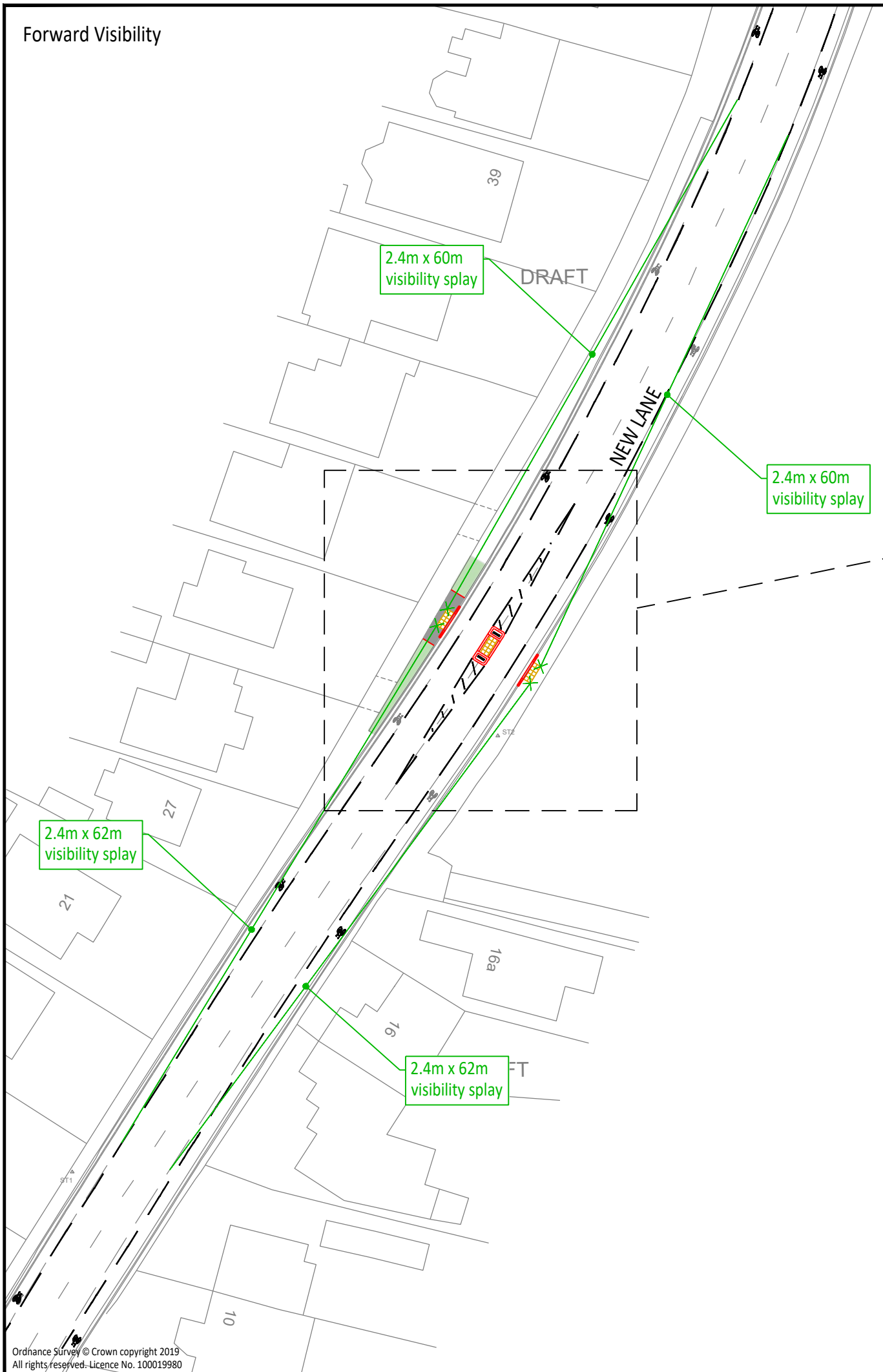
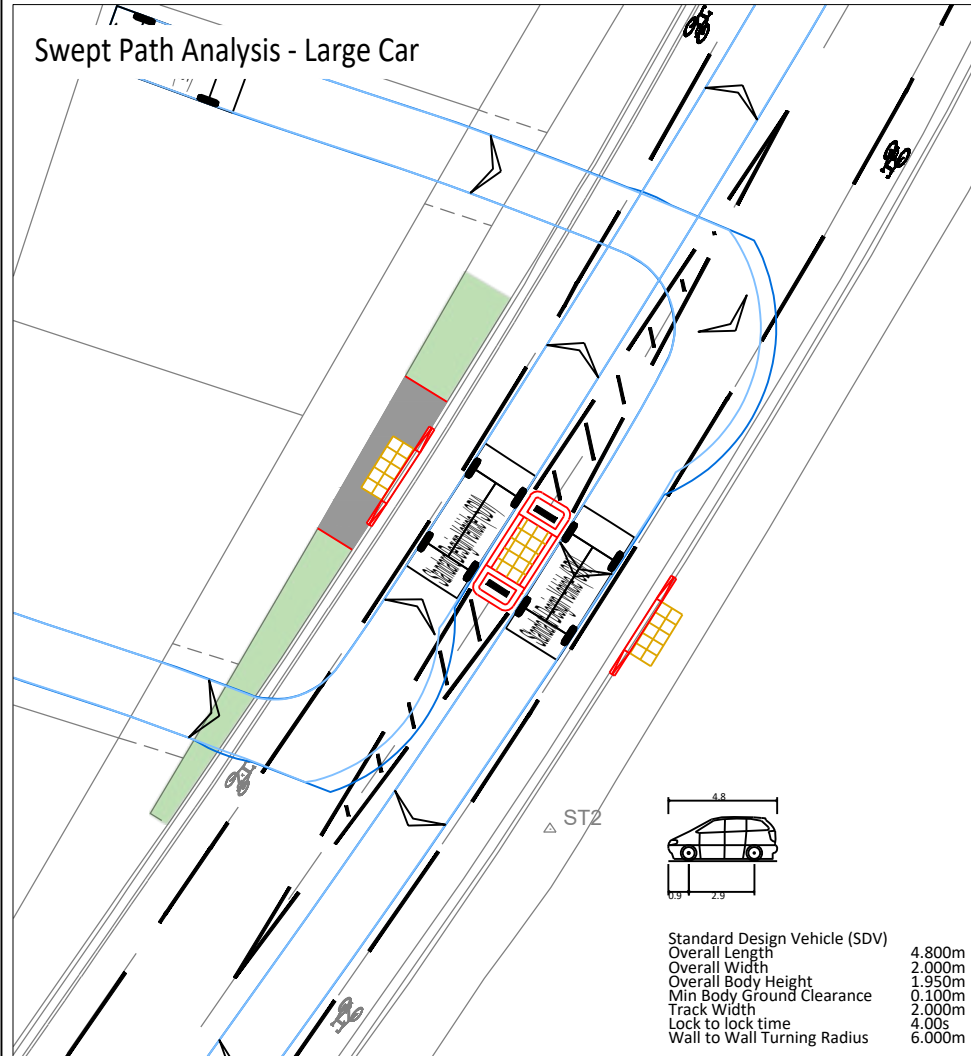
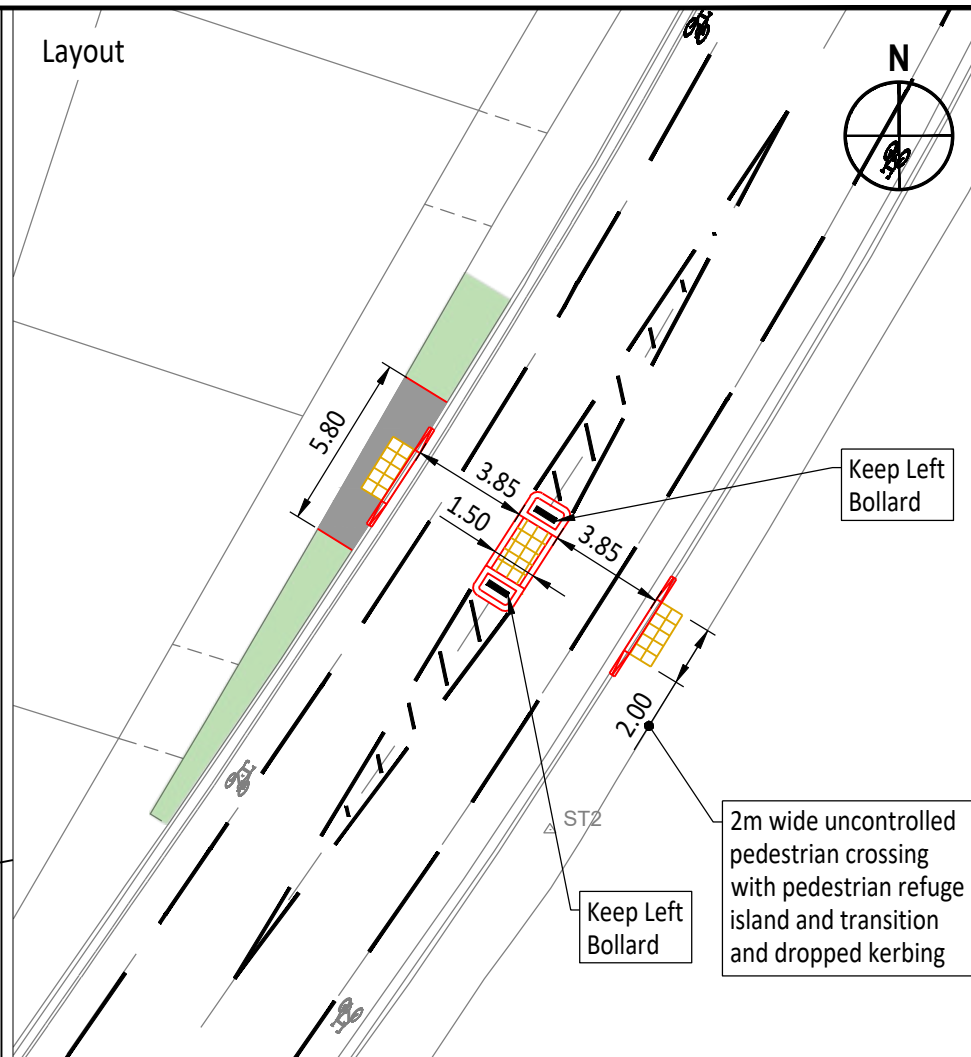


Forward Visibility



Layout



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only.
 - 2. White lining is indicative only.
 - 3. Layout is based on Ordnance Survey and Topographical data.

- Key
- Existing verge
 - Existing verge to be converted to footway
 - Pedestrian visibility to approaching traffic



A	Notes removed	JB	YA	02.07.2021
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Kingsbridge Estates Ltd

PROJECT:
New Lane, Havant

DRAWING TITLE:
Proposed Uncontrolled Pedestrian Crossing with Refuge New Lane

SCALES:
1:500 & 1:250 at A3

DRAWN: JB CHECKED: YA DATE: 10.05.2021

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER: **205452/PD13** REVISION: **A**

Appendix G

Traffic Survey Data

DIR 1														TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph++	AVG SPD	85%ile	PSL SPEEDING	P%SL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DFT SPEEDING	DFT% SPEEDING
-------	--	--	--	--	--	--	--	--	--	--	--	--	--	-------	---------	---------	---------	---------	---------	---------	------	---------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	---------	---------	--------	--------------	----------------	---------------	----------------	--------------	---------------

PROJECT 25787 Havant
SITE 25787-002
LOCATION NEW LANE (SOUTH)
DIRECTION SOUTHBOUND ↓
PSL 30mph

Tue 22 Sep		ALL VEHICLES																																							
DAY 1	TOTAL	Mcycles						TIME																																	
		CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6		SPD1	SPD2	SPD3	SPD4	SPD5	SPD6	SPD7	SPD8	SPD9	SPD10	SPD11	SPD12	SPD13	SPD14	AVG	85%ile	PSL	PSL%	ACPO	ACPO%	DFT	DFT%	ACPO	ACPO%	DFT	DFT%	ACPO	ACPO%	DFT	DFT%			
								0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph																				
0000	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0015	3	0	3	0	0	0	0	0015	0	0	0	0	3	0	0	0	0	0	0	0	0	27.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0030	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0045	1	0	0	1	0	0	0	0045	0	0	0	1	0	0	0	0	0	0	0	0	0	24.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0100	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0115	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0130	1	0	1	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-	1	100.0	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0200	1	0	0	1	0	0	0	0200	0	0	0	0	0	0	0	0	0	1	0	0	0	51.5	-	1	100.0	1	100.0	1	100.0	1	100.0	1	100.0	1	100.0	1	100.0	1	100.0		
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0315	1	0	1	0	0	0	0	0315	0	0	1	0	0	0	0	0	0	0	0	0	0	17.7	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0330	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0400	3	0	2	0	1	0	0	0400	0	0	1	1	0	0	0	0	1	0	0	0	0	31.6	-	1	33.3	1	33.3	1	33.3	1	33.3	1	33.3	1	33.3	1	33.3	1	33.3		
0415	1	0	1	0	0	0	0	0415	0	0	0	0	0	0	1	0	0	0	0	0	0	42.7	-	1	100.0	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0430	4	0	4	0	0	0	0	0430	0	0	0	0	1	3	0	0	0	0	0	0	0	32.2	-	3	75.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0445	2	0	2	0	0	0	0	0445	0	0	0	0	0	0	0	1	1	0	0	0	0	44.4	-	2	100.0	2	100.0	1	50.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0500	3	1	2	0	0	0	0	0500	0	1	0	0	0	0	0	0	0	1	0	0	0	25.1	-	1	33.3	1	33.3	1	33.3	1	33.3	1	33.3	1	33.3	1	33.3	1	33.3		
0515	1	0	1	0	0	0	0	0515	0	0	0	1	0	0	0	0	0	0	0	0	0	20.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0530	9	2	6	1	0	0	0	0530	0	0	4	1	1	1	0	1	1	0	0	0	0	26.3	-	3	33.3	2	22.2	1	11.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0545	12	0	8	4	0	0	0	0545	0	0	5	2	1	2	1	1	0	0	0	0	0	25.0	38.2	4	33.3	2	16.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0600	8	3	2	3	0	0	0	0600	0	0	2	1	1	1	3	0	0	0	0	0	0	29.4	-	4	50.0	3	37.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0615	11	2	9	0	0	0	0	0615	0	0	1	5	1	0	4	0	0	0	0	0	0	28.5	39.0	4	36.4	4	36.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0630	14	1	12	1	0	0	0	0630	0	0	1	1	5	1	2	3	1	0	0	0	0	32.5	40.4	7	50.0	6	42.9	1	7.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0645	31	1	27	2	0	1	0	0645	0	0	4	4	6	4	11	2	0	0	0	0	0	30.3	38.2	17	54.8	13	41.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0700	13	1	11	1	0	0	0	0700	0	2	1	3	3	0	2	2	0	0	0	0	0	27.3	40.1	4	30.8	4	30.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0715	26	0	25	1	0	0	0	0715	0	0	0	5	5	7	5	4	0	0	0	0	0	31.9	39.9	16	61.5	9	34.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0730	38	6	29	2	0	1	0	0730	1	3	4	6	9	7	3	5	0	0	0	0	0	27.8	39.7	15	39.5	8	21.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0745	59	2	50	6	1	0	0	0745	0	0	2	6	16	21	12	2	0	0	0	0	0	30.7	36.0	35	59.3	14	23.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0800	56	1	44	8	2	1	0	0800	0	3	0	7	14	20	10	2	0	0	0	0	0	30.2	35.9	32	57.1	12	21.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0815	51	0	49	2	0	0	0	0815	0	0	1	8	23	12	4	3	0	0	0	0	0	29.3	35.1	19	37.3	7	13.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0830	52	0	43	7	2	0	0	0830	0	0	1	7	18	15	9	2	0	0	0	0	0	30.2	35.6	26	50.0	11	21.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0845	45	0	36	6	2	1	0	0845	0	0	4	4	14	15	7	1	0	0	0	0	0	29.8	36.1	23	51.1	8	17.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0900	34	5	23	6	0	0	0	0900	1	2	2	6	6	14	2	1	0	0	0	0	0	27.6	33.9	17	50.0	3	8.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0915	35	0	30	2	3	0	0	0915	0	0	2	5	8	14	6	0	0	0	0	0	0	29.9	35.4	20	57.1	6	17.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0		
0930	27	0	20	5	0	1	1																																		

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

DIR 1																													
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DIT SPEEDING	DIT% SPEEDING

PROJECT 25787 Havant
SITE 25787-002
LOCATION NEW LANE (SOUTH)
DIRECTION SOUTHBOUND ↓
PSL 30mph

Thru 24 Sep	ALL VEHICLES							Time [--]																						
	Total	Mocycles							Fixt																					
		Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6			Vbin 0-10 mph	Vbin 10-15 mph	Vbin 15-20 mph	Vbin 20-25 mph	Vbin 25-30 mph	Vbin 30-35 mph	Vbin 35-40 mph	Vbin 40-45 mph	Vbin 45-50 mph	Vbin 50-60 mph	Vbin 60-70 mph	Vbin 70-80 mph	Vbin 80-90 mph	Vbin 90-100 mph	Mean	Vpp 85	PSL 30	PSL% 30	PL 1 70	PL 1% 70	PL 2 85
DAY 3									0-10 mph	10-15 mph	15-20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-60 mph	60-70 mph	70-80 mph	80-90 mph	90-100 mph								
0000	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0015	2	0	1	1	0	0	0	0015	0	0	0	2	0	0	0	0	0	0	0	0	0	0	23.9	-	0	0.0	0	0.0	0	0.0
0030	1	0	1	0	0	0	0	0030	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29.6	-	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0100	3	0	2	0	1	0	0	0100	0	0	0	1	0	0	2	0	0	0	0	0	0	0	32.7	-	2	66.7	2	66.7	0	0.0
0115	1	0	0	1	0	0	0	0115	0	0	0	0	0	0	0	0	1	0	0	0	0	0	45.5	-	1	100.0	1	100.0	1	100.0
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0200	1	0	1	0	0	0	0	0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0230	1	0	0	0	1	0	0	0230	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.1	-	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0315	1	0	1	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	1	0	0	0	0	45.7	-	1	100.0	1	100.0	1	100.0
0330	2	0	1	1	0	0	0	0330	0	0	0	2	0	0	0	0	0	0	0	0	0	0	28.8	-	0	0.0	0	0.0	0	0.0
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	2	0	2	0	0	0	0	0400	0	0	0	1	0	0	1	0	0	0	0	0	0	0	31.0	-	1	50.0	1	50.0	0	0.0
0415	3	0	3	0	0	0	0	0415	0	0	0	1	0	0	1	0	1	0	0	0	0	0	34.8	-	2	66.7	2	66.7	1	33.3
0430	1	0	1	0	0	0	0	0430	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.1	-	1	100.0	0	0.0	0	0.0
0445	3	0	3	0	0	0	0	0445	0	0	0	0	1	2	0	0	0	0	0	0	0	0	30.4	-	2	66.7	0	0.0	0	0.0
0500	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0515	4	0	4	0	0	0	0	0515	0	0	1	0	0	0	1	1	0	1	0	0	0	0	36.9	-	3	75.0	3	75.0	1	25.0
0530	7	2	5	0	0	0	0	0530	0	2	1	1	0	0	0	2	1	0	0	0	0	0	28.6	-	3	42.9	3	42.9	1	14.3
0545	17	0	13	3	0	1	0	0545	0	1	8	2	3	1	1	1	1	0	0	0	0	0	23.2	33.0	3	17.7	2	11.8	0	0.0
0600	4	1	2	1	0	0	0	0600	0	0	0	1	1	1	0	1	0	0	0	0	0	0	30.5	-	2	50.0	1	25.0	0	0.0
0615	14	1	10	3	0	0	0	0615	0	0	1	2	2	2	4	1	0	2	0	0	0	0	35.0	51.4	9	64.3	7	50.0	2	14.3
0630	16	1	12	1	1	1	0	0630	0	0	1	4	4	0	6	1	0	0	0	0	0	0	30.2	39.0	7	43.8	7	43.8	0	0.0
0645	24	0	19	3	2	1	0	0645	0	0	4	4	3	7	3	1	2	0	0	0	0	0	29.7	40.0	13	54.2	6	25.0	2	8.3
0700	23	0	19	3	1	0	0	0700	0	0	2	5	6	4	4	2	0	0	0	0	0	0	29.3	38.9	10	43.5	6	26.1	0	0.0
0715	29	2	24	3	0	0	0	0715	0	1	3	6	4	6	8	0	1	0	0	0	0	0	29.7	37.1	15	51.7	9	31.0	1	3.4
0730	39	4	28	3	3	1	0	0730	0	1	3	7	9	9	7	2	1	0	0	0	0	0	29.8	37.5	19	48.7	10	25.6	1	2.6
0745	60	1	51	7	0	1	0	0745	0	1	4	8	16	15	11	4	1	0	0	0	0	0	30.4	37.2	31	51.7	16	26.7	1	1.7
0800	60	1	50	8	1	0	0	0800	0	0	0	9	19	20	11	1	0	0	0	0	0	0	30.3	36.1	32	53.3	12	20.0	0	0.0
0815	69	1	64	1	0	3	0	0815	1	3	9	10	21	16	5	3	1	0	0	0	0	0	27.6	34.4	25	36.2	9	13.0	1	1.4
0830	53	0	48	2	2	1	0	0830	0	0	2	10	17	16	6	2	0	0	0	0	0	0	29.2	35.3	24	45.3	8	15.1	0	0.0
0845	36	0	31	3	1	1	0	0845	0	0	0	6	6	10	10	3	0	1	0	0	0	0	32.4	38.6	24	66.7	14	38.9	1	2.8
0900	39	0	30	6	2	1	0	0900	0	0	0	5	11	15	4	3	1	0	0	0	0	0	31.5	38.5	23	59.0	8	20.5	1	2.6
0915	22	1	16	3	0	1	1	0915	0	0	1	3	3	7	5	1	0	0	0	0	0	0	30.0	37.5	16	59.1	6	27.3	0	0.0
0930	32	1	26	4	1	0	0	0930	0	0	1	2	10	15	2	1	1	0	0	0	0	0	30.9	34.7	19	59.4	4	12.5	1	3.1
0945	33	2	19	1	1	0	0	0945	0	1	1	2	3	7	9	0	0	0	0	0	0	0	31.7	37.8	16	69.6	9	39.1	0	0.0
1000	32	0	23	5	3	1	0	1000	0	0	2	3	12	10	3	2	0	0	0	0	0	0	29.8	36.5	15	46.9	5	15.6	0	0.0
1015	36	0	27	5	3	1	0	1015	0	1	1	4	12	15	3	0	0	0	0	0	0	0	29.1	34.0	18	50.0	3	8.3	0	0.0
1030	20	0	12	5	0	2	1	1030	0	0	2	2	5	3	5	2	1	0	0	0	0	0	31.3	40.6	11	55.0	8	40.0	1	5.0
1045	31	1	27	2	1	0	0	1045	0	0	2	7	7	7	6	2	0	0	0	0	0	0	30.0	36.3	15	48.4	8	25.8	0	0.0
1100	28	1	19	4	3	1	0	1100	1	0	0	5	6	8	6	1	1	0	0	0	0	0	30.6	38.1	16	57.1	8	28.6	1	3.6
1115	24	1	21	1	1	0	0	1115	0	0	0	4	6	10	3	1	0	0	0	0	0	0	30.9	36.9	14	58.3	4	16.7	0	0.0
1130	24	1	21	0	2	0	0	1130	0	1	1	6	4	8	2	1	1	0	0	0	0	0	29.3	35.8	12	50.0	4	16.7	1	4.2
1145	33	0	28	2	3	0	0	1145	0	0	4	7	10	6	5	1	0	0	0	0	0	0	27.9	35.4	12	3				

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	NORTHBOUND ↑
PSL	30mph

[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	NORTHBOUND ↑
PSL	30mph

[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	NORTHBOUND ↑
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[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
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[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	NORTHBOUND ↑
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[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	NORTHBOUND ↑
PSL	30mph

[illegible]

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-002
LOCATION	NEW LANE (SOUTH)
DIRECTION	NORTHBOUND ↑
PSL	30mph

Mon 28 Sep

DAY 7	C1s										Time	Vbin										Mean	Vpp	JPSL	JPSL%	30	45	60	75	90	100	
	Total	C1s	C1s	C1s	C1s	C1s	C1s	C1s	C1s	Vbin		Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin												
	1	2	3	4	5	6	7	8	9	10		15	20	25	30	35	40	45	50	55												
0000	1	0	1	0	0	0	0	0	0	0000	0	0	0	0	1	0	0	0	0	0	27.4	0	0	0	0	0	0	0	0	0	0	
0015	0	0	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030	0	0	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045	1	0	1	0	0	0	0	0	0	0045	0	0	0	0	1	0	0	0	0	0	0	29.1	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	0	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130	0	0	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145	0	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0200	0	0	0	0	0	0	1	0	0	0	0	37.4	1	100.0	1	100.0	0	0	0	0	0	
0215	0	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230	0	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245	0	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315	0	0	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	0	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345	1	0	1	0	0	0	0	0	0	0345	0	0	0	0	0	1	0	0	0	0	0	31.7	1	100.0	0	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0400	0	1	0	0	0	0	0	0	0	0	0	13.8	0	0	0	0	0	0	0	0	0	
0415	0	0	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430	4	1	2	1	0	0	0	0	0	0430	0	0	1	0	0	2	0	0	0	1	0	34.5	3	75.0	1	25.0	1	25.0	0	0	0	
0445	0	0	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	3	0	3	0	0	0	0	0	0	0500	0	0	0	0	1	0	0	1	1	0	0	38.1	2	66.7	2	66.7	1	33.3	0	0	0	
0515	2	0	2	0	0	0	0	0	0	0515	0	0	0	0	1	1	0	0	0	0	0	35.1	2	100.0	1	50.0	0	0	0	0		
0530	3	2	0	0	1	0	0	0	0	0530	0	2	0	0	0	1	0	0	0	0	0	20.8	1	33.3	0	0	0	0	0	0	0	
0545	8	1	6	1	0	0	0	0	0	0545	0	1	0	0	3	2	2	0	0	0	0	29.6	4	50.0	2	25.0	0	0	0	0	0	
0600	12	0	9	2	1	0	0	0	0	0600	0	0	4	2	3	0	2	1	0	0	0	26.2	36.7	3	25.0	3	25.0	0	0	0	0	
0615	3	1	2	0	0	0	0	0	0	0615	1	0	0	1	0	0	1	0	0	0	0	25.2	1	33.3	1	33.3	0	0	0	0	0	
0630	11	2	7	2	0	0	0	0	0	0630	0	1	0	0	0	5	3	1	0	0	0	31.5	38.0	9	81.8	4	36.4	0	0	0	0	
0645	18	1	17	0	0	0	0	0	0	0645	0	0	2	1	4	5	5	0	1	0	0	31.5	38.0	11	61.1	6	33.3	1	5.6	0	0	
0700	12	1	9	1	1	0	0	0	0	0700	0	0	2	1	3	1	3	2	0	0	0	30.8	41.4	6	50.0	5	41.7	0	0	0	0	
0715	26	3	18	5	0	0	0	0	0	0715	0	2	2	1	2	9	5	3	2	0	0	0	32.3	40.8	19	73.1	10	38.5	2	7.7	0	0
0730	31	2	24	4	1	0	0	0	0	0730	2	1	1	3	5	12	2	5	0	0	0	0	30.0	40.4	19	61.3	7	22.6	0	0	0	
0745	34	1	31	2	0	0	0	0	0	0745	0	0	1	1	5	9	16	2	0	0	0	0	33.6	38.7	27	79.4	18	52.9	0	0	0	
0800	35	2	25	6	1	0	1	0	0	0800	0	0	4	2	8	9	6	6	0	0	0	0	31.3	40.0	21	60.0	12	34.3	0	0	0	
0815	30	3	15	10	1	1	0	0	0	0815	0	3	2	3	9	7	3	2	0	1	0	0	28.8	36.8	13	43.3	6	20.0	1	3.3	0	0
0830	31	0	24	6	1	0	0	0	0	0830	0	1	0	2	8	9	8	3	0	0	0	0	31.9	37.7	20	64.5	11	35.5	0	0	0	
0845	57	1	46	7	3	0	0	0	0	0845	1	0	1	4	23	21	7	0	0	0	0	0	29.6	34.0	28	49.1	7	12.3	0	0	0	
0900	35	1	25	4	1	4	0	0	0	0900	1	1	6	2	10	13	2	0	0	0	0	0	26.9	33.7	15	42.9	2	5.7	0	0	0	
0915	27	1	24	1	1	0	0	0	0	0915	1	0	0	5	7	8	5	1	0	0	0	0	29.8	37.2	14	51.9	6	22.2	0	0	0	
0930	33	1	24	4	4	0	0	0	0	0930	0	0	1	5	12	8	3	4	0	0	0	0	30.0	39.6	15	45.5	7	21.2	0	0	0	
0945	36	1	29	5	1	0	0	0	0	0945	0	1	0	6	9	9	3	7	1	0	0	0	32.0	42.1	20	55.6	11	30.6	1	2.8	0	0
1000	30	3	20	4	1	2	0	0	0	1000	0	3	3	4	8	5	5	1	1	0	0	0	27.6	36.3	12	40.0	7	23.3	1	3.3	0	0
1015	20	1	16	2	0	0	0	1	0	1015	0	0	2	1	5	5	4	2	1	0	0	0	31.8	40.9	12	60.0	7	35.0	1	5.0	0	0
1030	37	1	30	4	1	0	0	1	0	1030	0	1	0	2	10	14	0	0	0	0	0	0	31.7	38.2	19	67.0	10	27.0	0	0	0	
1045	30	0	22	5	2	0	0	0	0	1045	0	3	1	2	9	6	4	5	0	0	0	0	30.7	41.2	15	50.0	9	30.0	0	0	0	
1100	31	0	26	4	0	1	0	0	0	1100	0	1	1	5	9	8	6	1	0	0	0	0	29.9	37.5	15	48.4	7	22.6	0	0	0	
1115	31	2	22	6	0	1	0	0	0	1115	0	1	2	2	6	9	6	5	0	0	0	0	31.3	40.4	20	64.5	11	35.5	0	0	0	
1130	33	1	29	1	1	1	0	0	0	1130	0	1	0	1	19	9	3	0	0	0	0	0	29.1	33.0	12	36.4	3	9.1	0	0	0	
1145	41	2	29	6	3	0	1	0	0	1145	0	0	2	5	12	11	8	3	0	0	0	0	30.5	38.1	22	53.7	11	26.8	0	0	0	
1200	44	1	39	3	0	1	0	0	0	1200	1	1	0	5	13	16	8	0	0	0	0	0	29.6	35.8	24	54.6	8	18.2	0	0	0	
1215	24	1	19	2	1	1	0	0	0	1215	0	1	0	3	5	7	4	4	0	0	0	0	31.6	41.1	15	62.5	8	33.3	0	0	0	
1230	37	1	32	3	0	0	0	1	0	1230	0	0	1	1	13	15	5	2	0	0	0	0	31.3	36.8	22	59.5	7	18.9	0	0	0	
1245	35	2	28	3	1	1	0	0	0	1245	0	2	1	2	16	7	6	1	0	0	0	0	29.2	36.0	14	40.0	7	20.0	0	0	0	
1300	31	3	25	1	1	1	0	0	0	1300	1	1	1	4	3	12	8	1	0	0	0	0	30.1	36.8	21	67.7	9	29.0	0	0	0	
1315	35	1	29	4	0	1	0	0	0	1315	0	3	0	2	14	10	5	1	0	0	0	0	29.5	35.3	16	45.7	6	17.1	0	0	0	
1330	46	4	39	2	1	0	0	0	0	1330	0	4	3	8	6	17	3	4	1	0	0	0	29.1	37.2	25	54.4	8	17.4	1	2.2	0	0
1345	35	1	29	2	3	0	0	0	0	1345	0	0	2	3	7	17	6	0	0	0	0	0	30.3	35.6	23	65.7	6	17.1	0	0	0	
1400	48	4	35	6	2</																											

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-001
LOCATION	NEW LANE (NORTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

Tue 22 Sep		ALL VEHICLES							Speed																	Ave				85th				PSL				PSL %																																																																																																																																			
		Mocycles							Cars, taxis, 4WD							LGV							OGV1							OGV2							PSV							0 - 10 mph							10 - 15 mph							15 - 20 mph							20 - 25 mph							25 - 30 mph							30 - 35 mph							35 - 40 mph							40 - 45 mph							45 - 50 mph							50 - 60 mph							60 - 70 mph							70 - 80 mph							80 - 90 mph							90 - 100 mph							AVG SPD							85%ile							> 30mph							% > 30mph						
		TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	TIME	SPD1 10-10	SPD2 10-15	SPD3 15-20	SPD4 20-25	SPD5 25-30	SPD6 30-35	SPD7 35-40	SPD8 40-45	SPD9 45-50	SPD10 50-60	SPD11 60-70	SPD12 70-80	SPD13 80-90	SPD14 90-100	AVG	85%ile	PSL 30	PSL % 30	PSL 40	PSL % 40	PSL 50	PSL % 50	PSL 60	PSL % 60	PSL 70	PSL % 70	PSL 80	PSL % 80	PSL 90	PSL % 90	PSL 100	PSL % 100																																																																																																																																
DAY 1	0000	1	0	1	0	0	0	0	0000	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0015	1	0	1	0	0	0	0	0	0015	0	0	0	0	0	1	0	0	0	0	0	0	0	0	32.1	-	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0030	2	1	1	0	0	0	0	0	0030	0	0	0	0	2	0	0	0	0	0	0	0	0	0	25.8	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0045	0	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0100	0	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0115	0	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0130	1	0	0	1	0	0	0	0	0130	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.1	-	1	100.0	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0145	0	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0200	2	0	1	1	0	0	0	0	0200	0	0	0	0	1	0	0	0	1	0	0	0	0	0	37.0	-	1	50.0	1	50.0	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0215	0	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0230	0	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0245	0	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0300	0	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0315	1	0	0	0	1	0	0	0	0315	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0330	0	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0345	2	0	2	0	0	0	0	0	0345	0	0	0	1	1	0	0	0	0	0	0	0	0	0	24.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0400	2	0	1	0	1	0	0	0	0400	0	0	0	0	0	0	0	1	0	1	0	0	0	0	46.5	-	2	100.0	2	100.0	1	50.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																		
0415	1	0	0	0	1	0	0	0	0415	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.9	-	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0430	4	0	4	0	0	0	0	0	0430	0	0	0	0	0	4	0	0	0	0	0	0	0	0	33.2	-	4	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0445	2	0	2	0	0	0	0	0	0445	0	0	0	0	0	0	0	1	1	0	0	0	0	0	44.8	-	2	100.0	2	100.0	1	50.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0500	3	2	1	0	0	0	0	0	0500	0	1	0	1	0	0	0	0	1	0	0	0	0	0	26.9	-	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0515	1	0	1	0	0	0	0	0	0515	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34.4	-	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0530	13	1	10	2	0	0	0	0	0530	0	0	1	3	5	1	2	0	0	0	0	0	0	0	29.5	42.6	4	30.8	3	23.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0545	8	0	7	1	0	0	0	0	0545	0	0	0	2	1	1	3	1	0	0	0	0	0	0	32.7	-	5	62.5	4	50.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0600	13	5	3	4	0	0	0	0	0600	0	0	3	0	3	4	3	0	0	0	0	0	0	0	29.3	37.1	7	53.9	3	23.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0615	14	2	7	3	0	0	2	0	0615	0	0	1	2	4	3	3	1	0	0	0	0	0	0	30.2	39.5	7	50.0	4	28.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0630	16	1	13	2	0	0	0	0	0630	0	0	3	5	2	4	4	1	1	0	0	0	0	0	32.1	40.5	8	50.0	6	37.5	1	8.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0645	29	2	31	5	2	0	0	0	0645	0	2	0	3	12	14	6	1	0	0	0	0	0	0	30.5	35.7	21	53.9	7	18.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0700	30	4	18	2	0	0	2	0	0700	0	2	2	2	12	3	3	1	0	0	0	0	0	0	26.3	35.2	23	44.8	4	13.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0715	49	0	36	9	2	1	1	0	0715	0	0	2	8	17	14	5	3	0	0	0	0	0	0	30.1	35.7	22	44.8	8	16.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0730	47	5	38	4	0	0	0	0	0730	1	2	3	2	15	19	2	3	0	0	0	0	0	0	29.1	34.0	24	51.1	5	10.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0745	81	2	67	10	2	0	0	0	0745	1	2	3	6	37	17	12	3	0	0	0	0	0	0	29.3	35.5	32	39.5	15	18.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																																
0800	71	1	54	13	3	0	0	0	0800	1	0	2	9	24	27	6	2	0	0	0	0	0	0	29.3	34.3	35	49.3	8	11.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																														
0815	71	4	51	9	6	1	0	0	0815	0	2	1	9	32	19	7	1	0	0	0	0	0	0	28.9	34.1	27	38.0	8	11.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																														
0830	71	3	52	12	4	0	0	0	0830	0	1	1	9	31	19	8	2	0	0	0	0	0	0	29.5	34.9	29	40.9	10	14.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																														
0845	69	1	50	11	4	3	0	0	0845	1	1	3	11	29	18	4	2	0	0	0	0	0	0	28.0	32.5	24	34.8	6	8.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																														
0900	48	2	32	7	6	0	1	0	0900	0	2	0	12	17	16	1	0	0	0	0	0	0	0	27.4	33.3	17	35.4	1	2.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																														
0915	56	1	36	12	6	1	0	0	0915	0	1	4	3	31	14	3	0	0	0	0	0	0	0	28.0	33.2	17	30.4	3	5.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																														
0930	46	1	30	12	2	1	0	0	0930	0	0	2	8	22	9	4	1	0	0	0	0	0	0	28.4	33.5	14	30.4	5	10.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																														
0945	52	5	29	14	4	0	0	0	0945	0	2	0	11	18	12	7	2	0	0	0	0	0	0	28.7	35.9	21	40.4	9	17.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0																																																																																																																														
1000	44	0	34	7</																																																																																																																																																																					

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-001
LOCATION	NEW LANE (NORTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DTT SPEEDING	
DTT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-001
LOCATION	NEW LANE (NORTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

Thu 24 Sep

DAY 3																																						
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fat1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	JPSL 30	JPSL% 30	% 30	% 40	% 50	% 60	% 70	% 80	% 90	% 100			
0000	1	0	1	0	0	0	0		0000	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.4	-	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0030	1	0	1	0	0	0	0		0030	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0045	0	0	0	0	0	0	0		0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0100	2	0	1	0	1	0	0		0100	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	37.3	-	2	100.0	2	100.0	0	0.0	0	0.0	0	0.0	0	0.0
0115	1	0	0	1	0	0	0		0115	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.5	-	1	100.0	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0145	0	0	0	0	0	0	0		0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0215	0	0	0	0	0	0	0		0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0245	0	0	0	0	0	0	0		0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0315	1	0	1	0	0	0	0		0315	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.3	-	1	100.0	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
0330	1	0	1	0	0	0	0		0330	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.4	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0345	1	0	1	0	0	0	0		0345	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0400	2	0	2	0	0	0	0		0400	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	31.5	-	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0	0	0.0
0415	3	0	3	0	0	0	0		0415	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	38.0	-	3	100.0	2	66.7	0	0.0	0	0.0	0	0.0	0	0.0
0430	2	0	1	0	0	1	0		0430	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.4	-	1	50.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0445	2	0	2	0	0	0	0		0445	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	33.7	-	2	100.0	1	50.0	0	0.0	0	0.0	0	0.0	0	0.0
0500	2	2	0	0	0	0	0		0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0515	6	0	6	0	0	0	0		0515	0	0	0	2	0	1	2	0	1	0	0	0	0	0	0	37.0	-	4	66.7	4	66.7	1	16.7	0	0.0	0	0.0	0	0.0
0530	10	1	9	0	0	0	0		0530	0	1	0	2	4	0	2	1	0	0	0	0	0	0	0	29.5	-	3	30.0	3	30.0	0	0.0	0	0.0	0	0.0	0	0.0
0545	18	0	17	1	0	0	0		0545	0	0	1	4	8	3	2	0	0	0	0	0	0	0	0	27.9	34.2	5	27.8	2	11.1	0	0.0	0	0.0	0	0.0	0	0.0
0600	10	1	7	1	1	0	0		0600	0	0	0	1	5	3	0	1	0	0	0	0	0	0	0	29.9	-	4	60.0	1	10.0	0	0.0	0	0.0	0	0.0		
0615	14	1	10	3	0	0	0		0615	0	0	1	4	2	4	1	0	0	2	0	0	0	0	0	35.0	48.8	9	44.3	7	50.0	2	14.3	0	0.0	0	0.0	0	0.0
0630	23	0	16	5	2	0	0		0630	0	0	0	2	9	7	4	1	0	0	0	0	0	0	0	30.6	37.8	12	52.2	5	21.7	0	0.0	0	0.0	0	0.0	0	0.0
0645	31	0	21	8	1	0	0		0645	0	0	0	4	13	7	5	1	1	0	0	0	0	0	0	30.1	36.7	14	45.2	7	22.6	0	0.0	0	0.0	0	0.0	0	0.0
0700	0	0	24	8	0	1	1		0700	0	0	1	10	11	8	3	1	1	0	0	0	0	0	0	28.3	33.2	12	35.3	4	11.8	0	0.0	0	0.0	0	0.0	0	0.0
0715	42	2	30	8	2	0	0		0715	1	3	1	4	16	10	6	1	0	0	0	0	0	0	0	28.0	35.7	17	40.5	7	16.7	0	0.0	0	0.0	0	0.0	0	0.0
0730	52	6	36	7	2	1	0		0730	0	2	3	4	15	16	7	4	1	0	0	0	0	0	0	30.2	37.1	28	53.9	12	23.1	1	1.9	0	0.0	0	0.0	0	0.0
0745	70	2	55	10	1	1	1		0745	1	0	1	10	32	12	10	3	1	0	0	0	0	0	0	29.4	36.4	26	37.1	14	20.0	1	1.4	0	0.0	0	0.0	0	0.0
0800	65	0	50	12	2	1	0		0800	0	0	0	8	27	12	7	1	0	0	0	0	0	0	0	30.2	34.9	30	46.2	8	12.3	0	0.0	0	0.0	0	0.0	0	0.0
0815	85	1	75	5	1	1	2		0815	0	8	6	13	31	17	7	2	1	0	0	0	0	0	0	27.1	34.5	27	31.8	10	11.8	1	1.2	0	0.0	0	0.0	0	0.0
0830	72	0	54	10	7	0	1		0830	1	3	7	13	26	16	6	0	0	0	0	0	0	0	0	26.4	32.2	22	30.6	6	8.3	0	0.0	0	0.0	0	0.0	0	0.0
0845	64	0	49	9	5	1	0		0845	0	0	0	9	34	13	5	2	1	0	0	0	0	0	0	29.3	34.3	21	32.8	8	12.5	1	1.6	0	0.0	0	0.0	0	0.0
0900	58	0	38	10	8	2	0		0900	0	0	5	10	20	15	5	3	0	0	0	0	0	0	0	28.7	34.7	23	39.7	8	13.8	0	0.0	0	0.0	0	0.0	0	0.0
0915	43	1	30	8	3	1	0		0915	0	0	1	7	19	11	4	1	0	0	0	0	0	0	0	28.9	34.2	16	37.2	5	11.6	0	0.0	0	0.0	0	0.0	0	0.0
0930	48	1	35	10	1	0	1		0930	0	0	1	10	18	16	2	1	0	0	0	0	0	0	0	28.4	32.8	19	39.6	3	6.3	0	0.0	0	0.0	0	0.0	0	0.0
0945	48	2	37	4	2	2	1		0945	1	0	2	7	15	19	4	0	0	0	0	0	0	0	0	29.0	33.6	23	47.9	4	8.3	0	0.0	0	0.0	0	0.0	0	0.0
1000	51	0	36	12	2	1	0		1000	0	1	1	9	17	17	5	1	0	0	0	0	0	0	0	29.2	34.5	23	45.1	6	11.8	0	0.0	0	0.0	0	0.0	0	0.0
1015	52	0	31	13	6	0	0		1015	0	0	6	14	21	7	4	0	0	0	0	0	0	0	0	26.4	32.0	11	21.2	4	7.7	0	0.0	0	0.0	0	0.0	0	0.0
1030	45	1	35	7	2	0	0		1030	0	1	8	20	15	4	1	1	0	0	0	0	0	0	0	29.0	34.8	16	35.6	13	13.3	1	2.2	0	0.0	0	0.0	0	0.0
1045	55	1	41	9	3	1	0		1045	0	0	2	15	19	13	5	1	0	0	0	0	0	0	0	28.2	34.1	19	34.6	6	10.9	0	0.0	0	0.0	0	0.0	0	0.0
1100	47	1	30	10	5	0	1		1100	1	0	1	6	22	10	5	2	0	0	0	0	0	0	0	29.1	35.1	17	36.2	7	14.9	0	0.0	0	0.0	0	0.0	0	0.0
1115	45	1	35	5	3	1	0		1115	0	1	1	3	27	9	4	0	0	0	0	0	0	0	0	28.2	32.4	13	28.9	4	8.9	0	0.0	0	0.0	0	0.0	0	

DIR 1																													
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DIT SPEEDING	DIT% SPEEDING

PROJECT 25787 Havant
SITE 25787-001
LOCATION NEW LANE (NORTH)
DIRECTION SOUTHBOUND ↓
PSL 30mph

Fri 25 Sep	ALL VEHICLES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Mcycles										Cars, taxis, 4WD										LGV										OGV1										OGV2										PSV																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
DAY 4	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time	0-10 mph	10-15 mph	15-20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-60 mph	60-70 mph	70-80 mph	80-90 mph	90-100 mph	AVG SPD	85%ile	> 30mph	% > 30mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-001
LOCATION	NEW LANE (NORTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

[illegible]

DIR 1	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-001
LOCATION	NEW LANE (NORTH)
DIRECTION	SOUTHBOUND ↓
PSL	30mph

Sun 27 Sep

DAY 25

Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-]	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	JPSL 30	JPSL% 30	JPSL% 40	JPSL% 50	JPSL% 60	JPSL% 70	JPSL% 80	JPSL% 90	JPSL% 100
0000	1	0	1	0	0	0	0	0000	0	0	0	0	0	0	0	1	0	0	0	0	0	0	40.0	-	1	100.0	1	100.0	0	0.0	0	0.0	
0015	1	0	1	0	0	0	0	0015	0	0	0	0	0	1	0	0	0	0	0	0	0	0	30.4	-	1	100.0	0	0.0	0	0.0	0	0.0	
0030	1	0	1	0	0	0	0	0030	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28.8	-	0	0.0	0	0.0	0	0.0	0	0.0	
0045	1	0	1	0	0	0	0	0045	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28.0	-	0	0.0	0	0.0	0	0.0	0	0.0	
0100	2	0	2	0	0	0	0	0100	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.6	-	1	50.0	1	50.0	0	0.0	0	0.0	
0115	2	1	0	1	0	0	0	0115	0	1	0	0	1	0	0	0	0	0	0	0	0	0	20.6	-	0	0.0	0	0.0	0	0.0	0	0.0	
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0145	1	0	0	1	0	0	0	0145	0	0	0	0	0	0	0	1	0	0	0	0	0	0	38.7	-	1	100.0	1	100.0	0	0.0	0	0.0	
0200	1	0	1	0	0	0	0	0200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20.1	-	0	0.0	0	0.0	0	0.0	0	0.0	
0215	1	0	1	0	0	0	0	0215	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.5	-	1	100.0	0	0.0	0	0.0	0	0.0	
0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0300	1	0	1	0	0	0	0	0300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33.8	-	1	100.0	0	0.0	0	0.0	0	0.0	
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0330	2	1	1	0	0	0	0	0330	0	0	0	0	2	0	0	0	0	0	0	0	0	0	29.6	-	0	0.0	0	0.0	0	0.0	0	0.0	
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0400	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0415	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0430	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0445	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0500	1	0	1	0	0	0	0	0500	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31.4	-	1	100.0	0	0.0	0	0.0	0	0.0	
0515	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	
0530	1	1	0	0	0	0	0	0530	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.9	-	1	100.0	1	100.0	0	0.0	0	0.0	
0545	1	0	1	0	0	0	0	0545	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25.5	-	0	0.0	0	0.0	0	0.0	0	0.0	
0600	4	4	4	0	0	0	0	0600	0	0	0	0	4	0	0	0	0	0	0	0	0	0	31.9	-	4	100.0	0	0.0	0	0.0	0	0.0	
0615	2	0	2	0	0	0	0	0615	0	0	0	0	0	1	1	0	0	0	0	0	0	0	33.0	-	2	100.0	1	50.0	0	0.0	0	0.0	
0630	5	0	4	1	0	0	0	0630	0	0	0	0	3	1	0	1	0	0	0	0	0	0	31.5	-	2	40.0	1	20.0	0	0.0	0	0.0	
0645	6	1	5	0	0	0	0	0645	0	0	0	1	1	1	0	3	0	0	0	0	0	0	29.7	-	3	50.0	3	50.0	0	0.0	0	0.0	
0700	6	1	5	0	0	0	0	0700	0	0	1	1	1	0	0	2	0	1	0	0	0	0	35.1	-	3	50.0	3	50.0	1	16.7	0	0.0	
0715	6	1	5	0	0	0	0	0715	0	1	1	0	2	0	1	0	1	0	0	0	0	0	26.9	-	2	33.3	2	33.3	1	16.7	0	0.0	
0730	10	0	8	1	1	0	0	0730	0	1	0	1	1	5	1	1	0	0	0	0	0	0	30.3	-	7	70.0	2	20.0	0	0.0	0	0.0	
0745	6	0	6	0	0	0	0	0745	0	0	0	0	1	0	5	0	0	0	0	0	0	0	35.7	-	5	83.3	5	83.3	0	0.0	0	0.0	
0800	12	1	10	1	0	0	0	0800	1	0	0	1	2	7	1	0	0	0	0	0	0	0	29.0	33.5	8	66.7	1	8.3	0	0.0	0	0.0	
0815	14	0	13	1	0	0	0	0815	0	0	0	1	3	5	1	2	0	2	0	0	0	0	35.8	52.7	10	71.4	5	35.7	2	14.3	0	0.0	
0830	17	0	16	1	0	0	0	0830	0	0	0	0	1	10	3	3	0	0	0	0	0	0	35.0	42.6	16	94.1	6	35.3	0	0.0	0	0.0	
0845	18	1	13	2	1	0	1	0845	0	0	1	2	6	6	1	2	0	0	0	0	0	0	30.0	36.3	9	50.0	3	16.7	0	0.0	0	0.0	
0900	14	0	14	0	0	0	0	0900	0	0	0	0	8	3	2	0	1	0	0	0	0	0	32.2	38.8	6	42.9	3	21.4	1	7.1	0	0.0	
0915	20	0	20	0	0	0	0	0915	0	0	0	2	5	5	5	1	0	2	0	0	0	0	34.4	42.4	13	65.0	8	40.0	2	10.0	0	0.0	
0930	23	0	20	1	2	0	0	0930	0	0	1	1	7	9	4	1	0	0	0	0	0	0	31.0	35.9	14	60.9	5	21.7	0	0.0	0	0.0	
0945	21	0	19	2	0	0	0	0945	0	0	0	0	7	9	0	1	0	0	0	0	0	0	32.4	37.4	14	66.7	5	23.8	0	0.0	0	0.0	
1000	21	2	18	1	1	0	0	1000	0	0	0	3	1	10	4	2	0	0	0	0	0	0	31.7	38.9	16	76.2	6	28.6	0	0.0	0	0.0	
1015	29	4	23	2	0	0	0	1015	0	1	0	1	2	11	12	1	0	0	0	0	0	0	31.7	37.2	23	73.3	12	41.4	0	0.0	0	0.0	
1030	26	2	24	0	0	0	0	1030	0	0	0	2	2	13	5	3	1	0	0	0	0	0	29.2	36.6	9	34.6	4	15.4	0	0.0	0	0.0	
1045	37	1	32	3	1	0	0	1045	0	0	0	4	11	15	4	1	1	1	0	0	0	0	31.5	37.5	22	59.5	7	18.9	2	5.4	0	0.0	
1100	50	0	45	5	0	0	0	1100	0	0	0	5	17	18	7	2	0	1	0	0	0	0	31.5	37.0	28	56.0	10	20.0	1	2.0	0	0.0	
1115	50	1	44	5	0	0	0	1115	0	1	1	6	9	24	8	1	0	0	0	0	0	0	30.6	35.8	33	66.0	9	18.0	0	0.0	0	0.0	
1130	63	11	46	4	0	2	0	1130	5	4	3	10	17	17	7	0	0	0	0	0	0	0	26.0	34.0	24	38.1	7	11.1	0	0.0	0	0.0	
1145	49	1	46	2	0	0	0	1145	0	1	1	6	17	14	8	2	0	0	0	0	0	0	30.2	37.6	24	49.0	10	20.4	0	0.0	0	0.0	
1200	49	2	44	3	0	0	0	1200	0	1	0	6	22	11	8	1	0	0	0	0	0	0	29.6	35.8	20	40.8	9	18.4	0	0.0	0	0.0	
1215	36	1	33	2	0	0	0	1215	0	0	1	0	11	14	8	1	1	0	0	0	0	0	32.2	36.5	24	66.7	10	27.8	1	2.8	0	0.0	
1230	47	4	38	3	0	2	0	1230	0	1	0	7	13	10	12	2	2	0	0	0	0	0	31.5	38.6	26	55.3	16	34.0	2	4.3	0	0.0	
1245	44	2	38	4	0	0	0	1245	0	0	0	1	14	16	11	1	0	1	0	0	0	0	32.5	37.1	29	65.9	13	29.6	1	2.3	0	0.0	
1300	38	1	36	1	0	0	0	1300	0	0	0	2	7	15	11	2	1	0	0	0	0	0	33.1	37.9	29	76.3	14	36.8	1	2.6	0	0.0	
1315	44	1	39	3	1	0	0	1315	0	1	1	4	13	11	11	2	0	1	0	0	0	0	31.2	37.8	25								

DIR 1																													
TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	PSL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DIT SPEEDING	DIT% SPEEDING

PROJECT 25787 Havant
SITE 25787-001
LOCATION NEW LANE (NORTH)
DIRECTION SOUTHBOUND ↓
PSL 30mph

Mon 28 Sep	ALL VEHICLES										Time [--]	0 - 10 mph										10 - 15 mph										15 - 20 mph										20 - 25 mph										25 - 30 mph										30 - 35 mph										35 - 40 mph										40 - 45 mph										45 - 50 mph										50 - 60 mph										60 - 70 mph										70 - 80 mph										80 - 90 mph										90 - 100 mph										AVG SPD										85%ile										> 30mph										% > 30mph																																																																																																																																																																																																																																																																																																																																																																																																																																								
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Vbin 0-10	Vbin 10-15		Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30	PSL% 30	Vbin 30-40	Vbin 40-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Vpp 85	PSL 30</

DIR 2														TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	P%SL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DFT SPEEDING	DFT% SPEEDING
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PROJECT 25787 Havant
SITE 25787-001
LOCATION NEW LANE (NORTH)
DIRECTION NORTHBOUND ↑
PSL 30mph

ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL VEHICLES														ALL 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	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flx1	Time [-	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95	Mean	Vpp 85	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	JPLSL 30	

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-001
LOCATION	NEW LANE (NORTH)
DIRECTION	NORTHBOUND ↑
PSL	30mph

DAY 3	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-]	Vbin 0 10 15	Vbin 15 20 25 30 35	Vbin 35 40 45 50 60 70 80 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	PS 1 2 3 4 5 6 7 8 9 10	PS% 1 2 3 4 5 6 7 8 9 10	
0000	3	0	3	0	0	0	0		0000	0 0 0	0 1	1 0	0 0	31.5	2	66.7	1	33.3	0 0.0
0015	0	0	0	0	0	0	0		0015	0 0 0	0 0	0 0	0 0	-	-	0	0.0	0 0.0	
0030	0	0	0	0	0	0	0		0030	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0045	1	0	0	1	0	0	0		0045	0 0 0	0 1	0 0	0 0	34.7	1	100.0	0	0.0	
0100	1	0	1	0	0	0	0		0100	0 0 0	0 1	0 0	0 0	27.8	-	0	0.0	0 0.0	
0115	0	0	0	0	0	0	0		0115	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0130	0	0	0	0	0	0	0		0130	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0145	0	0	0	0	0	0	0		0145	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0200	0	0	0	0	0	0	0		0200	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0215	0	0	0	0	0	0	0		0215	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0230	1	0	1	0	0	0	0		0230	0 0 0	0 1	0 0	0 0	29.5	-	0	0.0	0 0.0	
0245	0	0	0	0	0	0	0		0245	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0300	0	0	0	0	0	0	0		0300	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0315	0	0	0	0	0	0	0		0315	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0330	3	0	1	0	2	0	0		0330	0 0 1	2 0	0 0	0 0	22.6	-	0	0.0	0 0.0	
0345	3	0	3	0	0	0	0		0345	0 0 0	1 0	0 1	1 0	37.8	2	66.7	2	66.7	
0400	0	0	0	0	0	0	0		0400	0 0 0	0 0	0 0	0 0	0	-	0	0.0	0 0.0	
0415	2	0	1	0	0	1	0		0415	0 0 0	1 0	0 1	0 0	30.6	1	50.0	1	50.0	
0430	1	1	0	0	0	0	0		0430	0 0 0	1 0	0 0	0 0	20.5	-	0	0.0	0 0.0	
0445	3	0	2	1	0	0	0		0445	0 0 0	1 1	1 0	0 0	27.0	1	33.3	0	0.0	
0500	6	0	6	0	0	0	0		0500	0 0 1	2 2	0 1	0 0	25.8	1	16.7	1	16.7	
0515	9	1	7	1	0	0	0		0515	0 0 1	4 3	1 0	0 0	24.7	1	11.1	0	0.0	
0530	14	0	14	0	0	0	0		0530	0 0 0	8 6	0 0	0 0	24.1	26.7	0	0.0	0 0.0	
0545	29	1	26	2	0	0	1		0545	1 1 0	9 14	1 2	0 0	26.3	32.2	4	13.3	3 10.0	
0600	15	0	14	1	0	0			0600	0 0 0	10 12	2 1	0 0	23.3	33.9	4	26.7	2 13.3	
0615	20	0	14	3	2	1	0		0615	1 1 1	8 6	2 1	0 0	24.4	32.5	3	15.0	1 5.0	
0630	43	0	36	6	1	0	0		0630	0 0 0	9 20	1 9	4 0	30.4	38.4	14	32.6	13 30.2	
0645	55	1	46	7	1	0	0		0645	0 0 1	13 25	13 2	0 1	28.2	33.6	16	29.1	3 5.5	
0700	63	4	50	9	0	0	0		0700	0 2 4	21 24	6 4	2 0	26.9	32.4	12	19.1	6 9.5	
0715	87	5	69	8	1	3	1		0715	1 1 8	30 37	6 3	1 0	25.3	28.6	10	11.5	4 4.6	
0730	67	2	54	11	0	0	0		0730	0 3 2	17 28	14 2	1 0	26.8	32.6	17	25.4	3 4.5	
0745	81	4	62	12	1	2	0		0745	0 1 1	25 33	12 9	0 0	27.2	34.0	21	25.9	9 11.1	
0800	87	2	63	18	1	2	1		0800	0 8 5	18 25	17 13	0 1	27.1	35.4	31	35.6	14 16.1	
0815	68	0	52	11	3	1	1		0815	0 0 3	20 30	10 5	0 0	26.9	31.9	15	5	7.4	
0830	66	0	54	8	4	0	0		0830	0 0 4	25 22	10 4	0 0	26.6	32.8	15	22.7	5 7.6	
0845	89	1	72	9	5	1	1		0845	0 1 4	29 29	15 7	3 1	27.4	33.2	26	29.2	11 12.4	
0900	58	0	45	9	2	1	1		0900	0 0 4	17 21	10 5	1 0	27.0	32.0	16	27.6	6 10.3	
0915	65	1	52	7	4	1	0		0915	0 1 3	15 22	11 9	4 0	28.8	35.7	24	36.9	13 20.0	
0930	32	0	21	7	2	2	0		0930	0 3 3	11 9	2 2	2 0	25.8	30.5	6	18.8	4 12.5	
0945	64	0	45	16	3	0	0		0945	0 1 4	16 20	11 1	2 0	28.4	35.7	23	35.9	12 18.8	
1000	50	1	30	15	4	0	0		1000	0 1 1	7 19	15 6	1 0	29.3	34.9	22	44.0	7 14.0	
1015	36	0	24	8	2	1	1		1015	0 0 3	6 11	9 4	1 0	28.3	33.5	13	36.1	4 11.1	
1030	49	0	37	6	4	1	0		1030	0 1 0	12 18	6 9	2 0	28.9	36.3	17	35.4	11 22.9	
1045	58	2	43	12	2	0	0		1045	0 0 2	11 21	14 8	2 1	29.6	36.1	25	42.4	11 18.6	
1100	37	0	28	5	3	0	1		1100	0 1 1	4 12	10 5	3 1	30.9	38.3	19	51.4	9 24.3	
1115	57	2	38	11	5	0	1		1115	0 2 2	12 21	11 6	3 0	28.3	35.3	20	35.1	9 15.8	
1130	39	0	32	6	1	0	0		1130	0 1 1	12 13	6 5	0 1	27.8	36.0	12	30.8	6 15.4	
1145	42	1	27	7	6	1	0		1145	0 0 3	7 13	11 3	2 3	30.4	39.5	19	45.2	8 19.1	
1200	56	2	45	6	1	2	0		1200	1 1 0	20 20	8 4	1 1	27.5	33.9	14	25.0	6 10.7	
1215	42	0	32	8	1	1	0		1215	0 0 2	10 16	12 0	2 0	27.8	32.0	14	33.3	2 4.8	
1230	46	1	29	8	6	0	2		1230	0 0 4	13 19	7 3	0 0	26.4	32.9	10	21.7	3 6.5	
1245	64	3	43	11	3	3	1		1245	0 1 4	23 17	16 2	1 0	26.8	33.1	19	29.7	3 4.7	
1300	59	1	47	9	2	0	0		1300	0 1 1	13 19	16 5	3 1	29.1	35.8	25	42.4	9 15.3	
1315	69	0	55	10	3	1	0		1315	0 0 0	14 22	22 8	3 0	29.9	35.1	33	47.8	11 15.9	
1330	40	0	27	9	3	0	1		1330	0 0 2	9 13	14 2	0 0	28.7	34.1	16	40.0	2 5.0	
1345	46	2	33	7	3	0	1		1345	1 0 3	9 15	9 6	1 2	28.7	35.8	18	39.1	9 19.6	
1400	50	1	36	10	1	1	1		1400	1 1 0	4 13	16 10	4 2	27.5	33.2	16	32.0	6 12.0	
1415	54	0	39	10	4	0	1		1415	0 14	10 12	12 6	8 0	28.9	35.7	29	37.0	8 14.8	
1430	45	1	35	6	2	1	0		1430	1 0 1	10 15	12 3	3 0	28.9	35.1	18	40.6	6 13.3	
1445	56	1	46	6	2	1	0		1445	0 0 1	16 9	12 14	4 0	30.7	37.7	30	53.6	18 32.1	
1500	66	0	49	13	4	0	0		1500	0 0 2	19 25	7 11	2 0	28.7	36.2	20	30.3	13 19.7	
1515	63	1	40	19	2	1	0		1515	0 1 0	21 21	15 4	1 0	27.3	32.7	20	31.8	5 7.9	
1530	55	1	36	14	3	1	0		1530	0 2 2	12 17	7 12	3 0	29.2	37.6	22	40.0	15 27.3	
1545	57	0	42	9	5	1	0		1545	0 0 1	16 18	15 5	1 0	28.9	34.5	22	38.6	7 12.3	
1600	54	0	39	10	5	0	0		1600	0 1 1	11 17	15 8	0 1	29.2	35.3	24	44.4	9 16.7	
1615	59	3	43	8	4	0	1		1615	0 1 0	13 21	17 4	3 0	29.1	34.8	24	40.7	7 11.9	
1630	80	2	62	14	1	1	0		1630	0 1 1	10 17	29 19	2 1	31.4	36.7	51	63.8	22 27.5	
1645	64	1	61	2	0	0	0		1645	0 1 2	9 27	18 4	3 0	29.0	34.1	25	39.1	7 10.9	
1700	58	2	53	3	0	0	0		1700	0 0 0	9 14	21 11	3 0	31.0	35.9	35	60.3	14 24.1	
1715	61	5	47	7	2	0	0		1715	1 2 3	10 21	15 4	3 2	28.3	35.6	24	39.3	9 14.8	
1730	51	0	47	4	0	0	0		1730	0 1 0	2 20	13 9	5 1	32.0	39.1	28	54.9	15 29.4	
1745	43	0	40	3	0	0	0		1745	0 0 1	5 16	17 4	0 0	29.8	34.2	21	48.8	4 9.3	
1800	33	1	27	4	1	0	0		1800	0 0 0	5 7	13 7	1 0	31.3	37.4	21	63.6	8 24.2	
1815	39	1	32	5	0	0	1		1815	0 0 2	4 9	15 3	5 0	31.8	41.2	24	61.5	9 23.1	
1830	32	1	27	3	2	0	1		1830	0 4 1	4 9	11 4	1 0	32.3	39.3	14	43.8	1 31.1	
1845	30	0	24	6	0	0	0		1845	0 0 0	3 11	4 2	2 2	32.1	41.6	16	53.3	7 23.3	
1900	25	0	24	1	0	0	0		1900	0 0 0	5 9	7 3	1 0	30.1	35.9	11	44.0	4 16.0	
1915	22	0	21	1	0	0	0		1915	0 0 0	3 8	5 6	1 0	30.6	37.7	11	50.0	6 27.3	
1930	23	0	20	2	1	0	0		1930	0 0 0	3 9	5 5	1 0	30.6	37.9	11	47.8	6 26.1	
1945	17	0	16	0	1	0	0		1945	0 0 0	3 3	5 5	0 1	32.1	38.3	11	64.7	6 35.3	
2000	12	0	9	2	0	1	0		2000	0 0 1	0 4	3 3	1 0	31.1	37.9	7	58.3	4 33.3	
2015	7	0	7	0	0	0	0		2015	0 0 0	0 5	0 2	0 0	29.7	-	2	28.6	2 28.6	
2030	20	0</																	

DIR 2														TOTAL	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	TIME	0-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-60mph	60-70mph	70-80mph	80-90mph	90mph+	AVG SPD	85%ile	PSL SPEEDING	P%SL% SPEEDING	ACPO SPEEDING	ACPO% SPEEDING	DIT SPEEDING	DIT% SPEEDING
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PROJECT 25787 Havant
SITE 25787-001
LOCATION NEW LANE (NORTH)
DIRECTION NORTHBOUND ↑
PSL 30mph

Fri 25 Sep		ALL VEHICLES										0 - 10 mph										10 - 15 mph										15 - 20 mph										20 - 25 mph										25 - 30 mph										30 - 35 mph										35 - 40 mph										40 - 45 mph										45 - 50 mph										50 - 60 mph										60 - 70 mph										70 - 80 mph										80 - 90 mph										90 - 100 mph										AVG SPD										85%ile										> 30mph										% > 30mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		Mocycles										Cars, taxis, 4WD										LGV										OGV1										OGV2										PSV																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-001
LOCATION	NEW LANE (NORTH)
DIRECTION	NORTHBOUND ↑
PSL	30mph

Sat 26 Sep																																											
DAY 5	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [-	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Vbin 100	Mean	Vpp 85	JPSL 30	JPSL% 30	PS 1 30	PS 2 30	PS 3 30	PS 4 30	PS 5 30	PS 6 30	PS 7 30	PS 8 30	PS 9 30	PS 10 30						
0000	4	1	2	1	0	0	0		0000	0	1	0	2	0	0	0	0	0	1	0	0	0	29.6	-	1	25.0	1	25.0	1	25.0	0	0	0	0	0	0	0	0	0	0			
0015	0	0	0	0	0	0	0		0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0030	3	0	3	0	0	0	0		0030	0	0	0	0	1	0	1	0	1	0	0	0	0	39.8	-	2	66.7	2	66.7	1	33.3	0	0	0	0	0	0	0	0	0	0			
0045	3	0	3	0	0	0	0		0045	0	0	0	1	1	1	0	0	0	0	0	0	0	28.4	-	1	33.3	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0		0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0115	0	0	0	0	0	0	0		0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0145	1	0	1	0	0	0	0		0145	0	0	0	0	1	0	0	0	0	0	0	0	0	29.5	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0		0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0215	2	0	2	0	0	0	0		0215	0	0	0	0	0	1	0	0	1	0	0	0	0	41.7	-	2	100.0	1	50.0	1	50.0	1	50.0	0	0	0	0	0	0	0	0	0		
0230	0	0	0	0	0	0	0		0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0245	1	1	0	0	0	0	0		0245	0	0	0	0	1	0	0	0	0	0	0	0	0	25.2	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0315	2	0	2	0	0	0	0		0315	0	0	0	0	1	1	0	0	0	0	0	0	0	30.1	-	1	50.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0		
0330	0	0	0	0	0	0	0		0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0345	1	0	1	0	0	0	0		0345	0	0	0	0	1	0	0	0	0	0	0	0	0	29.7	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0		0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0415	0	0	0	0	0	0	0		0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0430	3	0	2	1	0	0	0		0430	0	0	0	2	0	1	0	0	0	0	0	0	0	29.1	-	1	33.3	1	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0		
0445	3	0	3	0	0	0	0		0445	0	0	0	2	0	0	1	0	0	0	0	0	0	31.4	-	1	33.3	1	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0		0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0			
0515	3	0	2	0	0	1	0		0515	0	1	0	1	1	0	0	0	0	0	0	0	0	21.1	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0		
0530	6	1	5	2	0	0	0		0530	0	1	0	2	2	0	0	0	0	0	0	0	0	25.5	-	1	16.7	1	16.7	0	0	0	0	0	0	0	0	0	0	0	0	0		
0545	11	1	8	2	0	0	0		0545	0	2	0	5	5	0	0	0	0	0	0	0	24.4	-	29.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	4	0	4	0	0	0	0		0600	0	0	0	1	3	0	0	0	0	0	0	0	28.1	-	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0		
0615	6	0	3	2	0	1	0		0615	0	0	0	3	2	0	0	1	0	0	0	0	0	27.3	-	1	16.7	1	16.7	0	0	0	0	0	0	0	0	0	0	0	0	0		
0630	10	1	7	2	0	0	0		0630	0	0	1	4	3	2	0	0	0	0	0	0	0	25.5	-	2	20.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0645	9	0	6	3	0	0	0		0645	0	0	2	2	2	2	0	1	0	0	0	0	0	27.4	-	3	33.3	1	11.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	14	2	10	2	0	0	0		0700	0	1	1	2	4	3	3	0	0	0	0	0	0	28.1	-	37.5	6	42.9	3	21.4	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715	13	1	12	0	0	0	0		0715	0	1	0	6	4	1	1	0	0	0	0	0	0	25.2	-	30.7	2	15.4	1	7.7	0	0	0	0	0	0	0	0	0	0	0	0		
0730	10	1	7	1	1	0	0		0730	0	1	1	5	2	4	1	0	0	0	1	0	0	27.5	-	2	20.0	1	10.0	1	10.0	0	0	0	0	0	0	0	0	0	0	0		
0745	24	1	21	2	0	0	0		0745	0	0	1	5	10	6	1	0	0	1	0	0	0	28.9	-	32.7	8	33.3	2	8.3	1	4.2	0	0	0	0	0	0	0	0	0	0		
0800	15	0	11	4	0	0	0		0800	0	0	1	1	5	3	4	1	0	0	0	0	0	30.8	-	39.6	8	53.3	5	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815	20	0	19	1	0	0	0		0815	0	0	2	4	10	2	0	2	0	0	0	0	0	27.2	-	32.3	4	20.0	2	10.0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830	22	0	16	4	1	1	0		0830	0	0	1	2	12	3	4	0	0	0	0	0	0	28.9	-	36.8	7	31.8	4	18.2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845	36	0	33	3	0	0	0		0845	0	0	0	2	10	9	14	0	1	0	0	0	0	33.0	-	38.9	24	66.7	15	41.7	1	2.8	0	0	0	0	0	0	0	0	0	0	0	0
0900	26	1	23	1	1	0	0		0900	0	1	0	3	6	7	7	1	0	0	0	0	0	31.4	-	37.7	16	61.5	9	34.6	1	3.8	0	0	0	0	0	0	0	0	0	0	0	
0915	39	0	33	6	0	0	0		0915	0	0	0	3	11	15	7	2	1	0	0	0	0	31.7	-	36.1	25	64.1	10	25.6	1	2.6	0	0	0	0	0	0	0	0	0	0	0	
0930	38	2	27	8	1	0	0		0930	0	4	2	7	9	13	2	0	1	0	0	0	0	27.5	-	33.9	16	42.1	3	7.9	1	2.6	0	0	0	0	0	0	0	0	0	0	0	
0945	50	4	39	6	1	0	0		0945	0	1	1	5	23	8	10	1	1	0	0	0	0	30.0	-	37.8	20	40.0	12	24.0	1	2.0	0	0	0	0	0	0	0	0	0	0	0	
1000	43	2	35	5	1	0	0		1000	0	1	0	5	10	13	11	3	0	0	0	0	0	31.7	-	38.1	27	62.8	14	32.6	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015	48	4	40	4	2	0	0		1015	0	1	0	6	15	11	11	3	0	0	0	0	0	30.7	-	38.0	25	53.4	14	29.2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030	54	2	47	4	0	1	0		1030	0	1	2	3	20	8	13	7	0	0	0	0	0	31.6	-	39.1	28	51.9	20	37.0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045	59	0	52	7	0	0	0		1045	0	0	1	13	11	16	12	4	2	0	0	0	0	31.4	-	38.6	34	57.6	18	30.5	2	3.4	0	0	0	0	0							

DIR 2																												
TOTAL																												
CLASS 1																												
CLASS 2																												
CLASS 3																												
CLASS 4																												
CLASS 5																												
CLASS 6																												
TIME																												
0-10mph																												
10-15mph																												
15-20mph																												
20-25mph																												
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30-35mph																												
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40-45mph																												
45-50mph																												
50-60mph																												
60-70mph																												
70-80mph																												
80-90mph																												
90mph+																												
AVG SPD																												
85%ile																												
PSL SPEEDING																												
PSL% SPEEDING																												
ACPO SPEEDING																												
ACPO% SPEEDING																												
DIT SPEEDING																												
DIT% SPEEDING																												

PROJECT 25787 Havant
SITE 25787-001
LOCATION NEW LANE (NORTH)
DIRECTION NORTHBOUND ↑
PSL 30mph

Sun 27 Sep	ALL VEHICLES										Time [--]	0 - 10 mph																AVG SPD		85%ile	> 30mph	% > 30mph
	Mcycles						Cars, taxis, 4WD						LGV						OGV1		OGV2		PSV		AVG SPD		85%ile	> 30mph	% > 30mph			
	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Vbin 0-10	Vbin 10-15	Vbin 15-20		Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	PSL 100	PSL% 100	PSL 1000	PSL% 1000		
DAY 6	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	
0015	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0.0	0	0.0	0	0.0	
0030	2	0	2	0	0	0	0	0030	0	0	0	2	0	0	0	0	0	0	0	0	0	0	24.6	-	0	0.0	0	0.0	0	0.0		
0045	1	0	1	0	0	0	0	0045	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.2	-	0	0.0	0	0.0	0	0.0		
0100	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0115	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0200	1	0	1	0	0	0	0	0200	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.7	-	0	0.0	0	0.0	0	0.0		
0215	0	0	0	0	0	0	0	0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0230	1	0	1	0	0	0	0	0230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	37.3	-	1	100.0	1	100.0	0	0.0		
0245	1	0	0	0	1	0	0	0245	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21.7	-	0	0.0	0	0.0	0	0.0		
0300	1	0	1	0	0	0	0	0300	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.7	-	0	0.0	0	0.0	0	0.0		
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0330	0	0	0	0	0	0	0	0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0400	0	0	0	0	0	0	0	0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0415	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0430	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0445	2	1	1	0	0	0	0	0445	0	0	0	0	1	1	0	0	0	0	0	0	0	0	28.1	-	1	50.0	0	0.0	0	0.0		
0500	1	0	1	0	0	0	0	0500	0	0	0	0	1	0	0	0	0	0	0	0	0	0	26.9	-	0	0.0	0	0.0	0	0.0		
0515	1	0	1	0	0	0	0	0515	0	0	0	0	1	0	0	0	0	0	0	0	0	0	27.0	-	0	0.0	0	0.0	0	0.0		
0530	2	1	1	0	0	0	0	0530	0	1	0	0	1	0	0	0	0	0	0	0	0	0	21.0	-	0	0.0	0	0.0	0	0.0		
0545	6	1	5	0	0	0	0	0545	0	0	0	1	5	0	0	0	0	0	0	0	0	0	25.9	-	0	0.0	0	0.0	0	0.0		
0600	4	0	4	0	0	0	0	0600	0	0	0	0	3	1	0	0	0	0	0	0	0	0	28.7	-	1	25.0	0	0.0	0	0.0		
0615	0	0	0	0	0	0	0	0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0630	4	0	2	1	1	0	0	0630	0	0	0	0	2	1	0	0	1	0	0	0	0	0	33.5	-	2	50.0	1	25.0	1	25.0		
0645	6	0	5	1	0	0	0	0645	0	0	1	1	1	1	0	1	0	0	0	0	0	0	31.9	-	3	50.0	2	33.3	1	16.7		
0700	3	0	2	1	0	0	0	0700	0	0	0	0	2	0	1	0	0	0	0	0	0	0	29.9	-	1	33.3	1	33.3	0	0.0		
0715	11	1	7	2	0	1	0	0715	0	2	1	3	3	1	0	0	1	0	0	0	0	0	24.3	36.5	2	18.2	1	9.1	1	9.1		
0730	10	1	9	0	0	0	0	0730	1	0	0	2	3	2	1	1	0	0	0	0	0	0	28.1	-	4	40.0	2	20.0	0	0.0		
0745	9	0	9	0	0	0	0	0745	0	0	0	1	5	2	0	1	0	0	0	0	0	0	29.5	-	3	33.3	1	11.1	0	0.0		
0800	7	0	6	1	0	0	0	0800	0	0	0	1	2	3	1	0	0	0	0	0	0	0	30.5	-	4	57.1	1	14.3	0	0.0		
0815	6	1	5	0	0	0	0	0815	0	1	1	2	0	1	0	0	1	0	0	0	0	0	25.8	-	2	33.3	1	16.7	1	16.7		
0830	9	0	8	0	1	0	0	0830	0	0	0	2	3	4	0	0	0	0	0	0	0	0	28.3	-	4	44.4	0	0.0	0	0.0		
0845	18	1	16	1	0	0	0	0845	0	1	1	5	4	2	3	2	0	0	0	0	0	0	28.4	38.7	7	38.9	5	27.8	0	0.0		
0900	10	0	10	0	0	0	0	0900	0	0	0	0	3	3	2	1	1	0	0	0	0	0	34.1	-	7	70.0	4	40.0	1	10.0		
0915	26	4	20	2	0	0	0	0915	0	0	0	3	6	8	2	1	0	5	0	0	0	0	37.5	54.0	17	65.4	9	34.6	6	23.1		
0930	13	1	9	3	0	0	0	0930	0	1	1	4	3	3	0	1	0	0	0	0	0	0	26.7	34.8	4	30.8	1	7.7	0	0.0		
0945	18	2	15	1	0	0	0	0945	0	1	0	1	6	8	1	1	0	0	0	0	0	0	29.9	34.7	10	55.6	2	11.1	0	0.0		
1000	18	1	15	2	0	0	0	1000	0	1	0	3	3	5	2	3	1	0	0	0	0	0	32.1	41.1	11	61.1	6	33.3	1	5.6		
1015	23	2	18	2	1	0	0	1015	2	0	1	2	5	8	5	0	0	0	0	0	0	0	29.1	36.3	13	56.5	5	21.7	0	0.0		
1030	34	0	20	4	0	0	0	1030	0	0	0	6	8	2	5	3	0	0	0	0	0	0	31.0	39.2	10	41.7	8	33.3	0	0.0		
1045	30	1	26	2	0	1	0	1045	0	2	0	9	6	7	1	4	0	1	0	0	0	0	29.5	41.6	13	43.3	6	20.0	1	3.3		
1100	26	0	24	1	0	1	0	1100	0	0	1	4	6	10	4	1	0	0	0	0	0	0	30.3	37.9	15	57.7	5	19.2	0	0.0		
1115	39	1	35	3	0	0	0	1115	0	1	2	8	11	9	4	4	0	0	0	0	0	0	29.3	39.1	17	43.6	8	20.5	0	0.0		
1130	24	0	21	3	0	0	0	1130	0	0	0	6	8	4	3	3	0	0	0	0	0	0	30.2	38.2	10	41.7	6	25.0	0	0.0		
1145	37	4	28	5	0	0	0	1145	1	0	2	9	10	6	3	6	0	0	0	0	0	0	29.4	41.3	15	40.5	9	24.3	0	0.0		
1200	42	5	34	2	1	0	0	1200	0	0	2	7	10	9	7	5	0	2	0	0	0	0	31.9	40.3	23	54.8	14	33.3	2	4.8		
1215	37	1	33	3	0	0	0	1215	0	0	0	5	10	6	12	4	0	0	0	0	0	0	32.4	38.9	22	59.5	1					

DIR 2	
TOTAL	
CLASS 1	
CLASS 2	
CLASS 3	
CLASS 4	
CLASS 5	
CLASS 6	
TIME	
0-10mph	
10-15mph	
15-20mph	
20-25mph	
25-30mph	
30-35mph	
35-40mph	
40-45mph	
45-50mph	
50-60mph	
60-70mph	
70-80mph	
80-90mph	
90mph+	
AVG SPD	
85%ile	
PSL SPEEDING	
PSL% SPEEDING	
ACPO SPEEDING	
ACPO% SPEEDING	
DIT SPEEDING	
DIT% SPEEDING	

PROJECT	25787 Havant
SITE	25787-001
LOCATION	NEW LANE (NORTH)
DIRECTION	NORTHBOUND ↑
PSL	30mph

[illegible]

Appendix H

Modelling Results

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462			
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Filename: New Lane Junctions (PD01 Rev E) v1.0.j9

Path: C:\DSN\Work\205452 - New Lane, Havant

Report generation date: 02/07/2021 12:08:25

- »2021 Obs + Proposed Dev, AM (0730-0830)
- »2021 Obs + Proposed Dev, AM (0800-0900)
- »2021 Obs + Proposed Dev, PM (1630-1730)
- »2026 Base + Proposed Dev, AM (0730-0830)
- »2026 Base + Proposed Dev, AM (0800-0900)
- »2026 Base + Proposed Dev, PM (1630-1730)

Summary of junction performance

	AM (0730-0830)				AM (0800-0900)				PM (1630-1730)			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
	2021 Obs + Proposed Dev											
1 - North Access - Stream B-AC	D7	0.2	7.57	0.17	D8	0.3	7.95	0.21	D9	0.0	0.00	0.00
1 - North Access - Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00		0.4	6.25	0.18
2 - Central Access - Stream B-AC		0.0	0.00	0.00		0.0	0.00	0.00		0.1	8.12	0.11
2 - Central Access - Stream C-AB		0.6	5.98	0.26		0.5	5.83	0.23		0.0	0.00	0.00
3 - Crossland Drive - Stream B-AC		2.2	19.33	0.69		2.3	20.79	0.70		2.2	25.92	0.69
3 - Crossland Drive - Stream C-AB		0.7	9.03	0.37		0.9	10.23	0.44		5.2	31.92	0.84
4 - South Access - Stream B-AC		0.2	8.93	0.20		0.3	9.51	0.24		0.0	0.00	0.00
4 - South Access - Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00		0.0	0.00	0.00
	2026 Base + Proposed Dev											
1 - North Access - Stream B-AC	D13	0.2	7.66	0.18	D14	0.3	8.07	0.21	D15	0.0	0.00	0.00
1 - North Access - Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00		0.4	6.24	0.19
2 - Central Access - Stream B-AC		0.0	0.00	0.00		0.0	0.00	0.00		0.1	8.33	0.12
2 - Central Access - Stream C-AB		0.6	5.93	0.26		0.5	5.78	0.24		0.0	0.00	0.00
3 - Crossland Drive - Stream B-AC		2.7	22.34	0.73		2.8	24.45	0.75		2.7	31.46	0.74
3 - Crossland Drive - Stream C-AB		0.7	9.29	0.39		1.0	10.64	0.47		8.0	47.19	0.90
4 - South Access - Stream B-AC		0.2	9.03	0.20		0.3	9.63	0.24		0.0	0.00	0.00
4 - South Access - Stream C-AB		0.0	0.00	0.00		0.0	0.00	0.00		0.0	0.00	0.00

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

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

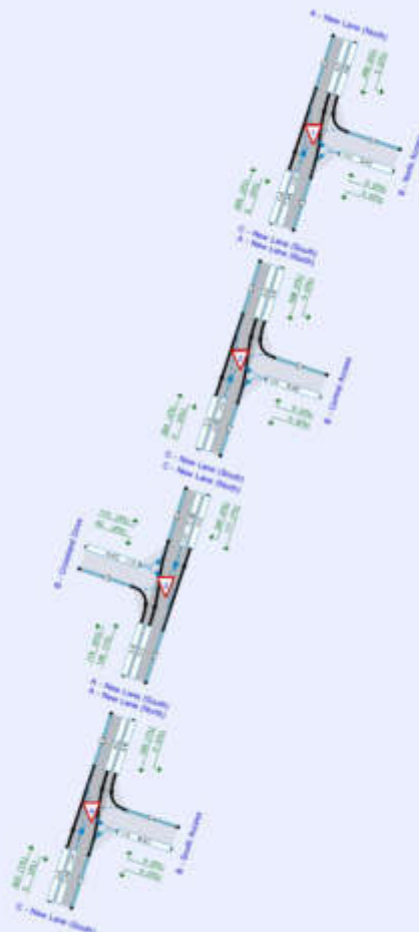
File summary

File Description

Title	New Lane, Havant
Location	New Lane Junctions
Site number	
Date	02/07/2021
Version	
Status	Proposed Junction Layouts (with 1.5m cycle lanes)
Identifier	
Client	
Jobnumber	205452
Enumerator	David Noyce
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCUs/hr).
Reverses (black/white) show RFC (1)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	50.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2021 Observed	AM (0730-0830)	ONE HOUR	07:15	08:45	15			
D2	2021 Observed	AM (0800-0900)	ONE HOUR	07:45	09:15	15			
D3	2021 Observed	PM (1630-1730)	ONE HOUR	16:15	17:45	15			
D4	: Proposed Dev	AM (0730-0830)	ONE HOUR	07:15	08:45	15			
D5	: Proposed Dev	AM (0800-0900)	ONE HOUR	07:45	09:15	15			
D6	: Proposed Dev	PM (1630-1730)	ONE HOUR	16:15	17:45	15			
D7	2021 Obs + Proposed Dev	AM (0730-0830)	ONE HOUR	07:15	08:45	15	✓	Simple	D1+D4
D8	2021 Obs + Proposed Dev	AM (0800-0900)	ONE HOUR	07:45	09:15	15	✓	Simple	D2+D5
D9	2021 Obs + Proposed Dev	PM (1630-1730)	ONE HOUR	16:15	17:45	15	✓	Simple	D3+D6
D10	2026 Base	AM (0730-0830)	ONE HOUR	07:15	08:45	15		Simple	D1*1.0691
D11	2026 Base	AM (0800-0900)	ONE HOUR	07:45	09:15	15		Simple	D2*1.0691
D12	2026 Base	PM (1630-1730)	ONE HOUR	16:15	17:45	15		Simple	D3*1.0678
D13	2026 Base + Proposed Dev	AM (0730-0830)	ONE HOUR	07:15	08:45	15	✓	Simple	D10+D4
D14	2026 Base + Proposed Dev	AM (0800-0900)	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D5
D15	2026 Base + Proposed Dev	PM (1630-1730)	ONE HOUR	16:15	17:45	15	✓	Simple	D12+D6

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2021 Obs + Proposed Dev, AM (0730-0830)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	3 - Crossland Drive - C - New Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2026 Base + Proposed Dev, AM (0730-0830)	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Access	T-Junction	Two-way		1.03	A
2	Central Access	T-Junction	Two-way		1.40	A
3	Crossland Drive	T-Junction	Two-way		10.60	B
4	South Access	T-Junction	Two-way		2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - North Access	A	New Lane (North)		Major
	B	North Access		Minor
	C	New Lane (South)		Major
2 - Central Access	A	New Lane (North)		Major
	B	Central Access		Minor
	C	New Lane (South)		Major
3 - Crossland Drive	A	New Lane (South)		Major
	B	Crossland Drive		Minor
	C	New Lane (North)		Major
4 - South Access	A	New Lane (North)		Major
	B	South Access		Minor
	C	New Lane (South)		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - North Access	C - New Lane (South)	6.20			120.0	✓	0.00
2 - Central Access	C - New Lane (South)	6.20			120.0	✓	0.00
3 - Crossland Drive	C - New Lane (North)	5.36			120.0	✓	0.00
4 - South Access	C - New Lane (South)	6.20			120.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - North Access	B - North Access	One lane	4.20	33	28
2 - Central Access	B - Central Access	One lane	4.20	37	28
3 - Crossland Drive	B - Crossland Drive	One lane	3.90	32	43
4 - South Access	B - South Access	One lane	4.44	23	31

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 - North Access	B-A	562	0.102	0.257	0.161	0.367
	B-C	719	0.109	0.276	-	-
	C-B	643	0.247	0.247	-	-

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
4 - South Access	B-A	572	0.103	0.261	0.164	0.373
	B-C	736	0.112	0.283	-	-
	C-B	643	0.247	0.247	-	-

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
2 - Central Access	B-A	564	0.102	0.257	0.162	0.368
	B-C	719	0.109	0.276	-	-
	C-B	643	0.247	0.247	-	-

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
3 - Crossland Drive	B-A	555	0.104	0.263	0.165	0.375
	B-C	710	0.112	0.283	-	-
	C-B	643	0.256	0.256	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2021 Obs + Proposed Dev	AM (0730-0830)	ONE HOUR	07:15	08:45	15	✓	Simple	D1+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Access	A - New Lane (North)		ONE HOUR	✓	237	100.000
	B - North Access		ONE HOUR	✓	91	100.000
	C - New Lane (South)		ONE HOUR	✓	338	100.000
2 - Central Access	A - New Lane (North)		ONE HOUR	✓	305	100.000
	B - Central Access		ONE HOUR	✓	0	100.000
	C - New Lane (South)		ONE HOUR	✓	442	100.000
3 - Crossland Drive	A - New Lane (South)		ONE HOUR	✓	226	100.000
	B - Crossland Drive		ONE HOUR	✓	383	100.000
	C - New Lane (North)		ONE HOUR	✓	270	100.000
4 - South Access	A - New Lane (North)		ONE HOUR	✓	141	100.000
	B - South Access		ONE HOUR	✓	91	100.000
	C - New Lane (South)		ONE HOUR	✓	134	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	237
	B - North Access	23	0	68
	C - New Lane (South)	338	0	0

Demand (PCU/hr)

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	1	140
	B - South Access	91	0	0
	C - New Lane (South)	134	0	0

Demand (PCU/hr)

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	35	270
	B - Central Access	0	0	0
	C - New Lane (South)	338	104	0

Demand (PCU/hr)

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	111	115
	B - Crossland Drive	56	0	327
	C - New Lane (North)	85	185	0

Vehicle Mix

Heavy Vehicle Percentages

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	1
	B - North Access	0	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	100	1
	B - South Access	1	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	0	1
	B - Central Access	0	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	1	1
	B - Crossland Drive	3	0	0
	C - New Lane (North)	0	2	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Access	B-AC	0.17	7.57	0.2	A	84	125
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					310	465
	A-B					0	0
	A-C					217	326
2 - Central Access	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.26	5.98	0.6	A	161	241
	C-A					245	367
	A-B					32	48
	A-C					248	372
3 - Crossland Drive	B-AC	0.69	19.33	2.2	C	351	527
	C-AB	0.37	9.03	0.7	A	194	291
	C-A					54	80
	A-B					102	153
	A-C					106	158
4 - South Access	B-AC	0.20	8.93	0.2	A	84	125
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					123	184
	A-B					0.92	1
	A-C					128	193

Main Results for each time segment

07:15 - 07:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	69	17	607	0.113	68	0.0	0.1	6.676	A
	C-AB	0	0	599	0.000	0	0.0	0.0	0.000	A
	C-A	254	64			254				
	A-B	0	0			0				
	A-C	178	45			178				
2 - Central Access	B-AC	0	0	527	0.000	0	0.0	0.0	0.000	A
	C-AB	118	29	758	0.155	117	0.0	0.3	5.627	A
	C-A	215	54			215				
	A-B	26	7			26				
	A-C	203	51			203				
3 - Crossland Drive	B-AC	288	72	633	0.456	285	0.0	0.8	10.326	B
	C-AB	155	39	643	0.241	153	0.0	0.3	7.448	A
	C-A	49	12			49				
	A-B	84	21			84				
	A-C	87	22			87				
4 - South Access	B-AC	69	17	528	0.130	68	0.0	0.1	7.897	A
	C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
	C-A	101	25			101				
	A-B	0.75	0.19			0.75				
	A-C	105	26			105				

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	82	20	594	0.138	82	0.1	0.2	7.025	A
	C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
	C-A	304	76			304				
	A-B	0	0			0				
	A-C	213	53			213				
2 - Central Access	B-AC	0	0	505	0.000	0	0.0	0.0	0.000	A
	C-AB	153	38	783	0.196	153	0.3	0.4	5.740	A
	C-A	244	61			244				
	A-B	31	8			31				
	A-C	243	61			243				
3 - Crossland Drive	B-AC	344	86	622	0.553	343	0.8	1.2	12.876	B
	C-AB	189	47	643	0.294	188	0.3	0.5	8.037	A
	C-A	54	13			54				
	A-B	100	25			100				
	A-C	103	26			103				
4 - South Access	B-AC	82	20	520	0.157	82	0.1	0.2	8.307	A
	C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
	C-A	120	30			120				
	A-B	0.90	0.22			0.90				
	A-C	126	31			126				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	100	25	576	0.174	100	0.2	0.2	7.559	A
	C-AB	0	0	579	0.000	0	0.0	0.0	0.000	A
	C-A	372	93			372				
	A-B	0	0			0				
	A-C	261	65			261				
2 - Central Access	B-AC	0	0	475	0.000	0	0.0	0.0	0.000	A
	C-AB	211	53	817	0.258	210	0.4	0.5	5.964	A
	C-A	276	69			276				
	A-B	39	10			39				
	A-C	297	74			297				
3 - Crossland Drive	B-AC	422	105	608	0.693	418	1.2	2.1	18.671	C
	C-AB	239	60	643	0.371	238	0.5	0.7	8.999	A
	C-A	59	15			59				
	A-B	122	31			122				
	A-C	127	32			127				
4 - South Access	B-AC	100	25	508	0.197	100	0.2	0.2	8.918	A
	C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
	C-A	148	37			148				
	A-B	1	0.28			1				
	A-C	154	39			154				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	100	25	576	0.174	100	0.2	0.2	7.565	A
	C-AB	0	0	579	0.000	0	0.0	0.0	0.000	A
	C-A	372	93			372				
	A-B	0	0			0				
	A-C	261	65			261				
2 - Central Access	B-AC	0	0	475	0.000	0	0.0	0.0	0.000	A
	C-AB	211	53	817	0.259	211	0.5	0.6	5.982	A
	C-A	275	69			275				
	A-B	39	10			39				
	A-C	297	74			297				
3 - Crossland Drive	B-AC	422	105	608	0.693	421	2.1	2.2	19.332	C
	C-AB	239	60	643	0.371	239	0.7	0.7	9.029	A
	C-A	59	15			59				
	A-B	122	31			122				
	A-C	127	32			127				
4 - South Access	B-AC	100	25	508	0.197	100	0.2	0.2	8.929	A
	C-AB	0	0	605	0.000	0	0.0	0.0	0.000	A
	C-A	148	37			148				
	A-B	1	0.28			1				
	A-C	154	39			154				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	82	20	594	0.138	82	0.2	0.2	7.033	A
	C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
	C-A	304	76			304				
	A-B	0	0			0				
	A-C	213	53			213				
2 - Central Access	B-AC	0	0	505	0.000	0	0.0	0.0	0.000	A
	C-AB	154	38	783	0.196	154	0.6	0.4	5.766	A
	C-A	244	61			244				
	A-B	31	8			31				
	A-C	243	61			243				
3 - Crossland Drive	B-AC	344	86	622	0.553	348	2.2	1.3	13.374	B
	C-AB	189	47	643	0.294	190	0.7	0.5	8.076	A
	C-A	54	13			54				
	A-B	100	25			100				
	A-C	103	26			103				
4 - South Access	B-AC	82	20	520	0.157	82	0.2	0.2	8.322	A
	C-AB	0	0	612	0.000	0	0.0	0.0	0.000	A
	C-A	120	30			120				
	A-B	0.90	0.22			0.90				
	A-C	126	31			126				

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	69	17	607	0.113	69	0.2	0.1	6.692	A
	C-AB	0	0	599	0.000	0	0.0	0.0	0.000	A
	C-A	254	64			254				
	A-B	0	0			0				
	A-C	178	45			178				
2 - Central Access	B-AC	0	0	527	0.000	0	0.0	0.0	0.000	A
	C-AB	118	30	759	0.156	119	0.4	0.3	5.656	A
	C-A	214	54			214				
	A-B	26	7			26				
	A-C	203	51			203				
3 - Crossland Drive	B-AC	288	72	632	0.456	290	1.3	0.9	10.629	B
	C-AB	155	39	643	0.241	155	0.5	0.4	7.503	A
	C-A	48	12			48				
	A-B	84	21			84				
	A-C	87	22			87				
4 - South Access	B-AC	69	17	528	0.130	69	0.2	0.2	7.924	A
	C-AB	0	0	617	0.000	0	0.0	0.0	0.000	A
	C-A	101	25			101				
	A-B	0.75	0.19			0.75				
	A-C	105	26			105				

2021 Obs + Proposed Dev, AM (0800-0900)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	3 - Crossland Drive - C - New Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2026 Base + Proposed Dev, AM (0730-0830)	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Access	T-Junction	Two-way		1.23	A
2	Central Access	T-Junction	Two-way		1.18	A
3	Crossland Drive	T-Junction	Two-way		11.11	B
4	South Access	T-Junction	Two-way		2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2021 Obs + Proposed Dev	AM (0800-0900)	ONE HOUR	07:45	09:15	15	✓	Simple	D2+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Access	A - New Lane (North)		ONE HOUR	✓	254	100.000
	B - North Access		ONE HOUR	✓	108	100.000
	C - New Lane (South)		ONE HOUR	✓	338	100.000
2 - Central Access	A - New Lane (North)		ONE HOUR	✓	335	100.000
	B - Central Access		ONE HOUR	✓	0	100.000
	C - New Lane (South)		ONE HOUR	✓	429	100.000
3 - Crossland Drive	A - New Lane (South)		ONE HOUR	✓	252	100.000
	B - Crossland Drive		ONE HOUR	✓	375	100.000
	C - New Lane (North)		ONE HOUR	✓	305	100.000
4 - South Access	A - New Lane (North)		ONE HOUR	✓	155	100.000
	B - South Access		ONE HOUR	✓	109	100.000
	C - New Lane (South)		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	254
	B - North Access	27	0	81
	C - New Lane (South)	338	0	0

Demand (PCU/hr)

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	1	154
	B - South Access	109	0	0
	C - New Lane (South)	143	0	0

Demand (PCU/hr)

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	30	305
	B - Central Access	0	0	0
	C - New Lane (South)	338	91	0

Demand (PCU/hr)

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	131	121
	B - Crossland Drive	67	0	308
	C - New Lane (North)	88	217	0

Vehicle Mix

Heavy Vehicle Percentages

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	1
	B - North Access	0	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	100	2
	B - South Access	1	0	0
	C - New Lane (South)	2	0	0

Heavy Vehicle Percentages

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	0	1
	B - Central Access	0	0	0
	C - New Lane (South)	2	0	0

Heavy Vehicle Percentages

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	1	2
	B - Crossland Drive	5	0	1
	C - New Lane (North)	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Access	B-AC	0.21	7.95	0.3	A	99	149
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					310	465
	A-B					0	0
	A-C					233	350
2 - Central Access	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.23	5.83	0.5	A	142	212
	C-A					252	378
	A-B					28	41
	A-C					280	420
3 - Crossland Drive	B-AC	0.70	20.79	2.3	C	344	516
	C-AB	0.44	10.23	0.9	B	229	344
	C-A					51	76
	A-B					120	180
	A-C					111	167
4 - South Access	B-AC	0.24	9.51	0.3	A	100	150
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					131	197
	A-B					0.92	1
	A-C					141	212

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	81	20	604	0.135	81	0.0	0.2	6.875	A
	C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
	C-A	254	64			254				
	A-B	0	0			0				
	A-C	191	48			191				
2 - Central Access	B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A
	C-AB	103	26	753	0.137	103	0.0	0.2	5.563	A
	C-A	220	55			220				
	A-B	23	6			23				
	A-C	230	57			230				
3 - Crossland Drive	B-AC	282	71	618	0.457	279	0.0	0.8	10.708	B
	C-AB	182	46	639	0.285	181	0.0	0.4	7.920	A
	C-A	47	12			47				
	A-B	99	25			99				
	A-C	91	23			91				
4 - South Access	B-AC	82	21	524	0.157	81	0.0	0.2	8.186	A
	C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
	C-A	108	27			108				
	A-B	0.75	0.19			0.75				
	A-C	116	29			116				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	97	24	590	0.164	97	0.2	0.2	7.293	A
	C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
	C-A	304	76			304				
	A-B	0	0			0				
	A-C	228	57			228				
2 - Central Access	B-AC	0	0	501	0.000	0	0.0	0.0	0.000	A
	C-AB	135	34	777	0.173	134	0.2	0.3	5.645	A
	C-A	251	63			251				
	A-B	27	7			27				
	A-C	274	69			274				
3 - Crossland Drive	B-AC	337	84	605	0.557	336	0.8	1.2	13.483	B
	C-AB	223	56	639	0.349	222	0.4	0.6	8.740	A
	C-A	51	13			51				
	A-B	118	29			118				
	A-C	109	27			109				
4 - South Access	B-AC	98	24	515	0.190	98	0.2	0.2	8.703	A
	C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
	C-A	129	32			129				
	A-B	0.90	0.22			0.90				
	A-C	138	35			138				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	119	30	571	0.208	119	0.2	0.3	7.947	A
	C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
	C-A	372	93			372				
	A-B	0	0			0				
	A-C	280	70			280				
2 - Central Access	B-AC	0	0	469	0.000	0	0.0	0.0	0.000	A
	C-AB	186	46	811	0.229	185	0.3	0.5	5.809	A
	C-A	286	72			286				
	A-B	33	8			33				
	A-C	336	84			336				
3 - Crossland Drive	B-AC	413	103	588	0.702	409	1.2	2.2	19.985	C
	C-AB	282	71	639	0.442	281	0.6	0.9	10.168	B
	C-A	54	13			54				
	A-B	144	36			144				
	A-C	133	33			133				
4 - South Access	B-AC	120	30	502	0.239	120	0.2	0.3	9.491	A
	C-AB	0	0	601	0.000	0	0.0	0.0	0.000	A
	C-A	157	39			157				
	A-B	1	0.28			1				
	A-C	170	42			170				

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	119	30	571	0.208	119	0.3	0.3	7.954	A
	C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
	C-A	372	93			372				
	A-B	0	0			0				
	A-C	280	70			280				
2 - Central Access	B-AC	0	0	469	0.000	0	0.0	0.0	0.000	A
	C-AB	186	47	811	0.230	186	0.5	0.5	5.826	A
	C-A	286	72			286				
	A-B	33	8			33				
	A-C	336	84			336				
3 - Crossland Drive	B-AC	413	103	588	0.702	413	2.2	2.3	20.791	C
	C-AB	282	71	639	0.442	282	0.9	0.9	10.227	B
	C-A	54	13			54				
	A-B	144	36			144				
	A-C	133	33			133				
4 - South Access	B-AC	120	30	502	0.239	120	0.3	0.3	9.505	A
	C-AB	0	0	601	0.000	0	0.0	0.0	0.000	A
	C-A	157	39			157				
	A-B	1	0.28			1				
	A-C	170	42			170				

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	97	24	590	0.164	97	0.3	0.2	7.307	A
	C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
	C-A	304	76			304				
	A-B	0	0			0				
	A-C	228	57			228				
2 - Central Access	B-AC	0	0	500	0.000	0	0.0	0.0	0.000	A
	C-AB	135	34	777	0.174	136	0.5	0.3	5.669	A
	C-A	251	63			251				
	A-B	27	7			27				
	A-C	274	69			274				
3 - Crossland Drive	B-AC	337	84	605	0.557	341	2.3	1.3	14.064	B
	C-AB	223	56	639	0.349	224	0.9	0.6	8.809	A
	C-A	51	13			51				
	A-B	118	29			118				
	A-C	109	27			109				
4 - South Access	B-AC	98	24	515	0.190	98	0.3	0.2	8.722	A
	C-AB	0	0	609	0.000	0	0.0	0.0	0.000	A
	C-A	129	32			129				
	A-B	0.90	0.22			0.90				
	A-C	138	35			138				

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	81	20	604	0.135	81	0.2	0.2	6.891	A
	C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
	C-A	254	64			254				
	A-B	0	0			0				
	A-C	191	48			191				
2 - Central Access	B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A
	C-AB	104	26	754	0.138	104	0.3	0.2	5.590	A
	C-A	219	55			219				
	A-B	23	6			23				
	A-C	230	57			230				
3 - Crossland Drive	B-AC	282	71	617	0.457	284	1.3	0.9	11.044	B
	C-AB	183	46	639	0.285	183	0.6	0.4	8.002	A
	C-A	47	12			47				
	A-B	99	25			99				
	A-C	91	23			91				
4 - South Access	B-AC	82	21	524	0.157	82	0.2	0.2	8.221	A
	C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
	C-A	108	27			108				
	A-B	0.75	0.19			0.75				
	A-C	116	29			116				

2021 Obs + Proposed Dev, PM (1630-1730)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	3 - Crossland Drive - C - New Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2026 Base + Proposed Dev, AM (0730-0830)	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Access	T-Junction	Two-way		0.81	A
2	Central Access	T-Junction	Two-way		0.49	A
3	Crossland Drive	T-Junction	Two-way		21.68	C
4	South Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2021 Obs + Proposed Dev	PM (1630-1730)	ONE HOUR	16:15	17:45	15	✓	Simple	D3+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Access	A - New Lane (North)		ONE HOUR	✓	512	100.000
	B - North Access		ONE HOUR	✓	3	100.000
	C - New Lane (South)		ONE HOUR	✓	331	100.000
2 - Central Access	A - New Lane (North)		ONE HOUR	✓	492	100.000
	B - Central Access		ONE HOUR	✓	52	100.000
	C - New Lane (South)		ONE HOUR	✓	318	100.000
3 - Crossland Drive	A - New Lane (South)		ONE HOUR	✓	250	100.000
	B - Crossland Drive		ONE HOUR	✓	288	100.000
	C - New Lane (North)		ONE HOUR	✓	531	100.000
4 - South Access	A - New Lane (North)		ONE HOUR	✓	243	100.000
	B - South Access		ONE HOUR	✓	4	100.000
	C - New Lane (South)		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	23	489
	B - North Access	1	0	2
	C - New Lane (South)	261	70	0

Demand (PCU/hr)

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	94	149
	B - South Access	4	0	0
	C - New Lane (South)	246	0	0

Demand (PCU/hr)

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	0	492
	B - Central Access	13	0	39
	C - New Lane (South)	318	0	0

Demand (PCU/hr)

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	110	140
	B - Crossland Drive	110	0	178
	C - New Lane (North)	133	398	0

Vehicle Mix

Heavy Vehicle Percentages

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	0
	B - North Access	0	0	0
	C - New Lane (South)	2	0	0

Heavy Vehicle Percentages

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	1	1
	B - South Access	23	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	0	0
	B - Central Access	0	0	0
	C - New Lane (South)	2	0	0

Heavy Vehicle Percentages

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	1	1
	B - Crossland Drive	1	0	2
	C - New Lane (North)	1	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Access	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.18	6.25	0.4	A	100	150
	C-A					204	306
	A-B					21	32
	A-C					449	673
2 - Central Access	B-AC	0.11	8.12	0.1	A	48	72
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					292	438
	A-B					0	0
	A-C					451	677
3 - Crossland Drive	B-AC	0.69	25.92	2.2	D	264	396
	C-AB	0.84	31.92	5.2	D	452	678
	C-A					35	53
	A-B					101	151
	A-C					128	193
4 - South Access	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					226	339
	A-B					86	129
	A-C					137	205

Main Results for each time segment

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	496	0.000	0	0.0	0.0	0.000	A
	C-AB	74	18	685	0.108	73	0.0	0.2	5.910	A
	C-A	175	44			175				
	A-B	17	4			17				
	A-C	368	92			368				
2 - Central Access	B-AC	39	10	556	0.070	39	0.0	0.1	6.958	A
	C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
	C-A	239	60			239				
	A-B	0	0			0				
	A-C	370	93			370				
3 - Crossland Drive	B-AC	217	54	526	0.412	214	0.0	0.7	11.605	B
	C-AB	353	88	662	0.533	348	0.0	1.2	11.337	B
	C-A	47	12			47				
	A-B	83	21			83				
	A-C	105	26			105				
4 - South Access	B-AC	0	0	586	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
	C-A	185	46			185				
	A-B	71	18			71				
	A-C	112	28			112				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	468	0.000	0	0.0	0.0	0.000	A
	C-AB	95	24	695	0.137	95	0.2	0.2	6.035	A
	C-A	202	51			202				
	A-B	21	5			21				
	A-C	440	110			440				
2 - Central Access	B-AC	47	12	533	0.088	47	0.1	0.1	7.403	A
	C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
	C-A	286	71			286				
	A-B	0	0			0				
	A-C	442	111			442				
3 - Crossland Drive	B-AC	259	65	499	0.519	257	0.7	1.1	15.032	C
	C-AB	437	109	667	0.655	434	1.2	2.0	15.335	C
	C-A	40	10			40				
	A-B	99	25			99				
	A-C	126	31			126				
4 - South Access	B-AC	0	0	574	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
	C-A	221	55			221				
	A-B	85	21			85				
	A-C	134	33			134				

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	430	0.000	0	0.0	0.0	0.000	A
	C-AB	130	32	711	0.182	129	0.2	0.4	6.234	A
	C-A	235	59			235				
	A-B	25	6			25				
	A-C	538	135			538				
2 - Central Access	B-AC	57	14	501	0.114	57	0.1	0.1	8.115	A
	C-AB	0	0	510	0.000	0	0.0	0.0	0.000	A
	C-A	350	88			350				
	A-B	0	0			0				
	A-C	542	135			542				
3 - Crossland Drive	B-AC	317	79	459	0.690	313	1.1	2.1	24.254	C
	C-AB	562	141	674	0.834	551	2.0	4.7	27.874	D
	C-A	23	6			23				
	A-B	121	30			121				
	A-C	154	39			154				
4 - South Access	B-AC	0	0	558	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
	C-A	271	68			271				
	A-B	103	26			103				
	A-C	164	41			164				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	430	0.000	0	0.0	0.0	0.000	A
	C-AB	130	32	711	0.183	130	0.4	0.4	6.250	A
	C-A	235	59			235				
	A-B	25	6			25				
	A-C	538	135			538				
2 - Central Access	B-AC	57	14	501	0.114	57	0.1	0.1	8.119	A
	C-AB	0	0	510	0.000	0	0.0	0.0	0.000	A
	C-A	350	88			350				
	A-B	0	0			0				
	A-C	542	135			542				
3 - Crossland Drive	B-AC	317	79	456	0.695	317	2.1	2.2	25.916	D
	C-AB	565	141	676	0.836	563	4.7	5.2	31.919	D
	C-A	20	5			20				
	A-B	121	30			121				
	A-C	154	39			154				
4 - South Access	B-AC	0	0	558	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
	C-A	271	68			271				
	A-B	103	26			103				
	A-C	164	41			164				

17:15 - 17:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	468	0.000	0	0.0	0.0	0.000	A
	C-AB	95	24	696	0.137	96	0.4	0.2	6.057	A
	C-A	202	51			202				
	A-B	21	5			21				
	A-C	440	110			440				
2 - Central Access	B-AC	47	12	533	0.088	47	0.1	0.1	7.410	A
	C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
	C-A	286	71			286				
	A-B	0	0			0				
	A-C	442	111			442				
3 - Crossland Drive	B-AC	259	65	495	0.523	263	2.2	1.2	16.015	C
	C-AB	440	110	670	0.657	451	5.2	2.3	17.464	C
	C-A	38	9			38				
	A-B	99	25			99				
	A-C	126	31			126				
4 - South Access	B-AC	0	0	574	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	589	0.000	0	0.0	0.0	0.000	A
	C-A	221	55			221				
	A-B	85	21			85				
	A-C	134	33			134				

17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	495	0.000	0	0.0	0.0	0.000	A
	C-AB	74	19	685	0.108	74	0.2	0.2	5.936	A
	C-A	175	44			175				
	A-B	17	4			17				
	A-C	368	92			368				
2 - Central Access	B-AC	39	10	556	0.070	39	0.1	0.1	6.968	A
	C-AB	0	0	552	0.000	0	0.0	0.0	0.000	A
	C-A	239	60			239				
	A-B	0	0			0				
	A-C	370	93			370				
3 - Crossland Drive	B-AC	217	54	524	0.414	218	1.2	0.7	12.020	B
	C-AB	354	89	663	0.534	358	2.3	1.3	11.990	B
	C-A	45	11			45				
	A-B	83	21			83				
	A-C	105	26			105				
4 - South Access	B-AC	0	0	586	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
	C-A	185	46			185				
	A-B	71	18			71				
	A-C	112	28			112				

2026 Base + Proposed Dev, AM (0730-0830)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	3 - Crossland Drive - C - New Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2026 Base + Proposed Dev, AM (0730-0830)	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Access	T-Junction	Two-way		0.99	A
2	Central Access	T-Junction	Two-way		1.38	A
3	Crossland Drive	T-Junction	Two-way		12.00	B
4	South Access	T-Junction	Two-way		2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2026 Base + Proposed Dev	AM (0730-0830)	ONE HOUR	07:15	08:45	15	✓	Simple	D10+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Access	A - New Lane (North)		ONE HOUR	✓	251	100.000
	B - North Access		ONE HOUR	✓	91	100.000
	C - New Lane (South)		ONE HOUR	✓	360	100.000
2 - Central Access	A - New Lane (North)		ONE HOUR	✓	319	100.000
	B - Central Access		ONE HOUR	✓	0	100.000
	C - New Lane (South)		ONE HOUR	✓	464	100.000
3 - Crossland Drive	A - New Lane (South)		ONE HOUR	✓	235	100.000
	B - Crossland Drive		ONE HOUR	✓	402	100.000
	C - New Lane (North)		ONE HOUR	✓	284	100.000
4 - South Access	A - New Lane (North)		ONE HOUR	✓	151	100.000
	B - South Access		ONE HOUR	✓	91	100.000
	C - New Lane (South)		ONE HOUR	✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	251
	B - North Access	23	0	68
	C - New Lane (South)	360	0	0

Demand (PCU/hr)

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	1	150
	B - South Access	91	0	0
	C - New Lane (South)	143	0	0

Demand (PCU/hr)

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	35	284
	B - Central Access	0	0	0
	C - New Lane (South)	360	104	0

Demand (PCU/hr)

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	114	121
	B - Crossland Drive	60	0	342
	C - New Lane (North)	91	193	0

Vehicle Mix

Heavy Vehicle Percentages

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	1
	B - North Access	0	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	100	1
	B - South Access	1	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	0	2
	B - Central Access	0	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	1	1
	B - Crossland Drive	3	0	0
	C - New Lane (North)	0	2	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Access	B-AC	0.18	7.66	0.2	A	84	125
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					330	495
	A-B					0	0
	A-C					230	345
2 - Central Access	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.26	5.93	0.6	A	167	250
	C-A					259	388
	A-B					32	48
	A-C					261	391
3 - Crossland Drive	B-AC	0.73	22.34	2.7	C	369	554
	C-AB	0.39	9.29	0.7	A	205	307
	C-A					56	84
	A-B					105	157
	A-C					111	167
4 - South Access	B-AC	0.20	9.03	0.2	A	84	125
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					131	197
	A-B					0.92	1
	A-C					137	206

Main Results for each time segment

07:15 - 07:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	69	17	603	0.114	68	0.0	0.1	6.725	A
	C-AB	0	0	597	0.000	0	0.0	0.0	0.000	A
	C-A	271	68			271				
	A-B	0	0			0				
	A-C	189	47			189				
2 - Central Access	B-AC	0	0	522	0.000	0	0.0	0.0	0.000	A
	C-AB	121	30	767	0.158	120	0.0	0.3	5.579	A
	C-A	228	57			228				
	A-B	26	7			26				
	A-C	214	53			214				
3 - Crossland Drive	B-AC	303	76	630	0.481	299	0.0	0.9	10.850	B
	C-AB	163	41	644	0.253	161	0.0	0.4	7.551	A
	C-A	51	13			51				
	A-B	86	21			86				
	A-C	91	23			91				
4 - South Access	B-AC	69	17	525	0.130	68	0.0	0.2	7.949	A
	C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
	C-A	108	27			108				
	A-B	0.75	0.19			0.75				
	A-C	113	28			113				

07:30 - 07:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	82	20	589	0.139	82	0.1	0.2	7.092	A
	C-AB	0	0	588	0.000	0	0.0	0.0	0.000	A
	C-A	323	81			323				
	A-B	0	0			0				
	A-C	226	56			226				
2 - Central Access	B-AC	0	0	500	0.000	0	0.0	0.0	0.000	A
	C-AB	158	40	793	0.200	158	0.3	0.4	5.692	A
	C-A	259	65			259				
	A-B	31	8			31				
	A-C	255	64			255				
3 - Crossland Drive	B-AC	362	90	619	0.584	360	0.9	1.4	13.884	B
	C-AB	199	50	644	0.309	198	0.4	0.5	8.191	A
	C-A	56	14			56				
	A-B	102	26			102				
	A-C	109	27			109				
4 - South Access	B-AC	82	20	516	0.159	82	0.2	0.2	8.377	A
	C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
	C-A	129	32			129				
	A-B	0.90	0.22			0.90				
	A-C	135	34			135				

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	100	25	570	0.176	100	0.2	0.2	7.656	A
	C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
	C-A	396	99			396				
	A-B	0	0			0				
	A-C	276	69			276				
2 - Central Access	B-AC	0	0	468	0.000	0	0.0	0.0	0.000	A
	C-AB	220	55	831	0.265	219	0.4	0.6	5.918	A
	C-A	291	73			291				
	A-B	39	10			39				
	A-C	313	78			313				
3 - Crossland Drive	B-AC	443	111	604	0.734	438	1.4	2.6	21.271	C
	C-AB	252	63	645	0.390	251	0.5	0.7	9.257	A
	C-A	61	15			61				
	A-B	125	31			125				
	A-C	134	33			134				
4 - South Access	B-AC	100	25	503	0.199	100	0.2	0.2	9.017	A
	C-AB	0	0	602	0.000	0	0.0	0.0	0.000	A
	C-A	158	39			158				
	A-B	1	0.28			1				
	A-C	165	41			165				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	100	25	570	0.176	100	0.2	0.2	7.662	A
	C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
	C-A	396	99			396				
	A-B	0	0			0				
	A-C	276	69			276				
2 - Central Access	B-AC	0	0	468	0.000	0	0.0	0.0	0.000	A
	C-AB	220	55	831	0.265	220	0.6	0.6	5.935	A
	C-A	290	73			290				
	A-B	39	10			39				
	A-C	313	78			313				
3 - Crossland Drive	B-AC	443	111	603	0.734	442	2.6	2.7	22.345	C
	C-AB	252	63	645	0.391	252	0.7	0.7	9.293	A
	C-A	61	15			61				
	A-B	125	31			125				
	A-C	134	33			134				
4 - South Access	B-AC	100	25	503	0.199	100	0.2	0.2	9.028	A
	C-AB	0	0	602	0.000	0	0.0	0.0	0.000	A
	C-A	158	39			158				
	A-B	1	0.28			1				
	A-C	165	41			165				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	82	20	589	0.139	82	0.2	0.2	7.100	A
	C-AB	0	0	588	0.000	0	0.0	0.0	0.000	A
	C-A	323	81			323				
	A-B	0	0			0				
	A-C	226	56			226				
2 - Central Access	B-AC	0	0	499	0.000	0	0.0	0.0	0.000	A
	C-AB	159	40	794	0.200	160	0.6	0.4	5.717	A
	C-A	258	65			258				
	A-B	31	8			31				
	A-C	255	64			255				
3 - Crossland Drive	B-AC	362	90	619	0.585	366	2.7	1.5	14.618	B
	C-AB	199	50	645	0.309	200	0.7	0.5	8.235	A
	C-A	56	14			56				
	A-B	102	26			102				
	A-C	109	27			109				
4 - South Access	B-AC	82	20	516	0.159	82	0.2	0.2	8.392	A
	C-AB	0	0	610	0.000	0	0.0	0.0	0.000	A
	C-A	129	32			129				
	A-B	0.90	0.22			0.90				
	A-C	135	34			135				

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	69	17	603	0.114	69	0.2	0.1	6.739	A
	C-AB	0	0	597	0.000	0	0.0	0.0	0.000	A
	C-A	271	68			271				
	A-B	0	0			0				
	A-C	189	47			189				
2 - Central Access	B-AC	0	0	522	0.000	0	0.0	0.0	0.000	A
	C-AB	122	30	768	0.158	122	0.4	0.3	5.607	A
	C-A	228	57			228				
	A-B	26	7			26				
	A-C	214	53			214				
3 - Crossland Drive	B-AC	303	76	629	0.481	305	1.5	1.0	11.235	B
	C-AB	163	41	644	0.253	163	0.5	0.4	7.612	A
	C-A	51	13			51				
	A-B	86	21			86				
	A-C	91	23			91				
4 - South Access	B-AC	69	17	525	0.130	69	0.2	0.2	7.977	A
	C-AB	0	0	615	0.000	0	0.0	0.0	0.000	A
	C-A	108	27			108				
	A-B	0.75	0.19			0.75				
	A-C	113	28			113				

2026 Base + Proposed Dev, AM (0800-0900)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	3 - Crossland Drive - C - New Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2026 Base + Proposed Dev, AM (0730-0830)	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Access	T-Junction	Two-way		1.18	A
2	Central Access	T-Junction	Two-way		1.15	A
3	Crossland Drive	T-Junction	Two-way		12.74	B
4	South Access	T-Junction	Two-way		2.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2026 Base + Proposed Dev	AM (0800-0900)	ONE HOUR	07:45	09:15	15	✓	Simple	D11+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Access	A - New Lane (North)		ONE HOUR	✓	269	100.000
	B - North Access		ONE HOUR	✓	108	100.000
	C - New Lane (South)		ONE HOUR	✓	359	100.000
2 - Central Access	A - New Lane (North)		ONE HOUR	✓	350	100.000
	B - Central Access		ONE HOUR	✓	0	100.000
	C - New Lane (South)		ONE HOUR	✓	450	100.000
3 - Crossland Drive	A - New Lane (South)		ONE HOUR	✓	262	100.000
	B - Crossland Drive		ONE HOUR	✓	395	100.000
	C - New Lane (North)		ONE HOUR	✓	320	100.000
4 - South Access	A - New Lane (North)		ONE HOUR	✓	166	100.000
	B - South Access		ONE HOUR	✓	109	100.000
	C - New Lane (South)		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	269
	B - North Access	27	0	81
	C - New Lane (South)	359	0	0

Demand (PCU/hr)

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	1	165
	B - South Access	109	0	0
	C - New Lane (South)	153	0	0

Demand (PCU/hr)

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	30	320
	B - Central Access	0	0	0
	C - New Lane (South)	359	91	0

Demand (PCU/hr)

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	134	127
	B - Crossland Drive	72	0	323
	C - New Lane (North)	94	226	0

Vehicle Mix

Heavy Vehicle Percentages

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	1
	B - North Access	0	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	100	2
	B - South Access	1	0	0
	C - New Lane (South)	2	0	0

Heavy Vehicle Percentages

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	0	1
	B - Central Access	0	0	0
	C - New Lane (South)	2	0	0

Heavy Vehicle Percentages

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	2	2
	B - Crossland Drive	5	0	1
	C - New Lane (North)	0	1	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Access	B-AC	0.21	8.07	0.3	A	99	149
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					330	495
	A-B					0	0
	A-C					247	371
2 - Central Access	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.24	5.78	0.5	A	147	220
	C-A					267	400
	A-B					28	41
	A-C					294	441
3 - Crossland Drive	B-AC	0.75	24.45	2.8	C	362	543
	C-AB	0.47	10.64	1.0	B	242	362
	C-A					53	79
	A-B					123	185
	A-C					117	175
4 - South Access	B-AC	0.24	9.63	0.3	A	100	150
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					140	210
	A-B					0.92	1
	A-C					151	227

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	81	20	600	0.136	81	0.0	0.2	6.928	A
	C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
	C-A	271	68			271				
	A-B	0	0			0				
	A-C	203	51			203				
2 - Central Access	B-AC	0	0	518	0.000	0	0.0	0.0	0.000	A
	C-AB	106	27	762	0.139	105	0.0	0.2	5.514	A
	C-A	233	58			233				
	A-B	23	6			23				
	A-C	241	60			241				
3 - Crossland Drive	B-AC	297	74	614	0.484	293	0.0	0.9	11.294	B
	C-AB	192	48	640	0.299	190	0.0	0.5	8.060	A
	C-A	50	12			50				
	A-B	101	25			101				
	A-C	96	24			96				
4 - South Access	B-AC	82	21	521	0.158	81	0.0	0.2	8.247	A
	C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
	C-A	115	29			115				
	A-B	0.75	0.19			0.75				
	A-C	124	31			124				

08:00 - 08:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	97	24	585	0.166	97	0.2	0.2	7.371	A
	C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
	C-A	323	81			323				
	A-B	0	0			0				
	A-C	242	61			242				
2 - Central Access	B-AC	0	0	494	0.000	0	0.0	0.0	0.000	A
	C-AB	139	35	787	0.177	139	0.2	0.3	5.596	A
	C-A	266	66			266				
	A-B	27	7			27				
	A-C	288	72			288				
3 - Crossland Drive	B-AC	355	89	601	0.590	353	0.9	1.4	14.631	B
	C-AB	235	59	640	0.367	234	0.5	0.6	8.963	A
	C-A	53	13			53				
	A-B	121	30			121				
	A-C	115	29			115				
4 - South Access	B-AC	98	24	511	0.192	98	0.2	0.2	8.784	A
	C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
	C-A	137	34			137				
	A-B	0.90	0.22			0.90				
	A-C	148	37			148				

08:15 - 08:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	119	30	565	0.210	119	0.2	0.3	8.060	A
	C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
	C-A	396	99			396				
	A-B	0	0			0				
	A-C	297	74			297				
2 - Central Access	B-AC	0	0	462	0.000	0	0.0	0.0	0.000	A
	C-AB	194	48	824	0.235	193	0.3	0.5	5.764	A
	C-A	302	76			302				
	A-B	33	8			33				
	A-C	353	88			353				
3 - Crossland Drive	B-AC	434	109	583	0.746	429	1.4	2.7	23.084	C
	C-AB	298	74	641	0.465	297	0.6	1.0	10.571	B
	C-A	55	14			55				
	A-B	148	37			148				
	A-C	140	35			140				
4 - South Access	B-AC	120	30	497	0.241	120	0.2	0.3	9.613	A
	C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
	C-A	168	42			168				
	A-B	1	0.28			1				
	A-C	181	45			181				

08:30 - 08:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	119	30	565	0.210	119	0.3	0.3	8.069	A
	C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
	C-A	396	99			396				
	A-B	0	0			0				
	A-C	297	74			297				
2 - Central Access	B-AC	0	0	461	0.000	0	0.0	0.0	0.000	A
	C-AB	194	48	824	0.235	194	0.5	0.5	5.777	A
	C-A	302	76			302				
	A-B	33	8			33				
	A-C	353	88			353				
3 - Crossland Drive	B-AC	434	109	582	0.746	434	2.7	2.8	24.454	C
	C-AB	298	75	641	0.465	298	1.0	1.0	10.645	B
	C-A	55	14			55				
	A-B	148	37			148				
	A-C	140	35			140				
4 - South Access	B-AC	120	30	497	0.241	120	0.3	0.3	9.628	A
	C-AB	0	0	598	0.000	0	0.0	0.0	0.000	A
	C-A	168	42			168				
	A-B	1	0.28			1				
	A-C	181	45			181				

08:45 - 09:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	97	24	585	0.166	97	0.3	0.2	7.384	A
	C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
	C-A	323	81			323				
	A-B	0	0			0				
	A-C	242	61			242				
2 - Central Access	B-AC	0	0	494	0.000	0	0.0	0.0	0.000	A
	C-AB	140	35	788	0.177	140	0.5	0.4	5.619	A
	C-A	265	66			265				
	A-B	27	7			27				
	A-C	288	72			288				
3 - Crossland Drive	B-AC	355	89	601	0.590	360	2.8	1.5	15.523	C
	C-AB	235	59	641	0.367	236	1.0	0.7	9.043	A
	C-A	53	13			53				
	A-B	121	30			121				
	A-C	115	29			115				
4 - South Access	B-AC	98	24	511	0.192	98	0.3	0.2	8.806	A
	C-AB	0	0	607	0.000	0	0.0	0.0	0.000	A
	C-A	137	34			137				
	A-B	0.90	0.22			0.90				
	A-C	148	37			148				

09:00 - 09:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	81	20	600	0.136	81	0.2	0.2	6.948	A
	C-AB	0	0	593	0.000	0	0.0	0.0	0.000	A
	C-A	271	68			271				
	A-B	0	0			0				
	A-C	203	51			203				
2 - Central Access	B-AC	0	0	517	0.000	0	0.0	0.0	0.000	A
	C-AB	107	27	762	0.140	107	0.4	0.3	5.544	A
	C-A	232	58			232				
	A-B	23	6			23				
	A-C	241	60			241				
3 - Crossland Drive	B-AC	297	74	614	0.484	299	1.5	1.0	11.723	B
	C-AB	192	48	641	0.300	193	0.7	0.5	8.151	A
	C-A	49	12			49				
	A-B	101	25			101				
	A-C	96	24			96				
4 - South Access	B-AC	82	21	521	0.158	82	0.2	0.2	8.282	A
	C-AB	0	0	613	0.000	0	0.0	0.0	0.000	A
	C-A	115	29			115				
	A-B	0.75	0.19			0.75				
	A-C	124	31			124				

2026 Base + Proposed Dev, PM (1630-1730)

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	3 - Crossland Drive - C - New Lane (North) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D13 - 2026 Base + Proposed Dev, AM (0730-0830)	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Access	T-Junction	Two-way		0.79	A
2	Central Access	T-Junction	Two-way		0.48	A
3	Crossland Drive	T-Junction	Two-way		30.50	D
4	South Access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2026 Base + Proposed Dev	PM (1630-1730)	ONE HOUR	16:15	17:45	15	✓	Simple	D12+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Access	A - New Lane (North)		ONE HOUR	✓	544	100.000
	B - North Access		ONE HOUR	✓	3	100.000
	C - New Lane (South)		ONE HOUR	✓	348	100.000
2 - Central Access	A - New Lane (North)		ONE HOUR	✓	524	100.000
	B - Central Access		ONE HOUR	✓	52	100.000
	C - New Lane (South)		ONE HOUR	✓	335	100.000
3 - Crossland Drive	A - New Lane (South)		ONE HOUR	✓	267	100.000
	B - Crossland Drive		ONE HOUR	✓	298	100.000
	C - New Lane (North)		ONE HOUR	✓	563	100.000
4 - South Access	A - New Lane (North)		ONE HOUR	✓	253	100.000
	B - South Access		ONE HOUR	✓	4	100.000
	C - New Lane (South)		ONE HOUR	✓	263	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	23	521
	B - North Access	1	0	2
	C - New Lane (South)	278	70	0

Demand (PCU/hr)

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	94	159
	B - South Access	4	0	0
	C - New Lane (South)	263	0	0

Demand (PCU/hr)

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	0	524
	B - Central Access	13	0	39
	C - New Lane (South)	335	0	0

Demand (PCU/hr)

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	117	149
	B - Crossland Drive	113	0	185
	C - New Lane (North)	140	422	0

Vehicle Mix

Heavy Vehicle Percentages

1 - North Access

	To			
		A - New Lane (North)	B - North Access	C - New Lane (South)
From	A - New Lane (North)	0	0	0
	B - North Access	0	0	0
	C - New Lane (South)	2	0	0

Heavy Vehicle Percentages

4 - South Access

	To			
		A - New Lane (North)	B - South Access	C - New Lane (South)
From	A - New Lane (North)	0	1	1
	B - South Access	23	0	0
	C - New Lane (South)	1	0	0

Heavy Vehicle Percentages

2 - Central Access

	To			
		A - New Lane (North)	B - Central Access	C - New Lane (South)
From	A - New Lane (North)	0	0	0
	B - Central Access	0	0	0
	C - New Lane (South)	2	0	0

Heavy Vehicle Percentages

3 - Crossland Drive

	To			
		A - New Lane (South)	B - Crossland Drive	C - New Lane (North)
From	A - New Lane (South)	0	1	1
	B - Crossland Drive	1	0	2
	C - New Lane (North)	1	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - North Access	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.19	6.24	0.4	A	103	155
	C-A					216	324
	A-B					21	32
	A-C					478	717
2 - Central Access	B-AC	0.12	8.33	0.1	A	48	72
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					307	461
	A-B					0	0
	A-C					480	721
3 - Crossland Drive	B-AC	0.74	31.46	2.7	D	273	410
	C-AB	0.90	47.19	8.0	E	486	729
	C-A					30	45
	A-B					108	161
	A-C					137	206
4 - South Access	B-AC	0.00	0.00	0.0	A	0	0
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					241	362
	A-B					86	129
	A-C					146	219

Main Results for each time segment

16:15 - 16:30

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	488	0.000	0	0.0	0.0	0.000	A
	C-AB	76	19	688	0.110	75	0.0	0.2	5.898	A
	C-A	186	47			186				
	A-B	17	4			17				
	A-C	392	98			392				
2 - Central Access	B-AC	39	10	549	0.071	39	0.0	0.1	7.057	A
	C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
	C-A	252	63			252				
	A-B	0	0			0				
	A-C	394	99			394				
3 - Crossland Drive	B-AC	224	56	519	0.432	221	0.0	0.8	12.148	B
	C-AB	378	95	663	0.570	372	0.0	1.4	12.224	B
	C-A	45	11			45				
	A-B	88	22			88				
	A-C	112	28			112				
4 - South Access	B-AC	0	0	582	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
	C-A	198	49			198				
	A-B	71	18			71				
	A-C	120	30			120				

16:30 - 16:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	459	0.000	0	0.0	0.0	0.000	A
	C-AB	98	25	700	0.140	98	0.2	0.2	6.021	A
	C-A	215	54			215				
	A-B	21	5			21				
	A-C	468	117			468				
2 - Central Access	B-AC	47	12	524	0.089	47	0.1	0.1	7.542	A
	C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
	C-A	301	75			301				
	A-B	0	0			0				
	A-C	471	118			471				
3 - Crossland Drive	B-AC	268	67	490	0.547	266	0.8	1.2	16.214	C
	C-AB	469	117	668	0.702	465	1.4	2.5	17.532	C
	C-A	37	9			37				
	A-B	105	26			105				
	A-C	134	34			134				
4 - South Access	B-AC	0	0	570	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
	C-A	236	59			236				
	A-B	85	21			85				
	A-C	143	36			143				

16:45 - 17:00

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	418	0.000	0	0.0	0.0	0.000	A
	C-AB	135	34	717	0.188	134	0.2	0.4	6.228	A
	C-A	248	62			248				
	A-B	25	6			25				
	A-C	573	143			573				
2 - Central Access	B-AC	57	14	489	0.117	57	0.1	0.1	8.324	A
	C-AB	0	0	501	0.000	0	0.0	0.0	0.000	A
	C-A	369	92			369				
	A-B	0	0			0				
	A-C	576	144			576				
3 - Crossland Drive	B-AC	328	82	446	0.735	323	1.2	2.5	28.313	D
	C-AB	606	151	675	0.897	588	2.5	6.9	37.001	E
	C-A	14	3			14				
	A-B	129	32			129				
	A-C	165	41			165				
4 - South Access	B-AC	0	0	553	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
	C-A	289	72			289				
	A-B	103	26			103				
	A-C	175	44			175				

17:00 - 17:15

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	418	0.000	0	0.0	0.0	0.000	A
	C-AB	135	34	718	0.188	135	0.4	0.4	6.240	A
	C-A	248	62			248				
	A-B	25	6			25				
	A-C	573	143			573				
2 - Central Access	B-AC	57	14	489	0.117	57	0.1	0.1	8.328	A
	C-AB	0	0	501	0.000	0	0.0	0.0	0.000	A
	C-A	369	92			369				
	A-B	0	0			0				
	A-C	576	144			576				
3 - Crossland Drive	B-AC	328	82	442	0.743	327	2.5	2.7	31.458	D
	C-AB	610	153	678	0.899	606	6.9	8.0	47.192	E
	C-A	9	2			9				
	A-B	129	32			129				
	A-C	165	41			165				
4 - South Access	B-AC	0	0	553	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
	C-A	289	72			289				
	A-B	103	26			103				
	A-C	175	44			175				

17:15 - 17:30

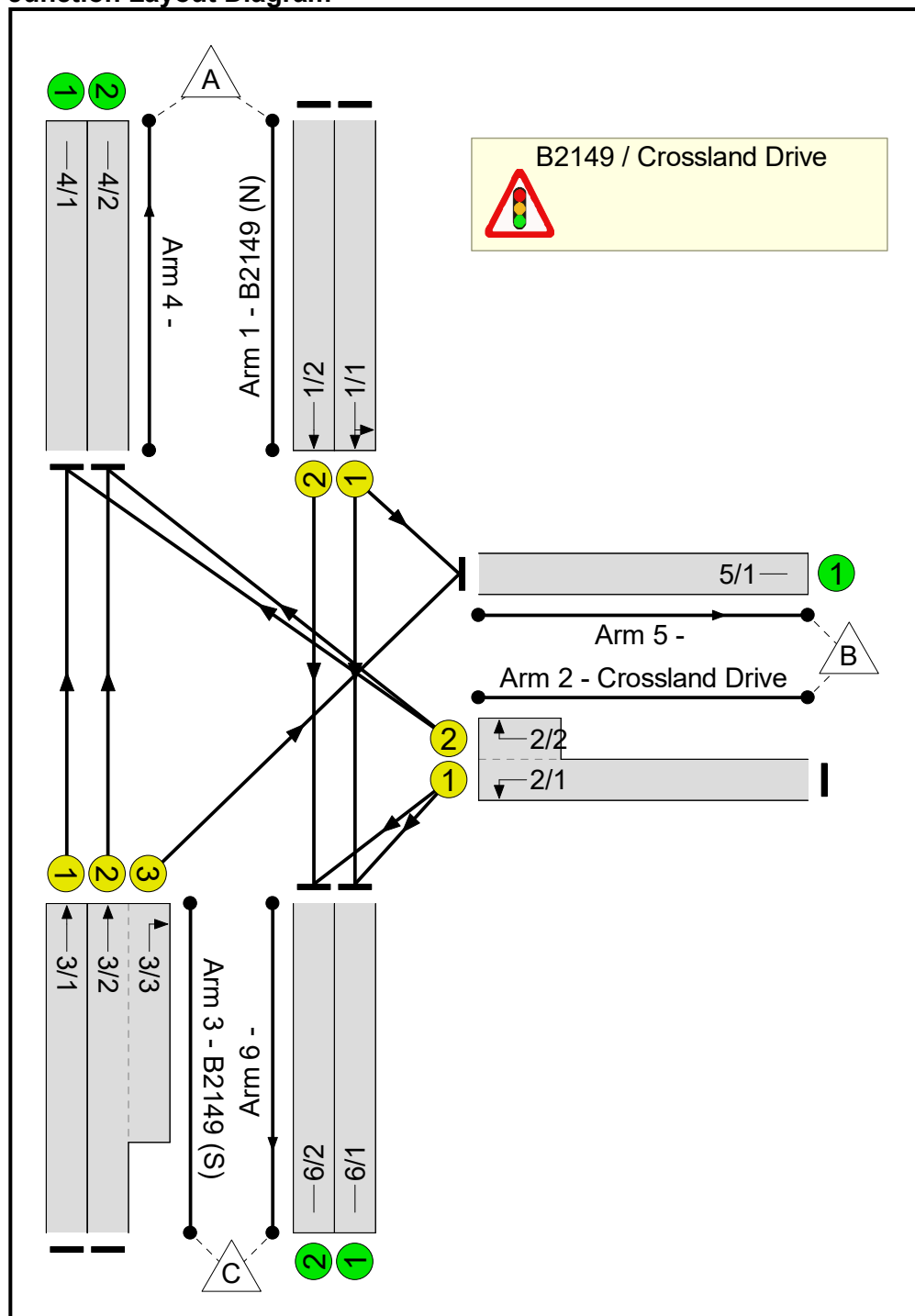
Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	459	0.000	0	0.0	0.0	0.000	A
	C-AB	98	25	700	0.140	99	0.4	0.3	6.041	A
	C-A	214	54			214				
	A-B	21	5			21				
	A-C	468	117			468				
2 - Central Access	B-AC	47	12	524	0.089	47	0.1	0.1	7.546	A
	C-AB	0	0	527	0.000	0	0.0	0.0	0.000	A
	C-A	301	75			301				
	A-B	0	0			0				
	A-C	471	118			471				
3 - Crossland Drive	B-AC	268	67	483	0.555	274	2.7	1.3	17.866	C
	C-AB	474	119	673	0.705	495	8.0	2.9	22.525	C
	C-A	32	8			32				
	A-B	105	26			105				
	A-C	134	34			134				
4 - South Access	B-AC	0	0	570	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	587	0.000	0	0.0	0.0	0.000	A
	C-A	236	59			236				
	A-B	85	21			85				
	A-C	143	36			143				

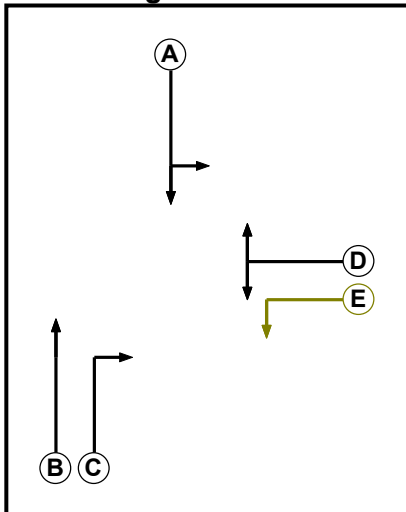
17:30 - 17:45

Junction	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Access	B-AC	0	0	488	0.000	0	0.0	0.0	0.000	A
	C-AB	76	19	689	0.110	76	0.3	0.2	5.924	A
	C-A	186	46			186				
	A-B	17	4			17				
	A-C	392	98			392				
2 - Central Access	B-AC	39	10	549	0.071	39	0.1	0.1	7.067	A
	C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
	C-A	252	63			252				
	A-B	0	0			0				
	A-C	394	99			394				
3 - Crossland Drive	B-AC	224	56	516	0.435	226	1.3	0.8	12.685	B
	C-AB	380	95	665	0.572	385	2.9	1.5	13.208	B
	C-A	44	11			44				
	A-B	88	22			88				
	A-C	112	28			112				
4 - South Access	B-AC	0	0	582	0.000	0	0.0	0.0	0.000	A
	C-AB	0	0	596	0.000	0	0.0	0.0	0.000	A
	C-A	198	49			198				
	A-B	71	18			71				
	A-C	120	30			120				

User and Project Details

Project:	205452 - New Lane, Havant
Title:	B2149 Petersfield Road / Crossland Drive
Design Layout Ref:	Existing Junction Layout
File name:	B2149_Crossland (Existing) v2.2.lsg3x
Author:	David Noyce
Company:	Vectos (South) Ltd
Address:	Network Building, 97 Tottenham Court Road, London W1T 4TP

Junction Layout Diagram

Phase Diagram**Phase Input Data**

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	D	4	0

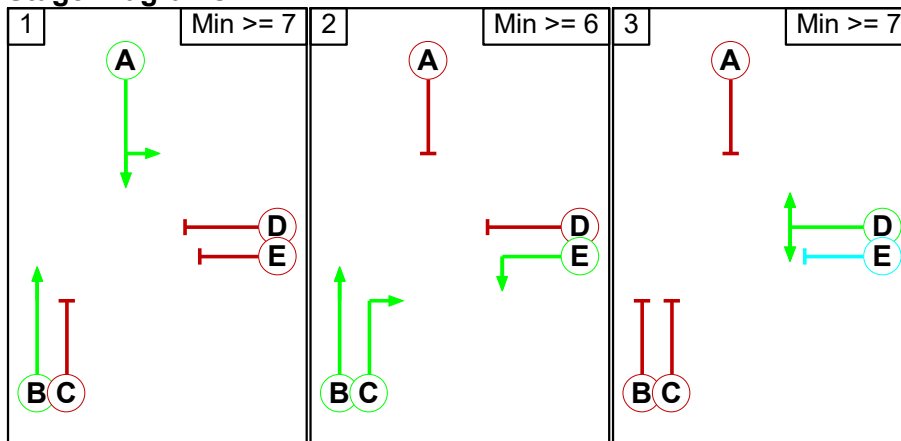
Intergreens

		Starting Phase					
		A	B	C	D	E	
Terminating Phase	A	-	-	6	7	7	
	B	-	-	-	5	-	
	C	6	-	-	5	-	
	D	5	5	5	-	-	
	E	-	-	-	-	-	

Stage Data

Stage No.	Phases in Stage
1	A B
2	B C E
3	D

Stage Diagrams



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	B	Losing	2	2

Lane Input Data

Junction: B2149 / Crossland Drive												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B2149 (N))	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Left	13.50
											Arm 6 Ahead	300.00
1/2 (B2149 (N))	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 6 Ahead	300.00
2/1 (Crossland Drive)	U	D E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 6 Left	11.50
2/2 (Crossland Drive)	U	D	2	3	3.0	Geom	-	3.00	0.00	N	Arm 4 Right	20.00
3/1 (B2149 (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	300.00
3/2 (B2149 (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 4 Ahead	300.00
3/3 (B2149 (S))	U	C	2	3	8.7	Geom	-	3.00	0.00	Y	Arm 5 Right	18.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Observed, AM1'	07:30	08:30	01:00	
2: '2021 Observed, AM2'	08:00	09:00	01:00	
3: '2021 Observed, PM'	16:30	17:30	01:00	
4: ': Existing Use, AM'	08:00	09:00	01:00	
5: ': Existing Use, PM'	16:30	17:30	01:00	
6: '2021 Obs + Existing Use, AM1'	07:30	08:30	01:00	F1+F4
7: '2021 Obs + Existing Use, AM2'	08:00	09:00	01:00	F2+F4
8: '2021 Obs + Existing Use, PM'	16:30	17:30	01:00	F3+F5
9: ': Proposed Dev, AM1'	07:30	08:30	01:00	
10: ': Proposed Dev, AM2'	08:00	09:00	01:00	
11: ': Proposed Dev, PM'	16:30	17:30	01:00	
12: '2021 Obs + Proposed Dev, AM1'	07:30	08:30	01:00	F1+F9
13: '2021 Obs + Proposed Dev, AM2'	08:00	09:00	01:00	F2+F10
14: '2021 Obs + Proposed Dev, PM'	16:30	17:30	01:00	F3+F11
15: ':'	00:00	00:00	00:00	
16: '2026 Base, AM1'	07:30	08:30	01:00	F1*1.0691
17: '2026 Base, AM2'	08:00	09:00	01:00	F2*1.0691
18: '2026 Base, PM'	16:30	17:30	01:00	F3*1.0678
19: '2026 Base + Existing Use, AM1'	07:30	08:30	01:00	F16+F4
20: '2026 Base + Existing Use, AM2'	08:00	09:00	01:00	F17+F4
21: '2026 Base + Existing Use, PM'	16:30	17:30	01:00	F18+F5
22: '2026 Base + Proposed Dev, AM1'	07:30	08:30	01:00	F16+F9
23: '2026 Base + Proposed Dev, AM2'	08:00	09:00	01:00	F17+F10
24: '2026 Base + Proposed Dev, PM'	16:30	17:30	01:00	F18+F11

Traffic Flows, Desired**FG1: '2021 Observed, AM1'****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	112	388	500
	B	87	0	250	337
	C	271	261	0	532
	Tot.	358	373	638	1369

FG2: '2021 Observed, AM2'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	127	428	555
	B	119	0	295	414
	C	334	252	0	586
	Tot.	453	379	723	1555

FG3: '2021 Observed, PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	107	455	562
	B	166	0	423	589
	C	426	220	0	646
	Tot.	592	327	878	1797

FG4: ': Existing Use, AM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	40	0	40
	B	8	0	27	35
	C	0	137	0	137
	Tot.	8	177	27	212

FG5: ': Existing Use, PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	6	0	6
	B	41	0	139	180
	C	0	21	0	21
	Tot.	41	27	139	207

FG6: '2021 Obs + Existing Use, AM1'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	152	388	540
	B	95	0	277	372
	C	271	398	0	669
	Tot.	366	550	665	1581

FG7: '2021 Obs + Existing Use, AM2'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	167	428	595
	B	127	0	322	449
	C	334	389	0	723
	Tot.	461	556	750	1767

FG8: '2021 Obs + Existing Use, PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	113	455	568
	B	207	0	562	769
	C	426	241	0	667
	Tot.	633	354	1017	2004

FG9: ': Proposed Dev, AM1'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	24	0	24
	B	31	0	107	138
	C	0	83	0	83
	Tot.	31	107	107	245

FG10: ': Proposed Dev, AM2'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	21	0	21
	B	37	0	128	165
	C	0	73	0	73
	Tot.	37	94	128	259

FG11: 'Proposed Dev, PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	32	0	32
	B	10	0	36	46
	C	0	110	0	110
	Tot.	10	142	36	188

FG12: '2021 Obs + Proposed Dev, AM1'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	136	388	524
	B	118	0	357	475
	C	271	344	0	615
	Tot.	389	480	745	1614

FG13: '2021 Obs + Proposed Dev, AM2'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	148	428	576
	B	156	0	423	579
	C	334	325	0	659
	Tot.	490	473	851	1814

FG14: '2021 Obs + Proposed Dev, PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	139	455	594
	B	176	0	459	635
	C	426	330	0	756
	Tot.	602	469	914	1985

FG16: '2026 Base, AM1'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	120	415	535
	B	93	0	267	360
	C	290	279	0	569
	Tot.	383	399	682	1464

FG17: '2026 Base, AM2'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	136	458	594
	B	127	0	315	442
	C	357	269	0	626
	Tot.	484	405	773	1662

FG18: '2026 Base, PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	114	486	600
	B	177	0	452	629
	C	455	235	0	690
	Tot.	632	349	938	1919

FG19: '2026 Base + Existing Use, AM1'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	160	415	575
	B	101	0	294	395
	C	290	416	0	706
	Tot.	391	576	709	1676

FG20: '2026 Base + Existing Use, AM2'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	176	458	634
	B	135	0	342	477
	C	357	406	0	763
	Tot.	492	582	800	1874

FG21: '2026 Base + Existing Use, PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	120	486	606
	B	218	0	591	809
	C	455	256	0	711
	Tot.	673	376	1077	2126

FG22: '2026 Base + Proposed Dev, AM1'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	144	415	559
	B	124	0	374	498
	C	290	362	0	652
	Tot.	414	506	789	1709

FG23: '2026 Base + Proposed Dev, AM2'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	157	458	615
	B	164	0	443	607
	C	357	342	0	699
	Tot.	521	499	901	1921

FG24: '2026 Base + Proposed Dev, PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	146	486	632
	B	187	0	488	675
	C	455	345	0	800
	Tot.	642	491	974	2107

(FG2: '2021 Observed, AM2', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	127	428	555
	B	119	0	295	414
	C	334	252	0	586
	Tot.	453	379	723	1555

Stage	1	2	3
Duration	16	15	12
Change Point	0	21	43

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	51.2%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	51.2%	-	-
1/1	B2149 (N) Left Ahead	A	16	5	21	249	1869	530	47.0%	24.2	3.8
1/2	B2149 (N) Ahead	A	16	5	21	306	2109	598	51.2%	24.2	4.8
2/1+2/2	Crossland Drive Right Left	D	32:12	28:48	0	414	1752:1912	595+240	49.5 : 49.5%	15.1	3.1
3/1	B2149 (S) Ahead	B	38	5	43	334	1955	1271	26.3%	6.4	2.5
3/2+3/3	B2149 (S) Ahead Right	B C	38:16	5:27	43	252	2105:1768	0+501	0.0 : 50.3%	25.2	4.0
C1	PRC for Signalled Lanes (%): 75.8 PRC Over All Lanes (%): 75.8			Total Delay for Signalled Lanes (pcuHr): 7.82 Total Delay Over All Lanes(pcuHr): 7.82			Cycle Time (s): 60				

(FG3: '2021 Observed, PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	107	455	562
	B	166	0	423	589
	C	426	220	0	646
	Tot.	592	327	878	1797

Stage	1	2	3
Duration	14	11	18
Change Point	0	19	37

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	58.0%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	58.0%	-	-
1/1	B2149 (N) Left Ahead	A	14	5	19	256	1887	472	54.3%	27.8	4.3
1/2	B2149 (N) Ahead	A	14	5	19	306	2109	527	58.0%	27.8	5.1
2/1+2/2	Crossland Drive Right Left	D	34:18	26:42	0	589	1752:1912	738+290	57.3 : 57.3%	13.4	4.9
3/1	B2149 (S) Ahead	B	32	5	37	426	1955	1075	39.6%	10.5	4.4
3/2+3/3	B2149 (S) Ahead Right	B C	32:12	5:25	37	220	2105:1768	0+383	0.0 : 57.4%	32.0	3.9
C1	PRC for Signalled Lanes (%): 55.1 PRC Over All Lanes (%): 55.1		Total Delay for Signalled Lanes (pcuHr): 9.73 Total Delay Over All Lanes(pcuHr): 9.73		Cycle Time (s): 60						

Scenario 3: '2021 Obs + Existing Use, AM (0800-0900)'

(FG7: '2021 Obs + Existing Use, AM2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	167	428	595
	B	127	0	322	449
	C	334	389	0	723
	Tot.	461	556	750	1767

Stage Timings

Stage	1	2	3
Duration	15	20	8
Change Point	0	20	47

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	61.8%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	61.8%	-	-
1/1	B2149 (N) Left Ahead	A	15	5	20	266	1848	493	54.0%	26.8	4.4
1/2	B2149 (N) Ahead	A	15	5	20	329	2109	562	58.5%	26.8	5.5
2/1+2/2	Crossland Drive Right Left	D	33:8	27:52	0	449	1752:1912	521+205	61.8 : 61.8%	18.0	3.6
3/1	B2149 (S) Ahead	B	42	5	47	334	1955	1401	23.8%	4.6	2.0
3/2+3/3	B2149 (S) Ahead Right	B C	42:21	5:26	47	389	2105:1768	0+648	0.0 : 60.0%	22.3	5.9
C1	PRC for Signalled Lanes (%): 45.5		PRC Over All Lanes (%): 45.5		Total Delay for Signalled Lanes (pcuHr): 9.51		Total Delay Over All Lanes(pcuHr): 9.51		Cycle Time (s): 60		

(FG8: '2021 Obs + Existing Use, PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	113	455	568
	B	207	0	562	769
	C	426	241	0	667
	Tot.	633	354	1017	2004

Stage	1	2	3
Duration	12	10	21
Change Point	0	17	34

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	68.2%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	68.2%	-	-
1/1	B2149 (N) Left Ahead	A	12	5	17	261	1884	408	63.9%	33.5	4.8
1/2	B2149 (N) Ahead	A	12	5	17	307	2109	457	67.2%	33.4	5.7
2/1+2/2	Crossland Drive Right Left	D	36:21	24:39	0	769	1752:1912	836+308	67.2 : 67.2%	13.3	7.6
3/1	B2149 (S) Ahead	B	29	5	34	426	1955	978	43.6%	12.9	4.9
3/2+3/3	B2149 (S) Ahead Right	B C	29:11	5:23	34	241	2105:1768	0+354	0.0 : 68.2%	37.9	4.7
C1	PRC for Signalled Lanes (%): 32.0 PRC Over All Lanes (%): 32.0		Total Delay for Signalled Lanes (pcuHr): 12.17 Total Delay Over All Lanes(pcuHr): 12.17		Cycle Time (s): 60						

(FG13: '2021 Obs + Proposed Dev, AM2', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	148	428	576
	B	156	0	423	579
	C	334	325	0	659
	Tot.	490	473	851	1814

Stage	1	2	3
Duration	14	16	13
Change Point	0	19	42

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	63.8%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	63.8%	-	-
1/1	B2149 (N) Left Ahead	A	14	5	19	259	1858	465	55.8%	28.3	4.4
1/2	B2149 (N) Ahead	A	14	5	19	317	2109	527	60.1%	28.4	5.3
2/1+2/2	Crossland Drive Right Left	D	34:13	26:47	0	579	1752:1912	663+244	63.8 : 63.8%	15.7	5.1
3/1	B2149 (S) Ahead	B	37	5	42	334	1955	1238	27.0%	6.9	2.6
3/2+3/3	B2149 (S) Ahead Right	B C	37:17	5:25	42	325	2105:1768	0+530	0.0 : 61.3%	26.7	5.4
C1	PRC for Signalled Lanes (%): 41.0 PRC Over All Lanes (%): 41.0		41.0		Total Delay for Signalled Lanes (pcuHr): 10.10 Total Delay Over All Lanes(pcuHr): 10.10		10.10		Cycle Time (s): 60		

(FG14: '2021 Obs + Proposed Dev, PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	139	455	594
	B	176	0	459	635
	C	426	330	0	756
	Tot.	602	469	914	1985

Stage	1	2	3
Duration	13	15	15
Change Point	0	18	40

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	67.0%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	67.0%	-	-
1/1	B2149 (N) Left Ahead	A	13	5	18	271	1869	436	62.1%	31.4	4.8
1/2	B2149 (N) Ahead	A	13	5	18	323	2109	492	65.6%	31.4	5.8
2/1+2/2	Crossland Drive Right Left	D	35:15	25:45	0	635	1752:1912	686+263	67.0 : 67.0%	15.4	5.7
3/1	B2149 (S) Ahead	B	35	5	40	426	1955	1173	36.3%	8.6	3.8
3/2+3/3	B2149 (S) Ahead Right	B C	35:16	5:24	40	330	2105:1768	0+501	0.0 : 65.9%	29.4	5.7
C1	PRC for Signalled Lanes (%): 34.4 PRC Over All Lanes (%): 34.4		Total Delay for Signalled Lanes (pcuHr): 11.60 Total Delay Over All Lanes(pcuHr): 11.60		Cycle Time (s): 60						

(FG17: '2026 Base, AM2', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	136	458	594
	B	127	0	315	442
	C	357	269	0	626
	Tot.	484	405	773	1662

Stage	1	2	3
Duration	16	15	12
Change Point	0	21	43

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	54.6%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	54.6%	-	-
1/1	B2149 (N) Left Ahead	A	16	5	21	268	1870	530	50.6%	24.8	4.2
1/2	B2149 (N) Ahead	A	16	5	21	326	2109	598	54.6%	24.8	5.1
2/1+2/2	Crossland Drive Right Left	D	32:12	28:48	0	442	1752:1912	596+240	52.9 : 52.9%	15.5	3.4
3/1	B2149 (S) Ahead	B	38	5	43	357	1955	1271	28.1%	6.5	2.7
3/2+3/3	B2149 (S) Ahead Right	B C	38:16	5:27	43	269	2105:1768	0+501	0.0 : 53.7%	25.9	4.3
C1	PRC for Signalled Lanes (%): 65.0 PRC Over All Lanes (%): 65.0		Total Delay for Signalled Lanes (pcuHr): 8.58 Total Delay Over All Lanes(pcuHr): 8.58		Cycle Time (s): 60						

Scenario 9: '2026 Base, PM'

(FG18: '2026 Base, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	114	486	600
	B	177	0	452	629
	C	455	235	0	690
	Tot.	632	349	938	1919

Stage Timings

Stage	1	2	3
Duration	14	11	18
Change Point	0	19	37

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	61.8%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	61.8%	-	-
1/1	B2149 (N) Left Ahead	A	14	5	19	274	1887	472	58.1%	28.8	4.6
1/2	B2149 (N) Ahead	A	14	5	19	326	2109	527	61.8%	28.8	5.6
2/1+2/2	Crossland Drive Right Left	D	34:18	26:42	0	629	1752:1912	739+289	61.1 : 61.1%	13.9	5.5
3/1	B2149 (S) Ahead	B	32	5	37	455	1955	1075	42.3%	10.8	4.8
3/2+3/3	B2149 (S) Ahead Right	B C	32:12	5:25	37	235	2105:1768	0+383	0.0 : 61.3%	33.3	4.3
C1	PRC for Signalled Lanes (%): 45.6 PRC Over All Lanes (%): 45.6			Total Delay for Signalled Lanes (pcuHr): 10.77 Total Delay Over All Lanes(pcuHr): 10.77			Cycle Time (s): 60				

(FG20: '2026 Base + Existing Use, AM2', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	176	458	634
	B	135	0	342	477
	C	357	406	0	763
	Tot.	492	582	800	1874

Stage	1	2	3
Duration	15	19	9
Change Point	0	20	46

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	65.6%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	65.6%	-	-
1/1	B2149 (N) Left Ahead	A	15	5	20	286	1850	493	58.0%	27.7	4.8
1/2	B2149 (N) Ahead	A	15	5	20	348	2109	562	61.9%	27.7	5.8
2/1+2/2	Crossland Drive Right Left	D	33:9	27:51	0	477	1752:1912	542+214	63.1 : 63.1%	17.8	4.0
3/1	B2149 (S) Ahead	B	41	5	46	357	1955	1369	26.1%	5.1	2.4
3/2+3/3	B2149 (S) Ahead Right	B C	41:20	5:26	46	406	2105:1768	0+619	0.0 : 65.6%	24.8	6.6
C1	PRC for Signalled Lanes (%): 37.2 PRC Over All Lanes (%): 37.2			Total Delay for Signalled Lanes (pcuHr): 10.54 Total Delay Over All Lanes(pcuHr): 10.54			Cycle Time (s): 60				

(FG21: '2026 Base + Existing Use, PM', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	120	486	606
	B	218	0	591	809
	C	455	256	0	711
	Tot.	673	376	1077	2126

Stage	1	2	3
Duration	12	11	20
Change Point	0	17	35

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	72.4%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	72.4%	-	-
1/1	B2149 (N) Left Ahead	A	12	5	17	279	1885	408	68.3%	35.3	5.3
1/2	B2149 (N) Ahead	A	12	5	17	327	2109	457	71.6%	35.4	6.2
2/1+2/2	Crossland Drive Right Left	D	36:20	24:40	0	809	1752:1912	816+301	72.4 : 72.4%	14.7	8.5
3/1	B2149 (S) Ahead	B	30	5	35	455	1955	1010	45.0%	12.4	5.1
3/2+3/3	B2149 (S) Ahead Right	B C	30:12	5:23	35	256	2105:1768	0+383	0.0 : 66.8%	35.5	4.8
C1	PRC for Signalled Lanes (%): 24.3 PRC Over All Lanes (%): 24.3			Total Delay for Signalled Lanes (pcuHr): 13.34 Total Delay Over All Lanes(pcuHr): 13.34			Cycle Time (s): 60				

(FG23: '2026 Base + Proposed Dev, AM2', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	157	458	615
	B	164	0	443	607
	C	357	342	0	699
	Tot.	521	499	901	1921

Stage	1	2	3
Duration	14	16	13
Change Point	0	19	42

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	67.1%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	67.1%	-	-
1/1	B2149 (N) Left Ahead	A	14	5	19	279	1860	465	60.0%	29.5	4.8
1/2	B2149 (N) Ahead	A	14	5	19	336	2109	527	63.7%	29.4	5.8
2/1+2/2	Crossland Drive Right Left	D	34:13	26:47	0	607	1752:1912	661+245	67.1 : 67.1%	16.3	5.6
3/1	B2149 (S) Ahead	B	37	5	42	357	1955	1238	28.8%	7.0	2.8
3/2+3/3	B2149 (S) Ahead Right	B C	37:17	5:25	42	342	2105:1768	0+530	0.0 : 64.5%	27.7	5.8
C1	PRC for Signalised Lanes (%): 34.2 PRC Over All Lanes (%): 34.2		Total Delay for Signalised Lanes (pcuHr): 11.10 Total Delay Over All Lanes(pcuHr): 11.10		Cycle Time (s): 60						

Scenario 13: '2026 Base + Proposed Dev, PM'

(FG24: '2026 Base + Proposed Dev, PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	146	486	632
	B	187	0	488	675
	C	455	345	0	800
	Tot.	642	491	974	2107

Stage Timings

Stage	1	2	3
Duration	13	15	15
Change Point	0	18	40

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	71.2%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	71.2%	-	-
1/1	B2149 (N) Left Ahead	A	13	5	18	289	1870	436	66.2%	32.9	5.3
1/2	B2149 (N) Ahead	A	13	5	18	343	2109	492	69.7%	33.0	6.3
2/1+2/2	Crossland Drive Right Left	D	35:15	25:45	0	675	1752:1912	686+263	71.2 : 71.2%	16.4	6.4
3/1	B2149 (S) Ahead	B	35	5	40	455	1955	1173	38.8%	8.8	4.2
3/2+3/3	B2149 (S) Ahead Right	B C	35:16	5:24	40	345	2105:1768	0+501	0.0 : 68.9%	30.5	6.2
C1	PRC for Signalised Lanes (%):		26.5	Total Delay for Signalised Lanes (pcuHr):		12.88	Cycle Time (s): 60				
	PRC Over All Lanes (%):		26.5	Total Delay Over All Lanes(pcuHr):		12.88					

(FG1: '2021 Observed, AM1', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	112	388	500
	B	87	0	250	337
	C	271	261	0	532
	Tot.	358	373	638	1369

Stage	1	2	3
Duration	17	18	8
Change Point	0	22	47

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	44.3%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	44.3%	-	-
1/1	B2149 (N) Left Ahead	A	17	5	22	223	1871	561	39.7%	22.0	3.2
1/2	B2149 (N) Ahead	A	17	5	22	277	2109	633	43.8%	22.0	4.1
2/1+2/2	Crossland Drive Right Left	D	31:8	29:52	0	337	1752:1912	584+203	42.8 : 42.8%	15.5	2.6
3/1	B2149 (S) Ahead	B	42	5	47	271	1955	1401	19.3%	4.4	1.6
3/2+3/3	B2149 (S) Ahead Right	B C	42:19	5:28	47	261	2105:1768	0+589	0.0 : 44.3%	21.1	3.7
C1	PRC for Signalled Lanes (%): 103.2 PRC Over All Lanes (%): 103.2		Total Delay for Signalled Lanes (pcuHr): 6.37 Total Delay Over All Lanes(pcuHr): 6.37		Cycle Time (s): 60						

(FG6: '2021 Obs + Existing Use, AM1', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	152	388	540
	B	95	0	277	372
	C	271	398	0	669
	Tot.	366	550	665	1581

Stage	1	2	3
Duration	14	22	7
Change Point	0	19	48

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	56.9%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	56.9%	-	-
1/1	B2149 (N) Left Ahead	A	14	5	19	240	1847	462	52.0%	27.5	3.9
1/2	B2149 (N) Ahead	A	14	5	19	300	2109	527	56.9%	27.6	5.0
2/1+2/2	Crossland Drive Right Left	D	34:7	26:53	0	372	1752:1912	569+195	48.7 : 48.7%	15.3	2.7
3/1	B2149 (S) Ahead	B	43	5	48	271	1955	1434	18.9%	4.0	1.5
3/2+3/3	B2149 (S) Ahead Right	B C	43:23	5:25	48	398	2105:1768	0+707	0.0 : 56.3%	19.7	5.7
C1	PRC for Signalled Lanes (%): 58.2 PRC Over All Lanes (%): 58.2		Total Delay for Signalled Lanes (pcuHr): 8.19 Total Delay Over All Lanes(pcuHr): 8.19		Cycle Time (s): 60						

(FG12: '2021 Obs + Proposed Dev, AM1', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	136	388	524
	B	118	0	357	475
	C	271	344	0	615
	Tot.	389	480	745	1614

Stage	1	2	3
Duration	14	19	10
Change Point	0	19	45

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	55.6%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	55.6%	-	-
1/1	B2149 (N) Left Ahead	A	14	5	19	234	1856	464	50.4%	27.1	3.8
1/2	B2149 (N) Ahead	A	14	5	19	290	2109	527	55.0%	27.1	4.8
2/1+2/2	Crossland Drive Right Left	D	34:10	26:50	0	475	1752:1912	657+217	54.4 : 54.4%	14.7	3.7
3/1	B2149 (S) Ahead	B	40	5	45	271	1955	1336	20.3%	5.2	1.8
3/2+3/3	B2149 (S) Ahead Right	B C	40:20	5:25	45	344	2105:1768	0+619	0.0 : 55.6%	22.3	5.2
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):			61.9 61.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			8.41 8.41	Cycle Time (s): 60		

**Traffic Flows, Desired
Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	120	415	535
	B	93	0	267	360
	C	290	279	0	569
	Tot.	383	399	682	1464

Stage	1	2	3
Duration	17	18	8
Change Point	0	22	47

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	47.3%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	47.3%	-	-
1/1	B2149 (N) Left Ahead	A	17	5	22	240	1871	561	42.8%	22.5	3.6
1/2	B2149 (N) Ahead	A	17	5	22	295	2109	633	46.6%	22.4	4.4
2/1+2/2	Crossland Drive Right Left	D	31:8	29:52	0	360	1752:1912	583+203	45.8 : 45.8%	15.8	2.9
3/1	B2149 (S) Ahead	B	42	5	47	290	1955	1401	20.7%	4.4	1.7
3/2+3/3	B2149 (S) Ahead Right	B C	42:19	5:28	47	279	2105:1768	0+589	0.0 : 47.3%	21.6	4.1
C1	PRC for Signalled Lanes (%): 90.1 PRC Over All Lanes (%): 90.1		Total Delay for Signalled Lanes (pcuHr): 6.95 Total Delay Over All Lanes(pcuHr): 6.95		Cycle Time (s): 60						

Scenario 19: '2026 Base + Existing Use, AM (0730-0830)'

(FG19: '2026 Base + Existing Use, AM1', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

Origin	Destination				
		A	B	C	Tot.
	A	0	160	415	575
	B	101	0	294	395
	C	290	416	0	706
	Tot.	391	576	709	1676

Stage Timings

Stage	1	2	3
Duration	14	22	7
Change Point	0	19	48

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	60.3%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	60.3%	-	-
1/1	B2149 (N) Left Ahead	A	14	5	19	257	1849	462	55.6%	28.3	4.3
1/2	B2149 (N) Ahead	A	14	5	19	318	2109	527	60.3%	28.4	5.3
2/1+2/2	Crossland Drive Right Left	D	34:7	26:53	0	395	1752:1912	568+195	51.7 : 51.7%	15.6	3.0
3/1	B2149 (S) Ahead	B	43	5	48	290	1955	1434	20.2%	4.1	1.6
3/2+3/3	B2149 (S) Ahead Right	B C	43:23	5:25	48	416	2105:1768	0+707	0.0 : 58.8%	20.3	6.1
C1	PRC for Signalled Lanes (%):		49.2	Total Delay for Signalled Lanes (pcuHr):		8.92	Cycle Time (s): 60				
	PRC Over All Lanes (%):		49.2	Total Delay Over All Lanes(pcuHr):		8.92					

(FG22: '2026 Base + Proposed Dev, AM1', Plan 1: 'Network Control Plan 1')

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	144	415	559
	B	124	0	374	498
	C	290	362	0	652
	Tot.	414	506	789	1709

Stage	1	2	3
Duration	14	19	10
Change Point	0	19	45

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: B2149 Petersfield Road / Crossland Drive	-	-	-	-	-	-	-	-	58.5%	-	-
B2149 / Crossland Drive	-	-	-	-	-	-	-	-	58.5%	-	-
1/1	B2149 (N) Left Ahead	A	14	5	19	251	1858	465	54.0%	27.9	4.2
1/2	B2149 (N) Ahead	A	14	5	19	308	2109	527	58.4%	27.9	5.1
2/1+2/2	Crossland Drive Right Left	D	34:10	26:50	0	498	1752:1912	655+217	57.1 : 57.1%	15.1	4.1
3/1	B2149 (S) Ahead	B	40	5	45	290	1955	1336	21.7%	5.3	1.9
3/2+3/3	B2149 (S) Ahead Right	B C	40:20	5:25	45	362	2105:1768	0+619	0.0 : 58.5%	22.9	5.6
C1	PRC for Signalled Lanes (%): 53.8 PRC Over All Lanes (%): 53.8		53.8		Total Delay for Signalled Lanes (pcuHr): 9.15 Total Delay Over All Lanes(pcuHr): 9.15		9.15		Cycle Time (s): 60		

Appendix I

Framework Travel Plan

FRAMEWORK TRAVEL PLAN

Havant Property Investment LLP

32 New Lane, Havant

June 2021

Hampshire County Council (HCC)

Travel Plan

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1 Introduction

- 1.1 Vectos has been appointed by Havant Property Investment LLP to provide highways and transport advice in relation to the re-development of a former Pfizer Site, New Lane, Havant. Havant Borough Council (HBC) are the local planning authority and Hampshire County Council (HCC) are the local highway authority. A site location plan is included at **Figure 2.1**.
- 1.2 The site is located within an existing employment area near an existing industrial estate and is currently occupied by a cold chain packaging, storage, and distribution facility.
- 1.3 A planning application has been submitted at the site under planning reference APP/21/00200. The development proposals concern the redevelopment of the site to provide a new warehouse unit comprising 15,546 sqm (GEA) of total floor area and associated operational van storage spaces (866 spaces). The proposals include provision for 208 car parking spaces, of which 11 will be designated as disabled parking spaces. 11 motorcycle parking spaces and 50 cycle parking spaces are also proposed for staff and visitors.
- 1.4 As is the case with most typical industrial activities, the proposed development will employ managers, assistant managers and assistants as well as delivery drivers, although shift patterns mean that not all staff shift patterns will overlap. This means that traffic in and out of the site is not likely to be congested, and saturation levels will vary throughout the working day.
- 1.5 Since the submission of the planning application, comments have been received from Hampshire County Council (HCC) Travel Plan officers, on the 29th of March 2021, in response to the Travel Plan (TP) prepared by Vectos (February 2021).
- 1.6 This updated TP has been prepared to address comments from HCC and provide the relevant additional information requested.

Travel Plan Scope

- 1.7 The TP is a strategy setting out the sustainable travel options and measures for the proposed development at the site. This Travel Plan should be read in conjunction with the Transport Statement also produced in support of this planning application.
- 1.8 This TP is a live document and as such, will be further updated once baseline travel surveys have been completed. These baseline staff travel surveys will be undertaken at 6 months within the first year of meaningful occupation at the proposed development.
- 1.9 This TP is primarily aimed at all staff working on the site, as they will be undertaking regular journeys to / from the development. However, the benefits of travelling by sustainable and active modes, will also be promoted to any visitors.
- 1.10 The benefits of having a workplace TP include reducing congestion on local highway network as well as on site, and minimising traffic related pollution in the local area.

Aim of the Travel Plan

- 1.11 This TP has been prepared in order to support future staff and potential visitors in making informed decisions about their travel and provide staff with the necessary management tools to enable them to choose sustainable modes of travel to the site. In doing so, the adverse impacts of travel on the environment and the local highway network will be minimised. This will be achieved by setting out a strategy for eliminating the barriers which prevent people from using sustainable travel modes, which in effect can self-manage single-occupancy vehicular use.
- 1.12 Such a strategy needs to be long term, as changing travel habits takes time and is only likely to occur through a combination of incentives, improved facilities, government initiatives, as well as changes in individual attitudes.
- 1.13 As mentioned above, the TP is a live document and as such, will develop further with input from Hampshire County Council (HCC), the Travel Plan Co-ordinator and the client.

This Document

- 1.14 This TP has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the full TP.
- 1.15 The remainder of the document is as follows;
- **Section 2** – describes the existing accessibility of the site;
 - **Section 3** – Provides a review of relevant policies;
 - **Section 4** – sets out the development proposals;
 - **Section 4** – sets out the objectives and benefits of the TP;
 - **Section 5** – sets out the Travel Plan strategy;
 - **Section 6** – sets out the sustainability measures that could be implemented to help achieve the objectives and targets of the full Travel Plan;
 - **Section 7** – outlines how the monitoring and review programme will ensure the Travel Plan to continue to progress; and
 - **Section 8** – sets out the Action Plan for the Travel Plan.

2 Existing Situation

2.1 This section of the Transport Statement provides a description of the existing conditions at the site, including accessibility by sustainable modes of travel.

Site Location

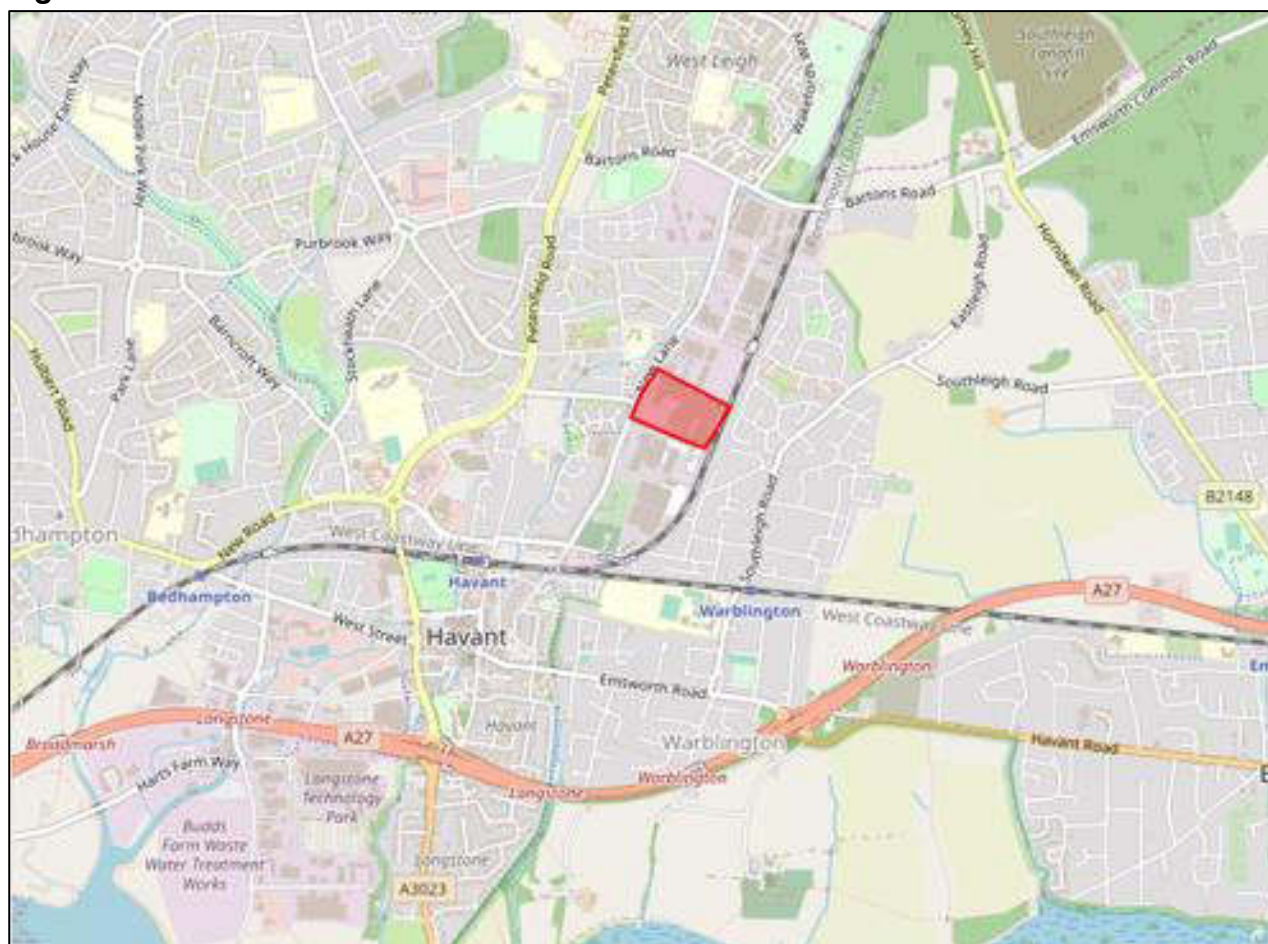
2.2 Within a strategic context, the site is situated within the Borough of Havant, circa 870m ‘as the crow flies’ north east of Havant railway station. The site is situated within Havant North Industrial Estate and the immediate area surrounding the site is primarily employments with and residential neighbourhoods located both east and west of the site.

2.3 The north-eastern perimeter of the site is formed of Portsmouth Direct railway line and the north-western boundary is defined by New Lane where the access to the site is taken from. To the north and south the site abuts existing industrial units within which it is internally connected by access roads.

2.4 To the south east, the site abuts a small plot that appears to share an access with the site. This plot appears to be used for storage of waste vehicles.

2.5 **Figure 2.1** shows the location of the site in a local context.

Figure 2.1: Site Location



Highway Network

New Lane

- 2.6 New Lane provides vehicular access to the site and is a two-way single carriageway road with a north-south alignment to the east of the site, meeting Bartons Road to the north and Eastern Road to the south. The road is subject to 30mph speed limit restriction with pedestrian infrastructure and street lighting present.
- 2.7 New Lane is a local distributor road which separates residential areas of Havant in the west from employment in the east. Given the presence of existing railway to the east acting as a barrier for traffic, all employment units are accessed from New Lane.

Crossland Drive

- 2.8 Crossland Drive is a two-way single carriageway road that runs in an east-west alignment, connecting New Lane with the B2149 to the west of the site. It meets the B2149 at a signal-controlled junction and meets New Lane at the eastern end of the road at a simple priority junction. The road is subject to 30mph speed limit restriction with footway and street lighting provided.
- 2.9 The road is an advisory HGV route as per the signage at the Crossland Drive/B2149 junction.

B2149

- 2.10 The B2149 is locally known as Petersfield Road. It is a dual carriageway with two lanes in each direction, separated by a grass verge. The road is subject to 40mph speed limit with footways and street lighting present.
- 2.11 The B2149 provides links with the A27 to south and A3(M) north via Horndean. The north end of the road meets with Manor Lodge Road via a roundabout.

A27

- 2.12 The A27 is a major road in South East England that can be accessed from the site via the B2149 or Emsworth Road. The latter route has 7.5 tonnes weighting restriction in place south the junction with New Lane due to level crossing with railway line.
- 2.13 The A27 is a dual carriageway with two lanes each in direction, which operates at the national speed limit.
- 2.14 The A27 is a key route for accessing the wider strategic highway network in England, connecting to the A3(M), M27 and A24.

Walking and Cycling

- 2.15 Staff travelling to the site would be encouraged to travel by sustainable travel modes through development design, including active travel (walking and cycling), on public transport and through car sharing in an effort to maximise the number of single occupancy car trips.

- 2.16 The planning application is also supported by a Non-Motorised User Context Assessment (NMU) undertaken in August 2020. The NMU found that the local walking environment was good but could be improved the provision of crossing points on New Lane. This is a view also supported by HCC.

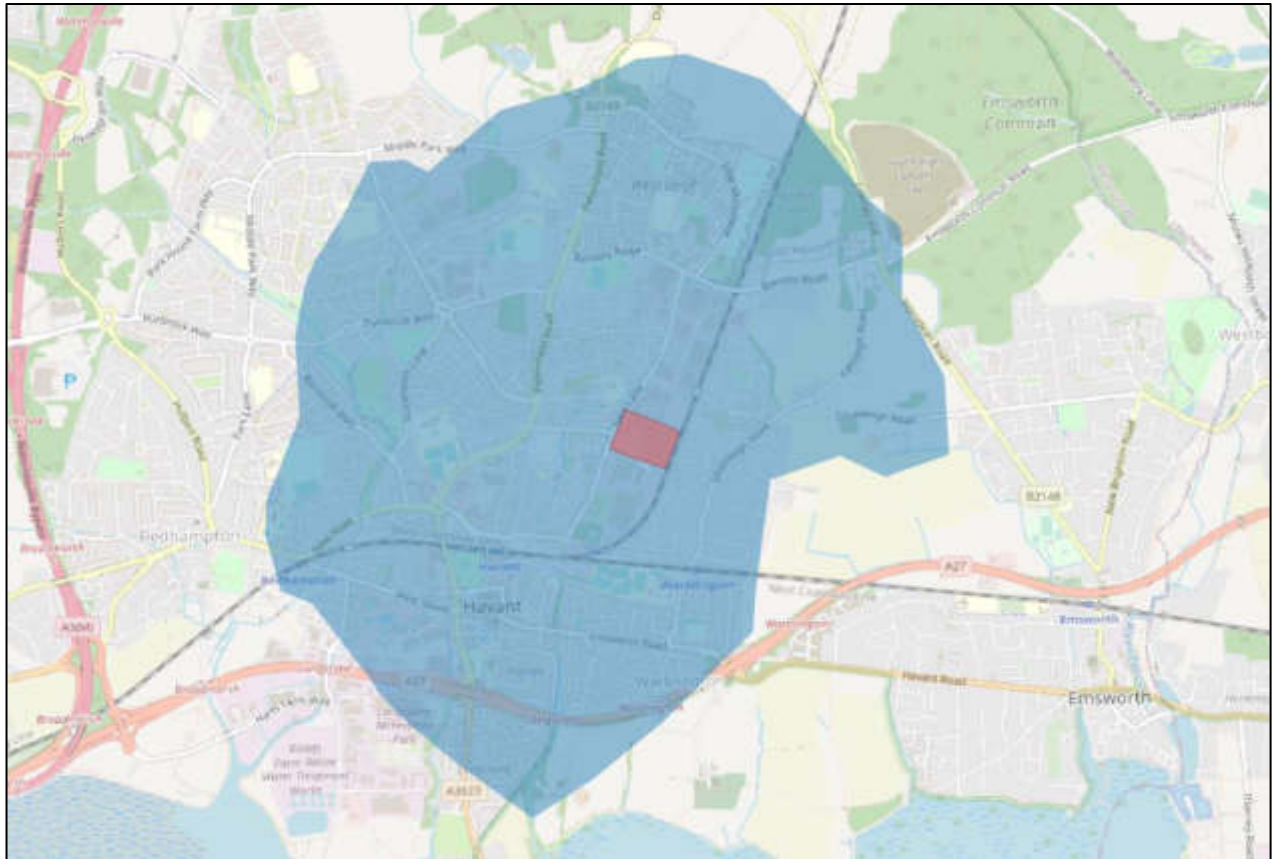
New Lane

- 2.17 The site benefits from well-lit footways along New Lane. The majority of the road has footways on both sides of the carriageway, that are segregated from the road by grass verges. However, the footway on the eastern side of the road ends approximately 150m north of the junction with Eastern Road on the southern end of New Lane.
- 2.18 As part of the development proposals, a new crossing point will be provided at this location which will feature tactile paving and dropped kerbs. There is a pedestrian refuge crossing approximately 200m north of the site with dropped kerbs and tactile paving.
- 2.19 The entirety of New Lane has on-road dedicated cycle lanes along both sides of the road, providing access to Havant Railway Station and Havant town centre to the south and NCN routes 2 and 22.

Crossland Drive

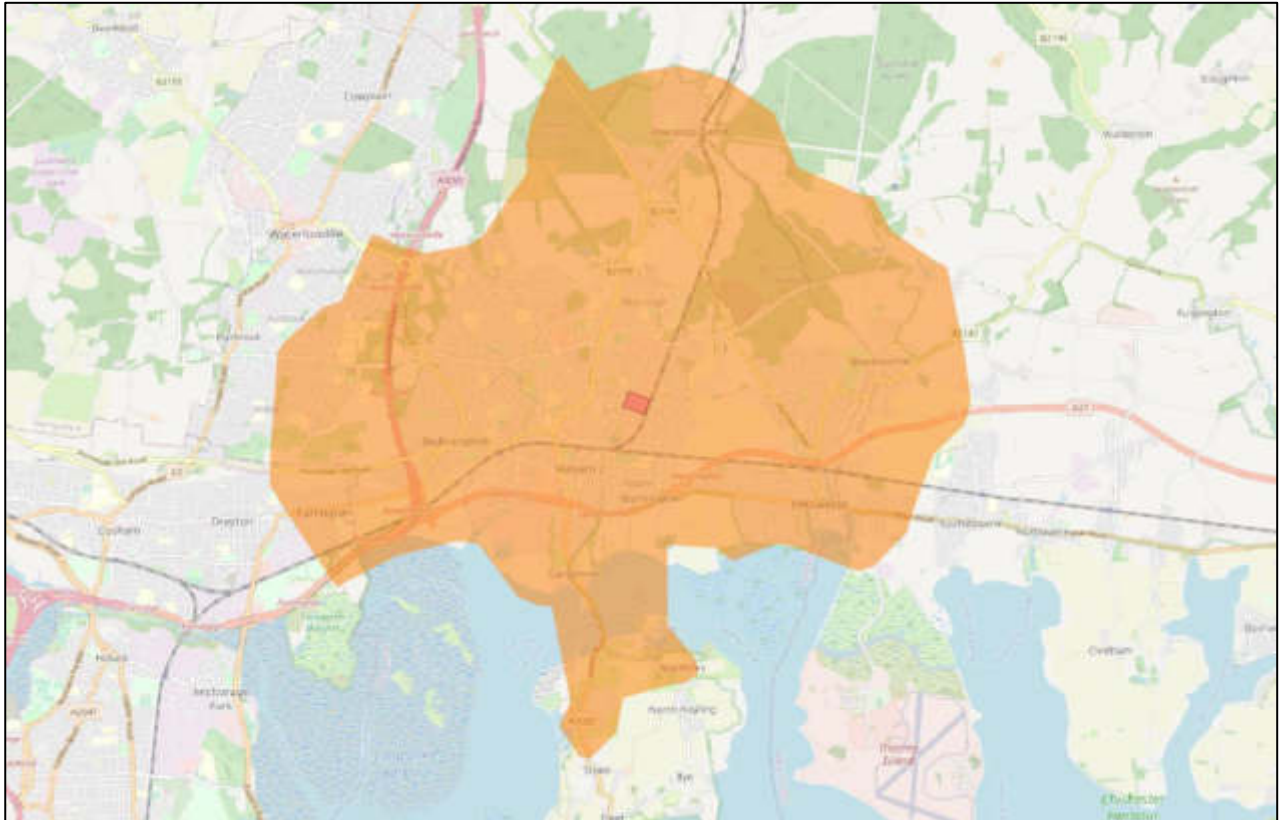
- 2.20 Crossland Drive provides a mixture of well-lit segregated and non-segregated footways on both sides of the road.
- 2.21 There are multiple crossing points along the road, with a pelican crossing at the east end of the road and a zebra crossing at the west end.
- 2.22 An on-pavement cycle lane runs along the southern side of the road from the junction with the B2149 to approximately 100m from the junction with New Lane.
- 2.23 A plan highlighting the 2km walking isochrone for the site is shown in **Figure 2.2**.

Figure 2.2: Walking Isochrone (2km)



- 2.24 With regards to walking, Central Government research refers to a distance of 2km as the maximum distance over which walking might replace car trips. Similarly, the Institution of Highways and Transportation (IHT) Guidelines suggest that a maximum ‘acceptable’ walking distance for pedestrians without a mobility impairment of 2km.
- 2.25 **Figure 2.2** shows that Havant town centre can be reached within 2km, or a 25-minute walk from the site, as well as Havant and warblington railway stations.
- 2.26 A plan highlighting the 5km cycling isochrone for the site is shown in **Figure 2.3**.

Figure 2.3: Cycling Isochrone (5km)



- 2.27 With regards to cycling, Central Government research states that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 2.28 **Figure 2.3** shows that Emsworth, Rowlands Castle, Westbourne, Bedhampton and Hayling Island can be reached by bicycle comfortably within 5km (circa 25-minutes).
- 2.29 **Figure 2.4** shows that the site is well situated to make use of the National Cycling Network (NCN). NCN route 22 can be accessed via New Lane and Crossland Drive, utilising the cycle lanes on these roads.

Figure 2.4: Cycle Routes



Public Transport

Bus Services

- 2.30
- The nearest bus stops to the site are the ‘Flexford Gardens’ bus stops and the ‘Dunhurst Close’ bus stops which are situated approximately 40m apart on St. Albans Road to the west of the site (approximately a 2-minute walk).
- 2.31
- Both stops provide a pole and flag arrangement and are served by routes 20 and 21. The ‘Flexford Gardens’ stop is also served by route 641 in addition. A summary of the frequency of services for these stops is set out in **Table 2.1**.

Table 2.1: Local Bus Services

Number	Route	Frequency
20	Portsmouth – Cosham – West Leigh – Havant	2 per hour
21	Portsmouth – Farlington – West Leigh - Havant	2 per hour
641	Purbrook (Oaklands School) Leigh Park – Denvilles – New Brighton – Rowlands Castle – Southbourne	1 per day (school service)

- 2.32
- The 20 and 21 services provide access to the residential areas to the west of the site and the neighbouring city of Portsmouth, in addition to Havant town centre and the amenities provided there.

Rail Services

- 2.33 Havant railway station is approximately 1.1km (13-minute walk) south west of the site. Havant is a junction station that provides passengers with an interchange between the West Coastway line and Portsmouth Direct Line.
- 2.34 Havant railway station is served by trains operated by South Western Railway, Southern and Great Western Railway, providing links to multiple key destinations such as Portsmouth, Brighton, Southampton and London Waterloo.
- 2.35 The station provides 92 secure cycle storage spaces and a car park with 492 (including eight accessible) spaces.
- 2.36 A summary of the destinations reachable from this station and the services provided on a typical weekday are set out in **Table 2.2**.

Table 2.2: Havant Railway Station Services

Destination	Journey time (mins)	Frequency (per hour)
Southampton Central	41	2
London Waterloo	80	2
Brighton	65	3
Portsmouth Harbour	20	5
Littlehampton	40	2
Bognor Regis	32	4
Portsmouth and Southsea	12	7
London Victoria via Horsham	105	2

- 2.37 **Table 2.2** shows that key destinations such as Portsmouth, London, Brighton and Southampton are easily accessible via Havant Railway Station, which is within walking and cycling distance of the site.

BREEAM Accessibility Index

- 2.38 Using the BREEAM Accessibility Index Calculator, the Accessibility Index for the site has been calculated.
- 2.39 From these calculations, the proposed site has achieved an Accessibility Index figure of 7.96. The calculation of this figure is shown at **Appendix A**.

Local Amenities

- 2.40 There are a range of local amenities in proximity to the site including shops, medical facilities, leisure facilities and a post office as detailed in **Table 2.3**.

Table 2.3: Local Amenities

Amenity Type	Amenity Location	Distance from site
Access to a recreation or leisure facility for fitness or sports	My Fitness Hub Havant, 5 Hayward Business Centre, New Ln, Havant PO9 2NL	260m
Childcare facility or school	St Albans School, St. Albans Rd, Havant PO9 2JX	350m
Access to an outdoor open space	Old Copse Road Open Space, Old Copse Rd, Havant PO9 2XB	350m
Appropriate food outlet	The Co-operative Food, 55 St. Albans Rd, West Leigh, Havant PO9 2JR	400m
Access to cash	Best-one, 64-66 St. Albans Rd, Havant PO9 2JY	450m
Public sector GP surgery or general medical centre	Oak Park Community Clinic, 8 Lavant Dr, Havant PO9 2AW	600m
Community facility	Havant Leisure Centre, Civic Centre Rd, Havant PO9 2AY	1100m
Over the counter services associated with a pharmacy	Octapharm, Civic Centre Rd, Havant PO9 2AZ	1100m
Publicly available postal facility	Havant Post Office, 25 Market Parade, Havant PO9 1PY	1200m

3 Policy Context

National Planning Practice Guidance – Travel Plans, Transport Assessments and Statements (March 2014)

- 3.1 This guidance, published on 6th March 2014 by the Ministry of Housing, Communities and Local Government, provides advice on when Transport Assessment and Transport Statements are required, and what they should contain.
- 3.2 Travel Plans, Transport Assessments and Statements help to assess and mitigate the negative transport impacts of development to promote sustainable development.
- 3.3 Transport Assessments are “*thorough assessments of the transport implications of development*”. They can help ensure the fullest use of public transport, walking and cycling and focus development in sustainable locations.

Hampshire County Council’s ‘A Guide to Development Related Travel Plans’ (2009)

- 3.4 This document sets out guidelines to help developers produce high quality travel plans, including information on what they are, how they should be prepared and when they should be produced in support of a planning application.

- 3.5 Section 3.1 of the document states

“With the exception of residential developments, travel plans are required in conjunction with planning applications for all new developments where a Traffic Assessment (TA) is required”.

“Travel plans may also be required for developments under the TA threshold. The criteria below are a reflection of the fact that some smaller scale developments can have significant transport impacts. A travel plan will be required for:

- Any development in or near an Air Quality Management Area
- Any development in an area that has been identified within the Local Transport Plan (LTP) for the delivery of specific initiatives or targets for the reduction of traffic, or the promotion of public transport, walking or cycling
- Any area specified in the Local Development Framework (LDF), where it is known that the cumulative impact of development proposals is a cause for concern
- The provision of new or extended school and other educational facilities
- An extension to an existing development that causes the travel impact of the site to exceed the threshold for a TA
- All instances where the local planning authority requires it.”

3.1 Havant Borough Council Parking Supplementary Planning Document (2016)

- 3.2 The relevant parking standards to the site are contained within the Havant Borough Council Parking SPD adopted in 2016 and was subsequently updated in 2019. Both the maximum car parking standards and minimum cycle standards are shown in **Table 3.1** below for commercial developments.

Table 3.1: HCC Car Parking and Cycle Parking Standards

Type	Car Parking Standard	Cycle Standard (minimum)	
	Minimum Parking Limit	Long Stay	Short Stay
B8 warehouse	1 space per 90sqm	1 stand per 500sqm	1 stand per 1000sqm

- 3.3 The minimum car parking standards shown in **Table 3.1** would allow the site to provide 173 car parking spaces assuming a total 15,546 sqm of floor space. On this basis, the proposed provision of 208 car spaces is in accordance with these standards.
- 3.4 50 cycle parking spaces will be provided within cycle parking shelters in line with the guidelines. This level of provision is in accordance with the standards set out in **Table 3.1** which requires a minimum of 31 long stay cycle parking spaces and 16 short cycle parking spaces. Therefore, the proposals exceed the minimum requirement of 47, as set out in the SPD.

Basingstoke and Dean District Council Parking Supplementary Planning Document (2018)

- 3.5 The Parking SPD from Basingstoke and Dean District Council sets out its approach to car and cycle parking for new developments. **Table 3.2** below summarises the car and cycle parking standards set out in this document.

Table 3.2: BDDC Car Parking and Cycle Parking Standards

Type	Car Parking Standard	Cycle Standard (minimum)	
	Outer Urban and Rural	Long Stay	Short Stay
B8 warehouse	1 space per 90sqm	1 space per 10 staff or 1 stand per 500sqm (whichever is greater)	1 space per 600sqm

- 3.6 With a floor area of 15,546 sqm, the development would be required to provide 173 car parking spaces, 31 long stay cycle parking spaces and 26 short stay cycle parking spaces. On this basis the car provision at the proposed development is in accordance with these standards. However, with a combined long stay and short stay cycle parking requirement of 57 spaces, this is above the 50 proposed spaces at the development.

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

- 3.7 The Institution of Highways and Transportation produces this document in 2000 to advise on planning for and providing for pedestrians, pedestrian infrastructure and to help promote walking.

- 3.8 The document identifies that a developer may be required to contribute towards new or improved pedestrian facilities and also may be required to produce a travel plan. Green travel plans are also identified as a pedestrian-friendly measure, to help provide for pedestrians and promote walking.
- 3.9 Reference has been made to the following guidelines which seek to promote walking and providing for pedestrians:

“Walking should be explicitly identified in travel plan objectives and it may be appropriate to set out modal split targets for walking.”

“Advertising a travel plan is important to its success, and needs to be carried out in an ongoing basis. Flyers with payslips, leaflets posters on notice boards and in lifts, articles in staff newsletters, commuter breakfasts, and exhibition stands in the entrance hall and canteen areas can all help to inform people. Special events such as car-free days can also help to focus on walking, and publicity can link with national initiatives like Don’t Choke Britain, Car Free Day and Green Transport Week in June. Moreover, incentives, particularly financial ones, can provide a powerful way of motivating staff.”

CIHT’s ‘Buses in Urban Developments’ (2018)

- 3.10 The Chartered Institution of Highways and Transportation produced this document in 2018 for planners, highway and traffic engineers, developers, bus operators and urban designers to show that buses can perform efficiently in the urban travel market.
- 3.11 In section A.6, travel plans are identified as a traffic limitation technique that can increase the use of public transport and active travel and therefore reducing the amount of road space required by private cars.

DfT’s Manual for Streets (2007)

- 3.12 The Department for Transport produced the Manual for Streets in 2007 and is “expected to be used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design.”
- 3.13 The document outlines that a Travel Plan may be required as part of an outline planning permission application, and the design of streets, spaces and parking should be considered at this stage of planning.

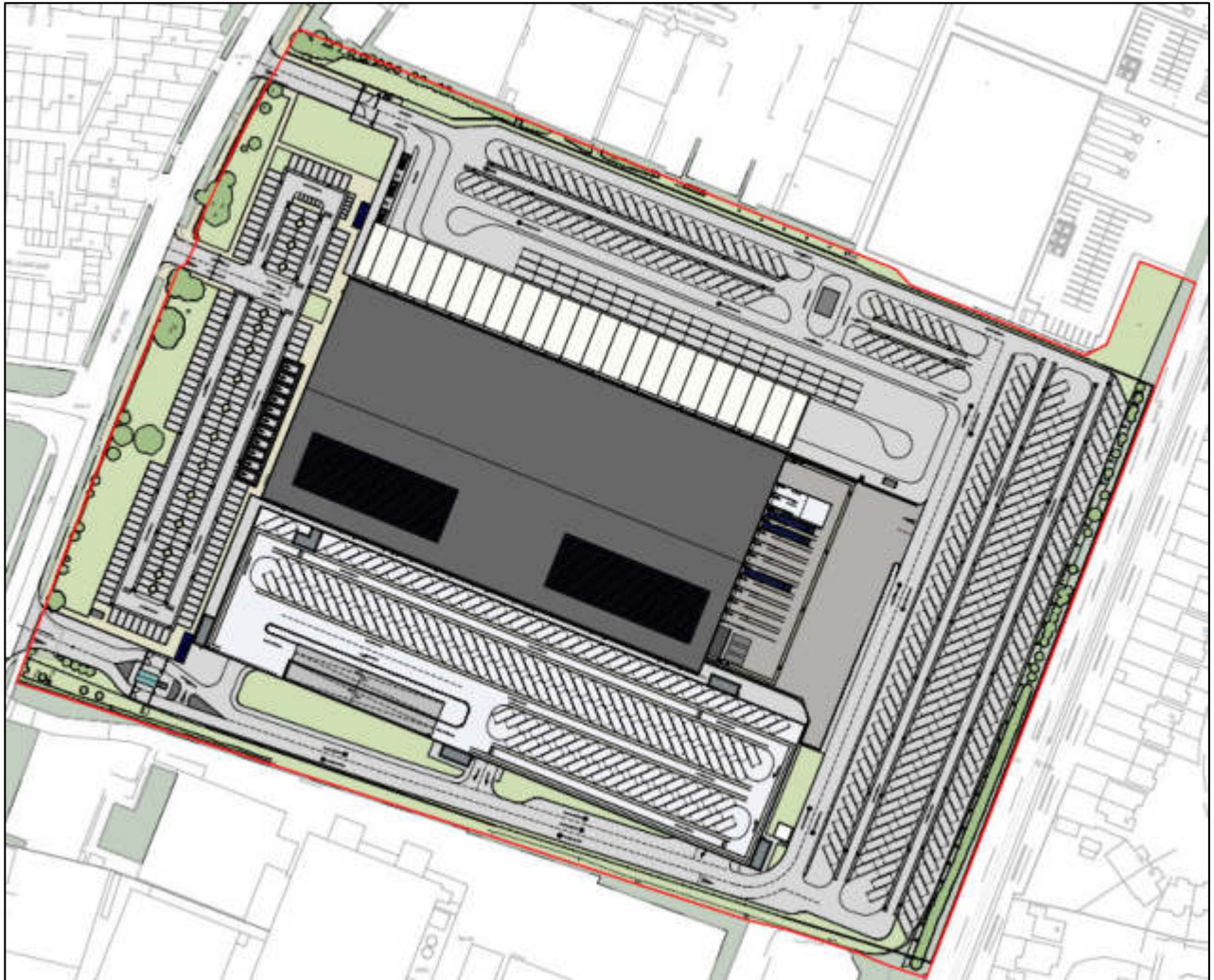
4 Development Proposals

- 4.1 This section of the Travel Plan provides a description of the development proposals, including information on the quantum of development, the provision of car and cycle parking, and the proposed servicing and refuse collection strategy.

Overview

- 4.2 The occupier proposes to use the site as a 'last mile' distribution centre of approximately 15,546 sqm, where parcels are delivered via small vans to customers in the local area. The occupier is looking to consolidate their operations on one site. This is opposed to vans being stored in the local area on separate sites.
- 4.3 Local drivers would arrive at the site by various means of transport, collect a van and leave the site to make deliveries. Once all deliveries have been made, drivers would return the vans to the site, collect their own vehicles (if they have driven to the site), or travel home by other means of transport.
- 4.4 The operation is effectively a freight consolidation site with the number of HGVs to/from the site being minimised through the most efficient use of each vehicle to minimise movements. The vehicle movements associated with the proposed development are already on the local road network as the proposed end user currently operates within the Havant area.
- 4.5 The vans that undertake the last mile element of distribution i.e. to the customer. They generally leave the site in the morning between 07:00-12:00 and return between 16:00-21:00. They are loaded to ensure that they can deliver goods for at least 6 hours in a single journey. This ensures efficiency of the operation and reduces vehicle movements.
- 4.6 On-site staff will have defined shift patterns with arrivals outside of the network peak periods (08:00-09:00 and 17:00-18:00). Typically, on-site staff shift patterns will be 08:00-16:00, 16:00-12:00 and 12:00 – 08:00.
- 4.7 The proposals for the site involve the provision of 866 operational storage spaces for the van fleet which during the day would be used as parking spaces for drivers that arrive at the site by private car.
- 4.8 HGVs delivering parcels would enter the site via at the existing site access at the southern end of the site from New Lane. 12 HGV docks are proposed at the eastern side of the warehouse. They would then turn around within the service yard area and leave the site using the same access.
- 4.9 There are 72 loading bays for vans from which they are loaded and leave the site.
- 4.10 The site layout for the proposed development is shown in the extract provided below at **Figure 4.1:**

Figure 4.1: Proposed Site Layout Plan Extract



Site Access

Vehicle Access

- 4.11 The proposed development will provide three separate vehicle access/egress points from New Lane, all in the form of simple priority junctions.
- 4.12 The southern access is an existing access which would be used by HGVs and by van drivers arriving and leaving the site in their own vehicles and for vans to arrive and leave the site.
- 4.13 The central access is also an existing access and would be used by staff based on the site.
- 4.14 The proposed new northern access would be used by van drivers arriving at the site and by vans to arrive and leave the site. Entry/exit to the site is controlled by barriers and gatehouses with the barriers set back within the site to avoid any potential for queuing back to the public highway.
- 4.15 All the accesses have good visibility in both directions. The proposed new access has been designed and it is confirmed that access achieves visibility splays in accordance with Manual for Streets 2

guidance. The proposed access has also been spaced so that it does not affect the existing accesses to the site and to the site to the north.

Disabled Access

- 4.16 A total of 11 disabled parking bays are proposed to be provided on the eastern side of the car park.
- 4.17 Dropped kerbs are provided along New Lane and Crossland Drive at road crossing points, and tactile pavement is also provided at the pedestrian refuge crossing point on New Lane approximately 170m north of the site entrance. Dropped kerbs and tactile paving will be provided within the site in addition to at the site accesses.

Parking Provision

- 4.18 The relevant parking standards to the site are contained within the *Havant Borough Council Parking Supplementary Planning Document* adopted in 2016 and was subsequently updated in 2019. Both the maximum car parking standards and minimum cycle standards are shown in **Table 4.1** below for commercial developments.

Table 4.1: B8 Warehouse – Car Parking and Cycle Parking Standards

Type	Car Parking Standard	Cycle Standard (minimum)	
	Minimum Parking Limit	Long Stay	Short Stay
B8 warehouse	1 space per 90sqm	1 stand per 500sqm	1 stand per 1000sqm

Car Parking

- 4.19 A total of 208 car parking bays are proposed for on-site workers. These are situated within the centre of the New Lane frontage (as the existing car park is) and are accessed (entry and exit) using the central vehicular access onto New Lane. A total of 11 blue badge holder spaces are included within the proposed provision. These car parking bays have been designed to be 5m long and 2.5m wide.
- 4.20 The minimum car parking standards shown in **Table 4.1** would allow the site to provide 172 car parking spaces assuming a total 15,546 sqm of floor space. On this basis, the proposed provision of 208 car spaces is in accordance with these standards.

Cycle Parking

- 4.21 50 cycle parking spaces will be provided within cycle parking shelters in line with the guidelines. This provision would meet operational needs of the site with a potential for a small increase in cycle mode share.
- 4.22 This level of provision is in accordance with the standards set out in **Table 4.1** which requires a minimum of 31 long stay cycle parking spaces and 16 short cycle parking spaces. Therefore, we have gone above the minimum requirement of 47, as set out in the SPD. The development will also be providing changing and shower facilities within the development to encourage staff to cycle to the site.

Operational Van Storage

- 4.23 In addition to the proposed car parking spaces outlined above, 866 van storage spaces are proposed on the ground floor and within a van storage deck across the site. This would be for operational purposes only and would be used to store vans overnight. As such, it is considered that this operational storage should be accounted for separately to the car parking provision as it is operational parking. Thus, it is appropriate to consider the quantum of spaces based on a first principles approach.
- 4.24 The proposed scale of the fleet allows for the required number of parcels to be delivered in a round of deliveries and the number of van spaces provided is how the identified occupier's operation is run across the UK and Europe. This number of vans allows each delivery journey to be optimised, i.e. each van is fully loaded and makes one delivery run per day.
- 4.25 If the number of vans were to be reduced, vans would need to make more journeys and run empty more often leading to more vehicle movements. In this respect, the proposed operation adopts the principles of freight consolidation and in doing so makes the most efficient use of vans and minimises journeys when they are not fully utilised.
- 4.26 A further point to note is that by storing vans on-site it enables the intended occupier to meet its aim to improve the environmental efficiency of its fleet. For example, the storage spaces will all benefit from EV charging infrastructure (see below for more details). Aligned to this, and as part of the wider aim of minimising unnecessary vehicle miles, the storage of vans on-site as proposed reduces the requirement for the intended occupier to identify satellite sites to perform the same function. In the event that satellite storage sites were required, the vans would still need to visit the proposed development to collect the parcels for delivery to customers.

Sustainability

Zero Carbon Emissions

- 4.27 The 'Proposed Occupier' is committed by an initiative to ensure at least 50% of all its shipments achieve net zero carbon emissions by 2030.
- 4.28 This aligns with the Occupier's commitment to driving sustainability across its operations, from utilising renewable energy sources, responsible sourcing, all the way through to reusable packaging, the move will align with its ambitions to utilise 100% renewable energy across its operations.

Euro 6

- 4.29 The 'Proposed Occupier' will operate their own fleet of vans at the site and this allows them to control the standard of the vehicles being used. As stated above, the Occupier is committed to reducing the emissions from their own fleet and is working towards all vans being compliant with the Euro 6 standards for emissions.
- 4.30 Euro 6 are the latest standards introduced by the European Commission to regulate the level of pollutants released from the tailpipes of vehicle engines. Euro 6 aims to reduce the levels of harmful

emissions including nitrogen oxide (NOx), carbon monoxide and particulate matter, which is basically soot from diesel engines.

- 4.31 Different emissions standards have been set for petrol and diesel engines. The permitted level of NOx emitted from a diesel engine has been drastically reduced by 55% from 180mg/km to just 80mg/km. In contrast, the NOx limit for petrol engines has not been altered from the Euro 5 standards and remains at 60mg/km.

Electric Vehicles

- 4.32 20% of van storage spaces will be equipped with active electric vehicle charging point (EVCP) infrastructure from the outset. The remaining 80% will be provided with passive infrastructure to be brought forward in future.

Bus Improvements

- 4.33 At pre-application stage HCC requested that consideration be given to the potential to upgrade local bus facilities to improve uptake of sustainable transport to the site.
- 4.34 The two closest bus stops to the site are the two 'Flexford Gardens' stops on St Albans Road. The northbound service is located on a narrow footway where it would be impractical to introduce additional features. During discussions with HCC on the 29th of April 2021, it was agreed that the southbound stop could potentially benefit from a bus shelter and that there was no scope to improve the northbound bus stop.
- 4.35 The applicant has agreed to contribute to improving local bus stops. This will benefit the users of the site and also those working and living within the locale.

5 Travel Plan Objectives and Targets

- 5.1 This chapter sets out TP targets, which are the goals by which TP progress will be measured. The TP sets out targets which individual tenants will seek to reach within the period covered by this TP. In addition, interim targets have been set out until the operators of the development are known and initial travel surveys are undertaken.
- 5.2 The success of the Travel Plan is measured by whether it achieves its objectives through set targets which will be identified following the initial survey and which will be advised by HCC.
- 5.3 The sub-objectives are:
- Sub Objective 1: to actively promote sustainable transport options for travel to and from the site, to enable informed decisions about how to travel;
 - Sub-objective 2: to increase the use of active and green travel modes (particularly for shorter trips), and to encourage staff to build active travel into their everyday routines to support and contribute to wider health initiatives;
 - Sub-objective 3: to maximise the accessibility of the site by active modes at all times;
 - Sub objective 4: to raise awareness of the impacts of their travel choices on health, the local environment etc; and
 - Sub-objective 5: to facilitate the use of non-car modes for members where is reasonably practical.

Targets

- 5.4 All targets will be SMART (Specific, Measurable, Achievable, Realistic, Time-bound).
- 5.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 5.6 The Action Targets for this TP are:
- To appoint a Travel Plan Coordinator within a month prior to the site becoming operational;
 - Launch the Travel Plan no later than 2 months after the appointment of the TPC;
 - To undertake staff travel surveys within six months of the meaningful occupation of the site; and
 - To submit a full Travel Plan to the council once the staff travel survey has been undertaken.

Aim Targets

- 5.7 The aim targets of this Travel Plan are focused on employee travel to the site with objective of reducing single-occupancy car travel and increase travel by more sustainable modes.
- 5.8 The exact details of staff travel at this site is not yet known, therefore in the absence of this useful data, 2011 census data has been used as a proxy for the development site to establish typical travel behaviour of workers in the local area currently.
- 5.9 The number of staff that arrive at the site by car is estimated using 2011 census 'Method of Travel to Work' data for the Middle Super Output Areas (MSOA) the site is located in. The mode split of staff arriving to the site has been produced and is provided below in **Table 5.1**.

Table 5.1: Census Mode Share Split

Method of Travel	Mode Split
Work mainly at or from home	0%
Underground, metro, light rail or tram	0%
Train	3%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	73%
Passenger in a car or van	6%
Bicycle	5%
On foot	9%

- 5.10 Whilst the above data demonstrates that 73% of people currently travelling to work in this area drive in a car or van, surveys undertaken at other sites operated by the end user show different patterns. The end user already achieves low levels of car use for commuting purposes at existing sites across the UK and mindful of this, the target is to establish working habits from the outset that match those observed at other sites of the same end-user.
- 5.11 A number of measures will be implemented from day one of opening, and hence it is anticipated that the single occupancy vehicular proportion will be lower than the 2011 census data indicated. On the basis of the mode split achieved at existing sites, and the measures set out in subsequent sections of this TP, a target of 63% car driving mode split is considered achievable.
- 5.12 The 63% mode split target above will be reviewed against the first staff travel survey to assess its ongoing appropriateness for use on this site.

6 Travel Plan Strategy

Management

- 6.1 The role of Travel Plan Co-ordinator (TPC) has not yet been allocated; however, a suitable person will be appointed prior to beneficial occupation. HCC will be notified of the TPC's contact details.
- 6.2 The TPC, and the annual costs for administering the Travel Plan, for the initial five-year period, will be funded by the occupier.

Travel Plan Co-ordinator Responsibilities

- 6.3 The TPC will be responsible for the administration of the TP, the implantation of measures, and for the on-going monitoring and review of the TP. They will have overall responsibility for ensuring that measures are successfully delivered on time and to budget.
- 6.4 The TPC will liaise with stakeholders such as the tenant, staff associations (if applicable) and HCC regarding the implementation and progression of the TP. The TPC will also provide support with negotiating discounts with local bus (and rail) operators, and walking/cycling outlets.
- 6.5 Once the end user has been identified, preliminary liaisons with local cycle shops and public transport operators to scope the possibility of arranging for discounts on equipment and services respectively.
- 6.6 The duties of the TPC will therefore include:
 - To communicate information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
 - Undertake the Travel Surveys over the 5-year time period and supply evidence of this to HCC;
 - Take responsibility for data collection and review of the TP;
 - Design and implement effective marketing and awareness-raising campaigns to promote the TP;
 - Co-ordinate the monitoring programme for the TP, including target setting and make necessary changes if the targets are not being met;
 - Establish and maintain a filing system for recording all correspondence relating to the TP; and
 - Introduce a personalised journey planning system.

Reporting

- 6.7 The TPC will prepare a monitoring report on an annual basis on the progress of the TP for the first five years of the occupation of the site. The reports will include the following;

- Progress on the implementation of measures and initiatives to provide sustainable transport use;
- Latest survey results; and
- Any revisions to targets and measures.
- The report will be provided to HCC Travel Plan Officers within one month of completion of the survey.
- The monitoring of the Travel Plan is set out in more detail in Section 8 of this report.

Marketing Strategy

6.8 Staff will be made aware of the existence of the TP upon commencement of their employment. The following methods could be used as a means of disseminating information to staff and promote events/campaigns/promotions:

- Staff notice boards;
- Staff newsletters;
- Employee Welcome Packs (containing travel information); and/or
- E-groups and forums to disseminate information - and social media such as Twitter, Facebook.

7 Measures and Initiatives

- 7.1 This section of the TP outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of these measures, which include awareness initiatives are infrastructure provision, is considered to be the core of the TP.

Welcome Packs and Notice Boards

- 7.2 All employees, upon commencement of their employment, will be provided with a Welcome Pack, which will contain travel information, and will be directed towards the Travel Information Boards. These will include;
- Name and contact details of the TPC and the availability of the TPC to speak with employees;
 - An introduction to the Travel Plan, its purpose, and a summary document;
 - Information on the health benefits of using active modes of transport;
 - Promotion of Public Transport through the inclusion of bus route maps and timetables and any other public transport information;
 - Promotion of walking and cycling through the inclusion of maps showing walking and cycling routes close to the site;
 - Any specific company policy related to travel; and
 - Details of any cycle discounts and local schemes.

Public Transport

- 7.3 Details of local bus and rail services will be made available to staff where possible through the use of information boards in prominent positions.
- 7.4 Use of the Hampshire 'My Journey' (<http://myjourneyhampshire.com>) planning tool will be promoted to staff. National Rail, Traveline and similar journey planner websites and sustainable transport websites and relevant phone numbers will also be promoted through all relevant means.
- 7.5 The TPC will liaise with local public transport providers to investigate the possibility of negotiating discounts for staff and introducing trial initiatives.

Walking and Cycling

- 7.6 The following measures are proposed in order to promote walking and cycling to and from the site:
- The internal pedestrian/cycle routes will provide safe and convenient crossing facilities;
 - All staff will be informed about the Travel Information Boards which will include maps of local walking and cycle routes and information;

- High quality cycle parking will be provided at convenient and visible locations;
- The TPC will raise awareness of the health benefits of walking and cycling;
- The TPC will promote the use of free health apps to staff;
- Showers and changing facilities are proposed for all staff to use. Lockers are also proposed for the safe storage of personal items whilst at work, therefore they can also be used for cycling equipment.
- The TPC will liaise with local bike stores to investigate the feasibility of introducing “pop up” bike service stations at the site. The frequency of these service stations will be agreed during discussion with the providers of this service;
- The TPC will form a bicycle user group (BUG) to promote cycling to staff;
- Staff will be a guaranteed ride home in emergency situations.

Cycle to Works Scheme

- 7.7 The end user has in operation a cycle to work scheme, which is available to all permanent employees. This enables the occupier to purchase a tax-exempt bicycle and cycling safety equipment. The employee will later loan the bicycle from the occupier with payment taken as a salary sacrifice. At the end of the 12-month period the employee will be able to then purchase the bicycle for a nominal fee.

Car Sharing

- 7.8 Car sharing schemes are particularly suitable for the occupier's storage and delivery unit as there are regular shift patterns in place meaning that many staff will start and finish at the same time.
- 7.9 The Occupier will work closely with HCC to promote lift share schemes. The TPC will also encourage staff to find car share patterns within the sites end user. Car sharing will be promoted through the Hampshire car share website (<https://liftshare.com/uk/community/hants>) and other such social media based platforms.
- 7.10 The TPC is to monitor the use of the staff car park and whether many staff are car sharing. If deemed appropriate going forward dedicated car share spaces could be marked in the car park to further encourage car sharing.

Measures and Incentives

- 7.11 Measures to raise travel awareness will be promoted by the TPC, with these including national events such as those listed below;
- National Liftshare Week;
 - Walk to Work Day; and

— National Bike Week.

8 Monitoring and Review

- 8.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to commercial units. This chapter sets out the proposals for monitoring and review of the travel plan.
- 8.2 Monitoring surveys will be undertaken annually within the first year of meaningful occupation, and after the first baseline travel survey. The baseline survey represents the start of the travel plan for monitoring purposes and is known as Year 0.
- 8.3 A minimum response rate of 35% will be targeted on the questionnaire surveys. If this cannot be achieved, then discussions will be had with HCC regarding carrying out TRICS SAM or ATC surveys.
- 8.4 The survey timetable is as proposed in **Table 8.1** below.

Table 8.1 – Survey Timetable

Description		Timeframe
Travel Survey	Initial Survey for Baseline	Year 0
	1st Monitoring Survey	Year 1
Travel Survey	Monitoring + Snap Shot	Year 2
Travel Survey	Monitoring + Snap Shot	Year 3
Travel Survey	Monitoring + Snap Shot	Year 4
Travel Survey	Monitoring + Snap Shot	Year 5

Delivery and Enforcement

- 8.5 The TPC will conduct a review of the success of the measures that have been implemented and potential additional measures that could be implemented if the TPC feels this is necessary i.e., if the TP is not on track to meet the agreed targets.
- 8.6 Remedial measures will be discussed with HCC if the proposed targets are not met. The outcome of discussions will ensure that any remedial measures are appropriate and proportional.

9 Action Plan

- 9.1 The timetable of the measures proposed and the timescale for implementation is set out below in **Table 9.1**.

Table 9.1 - Action Plan

Measures	Timescale	Responsibility	Mode affected
Cycle and motorcycle parking	Upon occupation	Contractor	Cycling and motorcycle
Secure lockers and changing areas	Upon occupation	Contractor	Walking and Cycling
Staff welcome packs (containing travel information)	Upon occupation & ongoing updates for 5 years	TPC	All Modes
Staff travel board	Upon occupation & ongoing updates for 5 years	TPC	All Modes
Posters/table top etc promotions	Upon occupation & ongoing updates for 5 years	TPC	All Modes
Cycle discounts/provision	Upon occupation if agreed with cycle shop/organisers	TPC	Cycling
1st annual travel survey	2021	TPC	All Modes
Ongoing annual surveys	Annually for 5 years	TPC	All Modes
Travel Plan monitoring report	Within 1 month of travel survey and annually for 5 years	TPC	All Modes
Additional travel measures	Following travel surveys if needed	TPC	All Modes

- 9.2 At this stage it is not possible to provide accurate cost estimates for the items identified in **Table 9.1**. Notwithstanding this, the applicant is committed to paying a Travel Plan cash deposit relevant to the scale of the development proposed. Based on recent experience in Hampshire it is estimated that this will be in the region of £25,000.

Implementation

- 9.3 This is a Framework Travel Plan with the final Travel Plan only being prepared once an occupier is known. This is when more details, for example the full contact details for the TPC, can be given in full.
- 9.4 It is anticipated that any planning consent granted will include a condition requiring the submission of the Final Travel Plan for approval prior to first occupation and then the implementation of the approved Final Travel Plan.
- 9.5 The applicant is committed to paying the appropriate monitoring and approvals fees over the agreed monitoring period subject to discussions with the HCC.

Appendix A

BREEAM Accessibility Index Calculation

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	150									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1.9	1.9	0.09							

NODE 2

Public transport type	Bus									
Distance to node (m)	550									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3.1	0.09								

NODE 3

Public transport type	Rail									
Distance to node (m)	1000									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2.1	2.6	2	2.4	1	5.5	1.9			

Accessibility Index 7.96

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