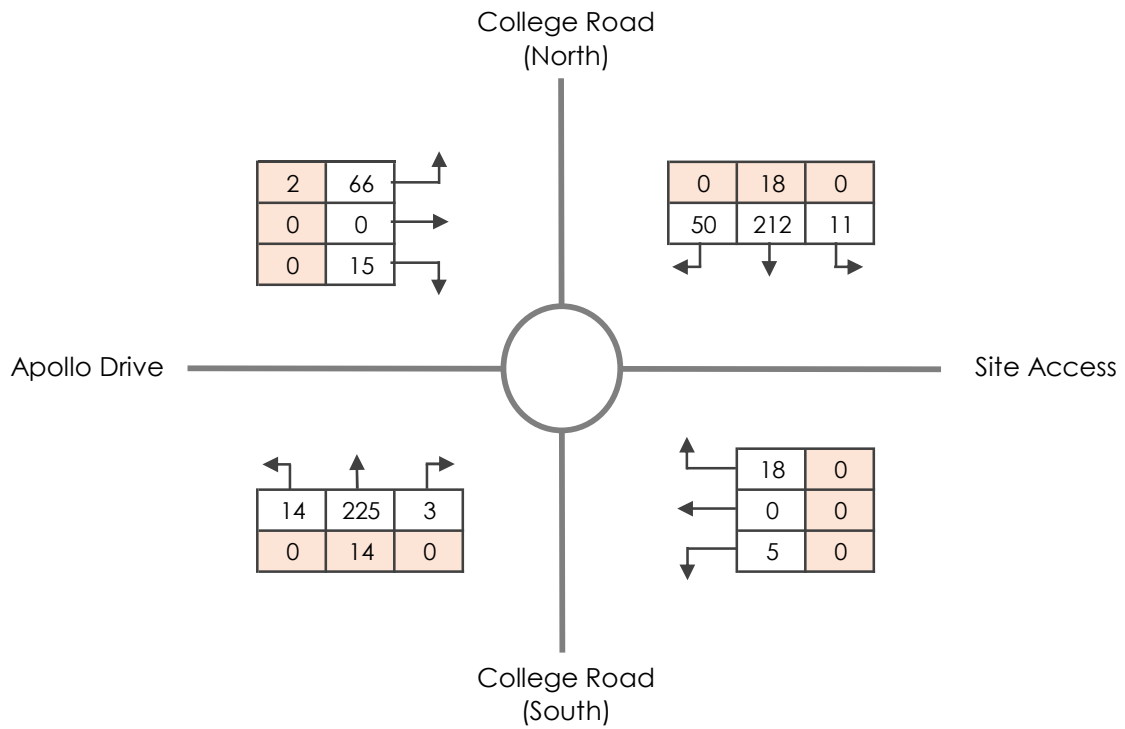
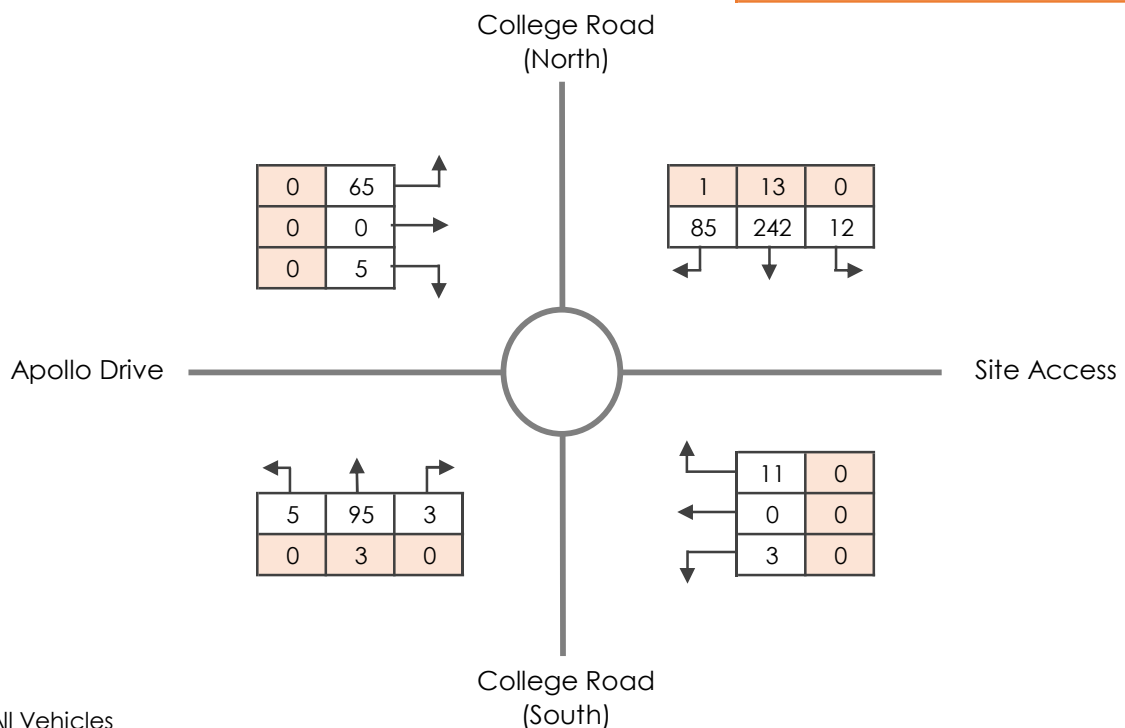


Appendix D Traffic Flow Diagrams

**Site Access - Mini Roundabout****AM****Site Access - Mini Roundabout****PM****Key**

	All Vehicles
	HGV

TITLE

2027 BASE + DEVELOPMENT

PROJECT

1017

South Downs College

FIGURE**2.1**

Appendix F Site Layout



KEY

Site boundary

Accommodation Schedule:

NOTE
AREAS AS PER STANDARD
HOUSE TYPE PORTFOLIO
'GROSS FLOOR AREA' MEASUREMENTS

Standard House Types

HT23	20 x 2B4P (2st) 2 bed / 4 person	area: 80sqm
HT37	25 x 3B6P (2.5st) 3bed / 6 person	area: 108.64sqm
HT42	11 x 4B7P (2.5st) 4 bed / 7 person	area: 115.36sqm

20 x 2bed House total area: 1600sqm
25 x 3bed House total area: 2716sqm
11 x 4bed House total area: 1269sqm

Total 56 Houses @ 5,585.36 sq.m
60,120.3 sq.ft

Flats

BLOCK A	4 x 1B2P (4st) 12 x 2B4P	total area: 1042sqm
BLOCK B	6 x 2B4P (3st)	total area: 420sqm
BLOCK C	6 x 2B4P (3st)	total area: 420sqm
BLOCK D	4 x 1B2P (3st) 5 x 2B4P	total area: 550sqm
BLOCK E	3 x 1B2P (3st) 3 x 2B4P	total area: 360sqm
FOG	3 x 2B4P (2st)	total area: 210sqm

46 x 1&2B Flats

Total 46 Flats @ 3,002 sq.m
32,313.2 sq.ft

OVERALL TOTAL 102 Units @ 8,587.36 sq.m
92,433.5 sq.ft

Site area

22,751.204 sq.m
2.2751204 HA

44.8 Dwellings / Hectare

Parking Provision

Specification by H.B.C.
2bed House - 2 parking spaces
3bed House - 2 parking spaces
4bed House - 2 parking spaces
1&2Bed Flat - 1 parking space

Achieved
56 Houses x 2 = 112 spaces
43 Flats x 1 = 43 spaces
3 FOGs x 2 = 6 spaces
8 visitor spaces

Total: 169 parking spaces

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Places
for People

18 Gilmore Road,
Chichester,
PO19 7FA

01243 790572

Date March 2022
Drawn By/Checked By VF/CC
Scale 1:500@A1
Revision P2
Project Havant College
Title Layout & Accommodation Schedule
Dwg # 20.001.SK045
Status FOR INFORMATION

02	For Information	11.03.2022	VF	/	CC
01	For Information	02.02.2022	VF	/	CK
Rev.	Description	Date	DB	/	CB

Please Note:
Dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.

Topographical / Ordnance Survey information shown has been prepared by a third party, HGP accept no responsibility for accuracy or completeness of the survey.

This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.

Design subject to detail development / approval. Measurements and accommodation schedules subject to amendments following coordinated input by others. Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

Appendix G TRICS Data

Awcock Ward Partnership Kensington Court, Pynes Hill Exeter

Licence No: 753701

Filtering Summary

Land Use	03/B	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY HOUS
Selected Trip Rate Calculation Parameter Range	100-1000 DWELLS	
Actual Trip Rate Calculation Parameter Range	54-80 DWELLS	
Date Range	Minimum: 01/01/13	Maximum: 19/10/18
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	2
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	2
Population <5 Mile ranges selected	75,001 to 100,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-753701-220119-0138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 54 to 80 (units:)
Range Selected by User: 100 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys
Date Range: 01/01/13 to 19/10/18

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days

15,001 to 20,000 2 days

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

Population within 5 miles:

75,001 to 100,000 1 days

125,001 to 250,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 1 days

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

Travel Plan:

No 3 days

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

PTAL Rating:

No PTAL Present 3 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-B-01	HOUSES & FLATS	CHESHIRE
	WORDSWORTH CRES.		
	CHESTER		
	BLACON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: MONDAY	17/11/14	Survey Type: MANUAL
2	DU-03-B-01	TERRACED BUNGALOWS	DUNDEE CITY
	307-441 BALUNIE DRIVE		
	DUNDEE		
	DOUGLAS & ANGUS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	68	
	Survey date: FRIDAY	21/04/17	Survey Type: MANUAL
3	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	HUDDERSFIELD		
	DEIGHTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	67	0.069	3	67	0.094	3	67	0.163
08:00 - 09:00	3	67	0.134	3	67	0.228	3	67	0.362
09:00 - 10:00	3	67	0.183	3	67	0.248	3	67	0.431
10:00 - 11:00	3	67	0.178	3	67	0.178	3	67	0.356
11:00 - 12:00	3	67	0.149	3	67	0.119	3	67	0.268
12:00 - 13:00	3	67	0.208	3	67	0.149	3	67	0.357
13:00 - 14:00	3	67	0.109	3	67	0.144	3	67	0.253
14:00 - 15:00	3	67	0.158	3	67	0.149	3	67	0.307
15:00 - 16:00	3	67	0.149	3	67	0.129	3	67	0.278
16:00 - 17:00	3	67	0.173	3	67	0.089	3	67	0.262
17:00 - 18:00	3	67	0.144	3	67	0.139	3	67	0.283
18:00 - 19:00	3	67	0.119	3	67	0.094	3	67	0.213
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.773			1.760			3.533

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

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

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Parameter summary

Trip rate parameter range selected:	54 - 80 (units:)
Survey date range:	01/01/13 - 19/10/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-753701-220120-0145

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : C - COLLEGE/UNIVERSITY
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	KC KENT	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	SW SWANSEA	1 days

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

Primary Filtering selection:

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

Parameter: Number of students
 Actual Range: 710 to 15500 (units:)
 Range Selected by User: 150 to 10000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 13/03/19

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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

Secondary Filtering selection:

Use Class:

F1(a) 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 3 days

25,001 to 50,000 3 days

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

Population within 5 miles:

50,001 to 75,000 1 days

125,001 to 250,000 5 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 5 days

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

Travel Plan:

No 6 days

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

PTAL Rating:

No PTAL Present 6 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-C-03 PARK CRESCENT PETERBOROUGH	COLLEGE		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of students: 15500 Survey date: TUESDAY 18/10/16 Survey Type: MANUAL			
2	EX-04-C-02 PRINCES ROAD CHELMSFORD	COLLEGE		ESSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of students: 1000 Survey date: TUESDAY 15/10/13 Survey Type: MANUAL			
3	KC-04-C-02 BELLEVUE ROAD WHITSTABLE	COLLEGE		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of students: 710 Survey date: TUESDAY 26/09/17 Survey Type: MANUAL			
4	LC-04-C-05 LANGDALE ROAD LEYLAND	COLLEGE		LANCASHIRE
	Edge of Town Residential Zone Total Number of students: 8000 Survey date: FRIDAY 17/11/17 Survey Type: MANUAL			
5	SW-04-C-02 WALTER ROAD SWANSEA	COLLEGE		SWANSEA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of students: 879 Survey date: MONDAY 21/10/13 Survey Type: MANUAL			
6	WL-04-C-01 NEW COLLEGE DRIVE SWINDON WALCOT	COLLEGE		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of students: 6500 Survey date: THURSDAY 22/09/16 Survey Type: MANUAL			

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

Awcock Ward Partnership Kensington Court, Pynes Hill Exeter

Licence No: 753701

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

TOTAL VEHICLES

Calculation factor: 1 STUDEN

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate	No. Days	Ave. STUDEN	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	5432	0.010	6	5432	0.002	6	5432	0.012
08:00 - 09:00	6	5432	0.057	6	5432	0.019	6	5432	0.076
09:00 - 10:00	6	5432	0.017	6	5432	0.010	6	5432	0.027
10:00 - 11:00	6	5432	0.010	6	5432	0.007	6	5432	0.017
11:00 - 12:00	6	5432	0.010	6	5432	0.010	6	5432	0.020
12:00 - 13:00	6	5432	0.013	6	5432	0.014	6	5432	0.027
13:00 - 14:00	6	5432	0.013	6	5432	0.012	6	5432	0.025
14:00 - 15:00	6	5432	0.009	6	5432	0.014	6	5432	0.023
15:00 - 16:00	6	5432	0.012	6	5432	0.023	6	5432	0.035
16:00 - 17:00	6	5432	0.009	6	5432	0.026	6	5432	0.035
17:00 - 18:00	6	5432	0.013	6	5432	0.021	6	5432	0.034
18:00 - 19:00	6	5432	0.010	6	5432	0.008	6	5432	0.018
19:00 - 20:00	6	5432	0.005	6	5432	0.010	6	5432	0.015
20:00 - 21:00	6	5432	0.004	6	5432	0.013	6	5432	0.017
21:00 - 22:00	6	5432	0.000	6	5432	0.005	6	5432	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.192			0.194			0.386

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

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

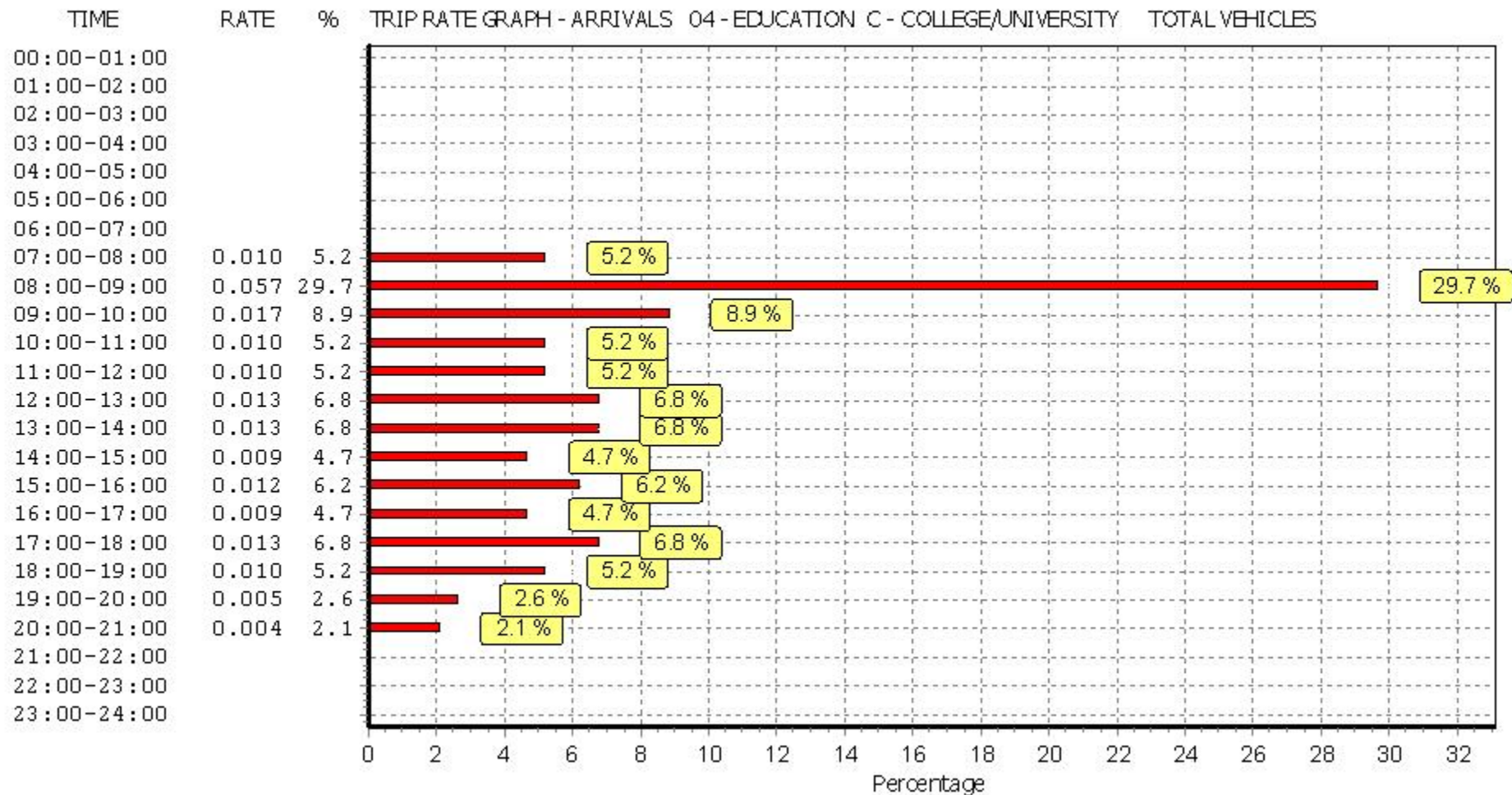
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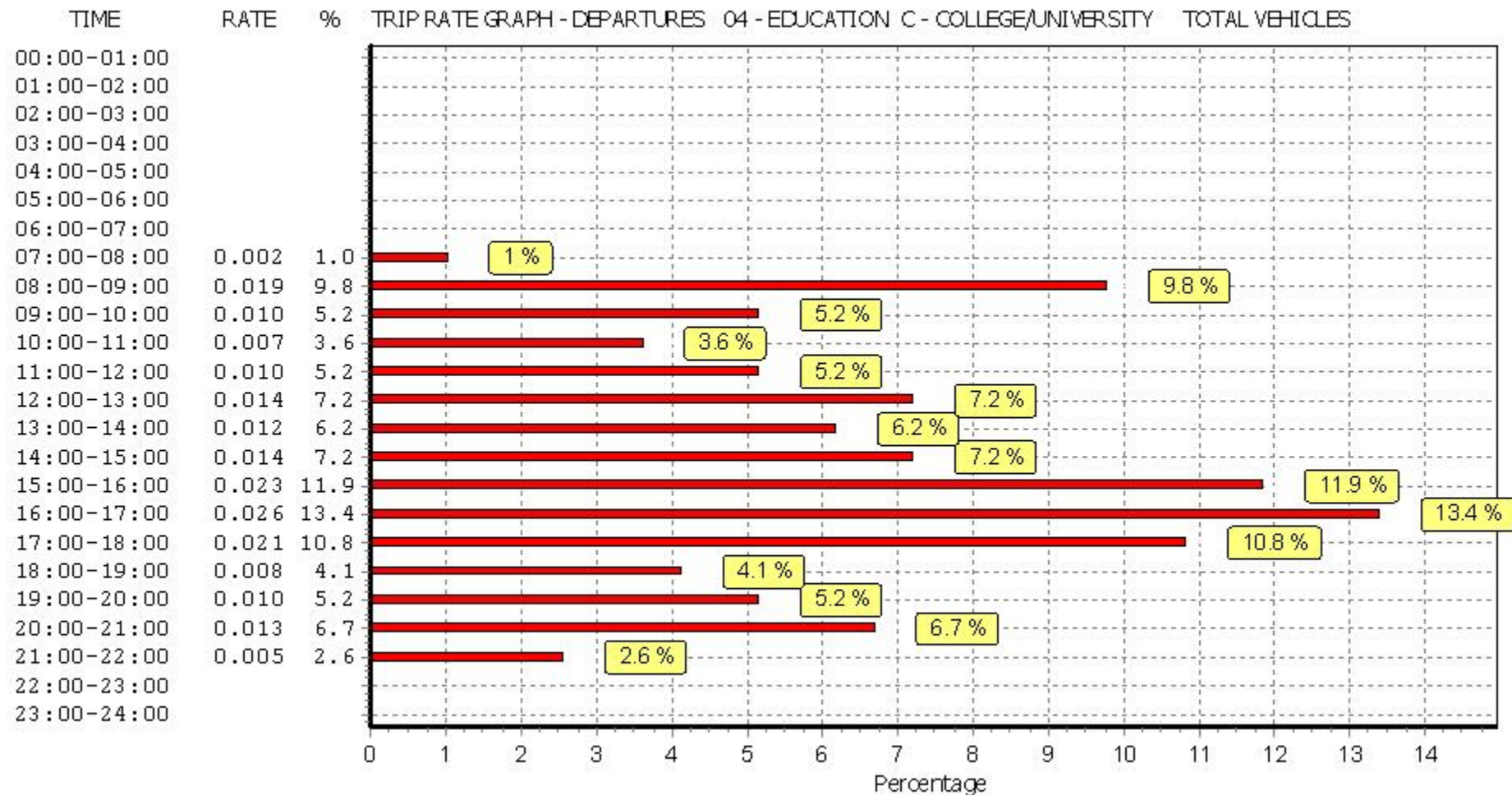
Parameter summary

Trip rate parameter range selected: 710 - 15500 (units:)
 Survey date range: 01/01/13 - 13/03/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

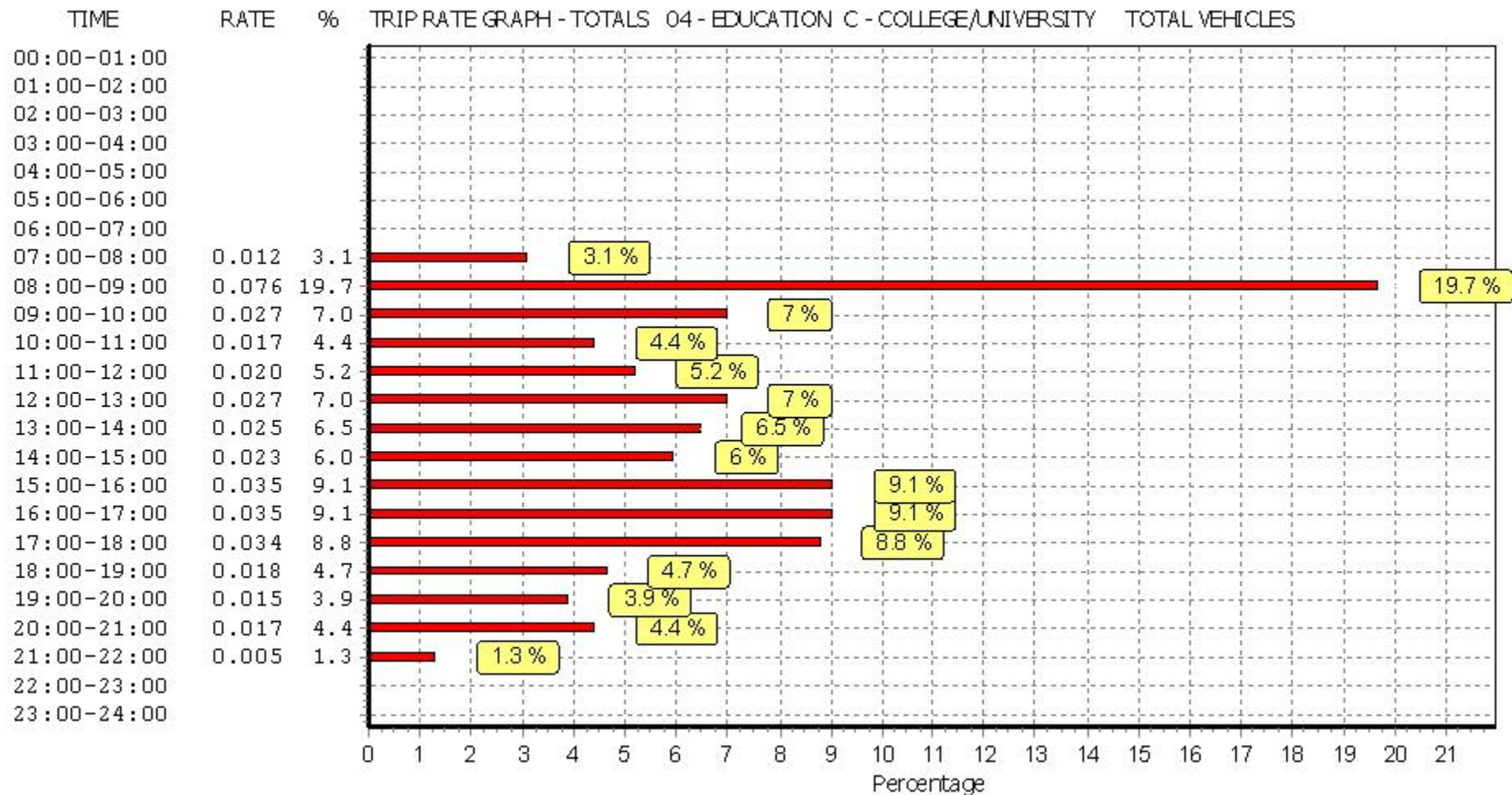
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix H Census Data

WF01BEW - Location of usual residence and place of work (OA level) 2011

E02004772 : Havant 011

place of work : 2011 super output area - middle layer	Number
Portsmouth & Isle of Wight	1,300
Southampton & Eastleigh	143
East Hampshire (inc. Petersfield, Alton)	195
Fareham	193
Gosport	56
Waterlooville	455
West Leigh	77
North Havant	27
Widley (site location)	248
Emsworth	25
Havant (centre of)	325
Hayling Island	34
Winchester	183
Surrey (inc. Guildford, Woking, Waverley) (up the A3)	30
Sussex (West, Mid, East)	166
Bedhampton	93
Cowplain	28
London	52

Data lifted from Appendix J of Persimmon Transport assessment

Site Name	AM PEAK			#REF!		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Total Flows	14	23	37	18	9	27

QS701EW - Method of travel to work

E02004772 : Havant 011

				Trips (weekday)		
Method of Travel to Work	2011 Census Data	No. Commuters	Mode share	AM PEAK	PM PEAK	
Work mainly at or from home	195	-	-	-	-	
Train	61	61	1%	1	0	
Bus, minibus or coach	220	220	5%	2	2	
Taxi	21	21	0%	0	0	
Motorcycle, scooter or moped	54	54	1%	1	0	
Driving a car or van	3,353	3,353	75%	37	27	
Passenger in a car or van	300	300	7%	3	2	
Bicycle	128	128	3%	1	1	
On foot	279	279	6%	3	2	
Other method of travel to work	32	32	1%	0	0	
Not in employment	2,141	-	-	-	-	
	6,784	4,448	100%	49	35	

Method of Travel to Work	Mode share	Indicative Modal Shift	Target Modal Split
Train	1%	+1%	2%
Bus, minibus or coach	5%	+2%	7%
Taxi	0%	0%	0%
Motorcycle, scooter or moped	1%	0%	1%
Driving a car or van	75%	-10%	65%
Passenger in a car or van	7%	+2%	9%
Bicycle	3%	+3%	6%
On foot	6%	+2%	8%
Other method of travel to work	1%	0%	1%
	100%	0%	100%

North	South	LINK 3	LINK 4	LINK 5	LINK 6
79%	21%	0%	0%	0%	0%

Data lifed from Appendix J of Persimmon Transport assessment

GEOGRAPHY	POPULATION	USUAL RESI %	North	PROPORTIONS	South	PROPORTIONS	Assumptions / Notes
Portsmouth & Isle of Wight	1300	36%	25%	0.7	11%	0.3	
Southampton & Eastleigh	143	4%	4%	1.0	0%	0.0	
East Hampshire (inc. Petersfield)	195	5%	5%	1.0	0%	0.0	
Fareham	193	5%	4%	0.7	2%	0.3	
Gosport	56	2%	1%	0.7	0%	0.3	
Waterlooville	455	13%	13%	1.0	0%	0.0	
West Leigh	77	2%	2%	1.0	0%	0.0	
North Havant	27	1%	1%	1.0	0%	0.0	
Widley (site location)	248	7%	7%	1.0	0%	0.0	
Emsworth	25	1%	0%	0.0	1%	1.0	
Havant (centre of)	325	9%	4%	0.5	4%	0.5	
Hayling Island	34	1%	0%	0.0	1%	1.0	
Winchester	183	5%	5%	1.0	0%	0.0	
Surrey (inc. Guidlford, Woking,	30	1%	1%	1.0	0%	0.0	
Sussex (West, Mid, East)	166	5%	5%	1.0	0%	0.0	
Bedhampton	93	3%	0%	0.0	3%	1.0	
Cowplain	28	1%	1%	1.0	0%	0.0	
London	52	1%	1%	1.0	0%	0.0	
Total	3,630	1	79%	13.6	21%	4.4	

GEOGRAPHY	POPULATION	USUAL RESI %	North	PROPORTIONS	South	PROPORTIONS	Assumptions / Notes
-----------	------------	--------------	-------	-------------	-------	-------------	---------------------

Data lifed from Appendix J of Persimmon Transport assessment

Direction from Site Access	Route (direction)	% Traffic
South	Portsmouth Hill Road (WB)	12%
	Portsmouth Hill Road (EB)/ Bedhampton Road	9%
	Stakes Road	7%
	Stakes Hill Road	13%
North	A3(M) (SB)	44%
	Hulbert Road/ A3(M) (NB)	7%
	Purbrook Way (EB)	8%
Total	0	100%

Appendix I ARCADY Output

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: J1-Site Access.j9

Path: P:\1017 South Downs College\ID Design and Analysis\ARCADY\Mini Roundabout Site Access

Report generation date: 24/03/2022 14:11:07

»2022 BASE, AM
»2022 BASE, PM
»2022 BASE+DEV, AM
»2022 BASE+DEV, PM
»2027 BASE, AM
»2027 BASE, PM
»2027 BASE+DEV, AM
»2027 BASE+DEV, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2022 BASE							
1 - College Road North	D1	0.4	5.26	0.29	D2	0.6	5.80	0.36
2 - Site Access		0.0	0.00	0.00		0.0	0.00	0.00
3 - College Road South		0.4	5.16	0.26		0.1	4.39	0.11
4 - Apollo Drive		0.1	4.77	0.10		0.1	4.24	0.08
	2022 BASE+DEV							
1 - College Road North	D3	0.4	5.37	0.30	D4	0.6	5.97	0.37
2 - Site Access		0.0	5.72	0.04		0.0	5.92	0.02
3 - College Road South		0.4	5.28	0.27		0.1	4.44	0.12
4 - Apollo Drive		0.1	4.86	0.10		0.1	4.27	0.08
	2027 BASE							
1 - College Road North	D5	0.4	5.37	0.30	D6	0.6	5.95	0.37
2 - Site Access		0.0	0.00	0.00		0.0	0.00	0.00
3 - College Road South		0.4	5.26	0.28		0.1	4.43	0.12
4 - Apollo Drive		0.1	4.83	0.11		0.1	4.27	0.08
	2027 BASE+DEV							
1 - College Road North	D7	0.5	5.48	0.31	D8	0.6	6.13	0.39
2 - Site Access		0.0	5.79	0.04		0.0	6.01	0.02
3 - College Road South		0.4	5.39	0.28		0.1	4.48	0.12
4 - Apollo Drive		0.1	4.93	0.11		0.1	4.30	0.08

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

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

File summary

File Description

Title	
Location	
Site number	
Date	10/06/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\annabel.harris
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	Veh	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 BASE	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 BASE	PM	ONE HOUR	16:45	18:15	15	✓
D3	2022 BASE+DEV	AM	ONE HOUR	07:45	09:15	15	✓
D4	2022 BASE+DEV	PM	ONE HOUR	16:45	18:15	15	✓
D5	2027 BASE	AM	ONE HOUR	07:45	09:15	15	✓
D6	2027 BASE	PM	ONE HOUR	16:45	18:15	15	✓
D7	2027 BASE+DEV	AM	ONE HOUR	07:45	09:15	15	✓
D8	2027 BASE+DEV	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

2022 BASE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	5.15	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	College Road North	
2	Site Access	
3	College Road South	
4	Apollo Drive	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - College Road North	3.59	3.59	3.98	1.1	11.28	8.05	1.7	
2 - Site Access	2.83	2.83	3.77	0.2	9.55	6.38	-2.9	
3 - College Road South	3.51	3.51	4.52	2.5	13.17	10.30	-0.2	
4 - Apollo Drive	4.02	2.97	4.89	12.4	12.16	7.60	2.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - College Road North	0.600	968
2 - Site Access	0.621	836
3 - College Road South	0.631	981
4 - Apollo Drive	0.611	985

The slope and intercept shown above include any corrections and adjustments.

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	2022 BASE	AM	ONE HOUR	07:45	09:15	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 (%)
1 - College Road North		ONE HOUR	✓	250	100.000
2 - Site Access		ONE HOUR	✓	0	100.000
3 - College Road South		ONE HOUR	✓	228	100.000
4 - Apollo Drive		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	0	202	48
	2 - Site Access	0	0	0	0
	3 - College Road South	215	0	0	13
	4 - Apollo Drive	63	0	14	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - College Road South	0	0	0	0
	4 - Apollo Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - College Road North	0.29	5.26	0.4	A	229	344
2 - Site Access	0.00	0.00	0.0	A	0	0
3 - College Road South	0.26	5.16	0.4	A	209	314
4 - Apollo Drive	0.10	4.77	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	188	47	10	962	0.196	187	208	0.0	0.2	4.641	A
2 - Site Access	0	0	198	713	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	172	43	36	959	0.179	171	162	0.0	0.2	4.564	A
4 - Apollo Drive	58	14	161	886	0.065	58	46	0.0	0.1	4.344	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	225	56	13	961	0.234	224	250	0.2	0.3	4.889	A
2 - Site Access	0	0	237	689	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	205	51	43	954	0.215	205	194	0.2	0.3	4.802	A
4 - Apollo Drive	69	17	193	867	0.080	69	55	0.1	0.1	4.513	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	275	69	15	959	0.287	275	306	0.3	0.4	5.260	A
2 - Site Access	0	0	290	656	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	251	63	53	948	0.265	251	237	0.3	0.4	5.159	A
4 - Apollo Drive	85	21	236	840	0.101	85	67	0.1	0.1	4.764	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	275	69	15	959	0.287	275	306	0.4	0.4	5.264	A
2 - Site Access	0	0	291	655	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	251	63	53	948	0.265	251	238	0.4	0.4	5.163	A
4 - Apollo Drive	85	21	237	840	0.101	85	67	0.1	0.1	4.766	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	225	56	13	961	0.234	225	250	0.4	0.3	4.898	A
2 - Site Access	0	0	238	688	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	205	51	43	954	0.215	205	194	0.4	0.3	4.808	A
4 - Apollo Drive	69	17	194	866	0.080	69	55	0.1	0.1	4.516	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	188	47	11	962	0.196	188	210	0.3	0.2	4.657	A
2 - Site Access	0	0	199	712	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	172	43	36	959	0.179	172	163	0.3	0.2	4.576	A
4 - Apollo Drive	58	14	162	886	0.065	58	46	0.1	0.1	4.350	A

2022 BASE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 85% of the total flow for the roundabout for one or more time segments][Arms 1 and 4 have 79% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	5.30	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 BASE	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 (%)
1 - College Road North		ONE HOUR	✓	313	100.000
2 - Site Access		ONE HOUR	✓	0	100.000
3 - College Road South		ONE HOUR	✓	96	100.000
4 - Apollo Drive		ONE HOUR	✓	67	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	0	232	81
	2 - Site Access	0	0	0	0
	3 - College Road South	91	0	0	5
	4 - Apollo Drive	62	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - College Road South	0	0	0	0
	4 - Apollo Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - College Road North	0.36	5.80	0.6	A	287	431
2 - Site Access	0.00	0.00	0.0	A	0	0
3 - College Road South	0.11	4.39	0.1	A	88	132
4 - Apollo Drive	0.08	4.24	0.1	A	61	92

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	236	59	4	966	0.244	234	115	0.0	0.3	4.913	A
2 - Site Access	0	0	238	688	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	72	18	61	943	0.077	72	177	0.0	0.1	4.131	A
4 - Apollo Drive	50	13	68	943	0.053	50	64	0.0	0.1	4.031	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	281	70	4	966	0.291	281	137	0.3	0.4	5.257	A
2 - Site Access	0	0	286	659	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	86	22	73	936	0.092	86	213	0.1	0.1	4.238	A
4 - Apollo Drive	60	15	82	935	0.064	60	77	0.1	0.1	4.116	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	345	86	5	965	0.357	344	168	0.4	0.6	5.794	A
2 - Site Access	0	0	350	619	0.000	0	0	0.0	0.0	0.000	A

3 - College Road South	106	26	89	925	0.114	106	261	0.1	0.1	4.392	A
4 - Apollo Drive	74	18	100	923	0.080	74	95	0.1	0.1	4.236	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	345	86	6	965	0.357	345	168	0.6	0.6	5.803	A
2 - Site Access	0	0	350	618	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	106	26	89	925	0.114	106	261	0.1	0.1	4.392	A
4 - Apollo Drive	74	18	100	923	0.080	74	95	0.1	0.1	4.236	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	281	70	5	966	0.291	282	138	0.6	0.4	5.272	A
2 - Site Access	0	0	286	658	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	86	22	73	935	0.092	86	213	0.1	0.1	4.242	A
4 - Apollo Drive	60	15	82	935	0.064	60	77	0.1	0.1	4.119	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	236	59	4	966	0.244	236	115	0.4	0.3	4.935	A
2 - Site Access	0	0	240	687	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	72	18	61	943	0.077	72	179	0.1	0.1	4.135	A
4 - Apollo Drive	50	13	69	943	0.054	50	65	0.1	0.1	4.034	A

2022 BASE+DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	5.28	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 BASE+DEV	AM	ONE HOUR	07:45	09:15	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 (%)
1 - College Road North		ONE HOUR	✓	261	100.000
2 - Site Access		ONE HOUR	✓	23	100.000
3 - College Road South		ONE HOUR	✓	231	100.000
4 - Apollo Drive		ONE HOUR	✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)					
From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	11	202	48
	2 - Site Access	18	0	5	0
	3 - College Road South	215	3	0	13
	4 - Apollo Drive	63	0	14	0

Vehicle Mix

Heavy Vehicle Percentages					
From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - College Road South	0	0	0	0
	4 - Apollo Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - College Road North	0.30	5.37	0.4	A	239	359
2 - Site Access	0.04	5.72	0.0	A	21	32
3 - College Road South	0.27	5.28	0.4	A	212	318
4 - Apollo Drive	0.10	4.86	0.1	A	71	106

Main Results for each time segment

07:45 - 08:00											
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	196	49	13	961	0.204	195	222	0.0	0.3	4.698	A
2 - Site Access	18	4	198	713	0.025	17	10	0.0	0.0	5.174	A
3 - College Road South	174	43	50	950	0.183	173	166	0.0	0.2	4.627	A
4 - Apollo Drive	58	14	177	877	0.066	58	46	0.0	0.1	4.395	A

08:00 - 08:15											
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	234	59	15	959	0.244	234	266	0.3	0.3	4.965	A

2 - Site Access	21	5	237	689	0.030	21	12	0.0	0.0	5.390	A
3 - College Road South	208	52	60	944	0.220	207	198	0.2	0.3	4.886	A
4 - Apollo Drive	69	17	212	855	0.081	69	55	0.1	0.1	4.580	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	287	72	19	957	0.300	287	326	0.3	0.4	5.366	A
2 - Site Access	26	6	290	656	0.039	26	15	0.0	0.0	5.713	A
3 - College Road South	254	64	73	935	0.272	254	243	0.3	0.4	5.280	A
4 - Apollo Drive	85	21	260	826	0.103	85	67	0.1	0.1	4.856	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	287	72	19	957	0.300	287	326	0.4	0.4	5.372	A
2 - Site Access	26	6	291	655	0.039	26	15	0.0	0.0	5.715	A
3 - College Road South	254	64	73	935	0.272	254	243	0.4	0.4	5.284	A
4 - Apollo Drive	85	21	260	826	0.103	85	67	0.1	0.1	4.857	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	234	59	15	959	0.244	235	267	0.4	0.3	4.974	A
2 - Site Access	21	5	238	688	0.030	21	12	0.0	0.0	5.396	A
3 - College Road South	208	52	60	944	0.220	208	199	0.4	0.3	4.896	A
4 - Apollo Drive	69	17	213	855	0.081	69	55	0.1	0.1	4.585	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	196	49	13	961	0.204	197	223	0.3	0.3	4.715	A
2 - Site Access	18	4	199	712	0.025	18	10	0.0	0.0	5.181	A
3 - College Road South	174	43	50	950	0.183	174	167	0.3	0.2	4.642	A
4 - Apollo Drive	58	14	178	876	0.066	58	46	0.1	0.1	4.403	A

2022 BASE+DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 84% of the total flow for the roundabout for one or more time segments][Arms 1 and 4 have 78% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	5.44	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 BASE+DEV	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 (%)
1 - College Road North		ONE HOUR	✓	327	100.000
2 - Site Access		ONE HOUR	✓	9	100.000
3 - College Road South		ONE HOUR	✓	100	100.000
4 - Apollo Drive		ONE HOUR	✓	67	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	14	232	81
	2 - Site Access	7	0	2	0
	3 - College Road South	91	4	0	5
	4 - Apollo Drive	62	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - College Road South	0	0	0	0
	4 - Apollo Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - College Road North	0.37	5.97	0.6	A	300	450
2 - Site Access	0.02	5.92	0.0	A	8	12
3 - College Road South	0.12	4.44	0.1	A	92	137
4 - Apollo Drive	0.08	4.27	0.1	A	61	92

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	246	62	7	964	0.255	245	120	0.0	0.3	4.994	A
2 - Site Access	7	2	238	688	0.010	7	13	0.0	0.0	5.284	A
3 - College Road South	75	19	66	940	0.080	75	179	0.0	0.1	4.158	A
4 - Apollo Drive	50	13	76	938	0.054	50	64	0.0	0.1	4.054	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	294	73	8	963	0.305	293	144	0.3	0.4	5.371	A
2 - Site Access	8	2	286	659	0.012	8	16	0.0	0.0	5.534	A
3 - College Road South	90	22	79	932	0.096	90	215	0.1	0.1	4.276	A
4 - Apollo Drive	60	15	92	929	0.065	60	77	0.1	0.1	4.144	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	360	90	10	962	0.374	359	176	0.4	0.6	5.962	A
2 - Site Access	10	2	350	619	0.016	10	19	0.0	0.0	5.912	A
3 - College Road South	110	27	97	920	0.119	110	263	0.1	0.1	4.441	A
4 - Apollo Drive	74	18	112	916	0.081	74	95	0.1	0.1	4.273	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	360	90	10	962	0.374	360	176	0.6	0.6	5.974	A
2 - Site Access	10	2	350	618	0.016	10	19	0.0	0.0	5.915	A
3 - College Road South	110	27	97	920	0.119	110	263	0.1	0.1	4.442	A
4 - Apollo Drive	74	18	112	916	0.081	74	95	0.1	0.1	4.273	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	294	73	8	963	0.305	294	144	0.6	0.4	5.385	A
2 - Site Access	8	2	286	658	0.012	8	16	0.0	0.0	5.541	A
3 - College Road South	90	22	79	931	0.096	90	215	0.1	0.1	4.279	A
4 - Apollo Drive	60	15	92	929	0.065	60	77	0.1	0.1	4.147	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	246	62	7	964	0.255	246	121	0.4	0.3	5.017	A
2 - Site Access	7	2	240	687	0.010	7	13	0.0	0.0	5.292	A
3 - College Road South	75	19	66	940	0.080	75	180	0.1	0.1	4.165	A
4 - Apollo Drive	50	13	77	938	0.054	50	65	0.1	0.1	4.059	A

2027 BASE, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	5.25	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2027 BASE	AM	ONE HOUR	07:45	09:15	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 (%)
1 - College Road North		ONE HOUR	✓	262	100.000
2 - Site Access		ONE HOUR	✓	0	100.000
3 - College Road South		ONE HOUR	✓	239	100.000
4 - Apollo Drive		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
From	1 - College Road North	0	0	212	50
	2 - Site Access	0	0	0	0
	3 - College Road South	225	0	0	14
	4 - Apollo Drive	66	0	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
From	1 - College Road North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - College Road South	0	0	0	0
	4 - Apollo Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - College Road North	0.30	5.37	0.4	A	240	360
2 - Site Access	0.00	0.00	0.0	A	0	0

3 - College Road South	0.28	5.26	0.4	A	219	329
4 - Apollo Drive	0.11	4.83	0.1	A	74	111

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	197	49	11	962	0.205	196	218	0.0	0.3	4.697	A
2 - Site Access	0	0	207	707	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	180	45	38	958	0.188	179	169	0.0	0.2	4.618	A
4 - Apollo Drive	61	15	169	882	0.069	60	48	0.0	0.1	4.383	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	235	59	13	960	0.245	235	261	0.3	0.3	4.963	A
2 - Site Access	0	0	248	682	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	215	54	45	953	0.225	214	203	0.2	0.3	4.873	A
4 - Apollo Drive	72	18	202	861	0.084	72	57	0.1	0.1	4.564	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	288	72	16	959	0.301	288	320	0.3	0.4	5.363	A
2 - Site Access	0	0	304	647	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	263	66	55	947	0.278	262	249	0.3	0.4	5.260	A
4 - Apollo Drive	89	22	248	833	0.107	89	70	0.1	0.1	4.833	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	288	72	16	959	0.301	288	320	0.4	0.4	5.370	A
2 - Site Access	0	0	304	647	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	263	66	55	947	0.278	263	249	0.4	0.4	5.265	A
4 - Apollo Drive	89	22	248	833	0.107	89	70	0.1	0.1	4.835	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	235	59	13	960	0.245	236	262	0.4	0.3	4.972	A
2 - Site Access	0	0	249	681	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	215	54	45	953	0.225	215	204	0.4	0.3	4.880	A
4 - Apollo Drive	72	18	203	861	0.084	73	58	0.1	0.1	4.567	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	197	49	11	962	0.205	197	219	0.3	0.3	4.713	A
2 - Site Access	0	0	208	706	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	180	45	38	958	0.188	180	171	0.3	0.2	4.630	A
4 - Apollo Drive	61	15	170	881	0.069	61	48	0.1	0.1	4.389	A

2027 BASE, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 85% of the total flow for the roundabout for one or more time segments][Arms 1 and 4 have 79% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	5.41	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2027 BASE	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 (%)
1 - College Road North		ONE HOUR	✓	327	100.000
2 - Site Access		ONE HOUR	✓	0	100.000
3 - College Road South		ONE HOUR	✓	100	100.000
4 - Apollo Drive		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
From	1 - College Road North	0	0	242	85
	2 - Site Access	0	0	0	0
	3 - College Road South	95	0	0	5
	4 - Apollo Drive	65	0	5	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - College Road South	0	0	0	0
	4 - Apollo Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - College Road North	0.37	5.95	0.6	A	300	450
2 - Site Access	0.00	0.00	0.0	A	0	0
3 - College Road South	0.12	4.43	0.1	A	92	138
4 - Apollo Drive	0.08	4.27	0.1	A	64	96

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	246	62	4	966	0.255	245	120	0.0	0.3	4.984	A
2 - Site Access	0	0	249	681	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	76	19	63	941	0.080	75	185	0.0	0.1	4.153	A
4 - Apollo Drive	53	13	71	941	0.056	52	67	0.0	0.1	4.050	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	294	74	5	965	0.305	294	144	0.3	0.4	5.358	A
2 - Site Access	0	0	298	651	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	90	23	76	933	0.097	90	222	0.1	0.1	4.268	A
4 - Apollo Drive	63	16	85	932	0.068	63	81	0.1	0.1	4.140	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	360	90	6	965	0.373	360	176	0.4	0.6	5.942	A
2 - Site Access	0	0	365	609	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	110	28	93	923	0.120	110	272	0.1	0.1	4.431	A
4 - Apollo Drive	77	19	105	921	0.084	77	99	0.1	0.1	4.267	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	360	90	6	965	0.373	360	176	0.6	0.6	5.954	A
2 - Site Access	0	0	366	609	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	110	28	93	923	0.120	110	273	0.1	0.1	4.432	A
4 - Apollo Drive	77	19	105	921	0.084	77	99	0.1	0.1	4.267	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	294	74	5	965	0.305	295	144	0.6	0.4	5.372	A
2 - Site Access	0	0	299	650	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	90	23	76	933	0.097	90	223	0.1	0.1	4.270	A
4 - Apollo Drive	63	16	86	932	0.068	63	81	0.1	0.1	4.142	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	246	62	4	966	0.255	247	121	0.4	0.3	5.010	A
2 - Site Access	0	0	251	680	0.000	0	0	0.0	0.0	0.000	A
3 - College Road South	76	19	64	941	0.080	76	187	0.1	0.1	4.160	A
4 - Apollo Drive	53	13	72	941	0.056	53	68	0.1	0.1	4.053	A

2027 BASE+DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	5.39	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2027 BASE+DEV	AM	ONE HOUR	07:45	09:15	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 (%)
1 - College Road North		ONE HOUR	✓	273	100.000
2 - Site Access		ONE HOUR	✓	23	100.000
3 - College Road South		ONE HOUR	✓	242	100.000
4 - Apollo Drive		ONE HOUR	✓	81	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	11	212	50
	2 - Site Access	18	0	5	0
	3 - College Road South	225	3	0	14
	4 - Apollo Drive	66	0	15	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - College Road South	0	0	0	0
	4 - Apollo Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - College Road North	0.31	5.48	0.5	A	250	375
2 - Site Access	0.04	5.79	0.0	A	21	32
3 - College Road South	0.28	5.39	0.4	A	222	333
4 - Apollo Drive	0.11	4.93	0.1	A	74	111

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	205	51	13	960	0.214	204	232	0.0	0.3	4.753	A
2 - Site Access	18	4	207	707	0.025	17	10	0.0	0.0	5.218	A
3 - College Road South	182	45	51	949	0.192	181	173	0.0	0.2	4.681	A
4 - Apollo Drive	61	15	184	872	0.070	60	48	0.0	0.1	4.435	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	245	61	16	959	0.256	245	278	0.3	0.3	5.039	A
2 - Site Access	21	5	248	682	0.031	21	12	0.0	0.0	5.447	A
3 - College Road South	217	54	62	943	0.230	217	208	0.2	0.3	4.960	A
4 - Apollo Drive	72	18	221	850	0.085	72	57	0.1	0.1	4.632	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	300	75	19	957	0.314	300	340	0.3	0.5	5.476	A
2 - Site Access	26	6	304	647	0.040	26	15	0.0	0.0	5.791	A

3 - College Road South	266	67	75	934	0.285	266	254	0.3	0.4	5.383	A
4 - Apollo Drive	89	22	271	819	0.108	89	70	0.1	0.1	4.927	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	300	75	19	957	0.314	300	341	0.5	0.5	5.482	A
2 - Site Access	26	6	304	647	0.040	26	15	0.0	0.0	5.793	A
3 - College Road South	266	67	75	934	0.285	266	255	0.4	0.4	5.390	A
4 - Apollo Drive	89	22	271	819	0.108	89	70	0.1	0.1	4.929	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	245	61	16	959	0.256	245	279	0.5	0.3	5.051	A
2 - Site Access	21	5	249	681	0.031	21	12	0.0	0.0	5.451	A
3 - College Road South	217	54	62	943	0.231	218	208	0.4	0.3	4.970	A
4 - Apollo Drive	72	18	222	849	0.085	73	58	0.1	0.1	4.636	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	205	51	13	960	0.214	205	233	0.3	0.3	4.770	A
2 - Site Access	18	4	208	706	0.025	18	10	0.0	0.0	5.225	A
3 - College Road South	182	45	52	949	0.192	182	174	0.3	0.2	4.698	A
4 - Apollo Drive	61	15	186	871	0.070	61	48	0.1	0.1	4.443	A

2027 BASE+DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 84% of the total flow for the roundabout for one or more time segments][Arms 1 and 4 have 78% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	5.56	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2027 BASE+DEV	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 (%)
1 - College Road North		ONE HOUR	✓	341	100.000
2 - Site Access		ONE HOUR	✓	9	100.000
3 - College Road South		ONE HOUR	✓	104	100.000
4 - Apollo Drive		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)					
From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	14	242	85
	2 - Site Access	7	0	2	0
	3 - College Road South	95	4	0	5
	4 - Apollo Drive	65	0	5	0

Vehicle Mix

Heavy Vehicle Percentages					
From	To				
		1 - College Road North	2 - Site Access	3 - College Road South	4 - Apollo Drive
	1 - College Road North	0	0	0	0
	2 - Site Access	0	0	0	0
	3 - College Road South	0	0	0	0
	4 - Apollo Drive	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - College Road North	0.39	6.13	0.6	A	313	469
2 - Site Access	0.02	6.01	0.0	A	8	12
3 - College Road South	0.12	4.48	0.1	A	96	143
4 - Apollo Drive	0.08	4.30	0.1	A	64	96

Main Results for each time segment

16:45 - 17:00											
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	257	64	7	964	0.266	255	125	0.0	0.4	5.068	A
2 - Site Access	7	2	249	681	0.010	7	13	0.0	0.0	5.336	A
3 - College Road South	78	20	69	938	0.084	78	187	0.0	0.1	4.183	A
4 - Apollo Drive	53	13	79	936	0.056	52	67	0.0	0.1	4.073	A

17:00 - 17:15											
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	307	77	8	963	0.318	306	150	0.4	0.5	5.474	A

2 - Site Access	8	2	298	651	0.013	8	16	0.0	0.0	5.603	A
3 - College Road South	94	23	82	929	0.101	94	224	0.1	0.1	4.306	A
4 - Apollo Drive	63	16	95	926	0.068	63	81	0.1	0.1	4.168	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	375	94	10	962	0.390	375	184	0.5	0.6	6.118	A
2 - Site Access	10	2	365	609	0.016	10	19	0.0	0.0	6.008	A
3 - College Road South	115	29	101	918	0.125	115	274	0.1	0.1	4.482	A
4 - Apollo Drive	77	19	117	913	0.084	77	99	0.1	0.1	4.304	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	375	94	10	962	0.390	375	184	0.6	0.6	6.134	A
2 - Site Access	10	2	366	609	0.016	10	19	0.0	0.0	6.012	A
3 - College Road South	115	29	101	918	0.125	115	275	0.1	0.1	4.482	A
4 - Apollo Drive	77	19	117	913	0.084	77	99	0.1	0.1	4.304	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	307	77	8	963	0.318	307	150	0.6	0.5	5.493	A
2 - Site Access	8	2	299	650	0.013	8	16	0.0	0.0	5.611	A
3 - College Road South	94	23	83	929	0.101	94	225	0.1	0.1	4.308	A
4 - Apollo Drive	63	16	95	926	0.068	63	81	0.1	0.1	4.170	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - College Road North	257	64	7	964	0.266	257	126	0.5	0.4	5.096	A
2 - Site Access	7	2	251	680	0.010	7	13	0.0	0.0	5.345	A
3 - College Road South	78	20	69	938	0.084	78	188	0.1	0.1	4.189	A
4 - Apollo Drive	53	13	80	936	0.056	53	68	0.1	0.1	4.076	A

Appendix J Turning Movement Data



Client: AWP Exeter

Project Number: TSP14941

Project Name: 1017 South Downs College, Havant

Survey Type: Manual Classified Traffic Count

Survey Date: Tuesday 1st March 2022

Site : Site 1 -College Road/Apollo Drive PO7 8AH

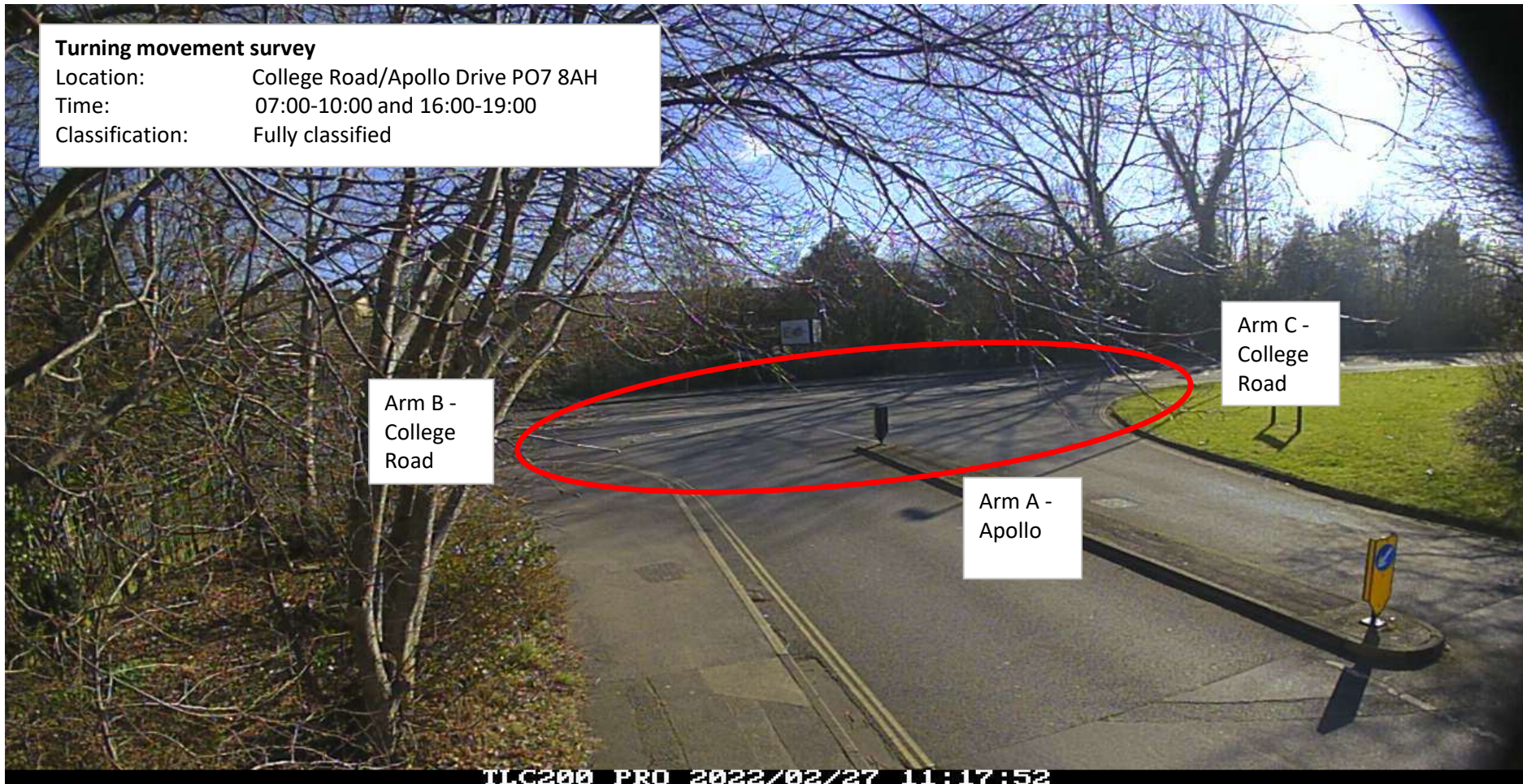
Survey Time: 07:00 - 10:00 and 16:00 - 19:00

Project Number: **TSP14941**

Project Name: **1017 South Downs College, Havant**

Survey Type: **Manual Classified Traffic Count**

Location: **Site 1 -College Road/Apollo Drive PO7 8AH**



College Road / Apollo Drive, Havant - MCTC Site - 50°51'39.80"N 1° 1'20.88"W

Project Number: **TSP14941**
 Project Name: **1017 South Downs College, Havant**
 Survey Type: **Manual Classified Traffic Count**
 Location: **Site 1 -College Road/Apollo Drive PO7 8AH**
 Date: **Tuesday 1st March 2022**



Time	A - A									A - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	7	6						13	13
07:15								0	0	12	3						15	15
07:30								0	0	7	7						14	14
07:45								0	0	7	2						9	9
H/Total	0	0	0	0	0	0	0	0	0	33	18	0	0	0	0	0	51	51
08:00								0	0	20	1	1					22	22.5
08:15								0	0	19	2						21	21
08:30								0	0	21	5						26	26
08:45								0	0	7	2						9	9
H/Total	0	0	0	0	0	0	0	0	0	67	10	1	0	0	0	0	78	78.5
09:00								0	0	11	1						12	12
09:15								0	0	13	1	2					16	17
09:30								0	0	5	3						8	8
09:45								0	0	6	1			1			8	9
H/Total	0	0	0	0	0	0	0	0	0	35	6	2	0	1	0	0	44	46
3 H	0	0	0	0	0	0	0	0	0	135	34	3	0	1	0	0	173	175.5

16:00								0	0	13	3						16	16
16:15								0	0	17	2						19	19
16:30								0	0	15	2				1		18	17.4
16:45								0	0	9							9	9
H/Total	0	0	0	0	0	0	0	0	0	54	7	0	0	0	1	0	62	61.4
17:00								0	0	6	3						9	9
17:15								0	0	7	1						8	8
17:30								0	0	11	2				1		14	13.4
17:45								0	0	7	2						9	9
H/Total	0	0	0	0	0	0	0	0	0	31	8	0	0	0	1	0	40	39.4
18:00								0	0	8	1						9	9
18:15								0	0	8							8	8
18:30								0	0	6							6	6
18:45								0	0	10	2						12	12
H/Total	0	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	35	35
3 H	0	0	0	0	0	0	0	0	0	117	18	0	0	0	2	0	137	135.8

Project Number: **TSP14941**
 Project Name: **1017 South Downs College, Havant**
 Survey Type: **Manual Classified Traffic Count**
 Location: **Site 1 -College Road/Apollo Drive PO7 8AH**
 Date: **Tuesday 1st March 2022**



Time	A - C									B - A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	1							1	1	2							2	2
07:15	1							1	1	3							3	3
07:30	3							3	3	5	2						7	7
07:45	1							1	1	9	1						10	10
H/Total	6	0	0	0	0	0	0	6	6	19	3	0	0	0	0	0	22	22
08:00	2	1						3	3	6	1	1					8	8.5
08:15								0	0	2	1						3	3
08:30	5	1						6	6	7	3						10	10
08:45	2							2	2	4							4	4
H/Total	9	2	0	0	0	0	0	11	11	19	5	1	0	0	0	0	25	25.5
09:00	2	1						3	3	9	4						13	13
09:15	2	1						3	3	17	4						21	21
09:30	4							4	4	8	3			1			12	13
09:45	1							1	1	13				1			14	15
H/Total	9	2	0	0	0	0	0	11	11	47	11	0	0	2	0	0	60	62
3 H	24	4	0	0	0	0	0	28	28	85	19	1	0	2	0	0	107	109.5

16:00	2							2	2	17	1						18	18
16:15	2							2	2	19	7						26	26
16:30	1							1	1	14	4	1					19	19.5
16:45								0	0	16	1				1		18	17.4
H/Total	5	0	0	0	0	0	0	5	5	66	13	1	0	0	1	0	81	80.9
17:00	1							1	1	13	1			1			15	16
17:15	1							1	1	19	1						20	20
17:30	1							1	1	15	5						20	20
17:45	4							4	4	9	3						12	12
H/Total	7	0	0	0	0	0	0	7	7	56	10	0	0	1	0	0	67	68
18:00	4	1						5	5	16	2						18	18
18:15	1							1	1	11							11	11
18:30	2							2	2	10							10	10
18:45	1							1	1	9							9	9
H/Total	8	1	0	0	0	0	0	9	9	46	2	0	0	0	0	0	48	48
3 H	20	1	0	0	0	0	0	21	21	168	25	1	0	1	1	0	196	196.9

Project Number: **TSP14941**
Project Name: **1017 South Downs College, Havant**
Survey Type: **Manual Classified Traffic Count**
Location: **Site 1 -College Road/Apollo Drive PO7 8AH**
Date: **Tuesday 1st March 2022**



Time	B - B									B - C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00								0	0	12	2			1		1	16	16.2
07:15								0	0	13	2		2	1	2		20	22.4
07:30								0	0	13	7	2	1	1			24	27.3
07:45								0	0	13	2		2	1			18	21.6
H/Total	0	0	0	0	0	0	0	0	0	51	13	2	5	4	2	1	78	87.5
08:00								0	0	18	3	3		1	1		26	27.9
08:15								0	0	30	5		2	1			38	41.6
08:30	1							1	1	47	4	2	3	1			57	62.9
08:45		1						1	1	31	1		3	3			38	44.9
H/Total	1	1	0	0	0	0	0	2	2	126	13	5	8	6	1	0	159	177.3
09:00	2							2	2	38	3		3	2			46	51.9
09:15	1							1	1	49	4	1	5	2			61	70
09:30	2							2	2	33	1	2	1	2	1		40	43.7
09:45								0	0	16	3	5	3	2			29	37.4
H/Total	5	0	0	0	0	0	0	5	5	136	11	8	12	8	1	0	176	203
3 H	6	1	0	0	0	0	0	7	7	313	37	15	25	18	4	1	413	467.8

16:00								0	0	27	7	2	1	1	2		40	42.1
16:15								0	0	44	3		4	2		1	54	60.4
16:30								0	0	77	5	1	2	1	3		89	91.3
16:45								0	0	41	2	1	1	3		1	49	53
H/Total	0	0	0	0	0	0	0	0	0	189	17	4	8	7	5	2	232	246.8
17:00								0	0	27	2	1		1			31	32.5
17:15								0	0	22	1			2	1	1	27	27.6
17:30								0	0	23	4			1	1	1	30	29.6
17:45								0	0	36	2	1		1		2	42	41.9
H/Total	0	0	0	0	0	0	0	0	0	108	9	2	0	5	2	4	130	131.6
18:00								0	0	39	2			1			42	43
18:15								0	0	32	2			2			36	38
18:30								0	0	17	2						19	19
18:45								0	0	14				1			15	16
H/Total	0	0	0	0	0	0	0	0	0	102	6	0	0	4	0	0	112	116
3 H	0	0	0	0	0	0	0	0	0	399	32	6	8	16	7	6	474	494.4

Project Number: **TSP14941**
Project Name: **1017 South Downs College, Havant**
Survey Type: **Manual Classified Traffic Count**
Location: **Site 1 -College Road/Apollo Drive PO7 8AH**
Date: **Tuesday 1st March 2022**



Time	C - A									C - B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	1							1	1	6	1	2	7	1			17	28.1
07:15	1							1	1	8	1	3	4	1			17	24.7
07:30								0	0	8	2	1	2	2			15	20.1
07:45	1							1	1	14	2		4	1	1		22	27.6
H/Total	3	0	0	0	0	0	0	3	3	36	6	6	17	5	1	0	71	100.5
08:00								0	0	27		1	1	1			30	32.8
08:15	2							2	2	22	4	1		3			30	33.5
08:30	2							2	2	43	5	2	1	2	1	1	55	57.9
08:45	5							5	5	42	2		1	3	3		51	53.5
H/Total	9	0	0	0	0	0	0	9	9	134	11	4	3	9	4	1	166	177.7
09:00	4							4	4	40	1		1	1	2	1	46	46.3
09:15	2							2	2	44	4	4	4	3	4		63	70.8
09:30	2							2	2	25	1	3		1	1		31	32.9
09:45	3							3	3	15	1		2	1			19	22.6
H/Total	11	0	0	0	0	0	0	11	11	124	7	7	7	6	7	1	159	172.6
3 H	23	0	0	0	0	0	0	23	23	294	24	17	27	20	12	2	396	450.8

16:00	2	1						3	3	17	1			2			20	22
16:15								0	0	18	2		1	1			22	24.3
16:30								0	0	21	3		1	2			27	30.3
16:45	2							2	2	15	4	1		2			22	24.5
H/Total	4	1	0	0	0	0	0	5	5	71	10	1	2	7	0	0	91	101.1
17:00	1							1	1	16	2			1			19	20
17:15	2							2	2	24	1	1		1			27	28.5
17:30	4							4	4	15	2			2			19	21
17:45	2							2	2	26	3			1			30	31
H/Total	9	0	0	0	0	0	0	9	9	81	8	1	0	5	0	0	95	100.5
18:00	2							2	2	16	2			1			19	20
18:15	1							1	1	15	1				1		17	16.4
18:30	5							5	5	11	2	1		2			16	18.5
18:45	2							2	2	15				1			16	17
H/Total	10	0	0	0	0	0	0	10	10	57	5	1	0	4	1	0	68	71.9
3 H	23	1	0	0	0	0	0	24	24	209	23	3	2	16	1	0	254	273.5

Project Number: **TSP14941**
Project Name: **1017 South Downs College, Havant**
Survey Type: **Manual Classified Traffic Count**
Location: **Site 1 -College Road/Apollo Drive PO7 8AH**
Date: **Tuesday 1st March 2022**



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

[illegible]

Project Number: **TSP14941**
Project Name: **1017 South Downs College, Havant**
Survey Type: **Manual Classified Traffic Count**
Location: **Site 1 -College Road/Apollo Drive PO7 8AH**
Date: **Tuesday 1st March 2022**



Time	From A									To A								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	8	6	0	0	0	0	0	14	14	3	0	0	0	0	0	0	3	3
07:15	13	3	0	0	0	0	0	16	16	4	0	0	0	0	0	0	4	4
07:30	10	7	0	0	0	0	0	17	17	5	2	0	0	0	0	0	7	7
07:45	8	2	0	0	0	0	0	10	10	10	1	0	0	0	0	0	11	11
H/Total	39	18	0	0	0	0	0	57	57	22	3	0	0	0	0	0	25	25
08:00	22	2	1	0	0	0	0	25	25.5	6	1	1	0	0	0	0	8	8.5
08:15	19	2	0	0	0	0	0	21	21	4	1	0	0	0	0	0	5	5
08:30	26	6	0	0	0	0	0	32	32	9	3	0	0	0	0	0	12	12
08:45	9	2	0	0	0	0	0	11	11	9	0	0	0	0	0	0	9	9
H/Total	76	12	1	0	0	0	0	89	89.5	28	5	1	0	0	0	0	34	34.5
09:00	13	2	0	0	0	0	0	15	15	13	4	0	0	0	0	0	17	17
09:15	15	2	2	0	0	0	0	19	20	19	4	0	0	0	0	0	23	23
09:30	9	3	0	0	0	0	0	12	12	10	3	0	0	1	0	0	14	15
09:45	7	1	0	0	1	0	0	9	10	16	0	0	0	1	0	0	17	18
H/Total	44	8	2	0	1	0	0	55	57	58	11	0	0	2	0	0	71	73
3 H	159	38	3	0	1	0	0	201	203.5	108	19	1	0	2	0	0	130	132.5

16:00	15	3	0	0	0	0	0	18	18	19	2	0	0	0	0	0	21	21
16:15	19	2	0	0	0	0	0	21	21	19	7	0	0	0	0	0	26	26
16:30	16	2	0	0	0	1	0	19	18.4	14	4	1	0	0	0	0	19	19.5
16:45	9	0	0	0	0	0	0	9	9	18	1	0	0	0	1	0	20	19.4
H/Total	59	7	0	0	0	1	0	67	66.4	70	14	1	0	0	1	0	86	85.9
17:00	7	3	0	0	0	0	0	10	10	14	1	0	0	1	0	0	16	17
17:15	8	1	0	0	0	0	0	9	9	21	1	0	0	0	0	0	22	22
17:30	12	2	0	0	0	1	0	15	14.4	19	5	0	0	0	0	0	24	24
17:45	11	2	0	0	0	0	0	13	13	11	3	0	0	0	0	0	14	14
H/Total	38	8	0	0	0	1	0	47	46.4	65	10	0	0	1	0	0	76	77
18:00	12	2	0	0	0	0	0	14	14	18	2	0	0	0	0	0	20	20
18:15	9	0	0	0	0	0	0	9	9	12	0	0	0	0	0	0	12	12
18:30	8	0	0	0	0	0	0	8	8	15	0	0	0	0	0	0	15	15
18:45	11	2	0	0	0	0	0	13	13	11	0	0	0	0	0	0	11	11
H/Total	40	4	0	0	0	0	0	44	44	56	2	0	0	0	0	0	58	58
3 H	137	19	0	0	0	2	0	158	156.8	191	26	1	0	1	1	0	220	220.9

Project Number: **TSP14941**
Project Name: **1017 South Downs College, Havant**
Survey Type: **Manual Classified Traffic Count**
Location: **Site 1 -College Road/Apollo Drive PO7 8AH**
Date: **Tuesday 1st March 2022**



Time	From B									To B								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	14	2	0	0	1	0	1	18	18.2	13	7	2	7	1	0	0	30	41.1
07:15	16	2	0	2	1	2	0	23	25.4	20	4	3	4	1	0	0	32	39.7
07:30	18	9	2	1	1	0	0	31	34.3	15	9	1	2	2	0	0	29	34.1
07:45	22	3	0	2	1	0	0	28	31.6	21	4	0	4	1	1	0	31	36.6
H/Total	70	16	2	5	4	2	1	100	109.5	69	24	6	17	5	1	0	122	151.5
08:00	24	4	4	0	1	1	0	34	36.4	47	1	2	1	1	0	0	52	55.3
08:15	32	6	0	2	1	0	0	41	44.6	41	6	1	0	3	0	0	51	54.5
08:30	55	7	2	3	1	0	0	68	73.9	65	10	2	1	2	1	1	82	84.9
08:45	35	2	0	3	3	0	0	43	49.9	49	5	0	1	3	3	0	61	63.5
H/Total	146	19	6	8	6	1	0	186	204.8	202	22	5	3	9	4	1	246	258.2
09:00	49	7	0	3	2	0	0	61	66.9	53	2	0	1	1	2	1	60	60.3
09:15	67	8	1	5	2	0	0	83	92	58	5	6	4	3	4	0	80	88.8
09:30	43	4	2	1	3	1	0	54	58.7	32	4	3	0	1	1	0	41	42.9
09:45	29	3	5	3	3	0	0	43	52.4	21	2	0	2	2	0	0	27	31.6
H/Total	188	22	8	12	10	1	0	241	270	164	13	9	7	7	7	1	208	223.6
3 H	404	57	16	25	20	4	1	527	584.3	435	59	20	27	21	12	2	576	633.3

16:00	44	8	2	1	1	2	0	58	60.1	30	4	0	0	2	0	0	36	38
16:15	63	10	0	4	2	0	1	80	86.4	35	4	0	1	1	0	0	41	43.3
16:30	91	9	2	2	1	3	0	108	110.8	36	5	0	1	2	1	0	45	47.7
16:45	57	3	1	1	3	1	1	67	70.4	24	4	1	0	2	0	0	31	33.5
H/Total	255	30	5	8	7	6	2	313	327.7	125	17	1	2	7	1	0	153	162.5
17:00	40	3	1	0	2	0	0	46	48.5	22	5	0	0	1	0	0	28	29
17:15	41	2	0	0	2	1	1	47	47.6	31	2	1	0	1	0	0	35	36.5
17:30	38	9	0	0	1	1	1	50	49.6	26	4	0	0	2	1	0	33	34.4
17:45	45	5	1	0	1	0	2	54	53.9	33	5	0	0	1	0	0	39	40
H/Total	164	19	2	0	6	2	4	197	199.6	112	16	1	0	5	1	0	135	139.9
18:00	55	4	0	0	1	0	0	60	61	24	3	0	0	1	0	0	28	29
18:15	43	2	0	0	2	0	0	47	49	23	1	0	0	0	1	0	25	24.4
18:30	27	2	0	0	0	0	0	29	29	17	2	1	0	2	0	0	22	24.5
18:45	23	0	0	0	1	0	0	24	25	25	2	0	0	1	0	0	28	29
H/Total	148	8	0	0	4	0	0	160	164	89	8	1	0	4	1	0	103	106.9
3 H	567	57	7	8	17	8	6	670	691.3	326	41	3	2	16	3	0	391	409.3

Project Number: **TSP14941**
Project Name: **1017 South Downs College, Havant**
Survey Type: **Manual Classified Traffic Count**
Location: **Site 1 -College Road/Apollo Drive PO7 8AH**
Date: **Tuesday 1st March 2022**



Time	From C									To C								
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	TOTAL (PCU)
07:00	7	1	2	7	1	0	0	18	29.1	13	2	0	0	1	0	1	17	17.2
07:15	9	1	3	4	1	0	0	18	25.7	14	2	0	2	1	2	0	21	23.4
07:30	8	2	1	2	2	0	0	15	20.1	16	7	2	1	1	0	0	27	30.3
07:45	15	2	0	4	1	1	0	23	28.6	14	2	0	2	1	0	0	19	22.6
H/Total	39	6	6	17	5	1	0	74	103.5	57	13	2	5	4	2	1	84	93.5
08:00	27	0	1	1	1	0	0	30	32.8	20	4	3	0	1	1	0	29	30.9
08:15	24	4	1	0	3	0	0	32	35.5	30	5	0	2	1	0	0	38	41.6
08:30	46	5	2	1	2	1	1	58	60.9	53	5	2	3	1	0	0	64	69.9
08:45	47	2	0	1	3	3	0	56	58.5	33	1	0	3	3	0	0	40	46.9
H/Total	144	11	4	3	9	4	1	176	187.7	136	15	5	8	6	1	0	171	189.3
09:00	44	1	0	1	1	2	1	50	50.3	40	4	0	3	2	0	0	49	54.9
09:15	46	4	4	4	3	4	0	65	72.8	51	5	1	5	2	0	0	64	73
09:30	27	1	3	0	1	1	0	33	34.9	37	1	2	1	2	1	0	44	47.7
09:45	18	1	0	2	1	0	0	22	25.6	17	3	5	3	2	0	0	30	38.4
H/Total	135	7	7	7	6	7	1	170	183.6	145	13	8	12	8	1	0	187	214
3 H	318	24	17	27	20	12	2	420	474.8	338	41	15	25	18	4	1	442	496.8

16:00	19	2	0	0	2	0	0	23	25	29	7	2	1	1	2	0	42	44.1
16:15	18	2	0	1	1	0	0	22	24.3	46	3	0	4	2	0	1	56	62.4
16:30	21	3	0	1	2	0	0	27	30.3	78	5	1	2	1	3	0	90	92.3
16:45	17	4	1	0	2	0	0	24	26.5	41	2	1	1	3	0	1	49	53
H/Total	75	11	1	2	7	0	0	96	106.1	194	17	4	8	7	5	2	237	251.8
17:00	17	2	0	0	1	0	0	20	21	28	2	1	0	1	0	0	32	33.5
17:15	26	1	1	0	1	0	0	29	30.5	23	1	0	0	2	1	1	28	28.6
17:30	19	2	0	0	2	0	0	23	25	24	4	0	0	1	1	1	31	30.6
17:45	28	3	0	0	1	0	0	32	33	40	2	1	0	1	0	2	46	45.9
H/Total	90	8	1	0	5	0	0	104	109.5	115	9	2	0	5	2	4	137	138.6
18:00	18	2	0	0	1	0	0	21	22	43	3	0	0	1	0	0	47	48
18:15	16	1	0	0	0	1	0	18	17.4	33	2	0	0	2	0	0	37	39
18:30	16	2	1	0	2	0	0	21	23.5	19	2	0	0	0	0	0	21	21
18:45	17	0	0	0	1	0	0	18	19	15	0	0	0	1	0	0	16	17
H/Total	67	5	1	0	4	1	0	78	81.9	110	7	0	0	4	0	0	121	125
3 H	232	24	3	2	16	1	0	278	297.5	419	33	6	8	16	7	6	495	515.4

Project Number: **TSP14941**
 Project Name: **1017 South Downs College, Havant**
 Survey Type: **Manual Classified Traffic Count**
 Location: **Site 1 -College Road/Apollo Drive PO7 8AH**
 Date: **Tuesday 1st March 2022**



Time	Whole Junction								TOTAL (PCU)
	CAR	LGV	OGV 1	OGV 2	PSV	MCY	PCY	TOTAL	
07:00	29	9	2	7	2	0	1	50	61.3
07:15	38	6	3	6	2	2	0	57	67.1
07:30	36	18	3	3	3	0	0	63	71.4
07:45	45	7	0	6	2	1	0	61	70.2
H/Total	148	40	8	22	9	3	1	231	270
08:00	73	6	6	1	2	1	0	89	94.7
08:15	75	12	1	2	4	0	0	94	101.1
08:30	127	18	4	4	3	1	1	158	166.8
08:45	91	6	0	4	6	3	0	110	119.4
H/Total	366	42	11	11	15	5	1	451	482
09:00	106	10	0	4	3	2	1	126	132.2
09:15	128	14	7	9	5	4	0	167	184.8
09:30	79	8	5	1	4	2	0	99	105.6
09:45	54	5	5	5	5	0	0	74	88
H/Total	367	37	17	19	17	8	1	466	510.6
3 H	881	119	36	52	41	16	3	1148	1262.6

Peak Hours	Totals
07:00 08:00	231
07:15 08:15	270
07:30 08:30	307
07:45 08:45	402

08:00 09:00	451
08:15 09:15	488
08:30 09:30	561
08:45 09:45	502

09:00 10:00	466
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16:00	78	13	2	1	3	2	0	99	103.1
16:15	100	14	0	5	3	0	1	123	131.7
16:30	128	14	2	3	3	4	0	154	159.5
16:45	83	7	2	1	5	1	1	100	105.9
H/Total	389	48	6	10	14	7	2	476	500.2
17:00	64	8	1	0	3	0	0	76	79.5
17:15	75	4	1	0	3	1	1	85	87.1
17:30	69	13	0	0	3	2	1	88	89
17:45	84	10	1	0	2	0	2	99	99.9
H/Total	292	35	3	0	11	3	4	348	355.5
18:00	85	8	0	0	2	0	0	95	97
18:15	68	3	0	0	2	1	0	74	75.4
18:30	51	4	1	0	2	0	0	58	60.5
18:45	51	2	0	0	2	0	0	55	57
H/Total	255	17	1	0	8	1	0	282	289.9
3 H	936	100	10	10	33	11	6	1106	1145.6

16:00 17:00	476
16:15 17:15	453
16:30 17:30	415
16:45 17:45	349

17:00 18:00	348
17:15 18:15	367
17:30 18:30	356
17:45 18:45	326

18:00 19:00	282
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