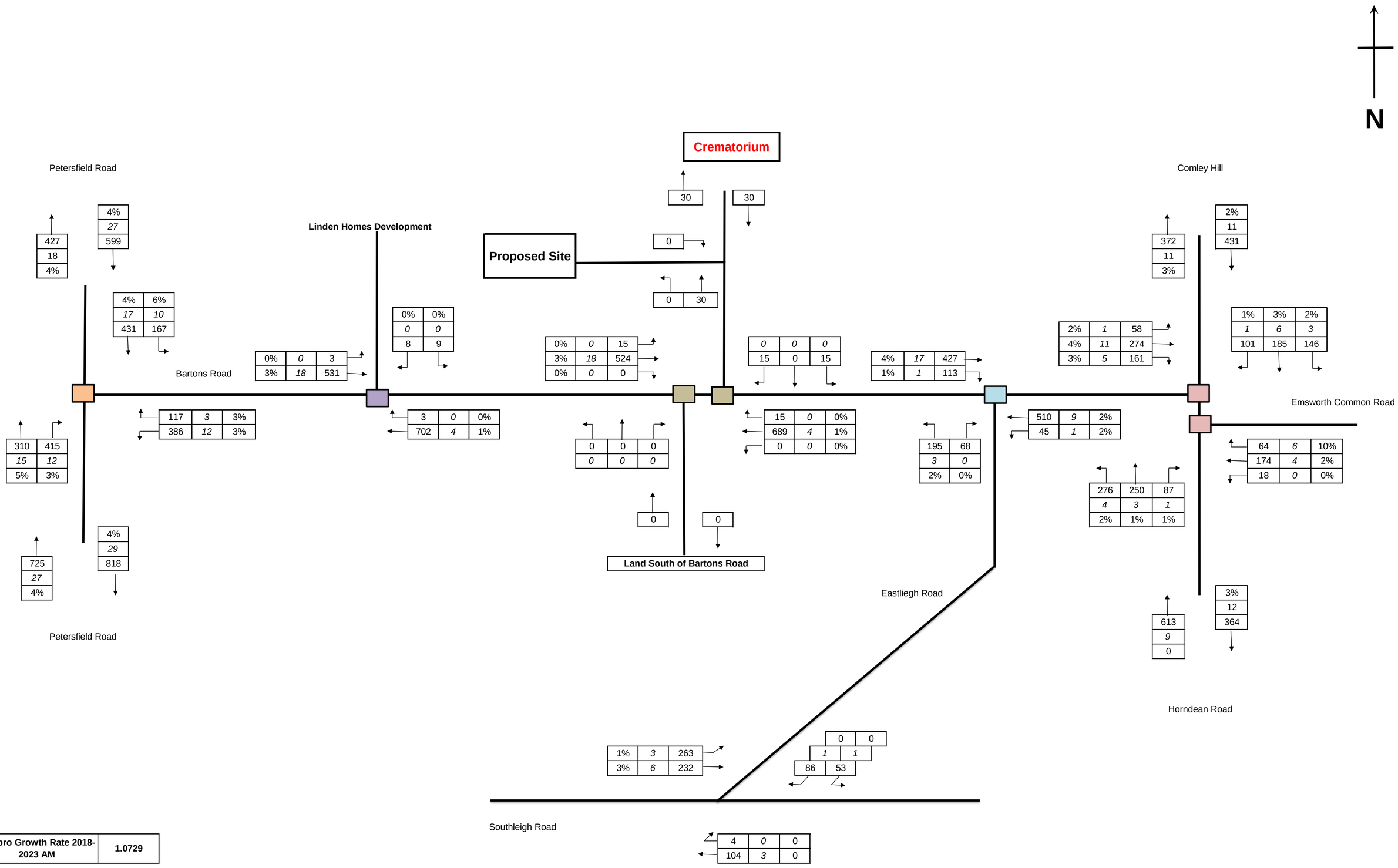
AM Peak 0745 - 0845

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **01: 2018 Flows AM Peak** | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




| Tempro Growth Rate 2018-2023 AM | 1.0729 |
|---|---|

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

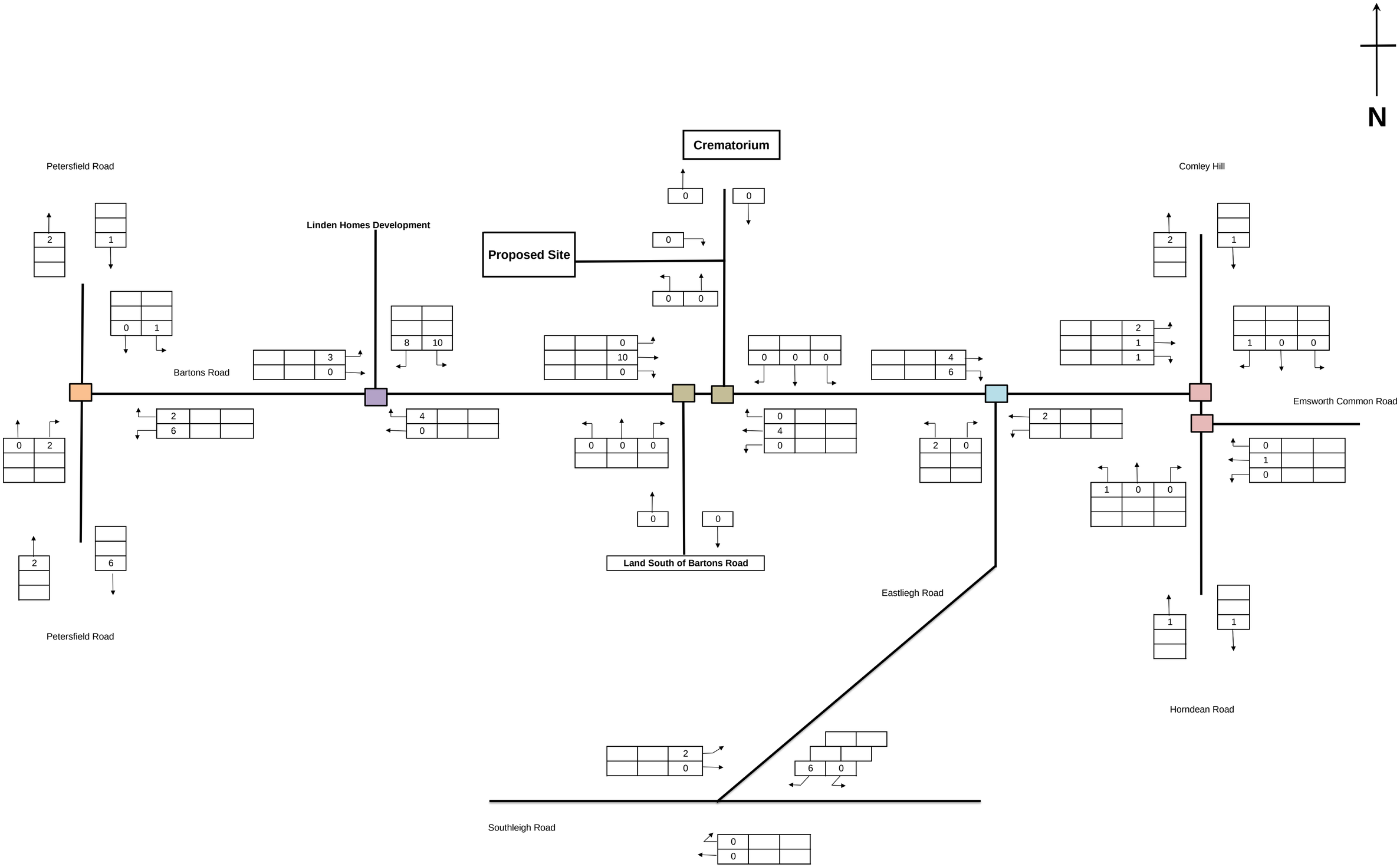
**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

AM Peak 0745 - 0845

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **02: 2023 Flows AM Peak** | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

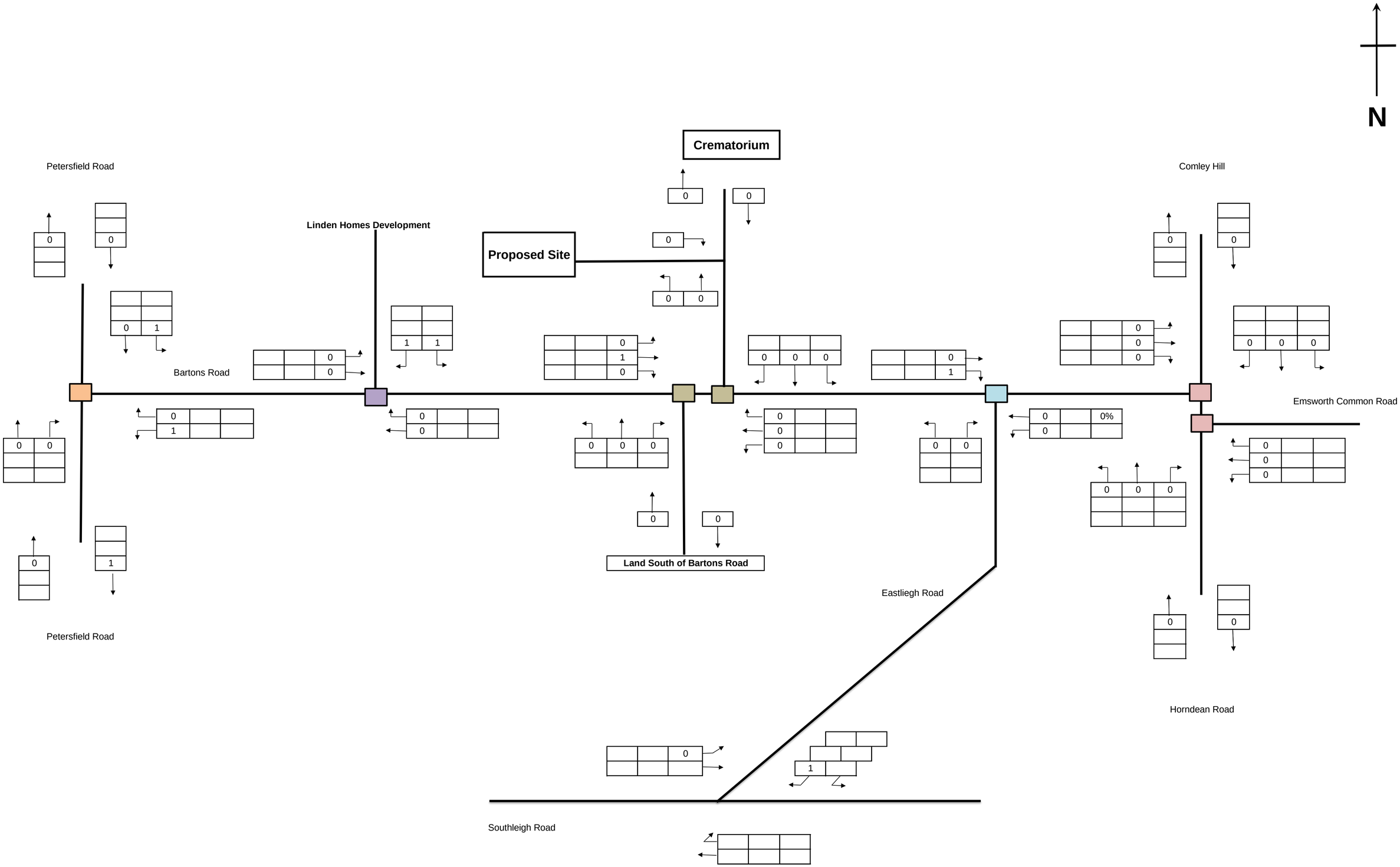
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **03: Committed Linden Homes Flows AM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

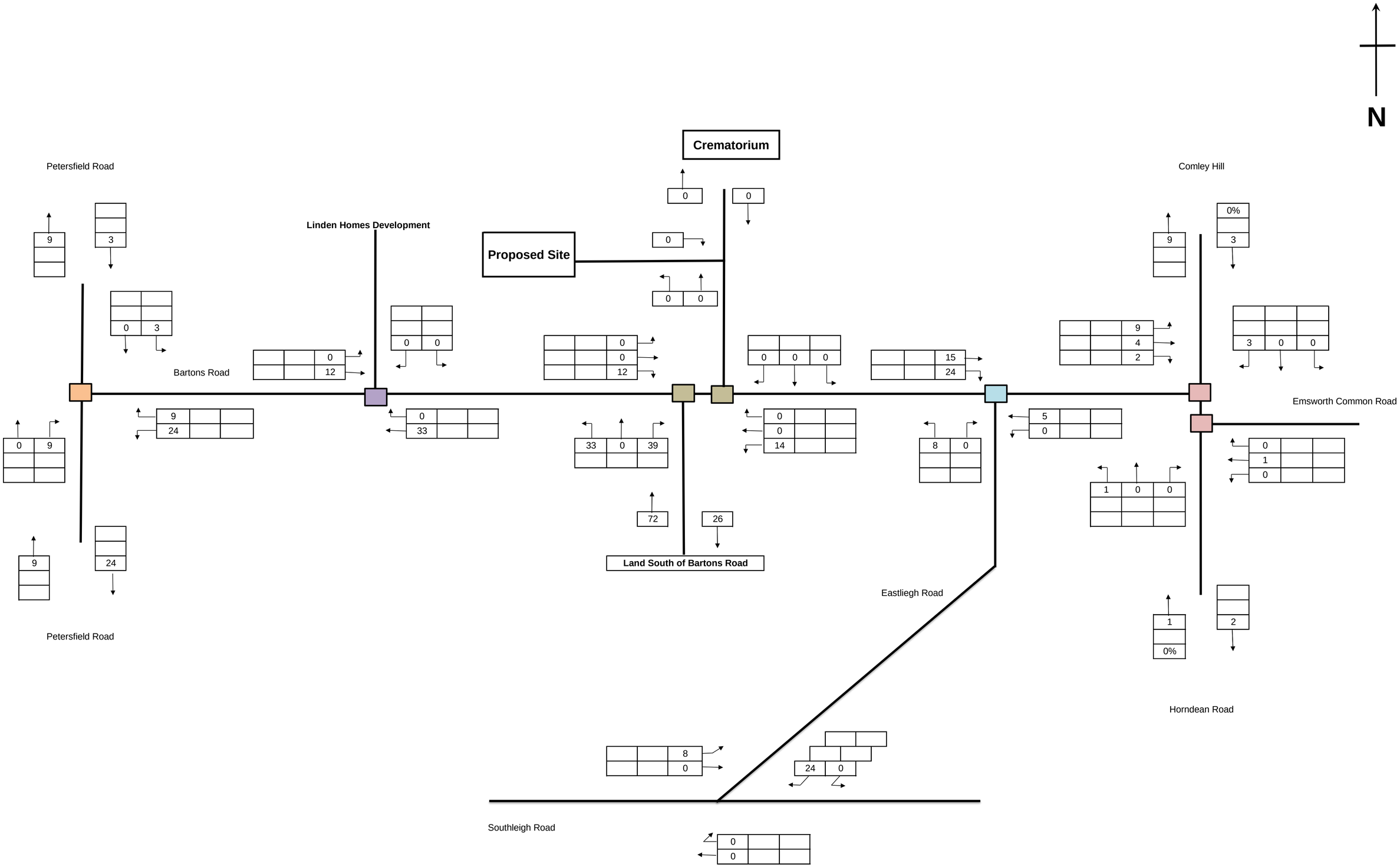
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **04: Committed Linden Homes Flows (10%) AM Peak** | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

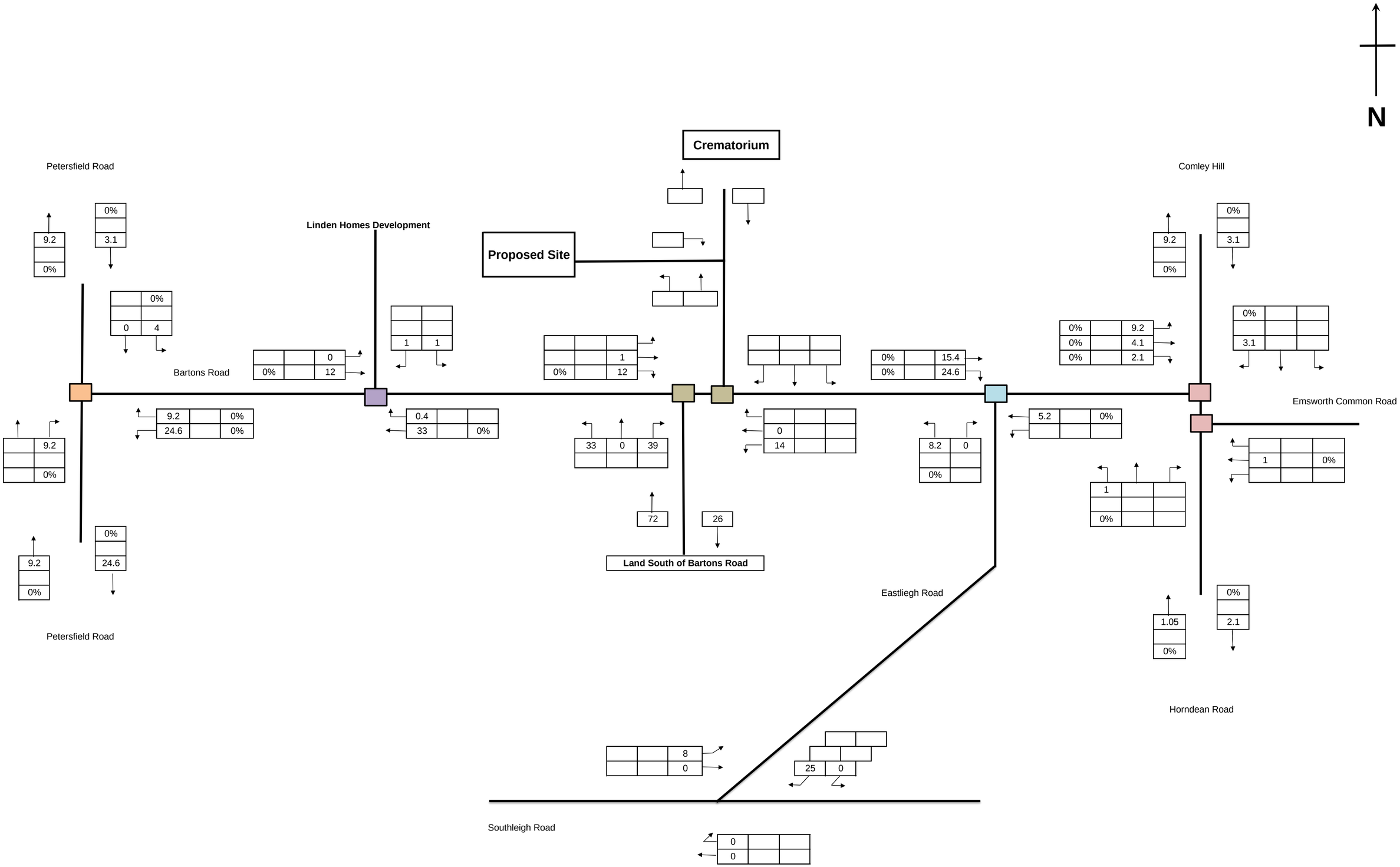
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **05: Committed Land South of Bartons Road Flows AM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

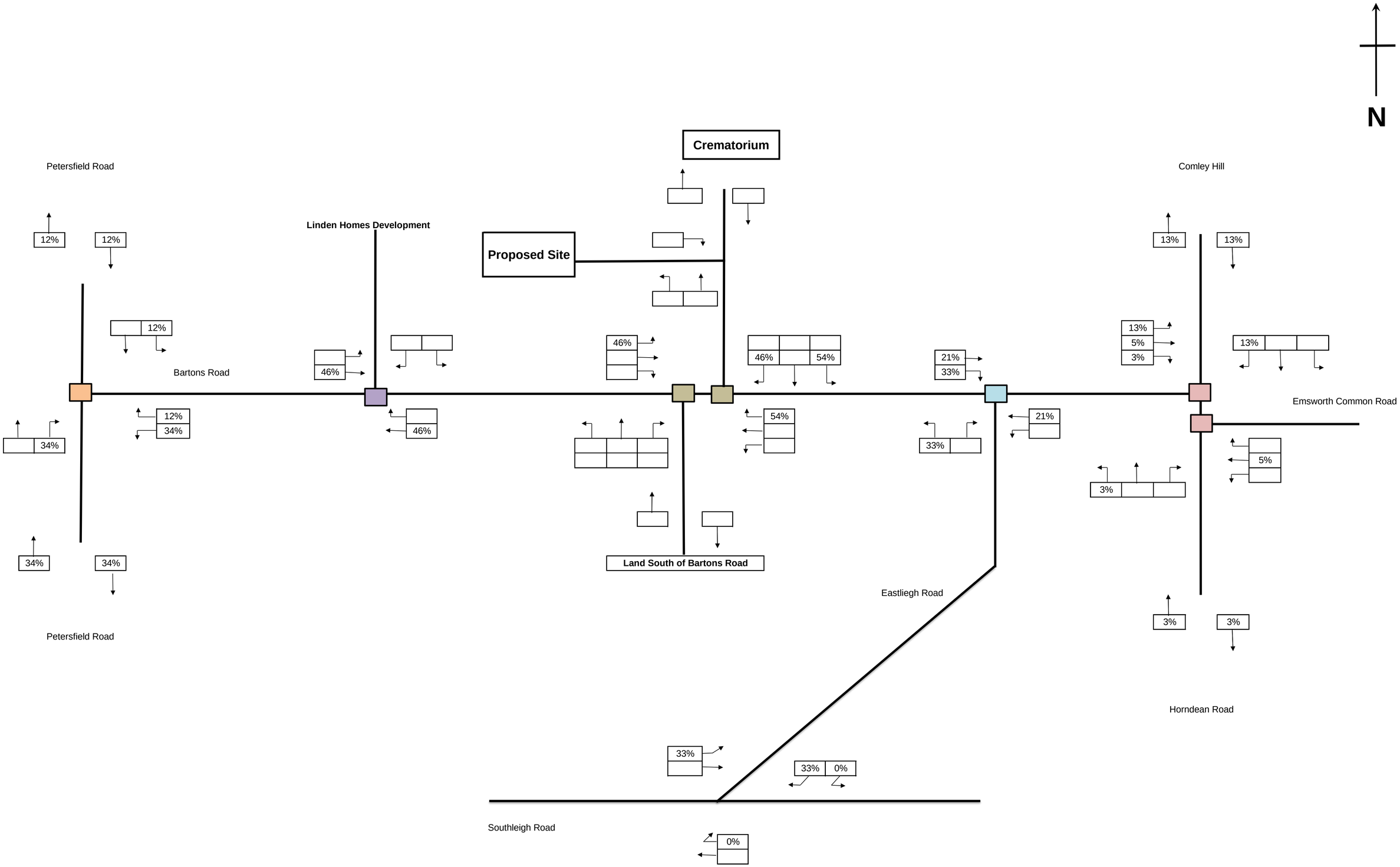
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **06: Total Committed Development Flows AM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

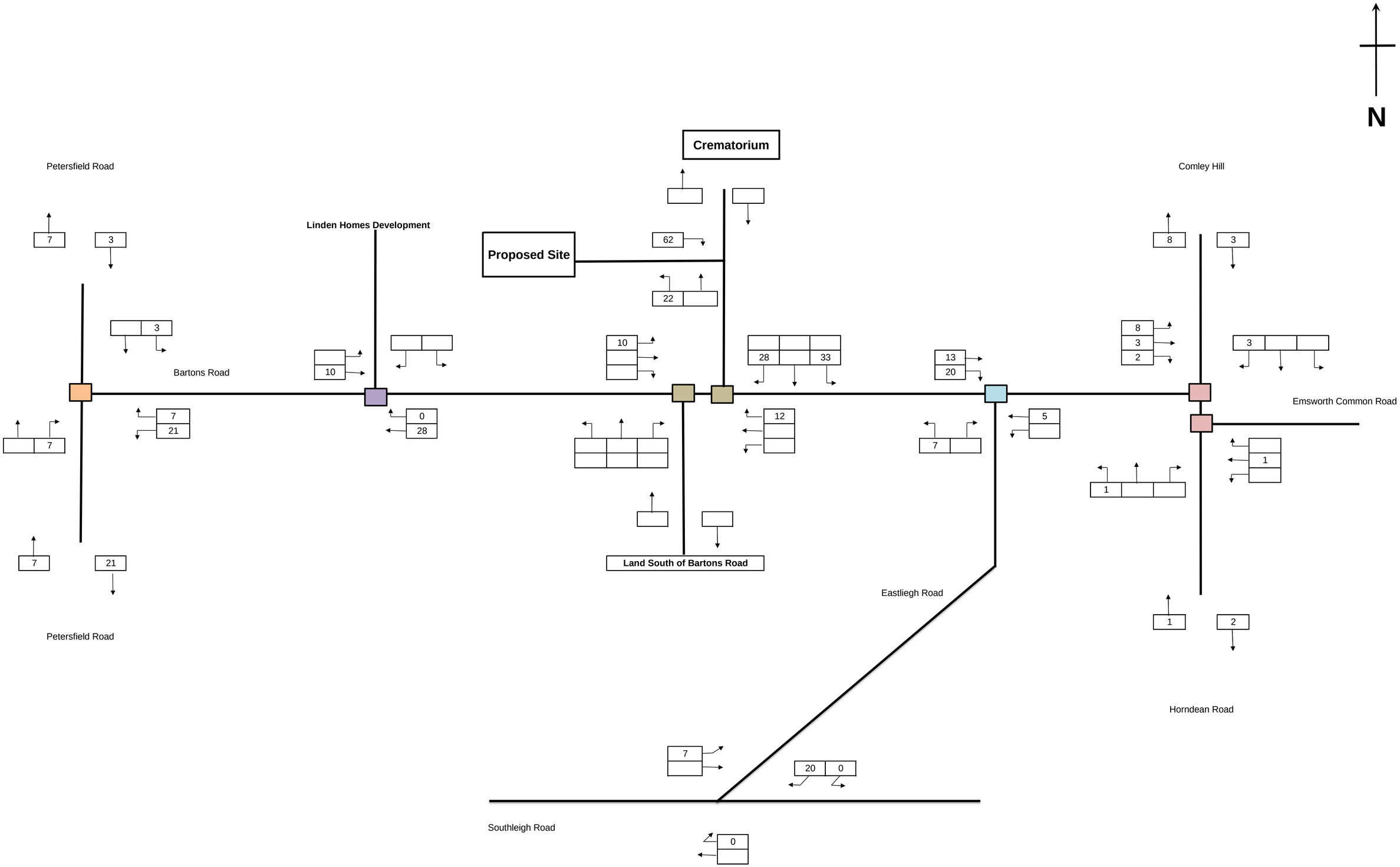
0% Distribution

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | | |
|---|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | | Job No: **17-055** |
| Traffic Figure: **07: Proposed Development Distribution AM Peak** | | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

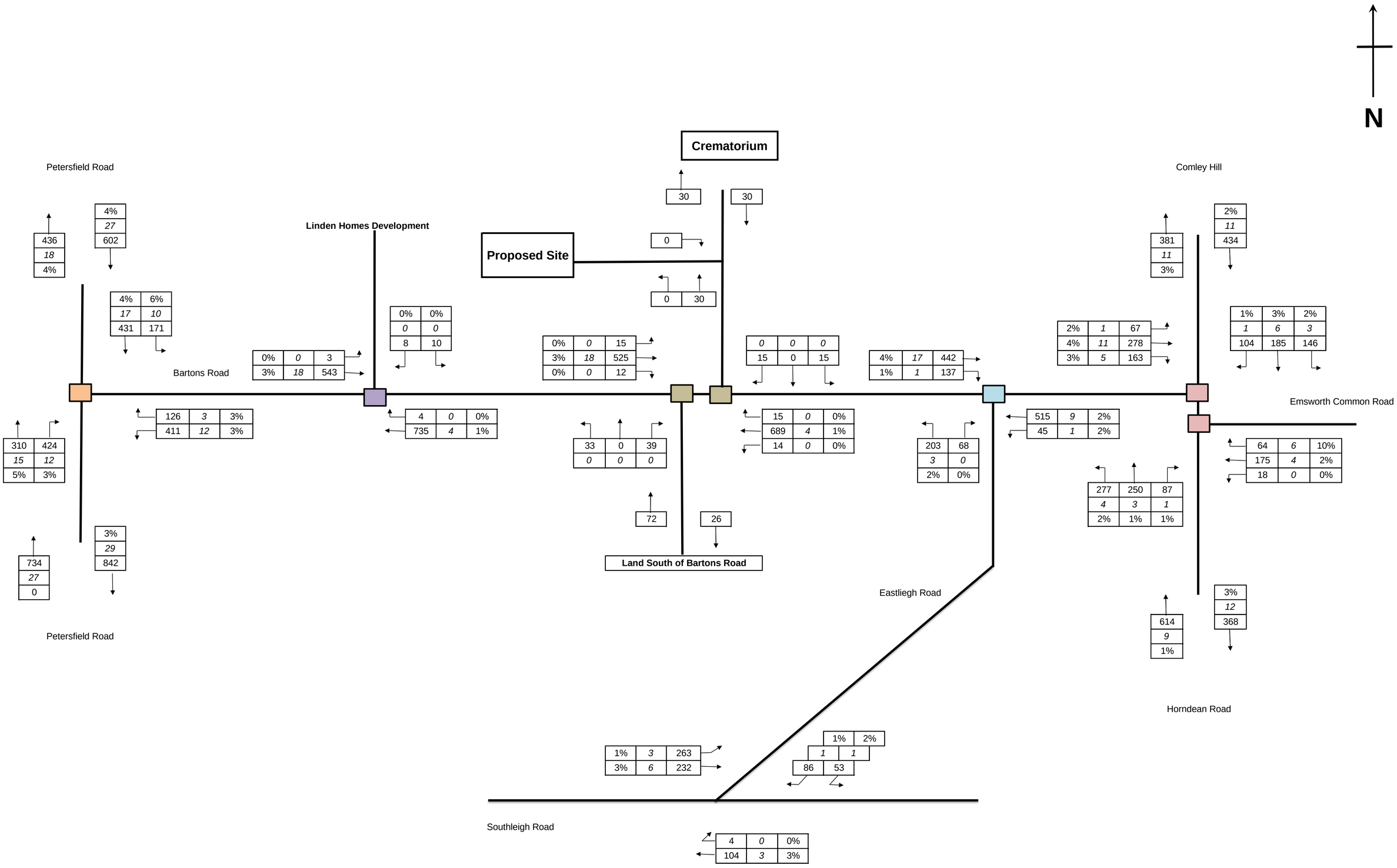
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | | |
|---|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | | Job No: **17-055** |
| Traffic Figure: **08: Proposed Development Flows AM Peak** | | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

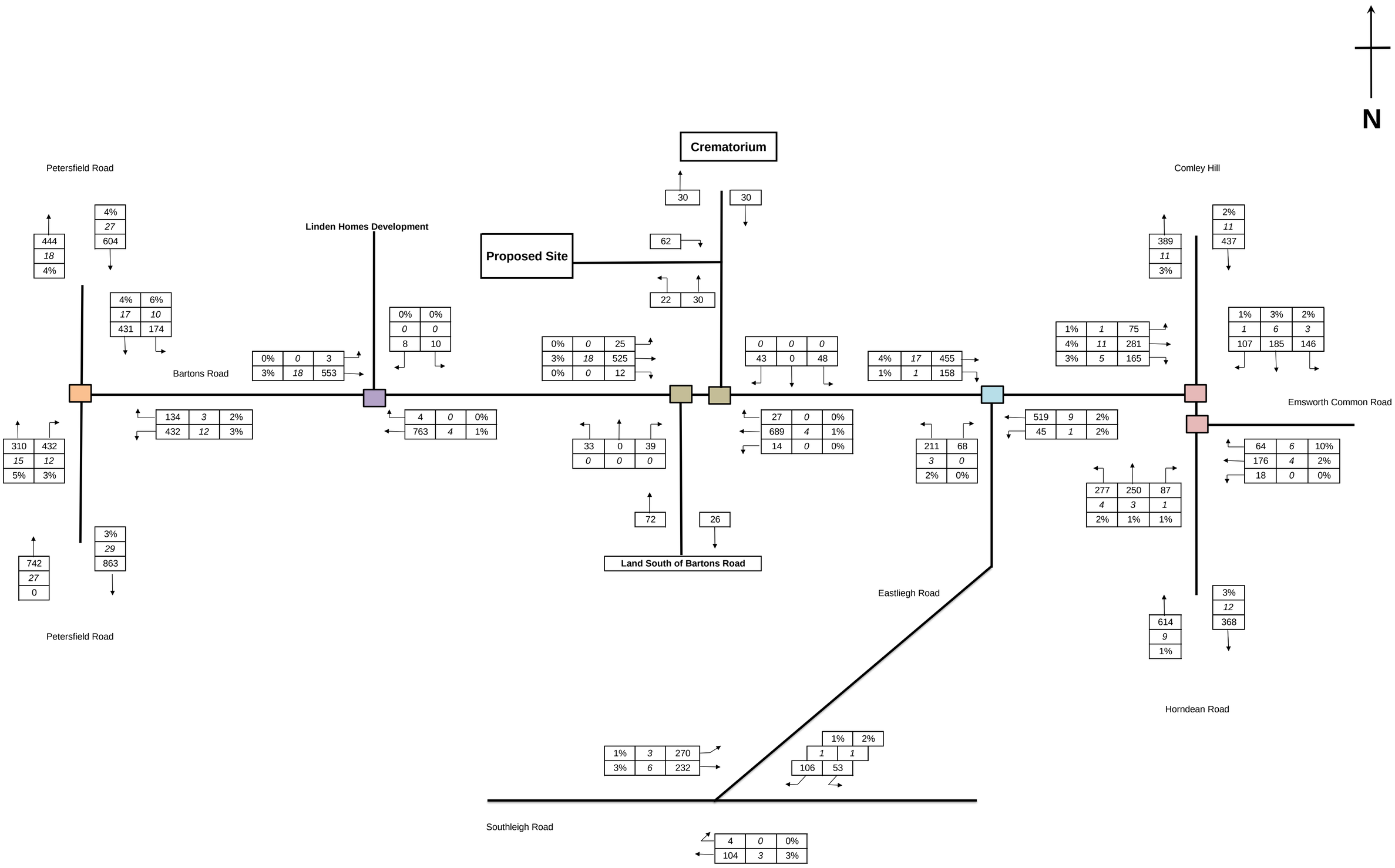
AM Peak 0745 - 0845

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **09: 2023 + Committed Flows AM Peak** | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

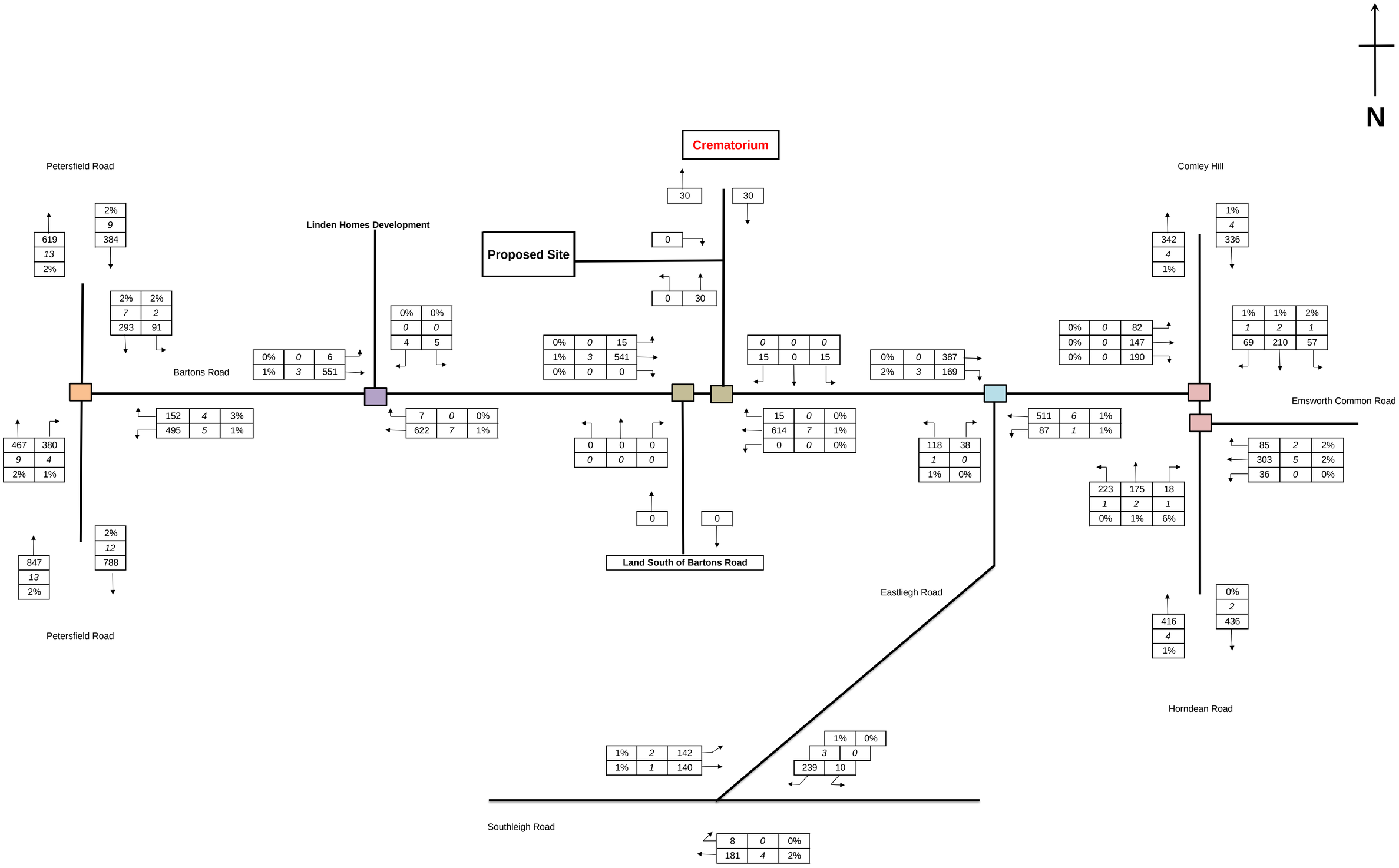
**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

AM Peak 0745 - 0845

| | | |
|---|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** | |
| Traffic Figure: **10: 2023 + Committed + Development Flows AM Peak** | Date: **02/11/2018** | |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

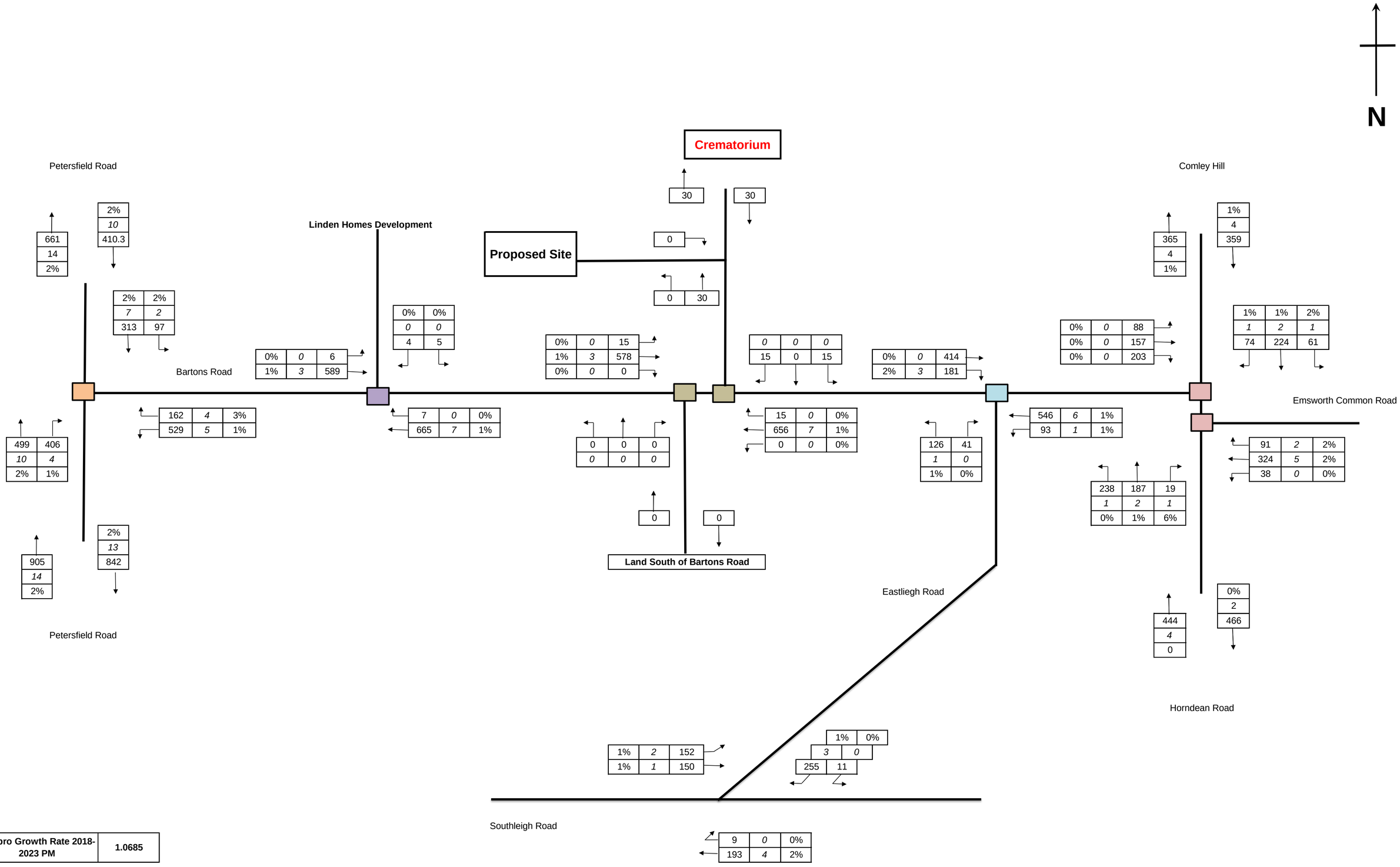
PM Peak 1700 - 1800

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **11. 2018 Flows PM Peak** | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




| | |
|---|---|
| **Tempro Growth Rate 2018-2023 PM** | **1.0685** |

Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

PM Peak 1700 - 1800

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

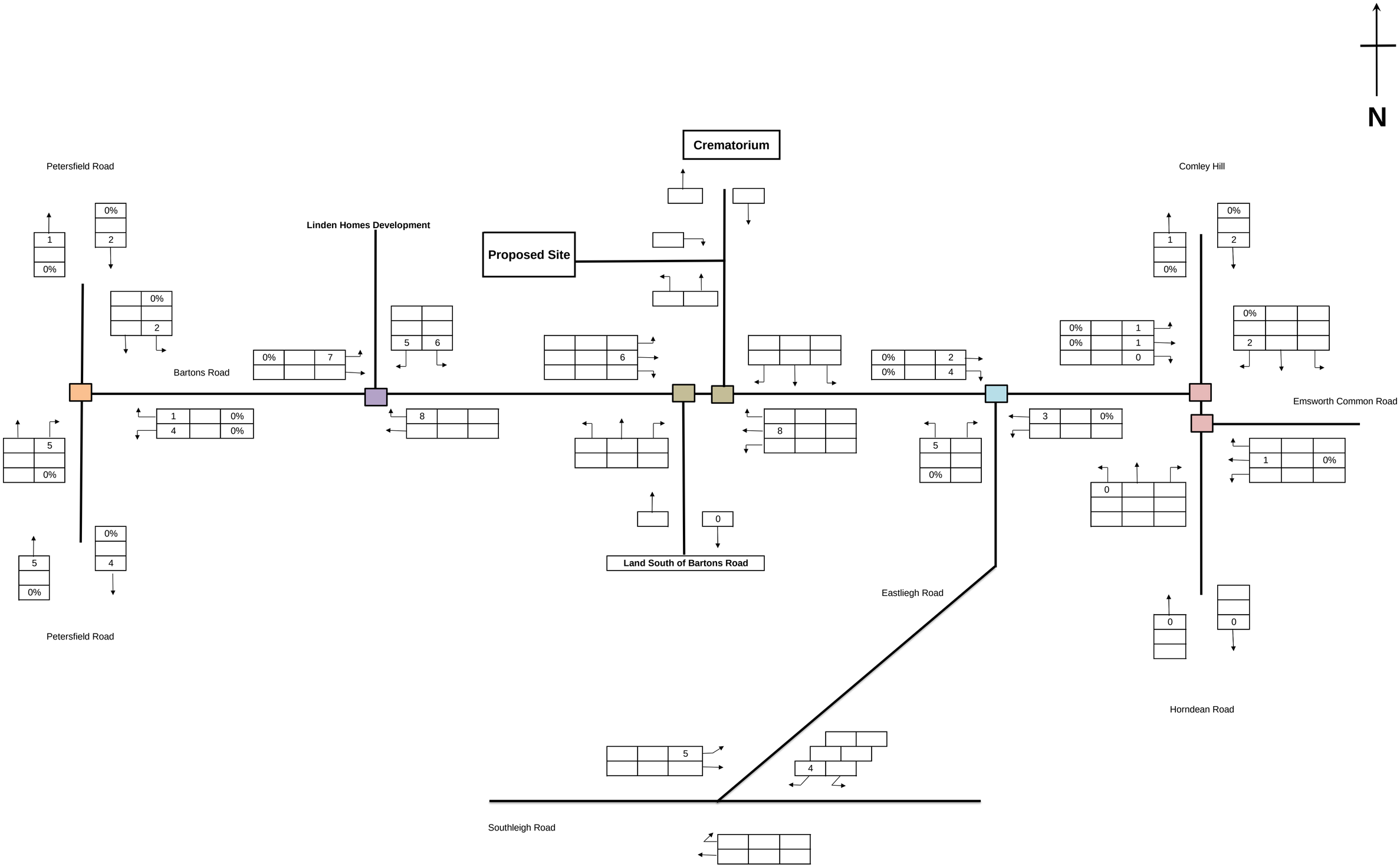
Job Title: **Land West of the Havant Crematorium Bartons Road, Havant**

Job No: **17-055**

Traffic Figure: **12. 2023 Flows PM Peak**

Date: **02/11/2018**


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

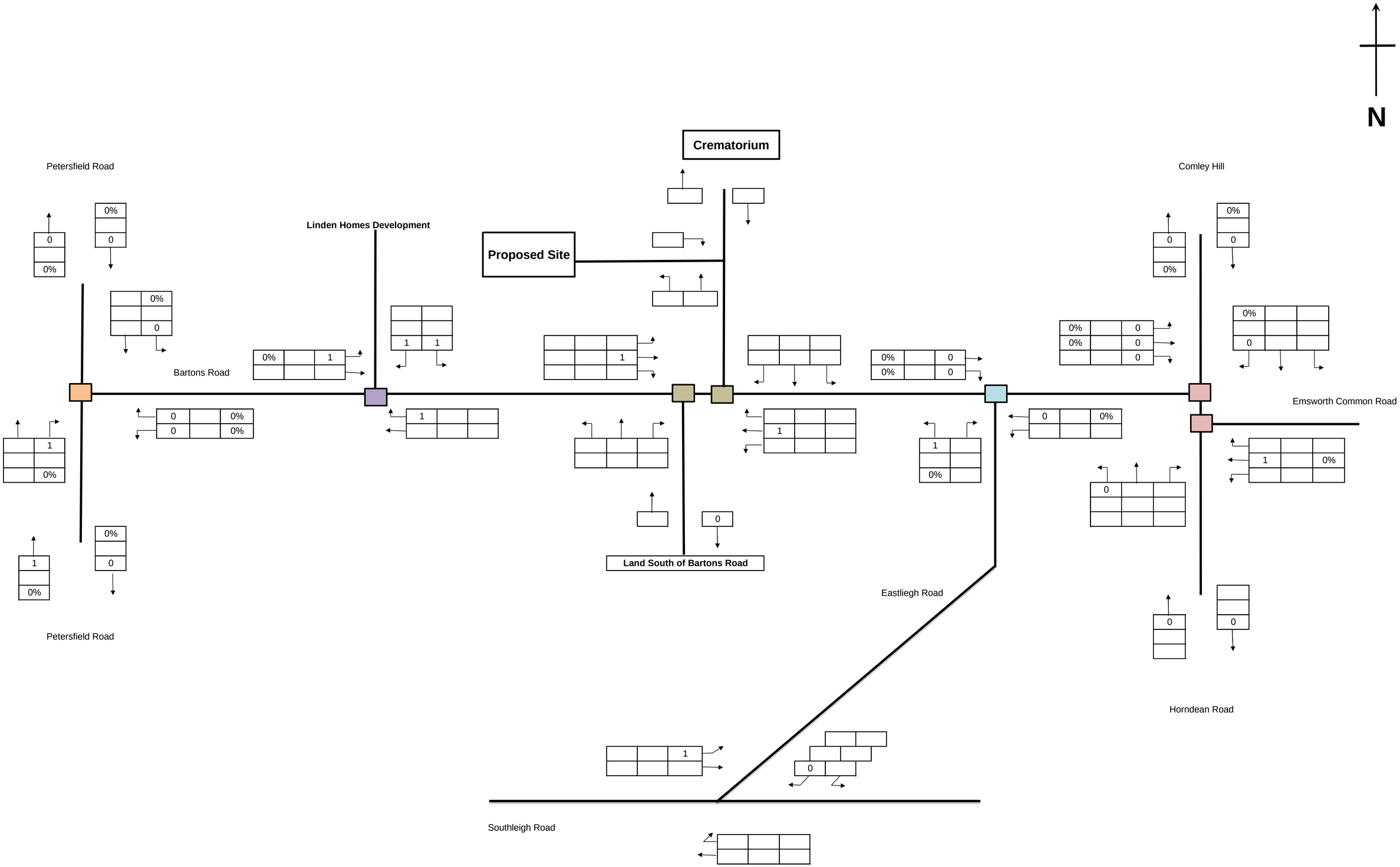
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **13. Committed Linden Homes Flows PM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

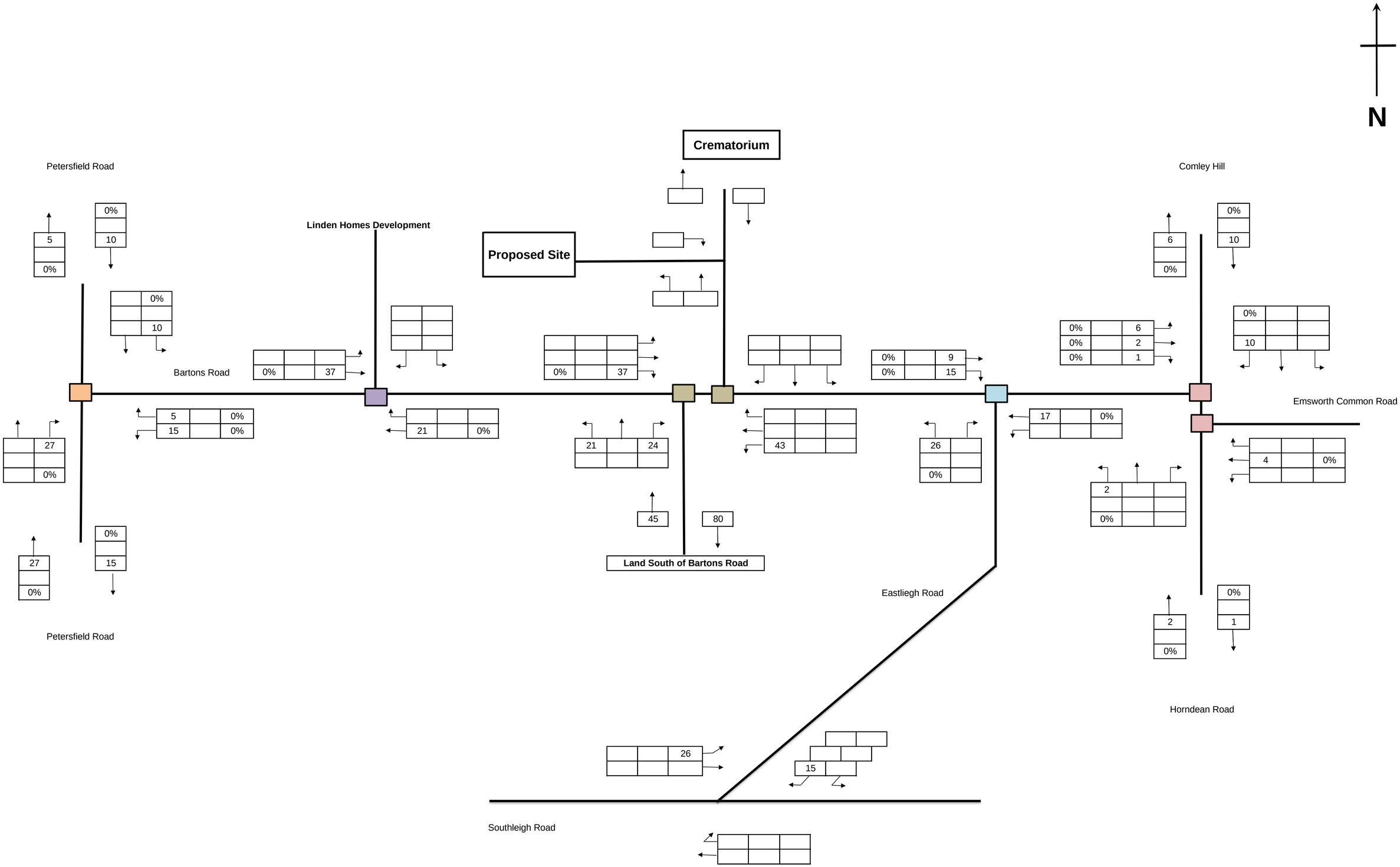
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **14. Committed Linden Homes Flows (10%) PM Peak** | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

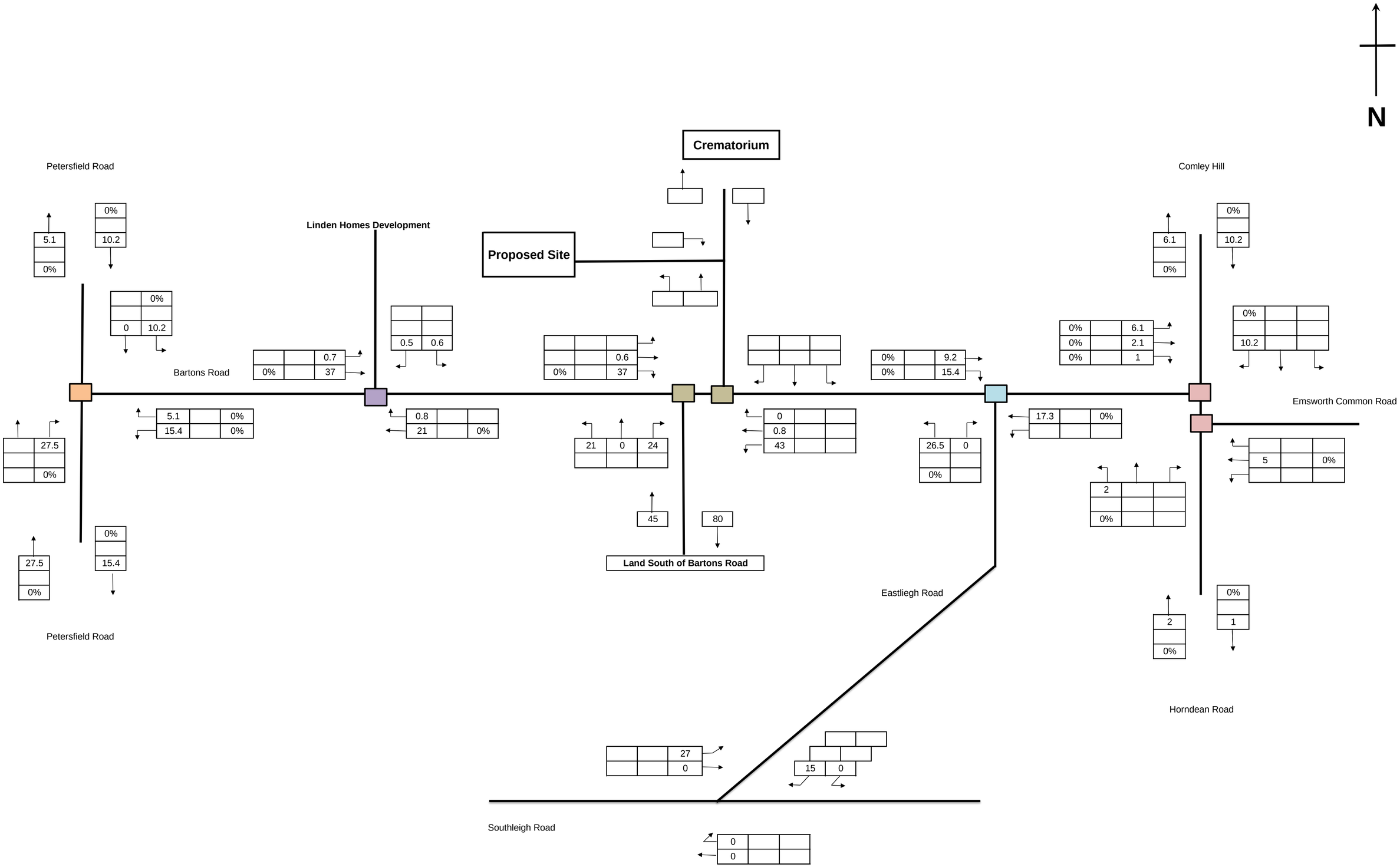
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | | |
|---|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | | Job No: **17-055** |
| Traffic Figure: **15. Committed Land South of Bartons Road Flows PM Peak** | | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

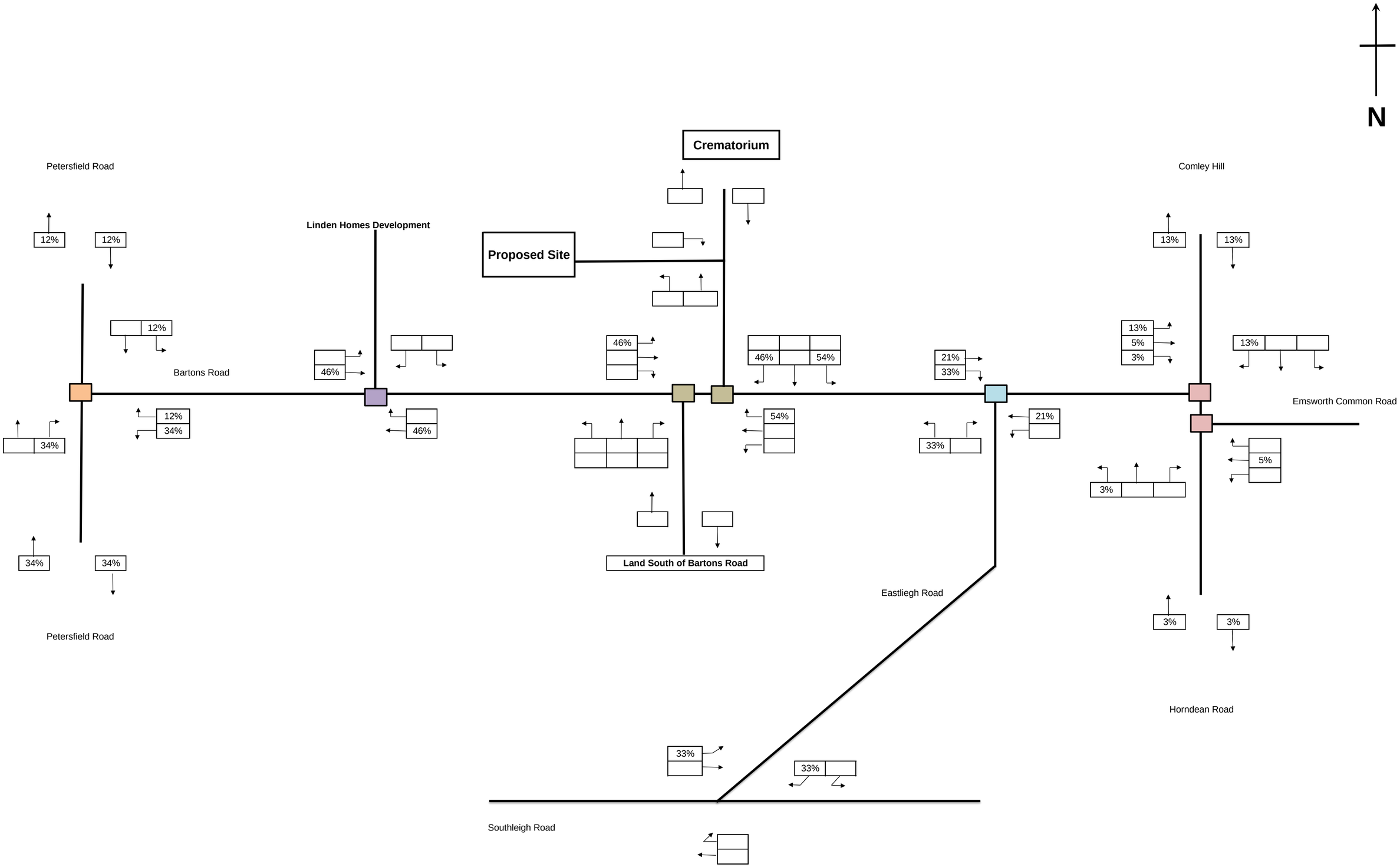
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **16. Total Committed Development Flows PM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

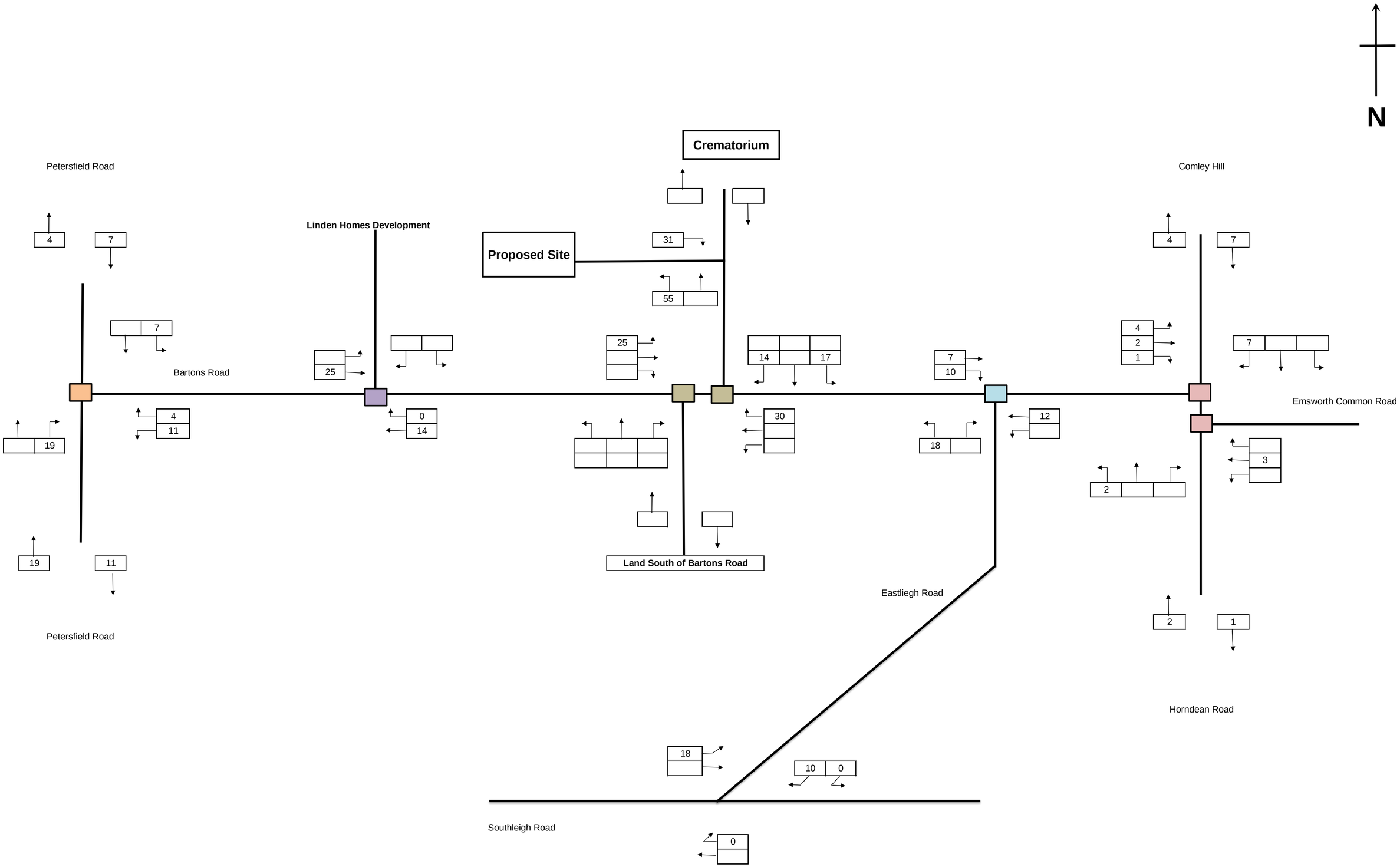
0 Distribution

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | | |
|---|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | | Job No: **17-055** |
| Traffic Figure: **17. Proposed Development Distribution PM Peak** | | Date: **02/11/2018** |


G&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

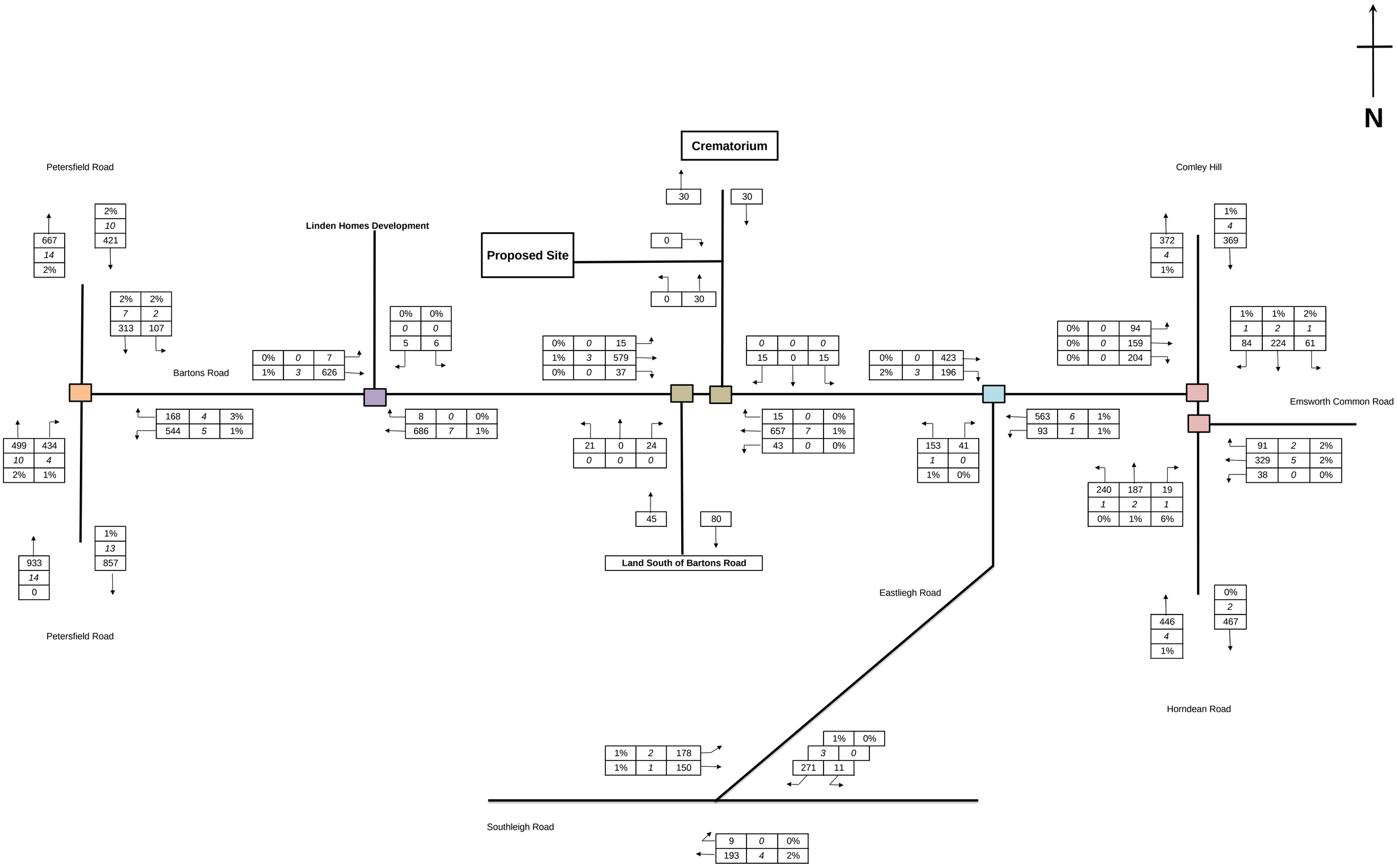
| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **18. Proposed Development Flows PM Peak** | Date: **02/11/2018** |


Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

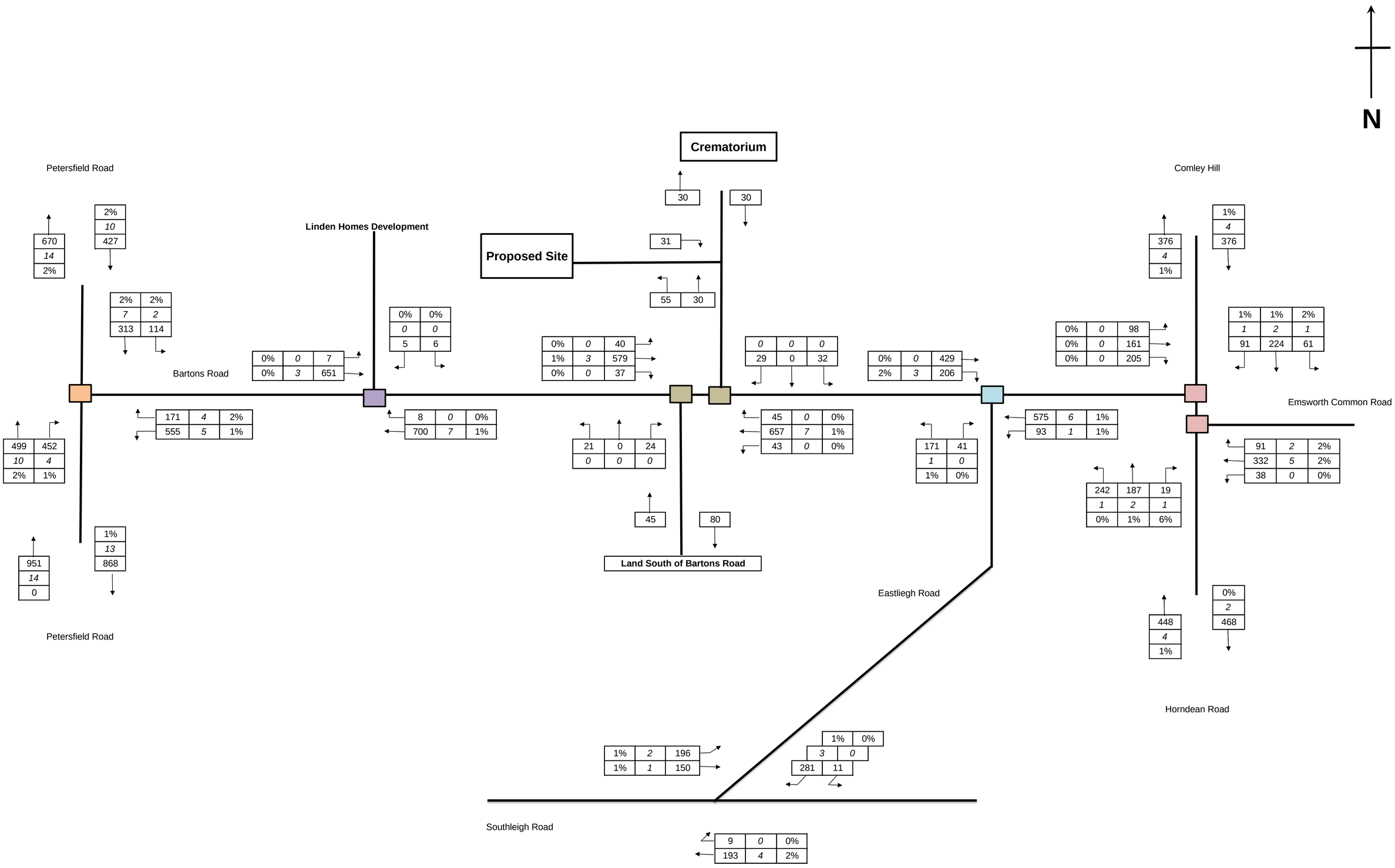
PM Peak 1700 - 1800

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **19. 2023 + Committed Flows PM Peak** | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA




Notes:

| | |
|---|---|
| 0 | Total vehicles |
| *0* | HGV |
| 0% | HGV % |

PM Peak 1700 - 1800

**Not to Scale**
**Not all Roads and Routes are Shown**

Traffic Figures for 150 dwellings

| | |
|---|---|
| Job Title: **Land West of the Havant Crematorium Bartons Road, Havant** | Job No: **17-055** |
| Traffic Figure: **20. 2023 + Committed + Development Flows PM Peak** | Date: **02/11/2018** |


C&A Consulting Engineers Ltd
'optimising development potential'
Landmark House, Station Road, Hook, Hampshire RG27 9HA

# APPENDIX R

GM
TRAFFIC CONSULTANTS

# CAMP FIELDS

# BARTONS ROAD

# HAVANT

# HIGHWAY ARRANGEMENTS

# STAGE 1 ROAD SAFETY AUDIT

# SEPTEMBER 2018

GM
Traffic Consultants Ltd
Registered in England No. 07100121.
Registered Office: 7 Bournemouth Rd, Chandlers Ford Eastleigh, Hants, SO53 3DA

GM
TRAFFIC CONSULTANTS

| Revision Status | Prepared by: (Name) | Checked by: (Name) | Approved by: (Signature) | Date Approved: |
|---|---|---|---|---|
| Original | Mark Barrett | Ian Medd |  | 24 September 2018 |
| Designers Response | Thomas Martindale-Sheldon | Thomas Martindale -Sheldon |  | 24 September 2018 |
| Authority's Response | | | | |
| Audit Response | | | | |

**Client:**
**C & A Consulting Engineers**

**Engineer:**
**GM**
**Traffic Consultants Ltd**
33 Riverside Gardens
Romsey
Hants
SO51 8HN

Date: 24 September 2018

## TABLE OF CONTENTS

1.0 INTRODUCTION ..... 3
2.0 ITEMS CONSIDERED ..... 5
3.0 MATTERS ARISING FROM THIS STAGE 1 RSA ..... 6
4.0 AUDITOR STATEMENT ..... 7

**APPENDIX A** Location Plan

**APPENDIX B** Designers Response

**APPENDIX C** Local Highway Authority Response

# 1.0 INTRODUCTION

## 1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the highway access arrangements associated with a residential development of 80 dwellings on land on the north side of Bartons Road in Havant.

1.1.2 The existing access to the crematorium will be amended and used to provide access to the development. Located within a 40mph speed limit, visibility splays of 2.4m x 120m will be provided. The access to the crematorium will be provided via a new junction with the development access road. The works will also provide two traffic islands on Bartons Road, a 3m shared footway/cycleway emergency access, a 3m wide shared footway/cycleway route to the west and a pedestrian refuge between the two minor arms as well as the access and access to the crematorium.

1.1.3 The RSA was carried out at the request of C & A Consulting Engineers.

1.1.4 GM Traffic Consultants Ltd carried out the Audit between 21st September and 24th September 2018. The Auditors were:

Mark Barrett **Highways England Cert. of Comp.**

Ian Medd MCIHT FSoRSA

1.1.5 The Audit Team are independent of the project design team and has had no involvement with the design of the project.

1.1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15 with the exception of no RSA Brief being issued.

1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

1.1.8 The Audit consisted of a desk top study and site visit which was undertaken on Monday 24th September 2018 at 11:00. It was dry at the time of the visit, traffic flows were light.

1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.1.10 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

1.1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

## 2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

| Drawing No. | Rev | Title |
|---|---|---|
| E-Mail (21/9/2018) | | Road Safety Brief |
| 17-055-007 | B | Swept Path Analysis<br>Proposed Emergency Access |
| 17-055-011 | E | Proposed Site Access/Emergency Access |
| 17-055-034 | - | Swept Path Analysis<br>Large Refuse Vehicle |
| 17-055-035 | - | Swept Path Analysis<br>Stagger Junction<br>Large Refuse Vehicle |
| 17-055-036 | - | Swept Path Analysis<br>Spire Hospital<br>Large Refuse Vehicle |
| 17-055 | - | Traffic Figures |

2.2 The Audit Team have been informed of a Departure from Standards regarding the stagger distance for the access west of the crematorium. This has been addressed and accepted by the Audit Team and Local Highway Authority when planning for the junction to the west of the crematorium was progressing through planning. The Audit Team has also been informed that the proposed visibility splay for the emergency access is 2.4m x 90m which is one step below standards. The Audit Team raises no concerns with this visibility splay.

## 3.0 MATTERS ARISING FROM THIS STAGE 1 RSA

3.1 PROBLEM

LOCATION: Shared footway/cycleway

SUMMARY: No delineation strip

The absence of a delineation strip on the kerb edge of the shared footway/cycleway may result in cyclists not easily identifying the edge of the facility during the hours of darkness and riding off the full height kerb and losing control.

RECOMMENDATION

Provide a delineation strip along the kerb edge to highlight the edge of the facility.

## 4.0 AUDITOR STATEMENT

4.1 We certify that this Audit has been carried out in accordance with HD 19/15.

**AUDIT TEAM LEADER**
Mark Barrett
**GM Traffic Consultants Ltd**



**Signed: ……**

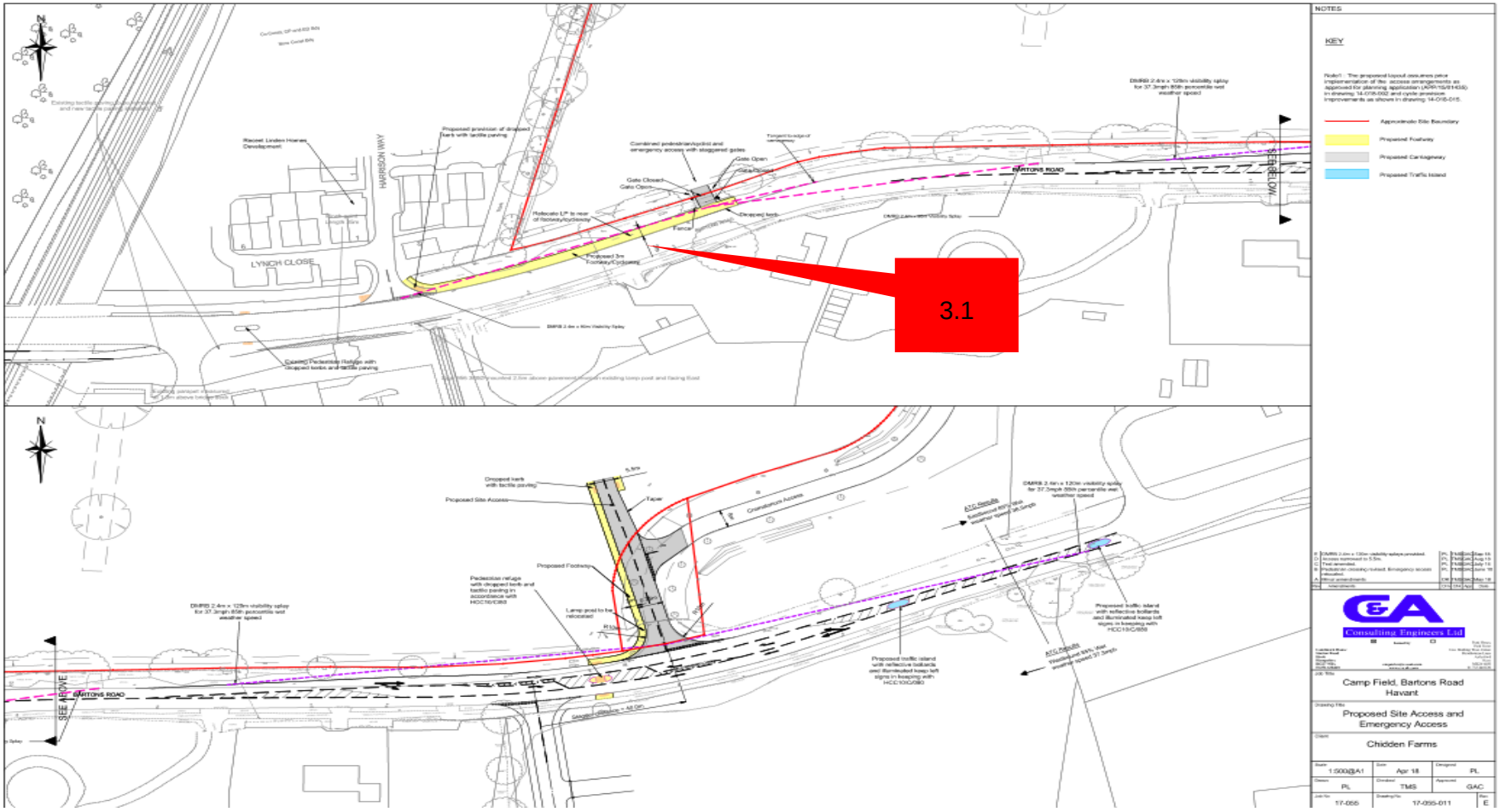
TEL: 07787 158 834

**AUDIT TEAM MEMBER**
Ian Medd

**Signed:** 

**Date: 24 September 2018**

# APPENDIX A: LOCATION PLAN



# APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member)

Scheme: Camp Farm, Bartons Road, Havant – Highway Arrangements

Date Audit Completed: 24 September 2018

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

| Problem no. in safety audit report | Problem accepted (yes/no) | Recommended measure accepted (yes/no) | Alternative measure (detail description) |
|---|---|---|---|
| **3.1** | **Yes** | **Yes**<br>**A delineation strip is to be provided to HCC specifications** | |

**Designer**



Thomas Martindale-Sheldon

**Principal Transport Planner**

**C&A Consulting Engineers**

## APPENDIX C: LOCAL HIGHWAY AUTHORITY RESPONSE

# Principal Engineer's Statement:

### Road Safety Audit for Camp Farm, Bartons Road, Havant – Highway Arrangements

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

# Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer