



RIDGE

**TRANSPORT STATEMENT
FORMER DAIRY CREST DEPOT
DUNSBURY WAY
HAVANT**

October 2021

FORMER DAIRY CREST DEPOT, DUNSBURY WAY, HAVANT

October 2021

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1. INTRODUCTION

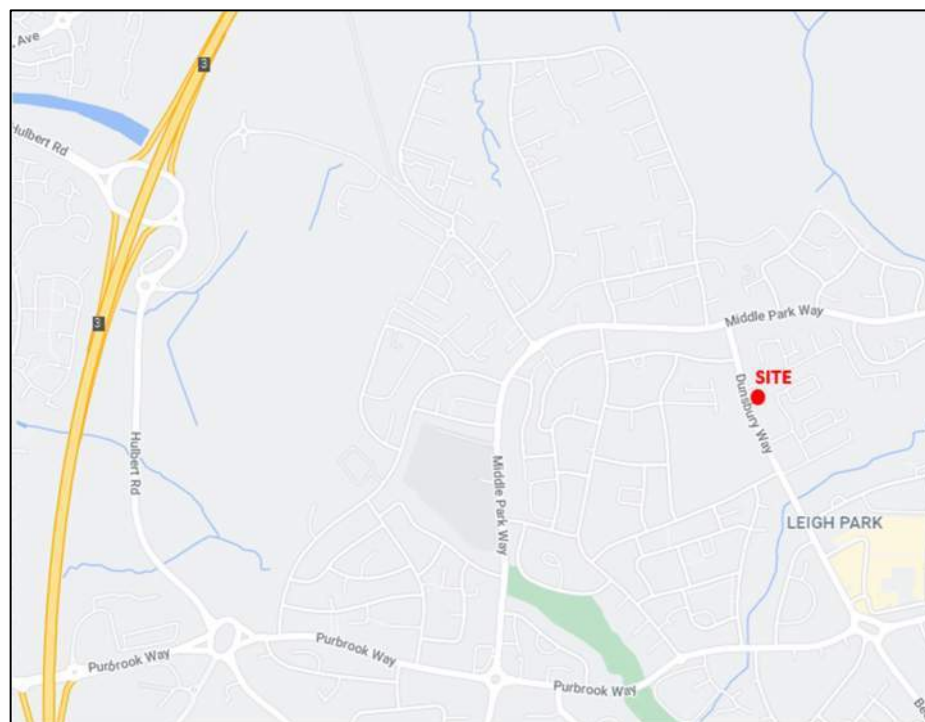
1.1. Background

- 1.1.1. Ridge & Partners LLP has been commissioned by Spruce Town Planning to provide transport planning consultancy services to support a redevelopment to provide 31 housing units at the existing Dairy Crest depot in Havant, Hampshire. The proposed layout for the proposed redevelopment has been produced by Aspire Architects and is included in **Appendix A**.

1.2. Site Location

- 1.2.1. The proposed redevelopment site is situated within a primarily residential area on land situated off Dunsbury Way/Fulflood Road. The site is bounded by industrial properties to the east, residential housing to the south and west and a current vacant paved plot of land to the north. The Site location is shown below in **Figure 1**.

Figure 1: Site Location



(Source: Google Maps)

- 1.2.2. This Transport Statement has been prepared based on the requirements of the National Planning Policy Framework (NPPF, July 2021), Hampshire Local Transport Plan and Havant Borough Council Core Strategy to assess the transport impact of the proposed development. This report considers the sustainability of the Site in transport terms, access to the site and parking, the extant use and resulting trip generation, the proposed residential use trip generation and any impact on the local highway network.

1.3. Report Structure

- 1.3.1. This Transport Statement is structured as follows;
- Chapter 2 provides a summary of the relevant policies from the NPPF and Local Authority policies in relation to the proposed development;

- Chapter 3 summarises the baseline highway network, sustainability of the Site and analysis of traffic collision data;
- Chapter 4 provides an overview of the proposed development, land use, parking and access provisions;
- Chapter 5 details vehicular trip generation of the proposed development and assesses the highway impact of these trips on the existing highway network including modelling of The Access/Dunsbury Way junction; and
- Chapter 6 presents the summary and conclusions of the Transport Statement.

2. PLANNING POLICY

2.1. National Planning Policy Framework – updated July 2021

- 2.1.1. The National Planning Policy Framework (NPPF) has recently been updated in July 2021, having previously been published February 2019, setting out the Government’s planning policies for England.
- 2.1.2. Paragraph 104 of the NPPF states that: Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
- 2.1.3. Paragraph 105 sets out that: *The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*
- 2.1.4. Paragraph 106 sets out that:
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
 - d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking*

Infrastructure Plans);

- e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
- f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.*

2.1.5. Paragraph 107 of the document moves on to consider parking, as follows: *If setting local parking standards for residential and non-residential development, policies should take into account:*

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.1.6. Paragraph 108 continues on parking as follows: *Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.*

2.1.7. Paragraph 110 of the NPPF considers what is required by the development proposals as follows:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

- 2.1.8. Paragraph 111 states that: *development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*
- 2.1.9. Paragraph 112 identifies that within this context applications for development should:
- a) *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.*
- 2.1.10. Finally, Paragraph 113 sets out what is required to support a planning submission: *All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*

2.2. Hampshire Local Transport Plan – 2011 - 2031

- 2.2.1. Hampshire County Council's Local Plan was formally approved by the Council in February 2011. Part A of the Strategy deals with the long-term plan up to 2031.
- 2.2.2. One of the core principles set out within the Plan is to *“manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods”.*
- 2.2.3. Policy objectives arising from this main priority include supporting targeted investment in park and ride to provide an efficient and environmentally sustainable alternative means to access town centres, promoting the installation of new transport technologies, working with bus and coach operators to reduce dependence on private car journeys and investing in sustainable transport measures including walking and cycling infrastructure.
- 2.2.4. Investment in the cycle and walking infrastructure will primarily be focussed on urban areas, where it has the potential to provide a healthy alternative to the car for local short journeys to work, local services and schools at relatively low cost.

- 2.2.5. The policies relevant to Development Control are primarily set out in the LTP. The principal aim of the County Council's Land Use and Transportation Strategy is that transport should sustain and strengthen the local economy by providing effective links locally and to other regional and national centres of economic growth, as well as to international gateways.

2.3. Havant Borough Council Local Plan (Core Strategy) 2011-2026

- 2.3.1. The Havant Borough Council Core Strategy, adopted in March 2011, sets out the development strategy of the borough, identifying strategic sites for development as well as the required physical and social infrastructure needed to support new and sustainable development.
- 2.3.2. Policy CS1 Health and Wellbeing of the Core Strategy states that planning permission will be granted for developments which *"supports the increased footpath and cycle use through the design of developments, linkage and signage"*. The proposed development is located within close proximity of footways and cycleways along Dunsbury Way, as well as providing cycle parking at the development which will enable linkage of cycling and walking.
- 2.3.3. Policy CS20 Transport and Access Strategy of the Core Strategy states that development will be permitted that *"improves accessibility to goods, services and employment and promotes equality in the transport system"* as well as development that *"maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate"*. The proposed development is located within close proximity to good public transport networks and walking and cycling infrastructure.
- 2.3.4. Based upon the above policy analysis the proposed redevelopment site would therefore be promoting sustainable development and supporting the policies set out within the Hampshire Local Transport Plan and the Havant Borough Council Core Strategy.

2.4. Havant BC: Parking Supplementary Planning Document – 2016

- 2.4.1. The purpose of this SPD is to set appropriate car and cycle parking standards for different types of development within HBC. The parking standards apply to all developments for the provision of one or more residential units (gross) and all developments that result in the creation of non-residential floorspace.
- 2.4.2. Guidance is given on the levels of car, cycle, motorcycle and disabled parking that should be provided. The inclusion of design advice demonstrates how car parking should be integrated into a high-quality external space that is accessible to all.
- 2.4.3. This document also defines Accessibility Zones within the Borough, where lower levels of parking may be acceptable. **Table 1** duplicates the car and cycle parking standards as set out by HBC in the PSPD 2016.

Table 1: Havant Borough Council PSPD

C3 RESIDENTIAL	MINIMUM CAR PARKING ALLOCATED/UNALLOCATED	DISABLED	MOTORABIKE	ELECTRIC VEHICLE	CYCLE* LONG STAY
Studio/bedsit	1.0/0.9	5% of spaces	One for every 25 car parking spaces	50% active and 50% passive provision. If allocated the council will require a higher proportion of provision agreed on a case by case basis.	
1 bedroom	1.0/0.9				1
2 bedrooms	2/1.3				2
3 bedrooms	2/1.9				2
4 + bedrooms	3/2.4				2
Visitors	50 – 100% allocated	Car parking standard plus 20%			
	All unallocated	No visitors parking is required			
	Less than 50% allocated	Allocation between these ranges subject to council decision			

2.5. Havant Borough Local Plan 2036 (Emerging Local Plan)

- 2.5.1. The Havant Borough Local Plan was submitted for examination to the Secretary of State for Housing Communities and Local Government on 12 February 2021.
- 2.5.2. It is proposed to produce a single Local Plan that will replace the Core Strategy and Allocations plans. This will be the Havant Borough Local Plan 2036. Once this is adopted, the development plan for the Borough will consist of:
- A. The Havant Borough Local Plan 2036
 - B. The Hampshire Minerals and Waste Plan
 - C. Any adopted Neighbourhood Plans
- 2.5.3. The Council's Corporate Strategy sets out the challenges facing the Borough in detail and how these will be addressed. The Local Plan is a key tool in implementing this strategy: it is the way in which the Council works collaboratively with public and private sector partners to deliver the Corporate Strategy on the ground.
- 2.5.4. Leigh Park District Centre close to the site is one of the key sites **KS3**. Leigh Park Centre is a district centre serving the wider Leigh Park community and has four connecting areas. Within this in the Dunsbury Way area planning permission will be granted for provision of community buildings, car parking and provide new residential development, subject to no under provision of community facilities during construction or on a permanent basis.

3. EXISTING CONDITIONS

3.1. Overview

- 3.1.1. The proposed redevelopment site is located off Dunsbury Way, Havant and is bounded by industrial properties to the east, residential housing to the south and west and a current vacant paved plot of land to the north. The Site is approximately 2.7km east of Junction 4 of the A3 (M) which provides access to London and Portsmouth.

3.2. Existing Highway Network

- 3.2.1. **Dunsbury Way** is primarily a residential distributor road providing access to a number of local residential roads and is subject to a 20mph speed restriction for its duration. It runs in an approximate North-South alignment with traffic calming measures in the form of speed cushions in place along Dunsbury Way as well as footways and lighting being present on both sides of the road for the length of the carriageway. A shared pedestrian cycleway is present along one side of the carriageway for a duration, which then ends and transitions cyclists onto the carriageway.
- 3.2.2. Dunsbury Way connects to the **B2149** to the south of the redevelopment which provides access to Hayling Island in the south and the **A3** in the north. To its northern boundary Dunsbury Way connects to further residential roads and housing estates. The A3 links the development to the **A27** and Portsmouth to the west, Chichester to the east and London to the north.

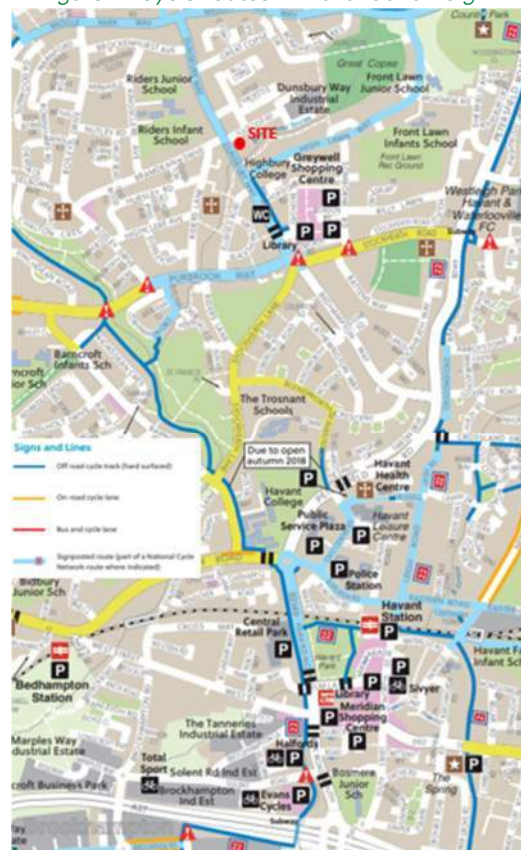
3.3. Access by Walking

- 3.3.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 26% for journeys that are 1.6km to 3.2km long also being undertaken on foot.
- 3.3.2. The National Travel Survey (NTS) 2015 (September 2016) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 18 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.5km of their origin.
- 3.3.3. The NTS 2015 also identifies that 80% of all trips under 1.6km are made on foot, 31% for trips that are 1.6 to 3.2km in distance. These proportions are broadly similar to those put forward in the IHT 'Planning for Walking' document thereby verifying the results.
- 3.3.4. The pedestrian access into the Site is via the footways on both side on the proposed access to Dunsbury Way. These connect to the existing footway and shared foot and cycleway on Dunsbury Way. A shared pedestrian cycleway is provided on the eastern side of Dunsbury Way and a footway on the western side, these connect south to bus stops and the shops and facilities of Leigh Park.
- 3.3.5. Within the wider area, there are footways and street lighting present on all roads within the vicinity of the redevelopment and to local bus stops, which enables good connectivity to public transport.

3.4. Access by Cycling

- 3.4.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states the majority of cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, the majority of trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2). The bicycle is therefore a potential mode for many of these trips.
- 3.4.2. The NTS 2016 identifies that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 24 minutes. Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that cyclists usually want to be able to travel at speeds of 19kph, which is the average speed of a cyclist on a level surface.
- 3.4.3. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g., manoeuvring through junctions). It is therefore considered that the average person is willing to cycle an average of 6.4km (24 minutes).
- 3.4.4. The NTS 2016 identifies that 79% of all cycle trips are up to 8km in distance, which is broadly similar with the IHT recommendation that 80% of all cycle trips are less than 8km. It is therefore considered that since 6.4km is the average, it is reasonable to consider that some future Site users may cycle up to 8km with travelling to and from the Site. Therefore, cycling offers the potential to substitute for short car trips, particularly those less than 6.4km in length, or to form part of a longer journey when combined with public transport modes.
- 3.4.5. The local area cycle map produced by Havant Borough Council is provided in **Figure 2**.

Figure 2: Cycle routes in Havant and Leigh



Source: Havant Borough Council

- 3.4.6. In terms of cycle provision, Dunsbury Road adjacent to the site has shared cycle way for a section of road which transitions to the road. Dunsbury road is 20mph speed limit road with traffic calming and hence conducive to cycling. Further down to south it connects to on-road cycle lane at Purbrook Way roundabout and continues on to Havant and Hayling Island.
- 3.4.7. The redevelopment site is situated approximately 1.2km west of National Cycle Network Route 22. Though this route is under construction the section between Bordon and Portsmouth is already open. In total this is a 64-mile route mainly on road which will connect Banstead and Brockenhurst via Dorking, Guildford, Petersfield, Havant, Portsmouth and the Isle of Wight.

3.5. Public Transport – Bus

- 3.5.1. The closest bus stops to the development are located on Dunsbury Way and Bramdean Drive, approximately 40m and 100m from the redevelopment Site.
- 3.5.2. These bus stops are served by the routes as detailed in **Table 2**.

Table 2: Bus Services

BUS STOP	SERVICE	ROUTE	APPROXIMATE FREQUENCY	BUS OPERATOR
Dunsbury Way	20	Havant - Portsmouth	3 per hour	Stagecoach
	21	Havant – Portsmouth via Havant Road	3 per hour	Stagecoach
	23	Leigh Park - Southsea	6 per hour	Stagecoach
	27	Rowlands Castle - Emsworth	5 per day	First
	28A	Horndean - Southbourne	School Service	Emsworth and District
	621	Havant Bus Station – Portsmouth College	School Service	Stagecoach South
Bramdean Drive	39	Wecock Farm - Havant	5 per hour	Stagecoach
	641	Southbourne – Oaklands School	School Service	Emsworth and District

Correct as of October 2021.

- 3.5.3. Services 20,21,23 all connect to Portsmouth and Southsea Station, whilst service 39 connects to within 300m of Havant Railway Station.

3.6. Public Transport – Train

- 3.6.1. The application Site is located within cycling distances to three railway stations Bedhampton, Havant and Warblington stations are approximately 2.6km, 3km and 3.2km from the site respectively.

- 3.6.2. All three station are located on the West Coastway Line and run regular services to Portsmouth Havant and Bedhampton stations are also locate on the Portsmouth Direct Line and had regular services to Southampton and London.
- 3.6.3. Bedhampton rail station has secure cycle parking facilities available for 30 bicycles that are covered by CCTV but no car park. Havant rail station has secure cycle parking facilities available for 92 bicycles. There is a car park facility with 492 spaces including 8 accessible spaces. Warblington station has 30 secure cycle parking stands but no car park.
- 3.6.4. There are continuous footways and pedestrian crossings present between the proposed redevelopment Site and the three National Rail stations, enabling good connectivity to National Rail services. However, given the distances it is more likely that residents would choose to cycle or use public transport to access rail services.

3.7. Sustainability of Site Location

- 3.7.1. The application Site is in a residential area with excellent opportunities for walking and cycling to core amenities. The approximate walking and cycling distances between these amenities and the Site are summarised within **Table 3**. All distances have been calculated from the Site access point.

Table 3: Walking and Cycling distances from the proposed development and local core amenities.

NAME	DISTANCE (M)	1.6KM WALKING ¹	6.4KM CYCLING ²
Retail			
Iceland Foods	390	✓	✓
Lidl	690	✓	✓
Tesco Metro	780	✓	✓
The Meridian Centre	2450	×	✓
Education			
Riders Infant School	500	✓	✓
Front Lawn Primary Academy	620	✓	✓
Park Community School	1020	✓	✓
Havant & South Downs College	1410	✓	✓
Health			
Rowlands Pharmacy	1450	✓	✓
Park Lane Medical Centre	1780	×	✓
Public Transport			
Dunsbury Way Bus Stops	40	✓	✓
Havant Rail Station	2,800	×	✓
Other			
Funfayre Leisure	400	✓	✓
Warren Post Office	1380	✓	✓

¹IHT Planning for Walking (April 2015)

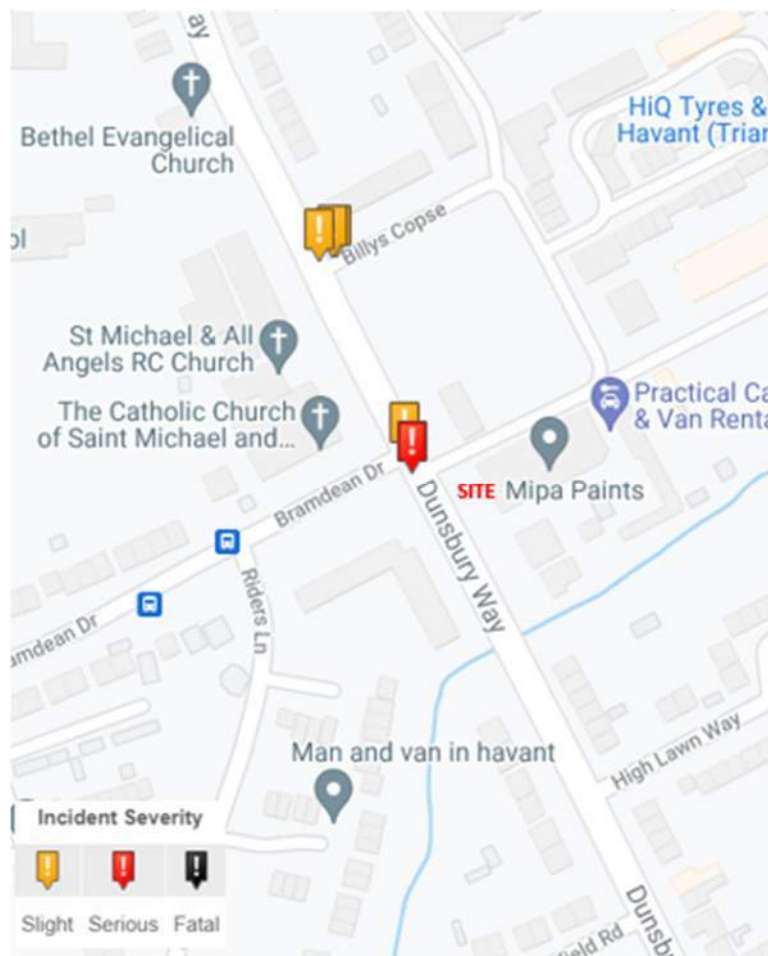
²IHT Planning for Cycling (October 2015)

- 3.7.2. Based upon the data within **Table 3**, it can be concluded that the Site is sustainably located in transport terms. It is within excellent walking and cycling distances of a number of core amenities, thereby reducing the reliance on vehicular trips to access local services. Th Site is also within cycling distance to the Leigh Park and Havant.

3.8. Personal Injury Collision Data

- 3.8.1. Personal Injury Collision (PIC) data has been obtained from Crash Map for the latest available period (2016-2020) within the proximity of the proposed development Site.
- 3.8.2. Within the 5 year period, only five accidents were recorded, of these one was recorded as serious and four as slight. The closest accidents to the Site were recorded at the junction with Bramdean Drive. One slight accident occurred on 03/09/2019 and a serious accident on 25/12/19. The serious accident involved two vehicles with one serious casualty. The location of the accidents is shown in **Figure 3**.

Figure 3: Traffic Collision Study Area



(Source: Crashmap)

- 3.8.3. Based on the above information, the PIC data presented does not suggest there are any existing issues with the highway network immediately local to the Site. There were only five injury accidents recorded during the most recent five year period which is very low number against a local or national average.
- 3.8.4. On the basis of this information, it is considered that there are no existing issues with the highway network immediately local to the Site that need to be further investigated or addressed. It can therefore be concluded that the proposed development of this scale is unlikely to have a detrimental impact on highway safety.

4. DEVELOPMENT PROPOSAL

4.1. Overview

- 4.1.1. The proposed application is for a development of 31 dwelling units with provision of associated parking and access off Dunsbury Way. The proposal Site is formerly occupied by Dairy Crest and will be redeveloped under these proposals.
- 4.1.2. The proposed Site layout is illustrated in **Figure 5** and provided in Drawing FE.ASP.21.054.002 Rev A in **Appendix A**.

Figure 4: Site Plan



Source: Drawing FE.ASP.21.054.002

4.2. Access

- 4.2.1. Vehicle access will be via a new frontal access from Dunsbury Way as shown in Drawing FE.ASP.17.670.003. Visibility splay and feasibility of the access for relevant vehicles is illustrated in Drawing 5016160-RDG-XX-XX-C-2200 and Drawing 5016160-RDG-XX-XX-C-2201 in **Appendix B**.
- 4.2.2. The required Visibility splay of 2.4 x 25m from the access to a 20mph speed limit road is illustrated in Drawing 5016160-RDG-XX-XX-C-0001 in **Appendix B**.
- 4.2.3. Pedestrian and Cycle access will be provided via the footways in the internal road layout connected to the existing footway and cycleway on Dunsbury Way.

4.3. Parking

- 4.3.1. Provisions for car, cycle and disabled parking have been reviewed in line with the adopted Parking Standards set out in **Table 1** relative to the proposed use of the residential units.
- 4.3.2. Given the proposed number of 31 units (13 2B/R, 16 3B/R and 2 4B/R) a minimum of 52 unallocated car parking spaces are required.
- 4.3.3. A total of 43 spaces including 1 accessible space will be provided in Site. This is below the required standard but given the sustainable location of the Site will encourage travel by sustainable modes of travel.
- 4.3.4. All residential units will have safe and secure cycle parking within the curtilage of their properties.
- 4.3.5. To encourage the use of low emission vehicles, 50% of the car parking spaces proposed will have an active electric vehicle charging point (22 spaces). The other 50% will have passive provision. This is in line with the local policy set out in Section 2.

4.4. Servicing

- 4.4.1. Servicing will take place from Dunsbury Way via the proposed access and internal road. A Refuse vehicle has been tracked in Drawing 5016160-RDG-XX-XX-C-2201 (**Appendix B**) accessing the site via Dunsbury Way in forward gear and turning within the internal road.

5. TRIP GENERATION AND TRAFFIC IMPACT

5.1. Existing Traffic

- 5.1.1. Due to the COVID19 pandemic no traffic surveys have been undertaken in the past 18 months as the current traffic conditions are not considered to be representative. Therefore, historical traffic survey data has been reviewed and forms the basis of the assessment in this Transport Statement.
- 5.1.2. A manual classified count traffic survey was undertaken on Wednesday January 17th, 2018, between 06:30-09:30 and 15:00-18:15 respectively at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive. This 2018 survey has been used as a basis for assessment and provides a neutral period prior to the Covid 19 pandemic.
- 5.1.3. The 2018 survey has been growthed to establish a 2021 base and 2026 base (plus 5 year future scenario) using TEMPRO growth factors of 1.02445 and 1.0251 for the AM and PM peak flows for 2021 and 1.05095 and 1.05625 for the AM and PM peak flows for 2026 for super output area EO200477.
- 5.1.4. The peak turning count (in Passenger Car Units) origin/destination matrix for 2018 is shown in **Table 4**.
- 5.1.5. 2021 Base and 2026 Future Flows are shown in **Table 5**. The full survey results are detailed in **Appendix C**.

Table 4 Existing Origin /Destination Matrix

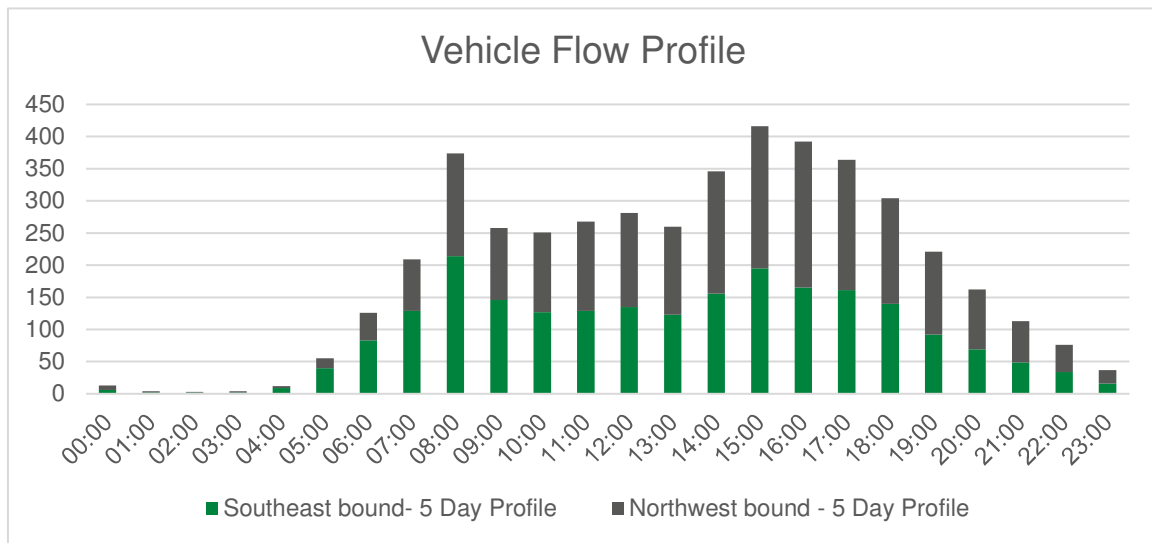
AM (08:00 - 09:00)				
	Dunsbury Way (N)	Fulflood Road	Dunsbury Way (S)	Bramdean Drive
Dunsbury Way (N)	0	14	172	39
Fulflood Road	5	0	32	17
Dunsbury Way (S)	160	36	0	60
Bramdean Drive	33	22	66	0
PM (15:00 - 16:00)				
	Dunsbury Way (N)	Fulflood Road	Dunsbury Way (S)	Bramdean Drive
Dunsbury Way (N)	0	4	162	39
Fulflood Road	11	0	34	13
Dunsbury Way (S)	179	37	0	72
Bramdean Drive	30	9	65	0

Table 5: 2021 and 2026 Matrix at Access with Development Flows

2021 WITH DEVELOPMENT				2026 WITH DEVELOPMENT		
AM (08:00 - 09:00)				AM (08:00 - 09:00)		
	Dunsbury Way (N)	Access	Dunsbury Way (S)	Dunsbury Way (N)	Access	Dunsbury Way (S)
Dunsbury Way (N)	0	2	282	0	2	290
Access	5	0	4	5	0	4
Dunsbury Way (S)	263	2	0	270	2	0
PM (15:00 – 16:00)				PM (15:00 – 16:00)		
	Dunsbury Way (N)	Access	Dunsbury Way (S)	Dunsbury Way (N)	Access	Dunsbury Way (S)
Dunsbury Way (N)	0	4	270	0	2	277
Access	2	0	3	5	0	4
Dunsbury Way (S)	302	5	0	309	2	0

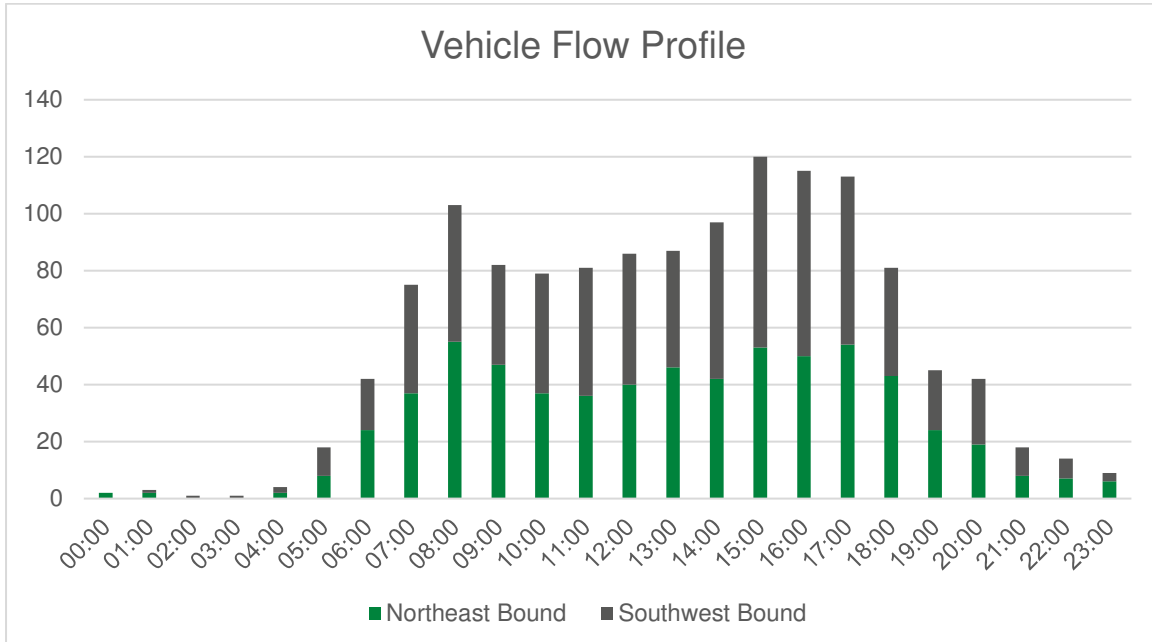
- 5.1.6. In addition to the manual classified count, two automated traffic counters (ATC) were placed on Fulflood Road and on Dunsbury Way (at approximately 70m northwest of Fulflood Road) for one week from 17th January 2018. The ATC data shows that peak hour flows are between 08:00-09:00 and between 15:00 – 16:00 on Dunsbury Way with a 5-Day Average flow of 374 and 416 vehicles respectively.
- 5.1.7. The Southeast bound and Northwest bound ATC data has been combined to create a vehicle flow profile for a 5-Day average flow on Dunsbury Way as shown in **Figure 5** overleaf (Refer Appendix D for detailed ATC data). The peak periods are similar to the total traffic volume at the junction derived from the manual classified count detailed in **Table 4**.

Figure 5: Vehicle Flow Profile on Dunsbury Way.



- 5.1.8. A vehicle flow profile for vehicles entering and exiting Fulflood Road is shown in **Figure 6** below. The data showed the peak periods to be between 08:00-09:00 and 15:00-16:00 respectively with a 5-Day average flow of 103 and 120 vehicles respectively as shown in Figure 6 below (Refer **Appendix D** for details).

Figure 6: Vehicle Flow Profile - Fulflood Road



5.2. Extant Trips

- 5.2.1. The site was occupied by a Dairy Crest unit and a Funeral Home service (Debenhams) and hence trips generated by these have been estimated using TRICs database and information provided. The data base was used to select a number of similar size food production sites to derive the trip rate for the Dairy Crest unit.

- 5.2.2. The full TRICS output report is provided in **Appendix D**. The derived trip rates and trip numbers in the AM and PM peak are shown in **Table 6 and Table 7**.

Table 6: Trip Rates for Food production units per 100sqm

LAND USE	TIME PERIOD	ARRIVAL RATE	DEPARTURE RATE	TOTAL RATE
Food Production	AM (08:00 – 09:00)	0.174	0.070	0.244
	PM (17:00 – 18:00)	0.105	0.326	0.431
	TOTAL (06:00 – 19:00)	2.083	1.851	3.934

Table 7: Trips Generated by Dairy Crest

LAND USE	TIME PERIOD	ARRIVAL	DEPARTURE	TOTAL
Food Production (Circa 635sqm)	AM (08:00 – 09:00)	1	1	2
	PM (17:00 – 18:00)	1	2	3
	TOTAL (07:00 – 19:00)	13	12	25

- 5.2.3. The TRICS data base was used to select a number of similar office sites to derive the trip rate for the Funeral Home service. The full TRICS output report is provided in **Appendix D**. The derived trip rates and trip numbers in the AM and PM peak are shown in **Table 8 and Table 9**.

Table 8: Trip Rates for Office per 100sqm

LAND USE	TIME PERIOD	ARRIVAL RATE	DEPARTURE RATE	TOTAL RATE
Office	AM (08:00 – 09:00)	3.862	0.418	4.280
	PM (17:00 – 18:00)	0.209	2.027	2.236
	TOTAL (07:00 – 19:00)	15.269	15.253	30.522

Table 9: Trip Generated by Funeral Home

LAND USE	TIME PERIOD	ARRIVAL	DEPARTURE	TOTAL
Office (Circa 94sqm)	AM (08:00 – 09:00)	4	1	5
	PM (17:00 – 18:00)	0	2	2
	TOTAL (07:00 – 19:00)	14	14	29

5.2.4. The total extant trip for the AM and PM peaks is as shown in **Table 10** below.

Table 10 Extant Trip

LAND USE	TIME PERIOD	ARRIVAL	DEPARTURE	TOTAL
Mixed	AM (08:00 – 09:00)	5	2	7
	PM (17:00 – 18:00)	1	4	5
	TOTAL (07:00 – 19:00)	27	26	53

5.3. Proposed Residential Vehicle Trip Generation

5.3.1. The TRICS database has been interrogated and trip rates for the proposed redevelopment were derived. Mixed private residential sites in England excluding London between 20 to 100 units in edge of town were selected to extract the trip rates.

5.3.2. The full TRICS output is provided in **Appendix D** and the derived trip rates and trips generated are detailed in **Table 11 and 12** below.

Table 11: Residential Trip Rates

	TIME PERIOD	ARRIVALS RATE	DEPARTURES RATE	TOTAL RATE
Residential Home, C3	AM (08:00-09:00)	0.136	0.298	0.434
	PM (17:00-18:00)	0.292	0.173	0.465
	Total (07:00-19:00)	1.932	1.938	3.870

Table 12: Residential Trips Generated by the Development

	TIME PERIOD	ARRIVALS RATE	DEPARTURES RATE	TOTAL RATE
Residential Home, C3	AM (08:00-09:00)	4	9	13
	PM (17:00-18:00)	9	5	14
	Total (07:00-19:00)	60	60	120

5.3.3. The proposed redevelopment generates 13 two-way trips in the AM peak and 14 two-way trips in the PM Peak.

5.4. Change in Vehicle Trips Generated by the Site

- 5.4.1. The extra vehicle trips on the network generated by the proposed development are detailed in **Table 13**.

Table 13. Extra Trip generated by the Proposed Development over the Extant Trips

	TIME PERIOD	ARRIVALS RATE	DEPARTURES RATE	TOTAL RATE
Residential Home, C3	AM (08:00-09:00)	-1	7	6
	PM (17:00-18:00)	8	1	9
	Total (07:00-19:00)	33	34	67

- 5.4.2. The proposed development will generate one less arrival in the AM peak and 7 more departures than the extant use. In the PM peak the site will generate 8 more arrivals and 1 more departure than the extant use.
- 5.4.3. Considering these trips across the peak hours this would be an additional trip every 10 minutes during the AM peak period and an additional trip every 7 minutes during the PM peak.

5.5. Highway and Junction Impact

- 5.5.1. The number of new vehicle trips being generated during the peak periods is relatively low and will not have a severe impact at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive.
- 5.5.2. The interrogation of the TRICS database has shown that the proposed redevelopment will increase the traffic flow by **0.91%** at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive in the AM peak and **1.37%** during the junction PM peak compared to the surveyed flows.
- 5.5.3. Whilst impact at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive is considered to be low, to understand the impact of the redevelopment trips on the local highway network, modelling has been undertaken on access junction with Dunsbury Way. Although numbers of vehicles being generated are not considered high it is important to understand whether the junction operates within capacity at peak times.
- 5.5.4. In terms of the wider highway network, it is considered that the low number of vehicle trips being generated will also not have a severe impact on the roundabout junction (Dunsbury Way with Purbrook Way) and the junction between Dunsbury Way and Middle Park Way. Therefore, modelling has not been undertaken on those junctions.

5.6. Junction Modelling

- 5.6.1. The traffic impact assessment of the proposed roundabout junction has been undertaken using Transport Research Laboratory's (TRL) Junctions 8 computer modelling software, within the JUNCTIONS 8 package. The results of the modelling are expressed in RFC (Ratio of Flow to Capacity), Delays and Queue Lengths (PCU's).

- 5.6.2. PICADY forecasts the overall available capacity at junctions by outputting the junction's Ratio of Flow to Capacity (RFC). The model outputs an RFC for each arm / traffic movement to consider how the junction may operate.
- 5.6.3. This figure ranges from 0.00 to 1.00, with 1.00 identifying that the traffic movement along the junction's arm is forecast to operate at capacity. The theoretical capacity for a junction's arm is identified as an RFC of 0.85, where queuing and delay will likely be low. In instances where RFCs are between 0.86 and 0.99, queuing and delay are likely to be exhibited at the junction but will still operate within capacity and appropriately accommodate traffic movements.
- 5.6.4. A PICADY model has been built for the access junction and Dunsbury Way.
- 5.6.5. TEMPRO growth factors of growth factors of 1.02445 and 1.0251 for the AM and PM peak flows for 2021 and 1.05095 and 1.05625 for the AM and PM peak flows for 2026 for super output area EO200477 have been used to growth the surveyed base flows for base (2021) and future scenarios (2026).
- 5.6.6. The results from the PICADY model are presented in Table 14 and provided in full in **Appendix E**.

Table 14: Model Result

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 with Development Flows								
Access	0.02	7.84	0.02	A	0.01	7.91	0.01	A
Dunsbury (S)	0.00	5.38	0.00	A	0.01	5.04	0.01	A
2026 with Development Flows								
Access	0.02	8.19	0.02	A	0.01	7.85	0.01	A
Dunsbury (S)	0.00	5.52	0.00	A	0.01	5.02	0.01	A

- 5.6.7. The results in Table 14, show that the proposed Site access junction will operate well within capacity. The maximum Ratio of Flow to Capacity (RFC) recorded is 0.02 during the 2026 AM peak which is well below the acceptable level of 0.85.
- 5.6.8. On this basis, there is no severe impact on the local highway network and safe and suitable access can be achieved into the redevelopment Site.

6. SUMMARY AND CONCLUSIONS

6.1. Summary

- 6.1.1. Ridge & Partners LLP has been commissioned by Spruce Town Planning to provide transport planning consultancy services to support a redevelopment to provide 31 housing units at the existing Dairy Crest depot in Havant, Hampshire.
- 6.1.2. The proposed redevelopment site is situated within a primarily residential area on land situated off Dunsbury Way/Fulflood Road. The site is currently vacant but was previously used by Dairy Crest.
- 6.1.3. The Site is in a sustainable location with local facilities within walking and cycling distance. There are footways and street lighting present on all roads within the vicinity of the redevelopment and to local bus stops, which enables good connectivity to public transport. Access is available to public transport (bus) a short walk from the Site offering sustainable transport to Leigh Park and Havant.
- 6.1.4. The accident data review undertaken does not suggest there are any existing issues with the highway network close to the Site. There were only five injury accident recorded within the vicinity of the site which is not considered to be due to any highway network deficiencies that need to be addressed by this application.
- 6.1.5. Vehicle access will be via a new frontal access from Dunsbury Way as shown in Drawing FE.ASP.17.670.003. Pedestrian and Cycle access will be provided via the footways in the internal road layout connected to the existing footway on Dunsbury Way.
- 6.1.6. Provisions for car, cycle and disabled parking have been provided on Site. A lower level of car parking is proposed than the adopted Parking Standards to encourage sustainable travel. To encourage the use of low emission vehicles, 50% of the car parking spaces proposed will have an active electric vehicle charging point (22 spaces). The other 50% will have passive provision.
- 6.1.7. Servicing will take place via Dunsbury Way and the new access and spine road within the Site. Servicing for refuse vehicles and a fire appliance is provided in **Appendix B**.
- 6.1.8. The proposed redevelopment generates 6 additional two-way trips in the AM peak and 9 additional two-way trips in the PM peak. This is a minimal change in vehicle trips across the peak hour and will not have a severe impact in the local network.
- 6.1.9. The PICADY traffic modelling results for the proposed Site access junction on Dunsbury Way shows that the junction will operate well within capacity for the future plus five year scenario. In other words, it can be concluded that there will be no impact on the road network due to the development.

6.2. Conclusions

- 6.2.1. The Site is sustainable in transport terms and complies with both the NPPF and Local Policies.
- 6.2.2. Having regard to the scale of the development and the nominal increase in traffic during peak periods it is considered that the proposed development would not result in a severe impact upon

the local highway network in terms of operation. Furthermore, the Site can be access with a safe and suitable access.

- 6.2.3. Therefore, it is concluded that in transport and highway terms the redevelopment proposal is acceptable both in the context of local and national policy.

APPENDIX A – SITE LAYOUT



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 3. Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
 4. Lower ground construction/ retaining structure to be structural engineers design.
 5. Electrical layouts to be agreed with client & added to drawing
 6. Drawings to be read in conjunction with specification.

A	05.10.21	Parking adjusted to suit vehicle tracking	NDP	
Rev	Date	Description	By	PM

REVISIONS

PROJECT STAGE: PLANNING

CLIENT: Pathway

PROJECT AND DRAWING TITLE: Dunsbury Way, Havant

Proposed Site Plan

Scale @ A1: 1:250	Drawn by: 1	
Date: 25/05/21	Checked by: 1	

DRAWING No: ASP.21.054.002

ARCHITECTURE - PLANNING - PROJECT MANAGEMENT - CDM

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APPENDIX B – VEHICLE TRACKING



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PROPERTY & CONSTRUCTION CONSULTANTS

PARTNERSHIP HOUSE
MOORSIDE ROAD
WINCHESTER
SO23 7RX

TEL: 01962 834400
WWW.RIDGE.CO.UK

CLIENT:
SPRUCE TOWN PLANNING

IN ASSOCIATION WITH:

PROJECT:
**FORMER DAIRY CREST DEPOT
DUNSBRURY WAY
HAVANT**

TITLE:
VISIBILITY SPLAYS

TECH:	CSE:	ICSE:	SCALE:	@	A1
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APPENDIX C – SURVEY RESULTS

Site No: 00002158
DUNSBURY WAY HAVANT

Site Reference: 00002158

From 16/01/2018 To 25/01/2018

Channel: SOUTHEAST BOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	5	6	7	5	7	19	25	6	11
01:00	2	1	1	1	3	7	5	2	3
02:00	2	3	2	2	3	4	5	2	3
03:00	2	2	1	2	1	3	6	2	2
04:00	8	11	7	10	9	12	7	9	9
05:00	45	41	38	42	34	18	11	40	33
06:00	87	79	81	91	76	27	4	83	64
07:00	125	128	139	123	132	62	28	129	105
08:00	229	210	209	209	215	101	51	214	175
09:00	146	135	148	151	150	132	108	146	139
10:00	123	118	118	135	142	178	124	127	134
11:00	112	132	127	132	142	183	155	129	140
12:00	136	128	136	139	134	182	133	135	141
13:00	120	113	119	111	150	155	142	123	130
14:00	139	154	158	154	174	144	121	156	149
15:00	206	190	186	195	199	132	126	195	176
16:00	162	160	154	152	195	132	81	165	148
17:00	147	141	158	158	203	133	96	161	148
18:00	119	135	136	143	169	120	95	140	131
19:00	75	91	95	95	104	98	54	92	87
20:00	65	67	67	58	89	65	45	69	65
21:00	38	54	45	70	38	58	43	49	49
22:00	20	31	29	33	55	35	24	34	32
23:00	8	11	16	16	30	38	19	16	20
12H,7-19	1764	1741	1785	1802	2005	1654	1260	1819	1716
16H,6-22	2029	2031	2071	2116	2312	1902	1406	2112	1981
18H,6-24	2057	2074	2116	2165	2397	1975	1449	2162	2033
24H,0-24	2121	2138	2175	2227	2454	2038	1508	2223	2094
Am	08:15	08:00	08:15	08:00	08:15	11:00	11:00	-	-
Peak	229	210	212	209	221	183	155	216	203
Pm	14:30	14:45	14:30	14:45	16:15	12:15	13:00	-	-
Peak	215	193	206	199	210	182	142	205	192

Collated from 15 minute interval data

Created at 11:59:28 on 25 Jan 2018

Site No: 00002158
DUNSBURY WAY HAVANT

Site Reference: 00002158

From 16/01/2018 To 25/01/2018

Channel: NORTHWEST BOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	7	9	6	8	7	16	23	7	11
01:00	2	2	0	7	1	7	9	2	4
02:00	1	0	2	1	1	3	8	1	2
03:00	3	3	0	2	2	6	3	2	3
04:00	4	2	2	2	3	4	5	3	3
05:00	21	14	13	16	11	9	10	15	13
06:00	41	46	43	43	41	21	5	43	34
07:00	84	73	75	87	83	25	18	80	64
08:00	149	160	170	159	164	63	30	160	128
09:00	116	116	112	108	108	113	58	112	104
10:00	130	120	117	126	128	121	119	124	123
11:00	132	143	131	144	146	179	144	139	146
12:00	158	124	157	137	155	189	142	146	152
13:00	131	109	129	147	170	165	139	137	141
14:00	173	194	188	193	202	180	128	190	180
15:00	197	214	226	222	246	159	151	221	202
16:00	229	220	209	213	263	155	114	227	200
17:00	180	202	198	209	228	159	127	203	186
18:00	145	147	167	169	192	142	99	164	152
19:00	107	112	127	153	147	113	70	129	118
20:00	88	96	78	93	109	77	61	93	86
21:00	56	64	64	63	73	65	48	64	62
22:00	36	35	45	42	51	52	24	42	41
23:00	9	22	17	22	33	46	16	21	24
12H,7-19	1824	1822	1878	1914	2085	1650	1269	1904	1777
16H,6-22	2116	2138	2186	2266	2455	1926	1453	2232	2077
18H,6-24	2161	2193	2249	2330	2539	2024	1493	2294	2141
24H,0-24	2199	2223	2274	2366	2564	2069	1551	2325	2178
Am	08:30	08:00	08:15	08:15	08:00	11:00	11:00	-	-
Peak	158	160	174	164	164	179	144	164	163
Pm	15:45	16:15	14:30	14:45	15:45	12:00	15:00	-	-
Peak	234	232	234	227	276	189	151	241	220

Collated from 15 minute interval data

Created at 11:59:28 on 25 Jan 2018

Site No: 00002019
FULLFLOOD RD HAVANT

Site Reference: 00002019

From 30/01/2018 To 06/02/2018

Channel: NORTHEASTBOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	2	-	18.8	5.3	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	2	-	17.7	4.2	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	-	17.8	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	22.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	20.3	-	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	7	-	19.6	2.5	0	0	0	6	0	0	0	0	0	0	0	0	0
06:00	18	22.9	19	3.7	0	0	3	10	5	0	0	0	0	0	0	0	0
07:00	28	23.9	19.4	4.3	0	1	3	15	7	2	0	0	0	0	0	0	0
08:00	44	24.1	19.5	4.5	0	1	7	22	10	4	0	0	0	0	0	0	0
09:00	42	23.7	19.3	4.3	0	0	6	22	9	3	0	0	0	0	0	0	0
10:00	34	24.1	19.7	4.2	0	0	5	17	9	1	0	0	0	0	0	0	0
11:00	34	23.4	19.3	4.2	0	0	4	19	8	0	0	0	0	0	0	0	0
12:00	38	23.4	19.2	4.5	0	0	6	20	10	0	0	0	0	0	0	0	0
13:00	41	23.7	19.5	4.4	0	0	6	23	11	2	0	0	0	0	0	0	0
14:00	35	23.5	19.3	4.2	0	1	4	20	7	2	0	0	0	0	0	0	0
15:00	43	22.2	18.4	3.8	0	0	8	26	10	0	0	0	0	0	0	0	0
16:00	42	23.7	19.4	4.2	0	0	5	21	12	0	0	0	0	0	0	0	0
17:00	45	22.4	18.6	3.9	0	0	7	27	8	0	0	0	0	0	0	0	0
18:00	34	21.4	18.3	4.1	0	0	7	21	5	1	0	0	0	0	0	0	0
19:00	20	20.6	17.6	3.8	0	0	5	12	3	0	0	0	0	0	0	0	0
20:00	18	20.7	17.9	3.5	0	0	5	10	2	0	0	0	0	0	0	0	0
21:00	10	-	17.6	3.6	0	0	3	5	1	0	0	0	0	0	0	0	0
22:00	7	-	17.4	3.7	0	0	1	5	0	0	0	0	0	0	0	0	0
23:00	5	-	17.6	2.9	0	0	2	4	0	0	0	0	0	0	0	0	0
12H,7-19	460	23.6	19.2	4	0	3	68	253	106	16	0	0	0	0	0	0	0
16H,6-22	526	23.4	19.1	3.9	0	3	84	290	117	16	0	0	0	0	0	0	0
18H,6-24	538	23.3	19	3.9	0	3	87	299	117	16	0	0	0	0	0	0	0
24H,0-24	551	23.3	19	3.9	0	3	89	306	117	16	0	0	0	0	0	0	0
Am	08:30	-	02:45	-	09:45	08:15	08:15	08:15	08:30	08:45	10:30	08:00	09:15	-	-	-	-
Peak	47	-	23.5	-	0	1	7	26	12	3	0	0	0	-	-	-	-
Pm	16:45	-	13:15	13:30	17:30	15:45	15:15	16:45	16:00	13:45	13:15	14:00	-	16:00	-	-	-
Peak	49	-	19.6	4.7	1	1	8	30	11	2	1	0	-	0	-	-	-

Collated from 15 minute interval data

Created at 15:58:54 on 8 Feb 2018

Site No: 00002019
FULLFLOOD RD HAVANT

Site Reference: 00002019

From 30/01/2018 To 06/02/2018

Channel: SOUTHWEST BOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	0	-	20.6	-	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	-	18.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	20.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	20.4	-	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	17.1	-	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	8	-	19.2	3.7	0	0	0	3	2	0	0	0	0	0	0	0	0
06:00	14	23.1	19.3	3.7	0	0	3	6	3	0	0	0	0	0	0	0	0
07:00	29	24.1	20	3.8	0	0	2	16	10	0	0	0	0	0	0	0	0
08:00	39	24.4	20	4.7	0	0	6	18	14	2	0	0	0	0	0	0	0
09:00	33	24.8	20.1	4.8	0	0	5	16	8	3	0	0	0	0	0	0	0
10:00	41	25.5	21	5.8	0	0	5	17	13	4	2	0	0	0	0	0	0
11:00	43	25.4	20.9	4.9	0	0	4	19	14	4	0	0	0	0	0	0	0
12:00	43	24.9	20.1	5	0	1	6	18	13	2	1	0	0	0	0	0	0
13:00	40	25.5	20.6	5.4	0	0	5	15	14	4	0	0	0	0	0	0	0
14:00	46	25.2	20.8	5.2	0	0	5	18	17	4	1	0	0	0	0	0	0
15:00	55	25.5	20.5	5.4	0	1	7	21	19	5	1	0	0	0	0	0	0
16:00	54	25.5	20.5	5.1	0	0	7	24	14	7	1	0	0	0	0	0	0
17:00	48	26.7	21.4	5.9	0	2	4	18	15	6	1	0	0	0	0	0	0
18:00	31	25	20.6	4.8	0	0	4	16	10	2	0	0	0	0	0	0	0
19:00	19	24.4	20.3	3.8	0	0	1	10	5	2	0	0	0	0	0	0	0
20:00	19	24.7	20	5.1	0	0	3	8	6	1	0	0	0	0	0	0	0
21:00	11	23.3	19.1	4	0	0	2	5	3	0	0	0	0	0	0	0	0
22:00	6	-	19.1	4	0	0	1	3	1	0	0	0	0	0	0	0	0
23:00	4	-	18.8	4.7	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	502	25.3	20.5	4.7	0	4	60	216	161	43	7	0	0	0	0	0	0
16H,6-22	565	25.2	20.4	4.6	0	4	69	245	178	46	7	0	0	0	0	0	0
18H,6-24	575	25.1	20.4	4.6	0	4	70	248	179	46	7	0	0	0	0	0	0
24H,0-24	587	25.1	20.4	4.6	0	4	70	251	181	46	7	0	0	0	0	0	0
Am	11:00	-	02:15	-	04:30	11:00	08:00	11:00	11:00	10:15	09:30	10:30	-	-	06:00	-	-
Peak	43	-	22.5	-	0	1	6	19	14	4	2	1	-	-	0	-	-
Pm	15:45	-	17:15	17:00	13:00	14:30	15:45	15:15	14:15	16:30	16:45	17:00	-	-	-	14:15	-
Peak	60	-	21.4	5.9	1	2	10	25	19	8	2	1	-	-	-	0	-

Collated from 15 minute interval data

Created at 15:58:54 on 8 Feb 2018

Site No: 00002019
FULLFLOOD RD HAVANT

Site Reference: 00002019

From 30/01/2018 To 06/02/2018

Channel: NORTHEASTBOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	4	0	2	3	1	5	2	2	2
01:00	1	2	2	2	3	4	4	2	3
02:00	1	0	0	0	0	3	3	0	1
03:00	0	0	1	1	0	4	2	0	1
04:00	4	2	2	1	3	0	2	2	2
05:00	10	12	6	7	7	2	3	8	7
06:00	22	22	25	26	27	2	0	24	18
07:00	37	41	34	34	38	7	3	37	28
08:00	52	56	55	51	59	28	7	55	44
09:00	47	44	57	47	42	36	19	47	42
10:00	44	-	26	41	37	30	13	37	33
11:00	33	38	39	38	32	33	19	36	33
12:00	41	45	37	31	48	44	20	40	38
13:00	39	50	48	39	56	32	24	46	41
14:00	40	51	38	40	40	19	22	42	36
15:00	55	44	64	53	48	21	23	53	44
16:00	47	53	45	53	50	17	23	50	41
17:00	53	56	55	53	52	24	24	54	45
18:00	47	34	59	39	34	15	20	43	35
19:00	24	24	32	20	20	16	13	24	21
20:00	17	19	19	17	25	9	17	19	18
21:00	7	9	8	9	8	16	12	8	10
22:00	6	5	7	10	6	12	3	7	7
23:00	7	4	5	3	9	5	6	6	6
12H,7-19	535	-	557	519	536	306	217	537	458
16H,6-22	605	-	641	591	616	349	259	613	525
18H,6-24	618	-	653	604	631	366	268	627	538
24H,0-24	638	-	666	618	645	384	284	642	554
Am	08:30	-	08:30	08:45	08:00	09:15	09:15	-	-
Peak	57	-	65	58	59	42	22	60	52
Pm	17:30	16:45	15:00	16:45	13:30	12:00	15:15	-	-
Peak	61	60	64	68	57	44	30	62	55

Collated from 15 minute interval data

Created at 15:58:42 on 8 Feb 2018

Site No: 00002019
FULLFLOOD RD HAVANT

Site Reference: 00002019

From 30/01/2018 To 06/02/2018

Channel: SOUTHWEST BOUND

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
Begin								Av	Av
00:00	0	1	0	0	1	3	2	0	1
01:00	2	1	1	3	0	2	4	1	2
02:00	0	1	1	0	4	2	0	1	1
03:00	0	1	3	2	0	1	1	1	1
04:00	2	1	1	2	2	1	1	2	1
05:00	12	11	9	10	7	2	2	10	8
06:00	20	14	18	19	18	8	1	18	14
07:00	37	43	35	32	41	12	4	38	29
08:00	52	54	44	38	54	26	6	48	39
09:00	35	37	46	31	27	41	15	35	33
10:00	45	-	32	44	45	36	37	42	40
11:00	40	45	51	47	41	47	29	45	43
12:00	46	47	40	44	52	48	20	46	42
13:00	37	41	40	40	47	52	27	41	41
14:00	55	52	48	53	68	27	25	55	47
15:00	70	70	76	61	60	31	18	67	55
16:00	63	74	58	70	62	23	27	65	54
17:00	58	55	61	60	60	21	24	59	48
18:00	36	34	43	40	37	16	17	38	32
19:00	24	13	35	14	21	12	17	21	19
20:00	25	23	29	17	19	9	15	23	20
21:00	6	14	9	11	10	14	11	10	11
22:00	8	5	6	8	6	9	6	7	7
23:00	3	2	5	1	5	0	3	3	3
12H,7-19	574	-	574	560	594	380	249	576	501
16H,6-22	649	-	665	621	662	423	293	649	566
18H,6-24	660	-	676	630	673	432	302	660	576
24H,0-24	676	-	691	647	687	443	312	675	590
Am	08:00	-	11:00	11:00	07:45	11:00	10:15	-	-
Peak	52	-	51	47	58	47	39	52	49
Pm	15:30	15:45	15:15	16:30	14:30	13:15	16:30	-	-
Peak	83	84	85	85	79	55	29	83	71

Collated from 15 minute interval data

Created at 15:58:42 on 8 Feb 2018

Site No: 00002158
DUNSBURY WAY HAVANT

Site Reference: 00002158

From 16/01/2018 To 25/01/2018

Channel: SOUTHEAST BOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	11	27.3	20.5	7.3	0	0	3	3	1	1	0	0	0	0	0	0	0
01:00	4	-	24.4	7.6	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	-	26.5	7.8	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	-	24.1	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	-	22.6	6.5	0	0	1	2	3	2	0	0	0	0	0	0	0
05:00	32	29.8	23.7	6.2	0	0	3	10	10	8	1	0	0	0	0	0	0
06:00	63	28.8	22.8	5.7	0	0	5	20	20	13	4	0	0	0	0	0	0
07:00	107	27.6	21.8	5.7	0	0	13	34	35	18	3	0	0	0	0	0	0
08:00	176	26.8	21.6	5.5	1	1	20	58	64	23	7	0	0	0	0	0	0
09:00	138	27.4	22	5.6	0	1	14	39	54	23	5	0	0	0	0	0	0
10:00	133	27.6	22.2	5.2	0	0	12	39	52	24	4	0	0	0	0	0	0
11:00	140	27.7	22	5.5	0	1	14	42	53	25	5	0	0	0	0	0	0
12:00	141	28.2	22.7	5.3	0	0	10	42	54	29	6	0	0	0	0	0	0
13:00	133	28.3	22.7	5.3	0	0	10	36	52	26	5	0	0	0	0	0	0
14:00	150	27.2	21.9	5.4	0	2	17	44	59	24	5	0	0	0	0	0	0
15:00	175	26	21.2	5.4	0	5	23	56	67	23	2	0	0	0	0	0	0
16:00	147	27.6	22.2	5.6	0	2	14	39	62	26	4	0	0	0	0	0	0
17:00	148	27.7	22.1	5.5	0	1	14	45	56	25	4	0	0	0	0	0	0
18:00	131	27.9	22.2	5.7	0	1	13	36	49	24	4	0	0	0	0	0	0
19:00	86	28.4	22.3	5.9	0	0	12	23	30	15	4	0	0	0	0	0	0
20:00	64	29.3	23.1	6.4	0	0	6	17	21	14	4	0	0	0	0	0	0
21:00	49	28.1	22.4	5.8	0	0	5	14	19	9	4	0	0	0	0	0	0
22:00	31	28.3	21.9	5.9	0	0	5	10	8	6	1	0	0	0	0	0	0
23:00	20	26.7	20.6	6	0	0	4	7	3	3	0	0	0	0	0	0	0
12H,7-19	1719	27.5	22	5.2	2	15	173	510	658	291	52	0	0	0	0	0	0
16H,6-22	1981	27.7	22.1	5.3	2	15	201	585	748	341	68	0	0	0	0	0	0
18H,6-24	2032	27.7	22	5.3	2	15	210	601	759	350	69	0	0	0	0	0	0
24H,0-24	2096	27.7	22	5.3	2	15	217	616	772	360	71	0	0	0	0	0	0
Am	08:15	-	02:00	-	08:30	08:30	08:00	08:00	08:15	11:00	08:00	05:15	05:30	-	01:00	-	-
Peak	177	-	26.5	-	1	2	20	58	66	25	6	1	0	-	0	-	-
Pm	14:30	20:00	20:15	20:15	17:45	15:00	15:00	14:30	14:30	12:30	12:15	19:30	20:15	14:45	23:00	-	-
Peak	182	29.3	23.2	6.5	1	3	22	59	69	29	6	1	1	0	0	-	-

Collated from 15 minute interval data

Created at 12:00:42 on 25 Jan 2018

Site No: 00002158
DUNSBUY WAY HAVANT

Site Reference: 00002158

From 16/01/2018 To 25/01/2018 Channel: NORTHWEST BOUND

Time	Total	85th	Mean	Std.	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12	Bin 13
Begin	Vol.	%ile	Ave.	Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
00:00	11	28.9	22.1	6.8	0	0	1	2	2	2	0	0	0	0	0	0	0
01:00	4	-	21	6.5	0	0	1	0	0	1	0	0	0	0	0	0	0
02:00	2	-	22.1	3.9	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00	3	-	23.8	10.3	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	24.4	5.1	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	14	29.9	24.1	7	0	0	0	1	5	3	1	0	0	0	0	0	0
06:00	35	28.8	22.8	6.2	0	0	5	9	10	8	1	0	0	0	0	0	0
07:00	63	28	22	5.8	0	2	6	16	22	13	2	0	0	0	0	0	0
08:00	127	25.8	21.2	5.1	0	2	14	43	51	15	3	0	0	0	0	0	0
09:00	106	25.9	21.2	5.3	1	0	13	33	42	14	2	0	0	0	0	0	0
10:00	123	25.8	21.2	5	0	2	13	42	48	16	1	0	0	0	0	0	0
11:00	145	25.8	20.8	5.2	0	4	17	51	53	19	1	0	0	0	0	0	0
12:00	151	26.4	21.3	5.2	0	2	20	51	54	21	4	0	0	0	0	0	0
13:00	144	26.3	21.3	5.3	0	1	20	46	53	20	2	0	0	0	0	0	0
14:00	179	25.5	20.6	5.3	1	6	22	64	67	17	2	0	0	0	0	0	0
15:00	202	25.2	19.8	5.5	2	7	37	70	66	18	3	0	0	0	0	0	0
16:00	201	25.6	20.5	5.3	0	4	31	71	68	22	4	0	0	0	0	0	0
17:00	187	25.6	20.3	5.6	0	5	32	58	65	21	3	0	0	0	0	0	0
18:00	152	25.3	20	5.5	0	4	30	49	50	15	3	0	0	0	0	0	0
19:00	118	25.4	20.2	5.3	0	4	20	43	38	12	1	0	0	0	0	0	0
20:00	86	26.8	21.2	5.7	0	1	14	29	27	13	3	0	0	0	0	0	0
21:00	62	26.1	21.1	5.2	0	1	8	23	20	8	0	0	0	0	0	0	0
22:00	41	25.8	20.7	6.4	0	0	7	13	13	5	0	0	0	0	0	0	0
23:00	24	25.5	20	5.9	0	0	6	7	6	3	0	0	0	0	0	0	0
12H,7-19	1778	25.8	20.8	5.3	6	39	256	594	639	211	30	0	0	0	0	0	0
16H,6-22	2080	25.8	20.7	5.3	6	45	304	697	734	252	35	0	0	0	0	0	0
18H,6-24	2144	25.8	20.7	5.3	6	46	317	717	753	260	35	0	0	0	0	0	0
24H,0-24	2181	25.9	20.8	5.3	6	46	319	722	760	266	36	0	0	0	0	0	0
Am	11:00	-	02:45	-	10:45	11:00	08:30	11:00	11:00	11:00	08:45	05:45	06:30	05:45	-	-	-
Peak	146	-	24.4	-	1	3	19	50	52	19	2	1	0	0	-	-	-
Pm	15:45	20:30	20:30	22:00	14:30	14:15	15:45	14:45	14:30	16:30	13:15	22:00	20:00	12:30	-	-	-
Peak	207	27.3	21.7	6.4	2	8	39	72	71	22	3	1	0	0	-	-	-

Collated from 15 minute interval data

Created at 12:00:42 on 25 Jan 2018

Study Name DUNSBURY WAY/FULFLOOD RD/BRAMDEAN DR HAVANT
Start Date Wednesday, January 17, 2018 6:30 AM
End Date Wednesday, January 17, 2018 6:30 PM
Site Code

Report Summary

		DUNSBURY WAY N						FULFLOOD RD						DUNSBURY RD S						BRAMDEAN DR						
		Southbound						Westbound						Northbound						Eastbound						
Time Period	Class.	L	T	R	U	I	O	L	T	R	U	I	O	L	T	R	U	I	O	L	T	R	U	I	O	Total
Peak 1	Motorcycles	1	1	0	0	2	0	0	1	0	0	1	3	0	0	1	0	1	1	0	1	0	0	1	1	5
Specified Period	%	7%	1%	0%	0%	1%	0%	0%	6%	0%	0%	2%	4%	0%	0%	3%	0%	0%	0%	0%	4%	0%	0%	1%	1%	1%
6:30 AM - 9:45 AM	Cars	14	136	38	1	189	154	25	15	5	0	45	65	48	115	32	0	195	210	33	19	49	0	101	101	530
One Hour Peak	%	93%	84%	97%	100%	88%	83%	86%	83%	100%	0%	87%	89%	87%	79%	91%	0%	83%	84%	100%	83%	80%	0%	86%	90%	85%
8:15 AM - 9:15 AM	Light Goods Vehicle	0	10	1	0	11	16	1	2	0	0	3	4	2	16	1	0	19	16	0	3	5	0	8	5	41
	%	0%	6%	3%	0%	5%	9%	3%	11%	0%	0%	6%	5%	4%	11%	3%	0%	8%	6%	0%	13%	8%	0%	7%	4%	7%
	Buses	0	10	0	0	10	12	0	0	0	0	0	0	5	12	0	0	17	16	0	0	6	0	6	5	33
	%	0%	6%	0%	0%	5%	6%	0%	0%	0%	0%	0%	0%	9%	8%	0%	0%	7%	6%	0%	0%	10%	0%	5%	4%	5%
	Single-Unit Truck	0	2	0	0	2	3	1	0	0	0	1	0	0	3	0	0	3	3	0	0	0	0	0	0	6
	%	0%	1%	0%	0%	1%	2%	3%	0%	0%	0%	2%	0%	0%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	1%
	Articulated Truck	0	1	0	0	1	0	2	0	0	0	2	1	0	0	1	0	1	3	0	0	0	0	0	0	4
	%	0%	1%	0%	0%	0%	0%	7%	0%	0%	0%	4%	1%	0%	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
	Motorcycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	2
	%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%	1%	0%	0%
	Total	15	161	39	1	216	185	29	18	5	0	52	73	55	146	35	0	236	251	33	23	61	0	117	112	621
	PHF	0.75	0.84	0.7	0.25	0.82	0.68	0.66	0.64	0.62	0	0.65	0.63	0.76	0.66	0.51	0	0.68	0.88	0.69	0.72	0.85	0	0.77	0.85	0.78
	Approach %					35%	30%					8%	12%					38%	40%					19%	18%	
Peak 2	Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1
Specified Period	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
3:00 PM - 6:30 PM	Cars	2	129	37	1	169	178	18	10	9	0	37	28	55	141	18	1	215	199	27	8	51	0	86	102	507
One Hour Peak	%	50%	86%	95%	100%	87%	85%	64%	77%	82%	0%	71%	62%	82%	84%	56%	50%	80%	83%	90%	89%	85%	0%	87%	86%	83%
3:00 PM - 4:00 PM	Light Goods Vehicle	2	7	2	0	11	17	5	3	2	0	10	11	5	12	8	1	26	17	3	1	4	0	8	10	55
	%	50%	5%	5%	0%	6%	8%	18%	23%	18%	0%	19%	24%	7%	7%	25%	50%	10%	7%	10%	11%	7%	0%	8%	8%	9%
	Buses	0	12	0	0	12	12	0	0	0	0	0	0	6	12	0	0	18	17	0	0	5	0	5	6	35
	%	0%	8%	0%	0%	6%	6%	0%	0%	0%	0%	0%	0%	9%	7%	0%	0%	7%	7%	0%	0%	8%	0%	5%	5%	6%
	Single-Unit Truck	0	1	0	0	1	1	1	0	0	0	1	3	0	1	3	0	4	2	0	0	0	0	0	0	6
	%	0%	1%	0%	0%	1%	0%	4%	0%	0%	0%	2%	7%	0%	1%	9%	0%	1%	1%	0%	0%	0%	0%	0%	0%	1%
	Articulated Truck	0	0	0	0	0	0	4	0	0	0	4	3	0	0	3	0	3	4	0	0	0	0	0	0	7
	%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	8%	7%	0%	0%	9%	0%	1%	2%	0%	0%	0%	0%	0%	0%	1%
	Motorcycles on Road	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	2
	%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	4	150	39	1	194	209	28	13	11	0	52	45	67	167	32	2	268	240	30	9	60	0	99	119	613
	PHF	0.5	0.87	0.46	0.25	0.72	0.75	0.88	0.65	0.55	0	0.76	0.7	0.84	0.77	0.67	0.5	0.89	0.87	0.75	0.75	0.75	0	0.88	0.74	0.82
	Approach %					32%	34%					8%	7%					44%	39%					16%	19%	

APPENDIX D - TRICS OUTPUT REPORT

Calculation Reference: AUDIT-727101-211019-1010

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
04	EAST ANGLIA	
	NF	NORFOLK 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 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:	Gross floor area
Actual Range:	178 to 500 (units: sqm)
Range Selected by User:	178 to 500 (units: sqm)

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/13 to 13/11/19
-------------	----------------------

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:

Wednesday	2 days
Thursday	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 undertaken using machines.

Selected Locations:

Edge of Town Centre	2
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:

Commercial Zone	1
Residential Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

25,001 to 50,000 2 days

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

Population within 5 miles:

100,001 to 125,000 1 days

125,001 to 250,000 1 days

250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 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	ES-02-A-13 ROMAN ROAD HOVE	OFFICES		EAST SUSSEX
	Edge of Town Centre Residential Zone			
	Total Gross floor area:	280 sqm		
	Survey date: WEDNESDAY	04/07/18	Survey Type: MANUAL	
2	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT		NORFOLK
	Edge of Town Commercial Zone			
	Total Gross floor area:	500 sqm		
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL	
3	NY-02-A-01 NORTH PARK ROAD HARROGATE	SOLICITORS		NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	178 sqm		
	Survey date: THURSDAY	04/10/18	Survey Type: MANUAL	

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

Ridge and Partners LLP Oxford Road Woodstock

Licence No: 727101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	390	0.000	2	390	0.000	2	390	0.000
07:30 - 08:00	2	390	1.154	2	390	0.000	2	390	1.154
08:00 - 08:30	3	319	1.566	3	319	0.000	3	319	1.566
08:30 - 09:00	3	319	2.296	3	319	0.418	3	319	2.714
09:00 - 09:30	3	319	2.401	3	319	1.461	3	319	3.862
09:30 - 10:00	3	319	0.939	3	319	0.939	3	319	1.878
10:00 - 10:30	3	319	0.626	3	319	0.522	3	319	1.148
10:30 - 11:00	3	319	0.626	3	319	0.522	3	319	1.148
11:00 - 11:30	3	319	0.209	3	319	0.313	3	319	0.522
11:30 - 12:00	3	319	0.835	3	319	0.835	3	319	1.670
12:00 - 12:30	3	319	0.522	3	319	1.044	3	319	1.566
12:30 - 13:00	3	319	0.626	3	319	0.939	3	319	1.565
13:00 - 13:30	3	319	0.313	3	319	0.522	3	319	0.835
13:30 - 14:00	3	319	0.626	3	319	0.313	3	319	0.939
14:00 - 14:30	3	319	0.522	3	319	0.626	3	319	1.148
14:30 - 15:00	3	319	0.418	3	319	0.522	3	319	0.940
15:00 - 15:30	3	319	0.522	3	319	0.313	3	319	0.835
15:30 - 16:00	3	319	0.104	3	319	0.313	3	319	0.417
16:00 - 16:30	3	319	0.418	3	319	0.835	3	319	1.253
16:30 - 17:00	3	319	0.209	3	319	1.148	3	319	1.357
17:00 - 17:30	3	319	0.209	3	319	1.983	3	319	2.192
17:30 - 18:00	3	319	0.000	3	319	1.044	3	319	1.044
18:00 - 18:30	2	390	0.128	2	390	0.641	2	390	0.769
18:30 - 19:00	2	390	0.000	2	390	0.000	2	390	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			15.269			15.253			30.522

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:	178 - 500 (units: sqm)
Survey date range:	01/01/13 - 13/11/19
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-727101-211019-1033

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	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: Gross floor area
 Actual Range: 2491 to 6100 (units: sqm)
 Range Selected by User: 2491 to 6100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 10/09/14

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 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)	1
Neighbourhood Centre (PPS6 Local Centre)	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:

Industrial Zone	1
Village	1

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

Secondary Filtering selection:

Use Class:

Not Known 2 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

50,001 to 100,000 1 days

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

Population within 5 miles:

5,001 to 25,000 1 days

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 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 2 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 2 days

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

LIST OF SITES relevant to selection parameters

1	BT-02-C-02	FOOD PRODUCTION	BRENT
	ABBEYDALE ROAD		
	ALPERTON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6100 sqm	
	Survey date: WEDNESDAY	10/09/14	Survey Type: MANUAL
2	NY-02-C-01	FOOD PRODUCTION	NORTH YORKSHIRE
	FEARBY ROAD		
	MASHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	2491 sqm	
	Survey date: TUESDAY	23/09/08	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.

Ridge and Partners LLP Oxford Road Woodstock

Licence No: 727101

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30	1	6100	0.082	1	6100	0.000	1	6100	0.082
06:30 - 07:00	1	6100	0.361	1	6100	0.164	1	6100	0.525
07:00 - 07:30	2	4296	0.186	2	4296	0.081	2	4296	0.267
07:30 - 08:00	2	4296	0.175	2	4296	0.070	2	4296	0.245
08:00 - 08:30	2	4296	0.081	2	4296	0.035	2	4296	0.116
08:30 - 09:00	2	4296	0.093	2	4296	0.035	2	4296	0.128
09:00 - 09:30	2	4296	0.058	2	4296	0.047	2	4296	0.105
09:30 - 10:00	2	4296	0.058	2	4296	0.023	2	4296	0.081
10:00 - 10:30	2	4296	0.081	2	4296	0.093	2	4296	0.174
10:30 - 11:00	2	4296	0.047	2	4296	0.070	2	4296	0.117
11:00 - 11:30	2	4296	0.058	2	4296	0.023	2	4296	0.081
11:30 - 12:00	2	4296	0.035	2	4296	0.070	2	4296	0.105
12:00 - 12:30	2	4296	0.023	2	4296	0.012	2	4296	0.035
12:30 - 13:00	2	4296	0.012	2	4296	0.058	2	4296	0.070
13:00 - 13:30	2	4296	0.023	2	4296	0.035	2	4296	0.058
13:30 - 14:00	2	4296	0.070	2	4296	0.035	2	4296	0.105
14:00 - 14:30	2	4296	0.047	2	4296	0.047	2	4296	0.094
14:30 - 15:00	2	4296	0.116	2	4296	0.105	2	4296	0.221
15:00 - 15:30	2	4296	0.058	2	4296	0.116	2	4296	0.174
15:30 - 16:00	2	4296	0.081	2	4296	0.058	2	4296	0.139
16:00 - 16:30	2	4296	0.093	2	4296	0.210	2	4296	0.303
16:30 - 17:00	2	4296	0.140	2	4296	0.058	2	4296	0.198
17:00 - 17:30	2	4296	0.093	2	4296	0.268	2	4296	0.361
17:30 - 18:00	2	4296	0.012	2	4296	0.058	2	4296	0.070
18:00 - 18:30	1	2491	0.000	1	2491	0.080	1	2491	0.080
18:30 - 19:00	1	2491	0.000	1	2491	0.000	1	2491	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.083			1.851			3.934

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:	2491 - 6100 (units: sqm)
Survey date range:	01/01/07 - 10/09/14
Number of weekdays (Monday-Friday):	2
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-727101-210923-0941

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	CB CUMBRIA	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: 64 to 100 (units:)
 Range Selected by User: 20 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 0.55 to 2 Actual: 0.55 to 3.30

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 15/10/20

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
Thursday	3 days

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

Selected survey types:

Manual count	4 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:

Edge of Town	4
--------------	---

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:

Industrial Zone	1
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 4 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:

1,000 or Less	1 days
5,001 to 10,000	2 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

No 4 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 4 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-K-01 MARTELL DRIVE BEDFORD KEMPSTON Edge of Town Residential Zone Total No of Dwellings: 65 Survey date: THURSDAY 15/10/20	MIXED HOUSES & FLATS	BEDFORDSHIRE	Survey Type: MANUAL
2	CA-03-K-01 WEASANHAM LANE WISBECH FENLAND Edge of Town Residential Zone Total No of Dwellings: 100 Survey date: MONDAY 07/09/15	MIXED HOUSES & FLATS	CAMBRIDGESHIRE	Survey Type: MANUAL
3	CB-03-K-01 BRIDGE LANE CARLISLE Edge of Town Industrial Zone Total No of Dwellings: 66 Survey date: THURSDAY 12/06/14	FLATS & TERRACED	CUMBRIA	Survey Type: MANUAL
4	ES-03-K-01 LEWES ROAD UCKFIELD RIDGEWOOD Edge of Town Residential Zone Total No of Dwellings: 64 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	EAST SUSSEX	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/K - MIXED PRIV HOUS (FLATS AND 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	4	74	0.071	4	74	0.207	4	74	0.278
08:00 - 09:00	4	74	0.136	4	74	0.298	4	74	0.434
09:00 - 10:00	4	74	0.085	4	74	0.098	4	74	0.183
10:00 - 11:00	4	74	0.159	4	74	0.146	4	74	0.305
11:00 - 12:00	4	74	0.112	4	74	0.125	4	74	0.237
12:00 - 13:00	4	74	0.142	4	74	0.146	4	74	0.288
13:00 - 14:00	4	74	0.125	4	74	0.105	4	74	0.230
14:00 - 15:00	4	74	0.142	4	74	0.176	4	74	0.318
15:00 - 16:00	4	74	0.244	4	74	0.186	4	74	0.430
16:00 - 17:00	4	74	0.217	4	74	0.149	4	74	0.366
17:00 - 18:00	4	74	0.292	4	74	0.173	4	74	0.465
18:00 - 19:00	4	74	0.207	4	74	0.129	4	74	0.336
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.932			1.938			3.870

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:	64 - 100 (units:)
Survey date range:	01/01/13 - 15/10/20
Number of weekdays (Monday-Friday):	4
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.

APPENDIX E – MODEL RESULTS

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2021	
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk	
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Filename: Access_Lowerflow.arc8

Path: W:\Projects\5016160-Spruce Town Planning-Former Dairy Crest Depot-Dunsbury Way-Havant\Traffic Model

Report generation date: 20/10/2021 16:43:13

- » (Default Analysis Set) - 2021 Dev, AM
- » (Default Analysis Set) - 2021 Dev, PM
- » (Default Analysis Set) - 2026 Dev, AM
- » (Default Analysis Set) - 2026 Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2021 Dev								
Stream B-AC	0.02	7.84	0.02	A	0.01	7.91	0.01	A
Stream C-AB	0.00	5.38	0.00	A	0.01	5.04	0.01	A
A1 - 2026 Dev								
Stream B-AC	0.02	8.19	0.02	A	0.01	7.85	0.01	A
Stream C-AB	0.00	5.52	0.00	A	0.01	5.02	0.01	A

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

"D1 - 2021 Dev, AM" model duration: 07:45 - 09:15

"D2 - 2021 Dev, PM" model duration: 15:00 - 16:30

"D3 - 2026 Dev, AM" model duration: 07:45 - 09:15

"D4 - 2026 Dev, PM" model duration: 15:00 - 16:30

Run using Junctions 8.0.6.541 at 20/10/2021 16:43:11

File summary

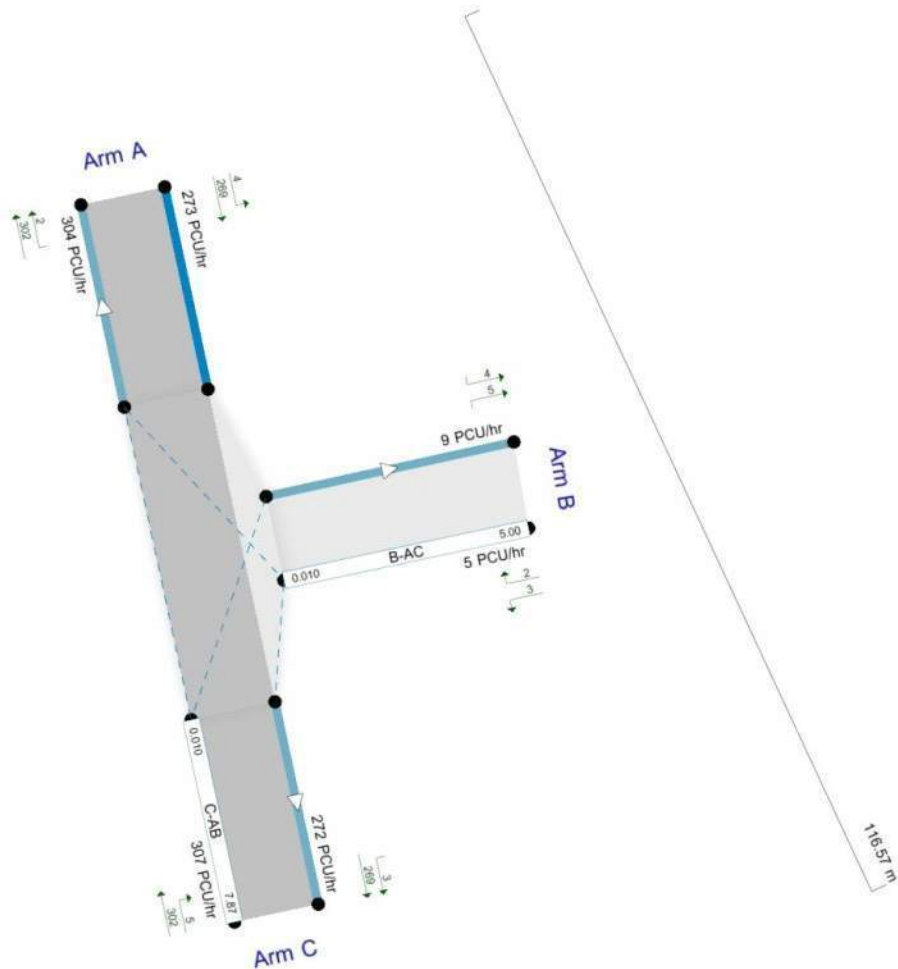
Title	Dunsbury
Location	Havant
Site Number	
Date	24/09/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	brajbhandari
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr). Streams (downstreams) show RFC (s).
Time Segment: (07:45-08:00)
Showing Analysis Set "A1". Demand Set "D1 - 2021 Dev, AM"

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2021 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Dev, AM	2021 Dev	AM		DIRECT	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Access/Dunsbury	T-Junction	Two-way	A,B,C	7.41	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dunsbury N		Major
B	B	Access		Minor
C	C	Dunsbury S		Major

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)
C	6.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.00										35	40

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	508.610	0.091	0.231	0.145	0.330
1	B-C	649.118	0.098	0.248	-	-
1	C-B	643.457	0.246	0.246	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

	To			
From		A	B	C
	A	0.000	2.000	275.000
	B	5.000	0.000	4.000
	C	254.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

	To			
From		A	B	C
	A	0.00	0.01	0.99
	B	0.56	0.00	0.44
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.000	3.000	326.000
	B	6.000	0.000	3.000
	C	165.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.67	0.00	0.33
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	2.000	240.000
	B	5.000	0.000	4.000
	C	233.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.56	0.00	0.44
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	2.000	302.000
	B	5.000	0.000	4.000
	C	223.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.56	0.00	0.44
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	2.000	313.000
	B	4.000	0.000	5.000
	C	375.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.44	0.00	0.56
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	2.000	252.000
	B	5.000	0.000	4.000
	C	215.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.56	0.00	0.44
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.060
	B	1.000	1.000	1.000
	C	1.140	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	6.0
	B	0.0	0.0	0.0
	C	14.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	1.000	1.000	1.080
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
		A	B	C
	A	0.0	0.0	8.0
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
		A	B	C
	A	1.000	1.000	1.060
	B	1.000	1.000	1.000
	C	1.120	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
		A	B	C
	A	0.0	0.0	6.0
	B	0.0	0.0	0.0
	C	12.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
		A	B	C
	A	1.000	1.000	1.100
	B	1.000	1.000	1.000
	C	1.110	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
		A	B	C
	A	0.0	0.0	10.0
	B	0.0	0.0	0.0
	C	11.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
		A	B	C
	A	1.000	1.000	1.080
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
		A	B	C
	A	0.0	0.0	8.0
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	1.000	1.000	1.080
	B	1.000	1.000	1.000
	C	1.160	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.0	0.0	8.0
	B	0.0	0.0	0.0
	C	16.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	7.84	0.02	A
C-AB	0.00	5.38	0.00	A

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.78	6.72	0.00	498.95	0.014	0.01	7.313	A
C-AB	1.39	1.38	0.00	687.02	0.002	0.00	5.382	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.09	8.08	0.00	470.36	0.017	0.02	7.787	A
C-AB	1.34	1.34	0.00	696.34	0.002	0.00	5.276	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.91	9.89	0.00	468.98	0.021	0.02	7.841	A
C-AB	2.46	2.45	0.00	708.90	0.003	0.00	5.217	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.91	9.91	0.00	469.02	0.021	0.02	7.841	A
C-AB	2.57	2.57	0.00	708.85	0.004	0.00	5.248	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	8.09	8.11	0.00	503.74	0.016	0.02	7.262	A
C-AB	1.18	1.19	0.00	696.42	0.002	0.00	5.299	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.78	6.79	0.00	499.10	0.014	0.01	7.314	A
C-AB	1.64	1.64	0.00	686.89	0.002	0.00	5.364	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2021 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Dev, PM	2021 Dev	PM		DIRECT	15:00	16:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Access/Dunsbury	T-Junction	Two-way	A,B,C	6.38	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dunsbury N		Major
B	B	Access		Minor
C	C	Dunsbury S		Major

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)
C	6.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.00										35	40

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	508.610	0.091	0.231	0.145	0.330
1	B-C	649.118	0.098	0.248	-	-
1	C-B	643.457	0.246	0.246	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT	✓	N/A	100.000
B	DIRECT	✓	N/A	100.000
C	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:00-15:15)

	To			
		A	B	C
From	A	0.000	4.000	260.000
	B	2.000	0.000	3.000
	C	295.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:00-15:15)

	To			
		A	B	C
From	A	0.00	0.02	0.98
	B	0.40	0.00	0.60
	C	0.98	0.02	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:15-15:30)

	To			
		A	B	C
From	A	0.000	4.000	314.000
	B	3.000	0.000	3.000
	C	331.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:15-15:30)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.50	0.00	0.50
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:30-15:45)

	To			
		A	B	C
From	A	0.000	4.000	263.000
	B	3.000	0.000	3.000
	C	242.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:30-15:45)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.50	0.00	0.50
	C	0.98	0.02	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:45-16:00)

	To			
		A	B	C
From	A	0.000	3.000	202.000
	B	3.000	0.000	3.000
	C	276.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:45-16:00)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.50	0.00	0.50
	C	0.98	0.02	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (16:00-16:15)

	To			
		A	B	C
From	A	0.000	4.000	257.000
	B	3.000	0.000	3.000
	C	259.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:00-16:15)

	To			
		A	B	C
From	A	0.00	0.02	0.98
	B	0.50	0.00	0.50
	C	0.98	0.02	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (16:15-16:30)

	To			
		A	B	C
From	A	0.000	4.000	232.000
	B	3.000	0.000	3.000
	C	294.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:15-16:30)

	To			
		A	B	C
From	A	0.00	0.02	0.98
	B	0.50	0.00	0.50
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (15:00-15:15)

	To			
		A	B	C
From	A	1.000	1.000	1.070
	B	1.000	1.000	1.000
	C	1.060	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:00-15:15)

	To			
		A	B	C
From	A	0.0	0.0	7.0
	B	0.0	0.0	0.0
	C	6.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:15-15:30)

	To			
		A	B	C
From	A	1.000	1.000	1.070
	B	1.000	1.000	1.000
	C	1.070	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:15-15:30)

	To			
		A	B	C
From	A	0.0	0.0	7.0
	B	0.0	0.0	0.0
	C	7.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:30-15:45)

	To			
		A	B	C
From	A	1.000	1.000	1.110
	B	1.000	1.000	1.000
	C	1.090	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:30-15:45)

	To			
		A	B	C
From	A	0.0	0.0	11.0
	B	0.0	0.0	0.0
	C	9.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:45-16:00)

	To			
		A	B	C
From	A	1.000	1.000	1.100
	B	1.000	1.000	1.000
	C	1.110	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:45-16:00)

	To			
		A	B	C
From	A	0.0	0.0	10.0
	B	0.0	0.0	0.0
	C	11.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (16:00-16:15)

	To			
		A	B	C
From	A	1.000	1.000	1.170
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:00-16:15)

	To			
		A	B	C
From	A	0.0	0.0	17.0
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (16:15-16:30)

	To			
		A	B	C
From	A	1.000	1.000	1.090
	B	1.000	1.000	1.000
	C	1.040	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:15-16:30)

	To			
		A	B	C
From	A	0.0	0.0	9.0
	B	0.0	0.0	0.0
	C	4.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	7.91	0.01	A
C-AB	0.01	5.04	0.01	A

Main Results for each time segment

Main results: (15:00-15:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	5.00	4.96	0.00	495.52	0.010	0.01	7.338	A
C-AB	7.79	7.74	0.00	774.17	0.010	0.01	4.794	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (15:15-15:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.00	5.99	0.00	460.83	0.013	0.01	7.914	A
C-AB	6.60	6.61	0.00	785.98	0.008	0.01	4.728	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.00	6.00	0.00	482.24	0.012	0.01	7.558	A
C-AB	5.82	5.82	0.00	739.52	0.008	0.01	5.036	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.00	6.00	0.00	493.58	0.012	0.01	7.385	A
C-AB	7.54	7.53	0.00	774.40	0.010	0.01	4.839	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.00	6.00	0.00	482.00	0.012	0.01	7.562	A
C-AB	5.95	5.96	0.00	751.78	0.008	0.01	4.953	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	6.00	6.00	0.00	484.57	0.012	0.01	7.521	A
C-AB	6.21	6.21	0.00	779.33	0.008	0.01	4.725	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2026 Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Dev, AM	2026 Dev	AM		DIRECT	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Access/Dunsbury	T-Junction	Two-way	A,B,C	7.56	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dunsbury N		Major
B	B	Access		Minor
C	C	Dunsbury S		Major

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)
C	6.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.00										35	40

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	508.610	0.091	0.231	0.145	0.330
1	B-C	649.118	0.098	0.248	-	-
1	C-B	643.457	0.246	0.246	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT	✓	N/A	100.000
B	DIRECT	✓	N/A	100.000
C	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.000	2.000	282.000
	B	5.000	0.000	4.000
	C	268.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.56	0.00	0.44
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.000	3.000	334.000
	B	6.000	0.000	3.000
	C	169.000	1.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.67	0.00	0.33
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.000	2.000	246.000
	B	5.000	0.000	4.000
	C	239.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.56	0.00	0.44
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.000	2.000	310.000
	B	5.000	0.000	4.000
	C	229.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.56	0.00	0.44
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.000	2.000	321.000
	B	4.000	0.000	5.000
	C	384.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.44	0.00	0.56
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.000	2.000	259.000
	B	5.000	0.000	4.000
	C	221.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.56	0.00	0.44
	C	0.99	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	1.000	1.000	1.060
	B	1.000	1.000	1.000
	C	1.140	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

	To			
		A	B	C
From	A	0.0	0.0	6.0
	B	0.0	0.0	0.0
	C	14.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

	To			
		A	B	C
From	A	1.000	1.000	1.080
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

	To			
From		A	B	C
	A	0.0	0.0	8.0
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

	To			
From		A	B	C
	A	1.000	1.000	1.060
	B	1.000	1.000	1.000
	C	1.120	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

	To			
From		A	B	C
	A	0.0	0.0	6.0
	B	0.0	0.0	0.0
	C	12.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

	To			
From		A	B	C
	A	1.000	1.000	1.100
	B	1.000	1.000	1.000
	C	1.110	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

	To			
From		A	B	C
	A	0.0	0.0	10.0
	B	0.0	0.0	0.0
	C	11.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

	To			
From		A	B	C
	A	1.000	1.000	1.080
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

	To			
From		A	B	C
	A	0.0	0.0	8.0
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	1.000	1.000	1.080
	B	1.000	1.000	1.000
	C	1.160	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

	To			
		A	B	C
From	A	0.0	0.0	8.0
	B	0.0	0.0	0.0
	C	16.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	8.19	0.02	A
C-AB	0.00	5.52	0.00	A

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.00	8.92	0.00	466.40	0.019	0.02	7.868	A
C-AB	3.02	3.00	0.00	752.72	0.004	0.00	5.008	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.00	9.00	0.00	448.55	0.020	0.02	8.189	A
C-AB	1.32	1.33	0.00	675.98	0.002	0.00	5.516	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.00	9.00	0.00	478.09	0.019	0.02	7.676	A
C-AB	2.89	2.88	0.00	741.62	0.004	0.00	5.003	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.00	9.00	0.00	463.79	0.019	0.02	7.915	A
C-AB	2.87	2.87	0.00	721.37	0.004	0.00	5.173	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.00	9.00	0.00	464.39	0.019	0.02	7.905	A
C-AB	3.53	3.53	0.00	818.14	0.004	0.00	4.531	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	9.00	9.00	0.00	477.16	0.019	0.02	7.690	A
C-AB	2.82	2.82	0.00	727.14	0.004	0.00	5.121	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

(Default Analysis Set) - 2026 Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Dev, PM	2026 Dev	PM		DIRECT	15:00	16:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Access/Dunsbury	T-Junction	Two-way	A,B,C	6.16	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Dunsbury N		Major
B	B	Access		Minor
C	C	Dunsbury S		Major

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)
C	6.30		0.00		2.20	120.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane	3.00										35	40

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	508.610	0.091	0.231	0.145	0.330
1	B-C	649.118	0.098	0.248	-	-
1	C-B	643.457	0.246	0.246	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT	✓	N/A	100.000
B	DIRECT	✓	N/A	100.000
C	DIRECT	✓	N/A	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:00-15:15)

	To			
		A	B	C
From	A	0.000	4.000	269.000
	B	2.000	0.000	3.000
	C	302.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:00-15:15)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.40	0.00	0.60
	C	0.98	0.02	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:15-15:30)

	To			
		A	B	C
From	A	0.000	4.000	324.000
	B	2.000	0.000	3.000
	C	341.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:15-15:30)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.40	0.00	0.60
	C	0.99	0.01	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:30-15:45)

	To			
		A	B	C
From	A	0.000	5.000	271.000
	B	3.000	0.000	2.000
	C	250.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:30-15:45)

	To			
		A	B	C
From	A	0.00	0.02	0.98
	B	0.60	0.00	0.40
	C	0.98	0.02	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (15:45-16:00)

	To			
		A	B	C
From	A	0.000	4.000	208.000
	B	2.000	0.000	3.000
	C	250.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 - (15:45-16:00)

	To			
		A	B	C
From	A	0.00	0.02	0.98
	B	0.40	0.00	0.60
	C	0.98	0.02	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (16:00-16:15)

	To			
		A	B	C
From	A	0.000	4.000	265.000
	B	2.000	0.000	3.000
	C	267.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:00-16:15)

	To			
		A	B	C
From	A	0.00	0.01	0.99
	B	0.40	0.00	0.60
	C	0.98	0.02	0.00

Turning Counts / Proportions (PCU/hr) - Junction 1 - (16:15-16:30)

	To			
		A	B	C
From	A	0.000	4.000	239.000
	B	2.000	0.000	3.000
	C	303.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:15-16:30)

	To			
		A	B	C
From	A	0.00	0.02	0.98
	B	0.40	0.00	0.60
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (15:00-15:15)

	To			
		A	B	C
From	A	1.000	1.000	1.070
	B	1.000	1.000	1.000
	C	1.060	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:00-15:15)

	To			
		A	B	C
From	A	0.0	0.0	7.0
	B	0.0	0.0	0.0
	C	6.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:15-15:30)

	To			
		A	B	C
From	A	1.000	1.000	1.070
	B	1.000	1.000	1.000
	C	1.070	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:15-15:30)

	To			
		A	B	C
From	A	0.0	0.0	7.0
	B	0.0	0.0	0.0
	C	7.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:30-15:45)

	To			
		A	B	C
From	A	1.000	1.000	1.110
	B	1.000	1.000	1.000
	C	1.090	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:30-15:45)

	To			
		A	B	C
From	A	0.0	0.0	11.0
	B	0.0	0.0	0.0
	C	9.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (15:45-16:00)

	To			
		A	B	C
From	A	1.000	1.000	1.100
	B	1.000	1.000	1.000
	C	1.110	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (15:45-16:00)

	To			
		A	B	C
From	A	0.0	0.0	10.0
	B	0.0	0.0	0.0
	C	11.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (16:00-16:15)

	To			
		A	B	C
From	A	1.000	1.000	1.170
	B	1.000	1.000	1.000
	C	1.050	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:00-16:15)

	To			
		A	B	C
From	A	0.0	0.0	17.0
	B	0.0	0.0	0.0
	C	5.0	0.0	0.0

Average PCU Per Vehicle - Junction 1 - (16:15-16:30)

	To			
		A	B	C
From	A	1.000	1.000	1.090
	B	1.000	1.000	1.000
	C	1.040	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:15-16:30)

	To			
		A	B	C
From	A	0.0	0.0	9.0
	B	0.0	0.0	0.0
	C	4.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.01	7.85	0.01	A
C-AB	0.01	5.02	0.01	A

Main Results for each time segment

Main results: (15:00-15:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	5.00	4.96	0.00	492.68	0.010	0.01	7.380	A
C-AB	7.87	7.82	0.00	776.76	0.010	0.01	4.780	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (15:15-15:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	5.00	5.00	0.00	475.62	0.011	0.01	7.648	A
C-AB	8.37	8.37	0.00	790.29	0.011	0.01	4.714	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	5.00	5.00	0.00	463.40	0.011	0.01	7.853	A
C-AB	5.89	5.90	0.00	742.79	0.008	0.01	5.019	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	5.00	5.00	0.00	511.89	0.010	0.01	7.101	A
C-AB	7.30	7.29	0.00	756.38	0.010	0.01	4.949	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	5.00	5.00	0.00	496.72	0.010	0.01	7.320	A
C-AB	7.53	7.52	0.00	755.24	0.010	0.01	4.932	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	5.00	5.00	0.00	499.98	0.010	0.01	7.274	A
C-AB	7.86	7.86	0.00	783.58	0.010	0.01	4.712	A
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-



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