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Technical Note

Land West of the Havant Crematorium, Bartons Road

17-055-007 Rev -

Response to Highway Authority's Comments

May 2019

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Approval	PL	GAC	PL	GAC	14/05/19

1 Introduction

1.1 Introduction

1.1.1 This Technical Note (TN) has been prepared by Charles and Associates Consulting Engineers Ltd (C&A) in response to Hampshire County Council's (HCC), acting as the Highway Authority (HA) for the area, concerns in relation to the Transport Assessment (TA) and the Travel Plan (TP) supporting the outline planning application known as Land West of Havant Crematorium, Bartons Road (Ref: APP/18/01072).

1.1.2 This TN seeks to address the transport and highways related concerns raised by the HA within its consultation response. As such, this TN should be read in conjunction with the HA's response appended within **Appendix A** and the submitted TA and TP.

1.1.3 The current proposals include development of up to 72 dwellings with all matters reserved except access. The submitted TA and TP also gave due consideration to the future potential development of up to 78 additional dwellings within the northern sector of the site. However, it must be noted that these additional dwellings do not form part of the current proposals nor should it act to prejudice the implementation of the proposed development.

2 Proposed Site Access Arrangements

2.1 Proposed Access Arrangements

2.1.1 The revised proposed access arrangements, incorporating the comments from the HA, are illustrated in **Drawing No. 17-055-011 Rev I**. The revision includes shared footway/cycleway heading east from the site access as requested, although the main vehicular access and the emergency access remain unchanged.

2.1.2 As requested by the HA, the existing dropped kerb to the field gate is to be replaced with a full height kerb to prevent it from being mistaken as an access and 0.5m strip has been provided between the carriageway and proposed shared footway/cycleway.

2.1.3 A 3m wide shared footway/cycleway with 0.5m strip against the carriageway is also proposed from the site access heading eastbound towards the junction with Eastleigh Road on the northern side of Bartons Road. As requested, this shared route will tie in with the footway/cycleway proposed by consented Southleigh Park Development thereby improving the local footway and cycleway links in the area.

2.2 Land Ownership

2.2.1 As discussed within the TA, the proposed site access arrangements include upgrading the existing access to the crematorium to provide a 6.75m wide carriageway with 10m radii. Therefore, the HA sought confirmation on the land ownership over which this site access is being proposed and if the applicant has rights to carry out the works heading north from Bartons Road into the site.

2.2.2 C&A confirms that the applicant has right to carry out these works. Agreement documents confirming this are provided within **Appendix B**.

2.3 Visibility Splays

2.3.1 The HA have requested to demonstrate that the emergency access visibility splay to the west is possible in the vertical plane which could otherwise be obstructed by existing embankment and land which is potentially outside of the control the HA and the applicant.

2.3.2 **Drawing No. 17-055-043** has been prepared to demonstrate that the emergency access visibility splay can be achieved on either side of the access and are within the highway boundary.

2.4 Revised Swept Path Analysis

2.4.1 The revised swept path analysis drawings are provided within **Appendix C** and include tracks using a 11.2m large refuse vehicle, 12m standard rigid bus, a 15m luxury bus, a hearse and a large car.

2.4.2 The drawings demonstrate that the proposed access arrangements comfortably accommodate two-way movements between a large car, a hearse (limousine) and a large refuse vehicle which are the primary vehicles that would use the access.

2.4.3 It is understood that the crematorium access might occasionally be also used by standard (12m) and luxury (15m) buses in addition to the above vehicles. However, given this is a private access and serves the crematorium only, the traffic is anticipated to be minor on this access. If the junction is to be designed to cater for these vehicles, it would require large road width and junction radii, which would inadvertently encourage speeding contrary to the design principles of Manual for Streets (MfS) which promotes low speed within residential streets. Additionally, MfS also recognises and considers it acceptable for large vehicles to have to negotiate a junction with care and use full carriageway width where junction radii are small. Therefore, as this access is not required to facilitate any frequent bus/large vehicles, it is not considered justifiable that the access arrangements should be designed to allow two-way movements at the junction for such vehicles.

3 Personal Injury Accident (PIA) Data

3.1 Overview

3.1.1 The HA commented *"…the data is now over a year out of date. The Highway Authority requests up-to-date PIA data is provided to allow a compressive review of accidents within the local area".*

3.1.2 To address this concern, PIA data available for the latest five-year period (01/01/2014 – 31/12/2018) has been obtained from Hampshire Constabulary to be reviewed. The full set of obtained data along with a plan showing accidents severity and location are provided in **Appendix D**.

3.2 Accident Review

3.2.1 A total of 26 PIAs were recorded within the study period during the latest available five-year period. These include four serious injury accidents and 22 slight injury accidents. No fatal accidents were recorded.

Bartons Road

3.2.2 There were two serious injury accidents and three slight injury accidents recorded along Bartons Road.

3.2.3 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.

3.2.4 One of the slight injury accidents 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. Another 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. Final slight injury accident involved a car failing to notice a car in front waiting to turn right into a driveway and collides with the rear.

Bartons Road / New Lane Junction

3.2.5 There were one serious injury accident and four slight injury accidents recorded at this junction.

3.2.6 The serious injury 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.

3.2.7 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.

3.2.8 Final 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

3.2.9 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

3.2.10 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

3.2.11 There were nine slight injury accidents identified at this junction.

3.2.12 Four slight injury accidents occurred when cars travelling east along Bartons Road, turning right into Horndean Road failed to give way to traffic travelling along Horndean Road resulting in a slight injury accident. Among the four, three were cars only accidents whereas one involved pedal cyclist.

3.2.13 Three 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.

3.2.14 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.

3.2.15 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

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

3.2.17 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.

3.2.18 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

3.2.19 One slight injury accident was recorded along Horndean Road involving 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

3.2.20 One serious injury accident and one slight injury accident were identified at this junction.

3.2.21 The 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.

3.2.22 The 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.

3.3 Conclusion

3.3.1 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.

3.3.2 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.

3.3.3 Clusters of accidents have been identified at Bartons Road/Comley Hill/Horndean Road/Emsworth Common Road Junction and Bartons Road/New Lane Junction.

3.3.4 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.

3.3.5 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. Given the complexity of this movement, this manoeuvre, although generally safe, is perhaps a more complex 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.

3.3.6 The layout of the Bartons Road / New Lane priority junction represents a standard layout with suitable visibility provided. Of the five accidents, two involved cyclists, however each of these relate to different manoeuvres. One further accident involved 2 motorcyclists 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.

3.3.7 To conclude, following the above detailed review, 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 Traffic Impact Assessment

4.1 Overview

4.1.1 The Traffic Impact Assessment (TIA) presented within the submitted TA was undertaken based on the agreed parameters during the pre-application discussions with the HA. However, since then, there has been new committed developments in the surrounding area which will have impact on the local highway network.

4.1.2 As such, the HA have requested to undertake revised assessment taking into consideration these additional committed developments. Furthermore, additional clarification is also requested over the distribution of vehicular traffic from the proposed site.

4.1.3 The following sections seek to address the HA's above concerns and present revised capacity assessment results.

4.2 Committed Developments

4.2.1 The HA commented *"no consideration has been given to the redevelopment of the Colt site (APP/18/00244), the Land East of Horndean application (55562/005) or the Eastleigh House development (9 dwellings). These approved applications should be considered alongside the other committed developments…".*

4.2.2 To address HCC's above concern, traffic flows from these developments have been extracted from the relevant available TAs and incorporated within the updated traffic flow figures provided in **Appendix E**.

4.2.3 Due to lack of transport appraisal for the Eastleigh House development (9 dwellings), the traffic flows from this development has not been included within the revised assessment. Considering the scale of this development, it is anticipated that the traffic generation from this development will be very minor and would fall within daily variation of traffic resulting in immaterial impact on the operation of the local highway network.

4.2.4 Following the above, the list of committed developments that have been taken in account are as follows:

- Linden Homes Development (APP/14/00863) – included in the TA
- Land South of Bartons Road (APP/15/01435) – included in the TA
- Southleigh Park House (APP/17/00863) – included in the TA
- Colt site (APP/18/00244)
- Land East of Horndean application (55562/005)

4.2.5 Linden Homes Development, at the time of the traffic surveys, was under construction and was partly occupied. Given this, the HA has sought clarification on the extent to which the Linden Homes site was occupied when the traffic surveys were undertaken. This was discussed within para 5.11 of the submitted TA and is reiterated below for clarification. This information was obtained from Linden Homes website at the time.

"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."

4.2.6 The Land East of Horndean application has not assessed, and hence, not distributed traffic flows on the junctions being assessed for this proposed Land West of Havant Crematorium development. However, it is identified that the southbound trips from the Horndean development will inevitably impact Bartons Road/Comley Hill/Emsworth Common Road/Horndean Road junction and B2149 (Petersfield Road)/Bartons Road junction. Therefore, to assess the cumulative impact on these junctions, southbound trips from this Horndean application have been split between B2149 (Petersfield Road) and Comley Hill using proportion of the existing observed traffic on these roads obtained from the traffic surveys (see Traffic Figures 7 and 19).

4.3 Trip Distribution

4.3.1 The HA commented *"The Bartons Road/Horndean Road junction provides an alternative route to the A27 in the peak hours, although traffic figure 08 only shows 1 vehicle heading southbound in the AM peak, compared to 10 via the Eastleigh Road junction. Clarity is therefore sought over the split of trips routing to the A27 via the aforementioned junction".*

4.3.2 Firstly, it must be noted that during the pre-application discussion, it was suggested to make use of the trip rates presented in the TA for the approved Land South of Bartons Road application for consistency along Bartons Road development sites. Therefore, for this same reason, given the close proximity of the two sites, it was also considered appropriate to make use of the trip distribution of this approved site (provided in **Table 4.1**) for this proposed development.

Table 4.1: Trip Distribution

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

**Corrected. Previously shown as left in the TA.*

4.3.3 It is understood from the aforementioned reason that HA are questioning the 10 departure trips via Eastleigh Road compared to the only 1 departure trip each via Emsworth Common Road west and Horndean Road south and have rightly pointed out that the Bartons Road/Horndean Road junction provides an alternative route to the A27. However, this alternative is only appropriate for traffic towards southeast destinations. The 10 vehicle trips travelling via Eastleigh Road is based on 33% distribution (30 total departures in the AM Peak) which includes majority 31% (9) travelling south and southwest and only 2% (1) travelling southeast. Thus, for the majority (9) of these 10 vehicle trips, the suggested alternative route would not be applicable and will use Eastleigh Road. As suggested, traffic travelling southeast have been distributed between three alternative routes via Emsworth Common Road (5%), Horndean Road (3%) and Eastleigh Road-Southleigh Road-A27 East (2%).

4.4 Capacity Assessment Results

4.4.1 Following inclusion of the new committed developments as discussed in the above section, the capacity assessments of the local highway junctions have been re-undertaken. The extent of the local highway network that have been re-assessed and the future horizon year remain unchanged from the submitted TA.

4.4.2 The list of junctions assessed includes:

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

4.4.3 As in the submitted TA, although the planning application is only for 72 dwellings, capacity assessment has also been undertaken to take into account future potential development of up to 78 additional dwellings (resulting in the total of 150 dwellings). The assessments have been undertaken for following scenarios. It must be noted 2023 Baseline scenario includes committed developments flows.

- 2023 Baseline
- 2023 Baseline + Proposed Development (72 Dwellings)
- 2023 Baseline + Sensitivity (150 Dwellings)

4.4.4 The inclusion of new committed developments would not change the capacity assessment results for 2018 Observed scenario included in the TA. As such, these have not been tabulated to avoid repetition.

4.4.5 The capacity assessment results for 2023 Baseline and 2023 Baseline + Proposed Development (72 Dwellings) are discussed below and the results for 2023 Baseline + Sensitivity (150 Dwellings) are discussed in the following **Section 4.5**. The full PICADY and LinSig output reports are provided within **Appendix F**. The traffic flows used for these capacity assessments are provided within **Appendix E**.

Crematorium Access (also proposed site access)/Bartons Road junction

4.4.6 The capacity assessment results for this junction, which is also the proposed site access junction, are provided in **Tables 4.2** and **4.3** below.

Table 4.2: 2023 Baseline

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Land South of Bartons Road Access (S)	0.26	0.4	0.17	0.2
Bartons Road (E)	0.03	0.0	0.03	0.0
Crematorium Access/Site Access (N)	0.10	0.1	0.10	0.1
Bartons Road (W)	0.03	0.0	0.08	0.1

Table 4.3: 2023 Baseline + Proposed Development (72 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Land South of Bartons Road Access (S)	0.27	0.4	0.17	0.2
Bartons Road (E)	0.04	0.0	0.06	0.1
Crematorium Access/Site Access (N)	0.20	0.2	0.16	0.2
Bartons Road (W)	0.03	0.0	0.08	0.1

4.4.7 As can be seen from the results above, the RFC values for all arms in both the 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 0.27 occurs in the morning peak with minimal queuing taking place as a result of the proposed development of 72 dwellings.

4.4.8 Therefore, the model illustrates that the proposed site access has ample operating capacity to accommodate the expected traffic generated from both the committed and proposed developments as well as the potential future development.

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

4.4.9 The capacity assessment results for this junction are provided in **Tables 4.4** and **4.5** below. It should be noted that the improvements proposed by the Land South of Bartons Road at this junction have been taken into consideration.

Table 4.4: 2023 Baseline

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Bartons Road Left Turn	1.02	4.9	0.28	0.4
Bartons Road Right Turn	1.01	16.8	0.79	3.4
Horndean Road Right Turn	0.19	0.2	0.04	0.0
Emsworth Common Road Left Turn	0.04	0.0	0.81	2.0
Emsworth Common Road Right Turn	0.61	1.6	0.94	9.3
Comley Hill Right Turn	0.23	0.3	0.19	0.2

4.4.10 The results show that the junction will already be operating over capacity with a maximum RFC of 1.02 in the AM peak for the left turn out of Bartons Road and RFC of 0.94 in the PM peak for the right turn out of Emsworth Common Road in 2023 without the proposed development. Queues of 17 vehicles would be expected in the AM peak hour for the Bartons Road right turn while in the PM peak hour queues of 9 vehicles would be expected on the Emsworth Common right turn lane.

Table 4.5: 2023 Baseline + Proposed Development (72 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Bartons Road Left Turn	1.02	5.1	0.28	0.4
Bartons Road Right Turn	1.01	17.5	0.79	3.5
Horndean Road Right Turn	0.19	0.2	0.04	0.0
Emsworth Common Road Left Turn	0.04	0.0	0.96	2.7
Emsworth Common Road Right Turn	0.61	1.6	0.94	9.5
Comley Hill Right Turn	0.23	0.3	0.19	0.2

4.4.11 The addition of the proposed development traffic would increase the maximum RFC from 0.94 to 0.96 in the PM peak and no change in the AM peak from 1.02. Queues of 18 vehicles would be expected in the AM peak hour for the Bartons Road right turn while in the PM peak hour queues of 10 vehicles would be expected on the Emsworth Common right turn lane. The represent imperceptible increases in the maximum RFC by 0.02 and in the maximum queue by 1 vehicle.

4.4.12 Furthermore, when the overall percentage impact of the proposed development is considered against the 2023 Baseline at this junction, it shows 0.43% increase (+8 vehicles) in traffic during the AM peak and 0.45% increase (+8 vehicles) during the PM Peak. This is tabulated in **Table 4.6** below. These impacts are not considered to be significant and would be well within the current daily variation. As such, no mitigation at this junction is considered necessary.

Table 4.6: Proposed Development Impact

	2023 Baseline	Proposed Development (72 Dwellings)	Impact
AM Peak	1870	8	0.43%
PM Peak	1786	8	0.45%

Bartons Road/B2149 (Petersfield Road) junction

4.4.13 The capacity assessment results for this junction are provided in **Tables 4.7** and **4.8** below.

Table 5.7: 2023 Baseline

Arm	AM Peak		PM Peak	
	DoS	Queue	DoS	Queue
Petersfield Road (N) Left Ahead	85.8%	16.8	83.7%	12.2
Bartons Road	74.9%	10.2	82.2%	12.9
Petersfield Road (S) Ahead	22.1%	2.5	42.1%	6.6
Petersfield Road (S) Right	85.4%	13.4	82.6%	12.9
	PRC = 4.9% Cycle Time = 90s		PRC = 7.5% Cycle Time = 90s	

4.4.14 The results show that in 2023 Baseline the junction will operate within capacity with maximum DoS of 85.8% and 83.7% and the maximum queues of 17 and 13 vehicles in the AM and PM peak hours respectively.

Table 4.8: 2023 Baseline + Proposed Development (72 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Petersfield Road (N) Left Ahead	86.0%	16.8	84.4%	12.4
Bartons Road	77.2%	10.8	82.7%	13.1
Petersfield Road (S) Ahead	22.1%	2.5	42.1%	6.6
Petersfield Road (S) Right	86.1%	13.7	84.2%	13.3
	PRC = 4.5% Cycle Time = 90s		PRC = 6.6% Cycle Time = 90s	

4.4.15 The model indicates that the proposed development would result in increases of maximum DoS by 0.3% and 0.7% with slight reductions in PRC to 4.5% and 6.6% in the AM and PM peaks respectively. This level of impact is well within general daily variation with the junction continuing to operate with ample spare capacity.

Bartons Road/Eastleigh Road junction

4.4.16 The capacity assessment results for this junction are provided in **Tables 4.9** and **4.10** below.

Table 4.9: 2023 Baseline

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Eastleigh Road (S)	0.73	2.6	0.55	1.2
Bartons Road (W) Right Turn	0.28	0.4	0.42	0.7

4.4.17 For the 2023 Baseline scenario, the model indicates that the junction will operate within capacity with maximum RFC values of 0.73 and 0.55 in Eastleigh Road in the AM and PM peaks respectively with corresponding queues of 2.6 and 1.2 pcu.

Table 4.10: 2023 Baseline + Proposed Development (72 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Eastleigh Road (S)	0.75	2.8	0.57	1.3
Bartons Road (W) Right Turn	0.30	0.4	0.43	0.8

4.4.18 The results show that the proposed development would result in increase in RFCs by 0.02 in Eastleigh Road in both the AM and PM peak hours with nearly identical queues when compared to the 2023 Baseline scenario.

Eastleigh Road/Southleigh Road junction

4.4.19 The capacity assessment results for this junction are provided in **Tables 4.11** and **4.12** below.

Table 4.11: 2023 Baseline

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Eastleigh Road Left Turn	0.10	0.1	0.03	0.0
Eastleigh Road Right Turn	0.20	0.3	0.63	1.7
Southleigh Road (W) Right Turn	0.01	0.0	0.02	0.0

4.4.20 For 2023 Baseline scenario, the model indicates that the junction will operate within capacity with maximum RFC of 0.2 with minimal queue in the AM peak and RFC of 0.63 with queue of 2 pcus in the PM peak in Eastleigh Road.

Table 4.12: 2023 Baseline + Proposed Development (72 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Eastleigh Road Left Turn	0.11	0.1	0.03	0.0
Eastleigh Road Right Turn	0.22	0.3	0.64	1.8
Southleigh Road (W) Right Turn	0.01	0.0	0.02	0.0

4.4.21 The model indicates that the development would result in slight increase in the RFCs to 0.22 and 0.64 in the AM and PM peak hours respectively with almost identical queues when compared to the 2023 Baseline scenario. This level of impact is considered negligible and the junction would continue to operate well within capacity in the future year with development traffic.

Summary

4.4.22 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 years 2023 with the proposed development traffic.

4.4.23 It is identified that the staggered junction between Bartons Road/Horndean Road/Emsworth Common Road/Comley Hill will, in 2023 Baseline scenario, operate over capacity in the AM peak with 1.02 RFC and will be approaching its theoretical capacity in the PM peak with 0.94 RFC. With the proposed development in place, the AM peak RFC will stay the same and the PM peak RFC will increase to 0.96. The queues would increase by 1 pcu in both the AM and PM peak hours as a result of the proposed development. Furthermore, the proposed development would contribute less than 0.5% of the total traffic at this junction (an additional 8 two-way vehicles in both the AM and PM peak hours). This level of impact due to the traffic generated from the proposed development represents marginal impact on operation of this junction.

4.4.24 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.

4.5 Sensitivity Tests

4.5.1 This section discusses the capacity assessment results for the proposed development of 72 dwellings as well as the potential future development of 78 additional dwellings.

Crematorium Access (also proposed site access)/Bartons Road junction

4.5.2 The capacity assessment results (sensitivity test) for this junction are provided in **Table 4.13** below.

Table 4.13: 2023 Baseline + Sensitivity (150 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Land South of Bartons Road Access (S)	0.27	0.4	0.17	0.2
Bartons Road (E)	0.06	0.1	0.10	0.1
Crematorium Access/Site Access (N)	0.30	0.4	0.21	0.3
Bartons Road (W)	0.03	0.0	0.08	0.1

4.5.3 As can be seen from the results above, the RFC values for all arms in both the 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 0.30 occurs in the morning peak with modelled queues of less than 1 vehicle.

4.5.4 The model illustrates that the proposed site access has ample operating capacity in the future year 2023 to accommodate the expected traffic generated form the committed developments and the proposed development as well as the potential future development.

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

4.5.5 The capacity assessment results (sensitivity test) for this junction are provided in **Table 4.14** below.

Table 4.14: 2023 Baseline + Sensitivity (150 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Bartons Road Left Turn	1.03	5.5	0.30	0.4
Bartons Road Right Turn	1.02	18.8	0.80	3.6
Horndean Road Right Turn	0.19	0.2	0.04	0.0
Emsworth Common Road Left Turn	0.04	0.0	0.97	2.7
Emsworth Common Road Right Turn	0.62	1.6	0.95	10.0
Comley Hill Right Turn	0.23	0.3	0.20	0.3

4.5.6 The existing junction in 2023, without and with the proposed development of 72 dwellings, will operate over theoretical capacity in the AM Peak and will be approaching theoretical capacity in the PM peak as summarised in **Tables 4.4** and **4.5**. Subsequently, if the potential future development is to come forward resulting in total of up to 150 dwellings, as per the sensitivity test results (**Table 4.14**), 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 4.15** below for the stated peak hour.

Table 4.15: Critical Capacity Results by Scenario

Peak Hour and Movements	2023 Baseline	2023 Baseline + Proposed 72 Dwellings	Sensitivity Test
AM Bartons Road Left Turn	RFC = 1.02 Queue = 4.9	RFC = 1.02 Queue = 5.1	RFC = 1.03 Queue = 5.5
AM Bartons Road Right Turn	RFC = 1.01 Queue = 16.8	RFC = 1.01 Queue = 17.5	RFC = 1.02 Queue = 18.8
PM Emsworth Common Road Left Turn	RFC = 0.81 Queue = 2.0	RFC = 0.96 Queue = 2.7	RFC = 0.97 Queue = 2.7
PM Emsworth Common Road Right Turn	RFC = 0.94 Queue = 9.3	RFC = 0.94 Queue = 9.5	RFC = 0.95 Queue = 10.0

4.5.7 In the AM peak, for Bartons Road left turn, the RFC increases from 1.02 to 1.03. The actual queues for this movement only increase slightly from 4.9 to 5.5. Similarly, Bartons Road right turn shows very slight increases in RFC from 1.01 to 1.02. Queues increase slightly from 16.8 to 17.5 and 18.8. The increase in RFC due to the development is only 0.01 with 2 pcu queue.

4.5.8 In the PM peak, Emsworth Common Road left turn experiences an increase in RFC from 0.81 to 0.96 and 0.97 with the sensitivity test. The modelled queues increase from 2 to 2.7 which would not be noticeable in practice. Similarly, for Emsworth Common Road right turn, RFC increases from 0.94 to 0.95 and queues increase from 9.3 to 10.0 which again would not be noticeable. These movements operate within capacity theoretically.

4.5.9 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.

Bartons Road/B2149 (Petersfield Road) junction

4.5.10 The capacity assessment results (sensitivity test) for this junction are provided in **Table 4.16** below.

Table 4.16: 2023 Baseline + Sensitivity (150 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Petersfield Road (N) Left Ahead	86.2%	17.1	84.9%	12.5
Bartons Road	79.5%	11.3	85.5%	13.9
Petersfield Road (S) Ahead	22.1%	2.5	41.4%	6.4
Petersfield Road (S) Right	86.9%	13.9	83.0%	13.2
	PRC = 3.6% Cycle Time = 90s		PRC = 5.3% Cycle Time = 90s	

4.5.11 The model results indicate that the junction would continue to operate within capacity with 3.6% practical reserve capacity and maximum DoS of 86.9% in the AM peak hour and 5.3% practical reserve capacity and maximum DoS of 85.5% in the PM peak hour.

Bartons Road/Eastleigh Road junction

4.5.12 The capacity assessment results (sensitivity test) for this junction are provided in **Table 4.17** below.

Table 4.17: 2023 Baseline + Sensitivity (150 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Eastleigh Road (S)	0.76	3.0	0.60	1.5
Bartons Road (W) Right Turn	0.32	0.5	0.45	0.8

4.5.13 The junction would continue to operate well within capacity with maximum RFC of 0.76 in the AM peak and minimal queueing of 3 pcus.

Eastleigh Road/Southleigh Road junction

4.5.14 The capacity assessment results (sensitivity test) for this junction are provided in **Table 4.17** below.

Table 4.17: 2023 Baseline + Sensitivity (150 Dwellings)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Eastleigh Road Left Turn	0.11	0.1	0.03	0.0
Eastleigh Road Right Turn	0.26	0.4	0.65	1.9
Southleigh Road (W) Right Turn	0.01	0.0	0.02	0.0

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

Summary

4.5.16 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.

4.5.17 The Bartons Road/Horndean Road/Emsworth Common Road/Comley Hill junction, will operate above its theoretical capacity in the AM peak, however, as shown in **Table 4.15**, this potential future development would not result in any significant increase in queues when compared against 2023 Baseline scenario. In the PM peak hour, the junction would operate within capacity with little change from the baseline assessment.

4.5.18 Although the above junction will be over 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 and the potential future development represents an immaterial impact on this junction.

4.6 Off-Site Mitigation Works

4.6.1 As in the submitted TA, the revised junction assessments incorporating traffic flows from the new committed developments demonstrate that the proposed access arrangements and local highway junctions are able to accommodate the trip generated from the proposed development.

4.6.2 Additionally, the sensitivity tests demonstrate that the proposed development would not prejudice the potential future development in the adjoining land to the north.

4.6.3 Following the above revised capacity assessments, the overall conclusion remains unchanged from that of the TA. 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 provided in the TA.

5 Travel Plan

5.1 Amendments to Travel Plan

5.1.1 A revised Travel Plan (TP) has been prepared addressing the concerns raised by the HCC. This revised TP with a cover sheet summarising the changes made are provided in **Appendix G**.

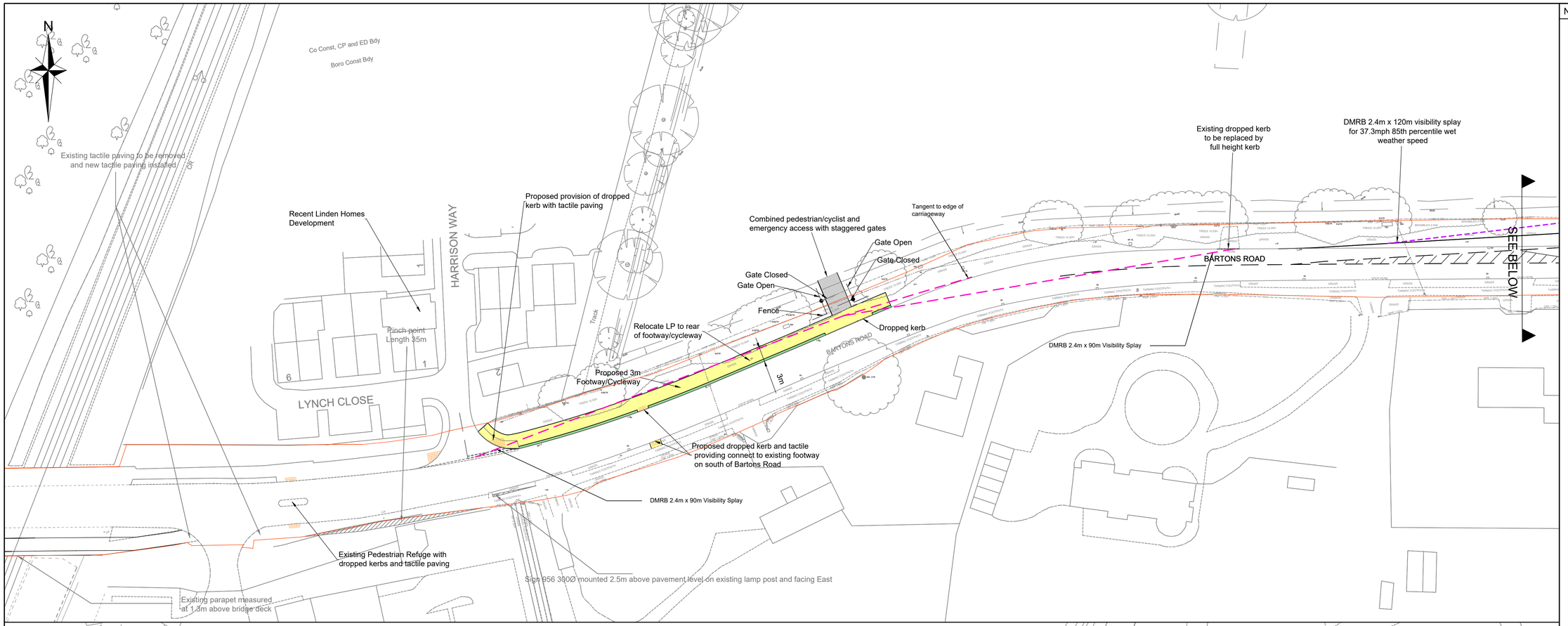
6 Conclusion

6.1 Conclusion

6.1.1 This technical note provides further information requested by the Highway Authority and seeks to address the concerns held with regards to the application.

6.1.2 Following this, it is anticipated that the provision of further information would satisfy the Highway Authority's requirement and resolve the outstanding highways and transport matters that should lead to any objection to the proposed development.

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 2m Footway and 3m Footway/Cycleway
- Proposed Carriageway
- Proposed Traffic Island
- Proposed 0.5m Strip between Carriageway and Shared Footway/Cycleway
- Highway Boundary

Rev	Amendments	Dm	Chk	App	Date
I	Amended as per HCC comments.	DK	GAC	GAC	May 19
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

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East Malling Trust Estate
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Job Title

Land West of Havant Crematorium Bartons Road, Havant

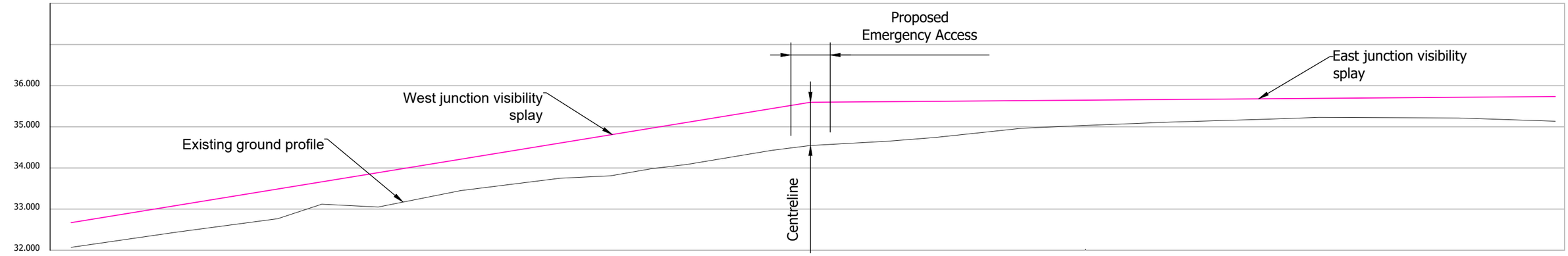
Drawing Title

Proposed Site Access and Emergency Access

Client

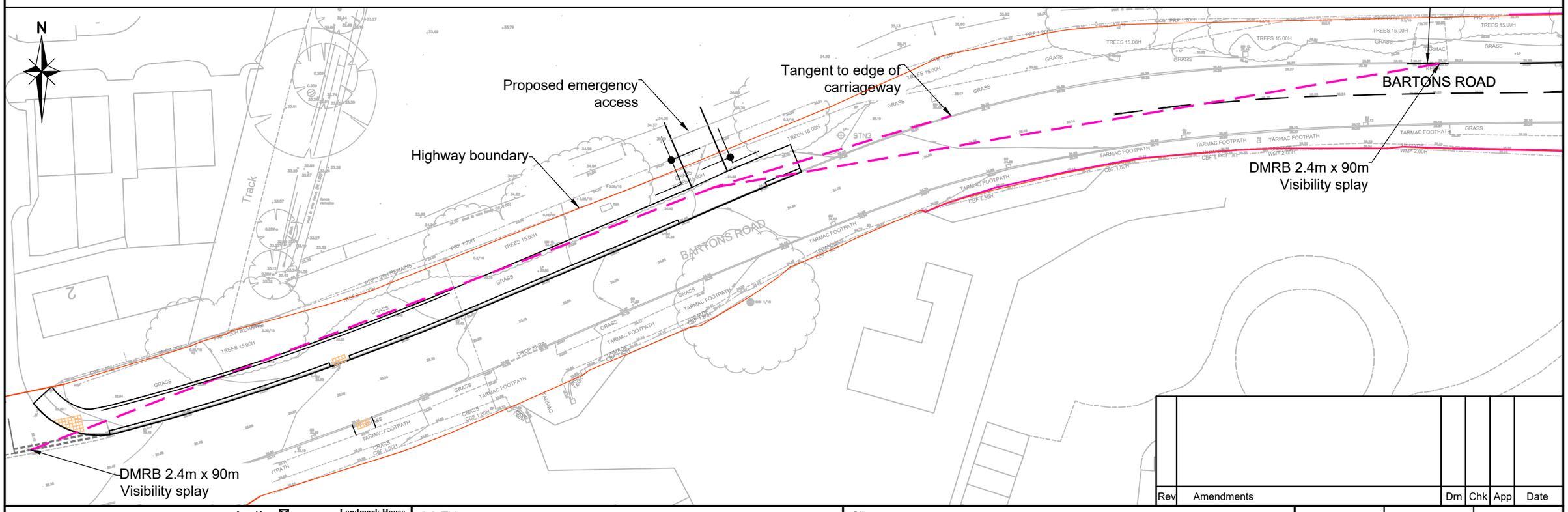
White Farming Limited

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	I



Chainage	89.875	77.046	64.766	59.408	52.544	42.523	30.430	24.325	19.357	15.026	4.651	00.000	9.389	15.166	31.627	31.627	35.501	43.698	55.539	61.765	78.789	90.532
Existing Ground Level	32.070	32.440	32.767	33.120	33.051	33.450	33.750	33.809	33.980	34.085	34.546	34.546	34.650	34.740	34.964	35.020	35.064	35.114	35.186	35.230	35.215	35.135
Visibility Level	32.670											35.596										35.735

Section through emergency access visibility splay
Scale: Horizontal 1:500
Vertical 1:100



Rev	Amendments	Drn	Chk	App	Date

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Landmark House
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☐ Park House, Park Farm
East Malling Trust Estate
Bradbourne Lane
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01732 448120

Charles & Associates

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

Drawing Title: Emergency Access Visibility Splay Section

Client: White Farming Limited

Scale	Date	Designed
1:500 @A3	May 19	N/A
Drawn	**Checked**	**Approved**
DK	TSH	GAC
Job No	**Drawing No**	**Rev**
17-055	17-055-043	-

Appendix A Highway Authority's Consultation Response

Hampshire County Council

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

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0300 555 1388 (Roads and Transport)
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Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

Head of Development Planning
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

Enquiries to	Chris Hirst	*My reference*	6/3/13/134 (APP1819)
Direct Line	01962 846877	*Your reference*	APP/18/01072
Date	12th March 2019	*Email*	Chris.hirst@hants.gov.uk

For the attention of Mr D Eaves

Dear Sir

Land West of the Crematorium, Bartons Road - Outline Application with all other matters reserved, for up to 72 new homes plus associated green infrastructure including community orchard.

Thank you for consultation on the above planning application. Outline planning permission is sought for the construction of 72 dwellings with associated green infrastructure works. The site to the north of the application land is an emerging allocation within the East Hampshire District Council Local Plan for 78 dwellings. This emerging allocation would be directly accessed only through this application site. The full 150 dwellings will therefore need to be considered by the Highway Authority when reviewing this application, in particular when considering the access arrangements to the site.

It is also noted that a separate application has been received for public open space within EHDC, formal comments have been provided by the Highway Authority on this matter. The response to this separate application stated that comments on the greenspace provision are not a matter for the Highway Authority, however comments on the highway impact of development proposals would be considered withinthe review of this application.

Existing Conditions
The proposed development is located west of Havant crematorium. To the west, the application for 55 dwellings (APP/14/00863) is currently under construction and to the south the land south of Bartons Road application (APP/15/01435) has received outline planning permission for 175 dwellings and works have commenced on site under application APP/18/00565 for the construction of the site access road. To understand existing speeds along

Bartons Road, ATC surveys were undertaken between 15th – 21st March 2018. The results of these ATC surveys found the 85th percentile speeds to be 39mph eastbound and 39.8mph westbound. Adjusted for wet weather, these speeds are measured at 36.5mph and 37.3mph respectively.

Vehicle flows in the peak hours were observed as 532 eastbound and 627 westbound in the AM peak and 545 eastbound and 692 westbound in the PM peak. The extent to which the Linden homes site was occupied during these surveys has not been detailed and should be clarified.

Committed Development

3 committed developments have been considered as part of this application, including the Linden Homes development to the west (55 dwellings), Land South of Bartons Road (175 dwellings), and Southleigh Park House (full application for 20 dwellings and an outline application for 70 dwellings). The committed developments noted are agreed, however, no consideration has been given to the redevelopment of the Colt site (APP/18/00244), the Land East of Horndean application (55562/005) or the Eastleigh House development (9 dwellings). These approved applications should be considered alongside the other committed developments noted above.

Accessibility

Walking and Cycling

Proximity to local facilities has been assessed within the TA. Assuming a 'maximum preferred' walking distance of 800m for town centres, 1200m for elsewhere and 2km for commuting/sight-seeing (as set out in the CIHT guidance 'Providing For Journeys on Foot'), some of the identified retail facilities, business parks and leisure facilities sit within proximity to the site. Both Sharps Copse Primary School (1.4km) and Saint Alban's CoE Primary School (1.6km) are situated above the acceptable walking distance of 1km and are therefore less likely to attract walking trips especially for younger children to either primary school.

Opportunities exist to extend the shared use footway/cycleway provision along Bartons Road to the east to further encourage walking and cycling trips. A number of local trip attractors such as Havant College and Solent Retail Park sit outside the walkable distance and are a 3km and 3.6km respective cycle from the development. Improving local footway and cycle links around the development to improve the routes to school and local facilities should therefore be investigated further and discussed with the Highway Authority.

Bus

The nearest bus stops to the site sit 500m from the proposed emergency access, serving bus routes 20 and 21. Taking the distance from the centre of the site places this distance at circa 700m, although it is noted that the proposals to widen the footway on the southern side of Bartons Road to a 3m

wide shared footway/cycleway to the west, which this development proposes to tie into, will increase the accessibility of these stops.

Rail

Warblington Station is the closest form of rail travel from the development, circa 2km away. This sits at the maximum preferred walking distance for pedestrians and is therefore less likely to attract many walking trips when travelling by train when considering current conditions along Bartons Road. Improving shared use facilities along the road to the east will help to increase the accessibility of the station and pedestrian and cycle travel to the station.

Personal Injury Accident Data Review

Personal Injury Accident Data (PIA Data) has been provided and reviewed for a 5-year period up until 31/12/2017. While the scope of this assessment is considered acceptable, it is noted that the data is now over a year out of date. The Highway Authority requests up-to-date PIA data is provided to allow a comprehensive review of accidents within the local area.

Site Access Proposals

Primary vehicular access into the development is proposed via the existing crematorium access onto Bartons Road, with access to the crematorium site now served via a bellmouth junction internal to the site. The proposed development will upgrade the access to provide a 6.75m carriageway and 10m kerb radii, this is demonstrated in drawing number 17-55-011. An emergency access point to the site is also proposed which will double up as a shared pedestrian/cycle access.

The works to link the internal route through the site to the Bartons Road access and the realigned crematorium access sit outside the highway boundary. Confirmation needs to be provided as to who owns this land and whether the applicant has rights to carry out the works heading north into the site as detailed in drawing number 17-055-011 Rev H.

The proposed visibility splays are considered acceptable for the emergency access; however, the applicant needs to demonstrate that the visibility splay to the west is possible in the vertical plane as there is an embankment and land which is potentially outside of the control of the Highway Authority/the developer. If this is the case, an easement or dedication will be sought. The highway boundary should be demonstrated to clarify this point. The existing dropped kerb to the field gate must be replaced with a full height kerb to prevent it from being mistaken as an access.

Access to the development has been considered in line with the land south of Bartons Road development with the implementation of a right left staggered junction between the access to this site and the crematorium access. The access proposals and associated pedestrian and cycle improvements along Bartons Road are currently progressing through HCC's Section 278 design checking process. The interaction between the proposed site access and

approved land south of Bartons Road access have been reviewed and are considered acceptable.

Tracking has been provided for a number of vehicles while considering the revised Bartons Road layout noted above. Following a review of these drawings, the following issues have been raised which need to be addressed:

- Drawing number 17-055-022 Rev B demonstrates that a bus turning left into the site overrides the southbound lane from the development, conflicting with a vehicle egressing the site. Although this is only considered an occasional vehicle, tracking still needs to be provided that the access can accommodate this movement.
- Drawing number 17-055-034 Rev A indicates a conflict between a super large refuse and family car on both the main access onto Bartons Road and the junction with the crematorium.
- Drawing number 17-055-044 tracks a super large refuse via the old Bartons Road alignment. This drawing should be removed as it will not reflect the revised alignment.
- A bus and hearse should also be tracked through the crematorium access given the change in junction form.

Sustainable Travel Improvements

Shared pedestrian/cycle access to the site is proposed through the emergency access, demonstrated in drawing number 17-055-011. A short section of 3m footway/cycleway is proposed to the west of the site to tie into the access to the Linden Homes development. No detail has been provided as to how this will tie into the provision from the Land South of Bartons Road development. It is also noted that the effective width of the shared use path will be 2.5m as there is a requirement for a 0.5m strip against the carriageway (also stated within the RSA). This should be addressed in a revised drawing.

It is noted that no investigation has been carried out by the applicant, as discussed during pre-application advice, into connecting the site by providing shared use facilities across the site frontage on the northern side of Bartons Road, heading eastbound towards the junction with Eastleigh Road. As part of the Southleigh House development, shared pedestrian/cycle provision has been secured to the Bartons Road/Eastleigh Road junction, the shared use route from this development should tie into these works. The land south of Bartons Road development has also secured a link through to Wyevale Garden Centre which will also need to be tied into. Given the extended provision to the west, secured through the South of Bartons Road, Southleigh House and Colt International developments, providing a shared use path eastbound from the access should be explored as part of this development to create a continuous route along Bartons Road between Eastleigh Road and Martin Road.

Providing this continuous route along Bartons Road will increase the viability of both walking and cycling to and from the development in particular to key employment areas including for example to Havant Town Centre, Havant

College and Langstone Technology Park. Currently, a pedestrian refuge island and 2m footway are proposed on the western side of the site access. These facilities should be upgraded to accommodate cyclists to tie in with the shared use noted above.

Parking Provision
Details of car parking requirements will be responded to by Havant Borough Council as parking authority. However, it is noted that the parking will be provided in accordance with HBC's SPD which is considered acceptable.

Trip Distribution and Generation
Following pre-app discussions with the applicant, it was agreed that the trip rates from the Land South of Bartons Road application should be adopted to calculate the number of vehicular trips occurring in the peak hours from the development.

The vehicular trip rates agreed for the aforementioned application were 0.557 in both the AM and PM peak (two-way). Considering these rates against residential development of 72 dwellings place the two-way vehicular trip rates at 41 in the AM peak and 42 in the PM peak.

A sensitivity test has been undertaken for the additional 78 dwellings to the north of this site, falling within East Hampshire's jurisdiction. Vehicular trip rates for the full 150 dwellings have therefore been accounted for under the sensitivity test. This results in two-way trips of 84 in the AM peak and 87 in the PM peak for the full 150 dwelling allocation.

The approach towards calculating the distribution of vehicle trips from the site has been carried out in the same manner as the land south of Bartons Road application. This was originally derived from 2011 Journey to Work census data which assigns traffic based on the locations of people travelling to work during the peak hour from the Havant output area.

When considering the methodology above, Petersfield Road South is the most utilised route from the development with 34% of vehicle trips from the site, followed by Eastleigh Road at 33% of trips which turn right at the junction with Southleigh Road, heading southbound. The routing of vehicles past Southleigh Road is unclear, although it is assumed some of these vehicles will be sent to the A27. The Bartons Road/Horndean Road junction provides an alternative route to the A27 in the peak hours, although traffic figure 08 only shows 1 vehicle heading southbound in the AM peak, compared to 10 via the Eastleigh Road junction. Clarity is therefore sought over the split of trips routing to the A27 via the aforementioned junctions.

Future Year Scenario
To account for growth rates in traffic, TEMPRO has been utilised to a forecast year of 2023, applying the general 'Havant' geographical area. These growth rates have been applied to the observed 2018 traffic flows and are provided as the following:

- AM: 1.0729
- PM: 1.0685

These growth rates are considered acceptable.

Junction Assessments
To assess the impact of development traffic on key junctions in the area, junction modelling has been undertaken. The extent of modelling required was discussed at pre-app. It was agreed that the following junctions would be modelled:

- Crematorium 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; and
- Eastleigh Road/Southleigh Road junction.

The junctions have been assessed under the following scenarios:
- 2018 Observed;
- 2023 Baseline; and
- 2023 Baseline + Development.

Owing to the wider site allocation comprising 150 dwellings in total, a sensitivity test has been undertaken to assess each of the identified junctions under the full allocation assumption. No consideration has been given towards the Colt International and Land East of Horndean applications. Both of these applications generate vehicular movements at the identified junctions and therefore need to be considered within this assessment. No analysis of the junction modelling has been undertaken until the aforementioned applications have been considered within the model scenarios.

Travel Plan
The Travel Plan (TP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". The TP encompasses the development of 72 dwellings, as well as an additional 78 dwellings (subject to a separate planning application). It should be noted that the TP was of very high standard. However, there are minor areas that shall need to be addressed before it is accepted as part of the proposed development.

The planning application has all matters reserved other than access. Although site users are known, as the site specifics are not, we would consider this a Framework Travel Plan (FTP) at this stage.

<u>Background</u>
It is noted that both the developer and the consultant are included. In addition, it is expected to include a comment from the developer with regards to their

position on travel planning / sustainable travel. Previous examples have included:

- A previous development where sustainable travel has been encouraged successfully;
- A statement from the developer in support of this TP

The aims and objectives are well thought out and are considered adequate for this development.

It is noted and welcomed that an extensive policy section has been included. In addition to those policy documents highlighted, further additions include:

- National Planning Policy Framework (NPPF) 2018 – https://www.gov.uk/government/collections/revised-national-planning-policy-framework
- IHT's (2000) 'Guidelines for Providing Journeys on Foot'
- CIHT's (2018) 'Buses in Urban developments'
- Havant and East Hants' Parking SPDs. Although mentioned in section 5, it is expected that they be defined within the policy section.

Site Audit

The site audit was to a high standard. There are minor additions / clarifications, which would be expected within an application of this description:

- Inclusion of referenced figures within the text;
- Will there be off-highway links to the Linden Homes development to the west and the woodlands to the north to increase the site's permeability?
- Inclusion of infrastructure at the closest bus stop and rail station, including but not limited to;
    - Type and quantity of cycle parking
    - Number of car parking spaces
    - Description of waiting areas and facilities
    - Other provisions which may increase the appeal of the relevant public transport

Targets

Section 6.5 states that the target mode shift is 5% from the use of a car. This target is not considered ambitious for a site of this description. Previous examples from other travel plans (of similar specification) have aimed at a 10% reduction in SOV. In addition to updating the target, mode-share for years 1 and 3 should also be included within table 6.1 as well as a brief justification as to why you expect each mode-share to shift.

Consultation and partnerships

It is noted and welcomed that residents will be part of the travel planning process as well as the inclusion of liaison with local cycle shops to enable discounts. In addition, we would expect a commitment for the TPC to liaise with:

- Local public transport operators, to encourage the distribution of promotional materials as well as the bus vouchers outlined in the measures

- Other TPCs in the area; residential, business and schools. This will help align travel planning targets as a community and potentially allow for larger scale events to be held as a group.

Measures

The measures are well thought out and reasonable for this development. In addition to those outlined, the following should be included / clarified:

- Will there be parking management enforced within the site?
- There should be a commitment for the welcome packs to be approved by HCC prior to their distribution.
- To form a resident steering group. This is with the goal to hand over the responsibilities of the TPC at the end of their term.
- It is noted in section 7.22 that further incentives are a "potential", for example bus taster tickets and discounts to cycle shops. What do these depend on and why would they not be included as standard?
- Will information on local BUGs be included within the welcome pack?
- It is noted and welcomed that an action plan has been included. We would expect for a time-frame and cost for each measure to be included within table 8.1.
- Will there be consideration for EV infrastructure?

Roles and responsibilities

It is noted that a Travel Plan Coordinator will be appointed. This is welcomed and encouraged. In addition to this information, we would expect the following:

- Start date of the TPC. Previous plans have provided a rough estimate, such as "to be established at least 3 months before first occupation for the duration of the travel plan"
- Statement addressing the duration of the TPC
- A breakdown of the TPC's resources including;
    - Number of hours the TPC will spend on the site per week
    - A total cost for the TPC over the life of the travel plan
- Commitment to provide HCC's development planning team with the date of first occupation and the TPC details as and when they are appointed

Monitoring

The survey appended to the TP is not considered adequate. There are too many questions, of which many have no direct relevance to the travel plan. At the end of this review is an example survey, which you may adapt to make site specific.

The monitoring section requires minor clarifications:

- There should be a timeframe to which monitoring reports are to be submitted to HCC, for example "within X months of surveys being conducted".
- Commitment to supply HCC with an updated example survey prior to its distribution for approval

Delivery and enforcement

In addition to the sanctions in 9.8, there should be a commitment made for the TPC to enter talks with HCC, to determine the best course of action for future measures, should the site fall short of targets.

Conclusion

The TP will require minor work as set out above, as it does not currently meet the minimum standards set out in HCC's "A guide to development related travel plans". The issues raised should be addressed in a new revision of the TP before it can be considered acceptable for submission in conjunction with the proposed residential site. We would expect a cover sheet identifying where changes have been made to be provided.

Recommendation

The Highway Authority requires further information to address a number of concerns held with the application:

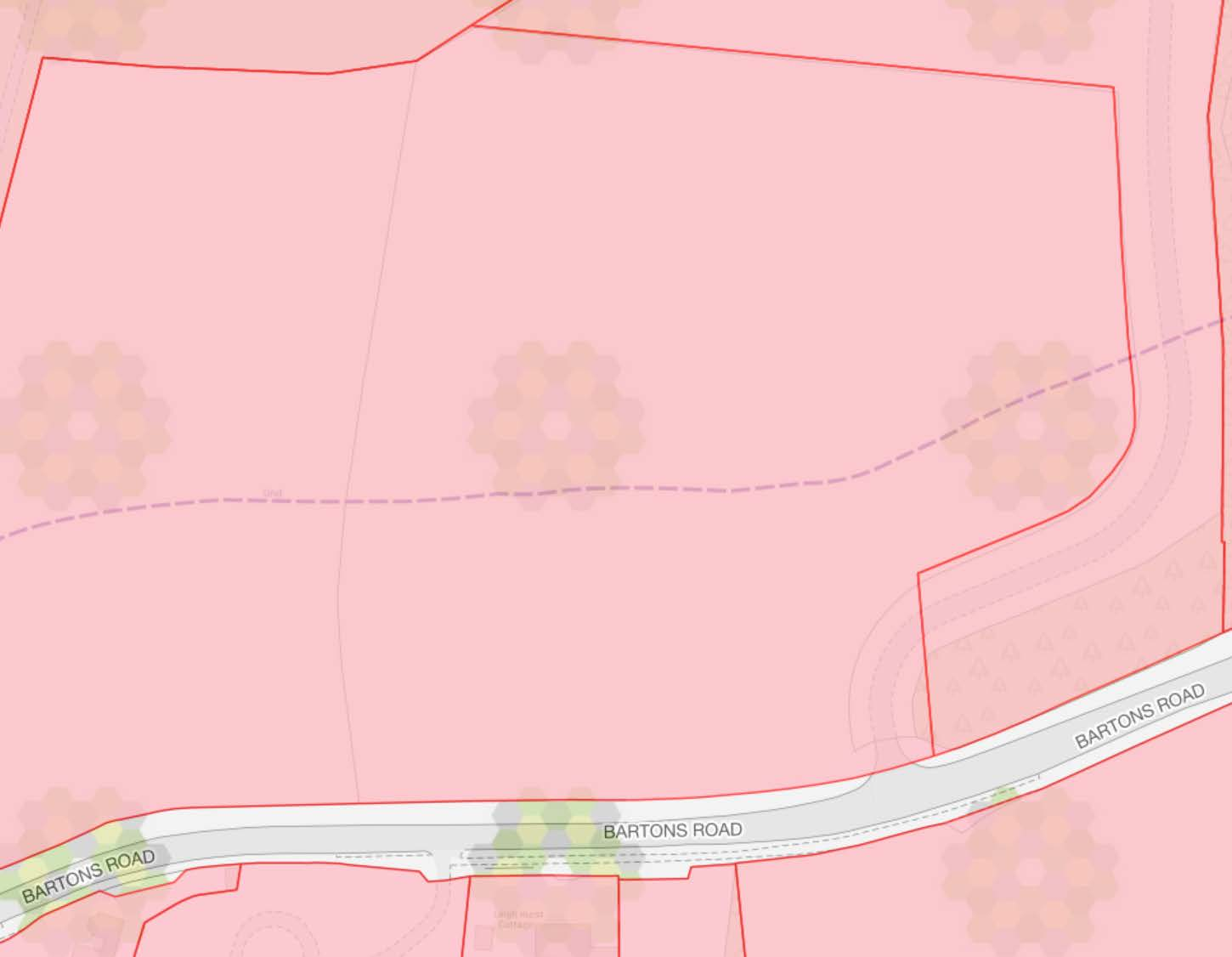
- Up-to-date PIA data for the most recent 5 year period;
- Updated tracking drawings addressing the points raised in this response;
- Comments addressed with regards to the emergency access;
- Further consideration into shared use provision on the northern side of Bartons Road heading eastbound;
- Clarity over the distribution of vehicular traffic from the site;
- Sensitivity testing for the Colt International and Land East of Horndean development in revised junction modelling; and
- Amendments to the Travel Plan.

I trust the above is clear, how please do not hesitate to contact Chris Hirst on the number noted above should you wish to discuss matters further.

Yours Sincerely,

Ben Clifton – Transport Team Leader

Appendix B Land Agreement


BARTONS ROAD
BARTONS ROAD
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THIS IS A PRINT OF THE VIEW OF THE REGISTER OBTAINED FROM HM LAND REGISTRY SHOWING THE ENTRIES SUBSISTING IN THE REGISTER ON 14 MAY 2019 AT 18:36:25. BUT PLEASE NOTE THAT THIS REGISTER VIEW IS NOT ADMISSIBLE IN A COURT IN THE SAME WAY AS AN OFFICIAL COPY WITHIN THE MEANING OF S.67 LAND REGISTRATION ACT 2002. UNLIKE AN OFFICIAL COPY, IT MAY NOT ENTITLE A PERSON TO BE INDEMNIFIED BY THE REGISTRAR IF HE OR SHE SUFFERS LOSS BY REASON OF A MISTAKE CONTAINED WITHIN IT. THE ENTRIES SHOWN DO NOT TAKE ACCOUNT OF ANY APPLICATIONS PENDING IN HM LAND REGISTRY. FOR SEARCH PURPOSES THE ABOVE DATE SHOULD BE USED AS THE SEARCH FROM DATE.

THIS TITLE IS DEALT WITH BY HM LAND REGISTRY, WEYMOUTH OFFICE.

TITLE NUMBER: SH34071

There is no application or official search pending against this title.

A: Property Register

This register describes the land and estate comprised in the title.

HAMPSHIRE : HAVANT

1 (12.10.2011) The Freehold land shown edged with red on the plan of the above title filed at the Registry and being Land on the north and south sides of Bartons Road, Havant.

NOTE 1: The land tinted green on the title plan is not included in the title.

NOTE 2: The 0.5m strip of land between the points F, G and H and the points J, K and L on the title plan is included in the title.

NOTE 3: The 0.5m strip of land between the points A, B and C on the title plan is included in the title.

2 (12.10.2011) That part of the land edged brown on the title plan as is affected thereby was formerly leasehold under a Lease dated 11 June 1665 for 500 years.
An Indenture dated 24 March 1890 made between (1) Robert Dobie Wilson and (2) John Boulderson Barkworth declared that the term was enlarged into a fee simple. The registered title relating to the land edged brown on the title plan is accordingly subject to such of the matters specified in section 65(4) of the Conveyancing and Law of property Act 1881 as affect it.
NOTE:- No further particulars of the Lease dated 11 June 1665 or the Indenture dated 24 March 1890 were supplied on first registration.

3 (12.10.2011) The land tinted pink on the title plan has the benefit of the following rights granted by a Conveyance thereof and other land dated 26 June 1905 made between (1) Joseph Robinson Pease (2) Hugh Ker Colville and others and (3) Woolmer White (Purchaser):-

"Together with a right of roadway and passage for the Purchaser his heirs and assigns and their tenants servants and workmen and others by him or them or any of them authorised on foot or on horseback and with cattle carts and carriages over and along the roadway twenty feet in width leading from the hereditaments coloured Red on the said plan across hereditaments now or formerly of the said Edwin Wood to the Horndean Road and which roadway is indicated on the said plan by red lines"

NOTE: The hereditaments coloured Red on the said plan referred to is shown tinted pink on the title plan. The roadway referred to is shown tinted brown on the title plan.

4 (12.10.2011) The land has the benefit of the following rights granted by but is subject to the following rights reserved by a Conveyance of land on the south side of Bartons Road dated 19 September 1960 made between (1) Lynton Stuart White (Vendor) and (2) Grace Elaine Currey (Purchaser):-

"TOGETHER WITH the right for the Purchaser and her successors in title owner and owners for the time being of the said land to use the

A: Property Register continued

existing sewer of the Vendor leading from the said land to the main sewer of the Havant and Waterloo Urban District Council RESERVING unto the Vendor and his successors in title owner or owners of Ordnance Fields Numbered 994 943 995 996 941 947 948 940 939 1000 1158 and 1159 or any part or parts thereof and all persons authorised by him or them to connect into the six inch branch of the said sewer where it lies in the said land or any other drain or sewer which may be substituted for such six inch branch such person doing as little damage as possible and making good any damage caused in the exercise of this right"

NOTE 1:- The said land referred to is shown edged red on the Conveyance plan.

¬NOTE 2:- Copy plan filed.

5 (12.10.2011) The land has the benefit of the following rights reserved by but is subject to the following rights granted by a Conveyance of land at Thatched Cottages, Southleigh Road dated 5 November 1969 made between (1)Robert John Viall and others (Vendors) and (2) Victor John Bruce and Kathleen Dorothy Bruce (Purchasers):-

"TOGETHER WITH a right of drainage for the Purchasers and their successors in title owners or occupiers for the time being of the property hereby agreed to be sold in common with the Vendors and their successors in title owners or occupiers of the adjoining land and all others entitled thereto through the private sewer shown with a dotted black line on the said plan and thence to the main sewer belonging to the Public Authority in Southleigh Road TOGETHER WITH a right to enter upon the adjoining land for the purpose of inspecting repairing and maintaining the said private sewer making good all damage caused thereby to the surface of the adjoining land TOGETHER ALSO WITH a right of way over the Vendors adjoining land marked 'Grass' on the said plan attached hereto subject to such right being limited in respect of any garage which may have been or may hereafter be erected on the land conveyed AND TOGETHER ALSO WITH a right for the Purchasers to enter on the adjoining land between points C and D on plan to repair the flint and brick wall of the existing shed and the roof thereof which said right shall be deemed to extend to any building they may erect for the purpose of a garage between points B and C or D and E on the said plan EXCEPT and

RESERVING unto the Vendors and their successors in title the full right and liberty for the Vendors or their Agents or workmen to enter upon so much of the property hereby conveyed as may be necessary to inspect repair and cleanse the branch sewer serving a new Chalet Bungalow known as 'Woodleigh' which runs beneath the Northern corner of the property hereby agreed to be sold as is shown marked with a broken line on the said plan "Branch sewer for Woodleigh."

¬NOTE 1:- Copy plan filed under HP196477.

NOTE 2:- By the Deed of Release dated 1 July 1983 referred to in the Charges Register the right of way granted by the Conveyance dated 5 November 1969 referred to above was released and extinguished.

6 (12.10.2011) The land has the benefit of the following rights reserved by but is subject to the following rights granted by a Conveyance of Woodbine Cottage, Eastleigh Road dated 21 August 1972 made between (1) Lynton Stuart White and others (Vendors) and (2) Margaret Evans(Purchaser):-

"TOGETHER with the rights and easements mentioned in Clause 2 hereof but EXCEPT AND RESERVING as mentioned in Clause 3 hereof

2. THE following rights and easements are included in the conveyance hereby made namely:-

a) a right of free passage of running of water sewage and soil to and from the property hereby conveyed by and through the sewers pipes drains and watercourses which are now and may hereafter within eighty years from the date hereof be laid or made on under or above the land adjoining and neighbouring the property hereby conveyed and the right to connect up to the said sewers pipes drains and watercourses

A: Property Register continued

b) at all reasonable times to enter upon the said adjoining and neighbouring property for the purpose of laying repairing cleansing or making connections with the said sewers pipes drains and watercourses doing as little damage as possible to the property entered upon and restoring the surface of the soil and making good all damage caused without unnecessary delay and paying reasonable compensation for any damage to crops growing on the said property

c) a right of way for all purposes at all times over and along the land hatched brown on the said plan

3. THERE is excepted and reserved in fee simple to the Vendors and their successors in title the owners and occupiers for the time being of the land retained by the Vendors and their respective servants and licensees a right of way for all purposes at all times over and along the land hatched blue on the said plan

4. The Vendors and the Purchaser agree that the cost of repair and maintenance of the common right of way over the lands hatched blue and brown on the said plan shall be borne between the Vendors and the Purchaser (and their respective successors in title) jointly each party paying one half of such cost and any dispute arising under this Clause shall be referred to the decision of a single arbitrator in accordance with the provisions of the Arbitration Act 1950 or any statutory modification or re-enactment thereof for the time being in force"

¬NOTE:- Copy plan filed.

7 (12.10.2011) The land has the benefit of the following reserved by a Conveyance of land on the south side of Bartons Road dated 27 February 1980 made between (1) Robert John Viall and others (Vendors) and (2) Crane and Marine Equipment Pty. Limited (Purchaser):-

"EXCEPT AND RESERVED unto the Vendors all such rights of way and support drainage and all such quasi easements and other rights in the nature of easements including rights of light as are at the date hereof enjoyed over the land hereby conveyed or any part thereof by the Vendors or those deriving title through or under them for the benefit of the adjoining land known as South Leigh (sometimes Southleigh) Park Estate and East Leigh Farm and each and every part thereof and all such rights as aforesaid as would have been enjoyed had the property been in separate ownership AND in particular (but without prejudice) to the generality of the foregoing there shall be excepted and reserved as aforesaid the right for the Vendors and those deriving title through or under them as aforesaid at all times to trim the hedges or similar natural boundaries now or from time to time henceforth forming part of the property on the top thereof and also on the side facing the property for the time being occupied or owned by the Vendors or their successors in title as aforesaid and to enter the property or such part thereof as reasonably shall be required for the exercise of such rights from time to time"

8 (12.10.2011) The Conveyance dated 27 February 1980 referred to above contains the following provision:-

"It is hereby agreed and declared as follows:-

For the avoidance of doubt that the boundary of the property hereby conveyed between the points marked "B" and "C" on the said plan annexed hereto shall be on the eastern side of the existing ditch and between the points marked "C" and "D" on the said plan the boundary shall lie on the Eastern side of the existing hedge and between the points marked "D" and "E" on the said plan the boundary shall lie on the south side of the existing hedge"

NOTE:- The points B, C, D and E referred to have been reproduced in blue on the title plan.

9 (12.10.2011) The land has the benefit of the rights reserved by a Conveyance of land forming part of the A27 Trunk Road dated 4 August 1994 made between (1) Richard Charles Kirby and others and (2) The Secretary of State for Transport.

A: Property Register continued

¬NOTE:- Copy filed under HP487185.

10 (12.10.2011) The land has the benefit of the rights reserved by but is subject to the rights granted by a Conveyance of land in Snowberry Crescent dated 1 November 1996 made between (1) Richard Charles Kirby and James Westwood Squier and (2) Ideal Homes Limted .

¬NOTE: Copy filed.

11 (12.10.2011) The land has the benefit of the rights reserved by but is subject to the rights granted by a Conveyance of land lying to the north of Rowan Road dated 13 May 1997 made between (1) Richard Charles Kirby and James Westwood Squier and (2) Ideal Homes Limted .

¬NOTE: Copy filed under HP535446.

12 (12.10.2011) The land has the benefit of the rights reserved by but is subject to the rights granted by a Transfer of Locks House, Southleigh Road dated 26 June 1997 made between (1) Richard Charles Kirby and James Westwood Squier and (2) Derek Stewart Pullen and Shirley Britton.

¬NOTE: Copy filed under HP538782.

13 (12.10.2011) The land has the benefit of the rights reserved by but is subject to the rights granted by a Conveyance of 2 Douglas Cottages, Southleigh Road and adjoining land dated 30 June 1997 made between (1) Richard Charles Kirby and James Westwood Squier (2) Phyllis Marie Rochefort Lady White and others and (3) Phyllis Marie Rochefort Lady White and The Regent Trust Company Limited .

¬NOTE: Copy filed under HP541464.

14 (12.10.2011) The land edged 1 and 4 in blue on the title plan has the benefit of the rights granted by but is subject to the rights reserved by the Conveyance dated 1 July 1997 referred to in the Charges Register.

15 (12.10.2011) The land has the benefit of the rights reserved by but is subject to the rights granted by a Transfer of Southleigh Farmhouse, Southleigh Road dated 29 July 1997 made between (1) Richard Charles Kirby and James Westwood Squier (2) Phyllis Marie Rochefort Lady White and The Regent Trust Company Limited and (3) Russell Buchanan Crocker and Angela Jayne Crocker.

¬NOTE: Copy filed under HP540200.

16 (20.12.2012) The land edged and numbered in green on the title plan has been removed from this title and registered under the title number or numbers shown in green on the said plan.

17 (20.12.2012) The land has the benefit of the rights reserved by but is subject to the rights granted by the Transfer dated 27 November 2012 referred to in the Charges Register.

18 (27.10.2017) The land has the benefit of any legal easements reserved by the Transfer dated 29 September 2017 referred to in the Charges Register.

19 (21.03.2018) The land has the benefit of any legal easements reserved by the Transfer dated 23 February 2018 referred to in the Charges Register.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

1 (12.10.2011) PROPRIETOR: PHILIP DYMOKE WHITE and FIONA ELIZABETH WHITE

B: Proprietorship Register continued

of Chidden Farmhouse, Chidden, Hambledon, Hampshire PO7 4TD and ALEXANDER STUART DYMOKE WHITE of Chidden Farmhouse, Chidden, Hambledon, Hampshire PO7 4TD the trustees of PD White.

2 (12.10.2011) The value stated as at 12 October 2011 was £2,000,000.

3 (12.10.2011) RESTRICTION: No disposition by a sole proprietor of the registered estate (except a trust corporation) under which capital money arises is to be registered unless authorised by an order of the court.

4 (06.10.2017) RESTRICTION: No disposition of the part of the registered estate edged yellow on the title plan (other than a charge) by the proprietor of the registered estate or by the proprietor of any registered charge, not being a charge registered before the entry of this restriction, is to be registered without a certificate signed by a conveyancer that the provisions of paragraph 12.5.2 of the Transfer dated 29 September 2017 made between Philip Dymoke White, Fiona Elizabeth White and Alexander Stuart Dymoke White (1) and Bellway Homes Limited (2) have been complied with or that they do not apply.

5 (27.10.2017) RESTRICTION: No disposition of the part of registered estate shown hatched blue on the title plan (other than a charge) by the proprietor of the registered estate, or by the proprietor of any registered charge, not being a charge registered before the entry of this restriction, is to be registered without a certificate signed by a conveyancer that the provisions of clause 12.5.2 of the Transfer dated 29 September 2017 referred to in the Charges Register have been complied with or that they do not apply to the disposition.

6 (21.03.2018) RESTRICTION: No disposition of the part of registered estate edged and numbered 2 in blue on the title plan (other than a charge) by the proprietor of the registered estate, or by the proprietor of any registered charge, not being a charge registered before the entry of this restriction, is to be registered without a certificate signed by a conveyancer that the provisions of paragraph 12.5.2 of the Transfer dated 23 February 2018 referred to in the Charges Register have been complied with or that they do not apply to the disposition.

C: Charges Register

This register contains any charges and other matters that affect the land.

1 (12.10.2011) A Conveyance of land adjoining the southerly boundary of Bartons Road dated 13 May 1909 made between (1) Woolmer Rudolph Donati White (Vendor) and (2) Percy Molyneux Rawson Royds and Florence Royds (Purchasers) contains covenants by the vendor affecting the land tinted yellow on the title plan details of which are set out in the schedule of restrictive covenants hereto.

2 (12.10.2011) The parts of the land affected thereby are subject to the rights granted by a Conveyance of an electricity substation lying to the north of Southleigh Road dated 20 October 1954 made between (1) Lynton Stuart White and (2) The Southern Electricity Board.

¬NOTE:- Copy filed under SH34197.

3 (12.10.2011) The land is subject to the following rights granted by a Conveyance of other land at the junction of Southleigh Road and Horndean Road dated 3 April 1967 made between (1) Lynton Stuart White (Vendor) and (2) The Urban District Council Of Havant And Waterloo (Council):-

"TOGETHER with the right to construct on the land shown coloured blue on the plan a bank to support the road which the Council intends to construct on the said land coloured pink on the plan (which bank is hereinafter called "the berm")

The said deed also contains the following restrictive covenant by the grantor:-

C: Charges Register continued

"WITH the object of benefiting the said land shown coloured pink on the plan (or such parts thereof as may properly benefit thereby) and with the intention of binding (so far as may be) the said land shown coloured blue on the plan into whosoever hands the same may come the Vendor hereby covenants with the Council that the Vendor and the owners and occupiers of the said land coloured blue on the plan will permit the berm to remain in position undisturbed and will perform no act to the detriment or prejudice thereof"

¬NOTE: Copy plan filed.

4 (12.10.2011) The land is subject to the following rights granted by a Conveyance of Southleigh Park, Eastleigh Road dated 15 January 1970 made between (1) Robert John Viall and others (Vendors) and (2) The Plessey Company Limited (Purchaser):-

"TOGETHER WITH the right at all times hereafter to the free passage of sewage water and soil through the Vendors' adjoining land known as Southleigh Park Estate (hereinafter called "the adjoining land") through the pipes to the cesspits serving the property (including any additional buildings erected thereon) one being in a paddock on the other side of Eastleigh Road and others in the Home Park to the south of the property together with the right with or without workmen from time to time and when occasion shall require and upon giving reasonable notice to the Vendors owners or occupiers of the adjoining land to enter upon such portion of the adjoining land as may be necessary for the purpose of inspecting maintaining or renewing the said cesspits drainage systems and pipes the Purchaser and its successors in title making good all damage caused thereby to the surface of the adjoining land AND TOGETHER ALSO WITH the right at all times hereafter to use the private drain situate under the Vendors' adjoining land in Fields Nos. 1153 and 1095 known as Home Park for all purposes reasonably necessary for the drainage of the property hereby agreed to be sold (including any additional buildings erected thereon) and for that purpose at the Purchaser's expense to connect to the main sewer near Southleigh Road Havant with a right to enter Home Park with workmen and materials when necessary for the purpose of maintaining renewing and repairing such drains and for the purpose of making connections thereto the Purchaser and its successors in title making good any damage to the surface of the land caused by such entry"

5 (12.10.2011) The land is subject to the following rights granted by a Conveyance of land at Thatched Cottages, Southleigh Road dated 17 June 1971 made between (1) Robert John Viall and others (Vendors) and (2) Victor John Bruce and Kathleen Dorothy Bruce:-

"together with a right of way over the Vendor's adjoining land nine feet four inches wide marked "Farm road way" on the said plan subject to such right being limited in respect of any garage which may have been or may be erected on the property hereby agreed to be sold or on the immediately adjoining land of the Purchasers"

¬NOTE:- Copy plan filed.

6 (12.10.2011) The land is subject to the rights granted by a Deed dated 4 June 1973 made between (1) Robert John Viall and others (2) The Plessey Company Limited and (3) The Urban District Council Of Havant And Waterloo .

¬NOTE: Copy filed.

7 (12.10.2011) By a Deed of Release dated 1 July 1983 made between (1) Robert John Viall and others and (2) David John Meldrum the right of way granted by the Conveyance dated 17 June 1971 referred to above was released and extinguished.
The land is subject to the new rights granted by the said Deed of Release.

¬NOTE:- Copy filed under HP196477.

8 (12.10.2011) The land is subject to the rights granted by a Deed dated 30 April 1984 made between (1) Robert John Viall and others (2) Crane & Marine Equipment Pty Limited and (3) Lynton Stuart White.

C: Charges Register continued

¬NOTE: Copy filed.

9 (12.10.2011) The land is subject to the rights granted by a Deed dated 3 October 1984 made between (1) Lynton Stuart White and (2) BUPA Hospitals Limited.

¬NOTE: Copy filed.

10 (12.10.2011) The land is subject to the rights granted by a Deed dated 28 February 1985 made between (1) Richard Charles Kirby and others and (2) David John Meldrum.

¬NOTE: Copy filed.

11 (12.10.2011) A Deed of Statutory Covenants and Agreements dated 7 October 1992 made between (1) Richard Charles Kirby and Peter Richard Wingate Pemberton and (2) The Council Of The Borough Of Havant contains restrictive covenants affecting the land tinted pink, blue and yellow on the title plan and other land.

¬NOTE:- Copy filed.

12 (12.10.2011) A Deed of Planning Obligation dated 14 October 1992 made between (1) Richard Charles Kirby and Peter Richard Wingate Pemberton and (2) East Hampshire District Council contains restrictive covenants affecting the land edged mauve on the title plan.

¬NOTE:- Copy filed.

13 (12.10.2011) A Deed dated 14 May 1997 made between (1) The Trustees of Anthony's Leydene Settlement, Katharine's Leydene Settlement, Richard White's Offshore Settlement and Robert's Leydene Settlement (2) The Trustees of Philip's Leydene Settlement and (3) Richard Charles Kirby and James Westwood Squier contains restrictive covenants affecting the Farm Buildings at Southleigh Farm and Locks Farm as therein defined.

¬NOTE:- Copy filed.

14 (12.10.2011) A Conveyance of the land edged 1 and 4 in blue on the title plan and other land dated 1 July 1997 made between (1) Richard Charles Kirby and James Westwood Squier (2) Phyllis Marie Rochefort Lady White and The Regent Trust Company Limited and (3) Phyllis Marie Rochefort Lady White and others contains restrictive covenants.

¬NOTE: Copy filed.

15 (12.10.2011) The parts of the land affected thereby are subject to the rights granted by a Deed of Grant dated 25 February 2000 made between (1) Richard Charles Kirby and James Westwood Squier and (2) Country Garden Centres Limited.

¬NOTE: Copy filed under HP173533.

16 (12.10.2011) The parts of the land affected thereby are subject to the rights granted by a Deed dated 17 January 2001 made between (1) Richard Charles Kirby and James Westwood Squier and (2) Summerdown Limited.

The said Deed also contains restrictive covenants by the grantor.

¬NOTE:- Copy filed under HP267298.

17 (20.12.2012) A Transfer which included the land edged and numbered SH36840 in green on the title plan dated 27 November 2012 made between (1) Richard Charles Kirby and Philip Dymoke White and (2) Southern Co-Operative Properties Limited contains restrictive covenants by the Transferor.

¬NOTE:-Copy filed under SH36840.

18 (07.08.2017) The land is subject to any rights that are granted by a Deed dated 27 July 2017 made between (1) Philip Dymoke White, Fiona Elizabeth White and Alexander Dymoke Stuart White and (2) Environment Agency and affect the registered land.
The said Deed also contains restrictive covenants by the grantor.

C: Charges Register continued

¬NOTE: Copy filed.

19 (27.10.2017) The land is subject to any rights that are granted by a Transfer of the land edged and numbered SH47880 on the title plan dated 29 September 2017 made between (1) Philip Dymoke White, Fiona Elizabeth White and Alexander Stuart Dymoke White and (2) Bellway Homes Limited and affect the registered land.
The said Deed also contains restrictive covenants by the transferor.

¬NOTE: Copy filed under SH47880.

20 (30.11.2017) By a s106 Agreement dated 23 November 2016 made between (1) Philip Dymoke White, Fiona Elizabeth White and Alexander Stuart Dymoke White as Trustees of PD White (2) The Council of the Borough of Havant and (3) Hampshire County Council the covenants contained in the Deed of Statutory Covenants and Agreements dated 7 October 1992 referred to above was released as to the land edged and numbered 2 and 3 in blue on the title plan.

¬NOTE:-Copy filed

21 (21.03.2018) The land is subject to any rights that are granted by a Transfer of the land edged and numbered SH48894 in green on the title plan dated 23 February 2018 made between Philip Dymoke White, Fiona Elizabeth White and Alexander Stuart Dymoke White and affect the registered land.
The said Deed also contains restrictive covenants by the transferor.

¬NOTE: Copy filed under SH48894.

Schedule of restrictive covenants

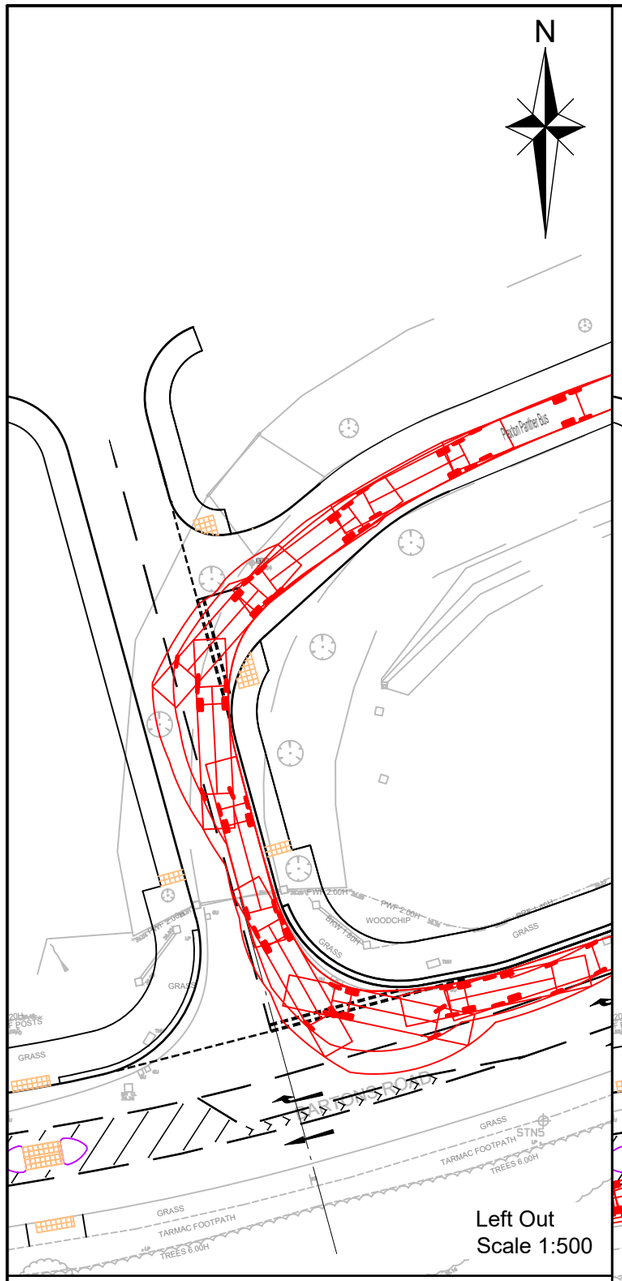
1 The following are details of the covenants contained in the Conveyance dated 13 May 1909 referred to in the Charges Register:-

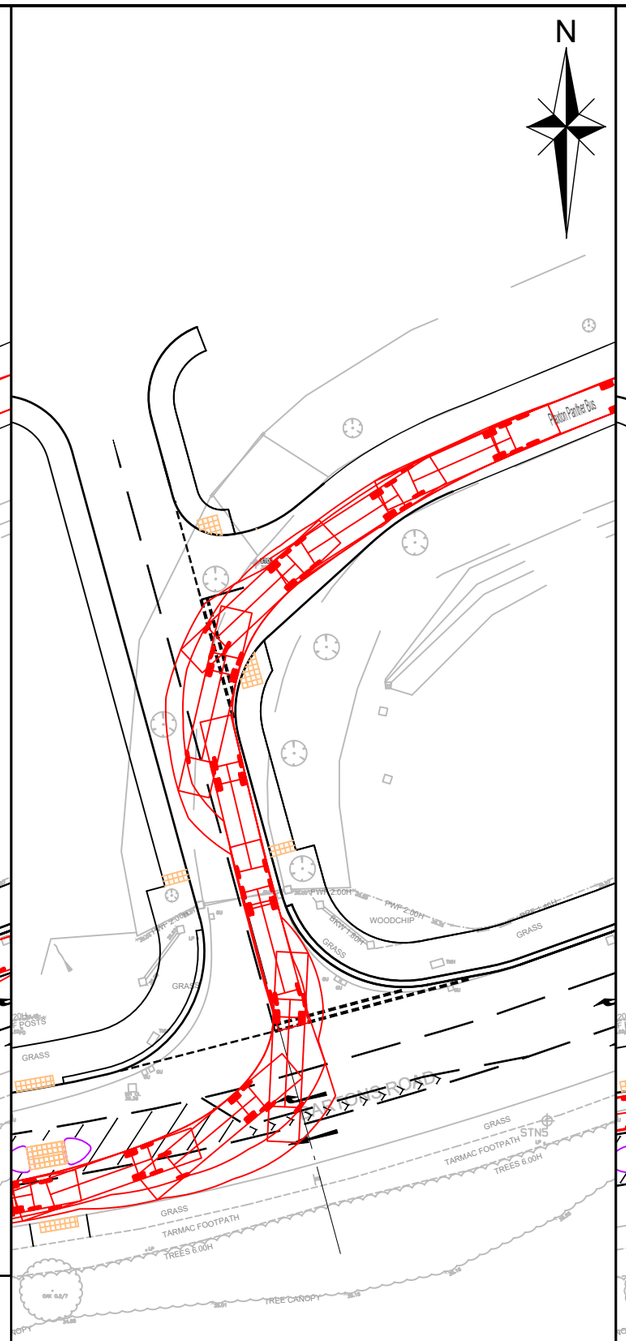
"the Vendor hereby for himself his heirs and assigns covenants with the Purchasers their heirs and assigns that Private dwellinghouses only with or without Private stabling or Motor accommodation and with or without a cottage for a Man servant shall be erected upon the pieces of land coloured brown and green on the said Plan lettered A and thereon numbered 161, 162, 112, 115, 167, 171, 172, 173, 174 and part of numbers 116 and 169 that each dwellinghouse to be erected on the last mentioned pieces of land shall stand upon a plot of ground containing not less than three fifths of an acre that no dwellinghouse to be erected upon the pieces of land coloured green and brown on the said plan lettered A and thereon numbered 161, 162, 112, 115, 167 and 171 and having a frontage to the present public road either on the north or south side thereof shall be of less value than One thousand pounds or extend beyond the building line which shall be at least fifty feet back from the said road and that no dwellinghouse to be erected on the pieces of land numbered 172, 173, 174, 169 and 116 on the said plan lettered A or on the back land of the pieces of land numbered 171, 167 and 115 on the said plan lettered A shall be of less value than Seven hundred and fifty pounds and that no building shall be erected on the said pieces of land coloured green and brown on the said plan lettered A for any business and that no business shall be carried on upon the last mentioned pieces of land"

¬NOTE:- Copy plan A filed.

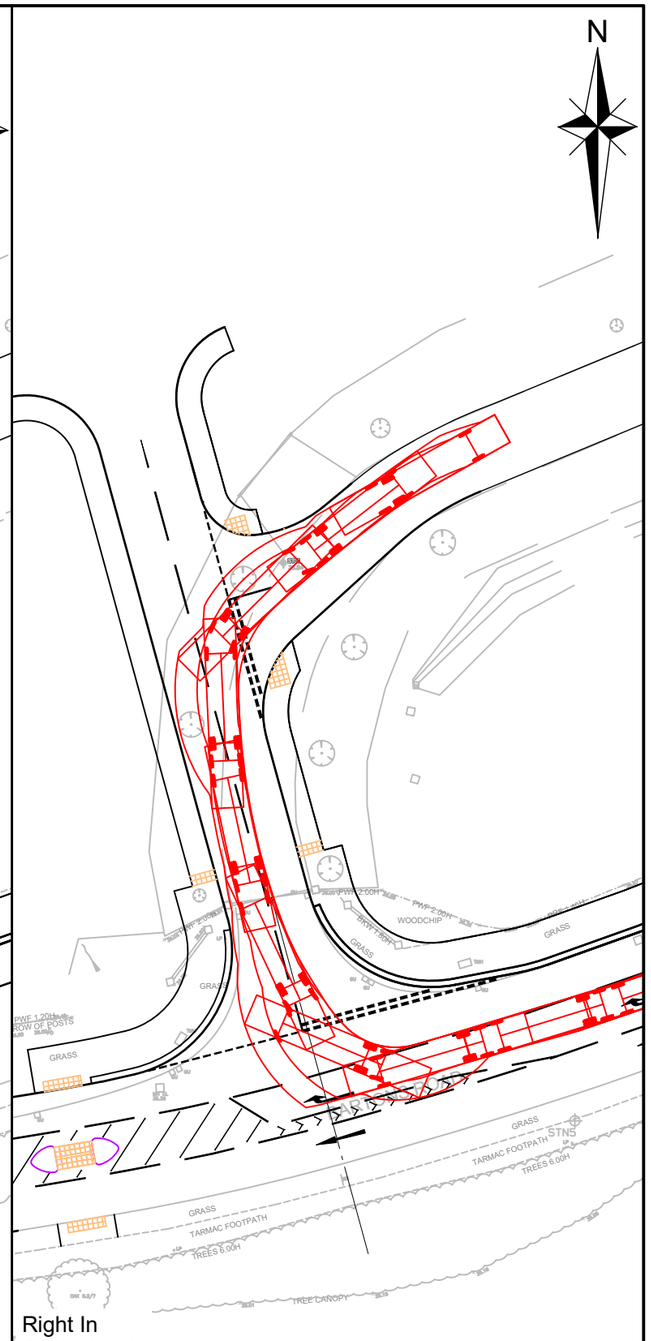
End of register

Appendix C Revised Swept Path Analysis

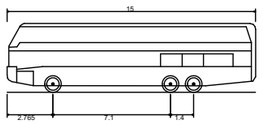








Vehicle Profile



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
C	Amended t o suit HBC comments.	DK	TSH	GAC	May 19
B	Crematorium access amended.	PL	TMS	GAC	Sep 18
A	Pedestrian crossing revised.	PL	TMS	GAC	June 18

Consulting Engineers Ltd

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

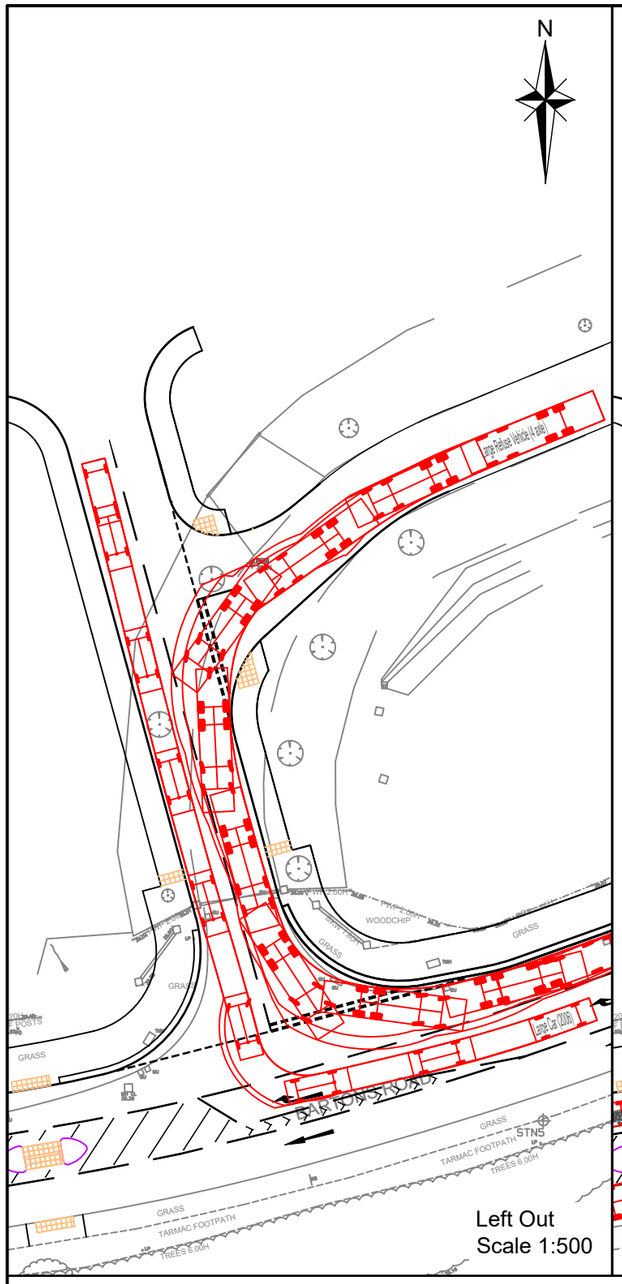
☐
Park House, Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford Kent ME20 6SN
01732 448120

Job Title
Land West of Havant Crematorium
Bartons Road, Havant

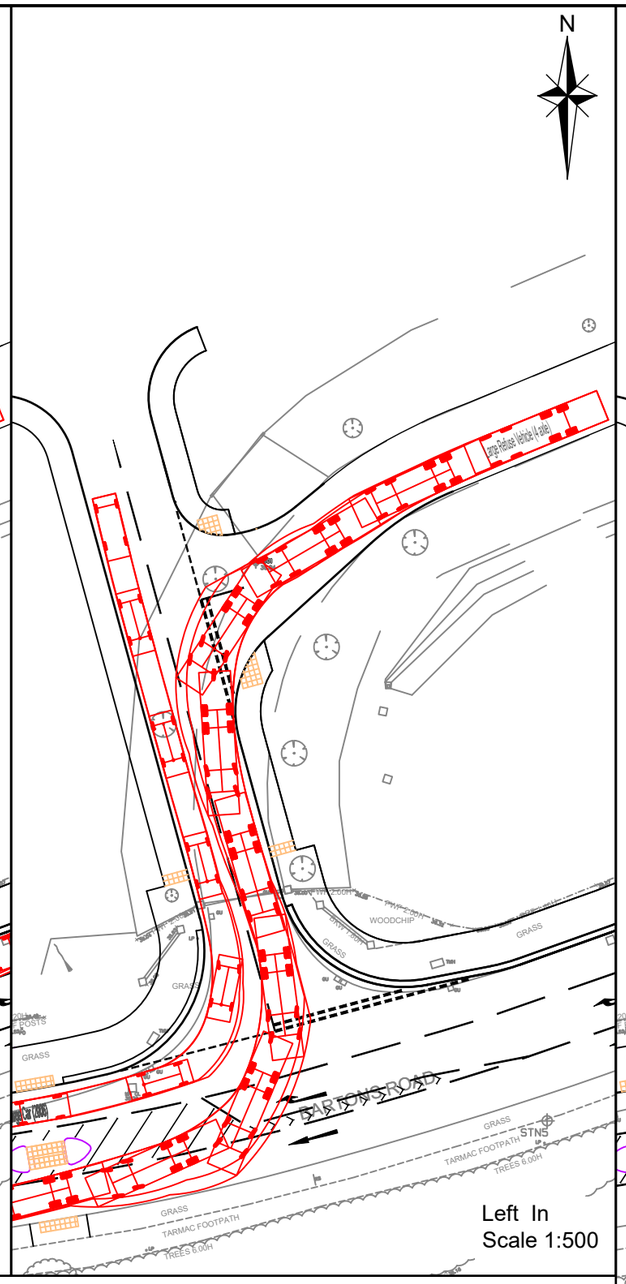
Drawing Title
Swept Path Analysis
(Luxury Bus)

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	C

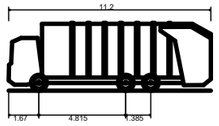


Left Out
Scale 1:500



Left In
Scale 1:500

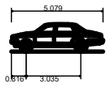
Vehicle Profile



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

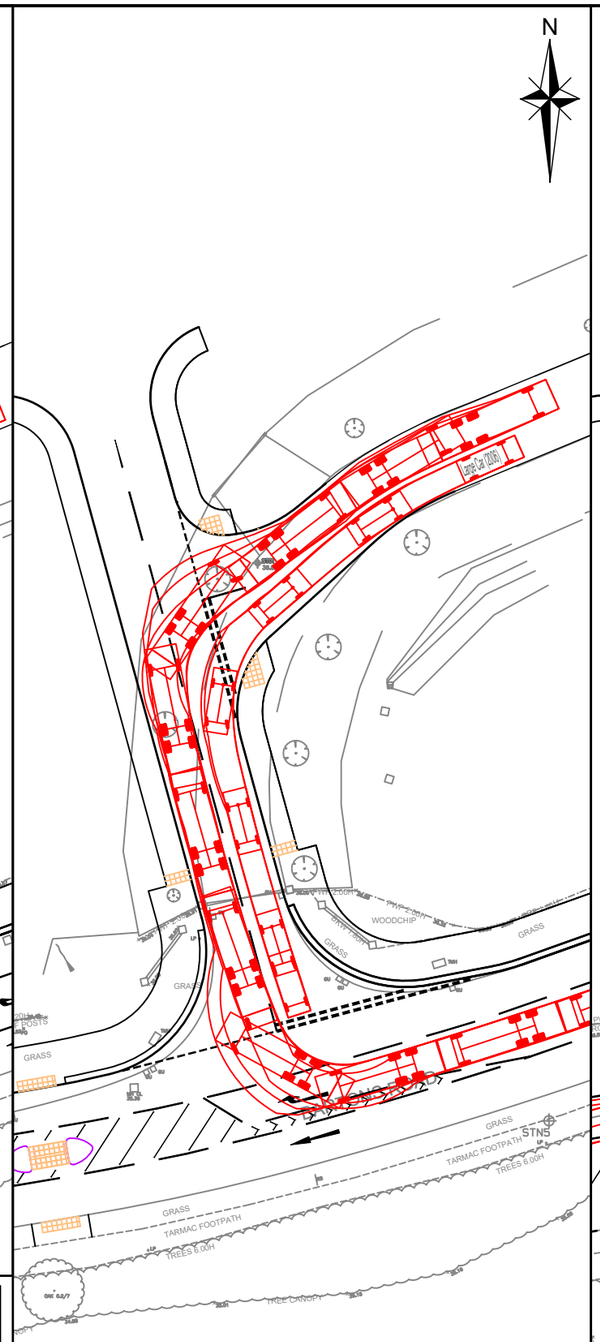
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

Vehicle Profile

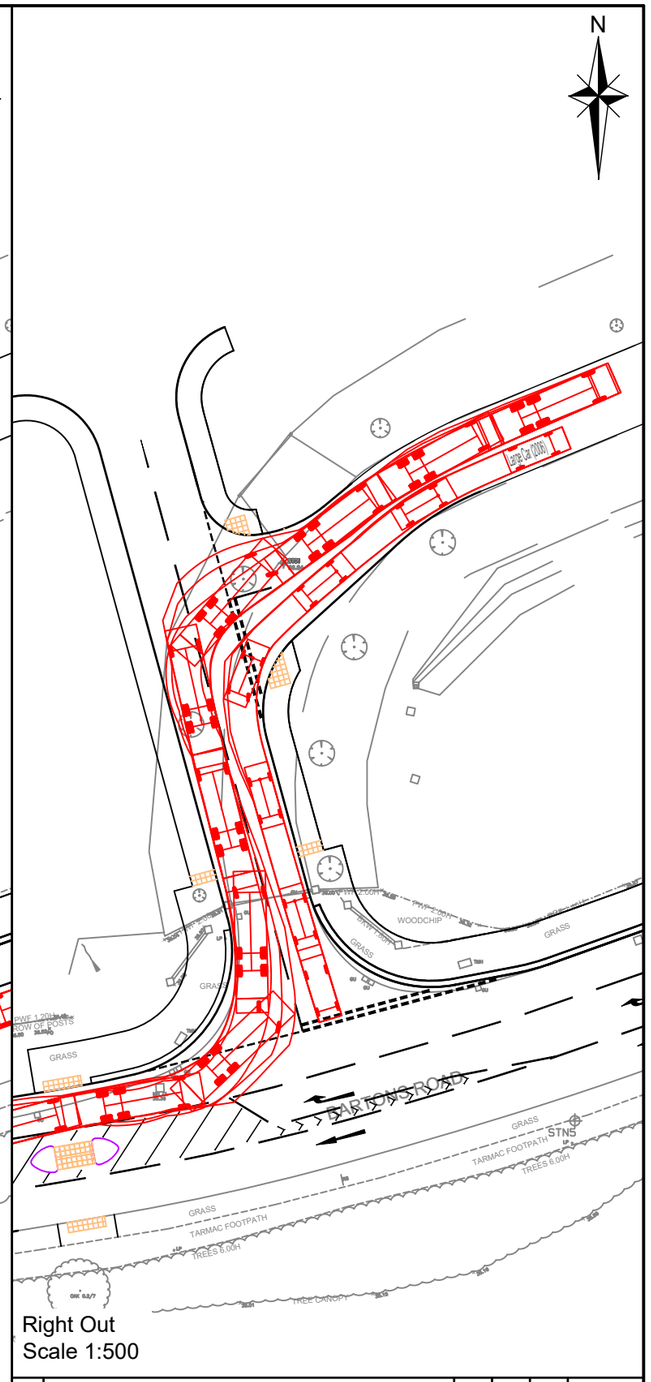


Large Car (2006)

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



Right In
Scale 1:500



Right Out
Scale 1:500

Rev	Amendments	Drn	Chk	App	Date
B	Amended to suit HBC comments.	DK	TSH	GAC	May 19
A	Access amended.	PL	GAC	GAC	Nov 18

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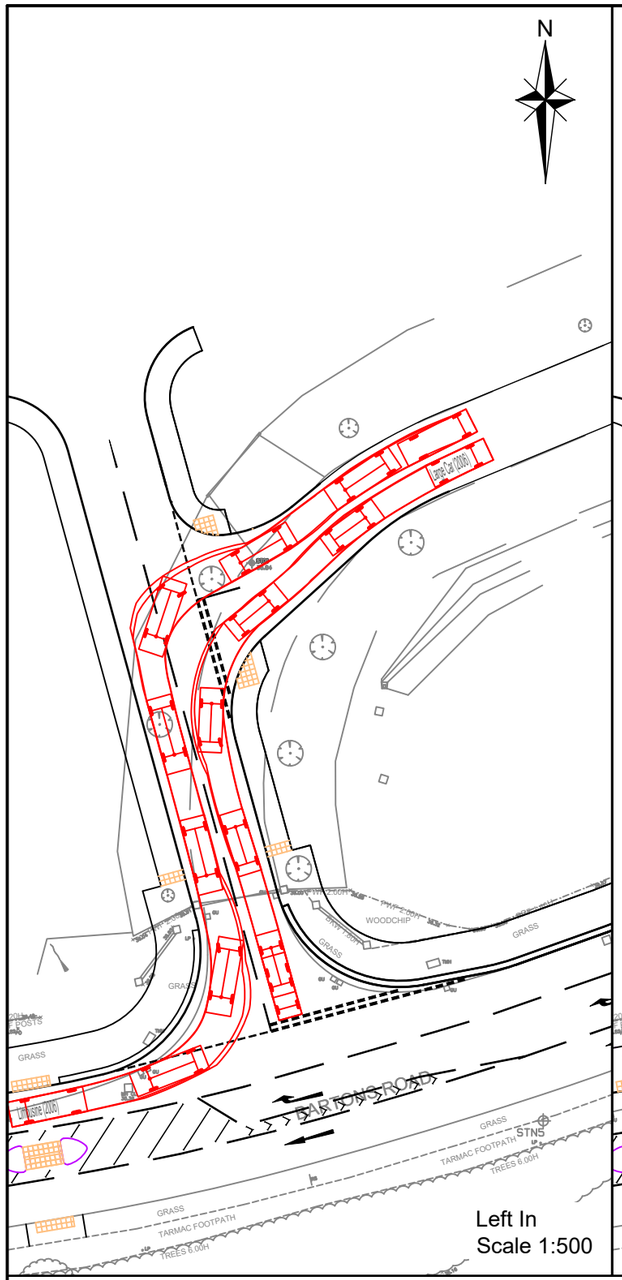
☐ Park House, Park Farm, East Malling Trust Estate, Bradbourne Lane, Aylesford Kent ME20 6SN, 01732 448120

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

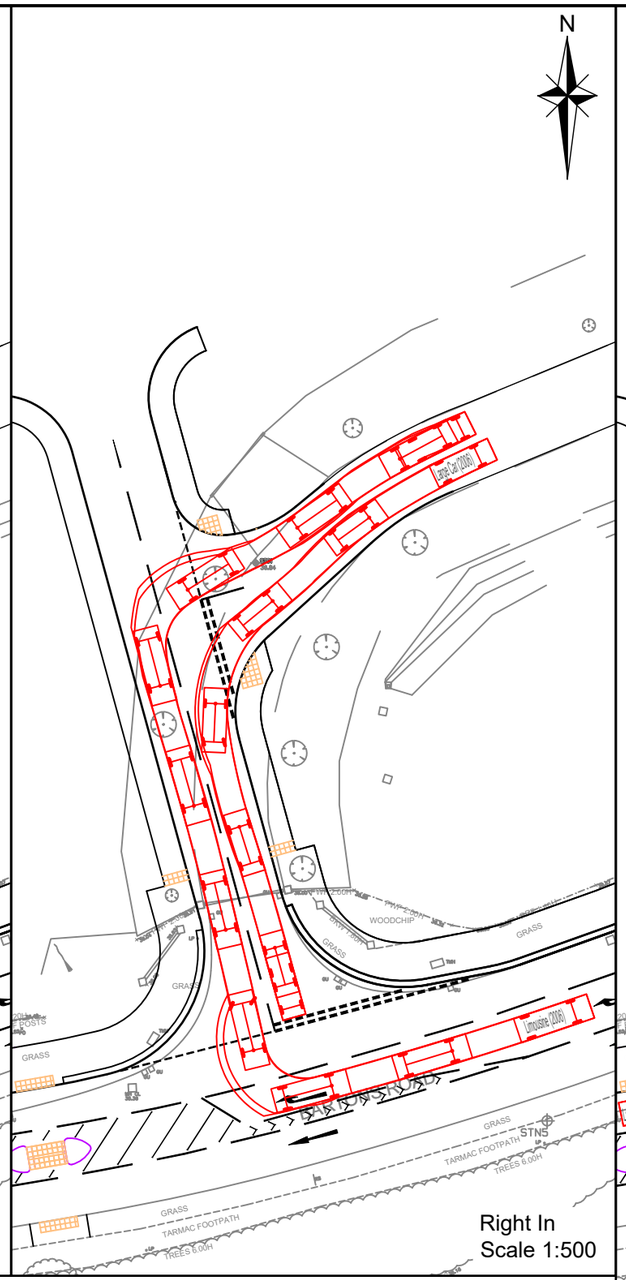
Drawing Title: Swept Path Analysis (Large Refuse Vehicle)

Client: White Farming Limited

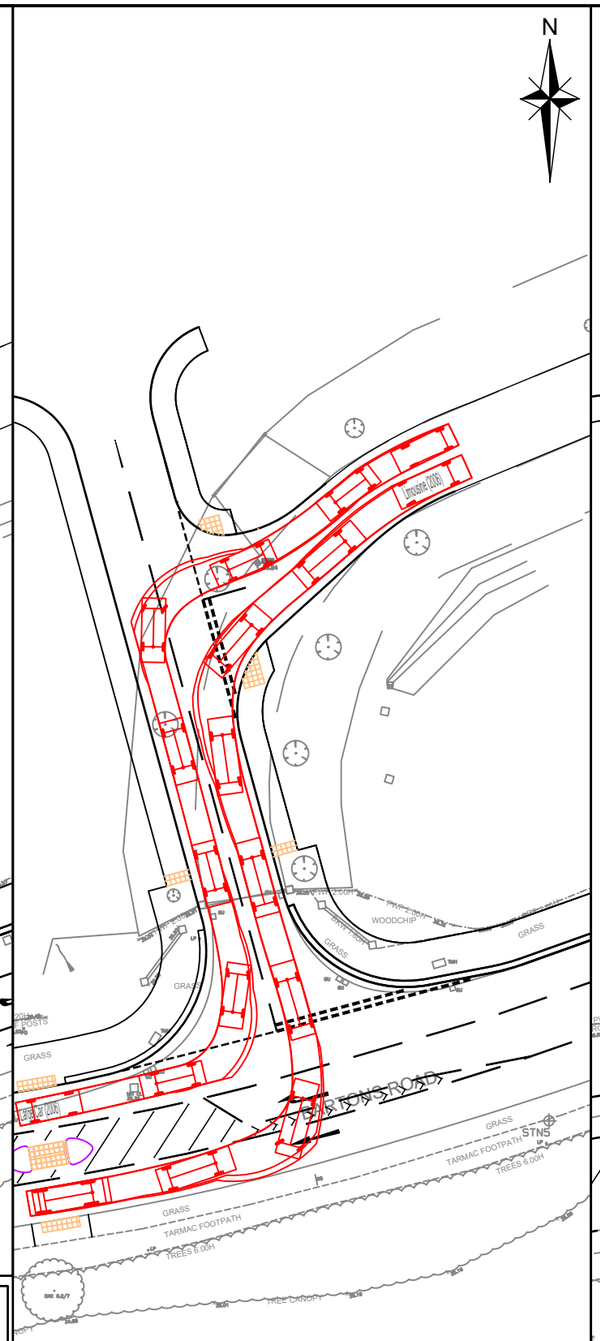
Scale	Date	Designed
1:500 @A3	Sept 2018	N/A
Drawn	**Checked**	**Approved**
DK	TMS	GAC
Job No	**Drawing No**	**Rev**
17-055	17-055-034	B



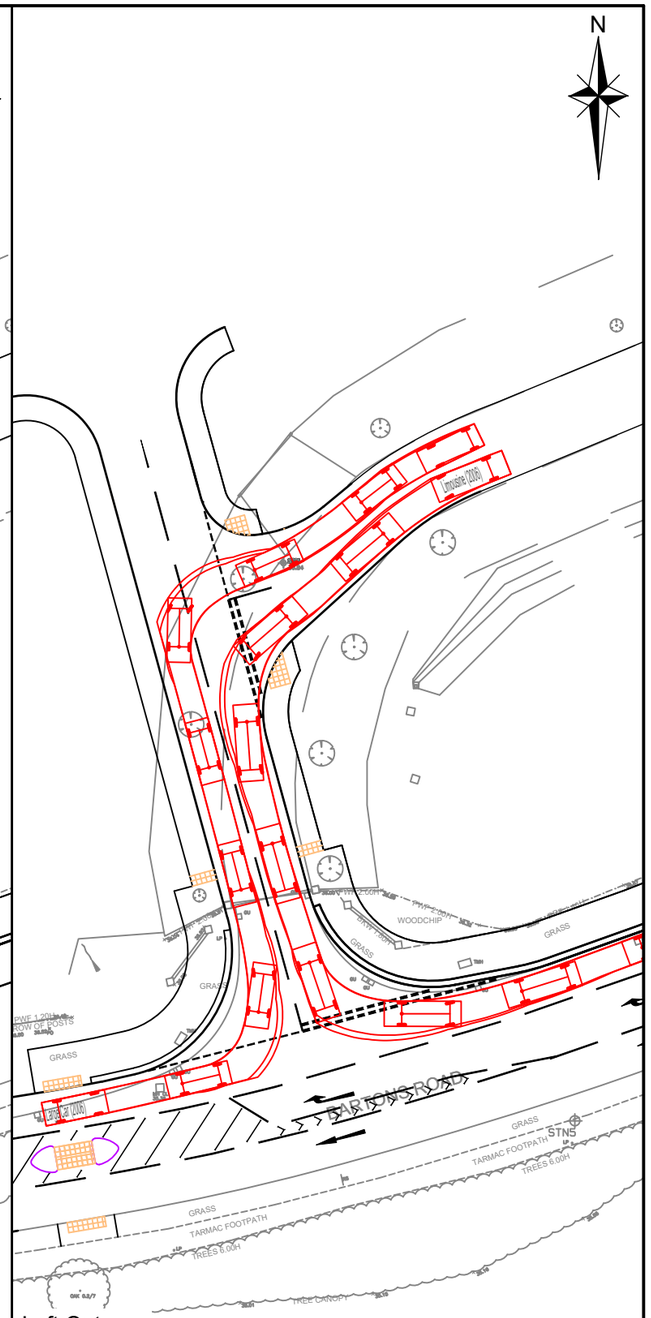
Left In
Scale 1:500



Right In
Scale 1:500

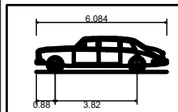


Right Out
Scale 1:500



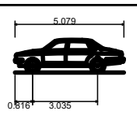
Left Out
Scale 1:500

Vehicle Profile



Limousine (2006)	
Overall Length	6.084m
Overall Width	1.990m
Overall Body Height	1.583m
Min Body Ground Clearance	0.276m
Max Track Width	1.950m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	7.000m

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

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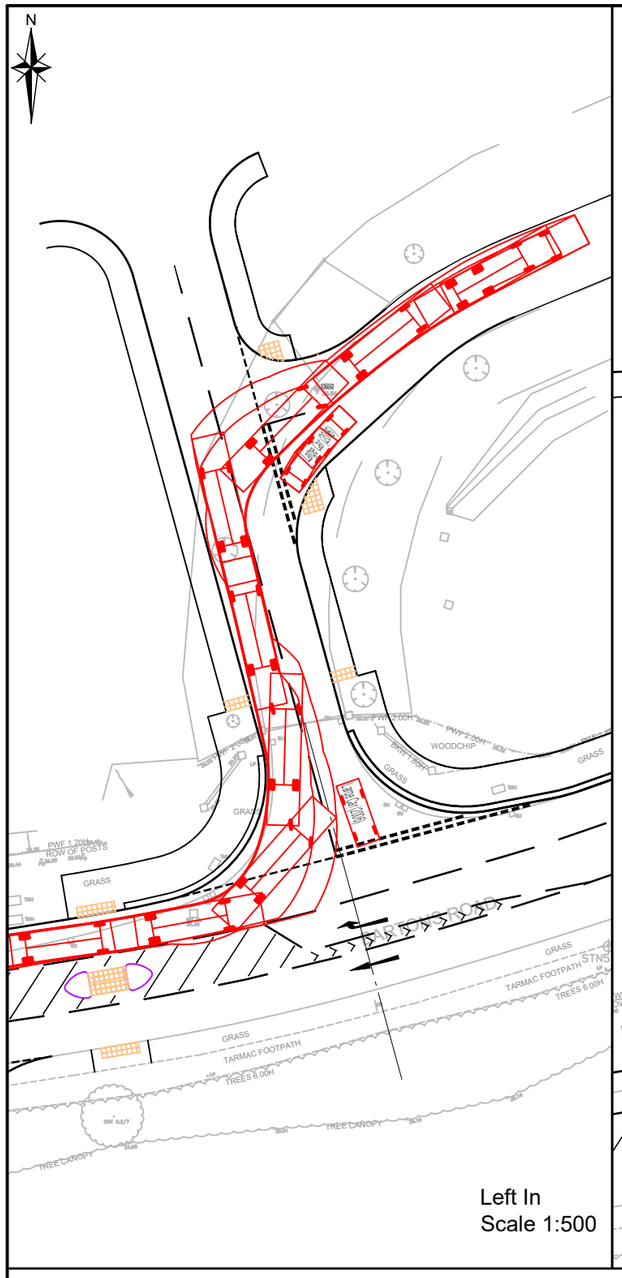
G&A Consulting Engineers Ltd

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

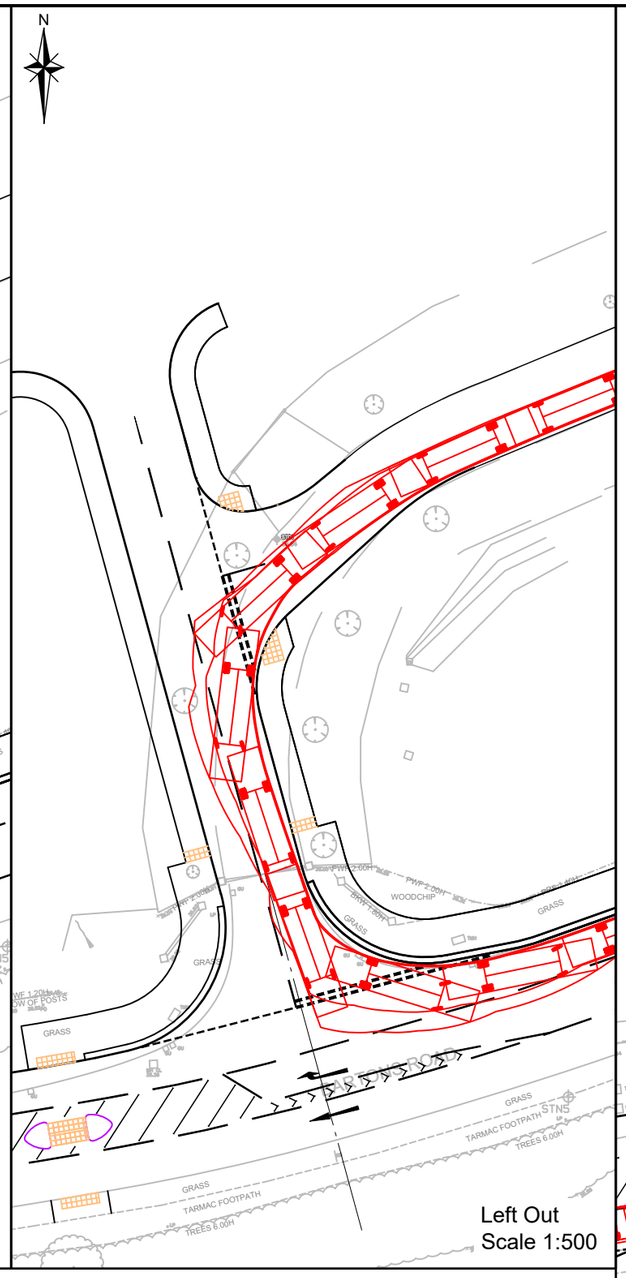
Drawing Title: Swept Path Analysis (Hearse)

Client: White Farming Limited

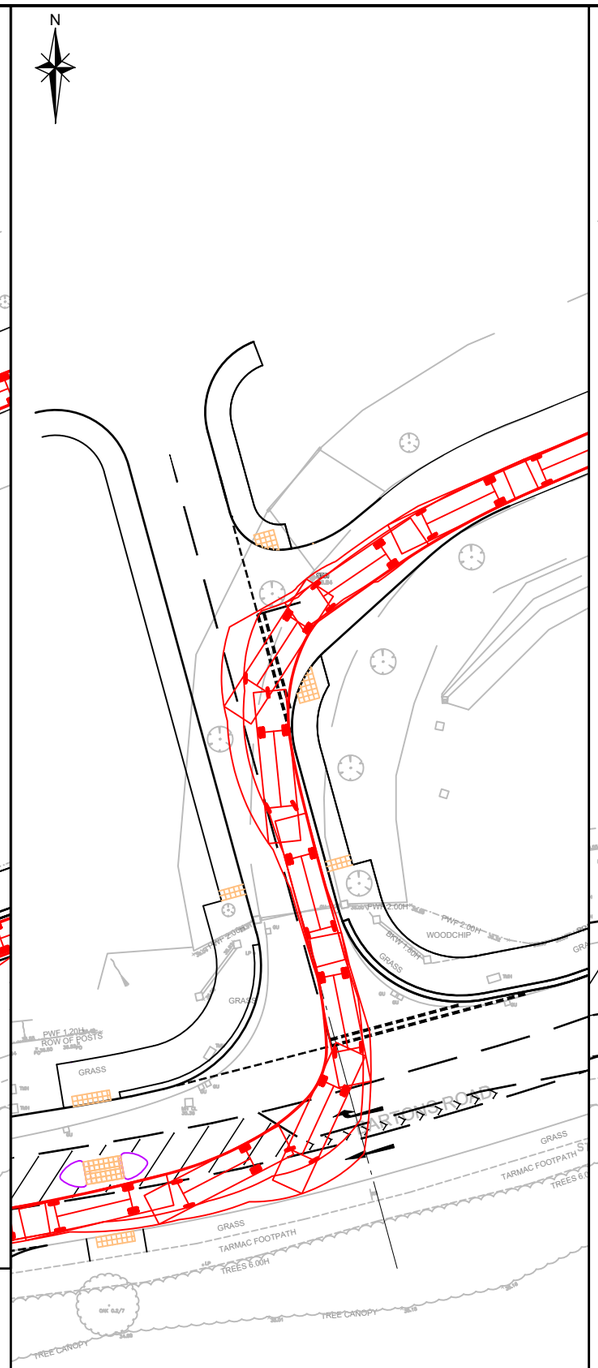
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1:500 @A3	May 2019	N/A
Drawn	**Checked**	**Approved**
DK	TSH	GAC
Job No	**Drawing No**	**Rev**
17-055	17-055-041	-



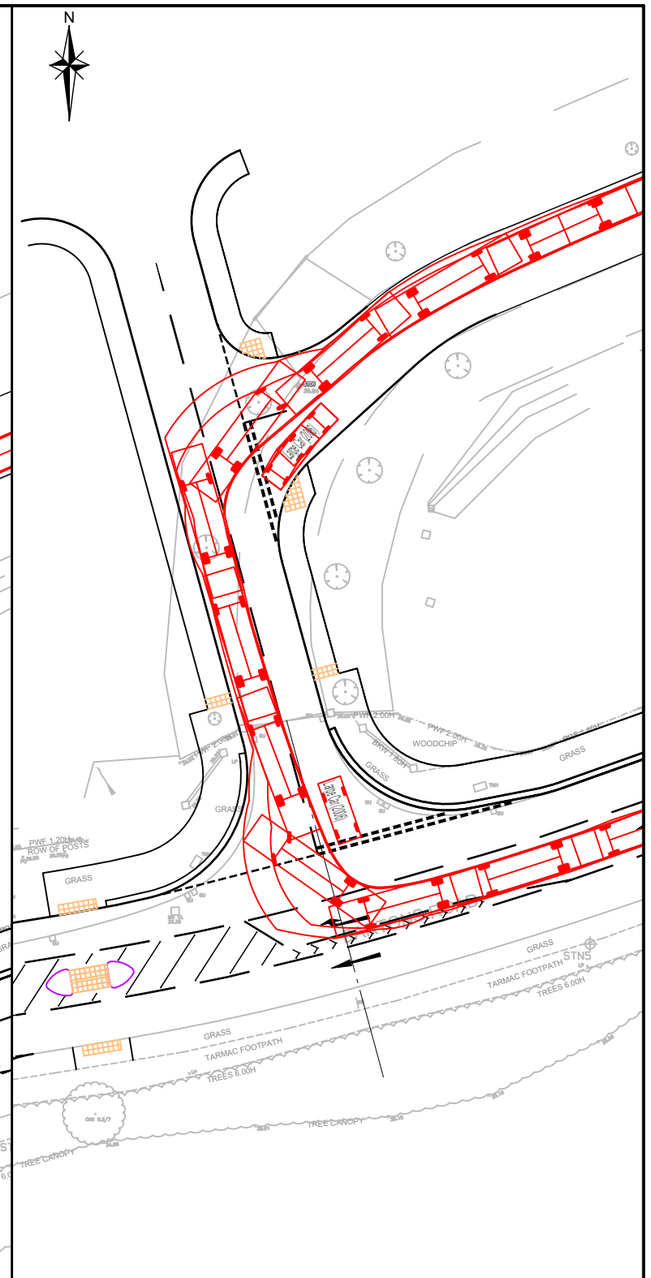
Left In
Scale 1:500



Left Out
Scale 1:500

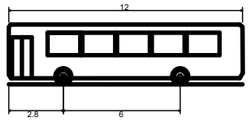


Right Out
Scale 1:500



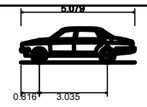
Right In
Scale 1:500

Vehicle Profile



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	10.771m

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

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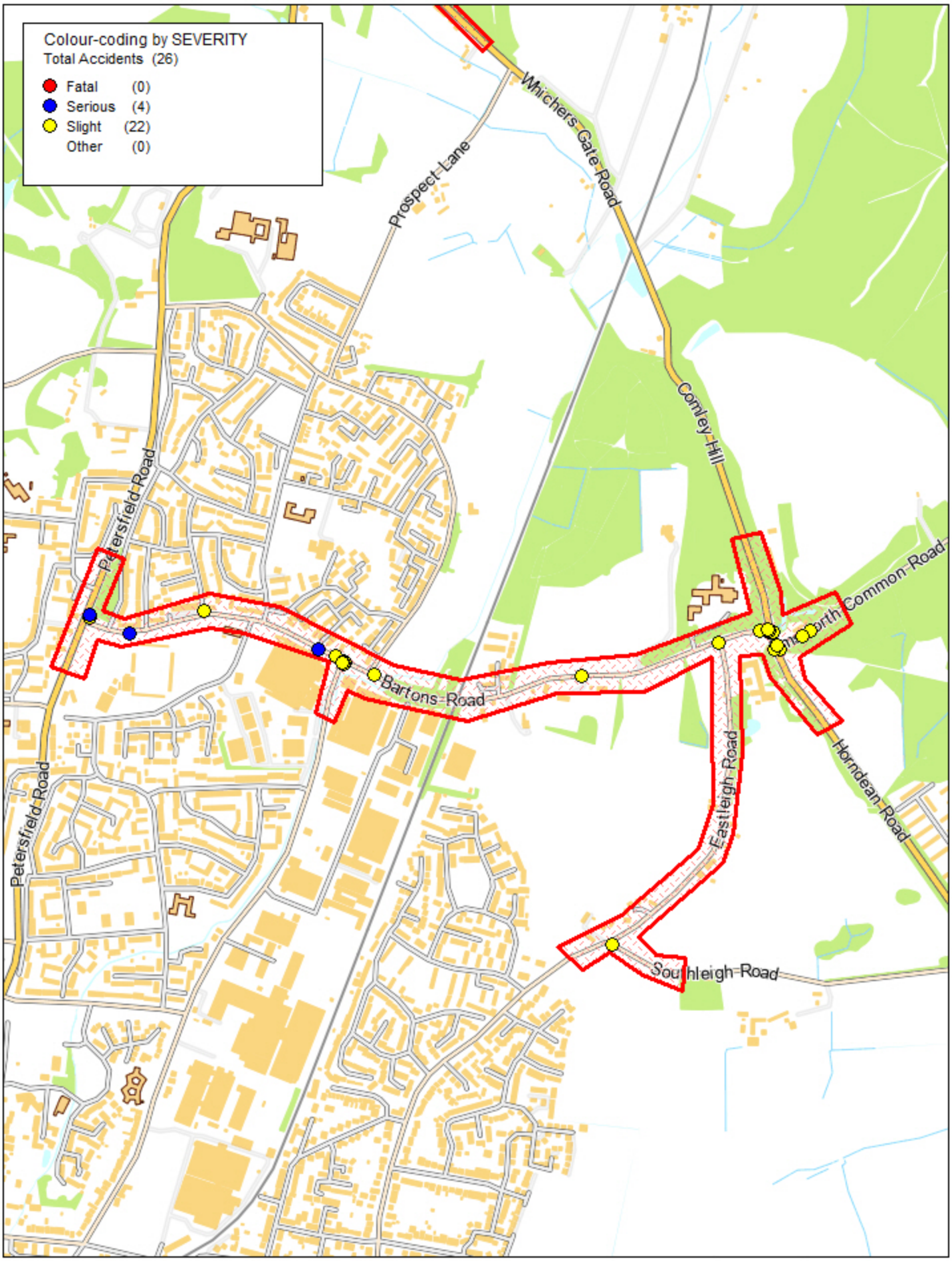
Job Title: Land West of Havant Crematorium, Bartons Road, Havant

Drawing Title: Swept Path Analysis (Standard Rigid Bus)

Client: White Farming Limited

Scale	Date	Designed
1:500 @A3	May 2019	PL
Drawn	**Checked**	**Approved**
DK	TSH	GAC
Job No	**Drawing No**	**Rev**
17-055	17-055-042	-

Appendix D Personal Injury Accident Data (01/01/14-31/12/18)



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Selected map area

SCALE	1 : 11810
DATE	23/04/2019
DRAWING No.	
DRAWN BY	

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

Selected Polygon:CS BARTONS ROAD

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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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/parke 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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
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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

44180138627 15/04/2018 Time 2002 Vehicles 2 Casualties 2 Slight
E:473754 N: 108072 First Road: B 2148 Road Type Dual 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:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG EMSWORTH COMMON ROAD TURNS RIGHT ONTO B2148 WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING SE ALONG B2148.
Occurred on B2148, HORNDEAN ROAD, AT JUNCTION WITH EMSWORTH COMMON ROAD, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from NE 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 71 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 55 Female 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 N 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 24 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

44180149559 23/04/2018 Time 1354 Vehicles 2 Casualties 1 Slight
E:473294 N: 107999 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive 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:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG BARTONS ROAD FAILS TO NOTICE VEH2 (CAR) IN FRONT WAITING TO TURN RIGHT INTO A DRIVEWAY AND COLLIDES WITH THE REAR.
Occurred on BARTONS ROAD, AT JUNCTION WITH ENTRACE TO HELMSLEY HOUSE, 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 56 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach 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

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

44180314134 19/08/2018 Time 1329 Vehicles 3 Casualties 1 Slight
E:472409 N: 108155 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:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG BARTONS ROAD TURNS LEFT INTO FORESTSIDE AVENUE AND COLLIDES WITH VEH2 (CAR) PARKED AND UNATTENDED ON THE OFFSIDE, PUSHING IT FORWARD INTO VEH3 CAR) PARKED AND UNATTENDED ON THE OFFSIDE. VEH1 MOUNTS VEH2.
Occurred on FORESTSIDE AVENUE, AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from SW to N No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Cleared junction or waiting/parke 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 applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 Male Driver/rider Severity: Slight
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 Cleared junction or waiting/parke 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

Vehicle Reference 3 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 Cleared junction or waiting/parke 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 **01/01/2014** **and** **31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

44180382331 10/10/2018 Time 2221 Vehicles 2 Casualties 1 Slight
E:473734 N: 108110 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:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG BARTONS ROAD TURNS RIGHT ONTO B2148 HORNDEAN ROAD WITHOUT GIIVNG WAY TO VEH2 (P/CYCLE) TRAVELLING NW ALONG B2148 HORNDEAN ROAD.
Occurred on B2148 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 Offside 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 Not requested
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 24 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates **01/01/2014 and 31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BARTONS ROAD")

Notes:

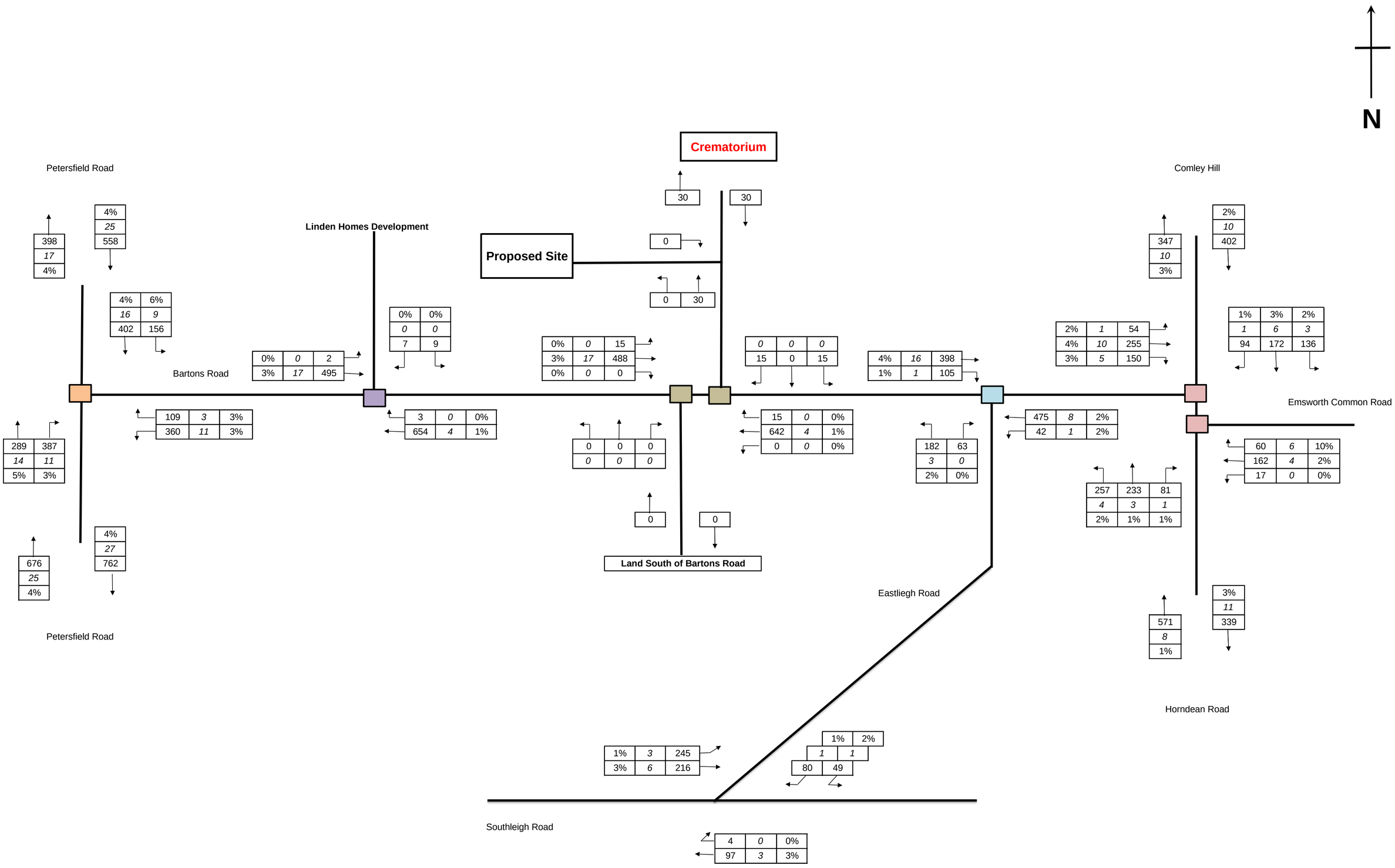
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	17	19
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	2	4	6
Horses & other	0	0	0	0
Total	0	4	22	26

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	16	18
Passenger	0	0	4	4
Motorcycle rider	0	0	1	1
Cyclist	0	2	4	6
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	4	26	30

Appendix E Traffic Flow Figures



Notes:

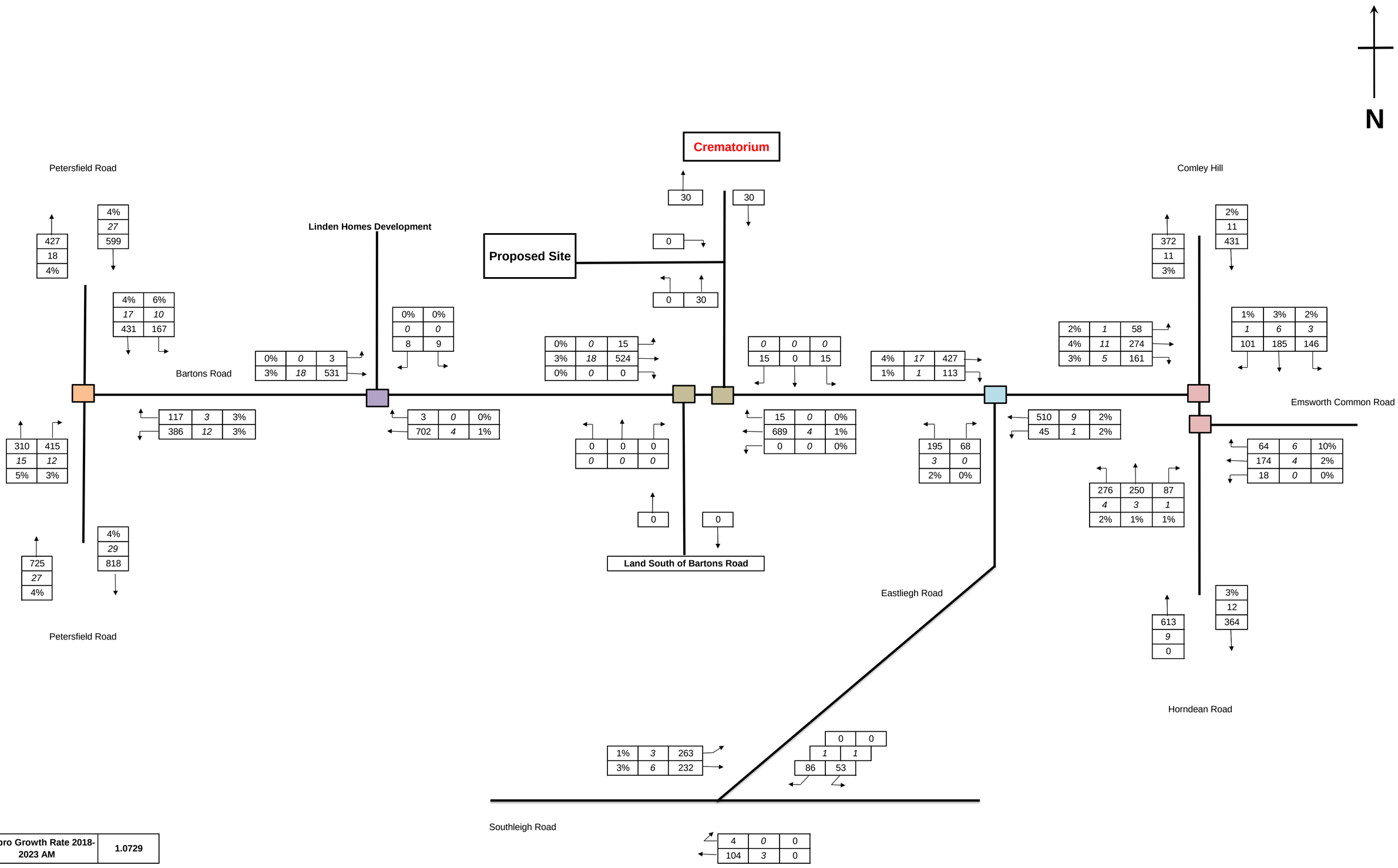
0	Total vehicles
0	HGV
0%	HGV %

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: **08/04/2019**

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Tempro Growth Rate 2018-2023 AM	1.0729

Notes:

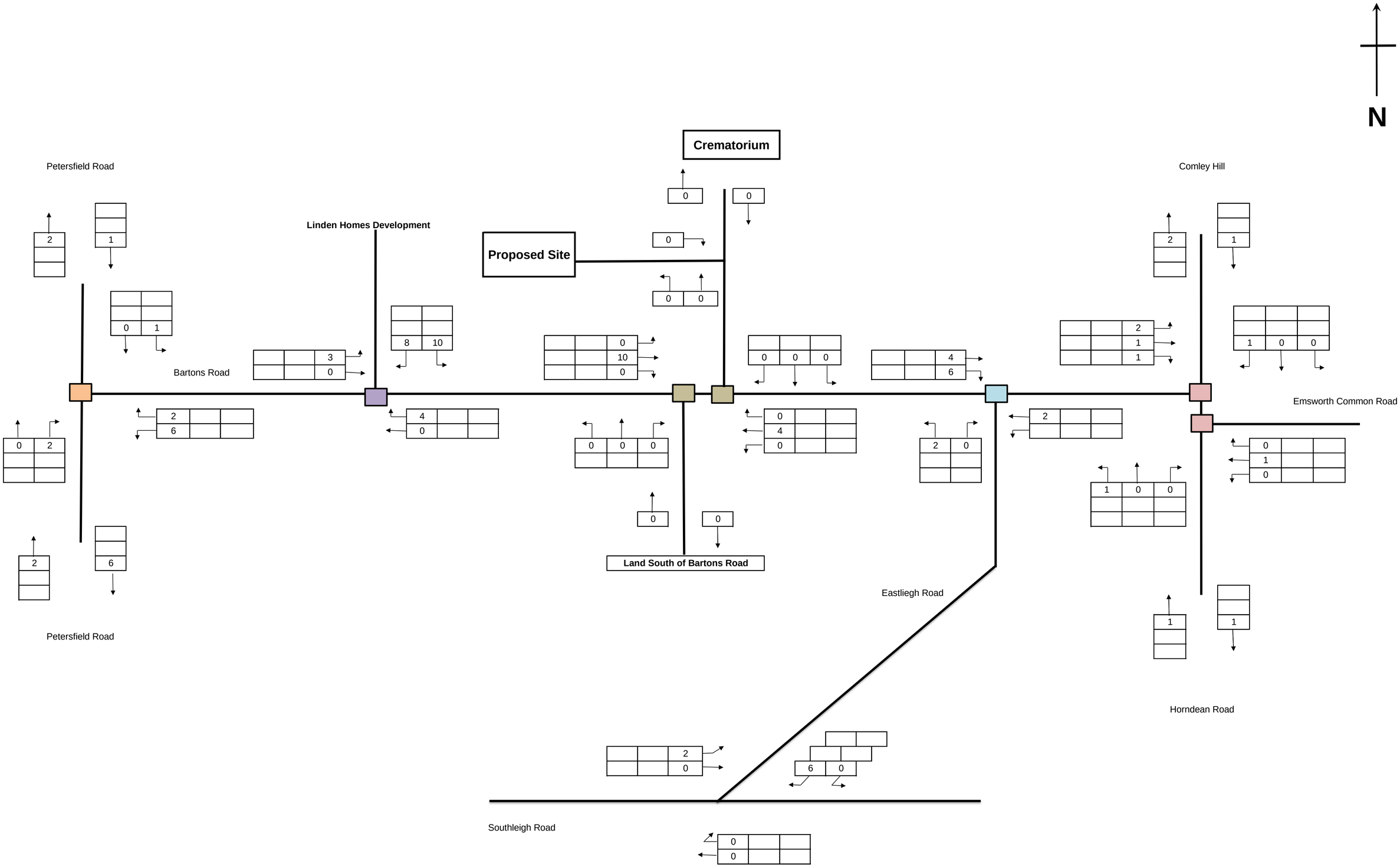
0	Total vehicles
0	HGV
0%	HGV %

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: **08/04/2019**

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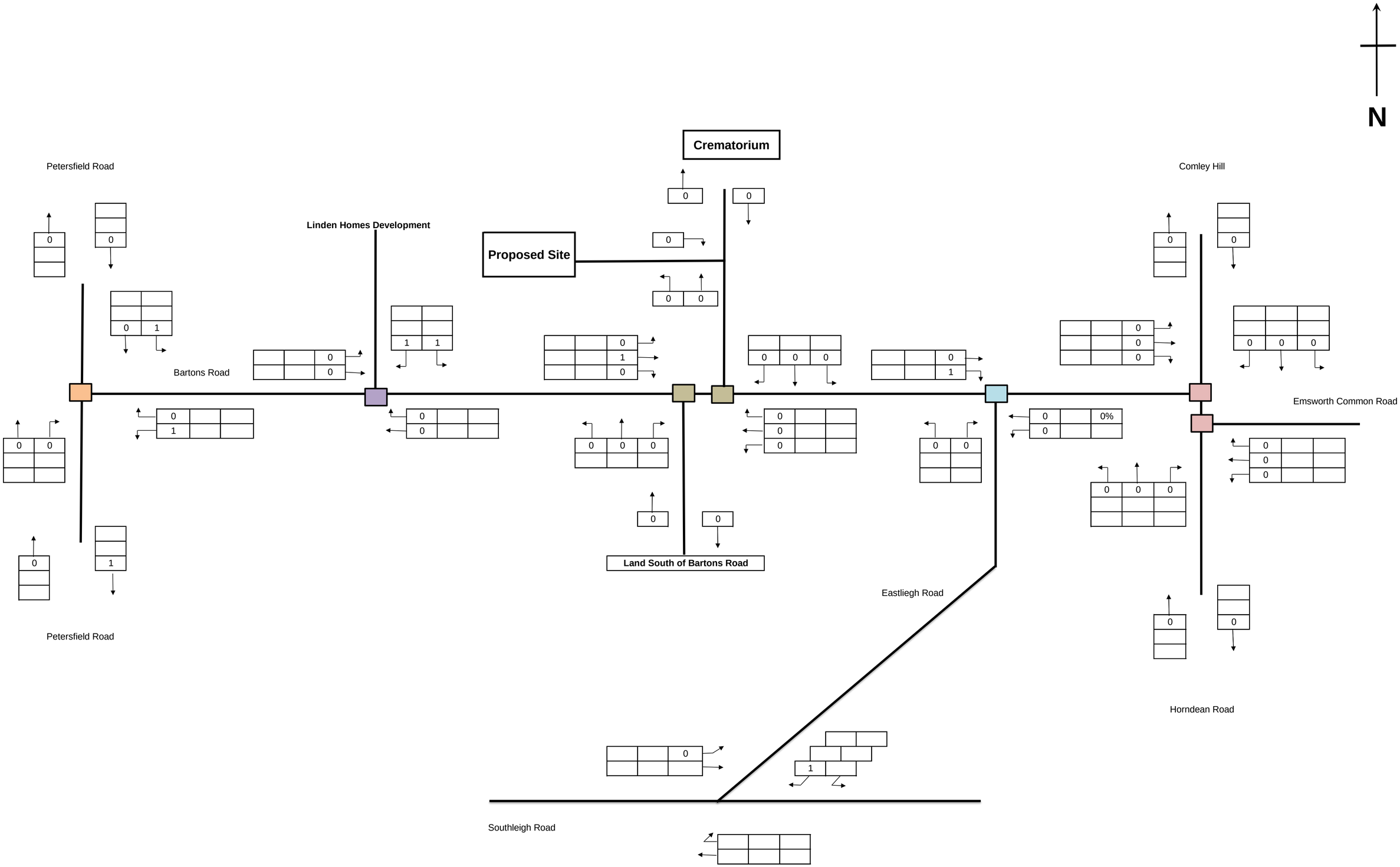
Notes:

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: **08/04/2019**

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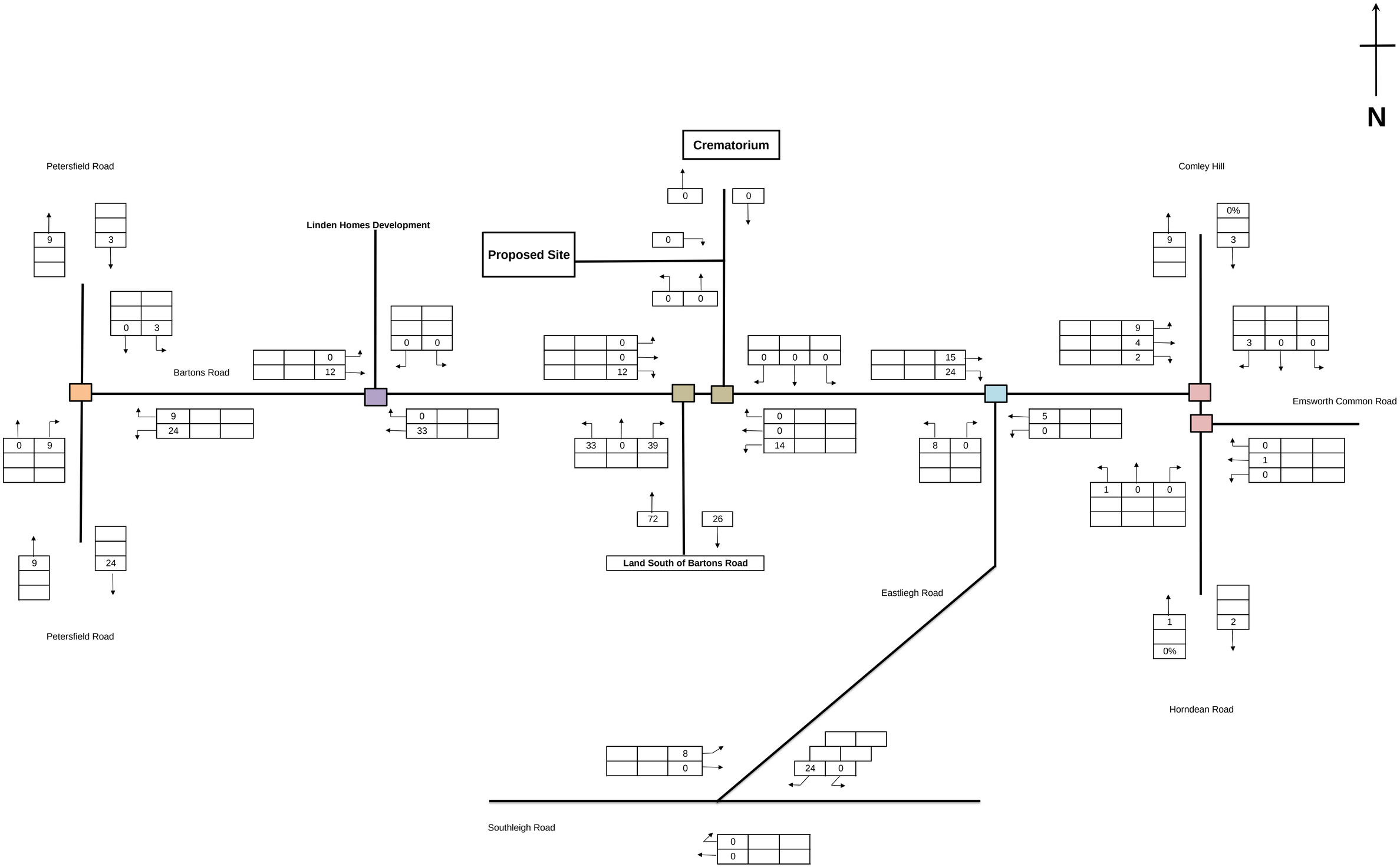
Notes:

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: **08/04/2019**

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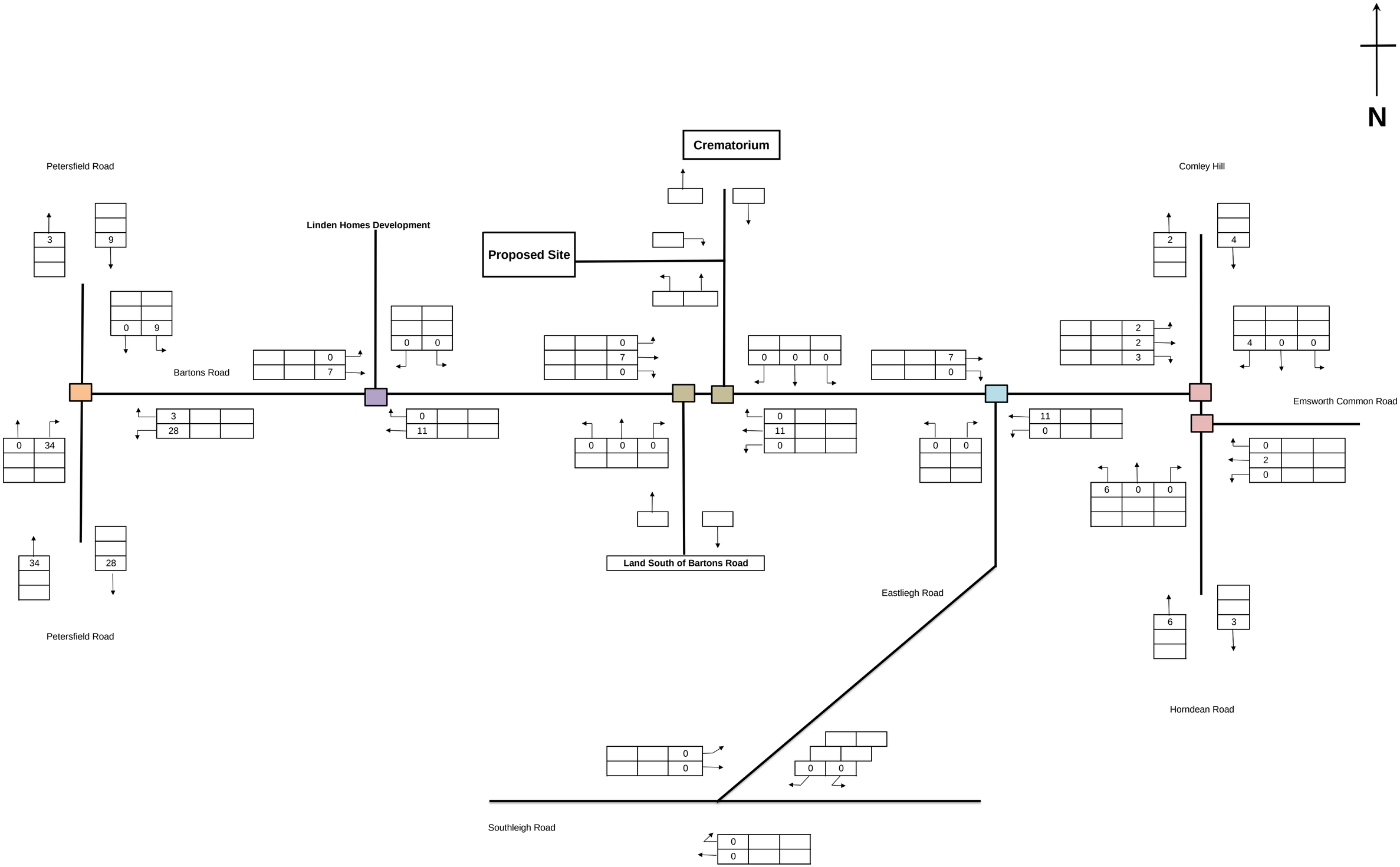
Notes:

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: **08/04/2019**

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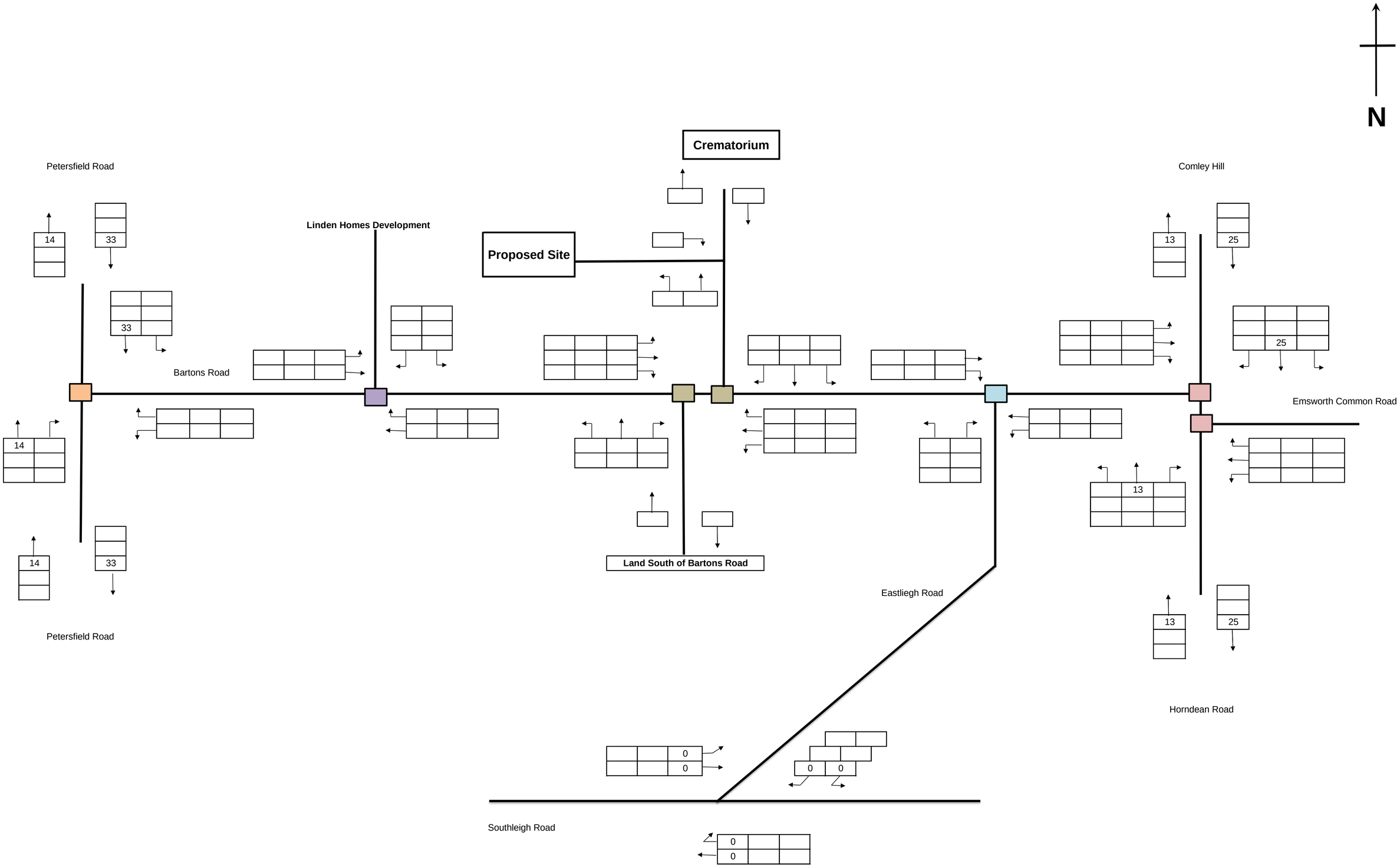
Notes:

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: Committed Colt International Flows AM Peak**		Date: **08/04/2019**

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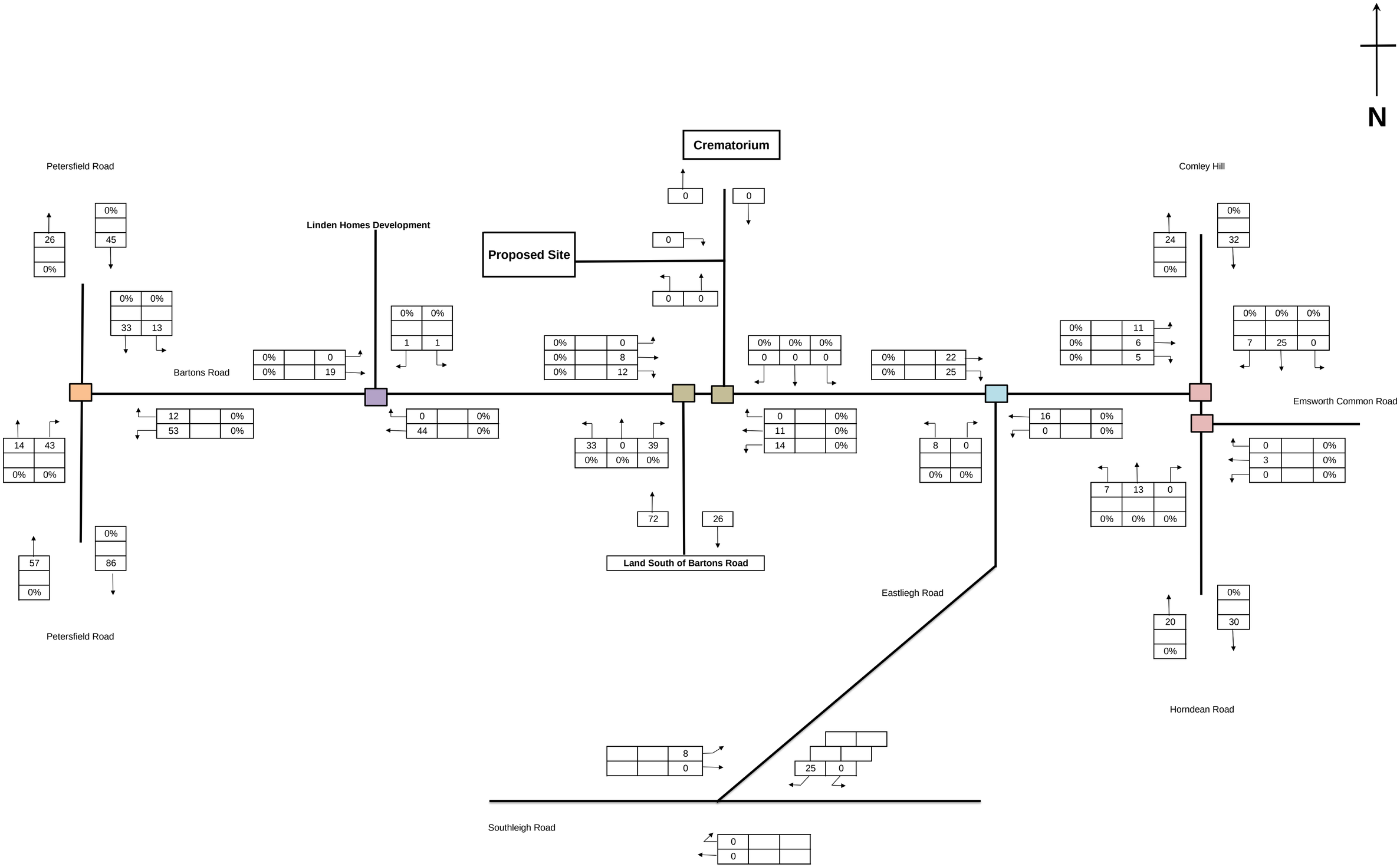
Notes:

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: **07: Committed Land East of Horndean Flows AM Peak**	Date: **08/04/2019**

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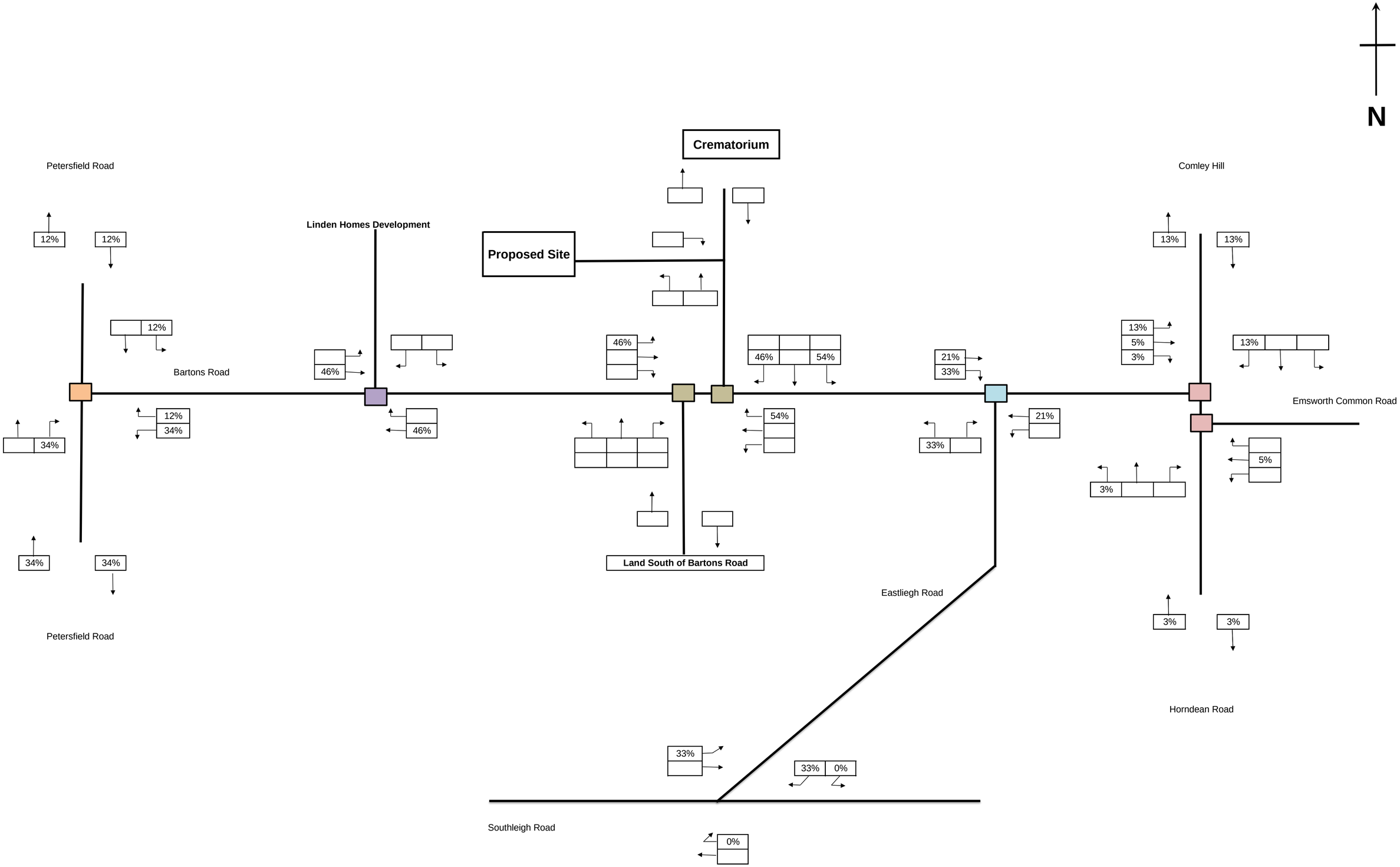
Notes:

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: Total Committed Development Flows AM Peak**	Date: **08/04/2019**

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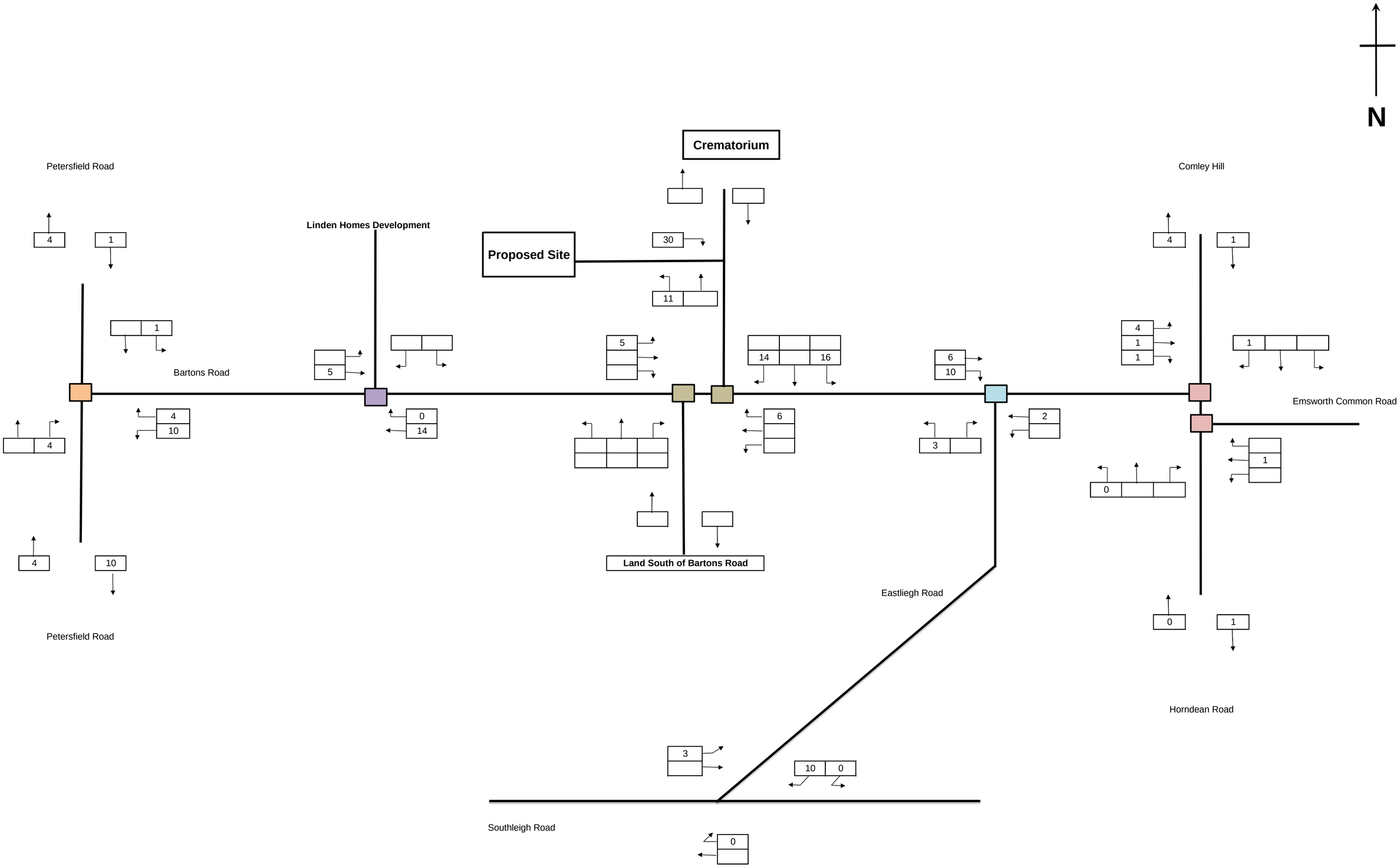
Notes:

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: **09: Proposed Development Distribution AM Peak**		Date: **08/04/2019**

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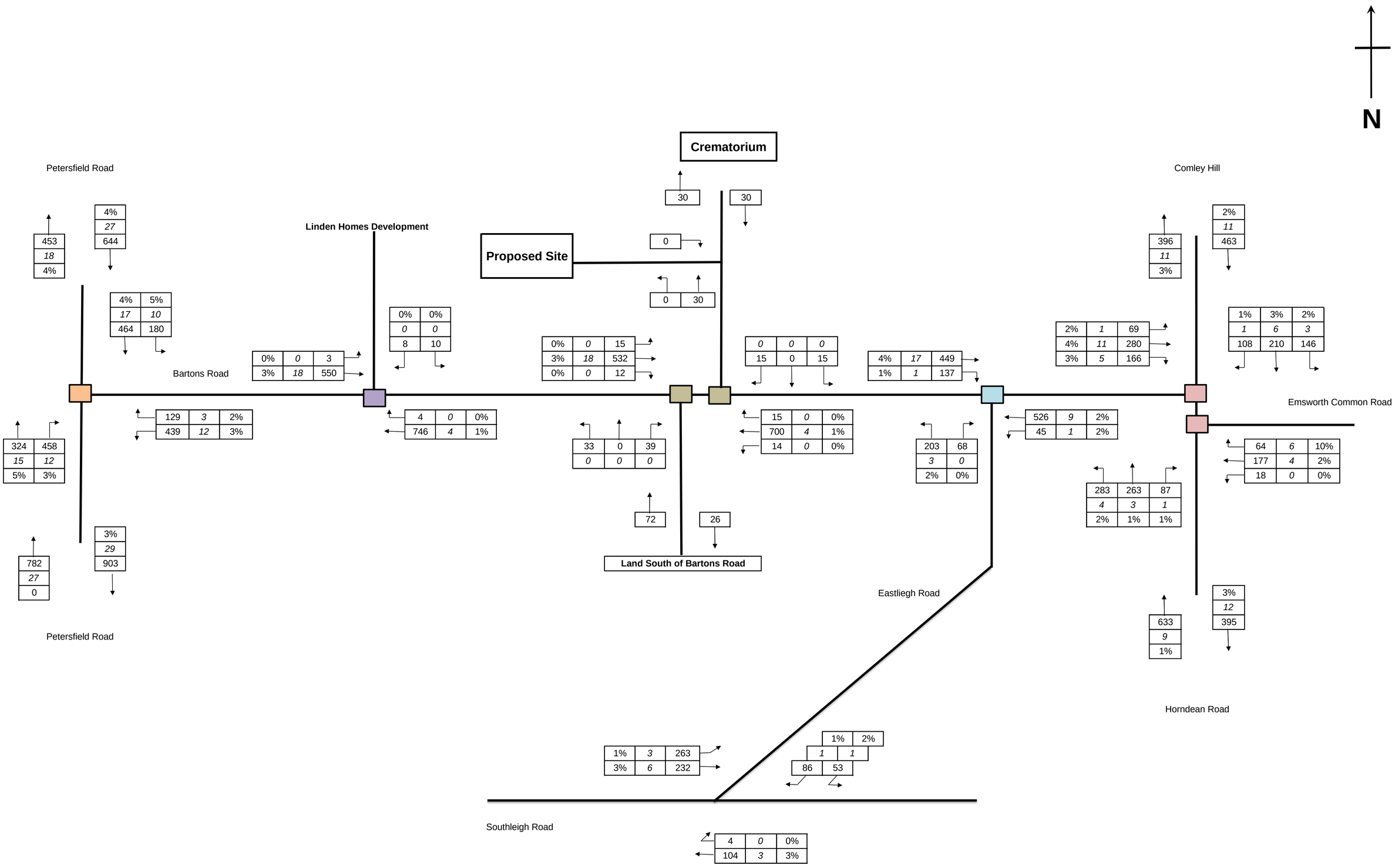
Notes:

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: **10: Proposed Development 72 Units Flows AM Peak**		Date: **08/04/2019**

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Notes:

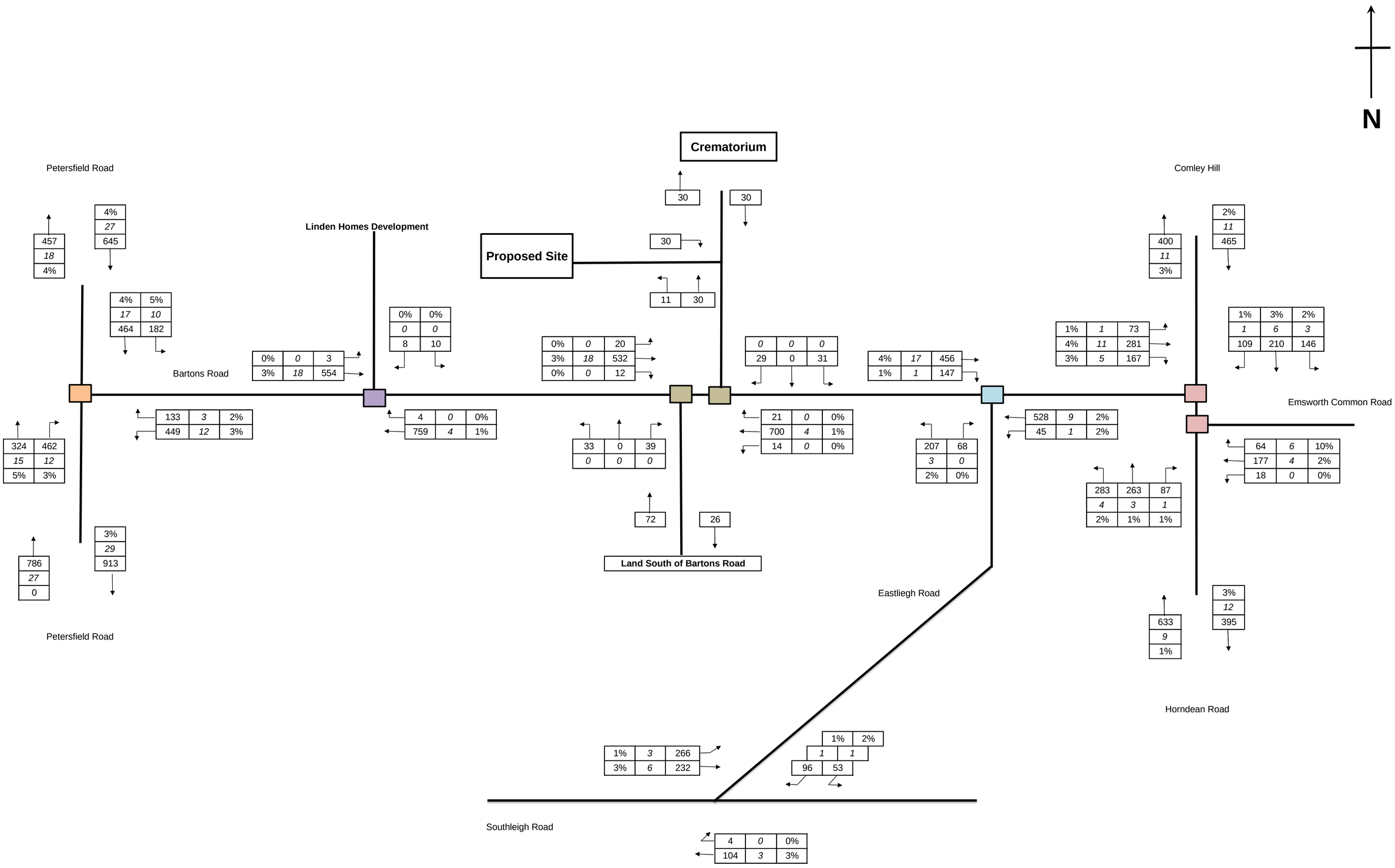
0	Total vehicles
0	HGV
0%	HGV %

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: **11: 2023 + Committed Flows AM Peak**	Date: **08/04/2019**

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Notes:

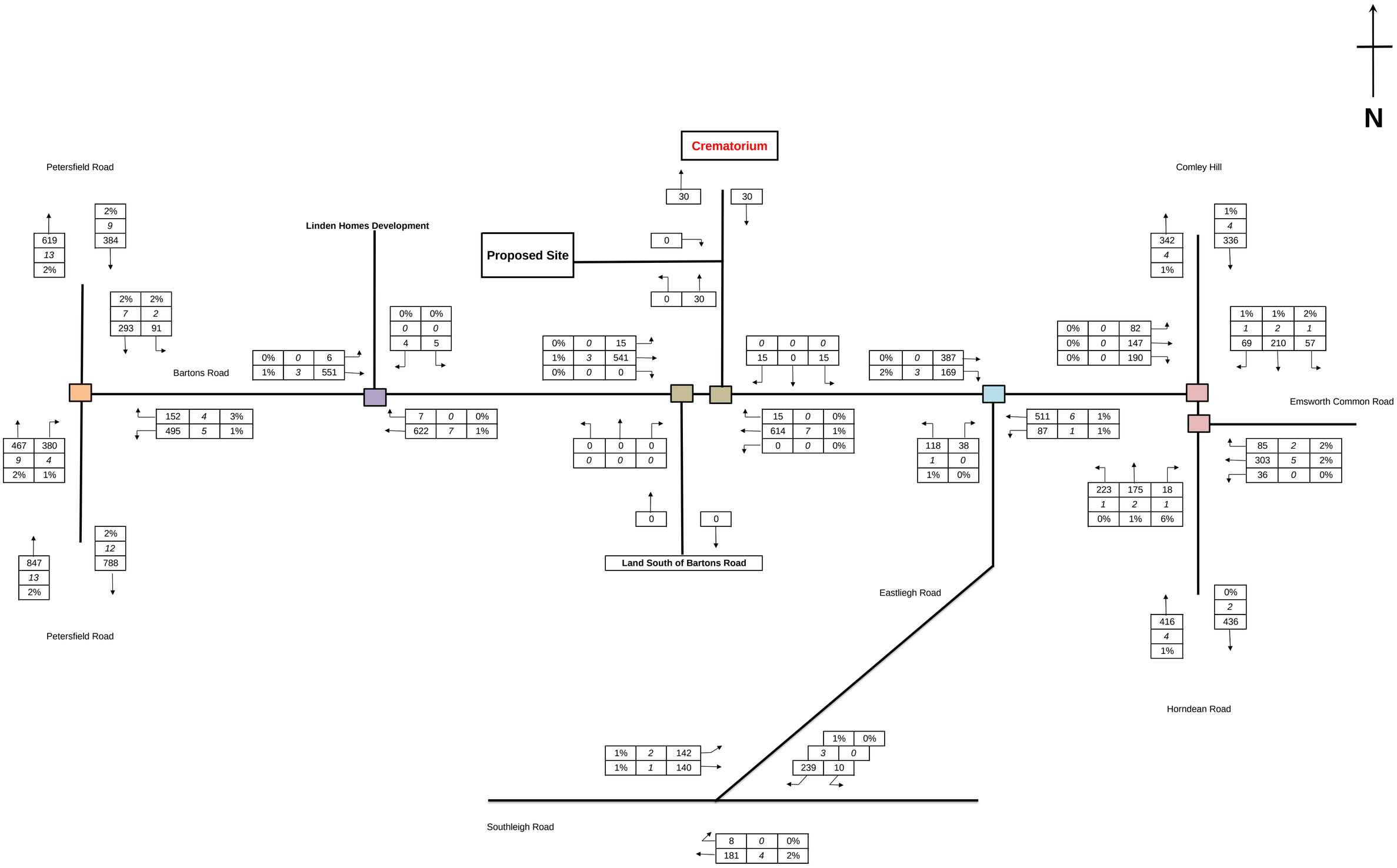
0	Total vehicles
0	HGV
0%	HGV %

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: **12: 2023 + Committed + Development Flows 72 Units AM Peak**	Date: **08/04/2019**

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Notes:

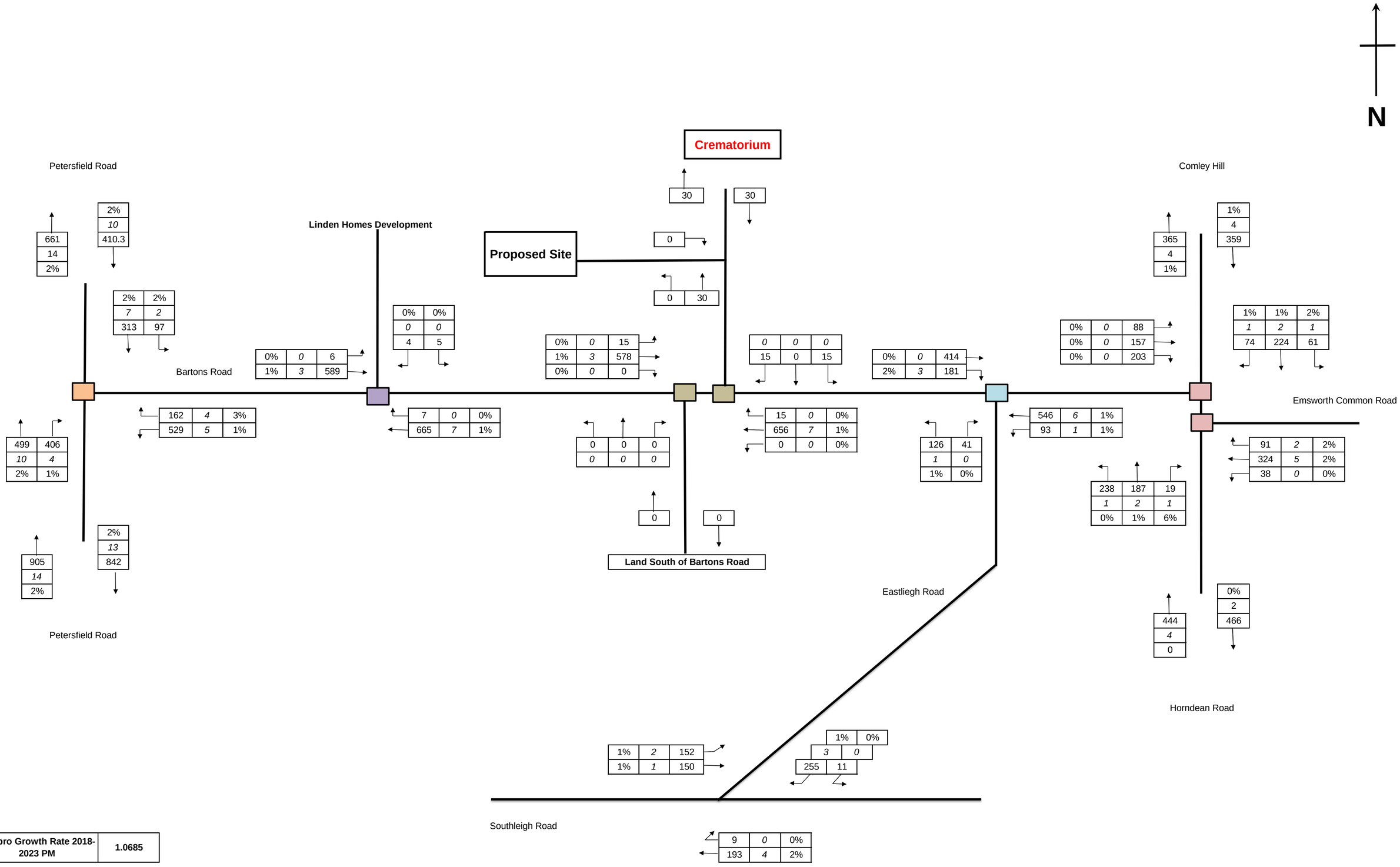
0	Total vehicles
0	HGV
0%	HGV %

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: **13. 2018 Flows PM Peak**	Date: **08/04/2019**

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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

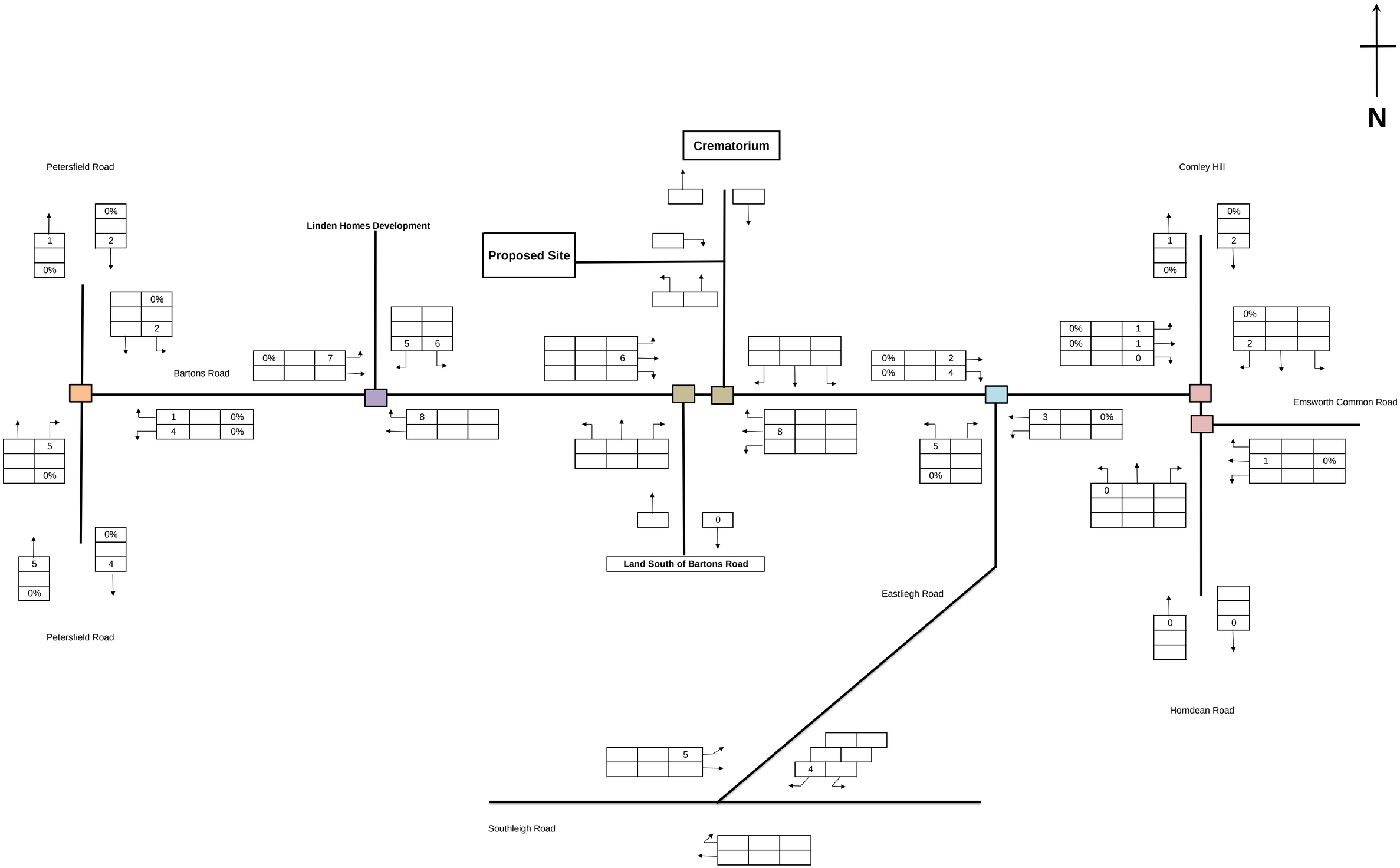
Job Title: **Land West of the Havant Crematorium Bartons Road, Havant**

Job No: **17-055**

Traffic Figure: **14. 2023 Flows PM Peak**

Date: **08/04/2019**

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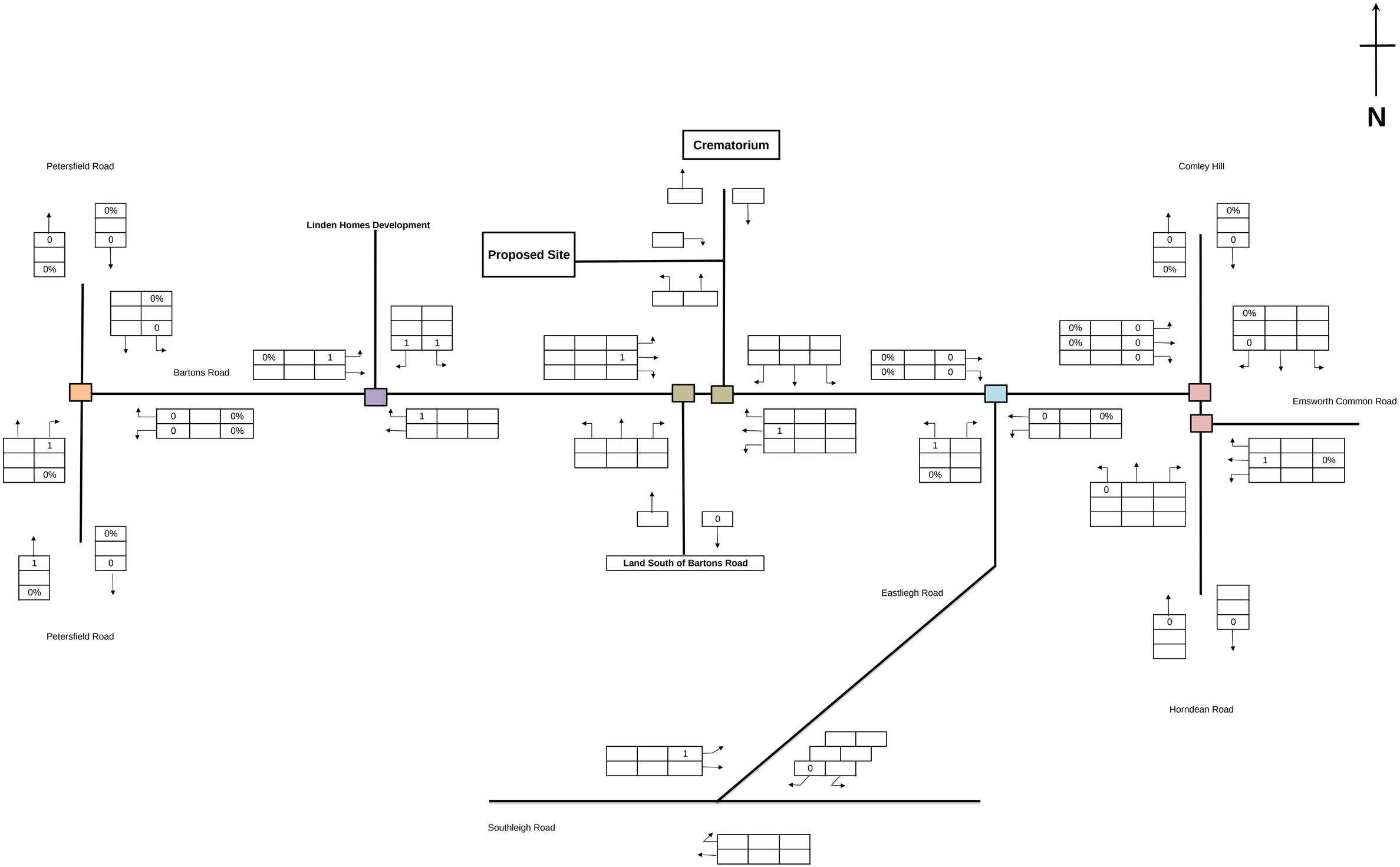
Notes:

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 Linden Homes Flows PM Peak**	Date: **08/04/2019**

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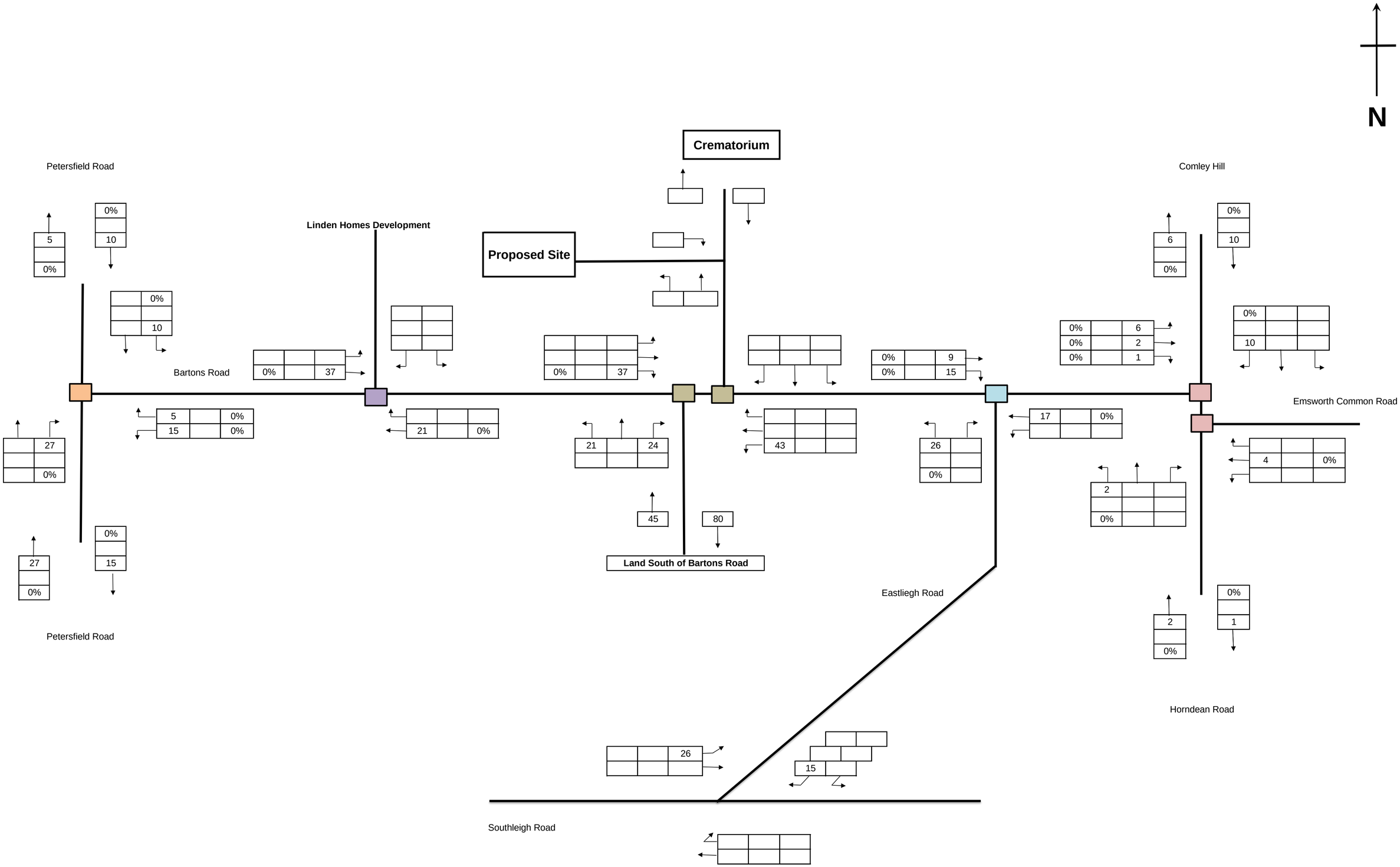
Notes:

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. Committed Linden Homes Flows (10%) PM Peak**	Date: **08/04/2019**

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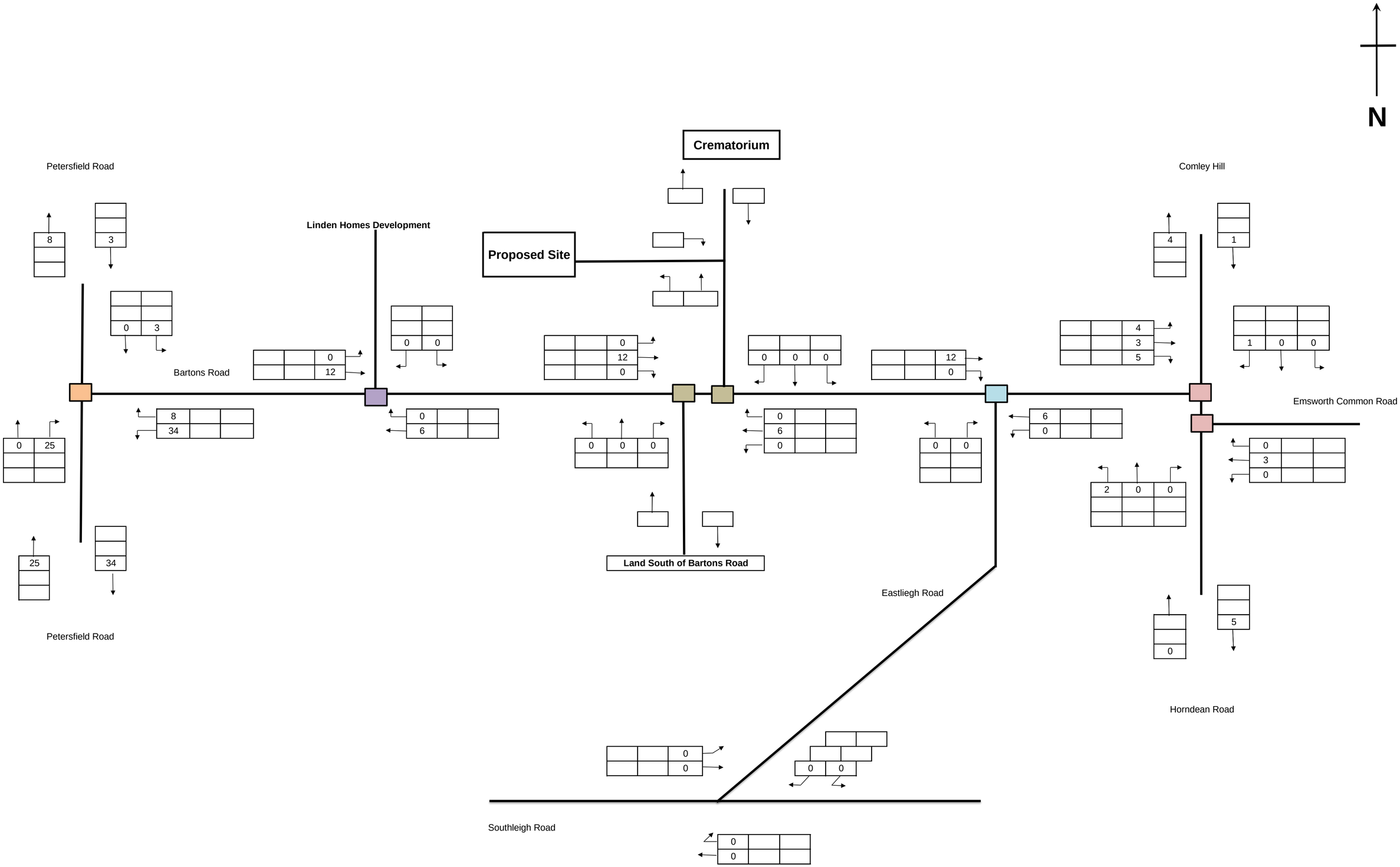
Notes:

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: **17. Committed Land South of Bartons Road Flows PM Peak**	Date: **08/04/2019**

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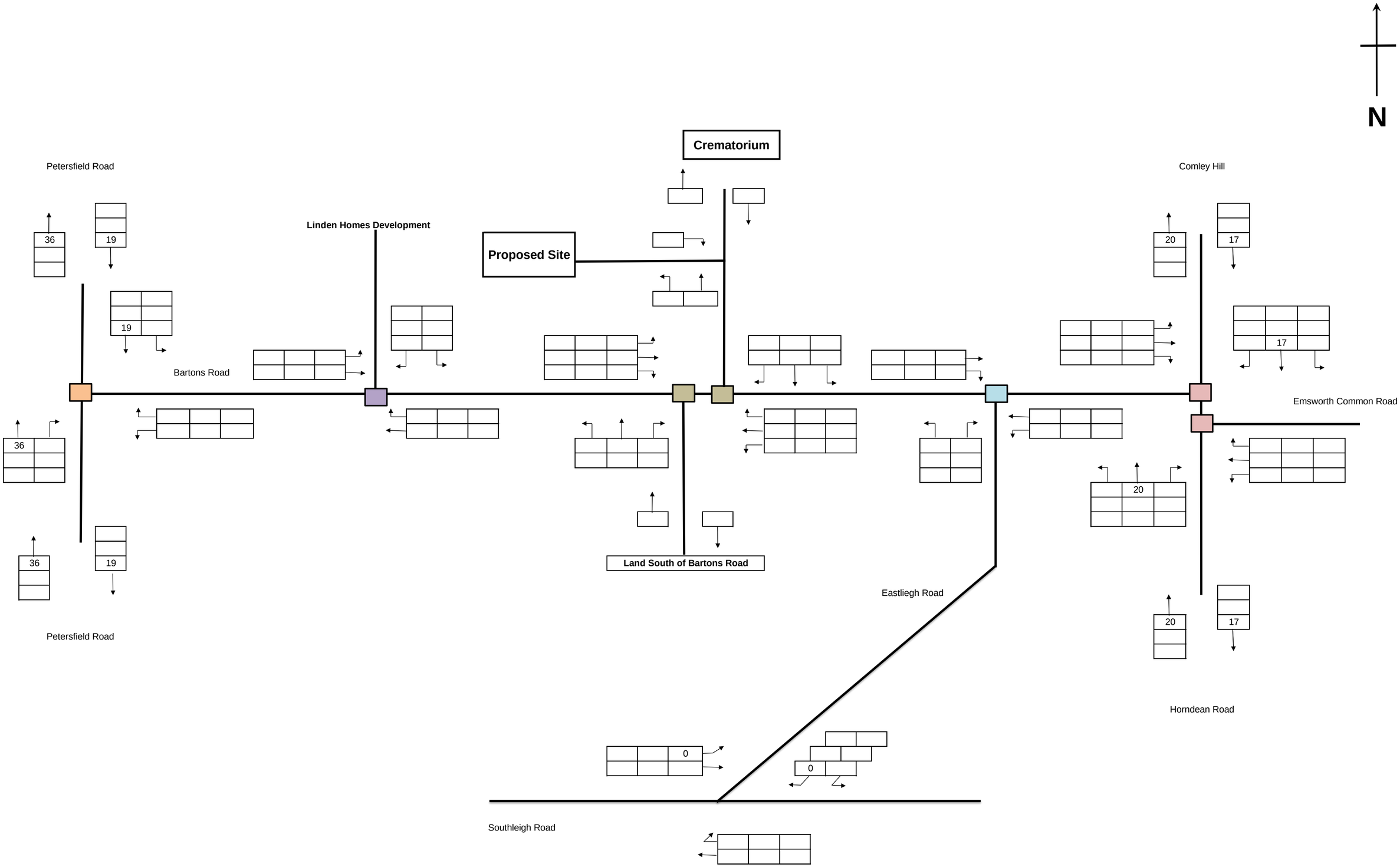
Notes:

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. Committed Colt International Flows PM Peak**	Date: **08/04/2019**

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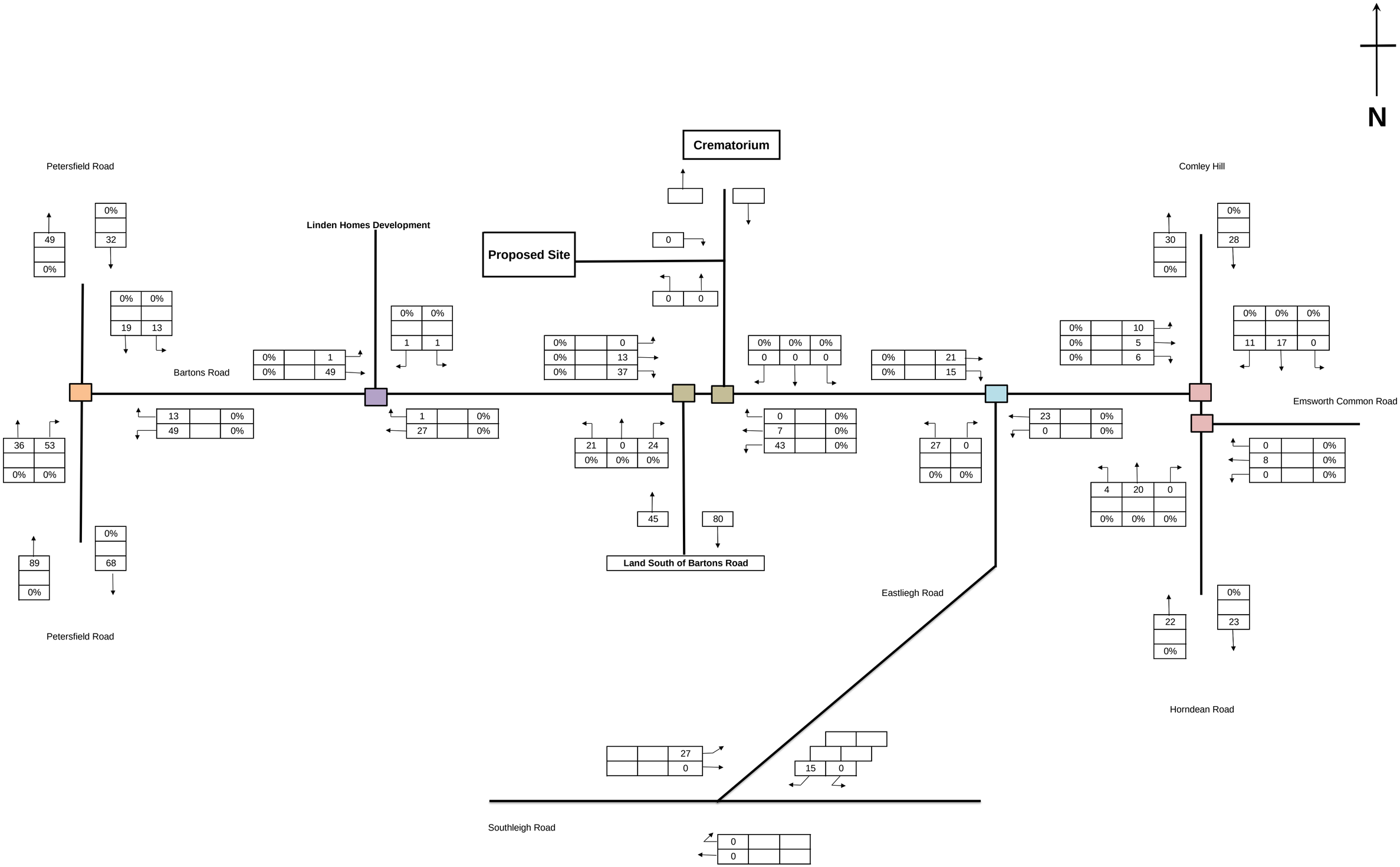
Notes:

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: **19. Committed Land East of Horndean Flows PM Peak**		Date: **08/04/2019**

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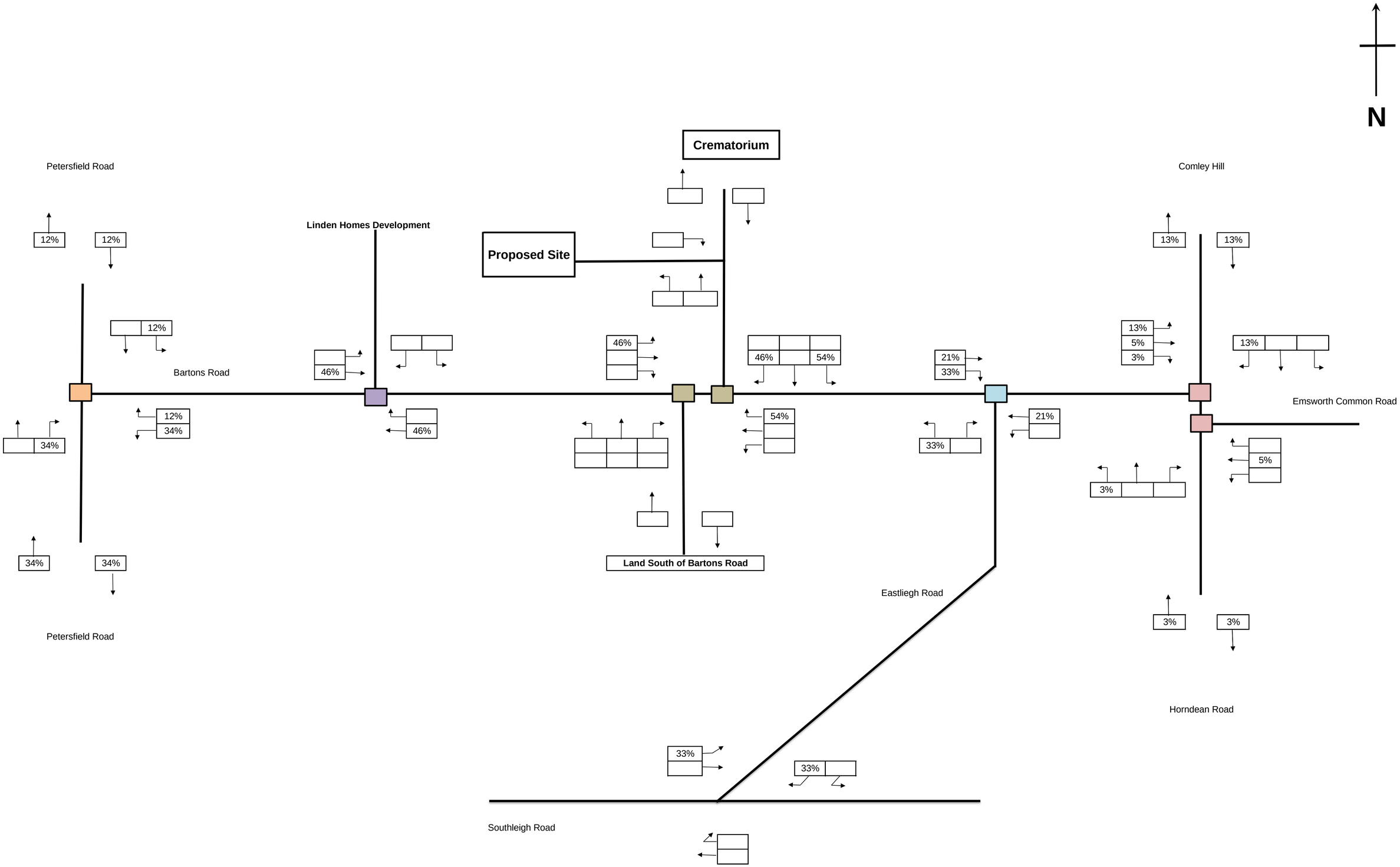
Notes:

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: **20. Total Committed Development Flows PM Peak**	Date: **08/04/2019**

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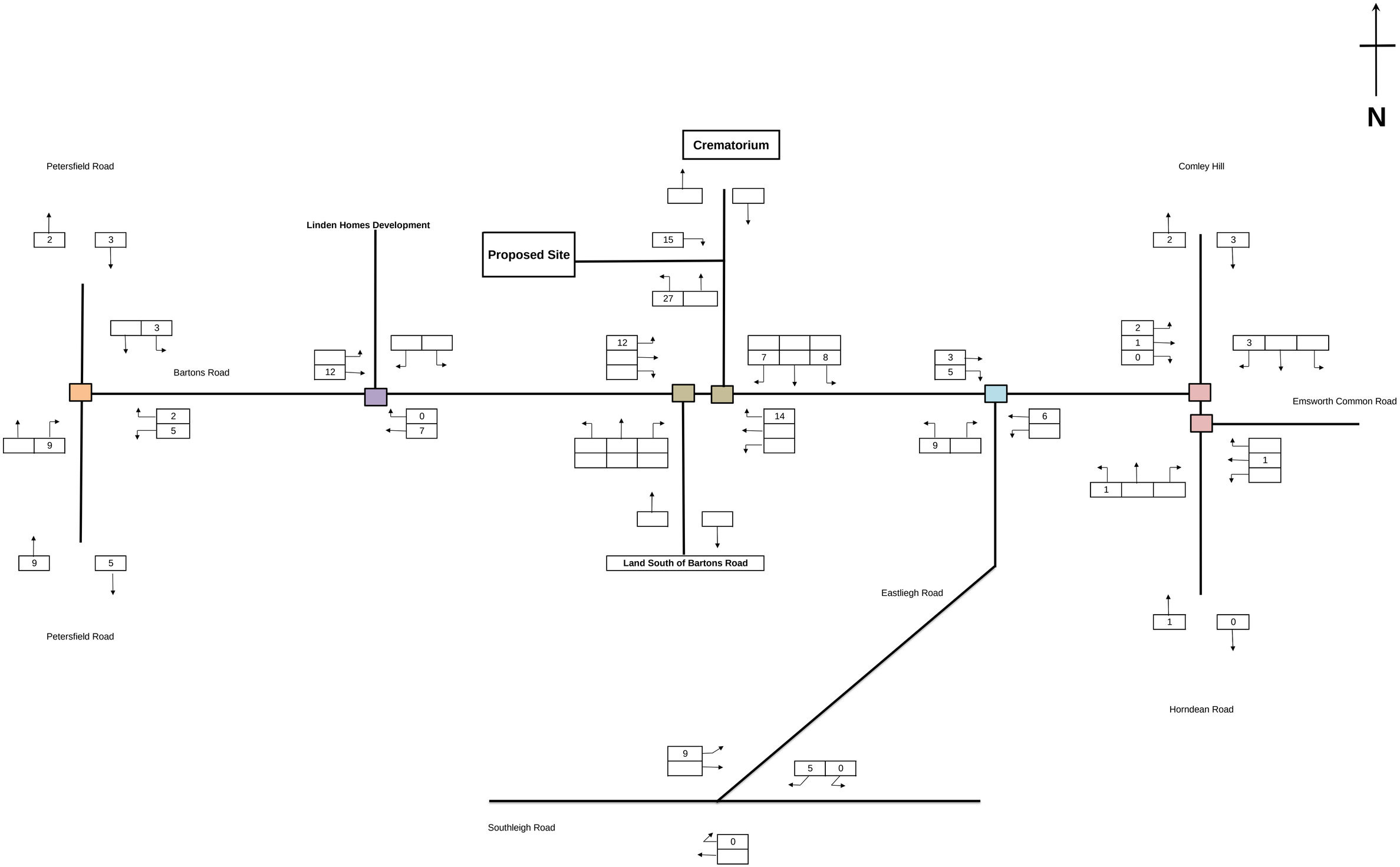
Notes:

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: **21. Proposed Development Distribution PM Peak**		Date: **08/04/2019**

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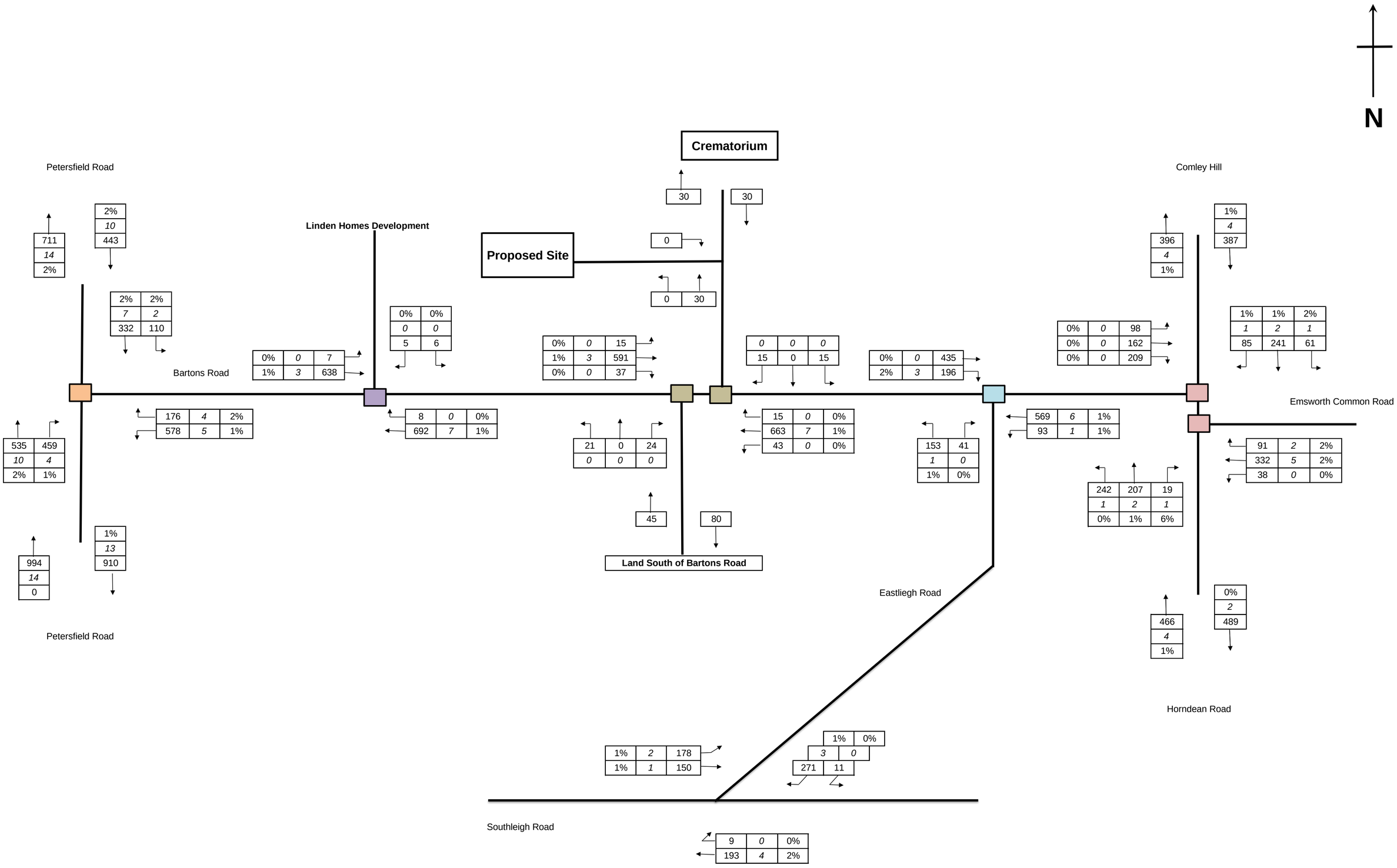
Notes:

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: **22. Proposed Development Flows 72 Units PM Peak**	Date: **08/04/2019**

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Notes:

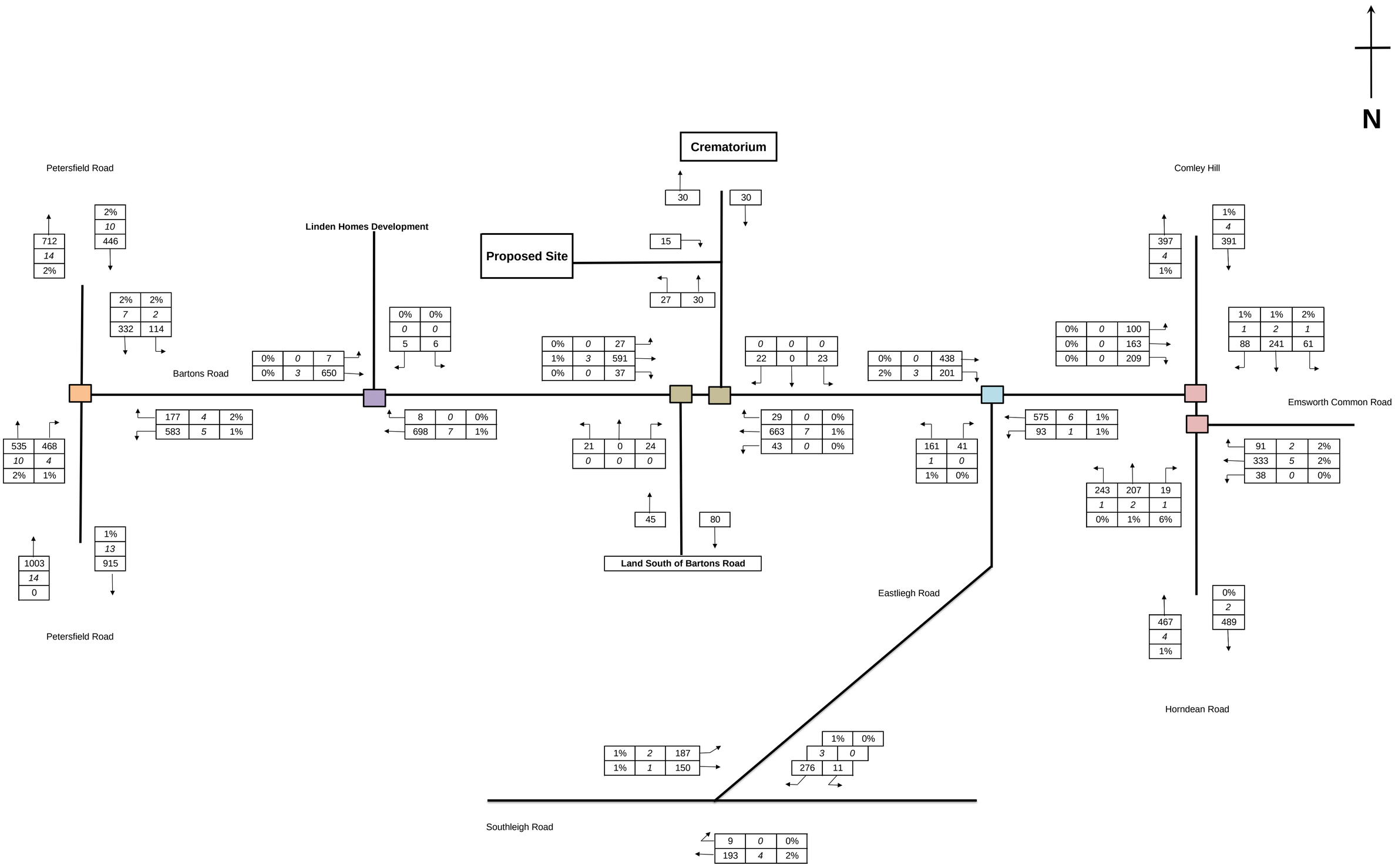
0	Total vehicles
0	HGV
0%	HGV %

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: **23. 2023 + Committed Flows PM Peak**	Date: **08/04/2019**

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Notes:

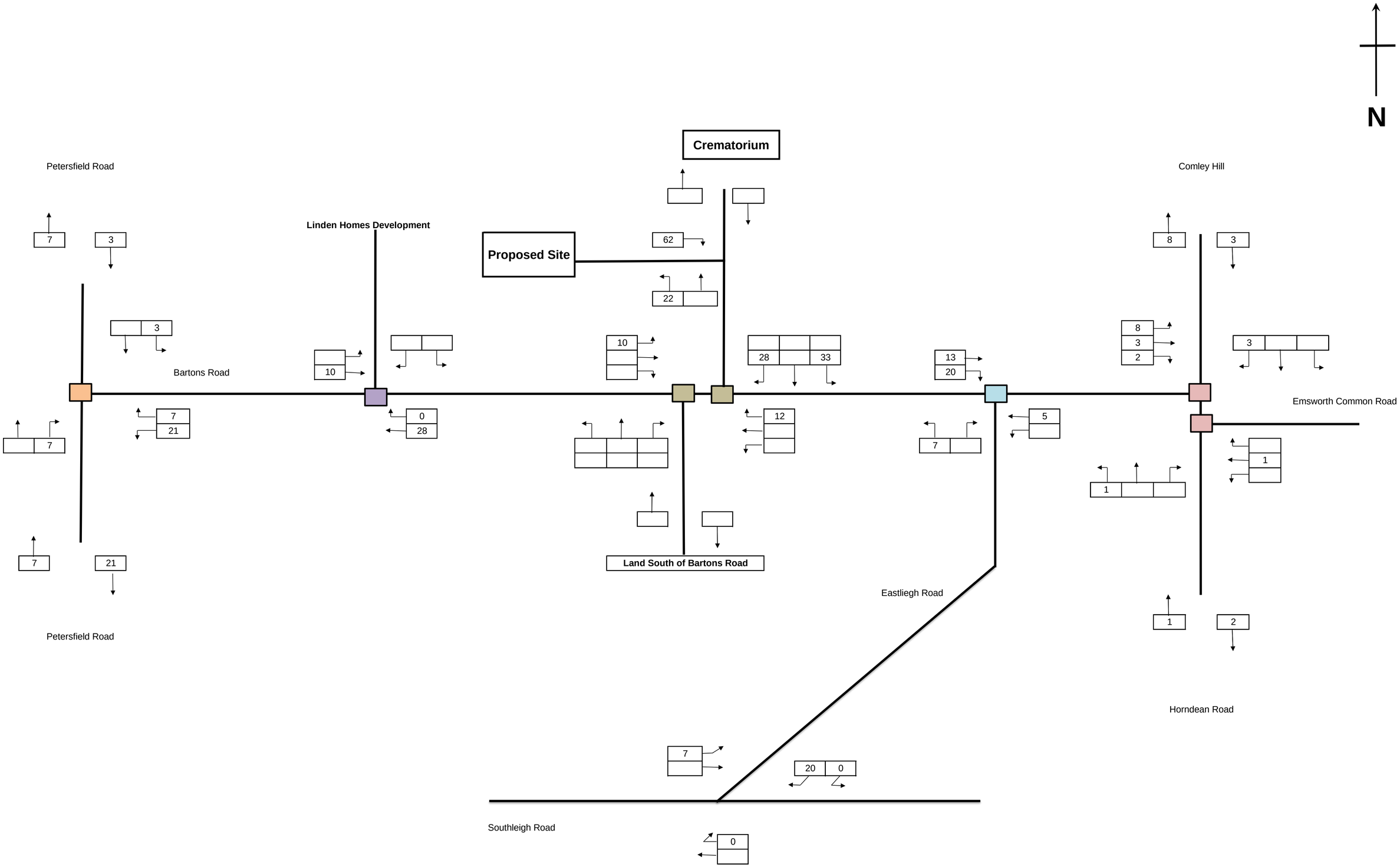
0	Total vehicles
0	HGV
0%	HGV %

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: **24. 2023 + Committed + Development 72 Units Flows PM Peak**	Date: **08/04/2019**

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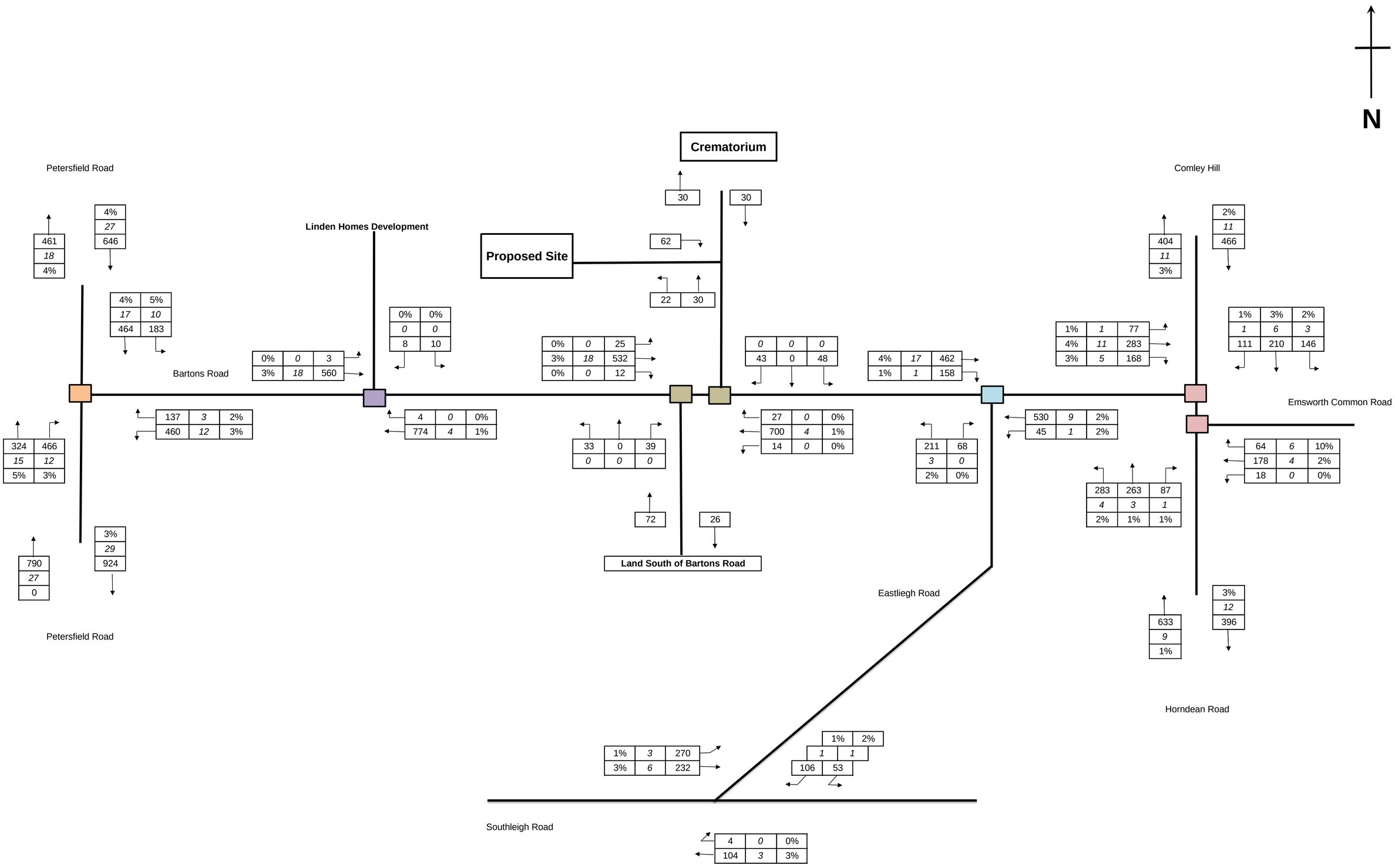
Notes:

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: **25: Potential Development 150 Units Flows AM Peak**		Date: **08/04/2019**

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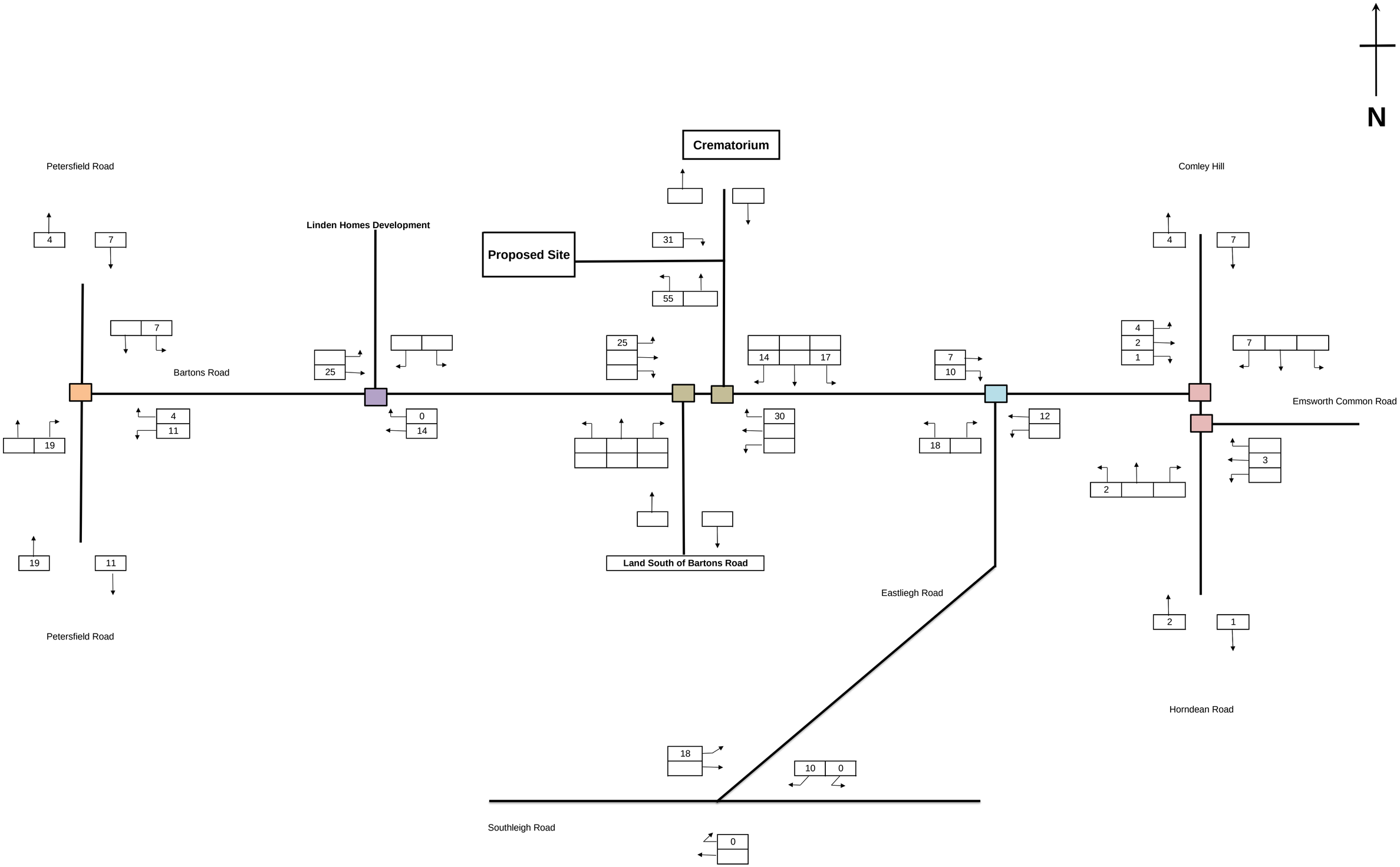
Notes:

0	Total vehicles
0	HGV
0%	HGV %

Not to Scale
Not all Roads and Routes are Shown

AM Peak 0745 - 0845

Job Title: **Land West of the Havant Crematorium Bartons Road, Havant**	Job No: **17-055**	C&A Consulting Engineers Ltd 'optimising development potential'
Traffic Figure: **26: 2023 + Committed + Development 150 Units Flows AM Peak**	Date: **08/04/2019**	Landmark House, Station Road, Hook, Hampshire RG27 9HA



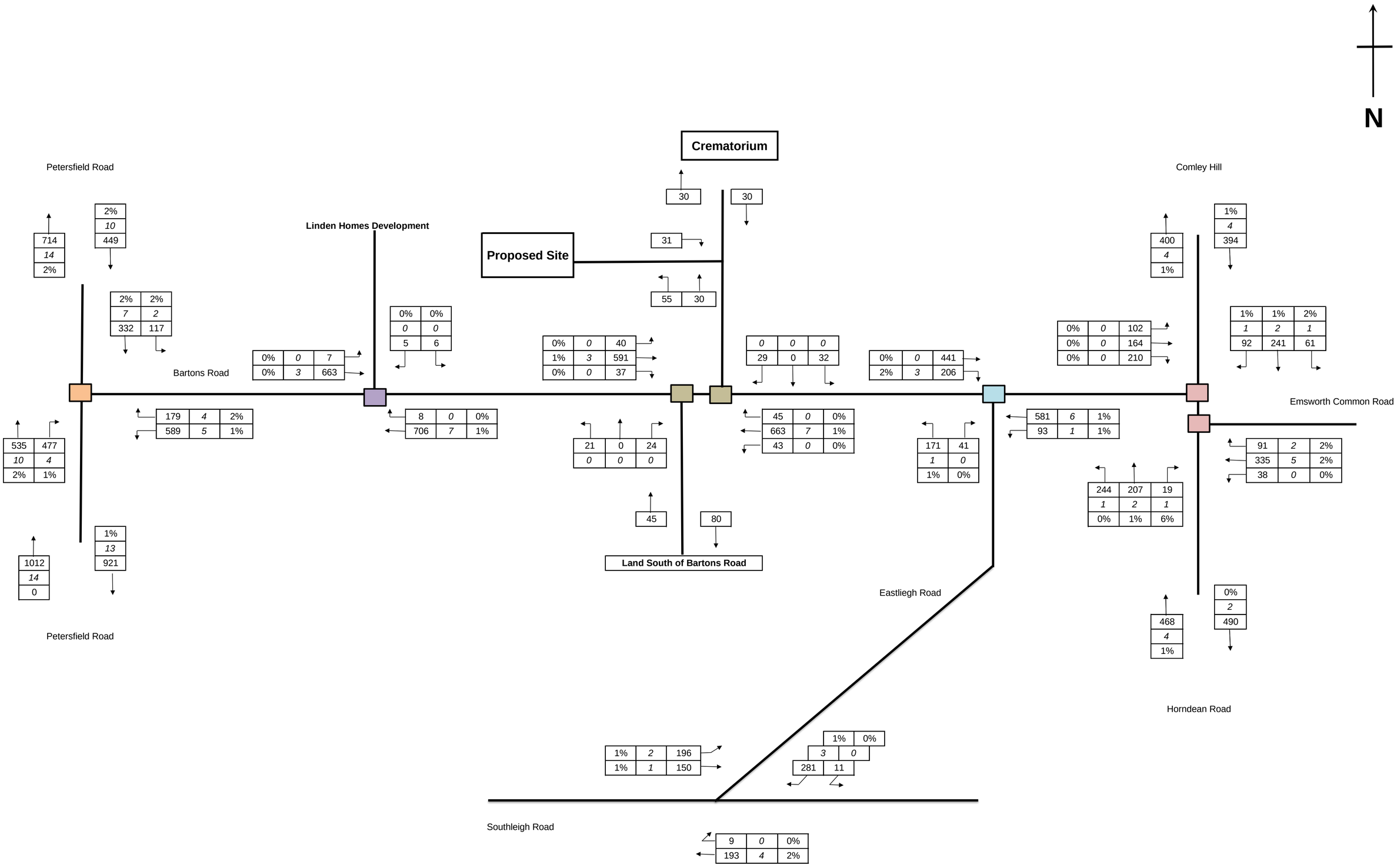
Notes:

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: **27. Potential Development 150 Units Flows PM Peak**		Date: **08/04/2019**

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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: **24. 2023 + Committed + Development 150 Units Flows PM Peak**	Date: **08/04/2019**

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Appendix F PICADY and LinSig Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Site Access - Land South Barton Road Junction.j9
Path: P:\17-055 Camp Field Bartons Rd Havant\Trans\Picady\2019-04-11 Revised Assessment
Report generation date: 11/04/2019 09:30:40

»(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	0.4	16.24	0.26	C	1.24	A	0.2	14.79	0.17	B	1.00	A
Stream A-BCD	0.0	7.03	0.03	A			0.0	7.21	0.03	A		
Stream D-ABC	0.1	12.01	0.10	B			0.1	12.49	0.10	B		
Stream C-ABD	0.0	7.60	0.03	A			0.1	8.03	0.08	A		
	A1 - 2023 Baseline + Development 72 Dwellings											
Stream B-ACD	0.4	16.59	0.27	C	1.57	A	0.2	15.02	0.17	C	1.21	A
Stream A-BCD	0.0	7.15	0.04	A			0.1	7.50	0.06	A		
Stream D-ABC	0.2	13.43	0.20	B			0.2	13.43	0.16	B		
Stream C-ABD	0.0	7.67	0.03	A			0.1	8.07	0.08	A		
	A1 - 2023 Baseline + Sensitivity Test 150 Dwellings											
Stream B-ACD	0.4	16.96	0.27	C	1.98	A	0.2	15.28	0.17	C	1.46	A
Stream A-BCD	0.1	7.26	0.06	A			0.1	7.85	0.10	A		
Stream D-ABC	0.4	15.39	0.30	C			0.3	14.60	0.21	B		
Stream C-ABD	0.0	7.74	0.03	A			0.1	8.11	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)		✓	729	100.000
B - Bartons South Access (S)		✓	72	100.000
C - Bartons Road (W)		✓	559	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	700	15
	B - Bartons South Access (S)	39	0	33	0
	C - Bartons Road (W)	532	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	16.24	0.4	C
A-BCD	0.03	7.03	0.0	A
A-B				
A-C				
D-ABC	0.10	12.01	0.1	B
C-ABD	0.03	7.60	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	10.767	B
A-BCD	11	583	0.019	11	0.0	6.301	A
A-B	11			11			
A-C	527			527			
D-ABC	23	417	0.054	22	0.1	9.123	A
C-ABD	9	554	0.016	9	0.0	6.605	A
C-D	11			11			
C-A	401			401			

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	352	0.184	64	0.2	12.528	B
A-BCD	13	560	0.024	13	0.0	6.589	A
A-B	13			13			
A-C	629			629			
D-ABC	27	382	0.071	27	0.1	10.127	B
C-ABD	11	526	0.021	11	0.0	6.990	A
C-D	13			13			
C-A	478			478			

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	301	0.264	79	0.3	16.172	C
A-BCD	17	528	0.031	16	0.0	7.033	A
A-B	15			15			
A-C	771			771			
D-ABC	33	333	0.099	33	0.1	11.997	B
C-ABD	13	487	0.027	13	0.0	7.603	A
C-D	17			17			
C-A	586			586			

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	301	0.264	79	0.4	16.245	C
A-BCD	17	528	0.031	17	0.0	7.034	A
A-B	15			15			
A-C	771			771			
D-ABC	33	333	0.099	33	0.1	12.010	B
C-ABD	13	487	0.027	13	0.0	7.603	A
C-D	17			17			
C-A	586			586			

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	352	0.184	65	0.2	12.593	B
A-BCD	13	560	0.024	14	0.0	6.594	A
A-B	13			13			
A-C	629			629			
D-ABC	27	382	0.071	27	0.1	10.142	B
C-ABD	11	526	0.021	11	0.0	6.994	A
C-D	13			13			
C-A	478			478			

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	10.825	B
A-BCD	11	582	0.019	11	0.0	6.303	A
A-B	11			11			
A-C	527			527			
D-ABC	23	417	0.054	23	0.1	9.139	A
C-ABD	9	554	0.016	9	0.0	6.606	A
C-D	11			11			
C-A	401			401			

(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		1.00	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)		✓	721	100.000
B - Bartons South Access (S)		✓	45	100.000
C - Bartons Road (W)		✓	643	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	663	15
	B - Bartons South Access (S)	24	0	21	0
	C - Bartons Road (W)	591	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	14.79	0.2	B
A-BCD	0.03	7.21	0.0	A
A-B				
A-C				
D-ABC	0.10	12.49	0.1	B
C-ABD	0.08	8.03	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	384	0.088	33	0.1	10.272	B
A-BCD	11	574	0.020	11	0.0	6.399	A
A-B	32			32			
A-C	499			499			
D-ABC	23	409	0.055	22	0.1	9.302	A
C-ABD	28	556	0.050	28	0.1	6.814	A
C-D	11			11			
C-A	445			445			

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	11.760	B
A-BCD	13	549	0.025	13	0.0	6.718	A
A-B	39			39			
A-C	596			596			
D-ABC	27	373	0.072	27	0.1	10.397	B
C-ABD	33	528	0.063	33	0.1	7.281	A
C-D	13			13			
C-A	531			531			

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	14.757	B
A-BCD	17	516	0.032	16	0.0	7.213	A
A-B	47			47			
A-C	730			730			
D-ABC	33	321	0.103	33	0.1	12.477	B
C-ABD	41	489	0.083	41	0.1	8.027	A
C-D	17			17			
C-A	651			651			

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	14.791	B
A-BCD	17	515	0.032	17	0.0	7.214	A
A-B	47			47			
A-C	730			730			
D-ABC	33	321	0.103	33	0.1	12.492	B
C-ABD	41	489	0.083	41	0.1	8.031	A
C-D	17			17			
C-A	651			651			

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	11.793	B
A-BCD	13	549	0.025	14	0.0	6.719	A
A-B	39			39			
A-C	596			596			
D-ABC	27	373	0.072	27	0.1	10.414	B
C-ABD	33	528	0.063	33	0.1	7.284	A
C-D	13			13			
C-A	531			531			

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	10.306	B
A-BCD	11	574	0.020	11	0.0	6.403	A
A-B	32			32			
A-C	499			499			
D-ABC	23	409	0.055	23	0.1	9.320	A
C-ABD	28	556	0.050	28	0.1	6.823	A
C-D	11			11			
C-A	445			445			

(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		1.57	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)		✓	735	100.000
B - Bartons South Access (S)		✓	72	100.000
C - Bartons Road (W)		✓	564	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	700	21
	B - Bartons South Access (S)	39	0	33	0
	C - Bartons Road (W)	532	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	0.27	16.59	0.4	C
A-BCD	0.04	7.15	0.0	A
A-B				
A-C				
D-ABC	0.20	13.43	0.2	B
C-ABD	0.03	7.67	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	384	0.141	54	0.2	10.865	B
A-BCD	16	582	0.027	16	0.0	6.362	A
A-B	11			11			
A-C	527			527			
D-ABC	45	419	0.108	45	0.1	9.613	A
C-ABD	9	551	0.016	9	0.0	6.639	A
C-D	15			15			
C-A	401			401			

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	348	0.186	64	0.2	12.688	B
A-BCD	19	559	0.034	19	0.0	6.670	A
A-B	13			13			
A-C	629			629			
D-ABC	54	384	0.140	54	0.2	10.894	B
C-ABD	11	522	0.021	11	0.0	7.036	A
C-D	18			18			
C-A	478			478			

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	296	0.268	79	0.4	16.514	C
A-BCD	23	527	0.044	23	0.0	7.146	A
A-B	15			15			
A-C	771			771			
D-ABC	66	334	0.198	66	0.2	13.396	B
C-ABD	13	483	0.027	13	0.0	7.669	A
C-D	22			22			
C-A	586			586			

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	296	0.268	79	0.4	16.594	C
A-BCD	23	527	0.044	23	0.0	7.147	A
A-B	15			15			
A-C	771			771			
D-ABC	66	334	0.198	66	0.2	13.432	B
C-ABD	13	482	0.027	13	0.0	7.670	A
C-D	22			22			
C-A	586			586			

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	348	0.186	65	0.2	12.763	B
A-BCD	19	558	0.034	19	0.0	6.672	A
A-B	13			13			
A-C	629			629			
D-ABC	54	384	0.140	54	0.2	10.929	B
C-ABD	11	522	0.021	11	0.0	7.038	A
C-D	18			18			
C-A	478			478			

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	384	0.141	54	0.2	10.926	B
A-BCD	16	581	0.027	16	0.0	6.367	A
A-B	11			11			
A-C	527			527			
D-ABC	45	419	0.108	45	0.1	9.651	A
C-ABD	9	551	0.016	9	0.0	6.643	A
C-D	15			15			
C-A	401			401			

(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)		✓	735	100.000
B - Bartons South Access (S)		✓	45	100.000
C - Bartons Road (W)		✓	655	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	663	29
	B - Bartons South Access (S)	24	0	21	0
	C - Bartons Road (W)	591	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	15.02	0.2	C
A-BCD	0.06	7.50	0.1	A
A-B				
A-C				
D-ABC	0.16	13.43	0.2	B
C-ABD	0.08	8.07	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	381	0.089	33	0.1	10.341	B
A-BCD	22	571	0.038	22	0.0	6.547	A
A-B	32			32			
A-C	499			499			
D-ABC	34	408	0.083	34	0.1	9.611	A
C-ABD	28	554	0.050	28	0.1	6.832	A
C-D	20			20			
C-A	445			445			

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	343	0.118	40	0.1	11.873	B
A-BCD	26	546	0.048	26	0.0	6.917	A
A-B	39			39			
A-C	596			596			
D-ABC	40	371	0.109	40	0.1	10.891	B
C-ABD	33	526	0.063	33	0.1	7.306	A
C-D	24			24			
C-A	531			531			

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	289	0.171	49	0.2	14.986	B
A-BCD	32	512	0.062	32	0.1	7.497	A
A-B	47			47			
A-C	730			730			
D-ABC	50	318	0.156	49	0.2	13.402	B
C-ABD	41	487	0.084	41	0.1	8.065	A
C-D	30			30			
C-A	651			651			

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	289	0.171	50	0.2	15.025	C
A-BCD	32	512	0.062	32	0.1	7.498	A
A-B	47			47			
A-C	730			730			
D-ABC	50	318	0.156	50	0.2	13.428	B
C-ABD	41	487	0.084	41	0.1	8.068	A
C-D	30			30			
C-A	651			651			

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	343	0.118	41	0.1	11.907	B
A-BCD	26	546	0.048	26	0.1	6.922	A
A-B	39			39			
A-C	596			596			
D-ABC	40	371	0.109	41	0.1	10.915	B
C-ABD	33	526	0.063	33	0.1	7.312	A
C-D	24			24			
C-A	531			531			

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	381	0.089	34	0.1	10.377	B
A-BCD	22	571	0.038	22	0.0	6.555	A
A-B	32			32			
A-C	499			499			
D-ABC	34	408	0.083	34	0.1	9.638	A
C-ABD	28	554	0.050	28	0.1	6.841	A
C-D	20			20			
C-A	445			445			

(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		1.98	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)		✓	741	100.000
B - Bartons South Access (S)		✓	72	100.000
C - Bartons Road (W)		✓	569	100.000
D - Crematorium Access (N)		✓	91	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	700	27
	B - Bartons South Access (S)	39	0	33	0
	C - Bartons Road (W)	532	12	0	25
	D - Crematorium Access (N)	48	0	43	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	0.27	16.96	0.4	C
A-BCD	0.06	7.26	0.1	A
A-B				
A-C				
D-ABC	0.30	15.39	0.4	C
C-ABD	0.03	7.74	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	381	0.142	54	0.2	10.962	B
A-BCD	20	581	0.035	20	0.0	6.423	A
A-B	11			11			
A-C	527			527			
D-ABC	69	420	0.163	68	0.2	10.209	B
C-ABD	9	548	0.016	9	0.0	6.673	A
C-D	19			19			
C-A	401			401			

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	344	0.188	64	0.2	12.856	B
A-BCD	24	557	0.044	24	0.0	6.752	A
A-B	13			13			
A-C	629			629			
D-ABC	82	385	0.213	82	0.3	11.866	B
C-ABD	11	519	0.021	11	0.0	7.083	A
C-D	22			22			
C-A	478			478			

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	292	0.272	79	0.4	16.873	C
A-BCD	30	525	0.057	30	0.1	7.262	A
A-B	15			15			
A-C	771			771			
D-ABC	100	334	0.300	100	0.4	15.309	C
C-ABD	13	478	0.028	13	0.0	7.738	A
C-D	28			28			
C-A	586			586			

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	291	0.272	79	0.4	16.962	C
A-BCD	30	525	0.057	30	0.1	7.263	A
A-B	15			15			
A-C	771			771			
D-ABC	100	334	0.300	100	0.4	15.389	C
C-ABD	13	478	0.028	13	0.0	7.740	A
C-D	28			28			
C-A	586			586			

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	344	0.188	65	0.2	12.936	B
A-BCD	24	557	0.044	24	0.0	6.758	A
A-B	13			13			
A-C	629			629			
D-ABC	82	384	0.213	82	0.3	11.942	B
C-ABD	11	519	0.021	11	0.0	7.085	A
C-D	22			22			
C-A	478			478			

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	381	0.142	54	0.2	11.029	B
A-BCD	20	580	0.035	20	0.0	6.430	A
A-B	11			11			
A-C	527			527			
D-ABC	69	419	0.163	69	0.2	10.279	B
C-ABD	9	548	0.016	9	0.0	6.676	A
C-D	19			19			
C-A	401			401			

(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		1.46	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)		✓	751	100.000
B - Bartons South Access (S)		✓	45	100.000
C - Bartons Road (W)		✓	668	100.000
D - Crematorium Access (N)		✓	61	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	663	45
	B - Bartons South Access (S)	24	0	21	0
	C - Bartons Road (W)	591	37	0	40
	D - Crematorium Access (N)	32	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)	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	15.28	0.2	C
A-BCD	0.10	7.85	0.1	A
A-B				
A-C				
D-ABC	0.21	14.60	0.3	B
C-ABD	0.08	8.11	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	379	0.089	33	0.1	10.415	B
A-BCD	34	569	0.060	34	0.1	6.724	A
A-B	32			32			
A-C	499			499			
D-ABC	46	407	0.113	45	0.1	9.954	A
C-ABD	28	553	0.050	28	0.1	6.850	A
C-D	30			30			
C-A	445			445			

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	340	0.119	40	0.1	11.990	B
A-BCD	40	543	0.074	40	0.1	7.158	A
A-B	39			39			
A-C	596			596			
D-ABC	55	369	0.149	55	0.2	11.455	B
C-ABD	33	524	0.063	33	0.1	7.331	A
C-D	36			36			
C-A	531			531			

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	285	0.174	49	0.2	15.237	C
A-BCD	50	508	0.097	49	0.1	7.845	A
A-B	47			47			
A-C	730			730			
D-ABC	67	314	0.214	67	0.3	14.548	B
C-ABD	41	485	0.084	41	0.1	8.102	A
C-D	44			44			
C-A	651			651			

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	285	0.174	50	0.2	15.277	C
A-BCD	50	508	0.098	50	0.1	7.849	A
A-B	47			47			
A-C	730			730			
D-ABC	67	314	0.214	67	0.3	14.596	B
C-ABD	41	485	0.084	41	0.1	8.106	A
C-D	44			44			
C-A	651			651			

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	340	0.119	41	0.1	12.032	B
A-BCD	40	543	0.074	41	0.1	7.164	A
A-B	39			39			
A-C	596			596			
D-ABC	55	369	0.149	55	0.2	11.500	B
C-ABD	33	524	0.063	33	0.1	7.335	A
C-D	36			36			
C-A	531			531			

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	379	0.089	34	0.1	10.453	B
A-BCD	34	569	0.060	34	0.1	6.735	A
A-B	32			32			
A-C	499			499			
D-ABC	46	406	0.113	46	0.1	9.999	A
C-ABD	28	553	0.050	28	0.1	6.860	A
C-D	30			30			
C-A	445			445			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Bartons Road Comley Hill Junction.j9
Path: P:\17-055 Camp Field Bartons Rd Havant\Trans\Picady\2019-04-11 Revised Assessment
Report generation date: 11/04/2019 11:16:13

»(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	4.9	225.78	1.02	F	41.03	E	0.4	12.75	0.28	B	29.58	D
Stream B-AD	16.8	120.30	1.01	F			3.4	31.55	0.79	D		
Stream A-D	0.2	8.74	0.19	A			0.0	7.14	0.04	A		
Stream D-A	0.0	8.39	0.04	A			2.0	183.24	0.81	F		
Stream D-BC	1.6	21.20	0.61	C			9.3	75.25	0.94	F		
Stream C-B	0.3	8.90	0.23	A			0.2	8.84	0.19	A		
	A1 - 2023 Baseline + Development 72 Dwellings											
Stream B-C	5.1	225.21	1.02	F	42.51	E	0.4	13.01	0.28	B	30.57	D
Stream B-AD	17.5	124.58	1.01	F			3.5	32.23	0.79	D		
Stream A-D	0.2	8.75	0.19	A			0.0	7.15	0.04	A		
Stream D-A	0.0	8.41	0.04	A			2.7	208.45	0.96	F		
Stream D-BC	1.6	21.27	0.61	C			9.5	76.67	0.94	F		
Stream C-B	0.3	8.92	0.23	A			0.2	8.93	0.19	A		
	A1 - 2023 Baseline + Sensitivity Test 150 Dwellings											
Stream B-C	5.5	227.73	1.03	F	44.87	E	0.4	13.45	0.30	B	31.58	D
Stream B-AD	18.8	131.80	1.02	F			3.6	33.41	0.80	D		
Stream A-D	0.2	8.78	0.19	A			0.0	7.16	0.04	A		
Stream D-A	0.0	8.45	0.04	A			2.7	211.42	0.97	F		
Stream D-BC	1.6	21.51	0.62	C			10.0	79.61	0.95	F		
Stream C-B	0.3	8.98	0.23	A			0.3	9.05	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.

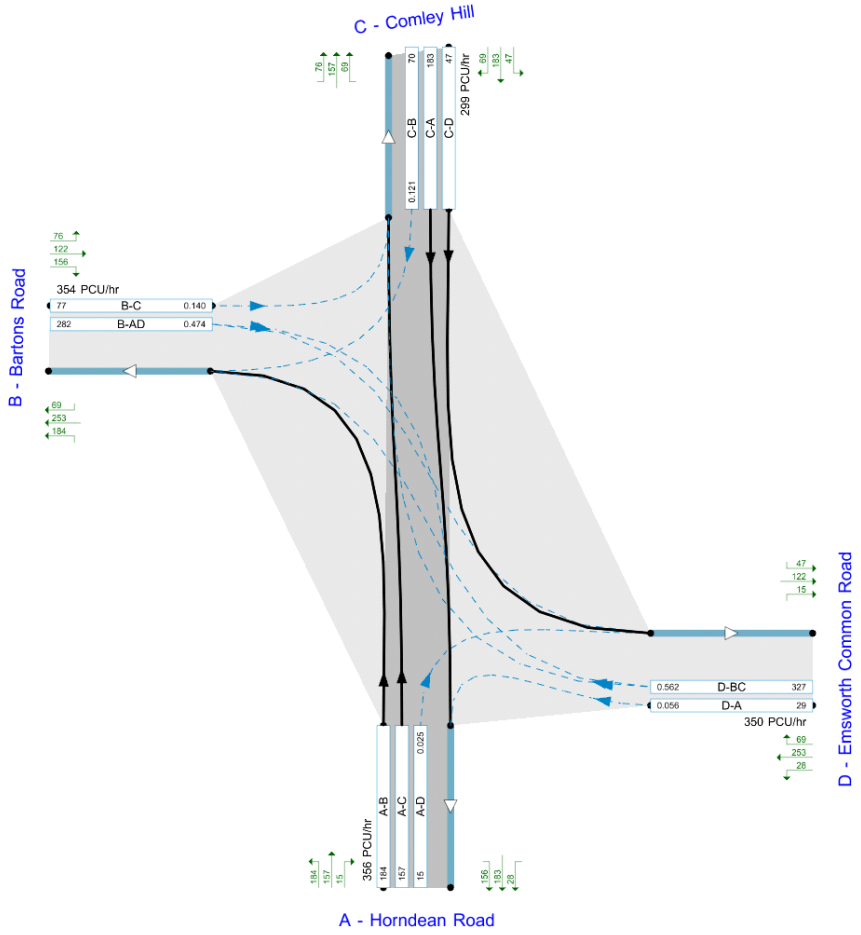
File summary

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		41.03	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)
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		✓	633	100.000
B - Bartons Road		✓	515	100.000
C - Comley Hill		✓	464	100.000
D - Emsworth Common Road		✓	259	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	283	263	87
	B - Bartons Road	166	0	69	280
	C - Comley Hill	210	108	0	146
	D - Emsworth Common Road	18	177	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	1.02	225.78	4.9	18.7	F
B-AD	1.01	120.30	16.8	55.1	F
A-B					
A-C					
A-D	0.19	8.74	0.2	1.0	A
D-A	0.04	8.39	0.0	0.5	A
D-BC	0.61	21.20	1.6	6.5	C
C-D					
C-A					
C-B	0.23	8.90	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	53	523	0.101	53	0.1	7.801	A
B-AD	348	585	0.595	342	1.5	15.029	C
A-B	217			217			
A-C	200			200			
A-D	66	585	0.113	66	0.1	6.991	A
D-A	14	557	0.024	13	0.0	6.629	A
D-BC	189	549	0.344	187	0.5	10.300	B
C-D	112			112			
C-A	163			163			
C-B	82	589	0.139	81	0.2	7.153	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	63	432	0.147	63	0.2	9.959	A
B-AD	415	552	0.753	410	2.9	25.315	D
A-B	259			259			
A-C	239			239			
A-D	79	558	0.142	79	0.2	7.587	A
D-A	16	522	0.031	16	0.0	7.115	A
D-BC	226	510	0.442	225	0.8	13.067	B
C-D	134			134			
C-A	194			194			
C-B	98	564	0.174	98	0.2	7.800	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	77	76	1.018	62	4.1	180.330	F
B-AD	509	506	1.005	473	11.8	74.381	F
A-B	318			318			
A-C	292			292			
A-D	97	521	0.186	96	0.2	8.567	A
D-A	20	458	0.043	20	0.0	8.221	A
D-BC	276	458	0.604	273	1.5	20.039	C
C-D	164			164			
C-A	238			238			
C-B	120	529	0.227	120	0.3	8.873	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	77	86	0.905	75	4.9	225.782	F
B-AD	509	506	1.006	489	16.8	120.299	F
A-B	318			318			
A-C	292			292			
A-D	97	513	0.189	97	0.2	8.736	A
D-A	20	449	0.044	20	0.0	8.392	A
D-BC	276	452	0.611	276	1.6	21.195	C
C-D	164			164			
C-A	238			238			
C-B	120	529	0.227	120	0.3	8.900	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	63	324	0.195	82	0.3	16.262	C
B-AD	415	551	0.754	468	3.7	58.110	F
A-B	259			259			
A-C	239			239			
A-D	79	545	0.145	79	0.2	7.815	A
D-A	16	512	0.032	16	0.0	7.266	A
D-BC	226	501	0.451	228	0.9	13.900	B
C-D	134			134			
C-A	194			194			
C-B	98	563	0.174	98	0.2	7.831	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	53	514	0.103	54	0.1	7.980	A
B-AD	348	584	0.596	356	1.6	16.918	C
A-B	217			217			
A-C	200			200			
A-D	66	582	0.114	66	0.1	7.053	A
D-A	14	553	0.024	14	0.0	6.670	A
D-BC	189	546	0.346	190	0.6	10.567	B
C-D	112			112			
C-A	163			163			
C-B	82	588	0.140	82	0.2	7.189	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	1.46	0.58	1.36	1.89	2.04			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	0.54	0.54	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	0.17	0.03	0.28	0.51	1.09			N/A	N/A
B-AD	2.85	0.09	1.48	6.99	9.91			N/A	N/A
A-D	0.17	0.00	0.00	0.17	0.17			N/A	N/A
D-A	0.03	0.03	0.25	0.45	0.48			N/A	N/A
D-BC	0.81	0.15	0.94	1.46	1.52			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	4.15	0.10	1.48	10.63	15.20			N/A	N/A
B-AD	11.76	0.51	7.42	27.05	35.64			N/A	N/A
A-D	0.23	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	1.50	0.03	0.30	1.50	5.79			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	4.86	0.09	1.57	12.84	18.66			N/A	N/A
B-AD	16.77	0.41	9.68	40.86	55.08			N/A	N/A
A-D	0.23	0.03	0.28	0.53	1.03			N/A	N/A
D-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-BC	1.58	0.03	0.30	1.58	6.48			N/A	N/A
C-B	0.29	0.03	0.31	1.04	1.34			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	0.25	0.03	0.28	0.50	1.26			N/A	N/A
B-AD	3.67	0.04	0.43	10.09	18.79			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	0.88	0.06	0.72	1.57	2.01			N/A	N/A
C-B	0.22	0.00	0.00	0.22	0.22			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	1.59	0.03	0.31	1.72	7.31			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	0.56	0.04	0.41	1.50	1.58			N/A	N/A
C-B	0.17	0.00	0.00	0.17	0.17			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		29.58	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)
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		✓	468	100.000
B - Bartons Road		✓	469	100.000
C - Comley Hill		✓	387	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	207	19
	B - Bartons Road	209	0	98	162
	C - Comley Hill	241	85	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	0.28	12.75	0.4	1.0	B
B-AD	0.79	31.55	3.4	17.1	D
A-B					
A-C					
A-D	0.04	7.14	0.0	0.5	A
D-A	0.81	183.24	2.0	2.4	F
D-BC	0.94	75.25	9.3	43.1	F
C-D					
C-A					
C-B	0.19	8.84	0.2	1.0	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	552	0.134	73	0.2	7.513	A
B-AD	279	596	0.468	276	0.9	11.124	B
A-B	182			182			
A-C	157			157			
A-D	15	610	0.025	15	0.0	6.416	A
D-A	29	513	0.056	28	0.1	7.420	A
D-BC	325	582	0.558	320	1.2	13.742	B
C-D	47			47			
C-A	183			183			
C-B	65	577	0.112	64	0.1	7.086	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	509	0.173	88	0.2	8.537	A
B-AD	334	565	0.590	331	1.4	15.274	C
A-B	218			218			
A-C	188			188			
A-D	18	588	0.031	18	0.0	6.698	A
D-A	34	432	0.079	34	0.1	9.050	A
D-BC	388	551	0.704	384	2.3	21.441	C
C-D	56			56			
C-A	219			219			
C-B	77	549	0.141	77	0.2	7.708	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	405	0.266	107	0.4	12.066	B
B-AD	408	522	0.782	401	3.2	28.253	D
A-B	266			266			
A-C	230			230			
A-D	22	558	0.040	22	0.0	7.124	A
D-A	42	143	0.292	41	0.4	34.758	D
D-BC	475	508	0.935	454	7.5	54.091	F
C-D	69			69			
C-A	268			268			
C-B	95	510	0.185	94	0.2	8.740	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	390	0.277	108	0.4	12.754	B
B-AD	408	519	0.786	408	3.4	31.547	D
A-B	266			266			
A-C	230			230			
A-D	22	556	0.040	22	0.0	7.144	A
D-A	42	52	0.811	35	2.0	183.238	F
D-BC	475	507	0.937	468	9.3	75.246	F
C-D	69			69			
C-A	268			268			
C-B	95	506	0.187	95	0.2	8.845	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	500	0.176	89	0.2	8.769	A
B-AD	334	561	0.595	341	1.5	16.904	C
A-B	218			218			
A-C	188			188			
A-D	18	586	0.031	18	0.0	6.725	A
D-A	34	388	0.088	42	0.1	10.625	B
D-BC	388	549	0.707	414	2.7	31.480	D
C-D	56			56			
C-A	219			219			
C-B	77	542	0.142	77	0.2	7.834	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	549	0.135	74	0.2	7.592	A
B-AD	279	595	0.470	282	0.9	11.599	B
A-B	182			182			
A-C	157			157			
A-D	15	609	0.025	15	0.0	6.431	A
D-A	29	506	0.057	29	0.1	7.540	A
D-BC	325	581	0.559	330	1.3	14.921	B
C-D	47			47			
C-A	183			183			
C-B	65	575	0.112	65	0.1	7.133	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	0.86	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	1.24	0.57	1.12	1.43	1.74			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	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-AD	1.39	0.09	1.07	2.74	3.68			N/A	N/A
A-D	0.03	0.03	0.27	0.48	0.51			N/A	N/A
D-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D-BC	2.25	0.08	1.28	5.34	7.54			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	0.36	0.03	0.26	0.46	0.49			N/A	N/A
B-AD	3.15	0.04	0.37	7.82	16.85			N/A	N/A
A-D	0.04	0.03	0.27	0.48	0.51			N/A	N/A
D-A	0.39	0.03	0.27	0.48	1.27			N/A	N/A
D-BC	7.48	0.11	2.56	20.15	29.31			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	0.38	0.03	0.33	1.02	1.02			N/A	N/A
B-AD	3.40	0.03	0.32	5.00	17.05			N/A	N/A
A-D	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-A	1.99	1.10	1.50	1.99	2.44			N/A	N/A
D-BC	9.31	0.07	1.35	27.00	43.07			N/A	N/A
C-B	0.23	0.03	0.28	0.51	1.02			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	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-AD	1.53	0.04	0.45	3.98	6.52			N/A	N/A
A-D	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D-BC	2.68	0.04	0.41	7.21	13.55			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	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-AD	0.91	0.03	0.34	2.09	4.31			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	1.34	0.03	0.31	1.97	6.63			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		42.51	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		✓	633	100.000
B - Bartons Road		✓	521	100.000
C - Comley Hill		✓	465	100.000
D - Emsworth Common Road		✓	259	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	283	263	87
	B - Bartons Road	167	0	73	281
	C - Comley Hill	210	109	0	146
	D - Emsworth Common Road	18	177	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	1.02	225.21	5.1	19.3	F
B-AD	1.01	124.58	17.5	56.0	F
A-B					
A-C					
A-D	0.19	8.75	0.2	1.0	A
D-A	0.04	8.41	0.0	0.5	A
D-BC	0.61	21.27	1.6	6.5	C
C-D					
C-A					
C-B	0.23	8.92	0.3	1.4	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	56	522	0.107	56	0.1	7.863	A
B-AD	350	585	0.598	344	1.5	15.132	C
A-B	217			217			
A-C	200			200			
A-D	66	585	0.113	66	0.1	6.996	A
D-A	14	556	0.024	13	0.0	6.632	A
D-BC	189	548	0.345	187	0.5	10.308	B
C-D	112			112			
C-A	163			163			
C-B	83	589	0.141	82	0.2	7.164	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	67	429	0.156	67	0.2	10.116	B
B-AD	417	551	0.757	412	2.9	25.651	D
A-B	259			259			
A-C	239			239			
A-D	79	558	0.142	79	0.2	7.594	A
D-A	16	522	0.031	16	0.0	7.120	A
D-BC	226	510	0.442	225	0.8	13.083	B
C-D	134			134			
C-A	194			194			
C-B	99	564	0.176	99	0.2	7.815	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	82	80	1.024	65	4.3	177.039	F
B-AD	511	506	1.010	474	12.2	76.149	F
A-B	318			318			
A-C	292			292			
A-D	97	520	0.186	96	0.2	8.578	A
D-A	20	457	0.043	20	0.0	8.231	A
D-BC	276	457	0.604	273	1.5	20.084	C
C-D	164			164			
C-A	238			238			
C-B	121	529	0.229	121	0.3	8.897	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	82	90	0.914	79	5.1	225.210	F
B-AD	511	506	1.011	490	17.5	124.577	F
A-B	318			318			
A-C	292			292			
A-D	97	512	0.189	97	0.2	8.754	A
D-A	20	448	0.044	20	0.0	8.407	A
D-BC	276	452	0.612	276	1.6	21.270	C
C-D	164			164			
C-A	238			238			
C-B	121	529	0.229	121	0.3	8.924	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	67	314	0.213	86	0.3	17.509	C
B-AD	417	551	0.758	472	3.8	61.794	F
A-B	259			259			
A-C	239			239			
A-D	79	544	0.145	79	0.2	7.833	A
D-A	16	511	0.032	16	0.0	7.277	A
D-BC	226	500	0.451	228	0.9	13.944	B
C-D	134			134			
C-A	194			194			
C-B	99	563	0.176	99	0.2	7.847	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	56	513	0.109	57	0.1	8.055	A
B-AD	350	584	0.599	358	1.6	17.108	C
A-B	217			217			
A-C	200			200			
A-D	66	582	0.114	66	0.1	7.056	A
D-A	14	553	0.025	14	0.0	6.671	A
D-BC	189	546	0.346	190	0.6	10.579	B
C-D	112			112			
C-A	163			163			
C-B	83	588	0.141	83	0.2	7.200	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	1.48	0.57	1.37	1.92	2.07			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	0.54	0.54	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	1.14			N/A	N/A
B-AD	2.90	0.09	1.50	7.11	10.10			N/A	N/A
A-D	0.17	0.00	0.00	0.17	0.17			N/A	N/A
D-A	0.03	0.03	0.25	0.45	0.48			N/A	N/A
D-BC	0.81	0.15	0.94	1.46	1.52			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	4.33	0.11	1.69	10.95	15.49			N/A	N/A
B-AD	12.16	0.61	7.88	27.59	36.12			N/A	N/A
A-D	0.23	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	1.51	0.03	0.30	1.51	5.83			N/A	N/A
C-B	0.30	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	5.12	0.10	1.78	13.42	19.34			N/A	N/A
B-AD	17.54	0.52	10.60	41.94	56.00			N/A	N/A
A-D	0.23	0.03	0.28	0.54	1.03			N/A	N/A
D-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-BC	1.58	0.03	0.30	1.58	6.52			N/A	N/A
C-B	0.30	0.03	0.31	1.06	1.36			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	0.28	0.03	0.28	0.50	1.42			N/A	N/A
B-AD	3.78	0.04	0.44	10.42	19.33			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	0.88	0.06	0.72	1.58	2.02			N/A	N/A
C-B	0.22	0.00	0.00	0.22	0.22			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	1.61	0.03	0.31	1.71	7.37			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	0.56	0.04	0.41	1.50	1.59			N/A	N/A
C-B	0.17	0.00	0.00	0.17	0.17			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		30.57	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)
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		✓	469	100.000
B - Bartons Road		✓	472	100.000
C - Comley Hill		✓	390	100.000
D - Emsworth Common Road		✓	462	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	243	207	19
	B - Bartons Road	209	0	100	163
	C - Comley Hill	241	88	0	61
	D - Emsworth Common Road	38	333	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	0.28	13.01	0.4	1.2	B
B-AD	0.79	32.23	3.5	17.7	D
A-B					
A-C					
A-D	0.04	7.15	0.0	0.5	A
D-A	0.96	208.45	2.7	3.0	F
D-BC	0.94	76.67	9.5	43.6	F
C-D					
C-A					
C-B	0.19	8.93	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	75	551	0.137	75	0.2	7.544	A
B-AD	280	595	0.471	277	0.9	11.185	B
A-B	183			183			
A-C	157			157			
A-D	15	610	0.025	15	0.0	6.417	A
D-A	29	513	0.056	28	0.1	7.428	A
D-BC	326	582	0.559	321	1.2	13.788	B
C-D	47			47			
C-A	183			183			
C-B	67	577	0.116	66	0.1	7.119	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	90	509	0.177	90	0.2	8.591	A
B-AD	334	564	0.593	332	1.4	15.404	C
A-B	218			218			
A-C	188			188			
A-D	18	588	0.031	18	0.0	6.700	A
D-A	34	430	0.079	34	0.1	9.080	A
D-BC	389	551	0.706	385	2.3	21.556	C
C-D	56			56			
C-A	219			219			
C-B	80	548	0.146	80	0.2	7.760	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	110	402	0.274	109	0.4	12.269	B
B-AD	410	521	0.786	402	3.2	28.740	D
A-B	268			268			
A-C	230			230			
A-D	22	557	0.040	22	0.0	7.127	A
D-A	42	137	0.304	41	0.4	36.696	E
D-BC	476	508	0.938	455	7.6	54.767	F
C-D	69			69			
C-A	268			268			
C-B	98	510	0.192	98	0.2	8.822	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	110	386	0.285	110	0.4	13.013	B
B-AD	410	518	0.791	409	3.5	32.229	D
A-B	268			268			
A-C	230			230			
A-D	22	556	0.040	22	0.0	7.148	A
D-A	42	43	0.962	33	2.7	208.446	F
D-BC	476	506	0.940	469	9.5	76.672	F
C-D	69			69			
C-A	268			268			
C-B	98	505	0.194	98	0.2	8.930	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	90	499	0.180	91	0.2	8.834	A
B-AD	334	559	0.598	342	1.5	17.113	C
A-B	218			218			
A-C	188			188			
A-D	18	585	0.031	18	0.0	6.728	A
D-A	34	385	0.089	45	0.1	10.877	B
D-BC	389	548	0.709	416	2.7	32.134	D
C-D	56			56			
C-A	219			219			
C-B	80	541	0.148	80	0.2	7.891	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	75	548	0.137	76	0.2	7.622	A
B-AD	280	594	0.472	283	0.9	11.669	B
A-B	183			183			
A-C	157			157			
A-D	15	608	0.025	15	0.0	6.435	A
D-A	29	506	0.057	29	0.1	7.550	A
D-BC	326	581	0.560	331	1.3	14.989	B
C-D	47			47			
C-A	183			183			
C-B	67	574	0.117	67	0.1	7.170	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	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-AD	0.87	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	1.25	0.57	1.13	1.47	1.75			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	0.21	0.00	0.00	0.21	0.21			N/A	N/A
B-AD	1.40	0.08	1.07	2.79	3.75			N/A	N/A
A-D	0.03	0.03	0.27	0.48	0.51			N/A	N/A
D-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D-BC	2.27	0.08	1.29	5.40	7.62			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	0.37	0.03	0.26	0.46	0.49			N/A	N/A
B-AD	3.22	0.04	0.37	8.10	17.19			N/A	N/A
A-D	0.04	0.03	0.27	0.48	0.51			N/A	N/A
D-A	0.41	0.03	0.27	0.48	1.34			N/A	N/A
D-BC	7.61	0.11	2.71	20.40	29.54			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	0.39	0.03	0.33	1.20	1.20			N/A	N/A
B-AD	3.48	0.03	0.32	5.37	17.66			N/A	N/A
A-D	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-A	2.68	2.05	2.50	2.90	2.95			N/A	N/A
D-BC	9.52	0.07	1.54	27.55	43.59			N/A	N/A
C-B	0.24	0.03	0.29	0.68	1.11			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	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-AD	1.55	0.04	0.44	4.04	6.66			N/A	N/A
A-D	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D-BC	2.71	0.04	0.41	7.32	13.74			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	0.91	0.03	0.34	2.10	4.38			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	1.34	0.03	0.31	1.96	6.66			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		44.87	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		✓	633	100.000
B - Bartons Road		✓	528	100.000
C - Comley Hill		✓	467	100.000
D - Emsworth Common Road		✓	260	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	283	263	87
	B - Bartons Road	168	0	77	283
	C - Comley Hill	210	111	0	146
	D - Emsworth Common Road	18	178	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	1.03	227.73	5.5	20.2	F
B-AD	1.02	131.80	18.8	57.4	F
A-B					
A-C					
A-D	0.19	8.78	0.2	1.0	A
D-A	0.04	8.45	0.0	0.5	A
D-BC	0.62	21.51	1.6	6.6	C
C-D					
C-A					
C-B	0.23	8.98	0.3	1.4	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	59	521	0.114	59	0.1	7.936	A
B-AD	352	584	0.602	346	1.5	15.301	C
A-B	217			217			
A-C	200			200			
A-D	66	584	0.113	66	0.1	7.003	A
D-A	14	556	0.024	13	0.0	6.638	A
D-BC	190	548	0.346	188	0.5	10.337	B
C-D	112			112			
C-A	163			163			
C-B	84	589	0.143	84	0.2	7.187	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	71	425	0.166	70	0.2	10.332	B
B-AD	420	551	0.763	414	3.0	26.211	D
A-B	259			259			
A-C	239			239			
A-D	79	557	0.142	79	0.2	7.604	A
D-A	16	521	0.031	16	0.0	7.130	A
D-BC	227	509	0.445	225	0.8	13.144	B
C-D	134			134			
C-A	194			194			
C-B	101	564	0.179	101	0.2	7.849	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	86	84	1.033	69	4.6	175.472	F
B-AD	515	505	1.019	475	12.8	79.112	F
A-B	318			318			
A-C	292			292			
A-D	97	519	0.186	96	0.2	8.595	A
D-A	20	456	0.044	20	0.0	8.260	A
D-BC	277	457	0.607	275	1.5	20.254	C
C-D	164			164			
C-A	238			238			
C-B	123	529	0.233	123	0.3	8.951	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	86	93	0.926	83	5.5	227.728	F
B-AD	515	505	1.020	491	18.8	131.795	F
A-B	318			318			
A-C	292			292			
A-D	97	511	0.189	97	0.2	8.781	A
D-A	20	446	0.044	20	0.0	8.450	A
D-BC	277	451	0.616	277	1.6	21.511	C
C-D	164			164			
C-A	238			238			
C-B	123	528	0.234	123	0.3	8.979	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	71	293	0.241	91	0.3	19.982	C
B-AD	420	550	0.764	480	4.0	68.445	F
A-B	259			259			
A-C	239			239			
A-D	79	542	0.146	79	0.2	7.862	A
D-A	16	509	0.032	16	0.0	7.300	A
D-BC	227	499	0.454	229	0.9	14.056	B
C-D	134			134			
C-A	194			194			
C-B	101	563	0.179	101	0.2	7.882	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	59	511	0.116	60	0.1	8.149	A
B-AD	352	583	0.603	361	1.6	17.436	C
A-B	217			217			
A-C	200			200			
A-D	66	581	0.114	66	0.1	7.068	A
D-A	14	553	0.025	14	0.0	6.682	A
D-BC	190	545	0.348	191	0.6	10.615	B
C-D	112			112			
C-A	163			163			
C-B	84	588	0.143	85	0.2	7.224	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	0.13	0.00	0.00	0.13	0.13			N/A	N/A
B-AD	1.50	0.57	1.40	1.96	2.27			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	0.54	0.54	1.04	1.46	1.51			N/A	N/A
C-B	0.17	0.00	0.00	0.17	0.17			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	0.20	0.03	0.29	0.66	1.21			N/A	N/A
B-AD	2.99	0.09	1.53	7.33	10.39			N/A	N/A
A-D	0.17	0.00	0.00	0.17	0.17			N/A	N/A
D-A	0.03	0.03	0.25	0.45	0.48			N/A	N/A
D-BC	0.81	0.15	0.94	1.46	1.53			N/A	N/A
C-B	0.22	0.00	0.00	0.22	0.22			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	4.56	0.12	1.93	11.32	15.83			N/A	N/A
B-AD	12.82	0.79	8.64	28.51	36.99			N/A	N/A
A-D	0.23	0.03	0.26	0.47	0.49			N/A	N/A
D-A	0.05	0.03	0.25	0.46	0.48			N/A	N/A
D-BC	1.53	0.03	0.30	1.53	6.00			N/A	N/A
C-B	0.30	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	5.45	0.11	2.04	14.14	20.17			N/A	N/A
B-AD	18.83	0.82	12.17	43.64	57.41			N/A	N/A
A-D	0.23	0.03	0.28	0.55	1.04			N/A	N/A
D-A	0.05	0.00	0.00	0.05	0.05			N/A	N/A
D-BC	1.61	0.03	0.30	1.61	6.65			N/A	N/A
C-B	0.31	0.03	0.31	1.08	1.38			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	0.33	0.03	0.28	0.53	1.23			N/A	N/A
B-AD	3.97	0.04	0.45	11.04	20.25			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	0.89	0.06	0.73	1.62	2.05			N/A	N/A
C-B	0.22	0.00	0.00	0.22	0.22			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	1.64	0.03	0.31	1.68	7.47			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	0.56	0.04	0.41	1.51	1.63			N/A	N/A
C-B	0.17	0.00	0.00	0.17	0.17			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		31.58	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)
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		✓	470	100.000
B - Bartons Road		✓	476	100.000
C - Comley Hill		✓	394	100.000
D - Emsworth Common Road		✓	464	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	244	207	19
	B - Bartons Road	210	0	102	164
	C - Comley Hill	241	92	0	61
	D - Emsworth Common Road	38	335	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	0.30	13.45	0.4	1.4	B
B-AD	0.80	33.41	3.6	18.7	D
A-B					
A-C					
A-D	0.04	7.16	0.0	0.5	A
D-A	0.97	211.42	2.7	3.3	F
D-BC	0.95	79.61	10.0	44.4	F
C-D					
C-A					
C-B	0.20	9.05	0.3	1.2	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	77	550	0.140	76	0.2	7.581	A
B-AD	282	594	0.474	278	0.9	11.275	B
A-B	184			184			
A-C	157			157			
A-D	15	609	0.025	15	0.0	6.421	A
D-A	29	512	0.056	28	0.1	7.445	A
D-BC	327	582	0.562	322	1.3	13.883	B
C-D	47			47			
C-A	183			183			
C-B	70	576	0.121	69	0.1	7.169	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	92	507	0.181	91	0.2	8.659	A
B-AD	336	562	0.598	334	1.4	15.621	C
A-B	219			219			
A-C	188			188			
A-D	18	587	0.031	18	0.0	6.705	A
D-A	34	428	0.080	34	0.1	9.144	A
D-BC	391	550	0.710	386	2.3	21.844	C
C-D	56			56			
C-A	219			219			
C-B	84	548	0.153	83	0.2	7.830	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	112	397	0.283	112	0.4	12.586	B
B-AD	412	519	0.794	404	3.3	29.570	D
A-B	269			269			
A-C	230			230			
A-D	22	557	0.040	22	0.0	7.134	A
D-A	42	126	0.332	40	0.5	41.386	E
D-BC	478	507	0.943	456	7.9	56.144	F
C-D	69			69			
C-A	268			268			
C-B	102	509	0.201	102	0.3	8.933	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	112	380	0.296	112	0.4	13.450	B
B-AD	412	516	0.798	411	3.6	33.414	D
A-B	269			269			
A-C	230			230			
A-D	22	555	0.040	22	0.0	7.156	A
D-A	42	43	0.965	33	2.7	211.417	F
D-BC	478	506	0.946	470	10.0	79.613	F
C-D	69			69			
C-A	268			268			
C-B	102	504	0.203	102	0.3	9.050	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	92	497	0.185	92	0.2	8.921	A
B-AD	336	558	0.603	344	1.6	17.472	C
A-B	219			219			
A-C	188			188			
A-D	18	585	0.031	18	0.0	6.736	A
D-A	34	379	0.090	45	0.1	11.101	B
D-BC	391	548	0.713	419	2.8	33.406	D
C-D	56			56			
C-A	219			219			
C-B	84	540	0.155	84	0.2	7.971	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	77	547	0.140	77	0.2	7.665	A
B-AD	282	592	0.475	284	0.9	11.784	B
A-B	184			184			
A-C	157			157			
A-D	15	608	0.025	15	0.0	6.439	A
D-A	29	504	0.057	29	0.1	7.572	A
D-BC	327	581	0.563	333	1.4	15.132	C
C-D	47			47			
C-A	183			183			
C-B	70	574	0.122	70	0.1	7.224	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	0.16	0.00	0.00	0.16	0.16			N/A	N/A
B-AD	0.88	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	1.26	0.57	1.15	1.53	1.79			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	0.22	0.00	0.00	0.22	0.22			N/A	N/A
B-AD	1.43	0.08	1.07	2.85	3.86			N/A	N/A
A-D	0.03	0.03	0.27	0.48	0.51			N/A	N/A
D-A	0.09	0.00	0.00	0.09	0.09			N/A	N/A
D-BC	2.31	0.08	1.30	5.51	7.78			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	0.39	0.03	0.26	0.46	0.49			N/A	N/A
B-AD	3.33	0.04	0.38	8.61	17.75			N/A	N/A
A-D	0.04	0.03	0.27	0.48	0.51			N/A	N/A
D-A	0.47	0.03	0.27	0.49	1.49			N/A	N/A
D-BC	7.88	0.12	2.98	20.91	30.02			N/A	N/A
C-B	0.25	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	0.41	0.03	0.33	1.32	1.36			N/A	N/A
B-AD	3.62	0.03	0.32	5.96	18.69			N/A	N/A
A-D	0.04	0.00	0.00	0.04	0.04			N/A	N/A
D-A	2.71	1.14	2.25	2.94	3.26			N/A	N/A
D-BC	9.96	0.08	1.91	28.56	44.41			N/A	N/A
C-B	0.26	0.03	0.30	0.83	1.19			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	0.23	0.00	0.00	0.23	0.23			N/A	N/A
B-AD	1.58	0.04	0.44	4.17	6.88			N/A	N/A
A-D	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-A	0.10	0.00	0.00	0.10	0.10			N/A	N/A
D-BC	2.77	0.04	0.41	7.50	14.07			N/A	N/A
C-B	0.19	0.00	0.00	0.19	0.19			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	0.93	0.03	0.33	2.11	4.50			N/A	N/A
A-D	0.03	0.00	0.00	0.03	0.03			N/A	N/A
D-A	0.06	0.03	0.25	0.45	0.48			N/A	N/A
D-BC	1.36	0.03	0.31	1.94	6.71			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
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Filename: Bartons Road Eastleigh Road Junction.j9
Path: P:\17-055 Camp Field Bartons Rd Havant\Trans\Picady\2019-04-11 Revised Assessment
Report generation date: 11/04/2019 10:48:13

»(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	2.6	32.57	0.73	D	7.08	A	1.2	20.45	0.55	C	4.30	A
Stream C-B	0.4	9.34	0.28	A			0.7	12.34	0.42	B		
A1 - 2023 Baseline + Development 72 Dwellings												
Stream B-AC	2.8	34.63	0.75	D	7.54	A	1.3	21.54	0.57	C	4.57	A
Stream C-B	0.4	9.62	0.30	A			0.8	12.65	0.43	B		
A1 - 2023 Baseline + Sensitivity Test 150 Dwellings												
Stream B-AC	3.0	37.02	0.76	E	8.07	A	1.5	22.99	0.60	C	4.92	A
Stream C-B	0.5	9.96	0.32	A			0.8	12.98	0.45	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.

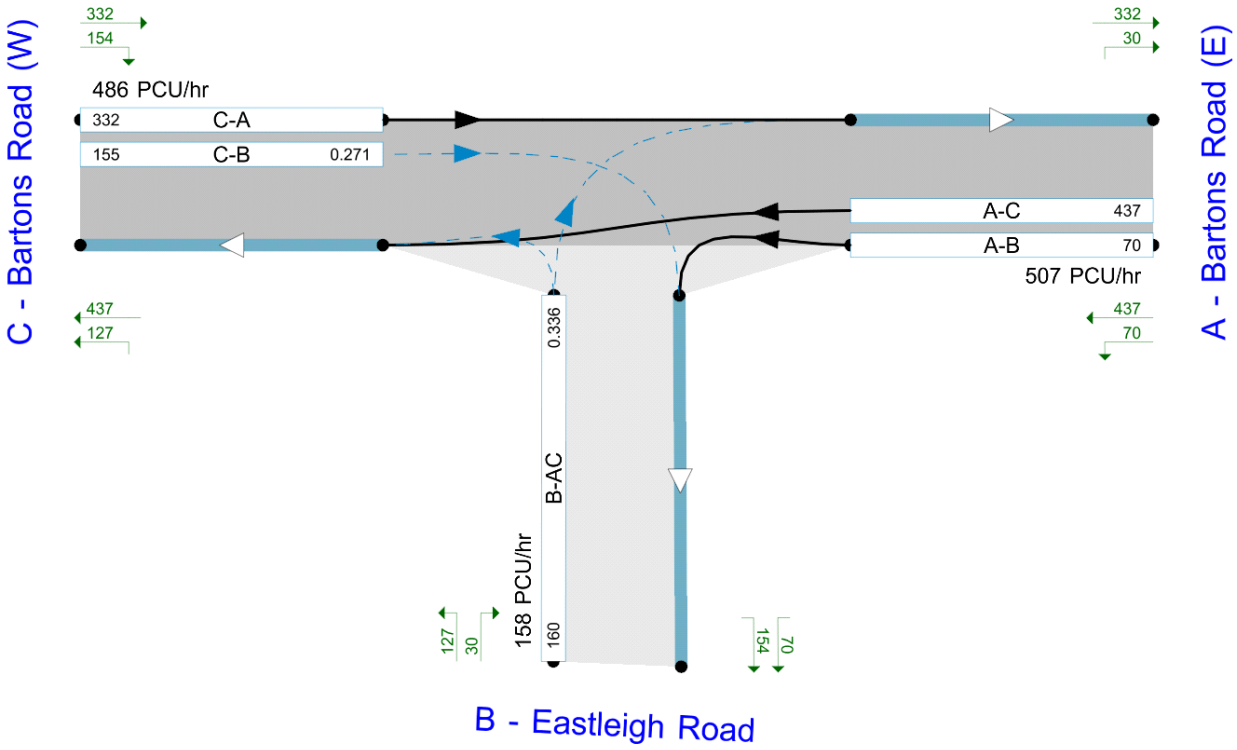
File summary

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		7.08	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)		✓	571	100.000
B - Eastleigh Road		✓	271	100.000
C - Bartons Road (W)		✓	586	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	526
	B - Eastleigh Road	68	0	203
	C - Bartons Road (W)	449	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	0.73	32.57	2.6	D
C-A				
C-B	0.28	9.34	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	481	0.424	201	0.7	12.927	B
C-A	338			338			
C-B	103	594	0.174	102	0.2	7.382	A
A-B	34			34			
A-C	396			396			

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	452	0.540	242	1.1	17.290	C
C-A	404			404			
C-B	123	571	0.216	123	0.3	8.099	A
A-B	40			40			
A-C	473			473			

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	409	0.730	293	2.5	30.284	D
C-A	494			494			
C-B	151	540	0.279	150	0.4	9.316	A
A-B	50			50			
A-C	579			579			

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	409	0.730	298	2.6	32.574	D
C-A	494			494			
C-B	151	540	0.279	151	0.4	9.336	A
A-B	50			50			
A-C	579			579			

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	451	0.540	249	1.2	18.492	C
C-A	404			404			
C-B	123	571	0.216	124	0.3	8.125	A
A-B	40			40			
A-C	473			473			

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	481	0.424	206	0.8	13.381	B
C-A	338			338			
C-B	103	594	0.174	103	0.2	7.414	A
A-B	34			34			
A-C	396			396			

(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		4.30	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)		✓	662	100.000
B - Eastleigh Road		✓	194	100.000
C - Bartons Road (W)		✓	631	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	153
	C - Bartons Road (W)	435	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	0.55	20.45	1.2	C
C-A				
C-B	0.42	12.34	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	473	0.309	144	0.4	10.974	B
C-A	327			327			
C-B	148	576	0.256	146	0.3	8.526	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	174	440	0.396	174	0.6	13.529	B
C-A	391			391			
C-B	176	549	0.321	176	0.5	9.813	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	214	391	0.547	212	1.2	20.010	C
C-A	479			479			
C-B	216	513	0.421	215	0.7	12.265	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	214	391	0.547	213	1.2	20.455	C
C-A	479			479			
C-B	216	513	0.421	216	0.7	12.342	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	174	440	0.397	176	0.7	13.879	B
C-A	391			391			
C-B	176	549	0.321	177	0.5	9.891	A
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	146	473	0.309	147	0.5	11.160	B
C-A	327			327			
C-B	148	576	0.256	148	0.4	8.601	A
A-B	70			70			
A-C	428			428			

(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		7.54	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)		✓	573	100.000
B - Eastleigh Road		✓	275	100.000
C - Bartons Road (W)		✓	603	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	528
	B - Eastleigh Road	68	0	207
	C - Bartons Road (W)	456	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	0.75	34.63	2.8	D
C-A				
C-B	0.30	9.62	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	480	0.431	204	0.8	13.111	B
C-A	343			343			
C-B	111	594	0.186	110	0.2	7.501	A
A-B	34			34			
A-C	398			398			

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	450	0.549	245	1.2	17.714	C
C-A	410			410			
C-B	132	571	0.231	132	0.3	8.275	A
A-B	40			40			
A-C	475			475			

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	406	0.745	297	2.6	31.884	D
C-A	502			502			
C-B	162	540	0.300	161	0.4	9.598	A
A-B	50			50			
A-C	581			581			

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	406	0.746	302	2.8	34.633	D
C-A	502			502			
C-B	162	540	0.300	162	0.4	9.622	A
A-B	50			50			
A-C	581			581			

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	450	0.550	253	1.3	19.097	C
C-A	410			410			
C-B	132	571	0.231	133	0.3	8.305	A
A-B	40			40			
A-C	475			475			

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	480	0.432	209	0.8	13.599	B
C-A	343			343			
C-B	111	594	0.186	111	0.2	7.536	A
A-B	34			34			
A-C	398			398			

(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		4.57	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)		✓	668	100.000
B - Eastleigh Road		✓	202	100.000
C - Bartons Road (W)		✓	639	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	161
	C - Bartons Road (W)	438	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	21.54	1.3	C
C-A				
C-B	0.43	12.65	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	474	0.321	150	0.5	11.153	B
C-A	330			330			
C-B	151	574	0.264	150	0.4	8.623	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	182	440	0.412	181	0.7	13.925	B
C-A	394			394			
C-B	181	548	0.330	180	0.5	9.970	A
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	222	391	0.569	220	1.3	20.996	C
C-A	482			482			
C-B	221	511	0.433	220	0.8	12.567	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	222	390	0.570	222	1.3	21.545	C
C-A	482			482			
C-B	221	511	0.433	221	0.8	12.652	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	182	440	0.413	184	0.7	14.285	B
C-A	394			394			
C-B	181	548	0.330	182	0.5	10.056	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	152	473	0.321	153	0.5	11.358	B
C-A	330			330			
C-B	151	574	0.264	152	0.4	8.706	A
A-B	70			70			
A-C	433			433			

(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		8.07	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)		✓	575	100.000
B - Eastleigh Road		✓	279	100.000
C - Bartons Road (W)		✓	620	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	530
	B - Eastleigh Road	68	0	211
	C - Bartons Road (W)	462	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	0.76	37.02	3.0	E
C-A				
C-B	0.32	9.96	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	479	0.439	207	0.8	13.303	B
C-A	348			348			
C-B	119	593	0.201	118	0.3	7.635	A
A-B	34			34			
A-C	399			399			

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	448	0.560	249	1.2	18.166	C
C-A	415			415			
C-B	142	570	0.249	142	0.3	8.474	A
A-B	40			40			
A-C	476			476			

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	403	0.761	301	2.8	33.681	D
C-A	509			509			
C-B	174	539	0.323	173	0.5	9.926	A
A-B	50			50			
A-C	584			584			

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	403	0.762	306	3.0	37.016	E
C-A	509			509			
C-B	174	539	0.323	174	0.5	9.957	A
A-B	50			50			
A-C	584			584			

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	448	0.560	257	1.3	19.775	C
C-A	415			415			
C-B	142	570	0.249	143	0.3	8.507	A
A-B	40			40			
A-C	476			476			

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	478	0.439	212	0.8	13.829	B
C-A	348			348			
C-B	119	593	0.201	119	0.3	7.676	A
A-B	34			34			
A-C	399			399			

(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		4.92	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)		✓	674	100.000
B - Eastleigh Road		✓	212	100.000
C - Bartons Road (W)		✓	647	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	581
	B - Eastleigh Road	41	0	171
	C - Bartons Road (W)	441	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	0.60	22.99	1.5	C
C-A				
C-B	0.45	12.98	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	475	0.336	158	0.5	11.373	B
C-A	332			332			
C-B	155	573	0.271	154	0.4	8.724	A
A-B	70			70			
A-C	437			437			

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	441	0.432	190	0.7	14.368	B
C-A	396			396			
C-B	185	546	0.339	185	0.5	10.132	B
A-B	84			84			
A-C	522			522			

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	391	0.597	231	1.4	22.285	C
C-A	486			486			
C-B	227	510	0.445	226	0.8	12.879	B
A-B	102			102			
A-C	640			640			

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	391	0.597	233	1.5	22.985	C
C-A	486			486			
C-B	227	510	0.445	227	0.8	12.978	B
A-B	102			102			
A-C	640			640			

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	441	0.432	193	0.8	14.804	B
C-A	396			396			
C-B	185	546	0.339	186	0.5	10.226	B
A-B	84			84			
A-C	522			522			

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	474	0.336	161	0.5	11.607	B
C-A	332			332			
C-B	155	573	0.271	156	0.4	8.809	A
A-B	70			70			
A-C	437			437			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Eastleigh Road Southleigh Road Junction.j9
Path: P:\17-055 Camp Field Bartons Rd Havant\Trans\Picady\2019-04-11 Revised Assessment
Report generation date: 11/04/2019 10:26:07

»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

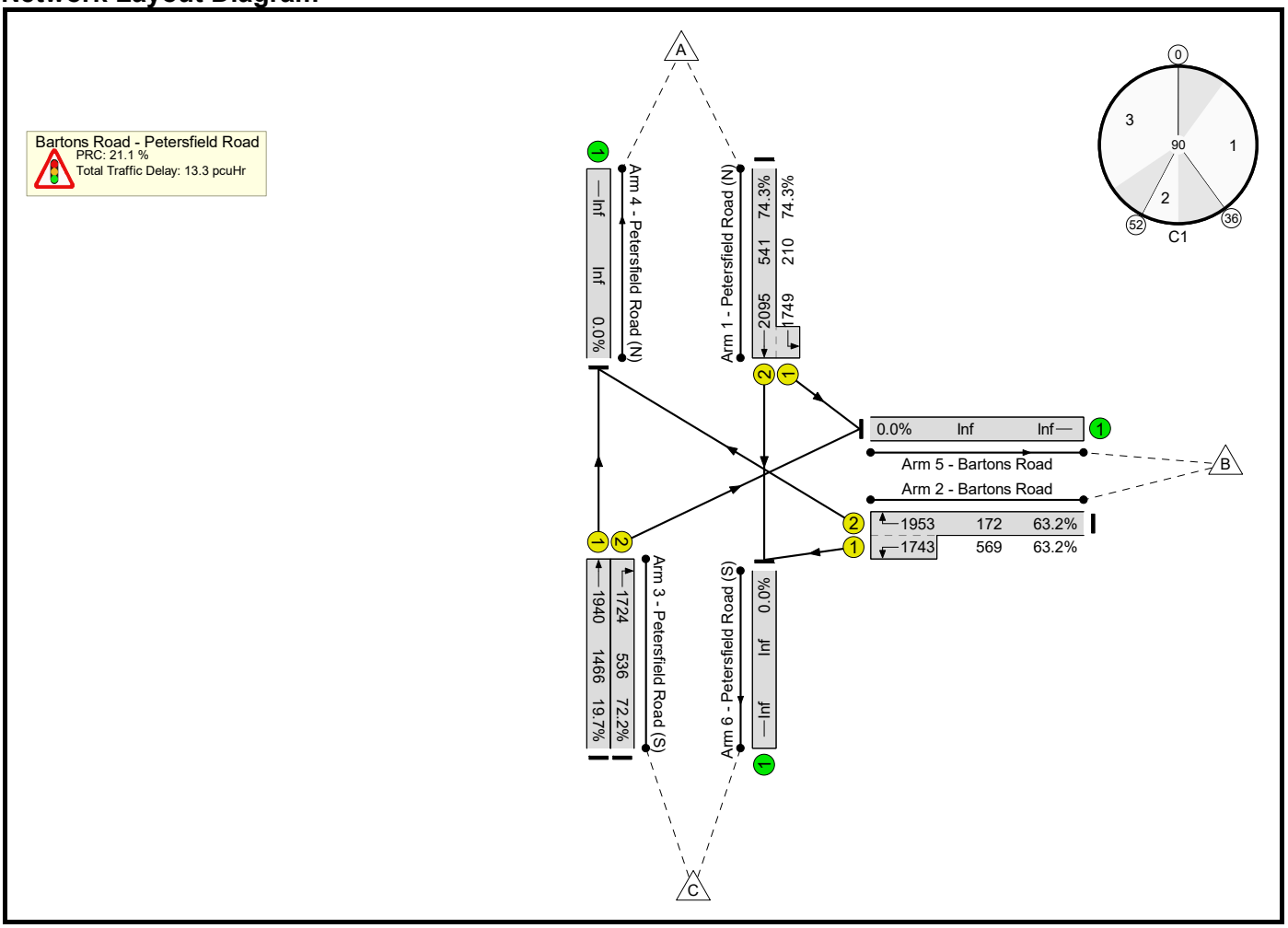
Basic Results Summary

User and Project Details

Project:	**17-055 Camp Field**
Title:	
Location:	
Design Layout Ref:	Existing Layout
Additional detail:	
File name:	2019-04-11 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

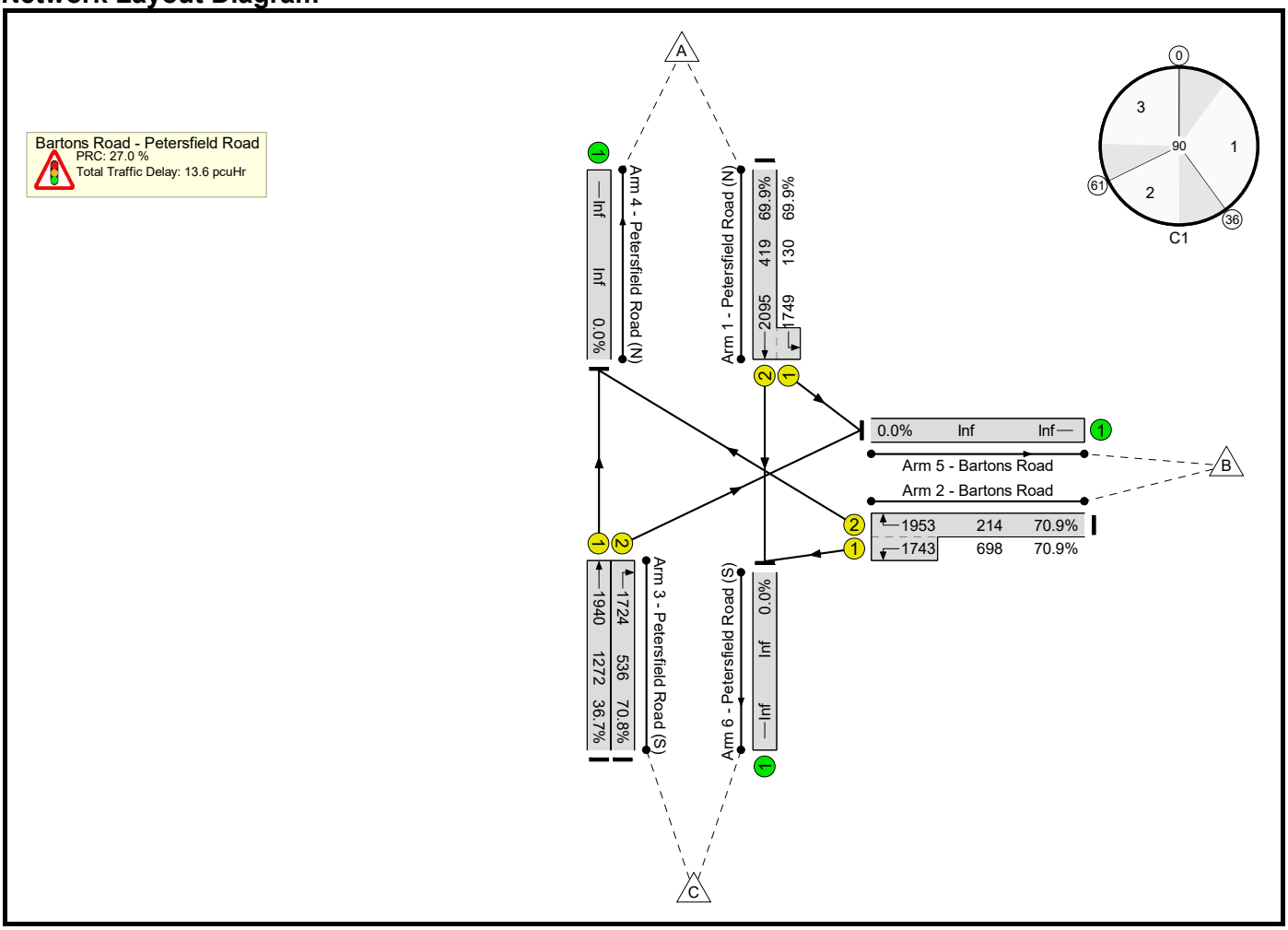
Total Delay for Signalled Lanes (pcuHr): 13.33
Total Delay Over All Lanes(pcuHr): 13.33

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

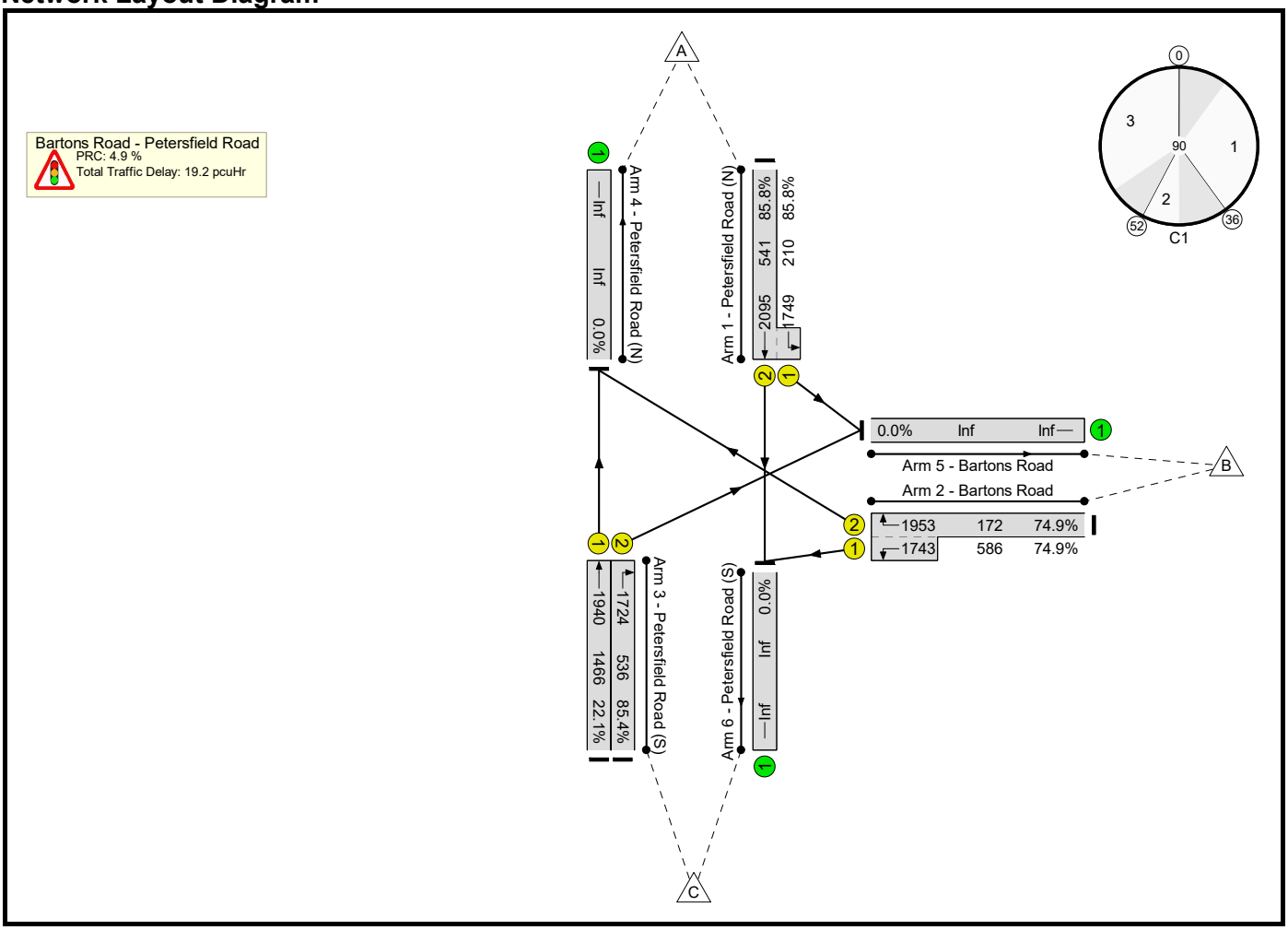
Total Delay for Signalled Lanes (pcuHr): 13.60
Total Delay Over All Lanes(pcuHr): 13.60

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	-	-	-		-	-	-	-	-	-	**85.8%**	**0**	**0**	**0**	**19.2**	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	**85.8%**	**0**	**0**	**0**	**19.2**	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	A C		1	31:36	-	644	2095:1749	541+210	85.8 : 85.8%	-	-	-	7.5	41.8	16.8
2/2+2/1	Bartons Road Right Left	U	B D		1	7:43	-	568	1953:1743	172+586	74.9 : 74.9%	-	-	-	4.8	30.7	10.2
3/1	Petersfield Road (S) Ahead	U	F		1	67	-	324	1940	1466	22.1%	-	-	-	0.4	4.8	2.5
3/2	Petersfield Road (S) Right	U	E		1	27	-	458	1724	536	85.4%	-	-	-	6.4	50.6	13.4

C1

PRC for Signalled Lanes (%): 4.9
PRC Over All Lanes (%): 4.9

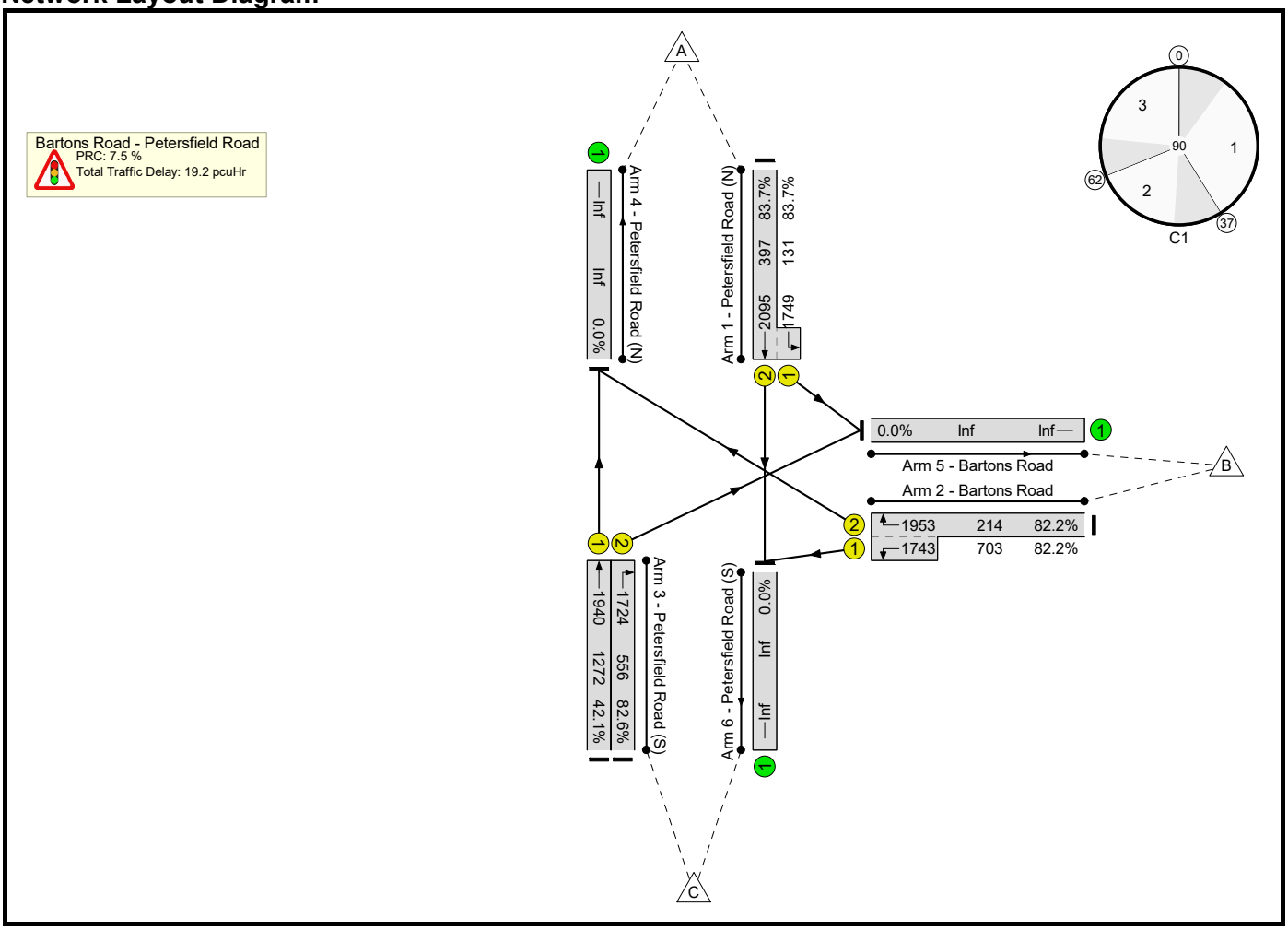
Total Delay for Signalled Lanes (pcuHr): 19.18
Total Delay Over All Lanes(pcuHr): 19.18

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	-	-	-		-	-	-	-	-	-	**83.7%**	**0**	**0**	**0**	**19.2**	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	**83.7%**	**0**	**0**	**0**	**19.2**	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	A C		1	21:26	-	442	2095:1749	397+131	83.7 : 83.7%	-	-	-	6.3	51.1	12.2
2/2+2/1	Bartons Road Right Left	U	B D		1	16:53	-	754	1953:1743	214+703	82.2 : 82.2%	-	-	-	5.6	26.8	12.9
3/1	Petersfield Road (S) Ahead	U	F		1	58	-	535	1940	1272	42.1%	-	-	-	1.5	9.8	6.6
3/2	Petersfield Road (S) Right	U	E		1	28	-	459	1724	556	82.6%	-	-	-	5.9	46.0	12.9

C1

PRC for Signalled Lanes (%): 7.5
PRC Over All Lanes (%): 7.5

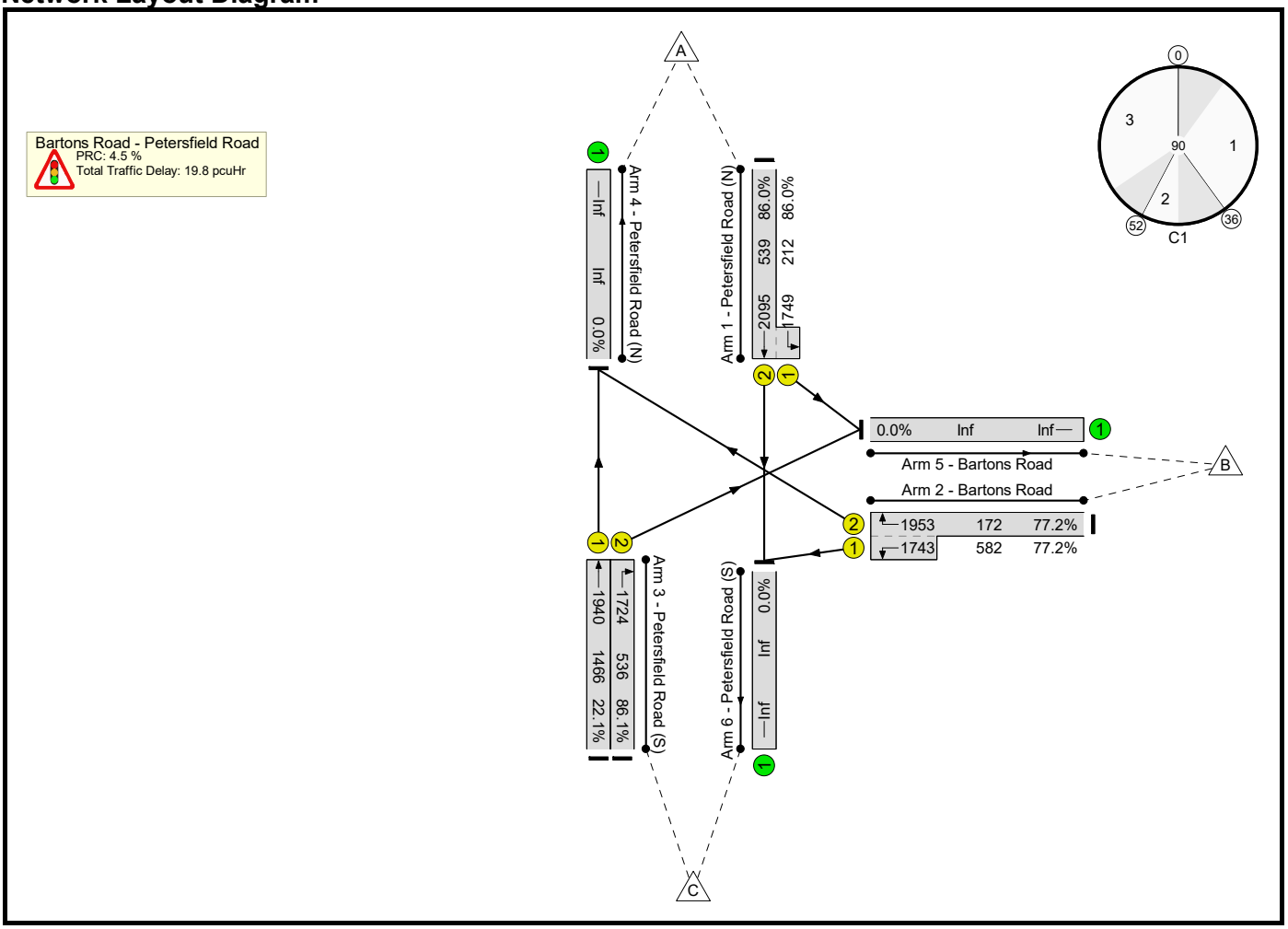
Total Delay for Signalled Lanes (pcuHr): 19.21
Total Delay Over All Lanes(pcuHr): 19.21

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	-	-	-		-	-	-	-	-	-	**86.1%**	**0**	**0**	**0**	**19.8**	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	**86.1%**	**0**	**0**	**0**	**19.8**	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	A C		1	31:36	-	646	2095:1749	539+212	86.0 : 86.0%	-	-	-	7.6	42.1	16.8
2/2+2/1	Bartons Road Right Left	U	B D		1	7:43	-	582	1953:1743	172+582	77.2 : 77.2%	-	-	-	5.1	31.8	10.8
3/1	Petersfield Road (S) Ahead	U	F		1	67	-	324	1940	1466	22.1%	-	-	-	0.4	4.8	2.5
3/2	Petersfield Road (S) Right	U	E		1	27	-	462	1724	536	86.1%	-	-	-	6.6	51.6	13.7

C1

PRC for Signalled Lanes (%): 4.5
PRC Over All Lanes (%): 4.5

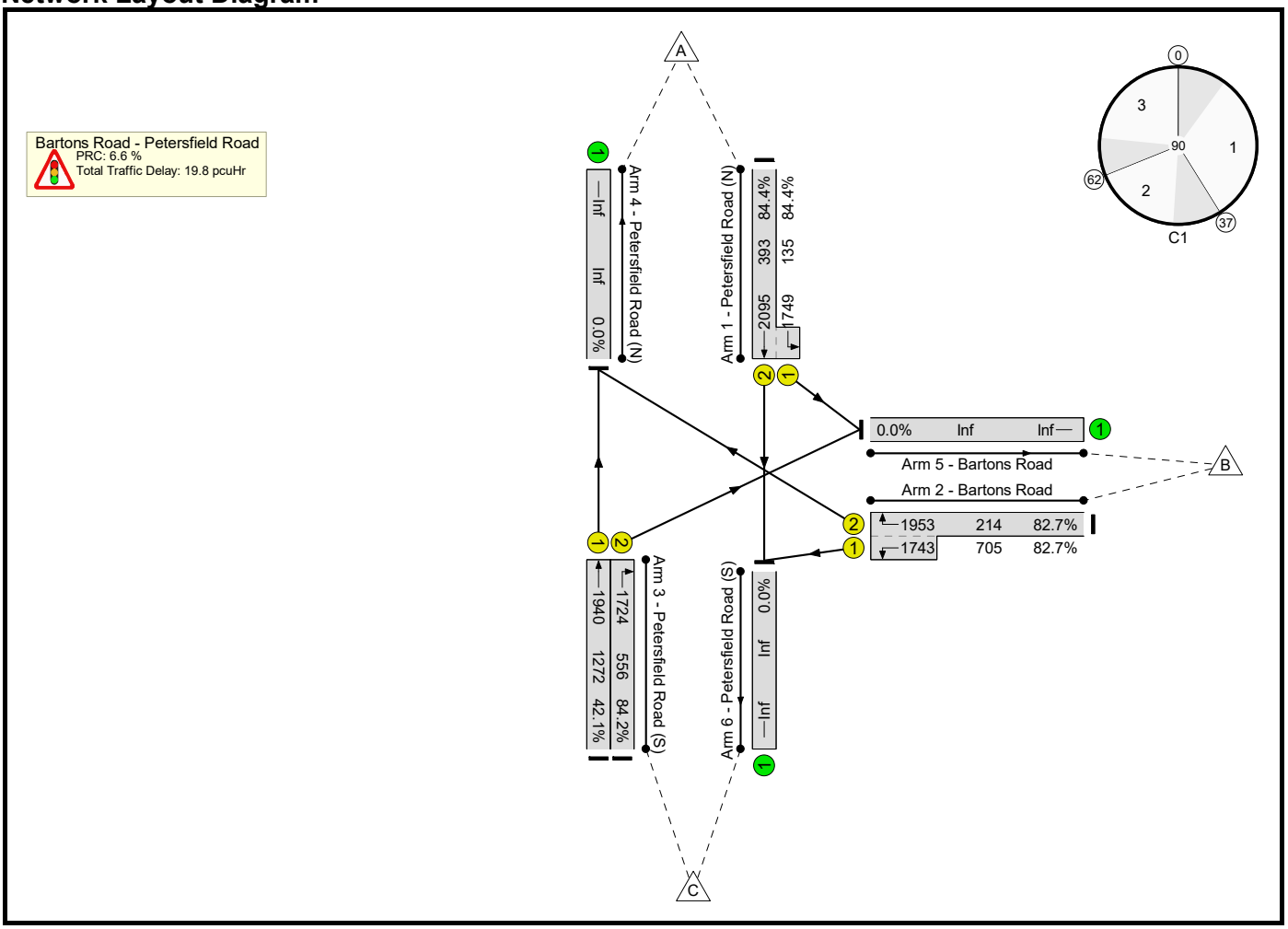
Total Delay for Signalled Lanes (pcuHr): 19.76
Total Delay Over All Lanes(pcuHr): 19.76

Cycle Time (s): 90

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	-	-	-		-	-	-	-	-	-	**84.4%**	**0**	**0**	**0**	**19.8**	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	**84.4%**	**0**	**0**	**0**	**19.8**	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	A C		1	21:26	-	446	2095:1749	393+135	84.4 : 84.4%	-	-	-	6.4	51.9	12.4
2/2+2/1	Bartons Road Right Left	U	B D		1	16:53	-	760	1953:1743	214+705	82.7 : 82.7%	-	-	-	5.7	27.1	13.1
3/1	Petersfield Road (S) Ahead	U	F		1	58	-	535	1940	1272	42.1%	-	-	-	1.5	9.8	6.6
3/2	Petersfield Road (S) Right	U	E		1	28	-	468	1724	556	84.2%	-	-	-	6.2	47.8	13.3

C1 PRC for Signalled Lanes (%): 6.6 Total Delay for Signalled Lanes (pcuHr): 19.83 Cycle Time (s): 90

PRC Over All Lanes (%): 6.6 Total Delay Over All Lanes(pcuHr): 19.83

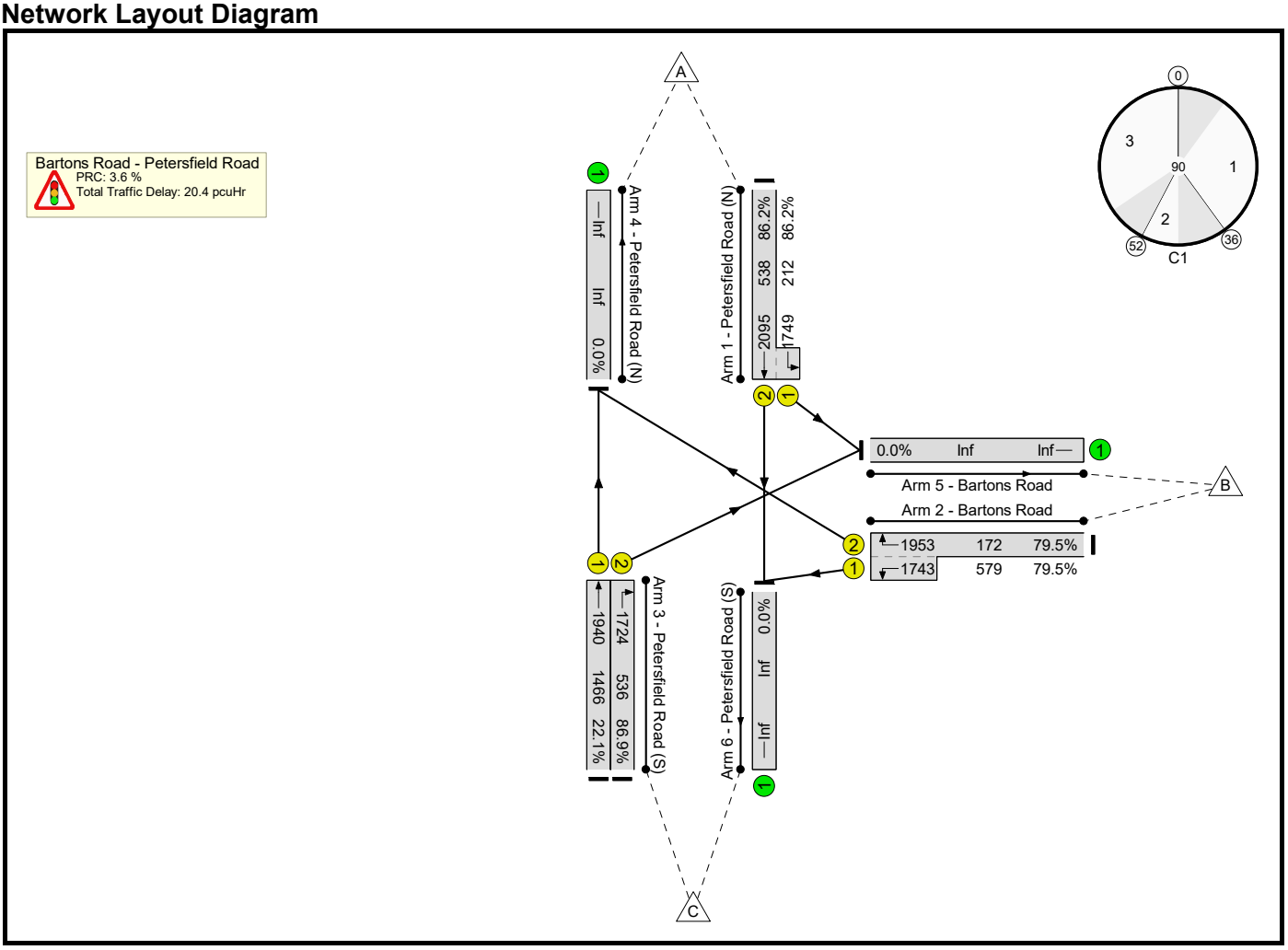
Basic Results Summary

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:	2019-04-11 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	-	-	-		-	-	-	-	-	-	**86.9%**	**0**	**0**	**0**	**20.4**	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	**86.9%**	**0**	**0**	**0**	**20.4**	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	A C		1	31:36	-	647	2095:1749	538+212	86.2 : 86.2%	-	-	-	7.6	42.3	17.1
2/2+2/1	Bartons Road Right Left	U	B D		1	7:43	-	597	1953:1743	172+579	79.5 : 79.5%	-	-	-	5.5	33.1	11.3
3/1	Petersfield Road (S) Ahead	U	F		1	67	-	324	1940	1466	22.1%	-	-	-	0.4	4.8	2.5
3/2	Petersfield Road (S) Right	U	E		1	27	-	466	1724	536	86.9%	-	-	-	6.8	52.8	13.9

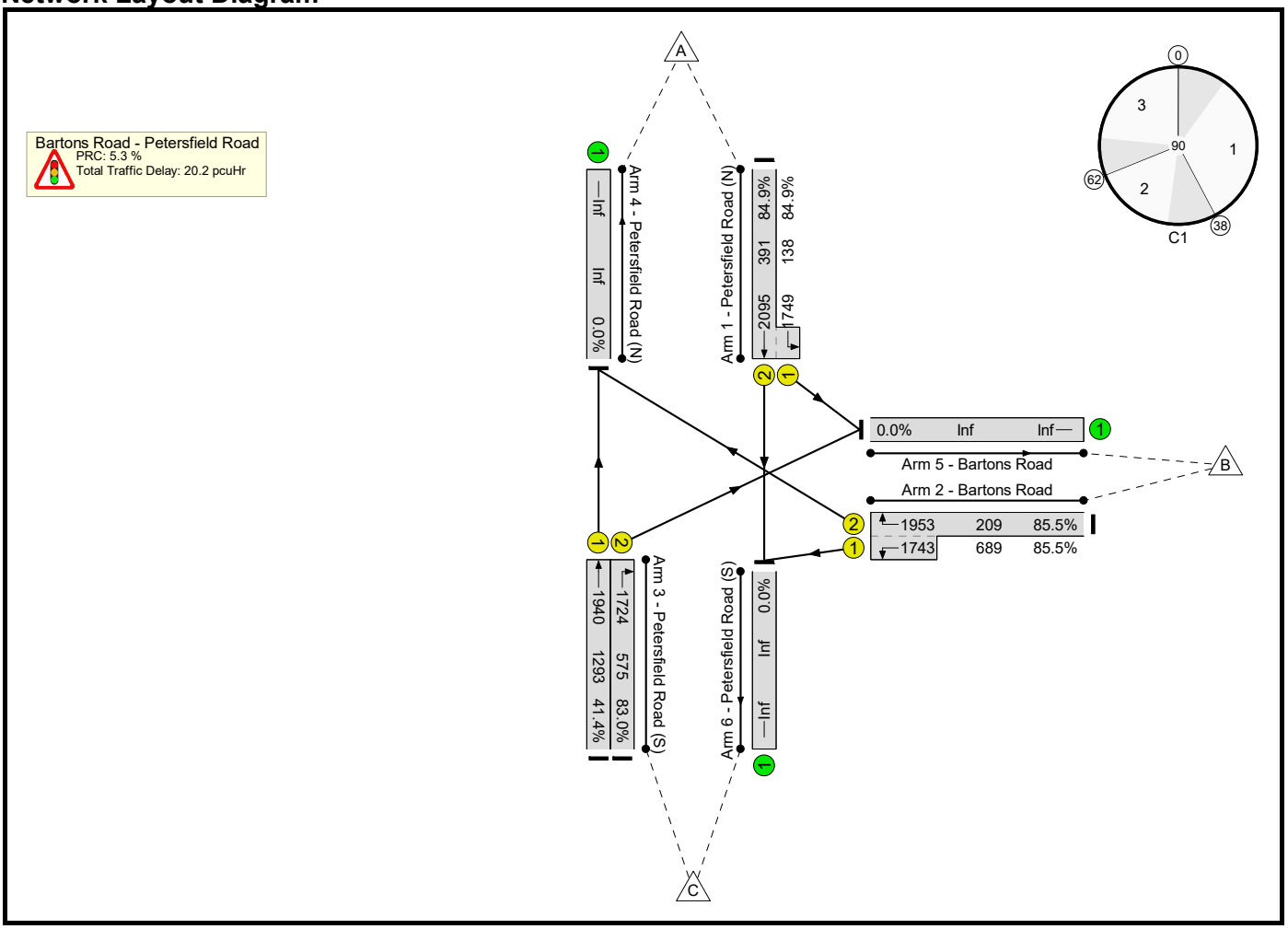
C1 PRC for Signalled Lanes (%): 3.6 Total Delay for Signalled Lanes (pcuHr): 20.35 Cycle Time (s): 90

PRC Over All Lanes (%): 3.6 Total Delay Over All Lanes(pcuHr): 20.35

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	-	-	-		-	-	-	-	-	-	**85.5%**	**0**	**0**	**0**	**20.2**	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	**85.5%**	**0**	**0**	**0**	**20.2**	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	A C		1	21:26	-	449	2095:1749	391+138	84.9 : 84.9%	-	-	-	6.6	52.6	12.5
2/2+2/1	Bartons Road Right Left	U	B D		1	15:53	-	768	1953:1743	209+689	85.5 : 85.5%	-	-	-	6.3	29.6	13.9
3/1	Petersfield Road (S) Ahead	U	F		1	59	-	535	1940	1293	41.4%	-	-	-	1.4	9.3	6.4
3/2	Petersfield Road (S) Right	U	E		1	29	-	477	1724	575	83.0%	-	-	-	6.0	45.2	13.2

C1

PRC for Signalled Lanes (%): 5.3
PRC Over All Lanes (%): 5.3

Total Delay for Signalled Lanes (pcuHr): 20.24
Total Delay Over All Lanes(pcuHr): 20.24

Cycle Time (s): 90

Appendix G Revised Travel Plan

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'optimising development potential'
Charles & Associates Consulting Engineers Ltd
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Email: enquiries@c-a.uk.com
Web: www.c-a.uk.com

C & A CONSULTING ENGINEERS

PROJECT	**:**	**Land West of Havant Crematorium, Bartons Road**
JOB NO.	**:**	**17-055**
NOTE TITLE	**:**	**Travel Plan Rev A Cover Sheet**
AUTHOR	**:**	**Prabin Limbu**
APPROVED	**:**	**GAC**
DATE	**:**	**14/05/2019**

1.0 Summary of Changes

1.1 The changes in the Travel Plan Rev A are listed below:

- Additional policy document included (Section 2.0)
- Referenced figures included with text
- Infrastructure at the closest bus stops (4.12) and rail station (4.19) added
- Provision of shared surface on the north side of Bartons Road (5.5) added
- Consideration for EV infrastructure (5.11)
- Target mode shift changed from 5% to 10% reduction in SOV (6.5)
- Mode shares for years 1 and 3 provided (Table 6.1)
- Justification for each mode share shifts (6.6 – 6.10)
- Commitment for the welcome packs to be approved by HCC prior to their distribution added (7.24)
- Revised action plan including timeframe and indicative cost (Table 8.1)
- Commitment for the TPC to liaise with local public transport operators and other TPCs in the area added (8.5)
- Commitment to submit an example survey to HCC for approval prior to its distribution included (9.5) in addition to the monitoring report submission period (9.7)
- Commitment for the TPC to enter talks with HCC, to determine the best course of actions for future measure, should the site fall short of targets (9.8)

Consulting Engineers Ltd

'optimising development potential'

LAND WEST OF THE HAVANT CREMATORIUM
BARTONS ROAD, HAVANT

Travel Plan

Rev A

Project No. 17-055

May 2019

Consulting Engineers Ltd

'optimising development potential'

LAND WEST OF THE HAVANT CREMATORIUM
BARTONS ROAD, HAVANT

Travel Plan

Rev A

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Project No. 17-055

May 2019

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	For Submission	PL	GAC	GAC	GAC	14/11/18
A	For Submission	PL	GAC	PL	GAC	14/05/19

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2.0 Policy Context 4

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DRAWINGS

Drawing No. 17-055-011 Proposed Site Access and Emergency Access

APPENDICES

Appendix A – TRACES Evaluation

Appendix B – Linden Homes Proposed Footway

Appendix C – Land South of Bartons Road Approved Access Arrangements

Appendix D – Havant Cycle Network 2017

Appendix E – Existing Bus/Train Timetables

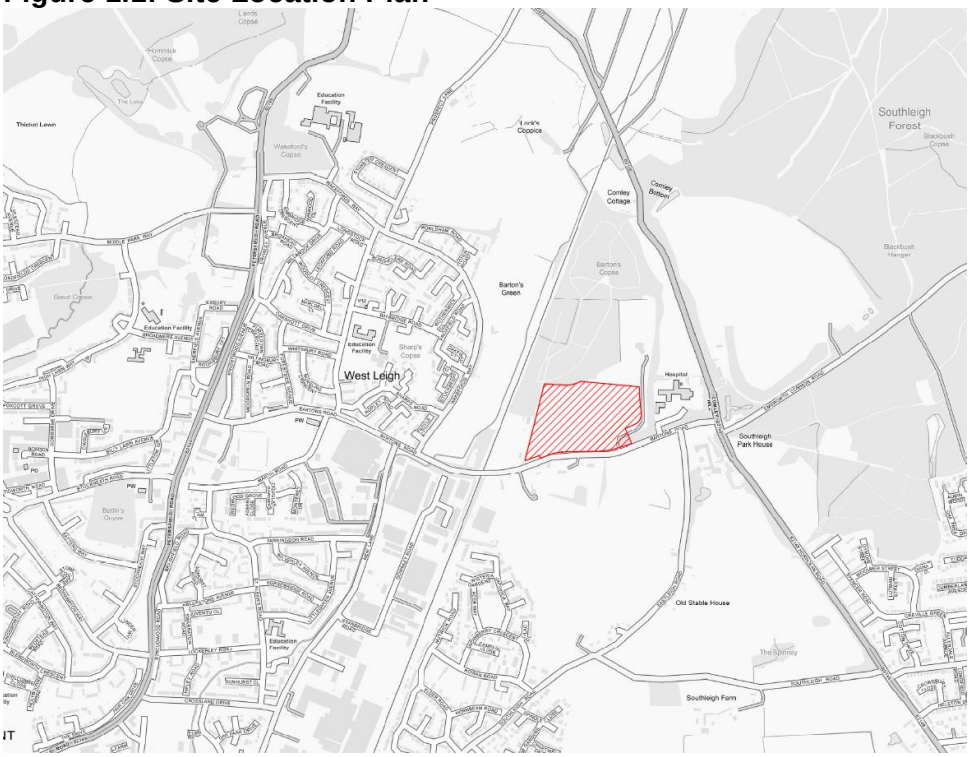
Appendix F – Masterplan

Appendix G – Sample Travel Survey Questionnaire

1.0 INTRODUCTION

1.1 This Residential Travel Plan (TP) 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 know as Land West of the Havant Crematorium, Bartons Road within the district of Havant Borough Council (HBC). The location of the site is illustrated in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.2 The proposed residential development comprises a mixture of 1, 2, 3 and 4 bedroom units.

1.3 Pre-application discussions were held with Hampshire County Council (HCC) which is the local highway authority for the roads within the area under consideration. During the discussions, it was determined that a TP would be required so as to encourage sustainable choices to/from the site although the number of dwellings falls below the number required for a travel plan (which is 100 or more households as per HCC requirements).

1.4 This application has the potential to be followed by a second application within the adjoining planning authority, East Hampshire District Council (EHDC) that will add a further circa 78 dwellings to the conurbation, as such this travel plan also covers this eventuality, should it occur.

1.5 This TP has been produced in accordance with HCC's Travel Plan guidance 'A Guide To Development Related Travel Plans' (January 2009). As such, it is to form part of the S106 Agreement for the site.

1.6 HCC's TP guidance recommends TPs to be assessed using the TRACES (**T**ransparent, **R**ealistic, **A**chievable, **C**ommitted, **E**nforceable and **S**ustainable) criteria. Therefore, this TP has been considered against these principles using the evaluation templated provided by HCC. The results of the evaluation are included within **Appendix A**.

1.7 This TP sets out site specific initiatives aimed at improving the availability and choice of travel modes to and from the development for all residents and visitors to the site. Together with the Transport Assessment (TA) submitted with this application, the TP will aim to be the mechanism by which overall travel demand will be managed and monitored.

1.8 The overall aims to be achieved through the implementation of a TP have been considered. Travel management objectives will focus on reducing trips made by car as well as considering resident's travel patterns. The overall travel management objectives will be:

- To minimise the number of single occupancy car trips to and from the site; and
- To facilitate and promote walking, cycling and public transport trips to the site.

Report Structure

1.9 **Section 2.0** of this report sets out the policy and guidance context against which the proposal will be judged. **Section 3.0** details the aims and objectives of this TP.

1.10 **Section 4.0** provides a site audit which sets out the local context in terms of the highway network, along with a detailed review of the local accessibility and access to non-car modes of travel.

1.11 **Section 5.0** details the proposed development and the site access strategy. Following on from this, **Section 6.0** sets out the likely targets which will be confirmed once initial site surveys have been completed.

1.12 **Section 7.0** considers the measures that will be implemented, alongside the consultation and partnerships likely as part of the TP.

1.13 **Section 8.0** sets out the roles and responsibilities of the Travel Plan Co-ordinator (TPC) and an indicative action plan outlining the implementation programme and cost for the proposed measures.

1.14 **Section 9.0** provides information on when and how monitoring of the TP will be undertaken.

1.15 Finally, **Section 10.0** summarises the report.

2.0 POLICY CONTEXT

National Policy

National Planning Policy Framework (NPPF) 2019

2.1 The current National Planning Policy Framework (NPPF), published in February 2019, requires that all developments that generate significant amounts of movement should be required to provide a travel plan.

2.2 The current NPPF (2019) is centred on a presumption in favour of sustainable development and requires that, in considering development proposals applications for development should:

- give priority first to pedestrian and cycle movements;
- address the needs of people with disabilities;
- create places that are safe, secure and attractive;
- allow for efficient delivery of goods and for emergency access; and
- be designed to enable charging plug-in and other ultra-low emission vehicles.

Planning Practice Guidance

2.3 Planning Practice Guidance (NPPG) was published in March 2014 and sets out national guidance on a range of issues including Travel Plans. This guidance details when a Travel Plan is required, how the need for and scope of a TP should be established and what information should be included within a plan and how it should be monitored. Most importantly this includes:

- Benchmark travel data including trip generation databases.
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development.
- Relevant information about existing travel habits in the surrounding area.

- Proposals to reduce the need for travel to and from the site via all modes of transport.
- Provision of improved public transport services.

Regional Policy

2.4 Given the site's location within Hampshire, this TP has been produced in accordance with the HCC's guidance document 'A Guide to Development Related Travel Plans' published in January 2009.

2.5 This guidance document sets out that a "Full" Travel Plan is required where the likely end user of the development is known. It also highlights that all aspects outlined in Section 4.2 of the document should be included in a TP, and an evaluation criteria should be followed to ensure that the TP is compliant with local requirements.

2.6 The document highlights the three main purposes of having a travel plan as part of the development process. These are:

- Ensuring that development takes place in location and in ways that minimise the impact of this additional demand;
- Increasing accessibility and ensuring that opportunities are provided for people to travel and from the site in a variety of ways;
- Reducing dependence on the use of the car.

2.7 The document also specifies five key guiding principles for an effective Travel Plan as follows:

- **Site specific** – every site is unique and the measures will be determined by the opportunities and constraints of the site itself, the nature of uses and occupation, the location of other facilities and the existing transport provision.
- A combination of **hard measures** – site design, improved infrastructure and new services and **soft measures** – marketing, promotion, use of technology and improved information provision.

- A **holistic package** where individual measures are integrated into the new development as part of the design, marketing and occupation of the site.
- One that includes measures to support and promote **walking**, **cycling** and the use of **public transport**.
- One that addresses the issue of **parking provision**, its quantity, management and cost of the user.

2.8 A range of hard/physical measures and soft measures that should be considered in residential travel plans are provided within Appendix F of the guidance document. It includes a broad range of measures that need consideration from early development of the site layout and design such as pedestrian and cycle links and parking facilities to development of the TP such as target setting and Travel Plan Co-ordinator and management.

Local Policy

HBC Local Plan 2011

2.9 The Core Strategy was adopted by HBC in March 2011 and is one of the documents within the Havant Borough Local Development Framework. It 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.

2.10 With regard to transport infrastructure, the Core Strategy sets out the following Development Management Policies relating to sustainable travel and the need of a Travel Plan:

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.*

EHDC Local Plan 2014

2.11 Local Plan: Joint Core Strategy was adopted by EHDC in June 2014 and is one of the documents within the East Hampshire Local Development Framework. It is the principal document providing a policy framework that plans for new development to deliver the vision what the district should be like by 2028.

2.12 With regard to transport, EHDC's Joint Core Strategy **Policy CP31** for Transport and Access sets out that a range of mitigating measures should be included within development proposals and, where appropriate, will be required to:

a) enhance the quality, viability, availability, accessibility and frequency of public transport and alternative community transport provision, especially in rural areas, to ensure that those without access to a private car have access to services and facilities necessary for their well-being;

b) protect and provide safe and convenient cycle and pedestrian links that integrate with existing cycle and pedestrian networks, such as the South Downs Way and Shipwrights Way, and reflect the amenity and rural character of the area;

c) ensure that highway design and associated signing meets the needs of vehicular traffic and the need for safety whilst also placing a high priority on meeting the needs of pedestrians, cyclists and public transport users and without detriment to the quality of the environment;

d) plan for new highway infrastructure that will reduce congestion, improve highway safety, increase accessibility to the District's town and district centres and enhance economic prosperity of the District;

e) improve access to rail stations at Rowlands Castle, Petersfield, Liss, Liphook, Alton and Bentley Station by sustainable modes of transport and, where appropriate, provide additional car and cycle parking at rail stations;

f) provide adequate, convenient and secure vehicle and cycle parking in accordance with adopted standards;

g) ensure that the type and volume of traffic generated would not harm the countryside or the rural character of local roads;

h) protect sunken and rural/green lanes so that their convenience and safety are enhanced for their users, and their ecological, landscape and recreational value are enhanced;

i) improve access for people with impaired mobility to all forms of transport and to all developments to which the public will reasonably expect to have access; and

j) produce and implement transport assessments and travel plans for proposals that are likely to have significant transport implications;

k) include measures, to be funded by the developer, that address the impact of the new development so as to ensure the continued safe and efficient operation of the strategic and local road networks.

IHT's (2000) 'Guidelines for Providing Journeys on Foot'

2.13 IHT provides suggested acceptable walking distances to key destinations within its guidance document 'Guidelines for Providing Journeys of Foot'. These are provided in **Table 2.1** below.

Table 2.1: IHT's Suggested Acceptable Walking Distance

	Town Centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

2.14 The guidance document also recognises that due to site constraints, costs or other practicalities, the distances above are not always possible to achieve. Therefore, compromises must sometimes, rightly, be made.

2.15 **Section 4.0** of this report discusses key local facilities and amenities including schools, shops, etc. within the vicinity of the site and accessibility of these from the site by walking and cycling.

CIHT's (2018) 'Buses in Urban Developments'

2.16 CITH's guidance document recommends maximum walking distances to bus stops for different situations as provided in **Table 2.2** below.

Table 2.2: Recommended Walking Distances to Bus Stops

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Parking Standards

2.17 Car and cycle parking for the proposed development will be derived to meet the standards set out in HBC's Parking Supplementary Planning Document (SPD) dated 27th July 2016. EHDC's Vehicle Parking Standards SPD dated July 2018 will be reviewed for the potential future development at the adjoining land when it comes forward.

2.18 HBC's and EHDC's car and cycle parking requirements are provided in **Tables 2.3** and **2.4** below respectively.

Table 2.3: HBC's Parking Requirements

Size of dwelling	Car Parking Requirement		Cycle Parking Requirement	
	Minimum	Visitor	Per Unit	Visitor
1 Bed Unit	1 space	Additional 20% of unallocated parking	1 space	Additional 20% of the total cycle parking spaces
2 Bed Unit	2 spaces		2 spaces	
3 Bed Unit	2 spaces		2 spaces	
4+ Bed Unit	3 spaces		2 spaces	

Table 2.4: EHDC's Parking Requirements

Size of dwelling	Car Parking Requirement		Cycle Parking Requirement	
	Minimum	Visitor	Per Unit	Visitor
1 Bed Unit	1 space	1 space per 5 dwellings	1 space	Additional 10% of the total cycle parking spaces
2 Bed Unit	2 spaces		2 spaces	
3 Bed Unit	2 spaces		2 spaces	
4+ Bed Unit	3 spaces		2 spaces	

2.19 In-line with the prevailing national polices and acknowledging the ever-growing demand of electric cars and its contribution in sustainable travel, both of the councils encourage provision for Electric Vehicle (EV) within development. Although both of SPDs do not specify exact requirements on EV charging point, it is noted that EHDC's SPC states as *"a minimum all new development should ensure that the electricity infrastructure for the development is sufficient to enable supply to be provided for electric vehicle charging".*

3.0 AIMS AND OBJECTIVES

3.1 The main aim of this TP is to promote sustainable travel to future residents of the proposed development site from the day of occupation, setting sustainable travel patterns to and from the site from the outset. The core aim is supported by a number of sub aims, namely to:

- ***Inform*** all involved with the development (especially the future residents) of the sustainable travel choices available;
- ***Influence*** how journeys are made by marketing the sustainable travel choices available and making sustainable travel both easier and more attractive; and
- ***Include*** residents in the monitoring of travel behaviour and enabling feedback to the Developer and Local Highway Authority;

3.2 The overarching objective of this TP is to reduce the car dependency of future residents and visitors travelling to and from the proposed development. The key to achieving this is to influence the travel patterns through providing infrastructure and encouraging residents to make modal shift to sustainable modes of travel where possible.

3.3 The TP objectives set out below demonstrate how the above aims will be achieved:

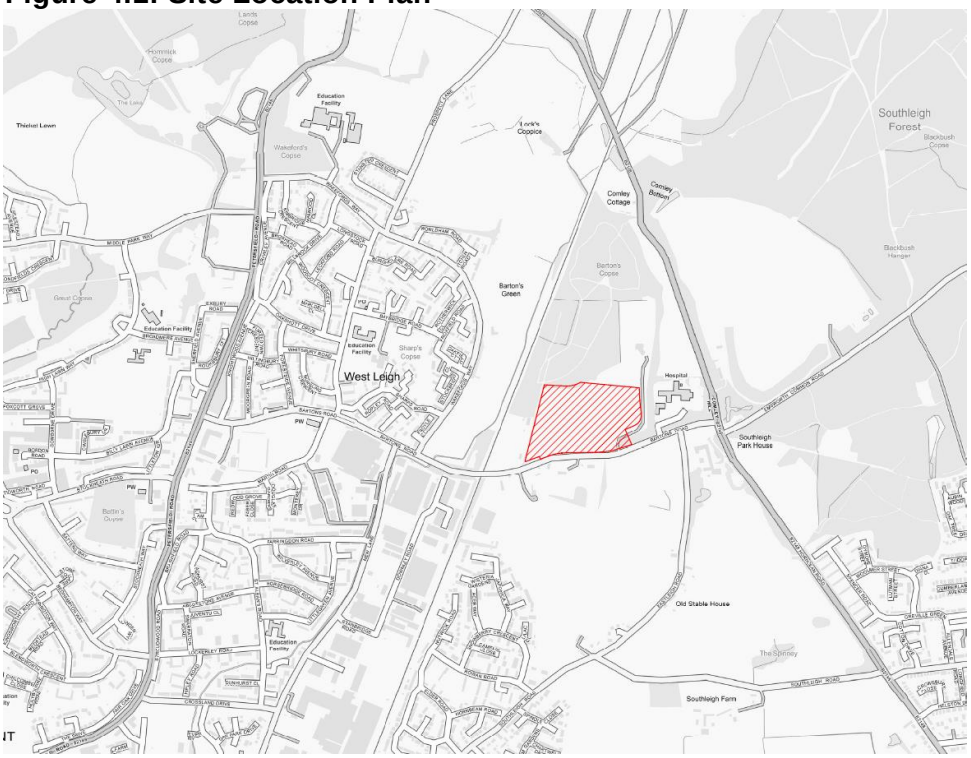
- To minimise the level of car travel, especially single occupancy vehicle use;
- Promote sustainable modes of travel such as walking, cycling and public transport use – including information on routes/facilities suitable for disabled access;
- To minimise the impact of the development on the local road network;
- To enable all residents of the development to have informed choice about their travel options.

3.4 The TP is a dynamic living document and requires regular monitoring, reviewing and adjustment to make sure that it is achieving its set targets. Therefore, the aims and objectives may also be reviewed over the period of the plan and updated in consultation with HCC.

4.0 SITE AUDIT

4.1 The proposed site is located on land west of the Havant Crematorium, north of Bartons Road as illustrated in **Figure 4.1.** 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.

Figure 4.1: Site Location Plan



4.2 The site audit of the existing conditions has been completed as part of the TA and is summarised in the following sections.

Walking and Cycling

4.3 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.

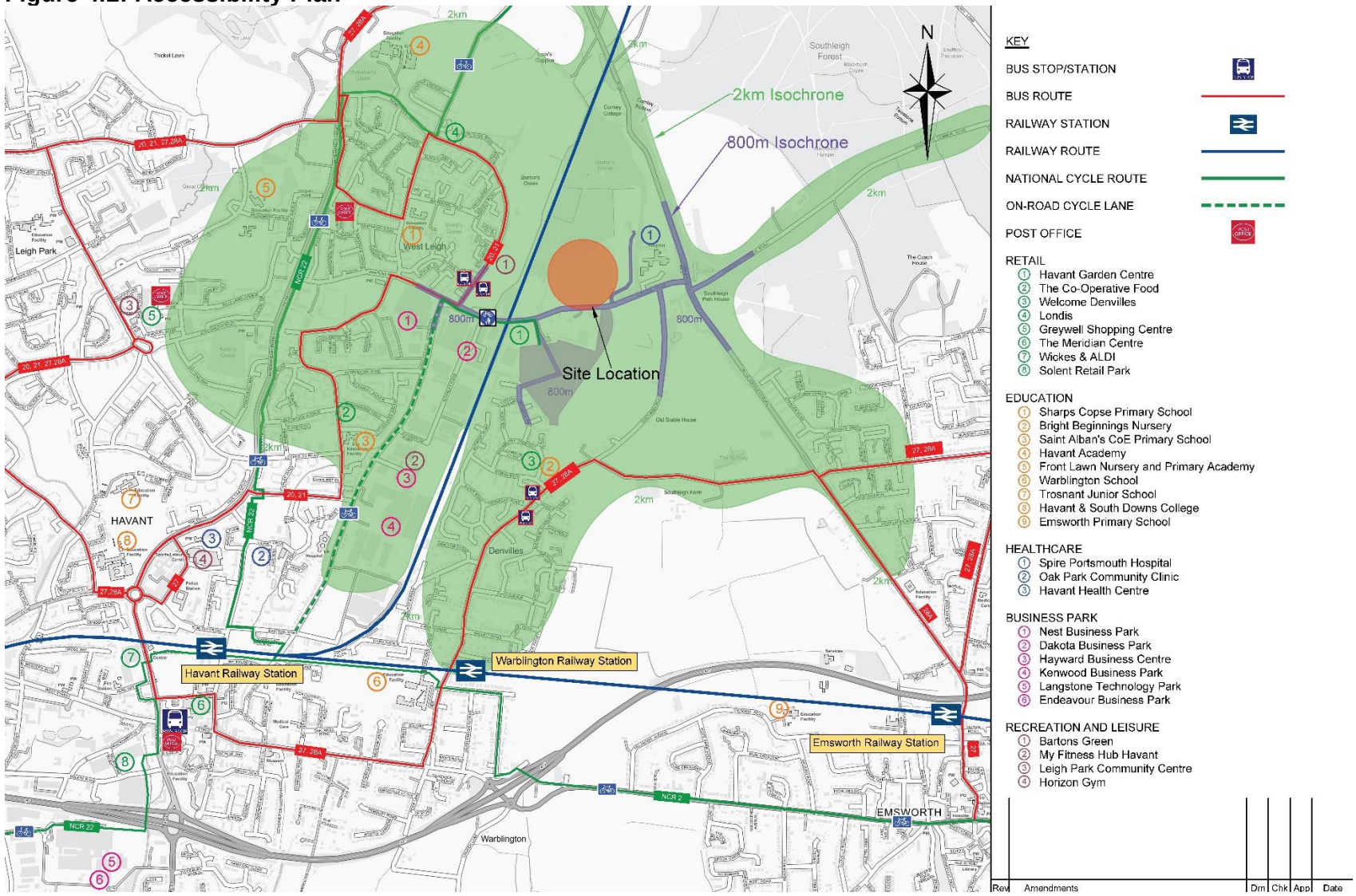
4.4 Bartons Road runs east west and is provided with verge to the north along the site frontage and an approximately 2m footway to the south opposite the site.

4.5 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 B** for information.

4.6 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 C**.

4.7 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 4.2**.

Figure 4.2: Accessibility Plan



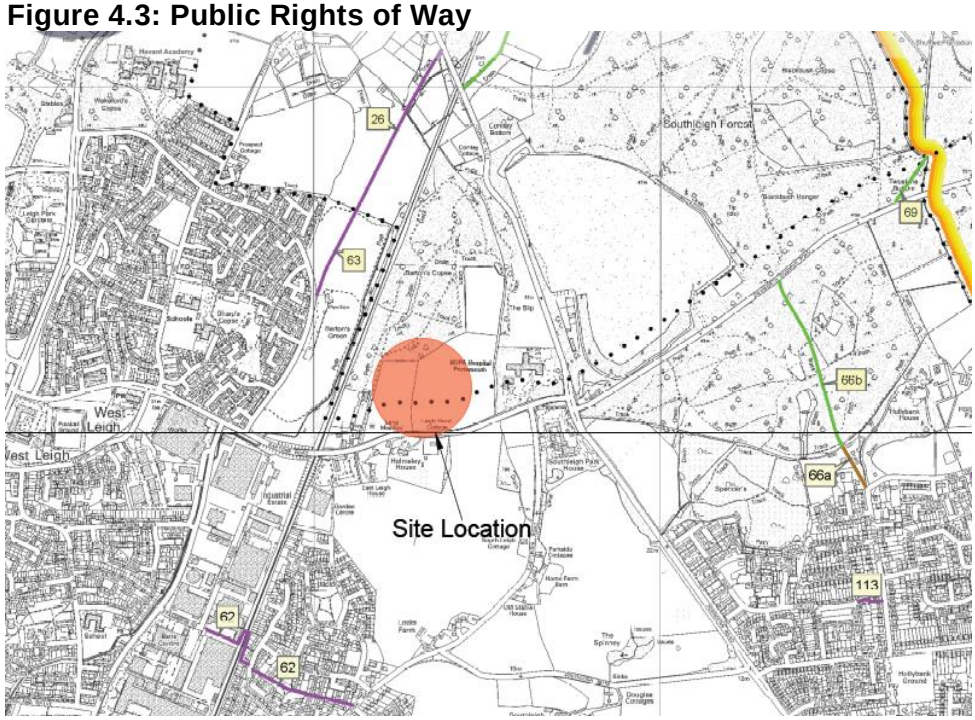
4.8 Local residential roads in the area, which are although not specifically designated as cycle routes, are considered to be safe routes for on road cycling.

4.9 The existing cycle network is illustrated at **Appendix D**. 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.

4.10 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.

4.11 There are also a number of public rights of ways available close to the site as illustrated in **Figure 4.3**. 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 Mill Lane to the south west of the site.

Figure 4.3: Public Rights of Way



Public Transport – Bus

4.12 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. Both of the northbound and southbound bus stops are flag pole, however the southbound bus stop has provision of shelter. These routes give access to Leigh Park, Farlington and Portsmouth.

4.13 Bus routes 27 and 28A serve eastbound and westbound bus stops on Southleigh Road, both flag poles, 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 approximately during daytimes, between Rowlands Castle, Havant and Emsworth, Monday to Saturday. Route 28A is a school service and runs once per day in each direction on school days.

4.14 Full timetables and route maps for the above buses are provided within **Appendix E**.

Public Transport – Rail

4.15 Warblington railway station is within 2km of the site with Havant railway station 2.5km away. As shown on **Figure 4.2**, walking and cycling provide viable modes of travel to these stations.

4.16 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.

4.17 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.

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

4.19 Havant station has provision of 92 cycle storage spaces and 286 car parking spaces including 8 accessible spaces. It can be accessed using bus service 20 and 21 combined with a short walk (approximately 15 minutes total journey time). Warblington station has 30 cycle storage spaces provision and it can be accessed using bus service 27.

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

Local Facilities

4.21 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.

4.22 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)

4.23 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*”.

4.24 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 4.2**, along with 800m and 2000m isochrones

4.25 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

4.26 **Table 4.1** below lists local convenience stores and retails in the area, approximate distance and walking/cycling times relative to the site.

Table 4.1: 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

4.27 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.

4.28 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

4.29 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.

4.30 A range of schools are available within close proximity of the site. Their distances to these schools from the site are provided in **Table 4.2** below.

Table 4.2: 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

4.31 A range of Health facilities are available close to the site. Their distances from the site are provided in **Table 4.3** below.

Table 4.3: 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

4.32 A number of business parks and places of employment are available within 2km walking and 5km cycling distances. **Table 4.4** below lists various employment centres and their respective distances measured from the proposed site access.

Table 4.4: 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

4.33 A number of recreation and leisure centres are available with walking and cycling distances as provided in **Table 4.5** below.

Table 4.5: 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

4.34 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.

Local Highway Network

4.35 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.

4.36 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.

4.37 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.

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

4.39 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.

4.40 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.

4.41 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 Mode Share

4.42 The existing mode share for the local area has been determined with reference to the 2011 Journey to Work Census data for the Havant district area. The percentage mode share is set out in **Table 4.6**. This shows that 71% travel to work as a driver and 6% as a passenger, resulting in a single occupancy trip to be 65% of the total.

Table 4.6: Mode Share Percentage

Mode	**Existing Havant Mode Share (%)**
Train	3%
Bus, minibus or coach	5%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	71%
Passenger in a car or van	6%
Bicycle	4%
On Foot	9%
Total	**100%**

4.43 Although the northern aspect of the site (potential second application site) sits in EHDC, given the location of the site, it is anticipated that Havant's mode share would be applicable for this as well.

5.0 DEVELOPMENT PROPOSALS

5.1 This TP has been prepared in support of an outline planning application for a 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.

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

5.3 As discussed in the main TA and above, there is a likelihood of further development to 78 additional dwellings to the northern sector of the site which is located within the planning area for EHDC. Although only a proposal at this stage, if this does come forward in the future, then it would make use of the proposed site access onto Bartons Road and the internal layout would likely be designed using the similar principles as that proposed for this current application, whilst also considering EHDC's requirements.

Site Access Design

5.4 The proposed access arrangement is illustrated in **Drawing No 17-055-011**. It includes revision of the existing crematorium access, upgrading this to provide a 6.75m carriageway with 10m Radii. 3m shared wide footway/cycleway is proposed on the western edge of the site access road and a crossing facility with dropped kerb and tactile paving leading to the existing footway to the south of Bartons Road.

5.5 3m wide shared footway/cycleway is also proposed along the eastern edge of the site access road which would continue to the east on the northern edge of Bartons Road and tie, via appropriate crossing facility incorporating refuge island, with the shared/footway cycleway proposed by the consented Southleigh House development.

5.6 An emergency access which is also serve as a shared pedestrian/cyclist access is also proposed to the south west corner of the site as illustrated within **Drawing No 17-055-011**. There would be a provision of padlocked staggered gates to prevent any unauthorised use of the emergency access. However, this would not prevent pedestrian and cyclist access including wheelchair users.

5.7 3m wide footway/cycleway is proposed from the above shared access to the west along the northern edge of Bartons Road leading to the existing footway facilities in front of Linden Homes development.

Internal Site Layout

5.8 Given the development application will be in outline, with all matters, except access, reserved, the masterplan for the site is only indicative.

5.9 The majority road within the site will comprise 2m footways on both sides of the carriageway as shown in the masterplan. Furthermore, the internal road layout will be designed to maintain low speed with built-in speed calming features. These on-site facilities in combination with the previously described off-site shared footway and cycleway infrastructures would encourage active sustainable forms of travel to and from the site.

Parking Provision

5.10 Appropriate car and cycle parking provision including for visitors will be provided in compliance with the HBC and EHDC parking standards discussed previously in **Section 2.0**.

5.11 Further details including the exact number of parking spaces, parking layout and the infrastructure for electric vehicles 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.

6.0 TARGETS

6.1 Targets are a means to measure the achievement and effectiveness of the TP against the objectives set. These targets set need to be 'SMART' i.e. they must be:

- **Site-specific**: well defined and clear to those with basic knowledge of transport;
- **Measurable**: concrete criteria for measuring progress;
- **Achievable**: challenging and ability stretching, but still reasonable;
- **Realistic**: within the availability of resources, time and knowledge;
- **Time-related**: grounded within a timeframe.

6.2 In addition, Hampshire's guidance suggests that there should be a mix of "action" and "aim" targets which are set out as follows and relate to each year of the funded TP:

- Reduce the number of single occupancy car journeys ("aim");
- Increase the total journeys per year by bus and train ("aim");
- Increase walk and cycle journeys ("aim");
- Ensure awareness of the TP and its initiatives ("aim")
- A Travel Plan Coordinator to be appointed prior to first occupation of the site ("action")
- Annual monitoring survey ("action")

6.3 Definitive targets for a new development site should be set once baseline residential travel surveys have been carried out. At this stage and without the baseline residential travel surveys, it is not possible to set definitive targets to establish the exact mode share for the development. This TP therefore sets out possible mode share targets on the existing mode data available for Havant Borough as a whole. Although the northern sector of the site sits in EHDC, given the location of the site and the site access leading on Bartons Road, it is anticipated that Havant's mode share would be suitable for this as well.

6.4 The existing mode share for Havant Borough based on the existing Census 2011 Journey to Work data is tabulated in **Table 4.6**.

6.5 Census 2011 Journey to Work data provides a suitable estimate for the likely travel patterns from the site. Based on this, a possible target mode shift of 10% away from the use of the car, in particular single occupancy car use would be appropriate over a 5-year period. This is anticipated to be achieved by increasing mode share of alternative sustainable travel modes; walking, cycling and public transport.

Reduce single occupancy car journeys

6.6 The TP will endeavour to promote the reduction of single occupancy car journeys, through the promotion of alternative modes of travel. The overarching target of the plan is to reduce the number of single occupancy car journeys by 10% by the end of the 5-year travel plan period. This will be achieved by encouraging the residents to make modal shifts as described below and will be supported by a wide range of measures as described in the following **Section 7.0** of this plan.

Increase walk and cycle journeys

6.7 As discussed in the previous section, the development proposals include high-quality on-site and off-site infrastructures for walking and cycling which, in combination with the existing footways/cycleways and the proposed footways/cycleways as part of recently consented neighbouring applications in the area, would provide attractive and safe routes to key local destinations.

6.8 The TP will endeavour to promote these through travel information packs, personalised travel planning and events if necessary and encourage walking and cycling as a main mode of travel to nearby amenities and schools.

6.9 The target of the travel plan is to increase walk and cycle mode shares by 3% each by the end of 5-year period.

Increase public transport journeys

6.10 Bus stops on Wakefords Way to the west of the site providing frequent bus services to a number destination is easily accessible using the proposed footway/cycleway. Additionally, Warblington rail station can also

be accessed using Land south of Bartons Road proposed footway/cycleway and then via existing footways on Japonica Way, Snowberry Cres and Southleigh Road within 2km distance.

6.11 Although Havant rail station is slightly over 2km distance, it can be accessed using bus services available from Wakefords Way within journey time of 15 minutes when combined with a short walk trip. This has potential to serve commuter journeys to wider destinations.

6.12 Residents will be encouraged to make use of these public modes of transport through the provision of bus and train timetables and route maps as well as travel voucher incentives. The target of the plan is to increase the total journeys by bus by 2% and by train by 2% by the end of the 5-year period.

6.13 Based on the above, the possible development target mode shares for year 1, year 3 and final year 5 as well as the existing mode share are tabulated in **Table 6.1** below. These targets will be confirmed and agreed with HCC after completion of the first site specific travel survey.

Table 6.1: Possible Development Target Mode Share

Mode	Existing Havant Mode Share (%)	Possible Development Target Mode Shares (%)		
		Year 1	Year 3	Year 5
Train	3%	3%	4%	5%
Bus, minibus or coach	5%	5%	6%	7%
Taxi	1%	1%	1%	1%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	71%	69%	65%	61%
Passenger in a car or van	6%	6%	6%	6%
Bicycle	4%	5%	6%	7%
On Foot	9%	10%	11%	12%
Total	**100%**	**100%**	**100%**	**100%**

6.14 When considering the number of trips which equates to, a summary of the expected two-way trips generated by the proposed development (72 dwellings) by mode based on the existing Havant Mode share and final year 5 possible development target is set out in **Table 6.2**. This is based on the modal split set out in **Table 6.1** and the daily two-way vehicle trip generation based on TRICS (refer to the TA Table 5.1 for trip rates).

Table 6.2: Expected Daily Two-Way Development Trips (72 dwellings)

Mode	Based on Existing Havant Borough mode share	Based on Potential Development Target mode share
Train	16	26
Bus, minibus or coach	27	37
Taxi	3	3
Motorcycle, scooter or moped	6	6
Driving a car or van	357	307
Passenger in a car or van	32	32
Bicycle	18	33
On Foot	43	58
Total	**502**	**502**

Note: Two-way trips are the arrival and departure trips combined. The above data therefore represents all trips to and from the site.

6.15 **Table 6.3** below provides a summary of the expected two-way trips in year 5 generated by the combined proposed development and potential development within EHDC (up to 150 dwellings) if it was to come forward.

Table 6.3: Expected Daily Two-Way Development Trips (150 dwellings)

Mode	Based on Existing Havant Borough mode share	Based on Potential Development Target mode share
Train	34	55
Bus, minibus or coach	56	77
Taxi	7	7

Motorcycle, scooter or moped	14	14
Driving a car or van	744	639
Passenger in a car or van	67	67
Bicycle	37	68
On Foot	90	122
Total	**1049**	**1049**

Policy Context

6.16 The targets included in this TP (as set out above) are consistent with the HBC's and EHDC's Local Development Frameworks (LDF) and HCC's Local Transport Plan (LTP) objectives.

6.17 The emphasis of the LTP over the next 5-10 years is focussing on three main priorities to maximise the efficiency of the existing network to support the economy, maintenance and management.

6.18 It will be important to provide up to date information on sustainable modes to residents – particularly promoting new transport technologies or improved co-ordination between modes in line with HCC's LTP Policy Objectives 3 and 8; highlighting improvements to rail access (Policy Objective 6); and ensuring that new sustainable infrastructure or other measures invested in by HCC are publicised to the residents (Policy Objectives 12 and 13).

6.19 Reducing single occupancy car use and the need to travel will contribute towards improving air quality and national carbon targets (Policy Objective 10); and specifically relates to Policy Objective 11.

7.0 MEASURES

7.1 There will be a range of measures and actions which will be central to the delivery of the TP and meeting the targets set. The measures implemented will range from hard, physical measures which form part of the development to soft measures which can be altered to suit the needs of the residents.

7.2 These measures will be implemented throughout all stages of the development process, from the design and construction, marketing and occupation of the development in order to promote and support the use of sustainable travel modes including walking, cycling, public transport use and car sharing.

7.3 The range of measures are set out below. Although, at this stage, the development proposals only include southern aspect of the site for 72 dwellings, these measures would also be applicable if the further development were to come forward in the northern sector of the site.

Hard physical Measures

7.4 Hard measures represent elements of the scheme that are designed in from the outset, such as the provision of pedestrian and cycle routes and facilities (e.g. crossings, cycle storage, street lighting, etc). While these have scope to encourage modal shift, the primary role of such hard measures is to facilitate this by making facilities available to support the use of sustainable modes.

7.5 As set out in **Section 4**, the proposed site access will have provision of 2m footway and appropriate pedestrian crossing facility with tactile paving and dropped kerbs which would lead to the existing footway on the southern side of Bartons Road and wider footway network.

7.6 The internal site layout will be designed with a target maximum speed of 20mph. This, in conjunction with the use of shared surfaces and pedestrian footways, together with built-in traffic calming, will reduce the

dominance of the private car and support and encourage the use of other more sustainable modes of travel.

7.7 Additionally, the proposals also include provision of shared pedestrian and cyclist access point, also serves as an emergency access, and 3m footway/cycle from the emergency access heading westbound tying with the Linden Homes site access and from the main site access heading eastbound tying with the shared provision proposed by consented Southleigh House development.

7.8 The design of the development will encompass the key principles of good practice in highway design that have an implication on transport sustainability. The internal layout of the site will be designed to maximise the permeability of the site by foot making use of the two proposed access points onto Bartons Road as described above.

7.9 An appropriate level of car/cycle parking for the development will be provided in accordance to HBC's requirements.

7.10 Consideration will be given to ensure delivery vehicles can manoeuvre within the site so as to reduce the need to travel by allowing for internet shopping for residents.

Key Features

7.11 A summary of the key features which will be incorporated in the design of the development and which encourage sustainable transport is provided below:

- A general highway layout that constrains vehicle speeds;
- Use of shared surface areas on appropriate roads resulting in pedestrian/cycle dominated carriageways;
- Sufficient pedestrian footways and lightings on the respective on-site streets;
- Provision of cycle storage for each dwelling;
- A high degree of pedestrian/ cycle permeability;

- Consideration for deliveries to encourage internet shopping;
- Provision of broadband internet connection to enable residents the ability to work from home and also make internet shopping easier.

Soft / Informative Measures

7.12 Soft measures are those that are implemented during the life of the TP which do not represent physical measures, such as those set out above. They include initiatives and campaigns to promote a shift in mode away from the private car to other, more sustainable modes.

7.13 The package of proposed measures will comprise the following:

- Appointment of a 'Travel Plan Coordinator' (TPC);
- Promotion of walking and cycling for leisure and commuting including routes suitable for disabled persons;
- Promotion of public transport services including details of facilities available for mobility impaired;
- Promotion of available taxi share services;
- Provision of Personal Travel Planning (PTP);
- Provision of bus vouchers;
- Liaison with local cycle retailers to obtain discounts for residents;
- Provision of a travel plan website;
- Promotion of car sharing;
- Promotion of walk / cycle to school and 'walking bus'; and
- Provision of information for inclusion in homeowners' packs.

Travel Plan Coordinator (TPC)

7.14 Prior to the occupation of the site, the developers will appoint a designated Travel Plan Co-ordinator (TPC) who will take responsibility for delivery of the above measures to cover the full 5-year period of the TP. The roles of TPC are discussed in more detail in following **Section 8**. After 5 years, it is likely that any continuation of the TP will be completed by a resident steering group or a management company.

7.15 The TPC role will change and adapt over the course of the TP period and will therefore be reviewed regularly throughout the period of the plan. Given the scale of the development, it is anticipated that the TPC role will be part time estimated to be around half a day a week.

7.16 The full contacts details of the TPC will be provided to HCC once the role has been appointed

Publicity and Promotion

7.17 Fundamental to delivering any modal shift away from the private car is the provision of relevant and up-to-date sustainable travel information.

7.18 This will form the basis of the type of information that will be provided to residents in order to facilitate alternative travel opportunities. These measures support the overall aim and objectives set out in **Section 3**. Sustainable transport information provided to residents (including bus maps, timetabling information and walk and cycle route maps) can be presented to the target audience in a number of ways as discussed below:

i) Travel Plan Welcome Packs

7.19 It is now common for residents moving in to new-build housing to receive an *Information Pack* or *Welcome Pack* from the house-builder, comprising general information on the property. This would be used as a mechanism to deliver a range of travel information to the new residents, both to inform the travel opportunities and to encourage modal shift.

7.20 The TPC will ensure that the information for the welcome packs are prepared sufficiently in advance of occupation at the site, to ensure that residents receive such packs upon occupation.

7.21 A fundamental element of the information supplied will be the inclusion of bus maps/ timetables and maps of key destinations within walking and cycle distance of the site.

7.22 In addition to the above, the following information can also be included in the welcome packs issued to all dwellings at the site:

- Information relating to the benefits of using sustainable modes of transport – in particular active modes to promote the objective of improving the health and wellbeing of residents;
- Contact details of the TPC;
- Details on internet grocery shopping available in the area;
- List of useful transport related resources such as:
    - Rail Travel Information: www.nationalrail.co.uk
    - Bus Travel Information: www.travelinesoutheast.org.uk;
    - General Travel Information: www.traveline.org.uk
    - Car Share: www.liftshare.com/uk/community/hants
    - Details of taxi firms and ranks available at train stations

7.23 There is also potential to offer further incentives to sustainable travel within the welcome packs, with inclusions of vouchers for bus travel, or discounts at local cycle retailers. The TPC will liaise with the local transport operators and retailers regarding this.

7.24 The welcome packs will be submitted to HCC for approval prior to their distribution.

ii) ***Personalised Travel Planning Service***

7.25 The TPC will act as a contact point for those looking to gain a more detailed understanding of travel opportunities. In delivering this service, the TPC would ensure that all are aware of the sustainable travel options to and from the site. Individual residents will be able to request assistance from the TPC in planning journeys such that the most efficient and sustainable option can be selected.

iii) Promotional Events

7.26 If considered necessary, annual events will be promoted over the period of the TP – these are likely to include competition “give away”, fliers to highlight national events such as “Bike Week” or “Walk to School Week” or local events in Hampshire focussed on active travel, or providing ad

hoc information on walking routes in the area or health benefits of exercise.

iv) *Website*

7.27 A website is a straightforward way in which residents can access the most up to date travel information. A website link will be established which provides links to:

- Car Share database
- National Rail Time Tables
- Bus Timetables
- Taxi providers
- Information on cycle routes and cycling organisations
- Information on walking routes and local rambler groups

7.28 The above measures should allow the future residents of the proposed development to have sufficient knowledge of the sustainable modes of travel and facilities available to them and make informed decisions about their travel choices.

8.0 TRAVEL PLAN STRATEGY AND ACTION PLAN

Travel Plan Coordinator (TPC)

8.1 The TPC will be responsible in terms of ensuring that the TP is implemented and a series of measures and initiatives are delivered.

8.2 A critical part of the information gathering for the TPC will be to carry out a questionnaire survey of all occupiers to provide details of individual circumstances, travel patterns and preferences etc. The surveys can either be carried out online or in paper format. The survey will be organised by the TPC and the results set out in a monitoring report.

8.3 Prior to first occupation, the TPC will update and/or acquire all the supporting information needed, such as public transport timetables and cycle maps and review the overall contents of the TP document to ensure its accuracy and relevance.

8.4 The duties of the TPC will include but not limited to:

- Discussions with the sales staff to provide informal training and travel information relating to the site to promote the TP;
- Overseeing the gathering of information, e.g. the travel questionnaire;
- Providing new residents with travel information in the welcome pack to include details of sustainable travel options available to them including bus timetables, and any promotions such as introductory bus passes or other introductory incentives.
- Information to new residents to explain the objectives and benefits of the TP to ensure awareness of the plan and to encourage participation;
- Acting as a focal point for all transport, access and travel related issues in relation to the site;
- Actively encouraging and promoting walking, cycling and public transport use to travel to and from the development, where possible. Hence, residents will be encouraged to be fully aware of different travel options which are available from the site;

- Obtaining up to date details of the information required in the TP;
- Implementing, monitoring and reviewing the TP; and
- Provision of a report to the Council summarising the monitoring, targets and review of the TP and discussing the measures (as needed).

8.5 Where appropriate the TPC will look to develop partnerships with local shops / businesses to obtain discounts for residents, such as local cycle shops and bus operators. The TPC will also seek to liaise with other TPCs in the area; residential, business and schools, to establish and pursue collaboratively community wide sustainable travel goals.

Action Plan

8.6 A series of 'hard' and 'soft' measures will be implemented as discussed in **Section 7.0**. These will ensure that there is opportunity and incentive to travel by sustainable methods of travel.

8.7 An indicative action plan has been provided below in **Table 8.1** which sets out the intended measures, actions, responsibilities, timescale and indicative cost. Consultation on the contents of the action plan will be completed and agreed with HCC after the completion of the initial travel survey.

8.8 If the further development as described before were to come forward in northern sector of the site, then there would be need to revise the action plan, specifically the indicative cost.

Table 8.1: Action Plan

Action /Target	Measure	Task	Responsibility	Timescale	Indicative Cost
Implement Travel Plan	TPC	Appoint TPC	Developer	Prior to first occupation	£55,000
	Welcome Pack	Produce information for inclusion in welcome pack and organise distribution upon first occupation	TPC	Ongoing	£3,000
	Monitoring	Complete initial travel survey after 6 months of first occupation/annually afterwards	TPC	Ongoing	£2,400
	Targets	Agree final targets with HCC	TPC	6 months of first occupation i.e. initial survey	Included in TPC cost above
	Promotion of sustainable travel	Organise for website to be set up prior to first occupation	Developer / TPC	Prior to first occupation, then ongoing check information on website is up-to-date	£3,000
	Monitoring	Monitor and report on TP after travel survey	TPC	Annually	Included in TPC cost above
To reduce the proportion of single occupancy car trips	All of the measures below plus:				
	Promotion of car sharing	Produce information for inclusion in welcome pack	TPC	Check information is up to date - ongoing	Included in TPC and Welcome Pack cost above
To increase bus mode share	Provision of bus timetable/stop information	Produce information for inclusion in welcome pack	TPC	Check information is up to date - ongoing	Included in TPC and Welcome Pack cost above
	Bus taster	Offer bus voucher per household on occupation	TPC	Ongoing - scheme available up to 3 months post full occupation	£1,200*
To increase train mode share	Provision of bus timetable/stop information	Produce information for inclusion in welcome pack	TPC	Check information is up to date - ongoing	Included in TPC and Welcome Pack cost above

Action /Target	Measure	Task	Responsibility	Timescale	Indicative Cost
	Train voucher	Offer train voucher per household on occupation	TPC	Ongoing - scheme available up to 3 months post full occupation	£1,200*
Increase cycle mode share	Provision of cycle storage spaces	Provide adequate level of secure cycle storage spaces upon occupation	Developer	Prior to occupation	-
	Cycle route information	Provide cycle route information in welcome pack	TPC	Check information is up to date - ongoing	Included in TPC and Welcome Pack cost above
	Cycle discount vouchers	Offer cycle voucher per household on occupation	TPC	Ongoing - scheme available up to 3 months post full occupation	£1,200*
Increase walk mode share	Improve pedestrian links	Ensure links with existing wider footway network and PROWs – determined as part of planning submission	Developer	-	-
	Provision of local pedestrian network Plan	Provide residents with information in welcome pack	TPC	Check information is up to date - ongoing	Included in TPC and Welcome Pack cost above
Personalised Travel Planning		Offer PTP to each household	TPC	Ongoing as required	£3,000

*assumes £50 vouchers with each household opting for either bus, train or cycle voucher.

9.0 MONITORING

9.1 A successful TP must have an appropriate monitoring programme that measures success (and failure) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC.

9.2 Monitoring will be conducted using a questionnaire-based approach combined with automatic traffic counts at the site access.

9.3 Resident travel surveys will be carried out on an annual basis (year on year from the month of the baseline surveys being carried out) for a five-year period. An annual monitoring / review report will be prepared and submitted to HCC Highways as well as being made publicly available to residents if needed. Where this review reveals that targets are not being attained the TPC will consider additional measures which may be implemented to enhance the effectiveness of the TP.

9.4 The survey should include the following elements:

- How residents plan to or currently travel to work and other destinations.
- How residents prefer to travel for various journey purposes.
- Measures that would encourage residents to use sustainable modes.
- Work, school and main shopping destination(s) (typically by postcode area).
- Other travel needs.

9.5 The initial monitoring survey to establish the baseline for comparison will be completed 6 months from first occupation. The date of first occupation will be provided to HCC's development planning team. Then, surveys for comparison will be undertaken annually for a 5-year period. A sample travel survey questionnaire is attached as **Appendix G**. This will be

revised by the TPC if necessary, in accordance with HCC requirements and submitted to HCC for approval prior to distribution.

9.6 As set out in HCC guidance a 35% response rate will be aimed for from the monitoring surveys. There is a potential for responses to be encouraged through a prize incentive such as vouchers for retail or travel vouchers.

9.7 A monitoring report will be submitted to HCC within three months of the travel surveys completion, summarising the results and the effectiveness of the measures implemented in meeting the aims and targets set out in the TP. This report will be provided to both residents and HCC. An annual review will also be completed to determine if the measures and promotion of the TP need to be updated in order to achieve the targets.

9.8 In the event that targets are not met, the TPC will consult HCC to determine the best course of action for future measures as well as implement a number of sanctions as follows:

- marketing events will be undertaken to encourage sustainable travel;
- encourage uptake in the bus pass incentive scheme and advertise the cycle discounts and personal travel planning by direct marketing through emails and via marketing events.

9.9 It is understood that HCC require £750 for the initial evaluation fee and £1,000 per annum for monitoring, a total of £5,750 for a 5-year TP.

9.10 The above methodology has been primarily prepared for the current application for 72 dwellings in southern sector of the site. However, if a further application were to come forward, subject to when it comes forward, the above schedule would be adjusted to suit the combined development upon consultation with HCC.

10.0 SUMMARY

10.1 This TP has been prepared by Charles & Associates Consulting Engineers Ltd (C&A), on behalf of White Farming Limited, to support the proposed residential development of Land West of Havant Crematorium, Bartons Road within HBC in Hampshire. The proposed development will contain up to 72 dwellings.

10.2 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 EHDC. As such, consideration has been given to this as necessary.

10.3 This TP sets out site specific initiatives aimed at improving the availability and choice of travel modes to and from the development. Together with the TA, this TP will aim to be the mechanism by which overall travel demand will be managed and monitored.

10.4 It has been produced in accordance with HCC's Travel Plan Guidance 'A Guide to Development Related Travel Plans'.

10.5 The aims and objectives, policy context and site audit of the existing travel conditions around the site are provided within this TP. The audit concludes that the site is located within reasonable travel distance by foot and cycle to local facilities, services and public transport. The proposals will include good quality footways/cycleways within the site and provide connections to existing pedestrian infrastructure and will include dedicated links for pedestrians and cycle user onto Bartons Road from the site.

10.6 The hard/physical and soft/informative measures that are to be implemented have been discussed, alongside details of the role of the TPC, targets set, monitoring and budget.

10.7 All of this information will be agreed with HCC, as Highway Authority, as part of the implementation of the TP and updated through the monitoring process.

DRAWINGS

N

Co Const, CP and ED Bdy

Boro Const Bdy

Existing tactile paving to be removed and new tactile paving installed

Recent Linden Homes Development

HARRISON WAY

Proposed provision of dropped kerb with tactile paving

Combined pedestrian/cyclist and emergency access with staggered gates

Tangent to edge of carriageway

Gate Open

Gate Closed

Gate Closed

Gate Open

Fence

Dropped kerb

Relocate LP to rear of footway/cycleway

Track

BARTONS ROAD

Existing dropped kerb to be replaced by full height kerb

DMRB 2.4m x 120m visibility splay for 37.3mph 85th percentile wet weather speed

BARTONS ROAD

SEE BELOW

DMRB 2.4m x 90m Visibility Splay

Pinch point Length 35m

LYNCH CLOSE

Proposed 3m Footway/Cycleway

3m

Proposed dropped kerb and tactile providing connect to existing footway on south of Bartons Road

DMRB 2.4m x 90m Visibility Splay

Existing Pedestrian Refuge with dropped kerbs and tactile paving

Sign 956 3000 mounted 2.5m above pavement level on existing lamp post and facing East

Existing parapet measured at 1.3m above bridge deck

N

Pedestrian and cycle refuge with dropped kerb and tactile paving

Crematorium Access

6m

DMRB 2.4m x 120m visibility splay for 37.3mph 85th percentile wet weather speed

ATC Results

Eastbound 85% Wet weather speed 36.5mph

Proposed tie-in to the footway/cycleway proposed by Southleigh House Development

Proposed Footway

Pedestrian refuge with dropped kerb and tactile paving in accordance with HCC10/C/80

Corduroy Paving

2m

6.76m

R10m

R10m

Lamp post to be relocated

Existing dropped kerb to be replaced by full height kerb

DMRB 2.4m x 120m visibility splay for 37.3mph 85th percentile wet weather speed

SEE ABOVE

BARTONS ROAD

Stagger distance = 40.0m

Proposed traffic island with reflective bollards and illuminated keep left signs in keeping with HCC10/C/080

Proposed traffic island with reflective bollards and illuminated keep left signs in keeping with HCC10/C/080

ATC Results

Westbound 85% Wet weather speed 37.3mph

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 2m Footway and 3m Footway/Cycleway

Proposed Carriageway

Proposed Traffic Island

Proposed 0.5m Strip between Carriageway and Shared Footway/Cycleway

Rev	Amendments	Dm	Chk	App	Date
I	Amended as per HCC comments.	DK	GAC	GAC	Apr 19
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

G&A Consulting Engineers Ltd

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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	I

APPENDICES

APPENDIX A

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F ulwhuld#	E ulhi#dvvhvvp hqw#2#furvv#uhihuhqfh#wr#sodq#	WUD F HV-#	Srlqwv#	
			Vfruh#	R xw#ri#
Background			**9**	**9**
Name of residential development (developer/agent/speculative development status)	Section 1	T	1	1
Numbers and types of dwellings	Section 5	T	1	1
Are there other on site facilities? Customer/visitor movements	Residential only	T	1	1
Is the scope of the plan clear and does the plan relate to the different needs of all residents, visitors, deliveries, disabled access?	Section 1	T,R,A	2	2
Is there reference to the wider company ethos (if managed housing)	N/A	T,R	1	1
Physical description of the site and its location. To include on site infrastructure (e.g. car parking spaces) and off site infrastructure (e.g. public transport services)	Section 4	T	2	2
Is the plan clear about who has responsibility to deliver the travel plan (the developer or responsibility passed to the residents groups)	Section 8	T,R,C	1	1
Consultation and partnerships			**5**	**7**

Does the plan demonstrate that residents will be involved in the development of the plan. Have the opinions of the local community and stakeholders been included in the action plan.	Section 8	T,R	2	2
Is there agreement with the highway / transport authority on the measures relevant to them. Evidence of liaison with the local authority.	N/A – not at this stage. To be included in subsequent revisons as detailed TP developed.	T,R,A	1	2
Is there agreement with the local public transport operators on measures relevant to them	N/A – not at this stage. To be included in subsequent revisons as detailed TP developed.	T,R,A	1	2
Are any other key partnerships identified (e.g. cycle retailers, train operators) or is there membership of a commuter /local residents forum	Section 7 and 8	T,C,A	1	1
Site and travel surveys			**10**	**10**
Have site audits been undertaken	Section 4	T,C	1	1
Have surveys been carried out of existing transport links and public parking stock (i.e. is there potential for displaced parking to take place)	N/A for the site	T,C	1	1
Have travel surveys been planned. If so, what response rate / data quality is anticipated?	Section 9. 35%	T,C	2	2

Has an appropriate survey methodology been proposed and agreed including timescales	Section 8 and 9	T,A,C	1	1
Is a sample survey questionnaire provided	Appendix to TP	T,A,C	1	1
What level of data analysis has been used to inform the development of the action plan (reference to local or national data)	Site specific analysis from the TA	T,C	2	2
Are likely patterns of resident /visitor travel outlined?	Table 6.1 and 6.2	T	2	2
Visions, Objectives and Targets			**9**	**10**
Does the plan have clear and appropriate overall aims and objectives.	Section 3	T,R,A,C	1	1
does the plan have targets (related to the aims and objectives). Minimum of % SOV versus other modes	Section 6. Table 6.1		2	2
Are there 'aim' and 'action' type targets	Yes. Section 6	T,R,A,C	1	1
Is the plan clear about how the targets have been developed (e.g. are they based on evidence from similar sites)	Section 6	T,R,A	1	2
Are the targets SMART	Yes	T,R,A	1	1
Are indicators of success proposed	Table 6.1	T,R,A	1	1
Are the targets consistent with LDF and LTP objectives and policies	Yes, Section 6	T,R	2	2

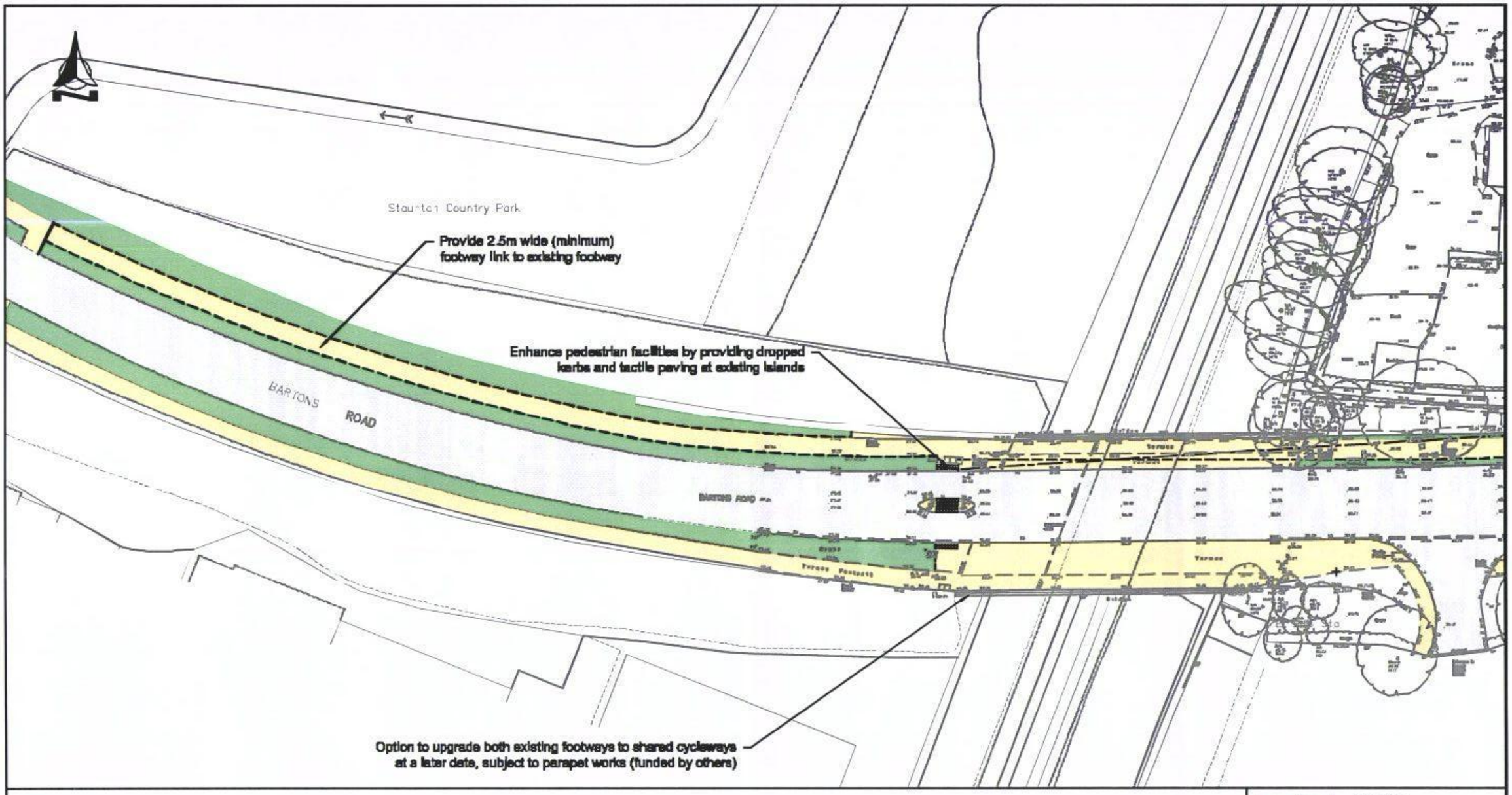
Action Plan			**25**	**34**
has an action plan been included?	Section 8, Table 8.1	T	1	1
Is it clear how initiatives and measures support the overall aims and objectives	Section 7	T,R	3	3
Are measures related to survey results or in line with over all aims and objectives	Yes	T,R	3	3
Do actions have defined and realistic timescales	Section 8, Table 8.1	T,R,A	3	4
Are a range of appropriate measures included in the site design	Section 5		2	3
Are initiatives and measures prioritised in the plan	Yes	R,A	2	3
Are there details of who is responsible for each action	Table 8.1 (TPC/Developer)	T,R,A	2	2
Are all modes of travel to and from the site considered (walking, cycling, bus, train, taxi, motorbike, multimodal journeys, car, car share, deliveries)	Yes	T,C	2	4
Are measures (physical and promotional) identified to assist all users of the site and all journey types	Section 7	T,C	2	3
provision of marketing / information for each mode	Section 7		1	2
provision of incentives for each mode	Section 7		2	2

Is there a strong car parking policy (e.g. to what extent is resident and visitor car parking managed)	N/A – no car parking management. Appropriate car parking provision provided as per HBC requirement, so no overspill anticipated	R,A,C	1	2
Are non transport solutions considered (e.g. are homes wired for broadband internet, are there opportunities to provide work hubs)	Section 7	R,A,C	1	2
Evaluation and Monitoring			**5**	**7**
Does the plan state when surveys will be undertaken	Section 9. Within 6 months of occupation. Every year afterwards	T,S	1	1
Are there mechanisms in place for reviewing and updating the plan in light of experience	Section 9 – TP updated following survey results	T,S	1	1
Are barriers to implementation discussed with amelioration measures proposed	Section 9 – measures discussed if target not met	T,R,A	1	2
Are proposals for long term monitoring included	5 years.	T,S	1	1
Are the proposals for implementing and managing the plan in the longer term (5-15years) clear? e.g residents groups	Section 7 – likely to be a residents group or a management company	T,S	1	2
Roles and responsibilities			**5**	**5**
Is there a steering / management group to over see the development of the plan	Section 8 – TPC / Developer	T,C	1	1

Have sales staff been trained and provided with information about promoting the travel plan	Section 8. Not at the moment, however commitment that they will be has been included.	T,C	1	1
Is a Travel plan co-ordinator in place or is there agreement on when a co-ordinator will be in place. Will it be a full or part time role?	Section 7. Part time	T,C	2	2
Are staffing implications of delivering the plan made clear especially if the developer will not have a continued presence on site	Section 8	T,A,C	1	1
Awareness, promotion and marketing			**6**	**6**
What measures are in place to ensure that the travel plan is promoted over a sustained period of time (e.g. newsletters., events, websites).	Section 7	A,C,S	3	3
Are promotional events coordinated with national and local events	Section 7	R,A	2	2
Is there a mechanism for disseminating results of the survey	Section 9	T	1	1
Funding			**7**	**7**
Are sources of funding (at an appropriate scale) identified for delivery of the action plan	Table 8.1	T,R,C	2	2
Is the funding of the travel plan co-ordinator role clear	Table 8.1	T,R,C	2	2

Is there funding allocated for promotional events and marketing	Table 8.1	T,R,C	2	2
is funding allocated for the requirement of ongoing monitoring of the plan	Table 8.1		1	1
Deliverability / Enforceability			**5**	**10**
Is a Section 106 agreement drafted which ensures delivery of the travel plan	N/A – TP assumes S106 will be entered into. Section 1.	T,E	1	2
Is there clarity on what needs to be done by when and appropriate incentives / sanctions in place to enforce the agreement	Table 8.1	T,E	1	3
Is the travel plan explicit in terms of objectives, management, monitoring and review?	Yes	T,E	2	4
Are any arrangements in place for change in ownership of properties	N/A – TPC role to cover all dwelling regardless of change in ownership	T,E,S	1	1
Total			**86**	**105**

APPENDIX B



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

Client: Linden Homes

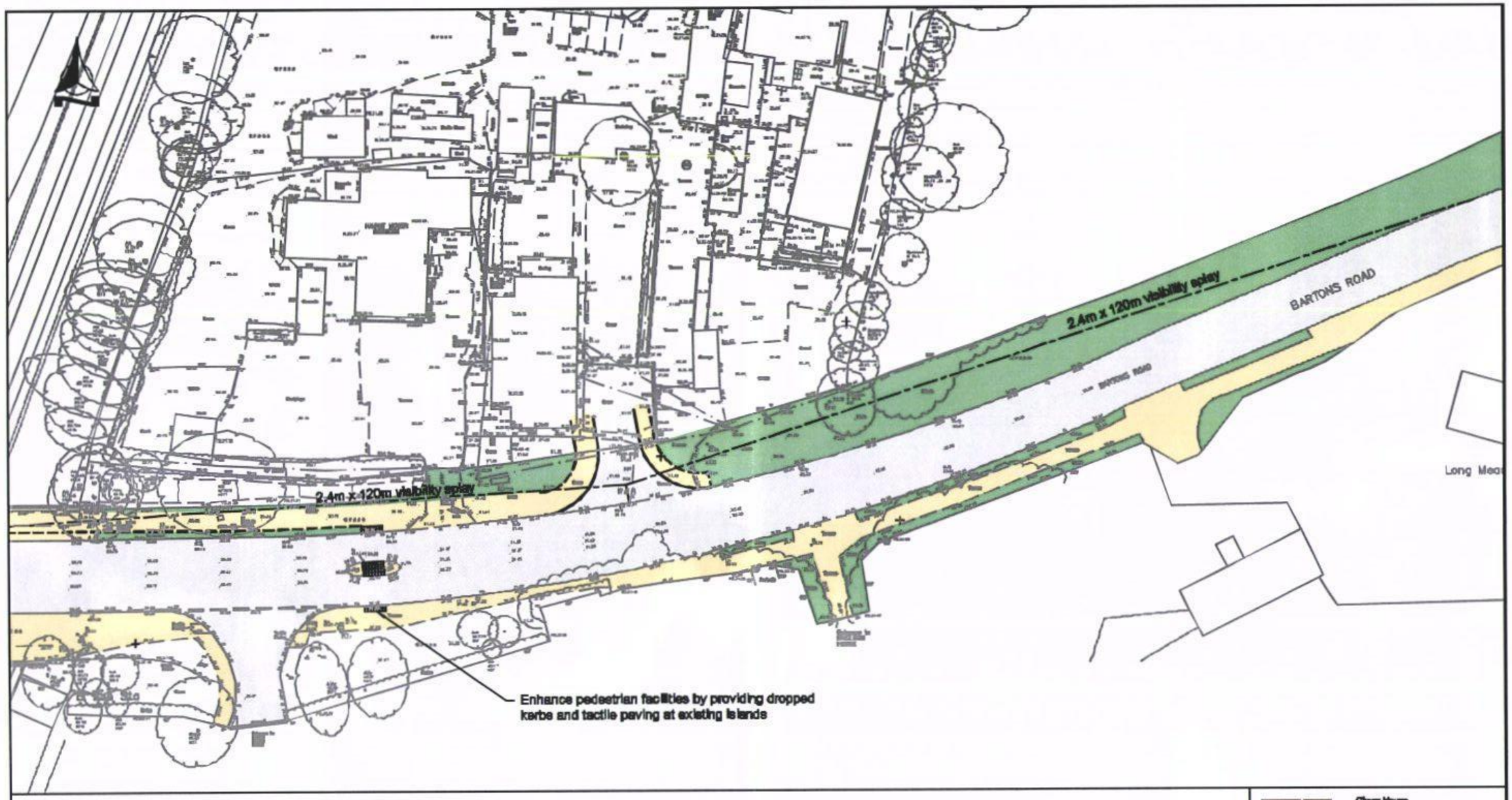
Project: Barton's Road, Havant

Title: Proposed footway improvements

Drawn	Designed	Checked
GPW	GPW	ITR

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

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Clover House
Weston Lane
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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	

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APPENDIX C



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

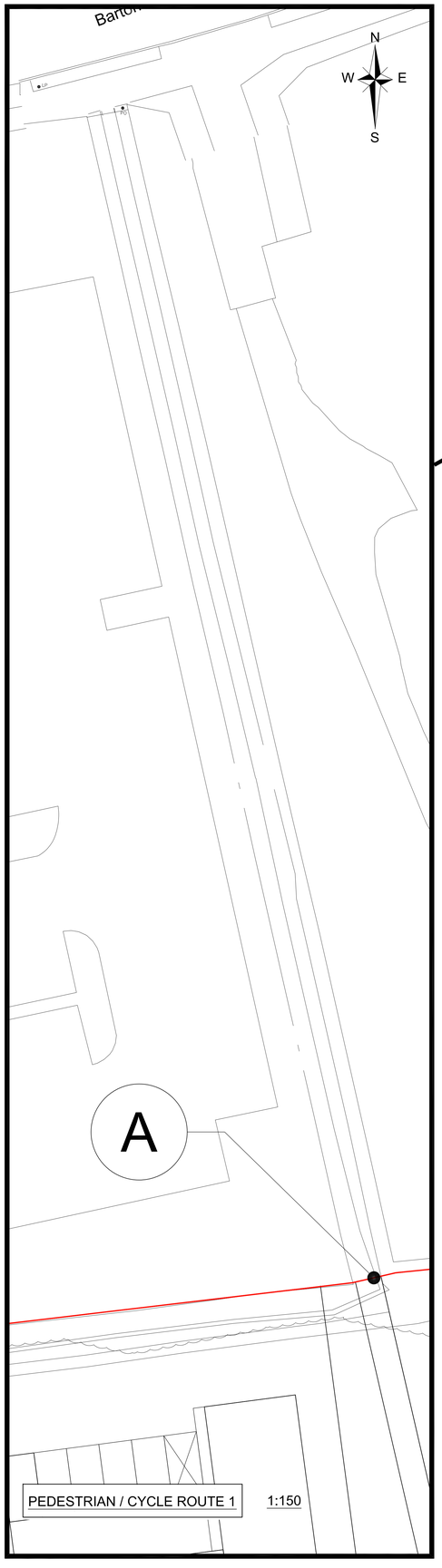
Telephone: 01732 448120
Fax: 01732 465026
Email: enquiries@c-a.uk.com
Web: www.c-a.uk.com

Job Title
Land South of Bartons Road, Havant

Drawing Title
Preliminary Site Access Plan

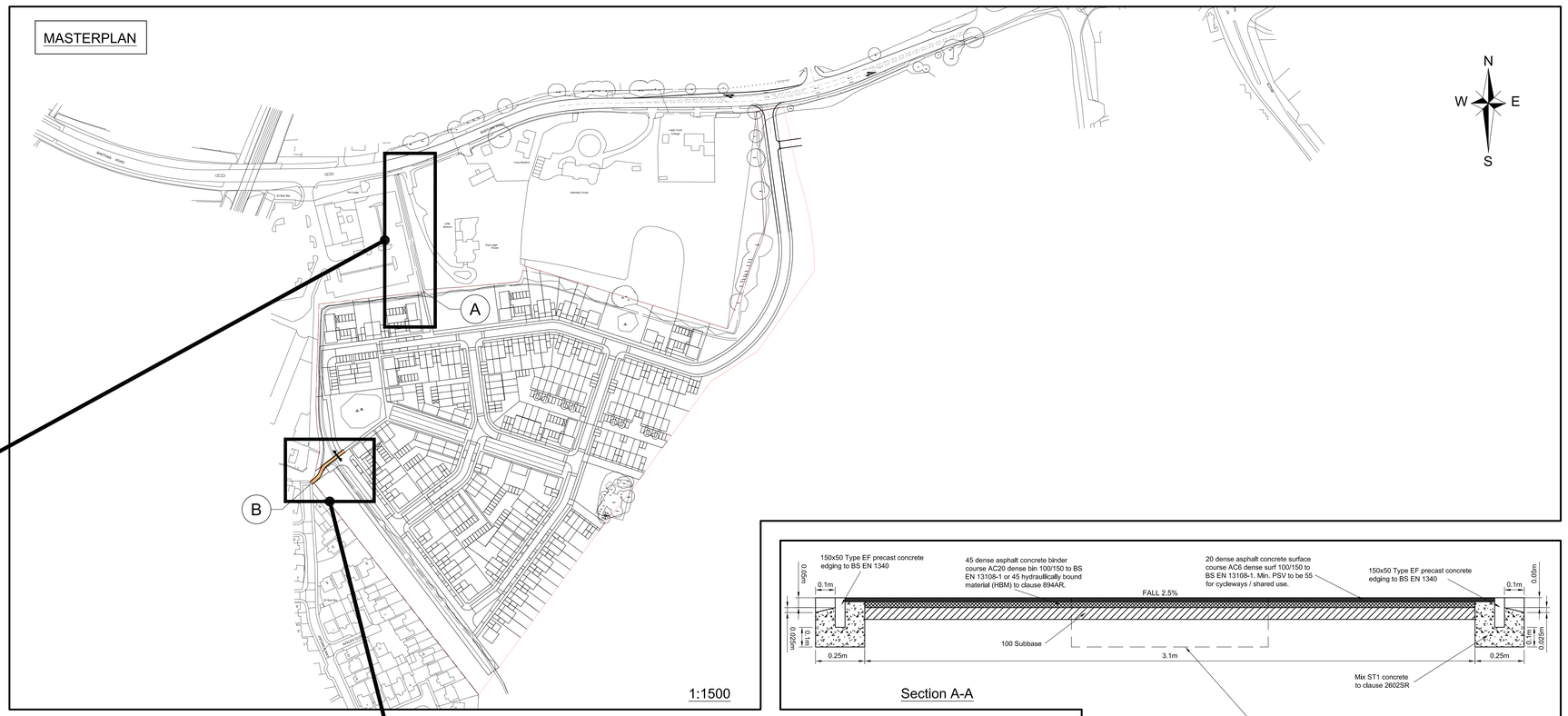
Client
Chidden Farms

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

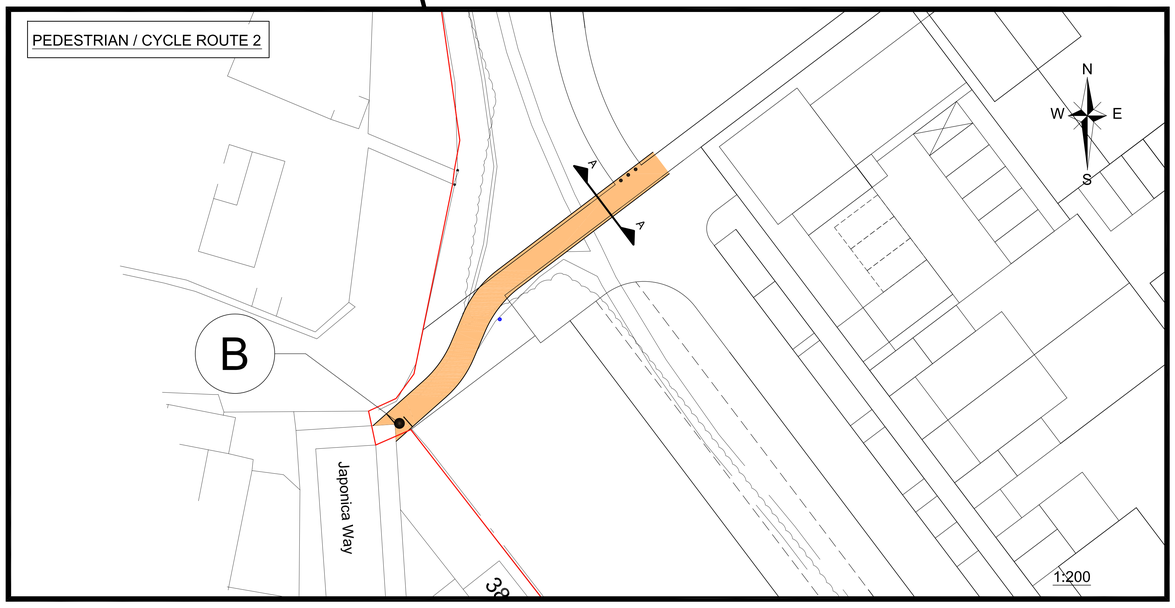


1:1500

Section A-A

1:10

PEDESTRIAN / CYCLE ROUTE 2

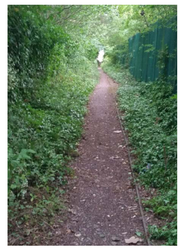


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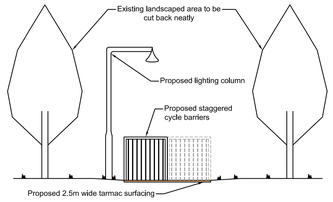


Photograph of Existing Footpath to / from Japonica Way





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

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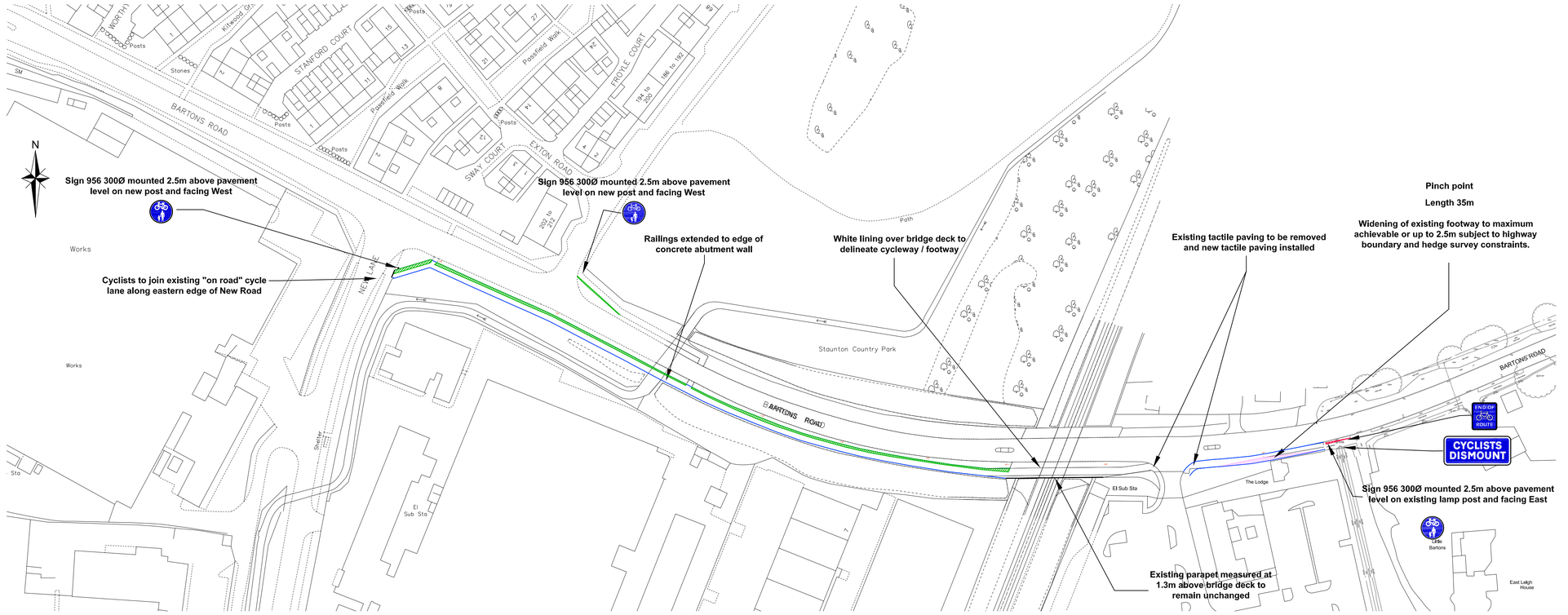
enquiries@ga.uk.com
www.ga.uk.com

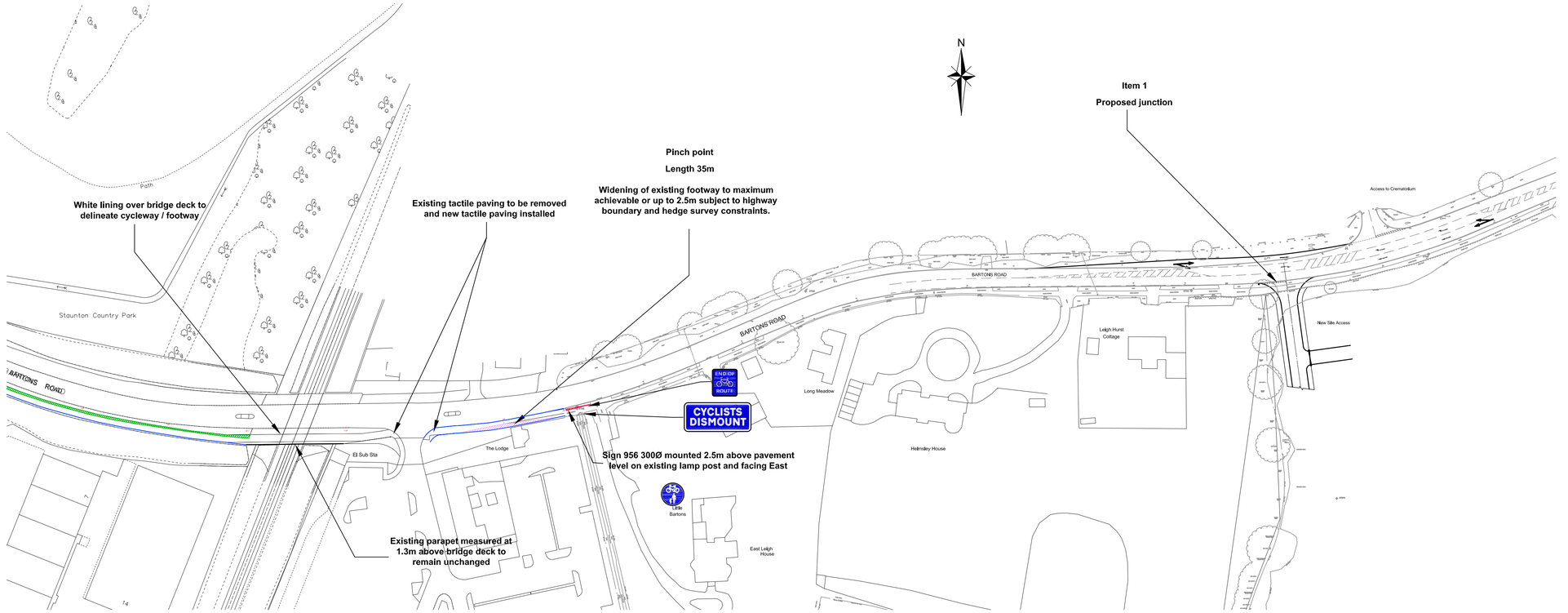
Job Title
Land South of Bartons Road
Havant

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

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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 D

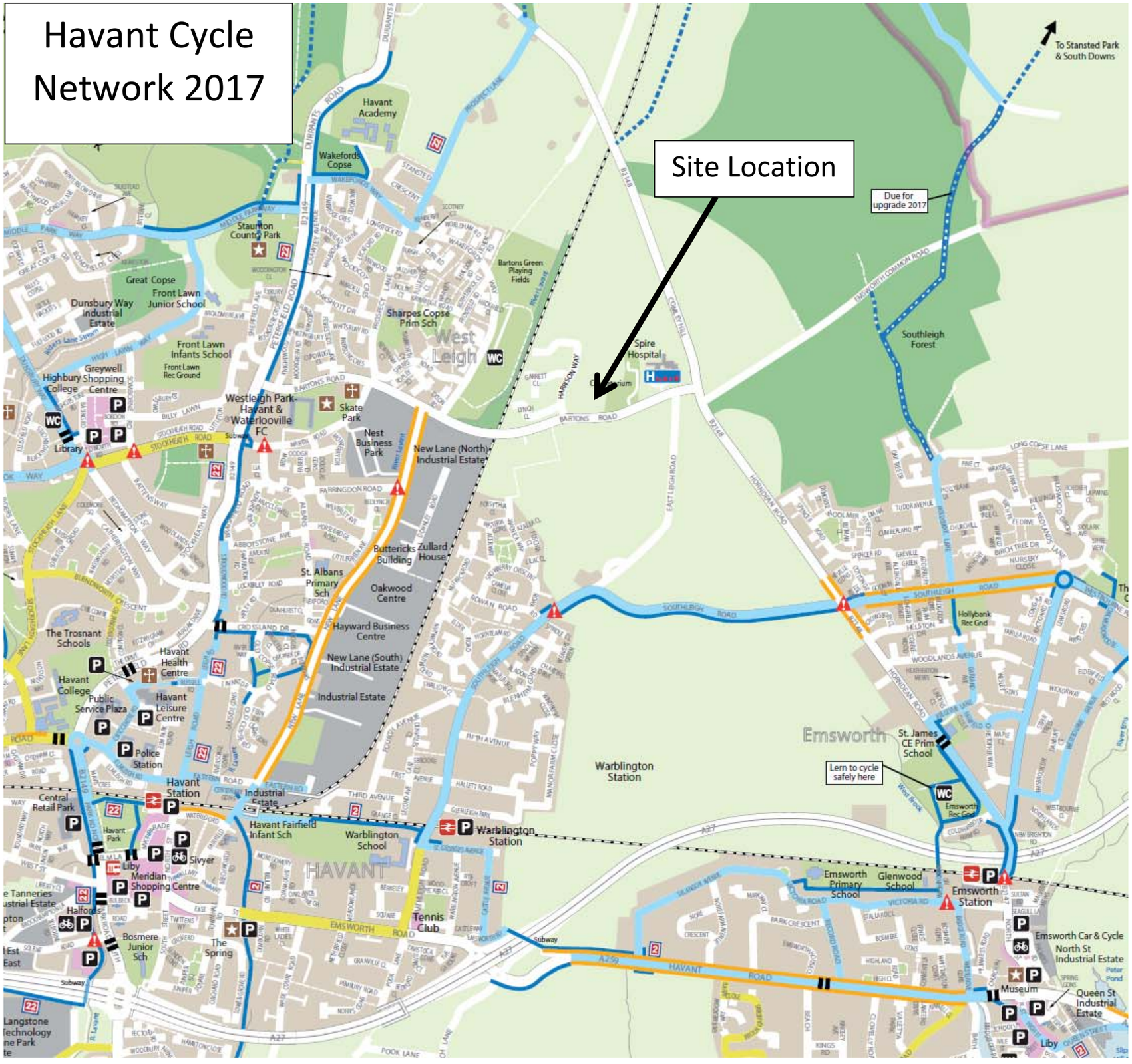
Havant Cycle Network 2017

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

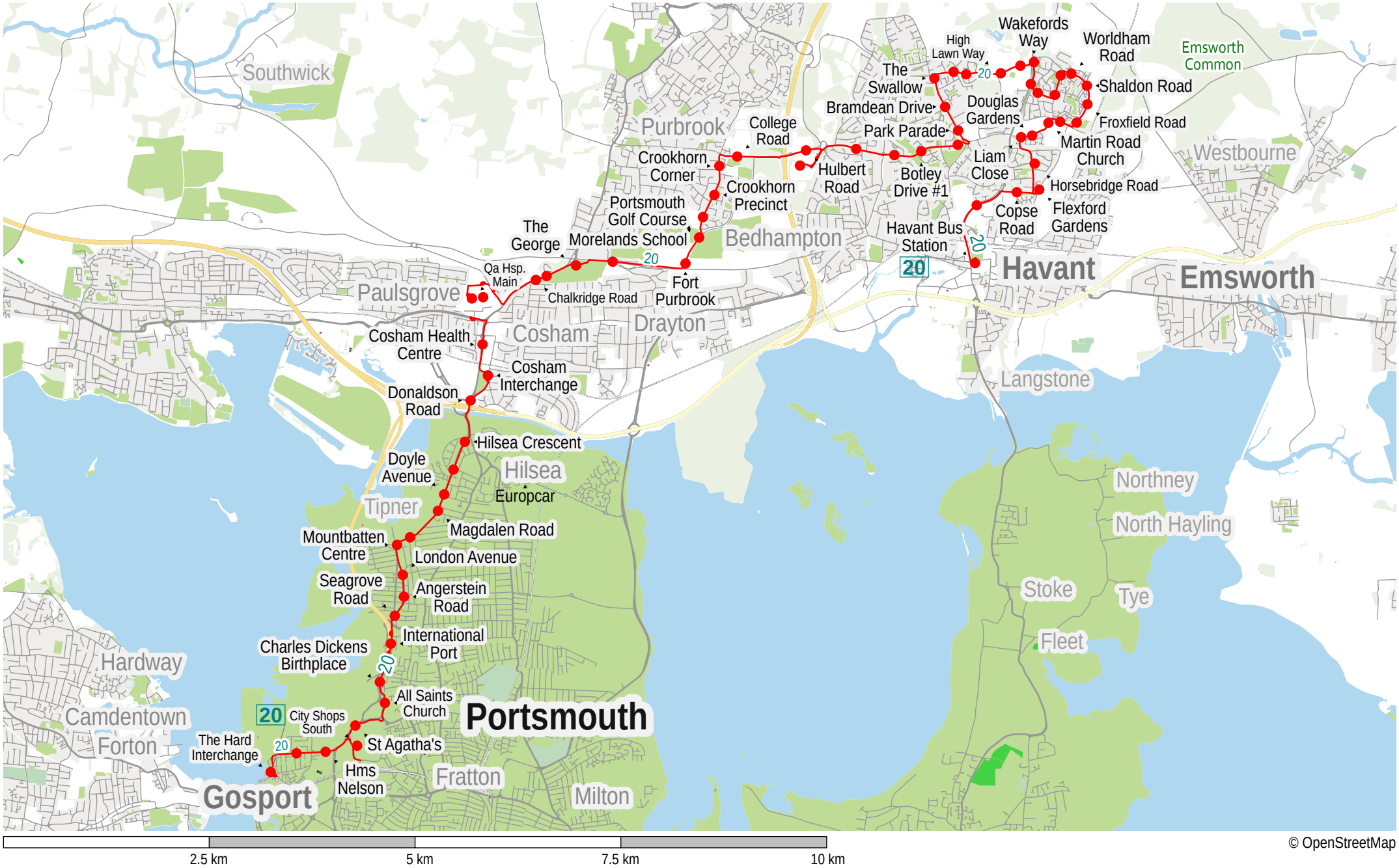
- Public toilets
- Church
- Caravan site
- Other places of interest
- Mainline railway station
- Narrow gauge railway station
- Bus interchange
- Ferry terminal
- South Downs National Park boundary
- Woods and forests
- Parks and other open spaces
- Countryside and arable
- School or college
- Shopping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



APPENDIX E

traveline south west
www.travelinesw.com

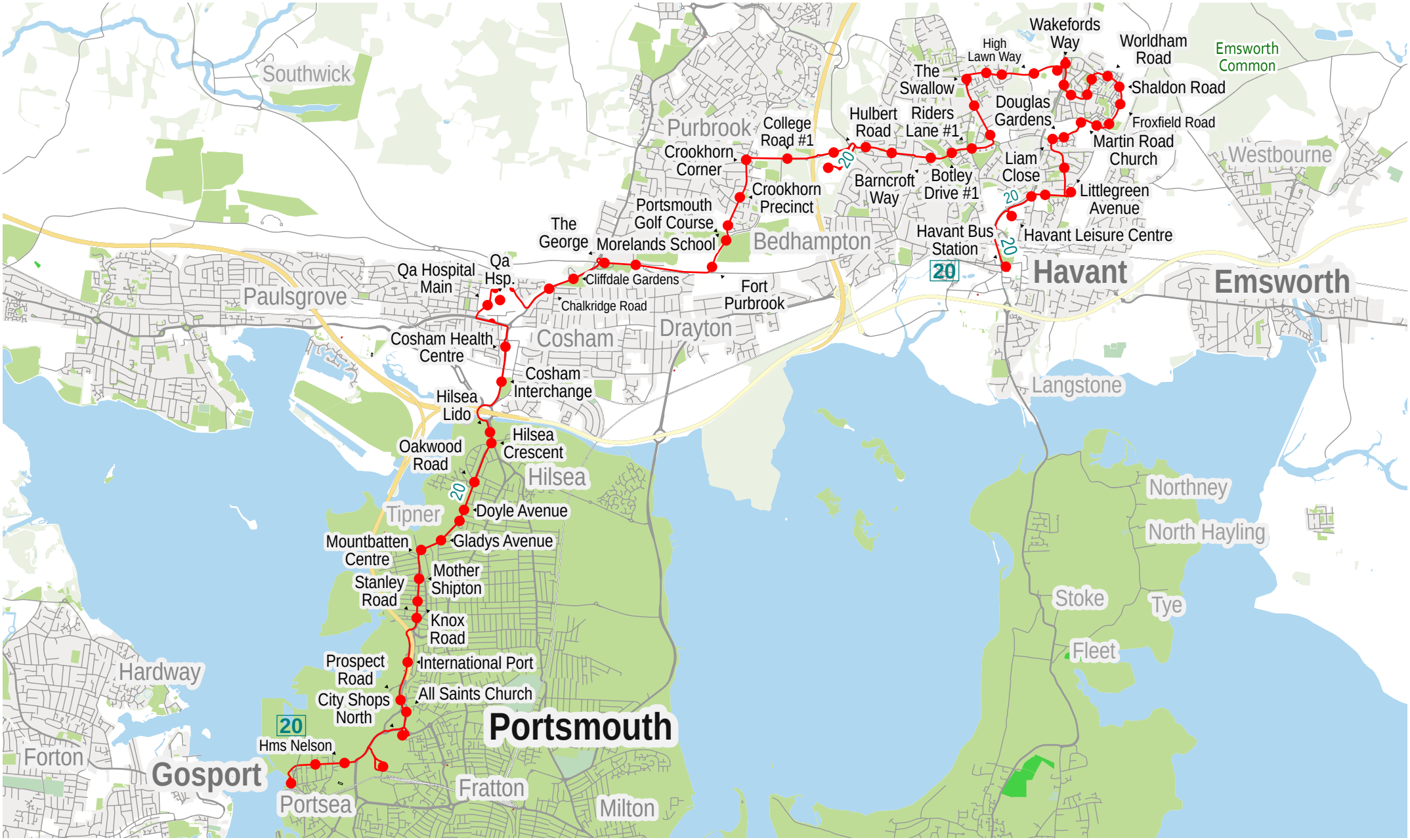
Route map for Stagecoach in Portsmouth service 20 (outbound)



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

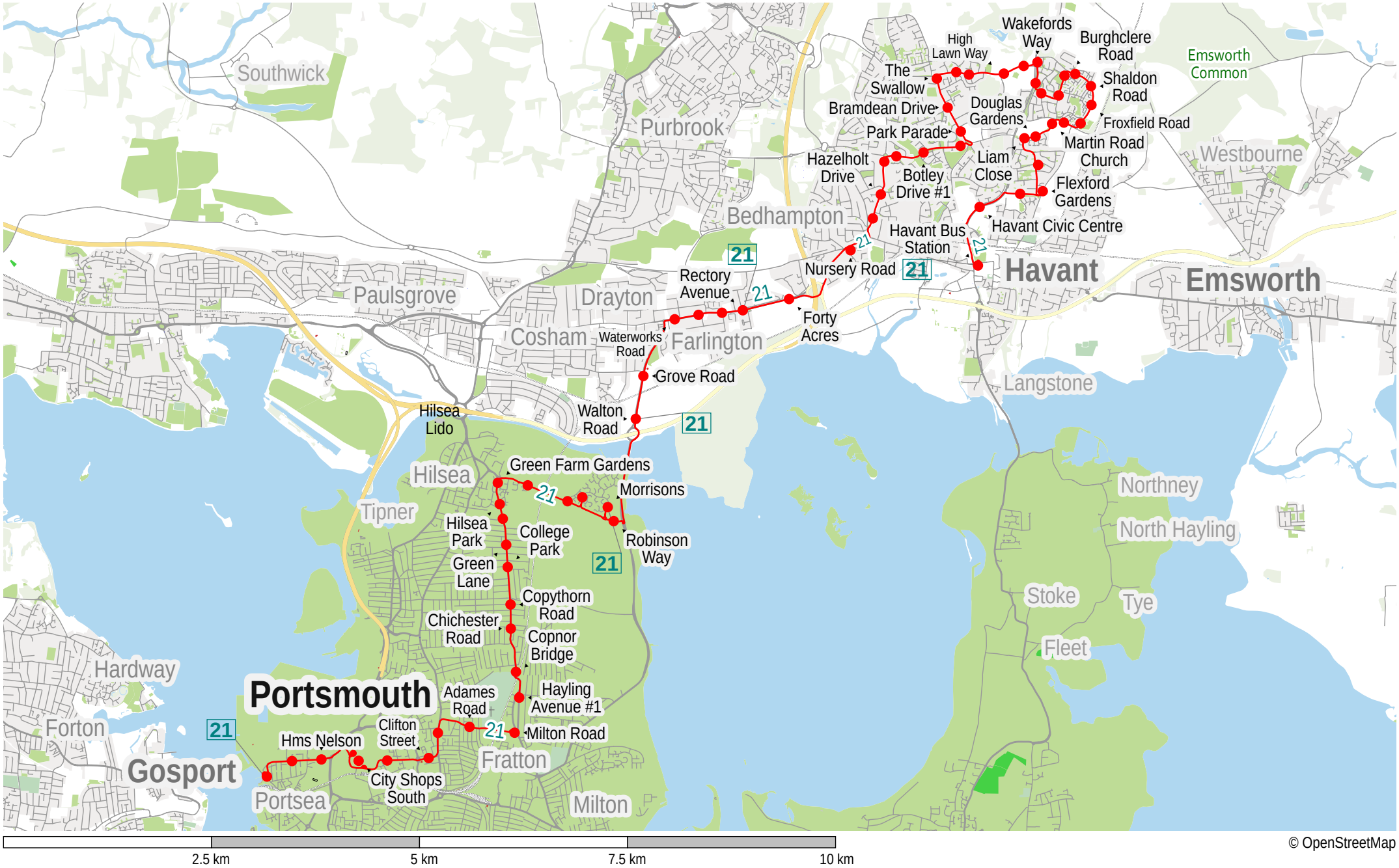
Portsmouth, The Hard Interchange (Stand G)	1135	1205	1235	1305	1335	1405	1435	1505	1535	1605	1635	1715	1800	1840	1920
City Centre, City Shops South (Stop D)	1141	1211	1241	1311	1341	1411	1441	1511	1541	1611	1641	1721	1806	1846	1926
Hilsea, Gladys Avenue (NE-bound)	1152	1222	1252	1322	1352	1422	1452	1523	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		

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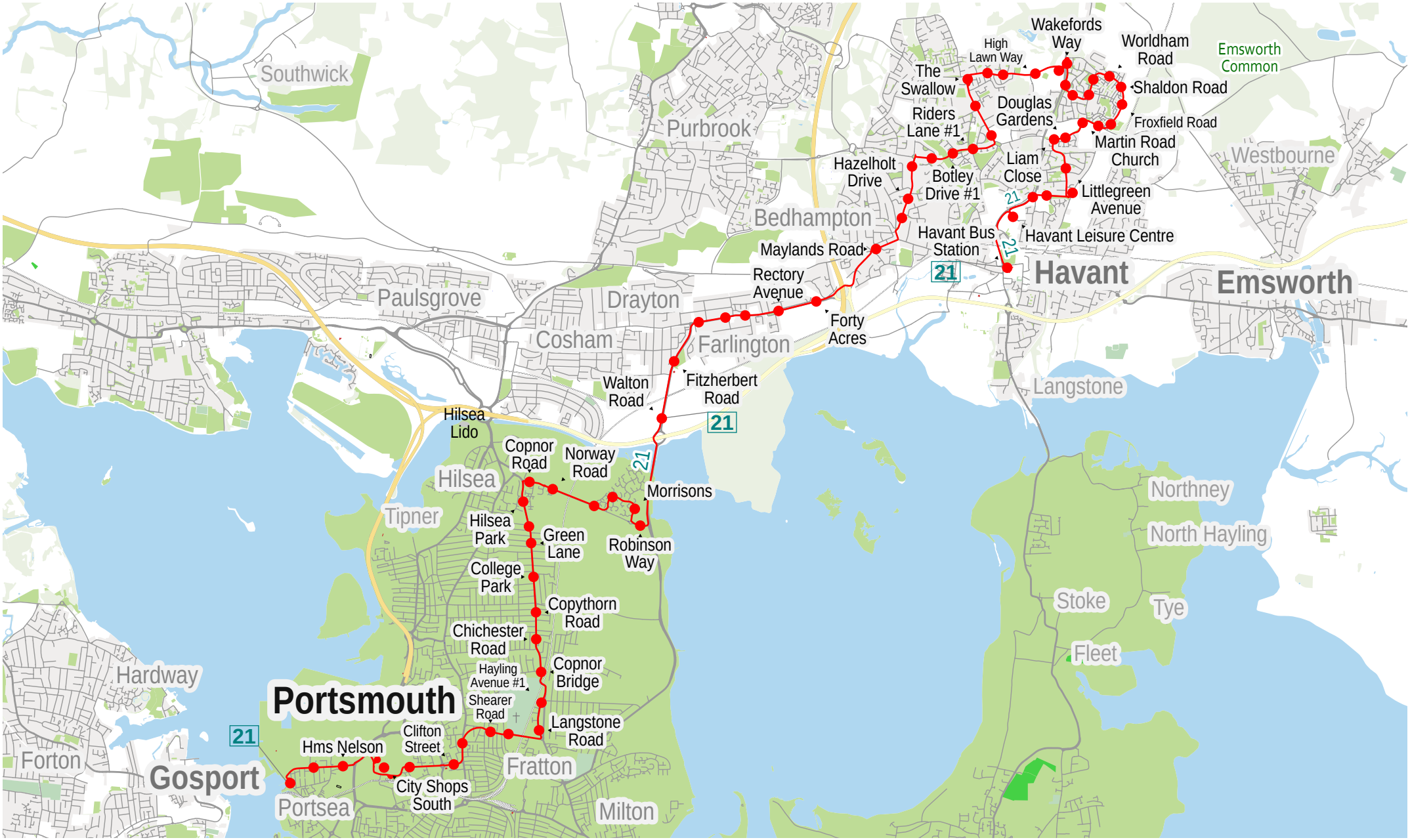
Route map for Stagecoach in Portsmouth service 21 (outbound)



swe-44021_(1).y10 (outbound)

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Route map for Stagecoach in Portsmouth service 21 (inbound)



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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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

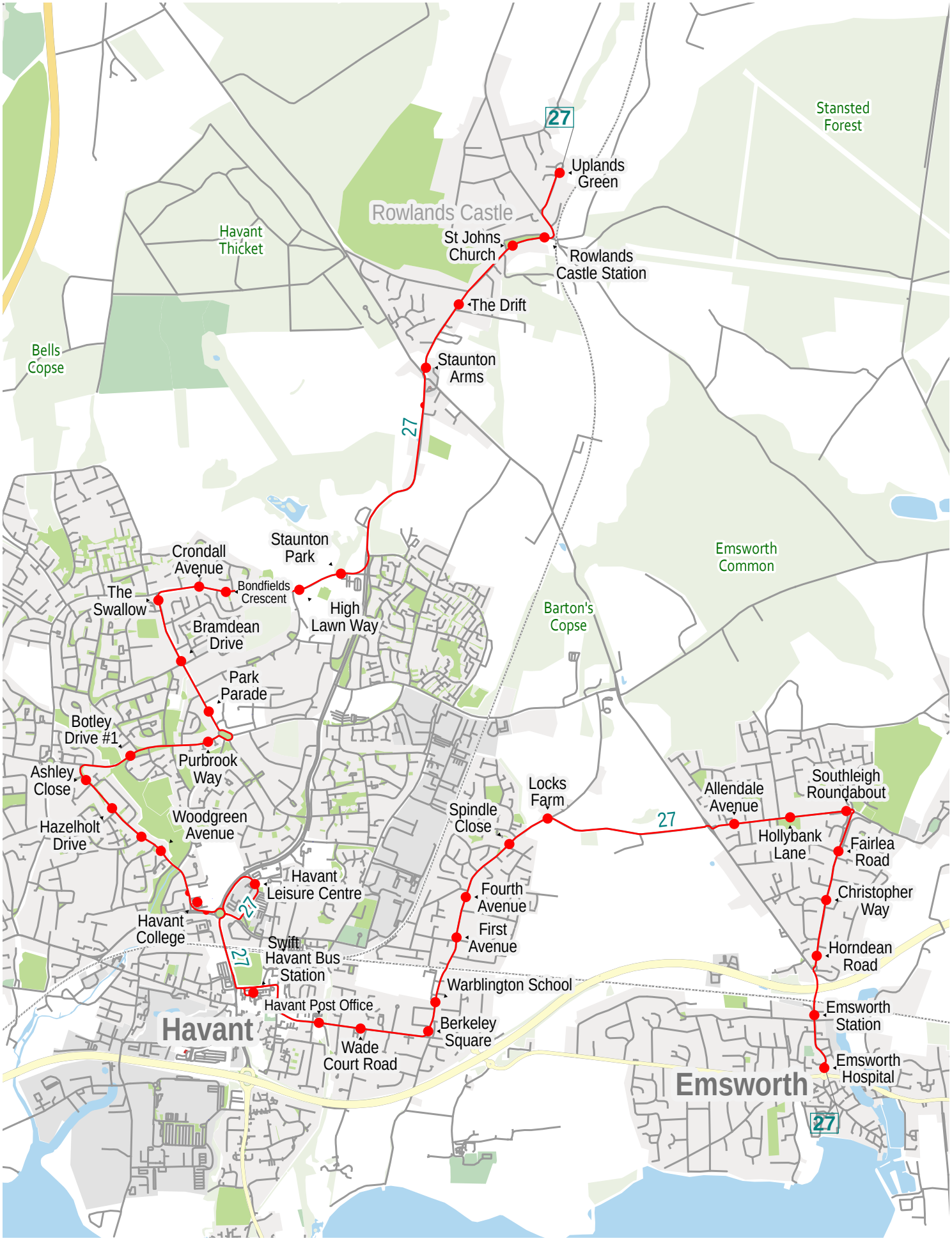
Sundays

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

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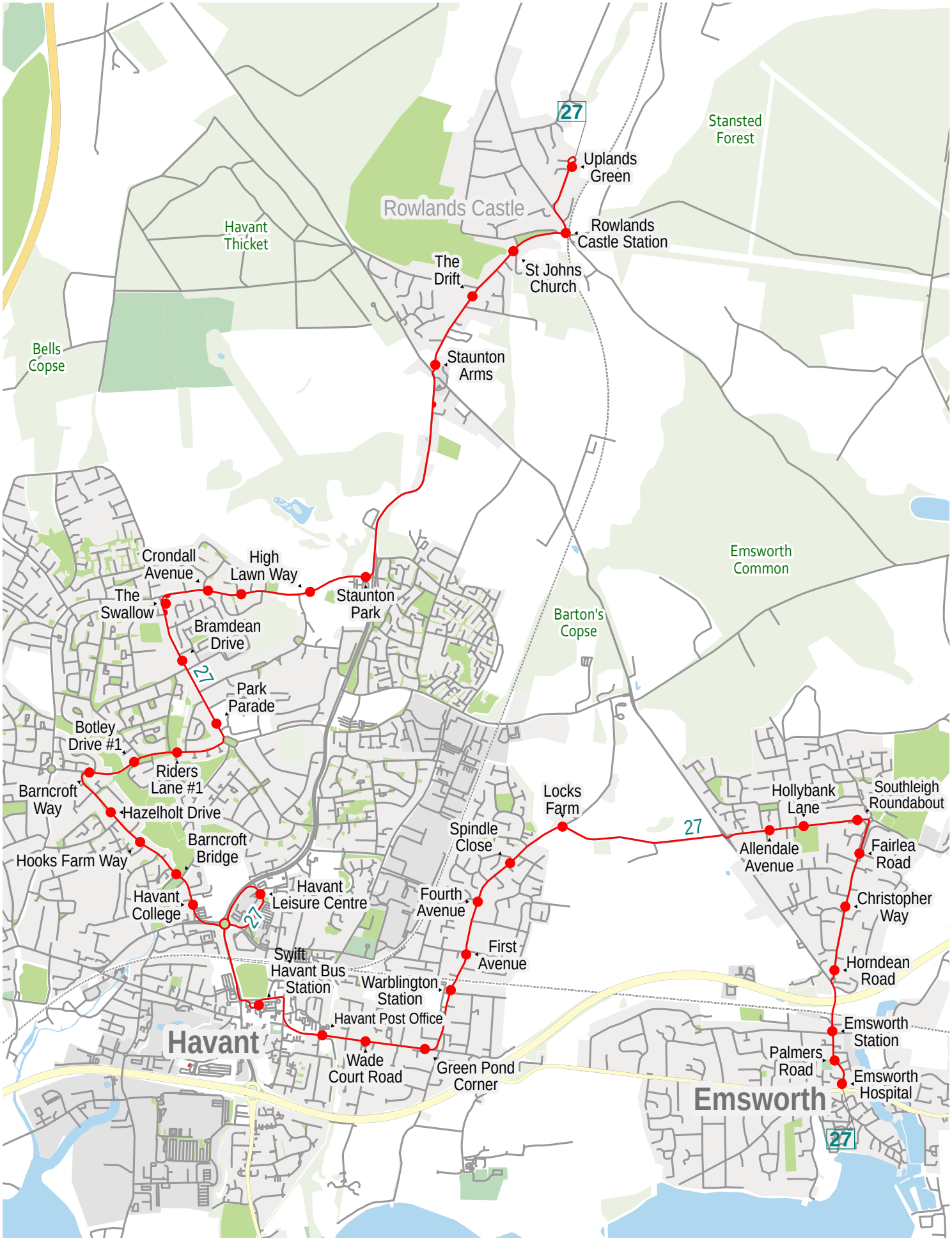
Route map for First in Hampshire service 27 (outbound)



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Route map for First in Hampshire service 27 (inbound)



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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

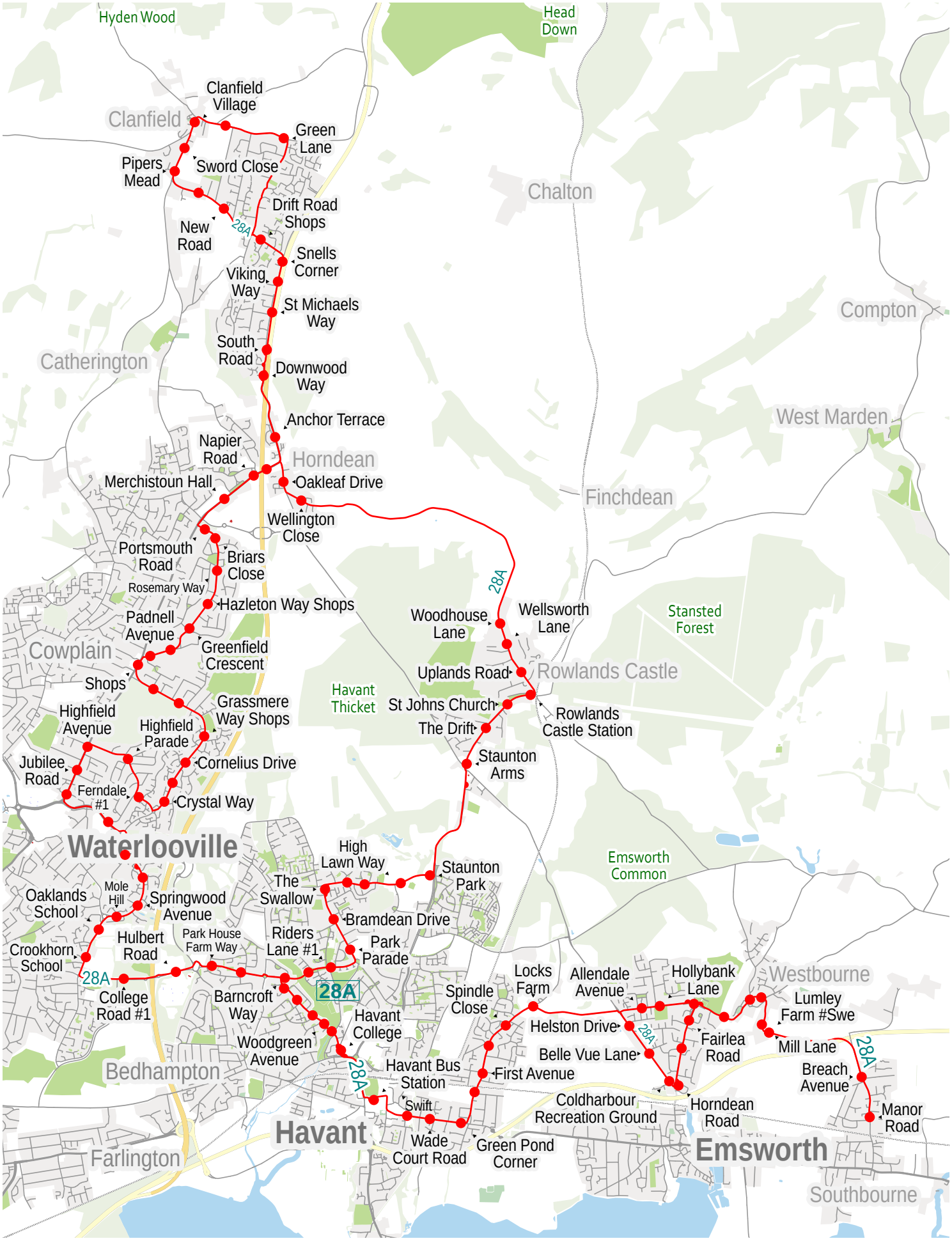
no service

no service

no service

traveline south west
www.travelinesw.com

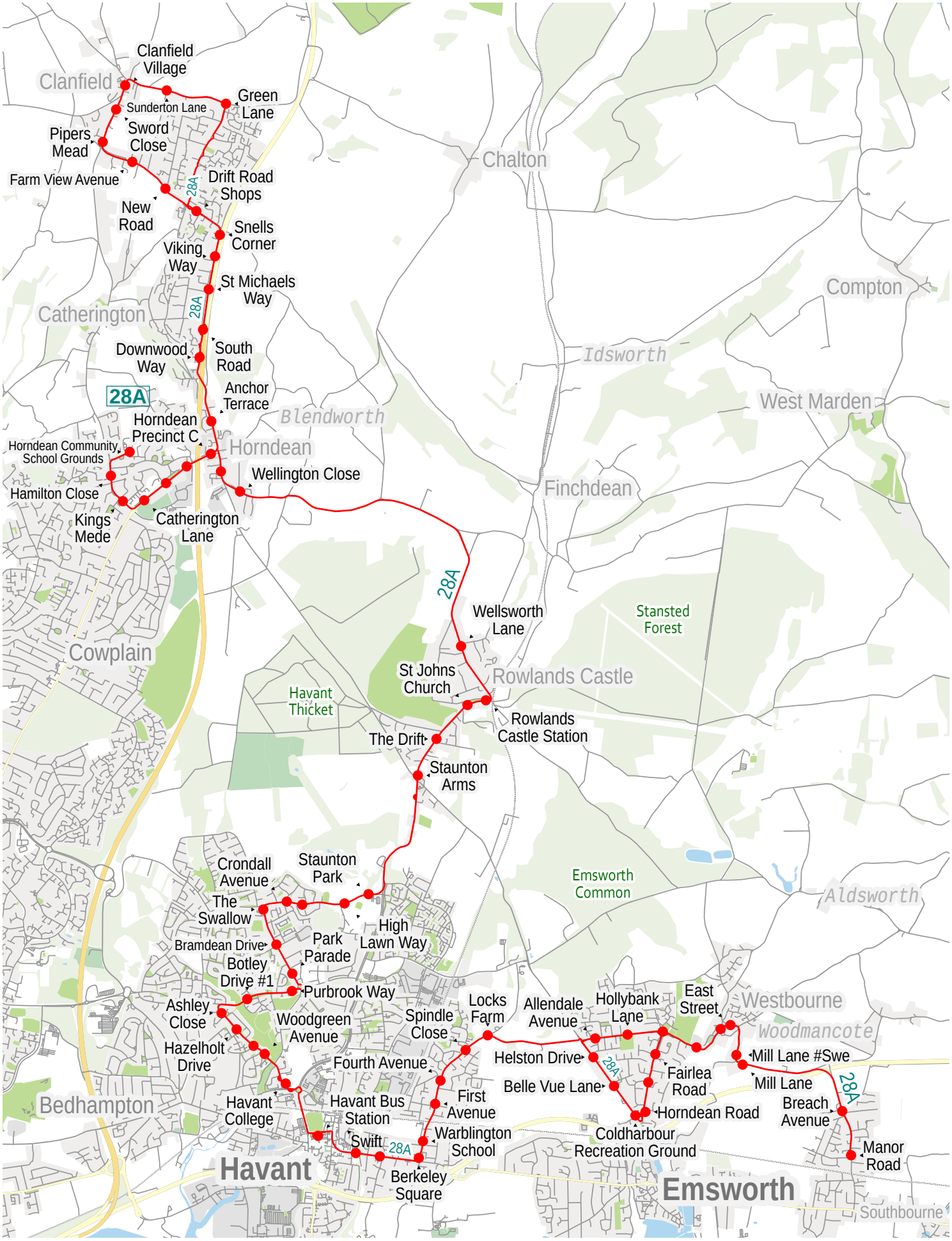
Route map for Emsworth & District service 28A (outbound)



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

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																

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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													

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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										

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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															

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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																			

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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)

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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													

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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																		

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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						

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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						

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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											

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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									

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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

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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)

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APPENDIX F



Planning

STAINSBYARCHITECT

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 G

Residential Travel Plan Snapshot Questionnaire
Date: _____

As part of the monitoring process for the Residential Travel Plan, we are currently conducting a Travel Survey. We would be grateful if all members of your household over the age of 18 could complete this brief survey to help us better understand your travel patterns, needs and how we may be able to assist with your travel requirements.

It will take about 5 minutes to complete and all responses will be treated confidentially.

If you have any queries about the survey, or for guidance on how to complete it, please do not hesitate to contact me at the details provided below:

(TPC to complete details)
Travel Plan Coordinator:
Telephone:
E-mail:

Section A: about you and your home

1. Are you:

   Male
   Female

2. Which age range do you fall into?

   Under 25
   25 – 34
   35 – 44
   45 – 54
   55 – 64
   65 or over

3. What is your home postcode?

4. Do you own a car?

   Yes
   No

Section B: about your travel to and from your home

5. How do you most frequently travel to and from your home for the following activities? (choose the mode of travel that you use most often)

Reason for Travel	Walk	Cycle	Bus	Train	Car Share (driver)	Car Share (passenger)	Motorcycle / Scooter	Car (alone)	Other (please specify)
Work									
Shopping									
Education									

6. How often do you use the following modes of travel for journeys from your home? (Tick all modes that you ever use, for all or part of a journey, choosing the frequency with which you use them)

Travel Mode	Very Often (7 or more in every 10 trips)	Quite Often (between 3 and 6 out of every 10 trips)	Occasionally (once or twice out of every 10 trips)	Never
Walk				
Cycle				
Bus				
Train				
Car Share (driver)				
Car Share (passenger)				
Motorcycle / Scooter				
Car (alone)				
Other (please specify)				

7. Have you changed your most common mode of transport since moving to this development?

Yes
No
If yes, what was the main reason for this change?

Section C: about your future journeys

8. Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)

Safer, better lit cycle paths
Improve cycle paths on the journey to town centre/ rail station
Improve cycle parking at this development
Improved crossing facilities
Improved cycle parking at local facilities (please state where)
None of the above
Other (please specify)

9. Which of the following changes would most encourage you to use public transport for your journeys in the local area? (If you already travel to by public transport, which would you most like to see).

More direct bus routes
More frequent bus services
More frequent train services
Better lighting at bus shelters and on footpaths
More convenient bus drop-off points
Better bus links to work from station
Public transport information
None of the above
Other (please specify)

10. Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)

Cleaner, better maintained workplace footpaths
Better lighting on workplace footpaths
More improved pedestrian crossing points
Higher presence of security around the site
Slower speed limits
Better street lighting in the local area
None
Other (please specify)

11. Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)

More help finding car share partners who have similar work patterns
Free taxi home if let down by car
More information regarding car sharing i.e. benefits and cost savings
None
Other (please specify)

12. Did you know this development operated a Travel Plan?

Yes
No

13. If yes, how did you know about the Travel Plan?

During the sales process
Word of mouth
Development publication/newsletter/noticeboard/website
Travel Plan Co-ordinator
Other (please specify)

14. Did you know about the discounts available to residents and have you signed up for any of them?

Yes, but I don't use them
Yes, I have obtained a discount on the purchase of a bike
Yes, I have obtained a discount on the purchase of a bus season ticket
Yes, I have obtained a discount on the purchase of a rail season ticket
No

15. Please use the following space to provide any comments you wish to make in relation to travel in the local area:

Thank you for your co-operation