

HAVANT HEALTH AND WELLBEING CAMPUS
TRANSPORT ASSESSMENT REPORT

HAMPSHIRE LIVING SPACE

MARCH 2015



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Date:	11 March 2015
Document Reference:	Transport Assessment (2015-03-11).doc

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1.0 Introduction

Context

- 1.1. This report has been prepared by Abley Letchford Partnership Limited, on behalf of Hampshire Living Space, in relation to the proposed development of land on the former Oak Park School, located to the south of Crossland Drive, Havant. **Figure 1** shows the site in its local context.
- 1.2. This Transport Assessment Report assesses the impact of the proposed development which comprises the promotion of a Health and Wellbeing Campus to include a nursing home, extra care and supported living units along with a shared hub which will provide ancillary support facilities.
- 1.3. The proposed development would be predominantly accessed by vehicles via the existing River Way access road which forms a simple priority junction with Old Copse Road, the former access to the school site. Improvements to the junction between River Way and Old Copse Road are proposed. Further to this a secondary access for service vehicles would also be promoted onto Leigh Road at the western frontage of the site. Pedestrian and cycle access to the site has been considered as part of the Transport Assessment recognising that a balance needs to be struck between creating a permeable network of routes onto the existing foot and cycleway networks whilst maintaining site security. A copy of the proposed Masterplan is attached in **Appendix A** of this report.

Form of Assessment

- 1.4. Based on the thresholds set out in Appendix B of 'Guidance for Transport Assessments', published by DfT in 2007, the scale of development proposed requires a Transport Assessment and Travel Plan to be prepared to analyse the impact of the development. Alongside this Transport Assessment report a Travel Plan has also been submitted with the planning application which will be developed further once the Campus is operational and travel habits of staff and residents are known.
- 1.5. A Transport Scoping Report has previously been prepared and submitted to Robert Neave, Transport Planner at Hampshire County Council, with a copy to Havant Borough Council. A copy of the Scoping Report is attached in **Appendix B** of this report. Robert Neave subsequently provided comments relating to the accident assessment being extended to include the latest five years data available and the extent of the junction assessments required. The email from ALP Transport dated 26th January 2015 addressed the point on junction assessments. This Transport Assessment has therefore been undertaken in line with the Scoping Report, with the analysis of the accident data extended to five years.

Structure of the Transport Assessment Report

- 1.6. The Transport Assessment Report has adopted the following structure:
 - Chapter 2: Policy Context and Review
 - Chapter 3: Existing Local Conditions and Sustainable Travel Options
 - Chapter 4: Development Proposals
 - Chapter 5: Trip Generation



- Chapter 6: Development Impact Assessment
- Chapter 7: Summary and Conclusions



2.0 Policy Context and Review

Policy Context and Review

2.1. The following national and local planning policies have been reviewed and analysed with relevance to the development proposals and their locational context.

- National Planning Policy Framework – March 2012
- Planning Practice Guidance – October 2014
- Hampshire Local Transport Plan LTP3 – March 2011
- Havant Borough Council Local Plan 'Core Strategy' – March 2011
- Havant Borough Residential Parking and Cycle Provision SPD – March 2010
- Hampshire County Council Parking Standards

National Planning Policy Framework – March 2012

2.2. The Department for Communities and Local Government published the 'National Planning Policy Framework' (NPPF) document in March 2012. This document is designed to consolidate all policy statements, circulars and related documents into a single document in an attempt to simplify the planning system and encourage sustainable development.

2.3. At the heart of the NPPF is a presumption in favour of sustainable development, which the guidance states should be seen as a 'golden thread' running through both plan-making and decision-taking.

2.4. The NPPF states that the core planning principal relating to transport is that patterns of growth should be actively managed to make the fullest possible use of public transport, walking and cycling, and to focus significant development in locations which are or can be made sustainable.

2.5. In respect of promoting sustainable travel the NPPF advocates that planning policies and decisions should consider whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and,
- Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development.

2.6. The guidance advises that, subject to the above considerations, development should not be prevented or refused on transport grounds unless the residual impacts of the development are severe.

Planning Practice Guidance – October 2014

2.7. The National Planning Practice Guidance web based resource was launched on 6 March 2014 by the Department for Communities and Local Government. The guidance covers all aspects and procedures of the planning process and supports the National Planning Policy Framework.



- 2.8. The guidance states that supporting transport assessments for planning applications are important as they should support national planning policy which sets out that the planning process should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- 2.9. Such assessments should be proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible. Further to this they should be tailored to particular local circumstances.

Hampshire Local Transport Plan LTP3 – March 2011

- 2.10. Hampshire's third Local Transport Plan (LTP3) was adopted in March 2011 and runs between 2011 and 2031. The document is based around the council's vision of 'safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire'.
- 2.11. The LTP3 sets out the following objectives with relevance to the proposed development at Havant:
- Policy Objective 2: Work with district authorities to agree coherent policy approaches to parking;
 - Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, support local delivery of services and in urban areas the application of 'Smarter Choices' initiatives; and
 - Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.
- 2.12. With specific reference to South Hampshire, the LTP3 states that the vision is to create *"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"*.
- 2.13. The policy states that sites and public transport services need to be accessible for elderly, vulnerable and disabled people.

Havant Borough Council Local Plan 'Core Strategy' – March 2011

- 2.14. In relation to this type of development, the following policies are of relevance.
- Policy CS9 Housing: Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
- 2.15. Policy CS20 Transport and Access Strategy states that development will be permitted which accords with the following principles:
- Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
 - Does not increase congestion and promotes better use of existing transport networks.



- Improves accessibility to goods, services and employment and promotes equality in the transport system.
- Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
- Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
- Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.

Havant Borough Residential Parking and Cycle Provision SPD – March 2010

2.16. This Supplementary Planning Document (SPD) sets out guidance to developers, householders and others on the provision of car parking and cycle spaces on developments in the borough. In relation to the proposed development, the requisite car and cycle parking standards are as follows.

Table 2.1 : Havant BC Car and Cycle Parking Standards

Development	Car Parking Standard	Cycle Parking Standard
Sheltered Housing	0.5 space per unit	1 bed – 1 space per unit 2+ bed – 2 spaces per unit
Nursing Home	1 space per 8 residents 0.5 spaces per staff	1 long stay space per 3 staff 1 loop per 2 units

2.17. The policy states that providing minimum age restrictions are enforced on developments designed for older people then it is considered acceptable and appropriate that a reduced parking requirement should apply. Typically the lifestyle and travel requirements of the occupants will result in less need for multiple vehicle ownership.

Hampshire County Council Parking Standards

- 2.18. Hampshire County Council, within Table A of their parking standards, identify that reduced parking provision should be provided for those areas of high accessibility. In relation to care home provision those relate to a reduction of 50%.
- 2.19. The policy goes on to state that, as a general rule, areas of high accessibility are served by at least eight buses an hour within 400m and good cycling and pedestrian facilities.
- 2.20. For such accessible locations, shown within Appendix 1 of the HCC guidance, the level of parking required for Care Homes and Supported Living Units therefore corresponds with the requirements of Havant Borough Council.

3.0 Existing Local Conditions and Sustainable Travel Options

Context

- 3.1. A significant proportion of future residents of the Campus may not have access to a car or indeed have mobility impairments. It is therefore important that they are able to access local services and shops via sustainable means. The location of the proposed development site, close to Havant town centre, is therefore well placed to satisfy such needs.
- 3.2. It is also important that staff are presented with the opportunity to access the site by means other than by car. To this end a Travel Plan has been prepared to accompany the application which promotes sustainable modes of travel for members of staff and is included within **Appendix C** of this report. The Travel Plan also includes measures to promote sustainable travel amongst future residents, particularly those living in the Supported Living flats. This is covered under the same Travel Plan as there would be a number of elements common to both staff and residents and the same Travel Plan Co-ordinator will manage both.
- 3.3. The following chapter provides a brief analysis of the transport opportunities within the vicinity of the site and seeks to demonstrate the safety of the local network to accommodate such additional movements.

Walking and Cycling Opportunities

- 3.4. There is a comprehensive network of lit footways that run along both sides of all the roads in the vicinity of the site. Access to the Campus will be provided onto Crossland Drive, Old Copse Road, Lavant Drive and Leigh Road. Plates 1-4 below show the pedestrian and cycle environment on each of these four routes in the vicinity of the site.



Plate 1: Crossland Drive (looking West)



Plate 2: Old Copse Road (looking South)



Plate 3: Lavant Drive (looking West)



Plate 4: Leigh Road (looking South)



- 3.5. As the Plates show, each of the four routes which will cater for non-car trips into the development are lit with wide accommodating footways on both sides of the carriageway.
- 3.6. The footway is continuous along at least one side of Leigh Road heading southbound towards Havant town centre. Where Leigh Road meets the railway station, a ramped pedestrian overbridge is provided to link the northern and southern sides of the railway. Beyond this point lies the area which constitutes Havant town centre.
- 3.7. There are segregated cycle facilities on both Crossland Drive and in the vicinity of Old Copse Road. These routes tie in as part of National Cycle Route 22 and provide connections towards Havant town centre to the south. A copy of the Havant Cycle Route Plan, which shows all recognised cycle routes in the local area, has been included as **Appendix D** to this report for reference.
- 3.8. The development is well placed in relation to neighbouring facilities and services. Most notably, the considerable retail, leisure and employment opportunities located within Havant town centre lie close to the site. Table 3.1 below summarises some key local facilities, their walking distance from the centre of the development site and requisite walking and cycling times.

Table 3.1 : Summary of Local Services Within the Vicinity of the Site

Facility / Shop	Distance (m)	Journey Times (minutes)	
		Walk	Cycle
Co-op (St Albans Rd)	650m	8	2
Waitrose (North Street)	700m	9	3
Post Office (North Street)	675m	8	3
Havant Health Centre (Civic Centre Road)	500m	6	2
Meridian Shopping Centre (Elm Lane)	650m	8	2
Crossland Drive Bus Stop	80m	1	0
Petersfield Road Bus Stop	120m	2	0
Havant Rail Station	600m	8	2
Havant Bus Station (Elm Lane)	720m	9	3

Note: Assumed walking speed of 1.33m/sec and cycling speed of 4.44m/sec.

- 3.9. The Meridian Shopping Centre, listed above, located just to the north of Havant town centre provides a number of services of interest to future residents of the development. These include a hairdressers, opticians, pharmacist, as well as the local library, newsagent and other shopping opportunities. Although these facilities, and those listed above, are not an exhaustive list, they do show that there are a significant number of services the profile of future residents are likely to require located close to the development site.



Public Transport Opportunities

- 3.10. The nearest bus stops to the site are located on Crossland Drive approximately 80m from the centre of the development site. A direct pedestrian route will be provided to such stops. The westbound service, heading towards Havant town centre, provides waiting facilities including a bus shelter and timetable information. Raised kerbs are provided at both the westbound and eastbound stops, at which most residents would be disembarking the service. This provides additional ease for those with mobility impairments stepping onto and off bus services.
- 3.11. A further set of bus stops are provided on Petersfield Road to the west of the site. The southbound stop, heading towards Havant town centre, is located 120m from the centre of the development site. Both stops on Petersfield Road provide off-line bus laybys, shelters and raised kerbs.
- 3.12. Table 3.2 below summarises both services presently operating from these two locations.

Table 3.2 : Summary of Local Bus Services

No.	Stop	Route	Weekday						Weekend	
			Frequency (Approx Mins)				Time		Frequency (Approx Mins)	
			AM Peak	Off Peak	PM Peak	Eve	First Service	Last Service	Sat	Sun
20	CrsInd Drive	Havant - Portsmouth	30	30	30	N/A	06:30	20:15	30	N/A
21	CrsInd Drive	Havant - Portsmouth	30	30	30	60	05:40	21:00	30	60
39	Petersfld Rd	Havant - Waterlooville	12	10	12	40	06:00	21:55	15	60

- 3.13. Of note from the analysis above is that the site is within a 400m walking distance of two sets of bus stops which in total provide a combined 8 bus services an hour. A review of Hampshire County Council's guidance indicates that such a site would be regarded as having a high level of accessibility in respect of opportunities for sustainable travel, with requisite reductions to be made with respect to on-site parking.
- 3.14. As stated above, Havant Rail Station is located to the south of the development site, accessed via Leigh Road, a distance of approximately 600m from the centre of the development site.
- 3.15. The Station provides direct services to both Portsmouth and London Waterloo, as well as more local destinations such as Bedhampton, Cosham and Chichester. The station provides sheltered cycle stands for up to 160 bikes and sheltered waiting facilities. Havant Rail Station is fully accessible to wheelchair users with step free access to both platforms. Interchange is via lift access, available until 22:30 hrs every day or at other times via the long ramped bridge outside the station.



Local Highway Network

- 3.16. The existing access, from which primary access to the new development, will be taken is formed via a simple priority junction with Old Copse Road. Old Copse Road is a typical residential distributor road with a speed limit of 30mph and good visibility at all access junctions formed with it. Approximately 70m to the south of the access junction a localised traffic calming feature has been established which effectively creates one-way working through a very short section. Both the subsequent sections of Lavant Drive and Leigh Road, which provide the route towards Havant Rail Station, exhibit similar characteristics to Old Copse Road and feature similar traffic calming features.
- 3.17. Both Lavant Drive and Leigh Road have double yellow line parking restrictions along the entirety of their length. This is likely to dissuade drivers from parking on such roads when travelling from Havant train station. However such restrictions have the benefit of making cycling along these routes easier and safer as cyclist do not have to pull out to pass parked cars. Similarly it also benefits people wishing to cross the road, as they do not have to step out between parked cars and also have uninterrupted vision of oncoming vehicles.
- 3.18. Approximately 80m north of the site access junction, Old Copse Road forms a priority junction with Crossland Drive where a ghost island right turn into Old Copse Road is provided. Crossland Drive provides access to the east to New Lane and more importantly the B2149 Petersfield Road to the west. The B2149 Petersfield Road is a dual carriageway in the vicinity of the development site with a 40mph speed limit. The B2149 provides access between Havant and the A27 to the south and the A3(M) at junction 2 to the north.
- 3.19. Crossland Drive forms a three arm signalised junction with B2149 Petersfield Road. There is a pedestrian and cyclist underpass of Petersfield Road, provided on the north side of the junction. This eases movement for such users east to west across Petersfield Road to allow access to the bus stops on either side of the road. Approximately 650m southwest of this, Petersfield Road forms a four-arm roundabout junction with Elmleigh Road, Park Road and New Road. This provides access to the train station and Havant town centre. The junction provides signalised pedestrian crossing facilities on the approach to the northern arm of the junction and dropped kerb with tactile paving crossings on the other three arms. However, it is not anticipated that this would be the main route for residents and staff between Havant town centre and train station to the Campus.

Personal Injury Accident Data Analysis

- 3.20. The most recent 5-years of Personal Injury Accident (PIA) information for the highway network within the vicinity of the site has been obtained from Hampshire Police Authority. An analysis has therefore been undertaken for the entirety of the following corridors.
- Crossland Drive
 - Old Copse Road
 - Lavant Drive
 - Leigh Road

- 3.21. The accident study area therefore covers routes to the local bus stops as well as the walking route between the development site and Havant town centre. The key corridors which are likely to experience an increase in vehicular and non-car trips have therefore been encompassed by the appraisal. The full accident data received from Hampshire Police Authority is included within **Appendix E** of this report.
- 3.22. There has been a total of eight accidents in the vicinity of the site, as shown on Plate 5 below. All accidents resulted in only slight injuries to any casualty involved.

Plate 5 : Location of Accidents



- 3.23. Within the past five years one accident has occurred at the site access junction with Old Copse Road which resulted in only slight injuries occurring to the driver. The accident occurred when a car travelling south was overtaking a parked vehicle and subsequently collided with a vehicle travelling in the opposite direction.
- 3.24. Similarly, one accident has occurred at the junction of Leigh Road and Lavant Drive. Again this accident resulted in only one casualty receiving minor injuries. The accident occurred when a motorcyclist travelling northbound on Leigh Road hit a speed bump and subsequently lost control of their motorcycle. No other vehicles were involved.



- 3.25. The number of accidents which have occurred on the local highway network in the past five years is relatively small and do not exhibit any common causation factors which might indicate that this is an issue with highway safety in the area. It is therefore not anticipated that the relatively low level of traffic attributable to the development proposals would exacerbate the situation in the vicinity of the site.

Traffic Surveys

- 3.26. Fully classified Manual Classified Counts (MCC) were undertaken for all movements at the following junctions on Thursday 4th December 2014 during the AM peak period (07:00 – 10:00) and the PM peak period (16:00-19:00).
- Old Copse Road / Crossland Drive priority junction
 - Lavant Drive / Leigh Road priority junction
- 3.27. In addition to these surveys, an Automatic Traffic Count (ATC) survey recorded volumetric and speed data over a period of 7 days on Old Copse Road in the vicinity of the site access, between Thursday 4th December 2014 and Friday 12th December 2014.
- 3.28. The traffic surveys obtained on the local highway network have formed the basis for capacity assessments of the two junctions surveyed as well as the proposed Old Copse Road access junction.
- 3.29. The survey data is attached as **Appendix F** to this report. The 2014 Baseline Flows on the local highway network are shown on **Figure 2** while Table 3.3 below summarises the 2014 baseline flows on the local network.

Table 3.3 : 2014 Observed Traffic Flows on Local Network (Two-Way Vehicle Flows)

Link	AM Peak Hour (08:00 - 09:00)	PM Peak Hour (17:00 – 18:00)
Old Copse Road (North of Lavant Drive)	73	88
Lavant Drive	116	74
Leigh Road (North of Lavant Drive)	50	30
Leigh Road (South of Lavant Drive)	136	90
Crossland Drive (East of Old Copse Road)	827	807
Crossland Drive (West of Old Copse Road)	836	813

- 3.30. As can be seen from Table 3.3, Old Copse road is lightly trafficked with less than two vehicle movements each minute occurring in the vicinity of the site access during the morning and evening peak hours. Traffic flows to the south along Lavant Road and Leigh Road are also low while Crossland Drive accommodates a total of approximately 800 two-way movements during the peak hours.



4.0 Development Proposals

Development Schedule

- 4.1. The development proposals include the following residential elements, the proposed distribution of such units within the site can be clearly seen from the Masterplan included as **Appendix A** to this report:
- 80 Bed Care Home;
 - 42 x 1 Bed Extra Care Facility Flats;
 - 9 x 2 Bed Extra Care Facility Flats;
 - 30 X 1 Bed Supported Living Flats; and
 - 18 x 2 Bed Supported Living Flats.
- 4.2. Taken together, the proposals will therefore provide a total of 179 units. The 99 Extra Care and Supported Living units would be apportioned as 72 one bed units and 27 two bed units (ie a total of 126 beds).
- 4.3. Alongside the residential elements of the proposals, there will also be a number of support facilities. These include staff accommodation, kitchen facilities and lounge/dining rooms, some shared bathrooms specifically catered for residents' needs and treatment rooms.
- 4.4. The Hub centre of the site also includes for a cinema, small shop, hairdressers and gym. These facilities are intended mainly for the use of residents and therefore would not be trip generators in their own right.

Vehicular Access

- 4.5. The primary vehicular access to the development will be provided from an improved priority junction formed with Old Copse Road. The details of the proposed improved junction are shown on Drawing No. A048-020/P0 included as **Appendix G**. This junction will provide access to all parking spaces provided on Campus. Further to this there will be a second access provided from the sites western boundary onto Leigh Road. This utilises an existing bell-mouth which was used to access existing units at the north-western corner of the site. This second access will be used exclusively for servicing and emergency access as it will have no accessibility to the on-site parking spaces.

Pedestrian / Cycle Access

- 4.6. Footways will be provided adjacent to the road at both vehicular access junctions. Further to this the existing dedicated pedestrian/cycleway which runs on a north/south alignment at the eastern extent of the site will be maintained. This in turn therefore also allows for direct pedestrian and cycle access onto Crossland Drive and Lavant Drive as shown on Plates 6 and 7 below.



Plate 6: Ped / Cycle Route onto Crossland Dr **Plate 7: Ped / Cycle Route onto Lavant Drive**

- 4.7. The above routes are particularly important as they ensure direct routes are promoted to local bus stops, which in this case are located on Crossland Drive just to the north of the development. This connectivity also allows easy access to local shops and facilities in particular Havant town centre.

Servicing

- 4.8. Servicing and refuse collection will take place via the two access junctions into the development. The majority of movements would occur via the western access onto Leigh Road which is being provided solely to cater for such trips. This arrangement will therefore segregate these movements from the majority of all other forms of traffic movement taking place to and from the site. This will enhance the safety for residents and reduce the likelihood of them coming into contact with such vehicles.
- 4.9. Swept path analysis has been undertaken to ensure that the proposed access junctions and internal layout can accommodate the movement of large vehicles. The results of this analysis, which demonstrate that refuse vehicles and fire tenders can access the development in a safe and satisfactory manner, are depicted on Drawing No. A048-002/P1 included as **Appendix H**.
- 4.10. A strict 10mph speed limit will be enforced through the internal roads of the site to further maximise the safety of both residents and staff.

Parking

- 4.11. An analysis of the proposed parking provision has been undertaken using Havant Borough Council's and Hampshire County Council's parking standards, as shown in Table 2.1 of this report. The site has been identified as being within a sustainable location as set out in Hampshire County Council guidance and therefore suitable reductions are to be made with respect to the level of parking provided.
- 4.12. The Masterplan shows that car parking has been distributed throughout the Campus both in order to minimise the visual impact and to ensure that parking is located as close as possible to the individual facilities and properties for which they are required. There is some concentration of parking in the northern area to ensure that the courtyard areas are high quality amenity spaces whilst providing parking for visitors and the supported living residents. A total of 79 parking spaces are distributed throughout the site.



- 4.13. Extra Care and Supported Living Units located in accessible locations such as this require one parking space for every two units to accord with Havant Borough Council parking standards which reflect typical car ownership levels and also operational needs such as allowing for visitor parking for relatives and friends. This would equate to a requirement for 50 parking spaces.
- 4.14. Havant Borough Council standards dictate a parking requirement for Nursing Homes, in such accessible locations, of 1 space per 8 units. Again, this allows for operational needs such as allowing for visitor parking for relatives and friends. This would relate to a requirement for 8 parking spaces for residents.
- 4.15. The residual parking being provided therefore equates to 21 spaces. It is anticipated that up to 80 full time equivalent staff could be employed at the Nursing Home, albeit given the 24 hour nature of the work patterns that will occur, not all of these staff will be at the Nursing Home simultaneously. It is therefore considered that the residual number of spaces is sufficient to accommodate the needs of staff, particularly given the sustainable location of the site. It should also be noted that a Travel Plan has been prepared which contains measures aimed at promoting and incentivising sustainable travel for members of staff.

Cycle and Mobility Scooter Parking

- 4.16. Applying Havant Borough Council's standards to the development schedule equates to a requirement for 126 cycle parking spaces for the Extra Care and Supported Living Flats and 53 spaces for the Care Home.
- 4.17. The Masterplan attached as **Appendix A** clearly shows that three areas of substantial cycle parking spaces have been provided close to the building entrances of the development without compromising the Masterplan. The level of cycle parking being promoted is below the Havant Borough Council's guidance. However, given the nature of the proposed development is considered that the level is sufficient and appropriate. Notwithstanding this, as discussed with Hampshire County Council during the scoping exercise, as part of the ongoing Travel Plan process the uptake of cycle parking spaces be monitored, and if required, additional cycle spaces can provided at such time.
- 4.18. Storage areas for mobility scooter parking and charging facilities have been specifically accommodated within the Extra Care Facility block of the development. This will ensure that residents have a safe place to store such vehicles.

Parking Management

- 4.19. The management of the vehicular and cycle parking with the Campus will be undertaken as part of the Travel Plan process. Further details are provided with the Travel Plan which is attached as **Appendix C**.

5.0 Trip Generation

Vehicular Trip Generation

- 5.1. The appraisal within the Transport Assessment Report has used TRICS database version 2014(a) v7.1.2 to determine the vehicular trip generation characteristics of the development proposals. The trip rates below were included in and subsequently approved for use as part of the scoping exercise. In order to provide a robust analysis the vehicle trip generation has been calculated from both trip rates using the Elderly Flats and Nursing Homes categories, although as can be seen from Table 5.1, the peak hour trip rates are very similar between both land uses. It should be noted that trip generation for Supported Living / Extra Care Units are based on the total number of bedrooms not just the individual units.

Table 5.1 : Vehicular Trip Generation Analysis of Full Development Proposals

		AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		In	Out	Two Way	In	Out	Two Way
Care Home	Veh Trip Rate (per bed)	0.07	0.06	0.13	0.05	0.10	0.15
	Veh Trips (80 beds)	6	5	11	4	8	12
Supported Living / Extra Care	Veh Trip Rate (per bed)	0.07	0.05	0.11	0.05	0.06	0.11
	Veh Trips (126 Beds)	9	6	15	6	8	14
TOTAL		15	11	26	10	16	26

- 5.2. The table shows that the development proposals in their entirety are anticipated to generate 26 two-way vehicle movements in both peak hours. There is a bias towards arrivals in the morning peak hour and departures in the evening peak which is due to when staff arrive and depart work. However, the forecast trip generation reflects the shift patterns which operate at such facilities and hence the directional bias is less pronounced than expected at other employment land uses.
- 5.3. It should be noted that this site has an extant consent for development as a Community Hospital. The trip generation of this land use, if it had been implemented, would have been substantially greater than that expected from these proposals. Nevertheless, to provide a robust assessment no account of such has been taken within this Transport Assessment, nor indeed vehicle movements which would have been associated with the site's former use as a school.

Non-Car Trip Generation

- 5.4. The majority of trip generation in the AM and PM peak hours is likely to be related to staff coming and going from work. Therefore Journey to Work data from the 2011 census has been used as a reasonable proxy for determining the number of movements for non-car modes during these peak hours. Table 5.2 shows the trip generation by other modes during the peak hours, using modal split data for the St.Faith's Ward in which the development site is located.



Table 5.2 : Non-Car Trip Generation Analysis of Full Development Proposals

Mode	2011 Census Mode Share	AM Peak Hour			PM Peak Hour		
		(0800-0900)			(1700-1800)		
		In	Out	Total	In	Out	Total
Pedestrian	12%	3	2	5	2	3	5
Cyclist	4%	1	1	2	1	1	2
Public Transport	11%	2	2	4	2	3	4
Vehicular	68%	15	11	26	10	16	26
Passenger	4%	1	1	2	1	1	2
Total	100%	22	16	38	15	24	38

- 5.5. The table shows that apart from vehicular movements, trips on foot are the second most popular method of commuting in the local area. There is also a healthy uptake of public transport use, which is likely to be related to the good bus connections available as well as the proximity to Havant Rail Station.

Trip Distribution and Assignment

- 5.6. Development trips onto the surrounding highway network have been distributed based on the bias of the existing travel patterns along Crosland Drive and Leigh Road observed from the traffic surveys. This was as agreed as part of the scoping assessment.
- 5.7. The resultant distribution of development trips on the local highway network is shown on **Figure 3**.



6.0 Development Impact Assessment

- 6.1. Local junctions within the vicinity of the site have been assessed both to determine their existing performance in respect of capacity constraint and queuing which occurs but also to appreciate what impact the development proposals may have on the performance of each junction. The extent of the capacity assessments were included in the Scoping Note and include for the site access junction. The scale of assessment work therefore formed the basis upon which the 2014 traffic surveys were undertaken.

Traffic Growth

- 6.2. As well as assessing the performance of junctions for the observed traffic counts (2014) it was also agreed with Hampshire County Council that an assessment would be undertaken including for development five years after this (2019). This approach accords fully with the advice set out in 'Guidance for Transport Assessments'.
- 6.3. Traffic growth has been applied to the 2014 surveyed traffic flows, from the Manual Classified Counts observed at the junctions, using TEMPRO (database v6.2) 'localised' NTM factors for the Havant area (24UH2). The growth factors are based on the NTM AF09 dataset for Urban minor roads and are presented below.
- 2014 to 2019 : AM Peak = 1.0632
 - 2014 to 2019 : PM Peak = 1.0661
- 6.4. These growth rates were agreed with Hampshire County Council as part of the scoping exercise.

Committed Developments

- 6.5. No specific committed developments were identified by the Local Authority, in response to this Transport Scoping Report, to be included. Therefore only background traffic growth has been applied to the 2014 baseline flows.
- 6.6. **Figure 4** shows the 2019 'With Development' traffic flows for the peak hours which have been derived by applying growth to the 2014 baseline traffic flows (**Figure 2**) and then adding the development traffic flows (**Figure 3**).

Site Access / Old Copse Road Capacity Assessment

- 6.7. The assessment of the Site Access Junction with Old Copse Road has been undertaken using PICADY for the 2014 Baseline and 2019 'With Development' scenarios for the AM and PM Peak hours. The results of the assessment are included within Table 6.1 below and the capacity assessment outputs are included in **Appendix I**.

Table 6.1 : Site Access / Old Copse Road Priority Junction Capacity Assessment

Link	2014 Baseline				2019 With Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Old Copse Road (S)	-	-	-	-	-	-	-	-
Site Access	-	-	-	-	0.02	1	0.03	1
Old Copse Road (N)	-	-	-	-	0.02	1	0.02	1

6.8. The performance of a junction is represented as a Ratio of Flow to Capacity (RFC). Instances where an RFC nearing 1.00 is reported indicate that a junction is nearing its operational capacity, at which point queues begin to form along the approaches.

6.9. The results show that the junction will experience no capacity constraint whilst accounting for the development proposals being fully implemented in a 2019 future baseline year.

Old Copse Road / Crossland Drive Capacity Assessment

6.10. The assessment of the Old Copse Road Priority Junction with Crossland Drive has been undertaken using PICADY for the 2014 Baseline and 2019 'With Development' scenarios for the AM and PM Peak hours. The results of the assessment are included within Table 6.2 below and the capacity assessment outputs are included in **Appendix J**.

Table 6.2 : Old Copse Road / Crossland Drive Priority Junction Capacity Assessment

Link	2014 Baseline				2019 With Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Crossland Drive (E)	-	-	-	-	-	-	-	-
Old Copse Road	0.09	1	0.12	1	0.12	1	0.17	1
Crossland Drive (W)	0.04	1	0.03	1	0.05	1	0.04	1

6.11. The results show that the junction presently experiences no capacity constraint. This is supported by the queue length surveys undertaken as part of the Traffic Surveys. It is evident also that the junction will also experience no capacity constraint whilst accounting for the development proposals being fully implemented in a 2019 future assessment year.

Leigh Road / Lavant Drive Capacity Assessment

6.12. The assessment of the Leigh Road Priority Junction with Lavant Drive has been undertaken using PICADY for the 2014 Baseline and 2019 'With Development' scenarios for the AM and PM Peak hours. The results of the assessment are included within Table 6.3 below and the capacity assessment outputs are included in **Appendix K**.

Table 6.3 : Leigh Road / Lavant Drive Priority Junction Capacity Assessment

Link	2014 Baseline				2019 With Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Lavant Drive (W)	-	-	-	-	-	-	-	-
Leigh Road	0.03	1	0.05	1	0.03	1	0.06	1
Lavant Drive (E)	0.01	1	0.00	0	0.01	1	0.00	0

- 6.13. The results show that the junction presently experiences no capacity constraint. This is supported by the queue length surveys undertaken as part of the Traffic Surveys. The junction will also experience no capacity constraint whilst accounting for the development proposals being fully implemented in a 2019 future assessment year.

Wider Highway Impact

- 6.14. It is evident from the above analysis that the access junction, and the neighbouring junctions to the north and south of the site, would operate well within capacity during the peak hours and therefore can satisfactorily accommodate the traffic generated by the proposed development when fully operational.
- 6.15. The number of vehicle movements that would occur along the wider network are depicted on **Figure 3**. For ease of reference, the additional development flows along the wider network are reproduced in table 6.4 below which, for context, also provides the 2014 baseline flows.

Table 6.4 : Increase in Vehicle Movements on Wider Highway Network (Two Way Flow)

Link	AM Peak Hour (0800 – 0900)		PM Peak Hour (1700 – 1800)	
	2014 Baseline	Development Trips	2014 Baseline	Development Trips
Crossland Drive (West of Old Copse Road)	836	+11	813	+13
Crossland Drive (East of Old Copse Road)	827	+11	807	+11
Leigh Road (South of Lavant Drive)	136	+5	90	+3

- 6.16. As can be seen, the amount of additional traffic that would occur along Crossland Drive to the west of Old Copse Road equates to less than 15 additional vehicle movements during the peak hours. This traffic represents the additional movements that would occur at the Petersfield Road / Crossland Drive signal junction. The quantum of additional traffic is minimal and lies within the day to day variation of traffic flows. It is therefore evident that detailed capacity analysis of the Crossland Drive / Petersfield Road junction is not required.



- 6.17. Similarly, the level of additional traffic along Crossland Road to the east of Old Copse Road (and hence the traffic that would route to and from the junction with New Road further to the east), is also minimal and does not warrant further appraisal as it is evident that it would not trigger any significant impacts further afield.
- 6.18. Finally, as can be seen from Table 6.4, traffic flows along Leigh Road to the south of Lavant Drive would increase by less than one vehicle every ten minutes during the peak hours. Again, this level of additional traffic, which lies well within the day to day variation of traffic flow, would not have any discernible impact on the operation of the highway network and junctions further afield to the south of the site. Notwithstanding this, the Travel Plan contains measures to encourage staff, visitors and deliveries to route via Crossland Drive rather than along Leigh Road which will help to ensure that the actual number of additional movements along Leigh Road is minimal.

Service Vehicle Trips

- 6.19. As section 4 of the Transport Assessment identifies, servicing of the site for refuse collection, deliveries and emergencies will take place from both points of access, albeit the western access onto Leigh Road will accommodate the majority of such trips. Further interrogation of the TRICS assessment work used to establish the total trip generation of the site has identified that up to five service vehicles may visit the site every day. This low level of usage would not result in any significant impact on the operation of Leigh Road or indeed the wider network.



7.0 Summary and Conclusions

Summary

- 7.1. This Transport Assessment Report has been prepared in relation to a planning application for the development of an 80 Bed Care Home, 51 Extra Care Facility Flats and 48 Supported Living Flats for the Elderly as part of the Havant Health and Wellbeing Campus located at Old Copse Road, Havant.
- 7.2. The details of this Transport Assessment have been progressed in line with a scoping exercise undertaken with Hampshire County Council as local highway authority.

Conclusions

- 7.3. The development site is well located in close proximity to a number of local bus services and also Havant town centre itself. This is an important consideration given that a number of future residents are likely to have mobility impairment or no access to their own car.
- 7.4. Vehicular access to the site will primarily be taken from an improved junction between River Way and Old Copse Road on its eastern boundary. Access will also be provided onto Leigh Road to the west but this will be maintained for servicing and emergency access. Similarly a permeable network of pedestrian and cycle routes will link the site to the existing surrounding network.
- 7.5. A total of 79 car parking spaces will be provided as part of the development proposals. Given the accessibility of the site to means of travel other than the car, Hampshire County Council guidance advocates that reduced parking provisions are appropriate in such locations. The level of parking proposed that is being promoted accords with Havant Borough Council and Hampshire County Council guidance.
- 7.6. Three large areas of secure and covered cycle storage have been indicated on site. The uptake of such spaces will be monitored as part of the Campus Travel Plan and additional spaces provided if demand suggests these are needed.
- 7.7. The development proposals are anticipated to generate 26 two-way vehicle movements in either peak hour. This is substantially less than would be generated if the consented Community Hospital use had been implemented at the site. Nevertheless, in order to provide a robust assessment no account has been taken of the extant Community Hospital use, nor indeed vehicle movements which would have been associated with the site's former use as a school.
- 7.8. The results of capacity assessments at local junctions, including the site access, show that the development proposals would not have any detrimental impact on the operation of the junctions which would continue to operate well within capacity when the development is fully operational.
- 7.9. The additional traffic that would occur along the wider highway network is minimal and would not have any discernible impact on the operation of the roads and junctions further afield.
- 7.10. Based on the above, it is considered that there are no reasons from a highways or transport perspective for the Authority to not support these development proposals.



Figures



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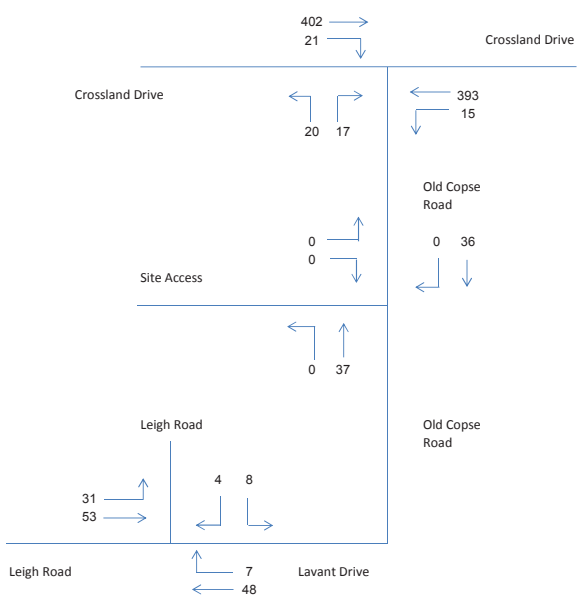
Project
HAVANT HEALTH AND WELLBEING CAMPUS

Title
SITE LOCATION

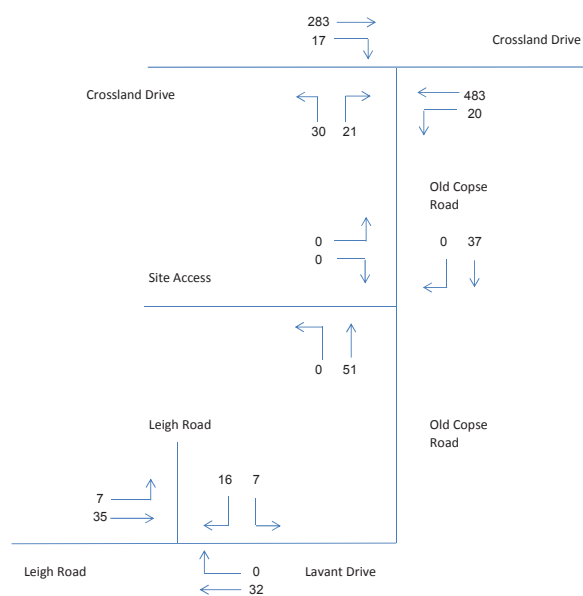
Figure
FIGURE 1

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2014 Baseline AM Peak Hour (0800-0900) - Vehicles



2014 Baseline Peak Hour (1700-1800) - Vehicles



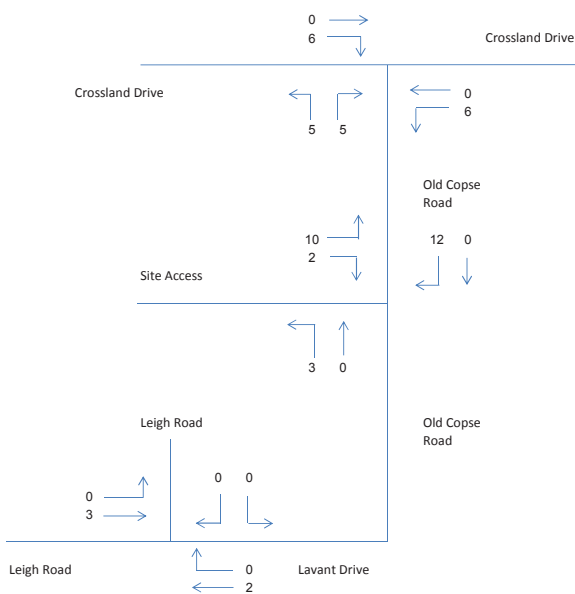
HAVANT HEALTH AND WELLBEING CAMPUS, HAVANT Project:

2014 BASELINE TRAFFIC FLOWS Title:

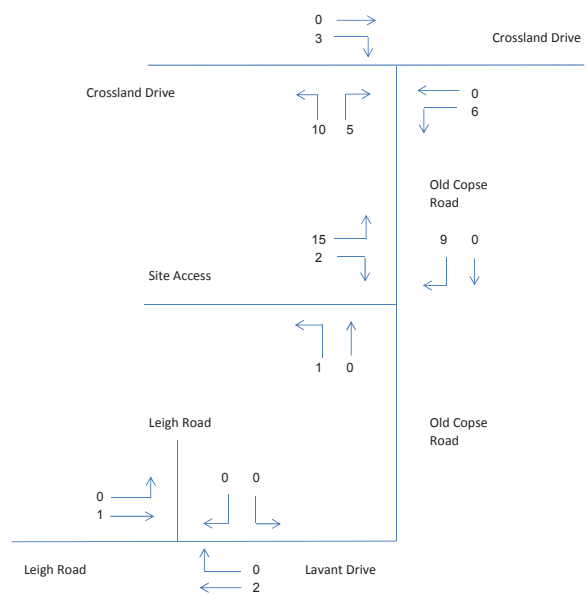
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2 Figure No:

Development Traffic Flows AM Peak Hour (0800-0900) - Vehicles



Development Traffic Flows PM Peak Hour (1700-1800) - Vehicles



HAVANT HEALTH AND WELLBEING CAMPUS, HAVANT

Project:

DEVELOPMENT TRAFFIC FLOWS

Title:

Date: 4th March 2015

Scale: NTS

Rev: -

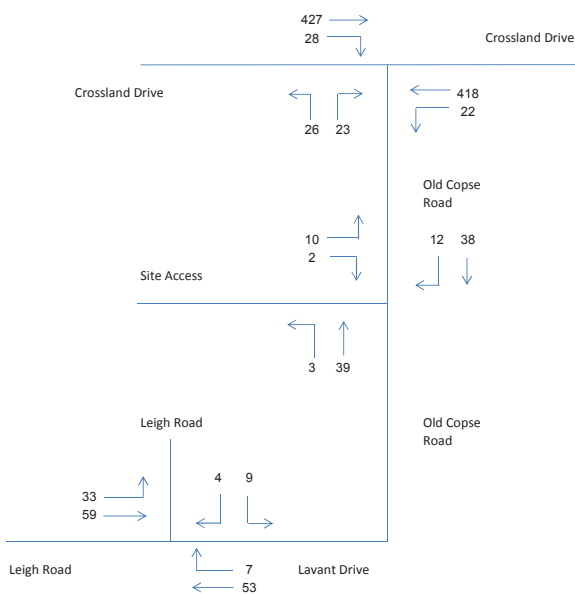
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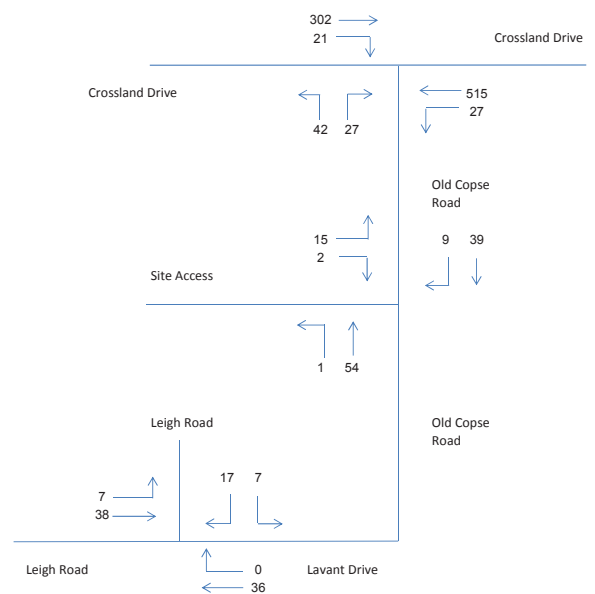
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3 Figure No:

2019 With Development AM Peak Hour (0800-0900) - Vehicles



2019 With Development PM Peak Hour (1700-1800) - Vehicles



HAVANT HEALTH AND WELLBEING CAMPUS, HAVANT **Project:**

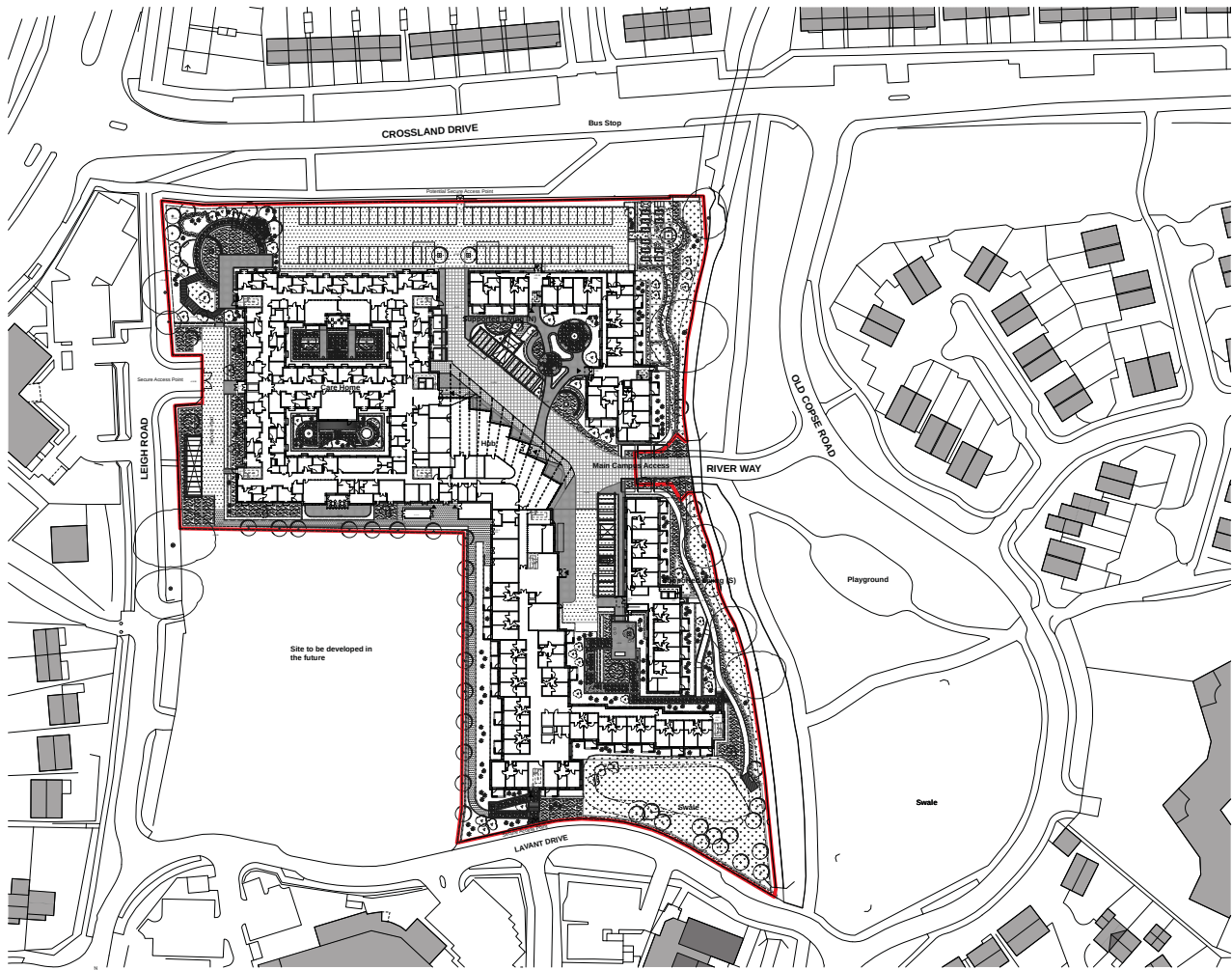
2019 WITH DEVELOPMENT TRAFFIC FLOWS **Title:**

Date: 4th March 2015 **Scale:** NTS **Rev:** -
Drawn: MK **Checked:** MK

4 **Figure No:**



Appendix A – Development Masterplan



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Rev	Date	Project/Drawn	Description
A	05/03/2015	WWS	Information

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HLS Living Spaces

Client
Hampshire LivingSpace

Project
Oak Park Health & Wellbeing Campus

Drawing Title
Proposed Site Plan

Drawing Status
Planning

Project	Scale
05.03.2015	1:500@A1 / 1:1000 @ A3



Appendix B – Scoping Report

HAVANT HEALTH AND WELLBEING CAMPUS
TRANSPORT SCOPING REPORT

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Havant Health and Wellbeing Campus
Transport Scoping Report

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Appendix 1 – Emerging Masterplan



1.0 Introduction

Context

- 1.1. This report has been prepared by Abley Letchford Partnership Limited, on behalf of Ashley House Plc, in relation to the proposed development of land on the former Oak Park School, located to the south of Crossland Drive, Havant.
- 1.2. This Transport Scoping Report sets out the proposed methodology to assess the impact of the proposed development which comprises the promotion of a Health and Wellbeing Campus to include a nursing home, extra care and supported living units along with a shared hub which will provide ancillary support facilities.
- 1.3. The proposed development would be predominantly accessed by vehicles via the existing River Way access road which forms a simple priority junction with Old Copse Road, the former access to the school site. Further to this a secondary access would also be promoted onto Leigh Road at the western frontage of the site. Pedestrian and cycle access to the site will be considered as part of the Transport Assessment document recognising a balance needs to be struck between creating a permeable network of routes onto the existing foot and cycleway networks whilst maintaining site security.
- 1.4. The proposed layout is still evolving although a copy of the emerging Masterplan is included within Appendix A. At the time of writing the quantum of development proposed is as follows:
 - Nursing Home : 80 Units
 - Extra Care : 51 Units
 - Assisted Living : 48 units
 - Shared Hub : 597 sqm GIA
- 1.5. Taken together, the proposals will therefore provide a total of 179 units. The 90 Extra Care and Assisted Living units would be apportioned as 66 one bed units and 33 two bed units (ie a total of 132 beds). The Shared Hub will provide services and facilities that are ancillary to the proposed units and therefore is not anticipated to generate any primary trips in itself.

Form of Assessment

- 1.6. This Scoping Report sets out the proposed contents and methodology of the forthcoming Transport Assessment Report, with a view to undertaking the preparation of the document on a basis agreed with both Hampshire County (HCC) as the local highway authority and Havant Borough Council (HBC) as the local planning authority.
- 1.7. This Scoping Report details the methodology to be used for assessing the impact of the development proposals on the local highway network and from a wider transport perspective.



- 1.8. Based on the thresholds set out in Appendix B of 'Guidance for Transport Assessments', published by DfT in 2007, the scale of development proposed would be liable to require a Transport Assessment and Travel Plan to be prepared to analyse the impact of the development

Structure of the Transport Assessment Report

- 1.9. The Transport Assessment Report would adopt the following structure:
- Chapter 2: Policy Context and Review
 - Chapter 3: Existing Local Conditions and Sustainable Travel Options
 - Chapter 4: Development Proposals
 - Chapter 5: Trip Generation
 - Chapter 6: Development Impact Assessment
 - Chapter 7: Summary and Conclusions
- 1.10. The approach to the assessment that would be adopted within each of the Chapters of the Transport Assessment Report is set out in Section 2 of this Scoping Report.



2.0 Transport Assessment Contents

Policy Context and Review

- 2.1. The following national and local planning policies will be reviewed and analysed with relevance to the development proposals and their locational context.
- National Planning Policy Framework – March 2012
 - Planning Practice Guidance – October 2014
 - Hampshire Local Transport Plan LTP3 – March 2011
 - Havant Borough Council Local Plan 'Core Strategy' – March 2011
 - Havant Borough Residential Parking and Cycle Provision SPD – March 2010

Existing Local Conditions and Sustainable Travel Options

Sustainable Travel Opportunities

- 2.2. Analysis will be undertaken of the sustainable transport modes available within the vicinity of the site, in terms of bus service timetables and destinations served from local bus stops as well as train services available from Havant station. Of note is that the site is within a 400m walking distance of two sets of bus stops which in total provide a combined 8 bus services an hour. A review of HCC's guidance suggests that such a site would be regarded as having a high level of accessibility in respect of opportunities for sustainable travel, with requisite reductions to be made with respect to the level of parking required.
- 2.3. The Transport Assessment Report will also present an appraisal of the pedestrian and cycle networks in the vicinity of the site.
- 2.4. Analysis of the pedestrian routes to nearby facilities, including bus stops, local convenience store, Havant town centre, health centre, recreational facilities and other shopping facilities will also be provided. These are the key facilities future occupants of the site are likely to wish to access.

Existing Highway Conditions

- 2.5. A description and functional classification of the highway network in the vicinity of the site will be provided. This will also include an appraisal of the nature of the streets in the locality and will identify the typical conditions including the presence of any on street parking that may occur in the area, including along Old Copse Road.
- 2.6. It should be noted that the proposed access junction onto Old Copse Road would replicate the layout which was approved as part of the previous consented development proposals on the site. On this basis it is reasonably assumed that the acceptability of this access to accommodate similar levels of traffic safely will be satisfactory given that the layout has been previously approved by Hampshire County Council. Nevertheless, the Transport Assessment Report will provide the necessary analysis to enable this to be confirmed.



Traffic Surveys

- 2.7. Fully classified Manual Classified Counts (MCC) will be undertaken for all movements at the following junctions, on a neutral weekday during the AM peak period (07:00 – 10:00) and the PM peak period (16:00-19:00).
- Old Copse Road / Crossland Drive priority junction
 - Lavant Drive / Leigh Road priority junction
- 2.8. In addition to these, an Automatic Traffic Count (ATC) survey to record volumetric and speed data will be undertaken over a period of 7 days on Old Copse Road, to the east of the proposed site where the River Way entrance to the development accesses onto the external highway network. This will coincide with the MCC surveys.
- 2.9. The traffic surveys obtained on the local highway network will form the basis for capacity assessments of the two junctions surveyed as well as the proposed access junction undertaken as part of the Transport Assessment Report. The speed data will also be used to determine whether the existing visibility splays are sufficient to meet standards in respect of prevalent vehicular speeds on the network.

Personal Injury Accident History

- 2.10. The most recent 3-years of Personal Injury Accident (PIA) information for the highway network within the vicinity of the site will be obtained from Hampshire Police Authority. It is proposed that the analysis will be undertaken for the entirety of the following corridors.
- Crossland Drive
 - Old Copse Road
 - Lavant Drive
 - Leigh Road
- 2.11. The accident study area therefore covers routes to the local bus stops as well as the walking route between the development site and Havant town centre. The key corridors which are likely to experience an increase in vehicular and non car trips will therefore be encompassed by the appraisal.

Development Proposals

- 2.12. The development proposals within the site will be reviewed and analysed from a highways and transportation perspective to ensure that the layout is in line with local highway standards as well as meeting the needs of the future residents the development would accommodate, including their specific mobility requirements.
- 2.13. In this respect an internal network of permeable footways with appropriate crossing provisions on internal roads will be developed to ensure such residents are able to move comfortably and safely through the site.

- 2.14. The layout of the access junction onto Old Copse Road will be appraised to demonstrate that the junction layout and associated visibility splays is appropriate for the nature of development being proposed and also the prevailing traffic flows and speeds along Old Copse Road.

Parking

- 2.15. An analysis of the proposed parking provision will be undertaken using relevant information obtained from the project team in respect to levels of parking and demand for parking at other operational nursing home and assisted living sites. This will help to provide a true reflection on the amount of parking required.
- 2.16. A review will also be taken in line with both Havant Borough Residential Parking and Cycle Provision SPD (March 2010) and Hampshire County Council's Parking Standards (2002). Such a review will acknowledge that the site would be regarded as being within a sustainable location within Hampshire County Council guidance and therefore suitable reductions are to be made with respect to the level of parking provided.

Servicing

- 2.17. The internal layout would be reviewed to ensure that the likely servicing vehicles which would need to access the development can manoeuvre in a safe and efficient manner. The Transport Assessment Report would therefore include swept path analysis to demonstrate that the service access that is proposed off Leigh Road would operate satisfactorily.

Trip Generation

- 2.18. The appraisal within the Transport Assessment Report will use the TRICS database– version 2014(a) v7.1.2 to determine the trip generation characteristics of the development proposals. In order to provide a robust analysis the vehicle trip generation has been calculated from both trip rates using the Elderly Flats and Nursing Homes categories, although as can be seen from Table 2.1, the peak hour trip rates are very similar between both land uses.

Table 2.1 : Initial Vehicular Trip Generation Analysis of Development Proposals

		AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		In	Out	Two Way	In	Out	Two Way
Care Home	Veh Trip Rate (per unit)	0.07	0.06	0.13	0.05	0.10	0.15
	Veh Trips (80 units)	6	5	11	4	8	12
Retirement Flats	Veh Trip Rate (per bed)	0.07	0.05	0.11	0.05	0.06	0.11
	Veh Trips (132 beds)	9	7	16	7	8	15
TOTAL		15	12	27	11	16	27

- 2.19. The TRICS database will also be used to determine how many movements would likely be generated by foot, cycle and public transport.



Development Impact Assessment

Trip Distribution

- 2.20. Development trips into and out of River Way will be distributed from Old Copse Road to the north or the south based on the existing bias of movements along Old Copse Road observed from the ATC survey. Ahead movements on Old Copse Road will be determined from the peak hour flows across the week from the ATC surveys.

Traffic Growth

- 2.21. Assessment scenarios will be developed for the proposed application year (2014) and five years after the submission of the planning application (2019). This approach accords fully with the advice set out in 'Guidance for Transport Assessments'.
- 2.22. It is proposed that traffic growth is applied to the surveyed traffic flows, from the MCC and ATC surveys, using TEMPRO (database v6.2) 'localised' NTM factors for the Havant area (24UH2). The growth factors are based on the NTM AF09 dataset for Urban minor roads and are presented below.
- 2014 to 2019 : AM Peak = 1.0632
 - 2014 to 2019 : PM Peak = 1.0661

Committed Developments

- 2.23. No specific committed developments are proposed to be included for within the assessment work unless identified specifically by the local authority in response to this Transport Scoping Report.

Impact Analysis

- 2.24. The impact of development generated vehicular trips will be assessed for the 2019 AM and PM peak hours along Old Copse Road and at the River Way / Old Copse Road priority junction, Old Copse Road / Crossland Drive priority junction and Lavant Drive / Leigh Road priority junction. The assessment of the priority junctions would be undertaken using PICADY software to demonstrate that there is sufficient highway capacity to accommodate the development traffic without undue queuing or delay.
- 2.25. Given that the development in total is likely to generate no more than approximately 30 two-way vehicle movements during any peak hour it is evident that the dissipation of trips through the wider network is such that the generated traffic would not have any significant impacts further afield.

Mitigation Measures

- 2.26. As stated above, the development proposals will include the promotion of travel planning measures in order to seek to minimise the number of vehicular trips that would be associated with the development. The nature of such measures would be set out in the Travel Plan that would be prepared to accompany the forthcoming planning application.
- 2.27. In addition, following a review of the highway capacity assessment results, appropriate mitigation measures will be considered and assessed accordingly if any are deemed to be required in order to address any significant impacts that might be identified.

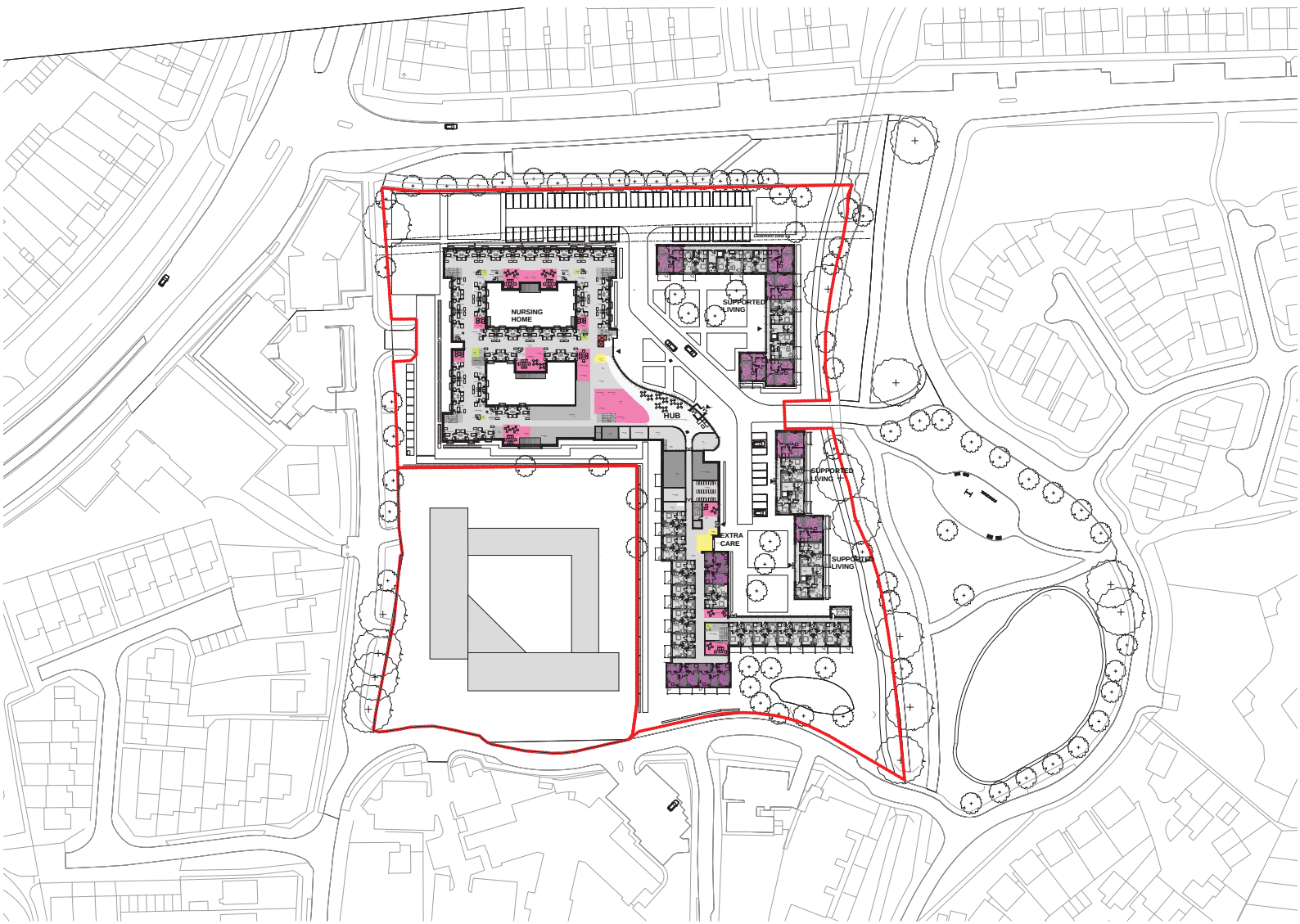


Summary and Conclusions

2.28. A summary of the findings of the assessment will be presented in the Transport Assessment Report.



Appendix 1 – Emerging Masterplan





Appendix C – Travel Plan

HAVANT HEALTH AND WELLBEING CAMPUS
TRAVEL PLAN

HAMPSHIRE LIVING SPACE

MARCH 2015



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Date:	11 March 2015
Document Reference:	Travel Plan (2015-03-11).doc

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1.0 Introduction

Context

- 1.1. This report has been prepared by Abley Letchford Partnership Limited, on behalf of Hampshire Living Space, in relation to the proposed development of land on the former Oak Park School, located to the south of Crossland Drive, Havant. **Figure 1** shows the site in its local context.
- 1.2. The Travel Plan should be read in accordance with the Transport Assessment Report dated February 2015 which also accompanies the planning application.
- 1.3. This Travel Plan promotes sustainable travel amongst both staff and residents of the Havant Health and Wellbeing Campus and seeks to implement measures which will make the choice of using such means of travelling to and from the site a beneficial option in comparison to using the car to access the site.
- 1.4. Taken together, the development proposals will provide a total of 179 units. This includes an 80 bed Care Home, 48 supported living flats and 51 extra care facility flats. Alongside the residential elements of the proposals, there will also be a number of support facilities. These include staff accommodation, kitchen facilities and lounge/dining rooms, some shared bathrooms specifically catered for residents' needs and treatment rooms.
- 1.5. A copy of the proposed site Masterplan is attached in **Appendix A** of this report.
- 1.6. The site is located approximately 650m north of Havant town centre. The site will be accessed by vehicles from Old Copse Road and Leigh Road, whilst pedestrian and cycle access will be provided from additional points onto Lavant Drive and Crossland Drive. A plan indicating the site's location in both a local and strategic context is included as **Figure 1** to this report.

Travel Plan

- 1.7. Travel Plans are evolutionary documents that should be regularly updated, ensuring they can be reviewed and tailored to take account of ongoing changes in travel patterns. It is therefore intended that this Travel Plan is a starting point for the travel plan process and that the Travel Plan when in operation should be reviewed and updated on an annual basis.
- 1.8. The implementation of measures set out within this Travel Plan and the targets within it will assist in minimising the number of vehicle trips generated by the site. The Travel Plan will be revised following a survey of baseline travel habits undertaken six months after first occupation. At that time, the travel characteristics of staff and residents can be more readily determined and the Travel Plan can be refined as necessary to influence the travel habits of future occupants.
- 1.9. This Travel Plan has been produced in line with the Planning Policy Guidance (PPG) 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014). The structure is in line with guidance provided by Hampshire County Council and is structured as follows:



- Section 2 - National and Local Travel Plan Policy.
 - Section 3 - Existing Conditions.
 - Section 4 - Development Proposals.
 - Section 5 – Aims and Objectives.
 - Section 6 - Targets.
 - Section 7 – Measures and Initiatives.
 - Section 8 – Monitoring Strategy and Management Structure.
 - Section 9 – Action Plan.
- 1.10. This Travel Plan is a document that clearly sets out the details of the initiatives, deliverables, targets and responsibilities of the travel planning process. The Travel Plan will be a recorded agreement between Havant Borough Council and the developer, providing a commitment to deliver the travel planning measures.



2.0 Policy Context and Review

Context

- 2.1. The emergence of Travel Plans has been an important development in transport policy. They demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion, especially during peak periods.
- 2.2. A Travel Plan is a management tool that brings together a co-ordinated strategy and a package of initiatives to minimise the number and length of car trips generated by a development, while supporting more sustainable forms of travel and reducing the overall need to travel.
- 2.3. This Travel Plan concentrates on sustainability issues and outlines a package of initiatives that are designed to encourage more efficient use of the private car and promote a choice of alternative travel modes. In addition to the policy documents reviewed as part of the Transport Assessment Report there are various publications on a national level which provide Travel Plan Guidance. The policy context for the Travel Plan is summarised below.

National Policy

National Planning Policy Framework (March 2012)

- 2.4. In March 2012 the National Planning Policy Framework (NPPF) was published to consolidate all policy statements, circulars and guidance documents into a single, simpler Planning Policy Framework. The NPPF sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.
- 2.5. The NPPF states all developments that generate significant amounts of movement should be supported by a Transport Assessment. Plans and decisions should take account of whether:
 - The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.
- 2.6. The guidance advises that, subject to the above considerations, development should not be prevented or refused on transport grounds unless the residual impacts of the development are severe.
- 2.7. The NPPF recognises that Travel Plans are a key tool in facilitating sustainable travel, stating that all developments which generate significant amounts of movement should be required to provide a Travel Plan.



Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014)

- 2.8. The Planning Practice Guidance (PPG) sets out that all developments that generate significant amounts of transport movement should be supported by a Travel Plan. The PPG states that Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. Travel Plans should set explicit outcomes rather than just identify processes to be followed and should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and should seek to fit in with wider strategies for transport in the area.
- 2.9. The PPG sets out how Travel Plans should evaluate and consider:
- Benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - Relevant information about existing travel habits in the surrounding area;
 - Proposals to reduce the need for travel to and from the site via all modes of transport; and
 - Provision of improved public transport services.

Transport White Paper 2004

- 2.10. The White Paper on transport, entitled The Future of Transport: A Network for 2030, states that the Government wishes to help Local Authorities build workplace travel planning initiatives into their Local Transport Plans. It sees travel planning as a way of encouraging a change in travel behaviour, which helps the UK move to a low carbon transport system.

Manual for Streets 2 (MfS2 September 2010)

- 2.11. This document provides guidance for planning and designing new residential streets. It aims to increase the quality of life through good design which creates more people-orientated streets. The key recommendation of MfS2 is that increased consideration should be given to the 'place' function of streets. This function is essentially what distinguishes a street from a road, where the main purpose is to facilitate movement.
- 2.12. The underlying theme when designing street networks (as opposed to designing individual streets) is catering for movement. Walkable neighbourhoods are typically characterised by having a range of facilities available to residents that can be accessed comfortably on foot. Making the local environment convenient and attractive to walk in can help enhance the vibrancy of a community and reduce reliance on motor transport.
- 2.13. The amount of car parking provision needs careful consideration. Provision below demand can cause problems, although it can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach day-to-day destinations without the car. Car parking can be allocated to individual properties although unallocated parking can sometimes provide a common resource that helps to ensure space is used efficiently. Footway parking should be avoided.



Local Policy

- 2.14. National policy on transport and land use establishes broad policy objectives that reflect the Government's aspirations for integrating land development and transport. The role of local government is to develop strategies based on specific local social and spatial requirements, which deliver the national aspirations.
- 2.15. Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which, for this development, comprise:
- Hampshire Local Transport Plan LTP3 – March 2011
 - Havant Borough Council Local Plan 'Core Strategy' – March 2011

Hampshire Local Transport Plan LTP3 – March 2011

- 2.16. Hampshire's third Local Transport Plan (LTP3) was adopted in March 2011 and runs between 2011 and 2031. The document is based around the council's vision of 'safe, efficient and reliable ways to get around a prosperous and sustainable Hampshire'. The guidance states that all developments which generate significant amounts of movement should be required to prepare a Travel Plan.
- 2.17. The LTP3 sets out the following objectives with relevance to the proposed development at Havant:
- Policy Objective 2: Work with district authorities to agree coherent policy approaches to parking;
 - Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, support local delivery of services and in urban areas the application of 'Smarter Choices' initiatives; and
 - Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.
- 2.18. With specific reference to .South Hampshire LTP3 states that the vision is to create *"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"*
- 2.19. The policy states that sites and public transport services need to be accessible for elderly, vulnerable and disabled people.

Havant Borough Council Local Plan 'Core Strategy' – March 2011

- 2.20. In relation to this type of development, the following policies are of relevance.
- Policy CS9 Housing: Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
- 2.21. Policy CS20 Transport and Access Strategy states that development will be permitted which accords with the following principles:



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

2.22. Policy DM12 of the Core Strategy states that new developments will be required to mitigate their travel impact and that the submission of a transport assessment and travel plan should occur alongside any planning application on proposals where a proposal is likely to have significant transport implications.

Hampshire County Council Parking Standards

- 2.23. Hampshire County Council within Table A of their parking standards identify that reduced parking provision should be provided for those areas of high accessibility. In relation to care home provision those relate to a reduction of 50%.
- 2.24. The policy goes on to state that, as a general rule, areas of high accessibility are served by at least eight buses an hour within 400m and good cycling and pedestrian facilities.

3.0 Existing Local Conditions and Sustainable Travel Options

Context

- 3.1. A significant proportion of future residents of the Campus may not have access to a car or indeed have mobility impairments. It is therefore important that they are able to access local services and shops via sustainable means. The location of the proposed development site, close to Havant town centre, is therefore well placed to satisfy such needs.
- 3.2. It is also important that staff are presented with the opportunity to access the site by means other than by car.
- 3.3. The following chapter provides a brief analysis of the transport opportunities within the vicinity of the site and seeks to demonstrate the safety of the local network to accommodate such additional movements.

Walking and Cycling Opportunities

- 3.4. There is a comprehensive network of lit footways that run along both sides of all the roads in the vicinity of the site. Access to the Campus will be provided onto Crossland Drive, Old Copse Road, Lavant Drive and Leigh Road. Plates 1-4 below show the pedestrian and cycle environment on each of these four routes in the vicinity of the site.



Plate 1: Crossland Drive (looking West)



Plate 2: Old Copse Road (looking South)



Plate 3: Lavant Drive (looking West)



Plate 4: Leigh Road (looking South)

- 3.5. As the Plates show each of the four routes onto which the development will provide access have as a minimum provision which is lit with wide accommodating footways on both sides of the carriageway.



- 3.6. The footway is continuous along at least one side of Leigh Road heading southbound towards Havant town centre. Where Leigh Road meets the railway station a ramped pedestrian overbridge is provided to link the northern and southern sides of the railway. Beyond this point is the area which constitutes Havant town centre.
- 3.7. There are segregated cycle facilities on both Crossland Drive and in the vicinity of Old Copse Road. These routes tie in as part of National Cycle Route 22 and provide connections towards Havant town centre to the south. A copy of the Havant Cycle Route Plan, which shows all recognised cycle routes in the local area, has been included as **Appendix B** to this Travel Plan for reference.
- 3.8. The development is well placed in relation to neighbouring facilities and services. Most notably, the considerable retail, leisure, employment opportunities located within Havant town centre lie close to the site. Table 3.1 below summarises some key local facilities, their walking distance from the centre of the development site and requisite walking and cycling times.

Table 3.1 : Summary of Local Services Within the Vicinity of the Site

Facility / Shop	Distance (m)	Journey Times (minutes)	
		Walk	Cycle
Co-op (St Albans Rd)	650m	8	2
Waitrose (North Street)	700m	9	3
Post Office (North Street)	675m	8	3
Havant Health Centre (Civic Centre Road)	500m	6	2
Meridian Shopping Centre (Elm Lane)	650m	8	2
Crossland Drive Bus Stop	80m	1	0
Petersfield Road Bus Stop	120m	2	0
Havant Rail Station	600m	8	2
Havant Bus Station (Elm Lane)	720m	9	3

Note: Assumed walking speed of 1.33m/sec and cycling speed of 4.44m/sec.

- 3.9. The Meridian Shopping Centre, listed above, located just to the north of Havant town centre provides a number of services of interest to future residents of the development. These include a hairdressers, opticians, pharmacist, as well as the local library, newsagent and other shopping opportunities. Although these facilities, along with those listed above, are not an exhaustive list they do show that there are a significant number of services the profile of future residents are likely to require, located close to the development site.



Public Transport Opportunities

- 3.10. The nearest bus stops to the site are located on Crossland Drive approximately 80m from the centre of the development site. A direct pedestrian route will be provided from the centre of the site to such stops. The westbound service, heading towards Havant town centre, provides waiting facilities including a bus shelter and timetable information. Raised kerbs are provided at both the westbound and eastbound stops, at which most residents would be disembarking the service. This provides additional ease for those with mobility impairments stepping onto and off bus services.
- 3.11. A further set of bus stops are provided on Petersfield Road to the west of the site. The southbound stop, heading towards Havant town centre, is located 120m from the centre of the development site. Both stops on Petersfield Road provide off-line bus laybys, shelters and raised kerbs. Table 3.2 below summarises both services presently operating from these two locations.

Table 3.2 : Summary of Local Bus Services

No.	Stop	Route	Weekday						Weekend	
			Frequency (Approx Mins)				Time		Frequency (Approx Mins)	
			AM Peak	Off Peak	PM Peak	Eve	First Service	Last Service	Sat	Sun
20	CrsInd Drive	Havant - Portsmouth	30	30	30	N/A	06:30	20:15	30	N/A
21	CrsInd Drive	Havant - Portsmouth	30	30	30	60	05:40	21:00	30	60
39	Petersfld Rd	Havant - Waterlooville	12	10	12	40	06:00	21:55	15	60

- 3.12. Of note from the analysis above is that the site is within a 400m walking distance of two sets of bus stops which in total provide a combined 8 bus services an hour. A review of Hampshire County Council's guidance suggests that such a site would be regarded as having a high level of accessibility in respect of opportunities for sustainable travel, with requisite reductions to be made with respect to on-site parking.
- 3.13. As stated above, Havant Rail Station is located to the south of the development site, accessed via Leigh Road at a distance of approximately 600m from the centre of the development site.
- 3.14. The Station provides direct services to both Portsmouth and London Waterloo, as well as more local destinations such as Bedhampton, Cosham and Chichester. The station provides sheltered cycle stands for up to 160 bikes and sheltered waiting facilities. Havant Rail Station is fully accessible to wheelchair users with step free access to both platforms. Interchange is via lift access, available until 22:30 hrs every day or at other times the long ramped bridge outside the station.



Local Highway Network

- 3.15. The existing access, from which primary access to the new development will be taken, is formed via a simple priority junction with Old Copse Road. Old Copse Road is a typical residential distributor road with a speed limit of 30mph and good visibility at all access junctions formed with it. Approximately 70m to the south of the access junction a localised traffic calming feature has been established which effectively creates one-way working through a very short section. Both the subsequent sections of Lavant Drive and Leigh Road, which provide the route towards Havant Rail Station, exhibit similar characteristics to Old Copse Road and feature similar traffic calming features.
- 3.16. Both Lavant Drive and Leigh Road have double yellow line parking restrictions along the entirety of their length. This is likely to dissuade driver from parking on such roads when travelling from Havant train station. However such restrictions have the benefit of making cycling along these routes easier and safer as cyclist do not have to pull out to pass parked cars. Similarly it also benefits people wishing to cross the road, as they do not have to step out between parked cars and also have uninterrupted vision of oncoming vehicles.
- 3.17. Approximately 80m north of the site access junction, Old Copse Road forms a priority junction with Crossland Drive, a ghost island right turn into Old Copse Road is provided. Crossland Drive provides access to the east to New Lane and more importantly the B2149 Petersfield Road to the west. The B2149 Petersfield Road is a dual carriageway in the vicinity of the development site with a 40mph speed limit. The B2149 provides access between Havant and the A27 to the south and the A3(M) at junction 2 to the north.
- 3.18. Crossland Drive forms a three arm signalised junction with B2149 Petersfield Road. There is a pedestrian and cyclist underpass of Petersfield Road, provided on the north side of the junction. This eases movement for such users east to west across Petersfield Road to allow access to the bus stops on either side of the road. Approximately 650m southwest of this, Petersfield Road forms a four-arm roundabout junction with Elmleigh Road, Park Road and New Road. This provides access to the train station and Havant town centre. The junction provides signalised pedestrian crossing facilities on the approach to the northern arm of the junction and dropped kerbs with tactile paving crossings on the other three arms. However, it is not anticipated that this would be the main route for residents and staff between Havant town centre and train station to the Campus.

Existing Mode Share

- 3.19. The proposed development lies within the ward of St. Faith's. Census Data 2011 has been used to establish the mode split of person trips in the local area.
- 3.20. Table 3.3 shows the existing travel patterns of the St. Faith's ward in relation to travelling to work, as obtained from the 2011 Census data.



Table 3.3 : Journey to Work Mode Split (St. Faith's Census 2011)

Mode	2011 Census Mode Share
Pedestrian	12%
Cyclist	4%
Public Transport	11%
Vehicular	68%
Passenger	4%
Total	100%

- 3.21. The census data shows that 68% of journeys to work in the ward of St. Faith's are undertaken by driving while 11% are undertaken by public transport. A further 12% walk and 4% cycle to work. The modal split shows a large proportion currently travel to work by sustainable means. This is considered to reflect the availability of local public transport facilities and good pedestrian and cycle links in the local area.
- 3.22. It should be noted that owing to the number of bus services operating in close proximity to the site and the segregated pedestrian and cyclist facilities, the site would be regarded as being in an accessible location as defined by Hampshire County Council.



4.0 Development Proposals

Development Schedule

- 4.1. The development proposals include the following residential elements. The proposed distribution of such units within the site can be clearly seen from the site masterplan included as **Appendix A** to this report:
- 80 Bed Car Home;
 - 42 x 1 Bed Extra Care Facility Flats;
 - 9 x 2 Bed Extra Care Facility Flats;
 - 30 X 1 Bed Supported Living Flats; and
 - 18 x 2 Bed Supported Living Flats.
- 4.2. Taken together, the proposals will therefore provide a total of 179 units. The 99 Extra Care and Supported Living units would be apportioned as 72 one bed units and 27 two bed units (ie a total of 126 beds).
- 4.3. Alongside the residential elements of the proposals, there will also be a number of support facilities. These include staff accommodation, kitchen facilities and lounge/dining rooms, some shared bathrooms specifically catered for residents' needs and treatment rooms.
- 4.4. The Hub centre of the site also includes for a cinema, small shop, hairdressers and gym. These facilities are intended mainly for the use of residents and therefore would not be trip generators in their own right.

Vehicular Access

- 4.5. The primary vehicular access to the development will be provided from an improved priority junction formed with Old Copse Road. This will provide access to all parking spaces provided on site. Further to this there will be a further access provided from the sites western boundary onto Leigh Road. This utilises an existing bell-mouth which was used to access existing units at the north-western corner of the site. This access will be used exclusively for servicing and emergency access as it will have no accessibility to the on-site parking spaces.

Pedestrian / Cycle Access

- 4.6. Footways will be provided adjacent to the road at both vehicular access junctions. Further to this the existing dedicated pedestrian/cycleway which runs on a north/south alignment at the eastern extent of the site will be maintained. This in turn therefore also allows for direct pedestrian and cycle access onto Crossland Drive and Lavant Drive as shown on Plates 5 and 6 below.



Plate 5: Ped / Cycle Route onto Crossland Dr



Plate 6: Ped / Cycle Route onto Lavant Drive

- 4.7. The above provision is particularly important as it ensures direct routes are promoted within the site to local bus stops, which in this case are located on Crossland Drive just to the north of the development. This permeability also allows easy access to local shops and facilities in particular Havant town centre.

Servicing

- 4.8. Servicing and refuse collection will take place via the two access junctions into the development. The majority of movements would occur via the western access onto Leigh Road which is being provided solely to cater for such trips. This arrangement will therefore segregate these movements from the majority of all other forms of traffic movement taking place to and from the site. This will enhance the safety for residents and reduce the likelihood of them coming into contact with such vehicles.
- 4.9. A strict 10mph speed limit will be enforced through the internal roads of the site to further maximise the safety of both residents and staff.

Parking

- 4.10. The Masterplan shows that car parking has been distributed throughout the development site both in order to minimise the visual impact and to ensure that parking is located as close as possible to the individual facilities and properties for which they are required. There is some concentration of parking in the northern area to ensure that the courtyard areas are high quality amenity spaces whilst providing parking for visitors and the supported living residents. A total of 79 parking spaces are distributed throughout the site.
- 4.11. Extra Care and Supported Living Units located in accessible locations such as this require one parking space for every two units to accord with Havant Borough Council parking standards which reflect typical car ownership levels and also operational needs such as allowing for visitor parking for relatives and friends. This would equate to a requirement for 50 parking spaces.
- 4.12. Havant Borough Council standards dictate a parking requirement for Nursing Homes, in such accessible locations, of 1 space per 8 units. Again, this allows for operational needs such as allowing for visitor parking for relatives and friends. This would relate to a requirement for 8 parking spaces for residents.



- 4.13. The residual parking being provided therefore equates to 21 spaces. It is anticipated that up to 80 full time equivalent staff could be employed at the Nursing Home, albeit given the 24 hour nature of the work patterns that will occur, not all of these staff will be at the Nursing Home simultaneously. It is therefore considered that the residual number of spaces is sufficient to accommodate the needs of staff, particularly given the sustainable location of the site and also as this Travel Plan seeks to promote and incentivise sustainable travel for members of staff.
- 4.14. The Masterplan in **Appendix A** clearly shows that three areas of substantial cycle parking spaces have been provided close to the building entrances of the development without compromising the Masterplan. The level of cycle parking being promoted is below the Havant Borough Council's guidance. However, given the nature of the proposed development is considered that the level is sufficient and appropriate. Notwithstanding this, as discussed with Hampshire County Council during the scoping exercise, as part of the ongoing Travel Plan process the uptake of cycle parking spaces be monitored, and if required, additional cycle spaces can provided at such time.

Parking Management

- 4.15. The management of the vehicular and cycle parking with the Campus will be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan process. Further details of this process are set out in the following Sections of this Travel Plan.



5.0 Aims and Objectives

Travel Plan Aim

- 5.1. The overarching aim of this Plan is to reduce the need to travel and encourage employees, residents and visitors to travel sustainably by providing a choice of travel modes (foot, cycle and public transport) in order to minimise car trips, but especially cars carrying only one person.
- 5.2. These objectives will seek to help the site achieve, or exceed, the future mode share targets. Once the actual mode share for the site has been obtained then the future mode share targets of the development will be set and updated in accordance with Hampshire County Councils' guidance.

Objective of Travel Plan

- 5.3. Realisation of the Travel Plan objective will produce a number of economic, social and environmental benefits for the operator, staff and residents as well as wider benefits which will be felt by the local community and local road users.
- 5.4. The operator will see benefits from the Travel Plan in the following ways:
 - Help solve any problems that could be caused by increased demand for parking;
 - Help promote the social responsibility of the company as a sustainable operator;
 - Help to reduce any problems caused by traffic congestion on the local highway network which will enhance accessibility levels of the site for potential future residents;
 - Enhance the accessibility of the site to existing and potential employees;
 - Improve the image of the Campus within the local community;
 - Improve employee health through an increased take-up of sustainable modes such as walking and cycling and a reduction in emissions from car use which will result in reduced absenteeism;
 - Assist with recruitment and retention by making employees journeys to work easier and cheaper; and
 - Improve employee punctuality by reducing congestion delays and supporting more reliable means of transport.
- 5.5. Employees and residents of the site will benefit from the Travel Plan in the following ways:
 - Help to provide less stressful options for traveling to work or home;
 - Provide opportunities to build healthy exercise into daily life through the use of walking and cycling;
 - Reduce journey times to work or home; and
 - Reduce the cost of travel to work, or avert the need to buy and run a car at all.



5.6. For visitors to the site and members of the local community the Travel Plan will provide benefits in the following ways:

- Enhanced accessibility levels for visitors through the promotion of sustainable travel options, enhancing the opportunities to visit relatives or friends living in the Campus;
- Visitors who do need to travel to the site by car will benefit from less stress resulting from reduced levels of congestion and increased ease of finding a car parking space;
- The reduction in the number of car trips generated by the Campus will make local streets less dangerous, less noisy and less polluted; and
- The Travel Plan will help to create a location which is better to live in, work in and visit and which will attract further investment within Havant.



6.0 Targets

Introduction

- 6.1. Firm targets will be set when Baseline surveys have been completed after six months occupation of the Campus. These would form part of a finalised Travel Plan which would be reviewed and agreed with Hampshire County Council.
- 6.2. Notwithstanding this indicative targets have been set out below, which support the principles of this Travel Plan.

Reduction in Private Car Use

- 6.3. The likely peak hour vehicular trip generation of the development has been established as part of the Transport Assessment process. It is proposed to seek a reduction of five percent compared to baseline vehicular trip generation across the lifetime of the Travel Plan. Therefore a reduction in trip rates per unit/bed in line with that shown in Table 6.1 below could reasonably be expected.

Table 6.1 : Indicative Target Reductions in Vehicular Trip Generation

Time Period	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)
Predicted Vehicular Trip Rates (Number of Trips per Unit)	0.12	0.13
Minimum Target Trip Rates (5% reduction on predicted)	0.11	0.12

- 6.4. It is proposed that as part of the Baseline Travel Plan surveys an Automatic Traffic Counter (ATC) will be placed at the River Way access to determine vehicular trip generation of the site. This can therefore be used to identify the actual baseline car use and, if necessary, re-base the target five percent reduction for use in the final Travel Plan.

Targets for Multi-Modal Travel

- 6.5. As part of preparing the final Travel Plan and formalising the Baseline surveys both staff and residents will be asked to identify their primary mode of travel to and from the site. This data will then be used to formalise modal split targets. However, for now the 2011 Census data, as presented in Table 6.2, has been used as a reasonable proxy.



Table 6.2 : Indicative Modal Share Targets of Staff and Residents

Mode	2011 Census Mode Share (Baseline Modal Share)	Target Modal Share (5% Reduction in Car Driver Travel)
Pedestrian	12%	13%
Cyclist	4%	4%
Public Transport	11%	13%
Vehicular	68%	65%
Passenger	4%	4%
Total	100%	100%

- 6.6. The targets will seek a five percent reduction in car driver mode share, relative to the baseline mode share, across the lifetime of the Travel Plan. The site as identified using the Hampshire County Council guidance is an accessible location, particularly with regards to access to local bus services. It is therefore apparent that opportunities exist to promote bus travel in particular to staff to travel to work as well as residents travelling into Havant town centre or further afield.
- 6.7. Furthermore the review of the sites accessibility in Chapter 2 has identified good pedestrian links in the vicinity of the site. The employer will seek where possible to employ a local workforce which will facilitate opportunities to travel to work by foot. The promotion of such walking routes would also encourage more mobile residents to use such modes for shorter trips such as to the local shop or doctors.
- 6.8. The focus of these indicative targets have shaped the measures and incentives being promoted as part of the Travel Plan and identified in the next chapter.



7.0 Measures and Initiatives

Introduction

- 7.1. The primary aim of the Travel Plan is to influence the travel behaviour of employees and residents to minimise the number of vehicular trips generated by the Campus. It is considered that employees and residents travel behaviour can be significantly influenced through the implementation of travel planning measures which actively encourage sustainable travel modes.
- 7.2. This section provides an outline of the measures to be implemented at the proposed Havant Health and Wellbeing Campus. The initiatives and targets contained in this Travel Plan should be considered flexible until the completion of the initial travel survey which will provide site specific information on the existing travel patterns of employees and residents at the site and enable targeted travel planning measures to be formulated and adopted.

Travel Notice Boards

- 7.3. Information on the travel options available to employees and residents will be displayed on travel notice boards located in prominent lobby areas of the Campus. This information will be kept up-to-date regularly and should comprise:
- Public transport information, including; timetables; maps and bus stop locations;
 - Details and maps of safe walking and cycling routes to the Campus;
 - Details of appropriate vehicular routings to the Campus, focussing on the use of Crossland Drive;
 - Information on TP initiatives;
 - Information on car-sharing initiatives;
 - Details of local taxi companies and;
 - Links to other relevant travel websites, such as the TraveLine journey planner (<http://www.traveline.info/>), scheduled and real time information for rail travel from (www.nationalrail.co.uk) and the online car share scheme (www.shareacar.com/hampshire_carshare_about.htm).
- 7.4. The information provided will enable both employees and residents to consider more sustainable means of travelling to and from the site. New employees and residents will be made aware of the travel notice board during their induction process.

Residents and Staff Welcome Pack

- 7.5. Residents and staff will also be made aware of travel choices through their own Welcome Pack, provided to them as soon as they commence residence or employment to encourage a culture of sustainable travel. This will be the individuals own guide to the transport opportunities available to them and as such would contain information such as the below :



- Details of the Travel Plan measures and its objectives and targets;
 - Plans of walking and cycle routes in the area and WalkBUDi and BikeBUDi matching services;
 - Passenger transport timetable information for services in the vicinity of the site and onward connections, including rail timetables and maps showing nearest bus stops and routes;
 - Contact details for the bus / rail operators and ticket ordering;
 - Contact details for local cycling groups and shops and information on cycle training courses;
 - Details of car sharing websites such as www.hantscarshare.com;
 - An invitation to join the Residents Travel Plan Forum; and
 - Contact Details for the Travel Plan Coordinator.
- 7.6. The development of the Welcome Pack is a crucial stage in the Travel Plan process. It is essential that it contains the necessary travel information to suitably inform recipients. At this stage of the process information that is issued to residents and staff will include the development logos and slogans.
- 7.7. To ensure that the benefits of receiving the Welcome Pack go beyond the first occupants of the Campus, provision would be made to supply this information to subsequent occupants and new employees. This will be organised by the Travel Plan Coordinator as and when required.

Community Events

- 7.8. Given the nature of the development, with communal activities and shared facilities between residents, it would be apparent that there are significant opportunities to hold promotional events to promote the Travel Plan.
- 7.9. The Travel Plan Coordinator would hold 'Travel Planning Days' to promote the Travel Plan and travel by sustainable modes. It is envisaged that these would be held within the Campus and would comprise of a 'market stall' type presence which would be used to promote the travelling planning objectives and initiatives.
- 7.10. The 'Travel Planning Day' events would ideally coincide with national and International events such as Bike Week (<http://www.bikeweek.org.uk/>), Walk to Work week (<http://walkit.com/2010/10/national-walk-to-work-week-2011/>) and World Car Free Day (<http://www.worldcarfree.net/wcfd/>). These events, to which residents and staff of the Campus would be welcomed, would highlight the benefits of travelling via alternative modes to the car.

Public Transport

- 7.11. Initiatives employed as part of the Travel Plan will aim to improve awareness of the public transport services and ticketing options available. Timetables, fares, maps, the location of bus stops, the location of railway stations and information on local facilities will be made available on the communal notice boards and within Welcome Packs.
- 7.12. The development provides a direct and convenient route to bus stops available on Crossland Drive on the northern boundary of the site and is close to Havant Rail Station. Therefore by choosing this site the developer has sought to maximise opportunities for trips by public transport.



- 7.13. The Travel Plan Coordinator will monitor public transport services and facilities within the vicinity of the site and lobby Hampshire County Council and the public transport service providers for improvements if it is evident that there are serious shortfalls in service provision or problems with waiting facilities in the local area.

Walking

- 7.14. To encourage employees and residents to walk to and from the site:
- Maps will be displayed on the travel notice boards and Welcome Pack illustrating footpaths located within the vicinity of the site;
 - The Travel Plan Coordinator will liaise with Hampshire County Council to promote any maintenance of footways in the vicinity of the site;
 - Providing details of WalkBUDi matching services (<https://walkbudi.liftshare.com/>); and
 - Production of a local walking map for residents informing of routes and travel times to key destinations.
- 7.15. The site is located in an area with good pedestrian provision both adjacent to the local highway network and also as separate routes. There is also continuous footway provision between the site and both Havant Rail Station and town centre, which are only a short distance to the south. Therefore by selecting this location the developer has sought to maximise opportunities to incorporate travel by foot as a reasonable means of travel.
- 7.16. Promotional leaflets provided by the local authority and national bodies will be supplied to staff and residents informing them of the associated health benefits of walking.
- 7.17. The Travel Plan Coordinator and staff will help to get residents together so that those that want to can travel to a destination on a given day, such as Havant town centre, as a group. This will help to encourage those residents to walk who otherwise may be nervous of walking by themselves.
- 7.18. There are some shower and bathing facilities available within communal areas of the Campus. It is therefore anticipated that those members of staff who choose to walk or cycle to the Campus would be provided the opportunity to use such facilities when arriving at the site. This would therefore help to prevent staff being put off walking or cycling in inclement weather.
- 7.19. It should also be noted that the Campus intends to provide some on-site facilities such as a small shop and hairdressers. This will therefore help to decrease the demand of residents to travel off-site but also reduce the need for staff to travel off-site particularly during lunch breaks.

Car / Lift Sharing

- 7.20. Car Sharing is defined as when two or more people, who each have access to a vehicle, pool their resources and share the driving duties. Lift sharing is defined as when a person who does not have access to a vehicle obtains pre-arranged lifts from at least one person with a car.



- 7.21. The employee postcode information collated through the travel survey will enable the identification of potential car sharers. Employee meetings can be used by the Travel Plan Coordinator as a mechanism to encourage potential car sharers to meet and discuss whether there is a possibility that they could share their journeys.
- 7.22. Through the Travel Plan, employees will also be encouraged to sign up to the Hants Car Share scheme (www.hantscarshare.com). The scheme, which is free to join, is operated through a partnership between Hampshire County Council and Liftshare. Registered users can be matched-up with people making similar journeys in order to reduce single-occupancy vehicle trips. The scheme enables anyone registered on the database to share journeys. Details of how to sign up to the scheme will be provided on the travel notice boards and in the Welcome Pack.

Cycling

- 7.23. To encourage employees and residents to cycle to and from the site the following measures and initiatives will be implemented:
- Safe and secure cycle storage facilities will be provided by the developer for employees and residents;
 - Provision of communal shower and changing facilities on Campus;
 - Maps will be displayed on the travel notice boards illustrating the cycle routes located within the vicinity of the site;
 - Details of local cycle shops will be provided (for repair & maintenance);
 - The Cycle2Work scheme will be promoted and advertised;
 - A Bicycle User Group (BUG) may be developed;
 - The Travel Plan Coordinator will provide advice and assistance to staff and residents in accessing information about safe cycling, appropriate clothing and local routes;
 - The Travel Plan Coordinator will monitor the cycle network within the vicinity of the site, with input from the BUG, and liaise with Hampshire County Council to promote any issues that are evident;
 - The Travel Plan Coordinator will liaise with the police with a view to offering a security etching service for bicycles.

Routing of Trips

- 7.24. In addition to prompting measures to reduce the number of vehicular trips that would be generated, the Travel Plan Co-ordinator will take steps to ensure that those residual vehicle trips that will occur adopt appropriate routings to and from the Campus. This will help to address the perceived wider traffic impacts that might occur along Leigh Road to the south of the site.



- 7.25. Staff and visitors will be encouraged to use Crossland Drive when accessing the Campus and this will be communicated using notice boards within the Campus and also the Welcome Packs which will be produced. Similarly, deliveries being undertaken to the Campus will be instructed to route to and from the north and this will be reinforced in any contract specification documents provided for delivery companies.



8.0 Monitoring Strategy and Management Structure

Introduction

- 8.1. In the context of this development, the Travel Plan will be orientated towards influencing travel behaviour of both staff and resident's journeys and will seek to advise these groups of the benefits of using alternative transport modes, promoting their use and discouraging the use of the car. The developer will be responsible for the overall implementation of the Travel Plan.

Monitoring

- 8.2. The objective of the monitoring process is to regularly assess the resident and staff travel patterns and identify when / if elements of the Travel Plan may need to be changed or if further marketing initiatives are required. It will also monitor success towards achieving the headline targets.
- 8.3. A programme of monitoring and review will be implemented by the Travel Plan Coordinator to generate information by which the success of the Travel Plan can be evaluated.
- 8.4. A key outcome of the Travel Plan will be to reduce the use of private cars (particularly single occupancy journeys) from the commencement of first occupation at the Campus. A suitable indicator of success of the Travel Plan will therefore be the number of vehicle trips generated by the Campus as outlined above.
- 8.5. A less direct objective of the Travel Plan will be to increase awareness of the environmental implications of the travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Travel Plan, measured by the feedback as the strategy evolves.
- 8.6. The Travel Plan Coordinator will monitor the performance of the Travel Plan on a two yearly basis following 1st occupation until five years following Baseline surveys to enable the effect of the measures to be appraised. In this time it would be expected that the five percent reduction in car trips generated by the Campus would be achieved.
- 8.7. Automatic Traffic Count (ATC) surveys will be undertaken at the vehicular access within six months of the first occupation of the Campus in order to assess the vehicle trip generation from the site. Monitoring the total number of vehicle trips in and out of the Campus is a simple and cost effective form of evaluating the performance against the headline mode share target.
- 8.8. An initial travel survey will also be undertaken within six months of the first occupation of the Campus. The Hampshire County Council Travel Survey is included as **Appendix C** and is intended to be used. The survey would gather data in respect of modal share but also residents and staff opinion on the Travel Plan and what measures are needed to help them choose sustainable forms of travel. The analysed findings of the initial travel surveys will be submitted to Havant Borough Council / Hampshire County Council for consideration within 2 months of their completion.
- 8.9. The Travel Plan Coordinator can then refine the measures that are being promoted in response to the performance against the mode share targets to help ensure that the headline five percent reduction in vehicle trip generation target is achieved within the five year lifetime of the Travel Plan.



- 8.10. The surveys will be repeated in years 3 and 5 following the baseline surveys. The process will allow the mode share targets to be revised in future years in response to the results of the ongoing monitoring surveys and measures put in place to ensure that the five percent reduction in vehicle trip generation is achieved by the fifth year surveys.

Travel Plan Coordinator

- 8.11. The Campus operators will appoint an appropriately skilled Travel Plan Coordinator once the site is occupied, which will most likely be a senior member of the Campus Management staff. One Travel Plan Coordinator will be responsible for overseeing all components of the Campus and will promote sustainable travel to both fellow staff and residents.
- 8.12. The Travel Plan Coordinator will be responsible for the implementation, administration and monitoring of the Travel Plan. The Travel Plan Coordinator details will be submitted to Havant Borough Council / Hampshire County Council and, likewise, the Coordinator will be advised of the relevant contact personnel at each authority so that regular dialogue can be established.
- 8.13. The Travel Plan Coordinator will need to be in position towards the end of the initial construction phase to ensure that the travel planning measures are in place from the outset. Therefore the developer themselves may need to temporarily take on the role until such time as an appropriate member of staff is in place. The funding for the Travel Plan Coordinator throughout the period until five years following completion of the baseline surveys would be provided by the developer.
- 8.14. As it is anticipated that the Travel Plan Coordinator will be someone employed on-site, staff and residents will readily know them as undertaking this role and being a champion of sustainable transport measures. Contact details for the Travel Plan Coordinator will also be freely available so residents and staff are able to raise issues and feel that the Travel Plan is well supported at all times.
- 8.15. The responsibilities of the Travel Plan Coordinator have been outlined in more detail below. The Travel Plan Coordinator will be the first point of contact for residents and staff for all matters regarding travel to and from the site. Initially this will involve:
- Ensure that travel planning measures (including cycle parking) are in place from the outset;
 - Create Travel Plan welcome packs for residents and staff;
 - Ensure travel notice boards are set up in communal areas;
 - Prepare and undertake Baseline surveys;
 - Analyse Baseline survey results; and
 - Agree a final Travel Plan including targets with Havant Borough Council / Hampshire County Council taking account of the Baseline survey results.
- 8.16. Thereafter the Travel Plan Coordinator would :
- Continue to promote the Travel Plan and create opportunities for sustainable travel through the various measures set out in Section 7;
 - Seek to raise awareness of the Travel Plan and its importance through a Travel Plan Forum;



- Contact the local authority to ensure bus routes and waiting facilities and maintained as well as walking routes;
- Make sure travel notice board information is up to date and ensure any new residents or staff are provided a copy of the Welcome Pack;
- Hold Travel Plan awareness events; and
- Undertake Travel Plan surveys every two years, analyse results, provide results to Havant Borough Council / Hampshire County Council and agree any additional travel planning measures that might be promoted.

8.17. The developer will fully participate where appropriate with the Travel Plan initiatives and would fully support the Travel Plan Coordinator in order that they are able to perform their role effectively.

Travel Plan Forum

8.18. The Travel Plan Coordinator will instigate a Travel Plan Forum to which residents and staff would be invited via the Welcome Pack. The Travel Plan Forum will be open for all to attend. The aim of the Travel Plan Forum would be to allow the residents and staff to inform the direction of the Travel Plan and raise any issues, concerns or opportunities in relation to travel to and from the site.

Parking Management

8.19. Parking management measures will be employed as part of the Travel Plan. These will include monitoring of the vehicular and cycle parking usage and occupancy to ensure that no overspill onto the surrounding area occurs. If instances of inappropriate parking within the Campus or overspill do occur, the Travel Plan Co-ordinator will identify suitable remedial measures to prevent this from happening. Such mitigation measures, which would be employed through the Travel Plan could include further encouragement for staff to use alternative modes of transport to access the Campus.

On-Going Management

- 8.20. Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in decision-taking' (March 2014) sets out measures for the implementation and ongoing management of the Travel Plan. This firstly covers the construction period, then the initial occupation of the site, followed by the first few monitoring and review periods of the plan.
- 8.21. This period is crucial in ensuring that the measures set out within the plan are actively implemented to reduce car use to and from the site, and that the objectives and targets identified in the Travel Plan are being met. During this period it is likely that the Operator and Travel Plan Coordinator will all need to be closely involved in the management and refinement of the Travel Plan.
- 8.22. Following completion of the fifth year travel surveys the developers funding and role in the Travel Plan will cease. With regards to the management of the Travel Plan over the longer term it is envisaged that the operator will continue to maintain a role of Travel Plan Co-ordinator. Similarly by this stage the Travel Plan Forum would have been established and a legacy would have been created which can be maintained into the future.



9.0 Action Plan

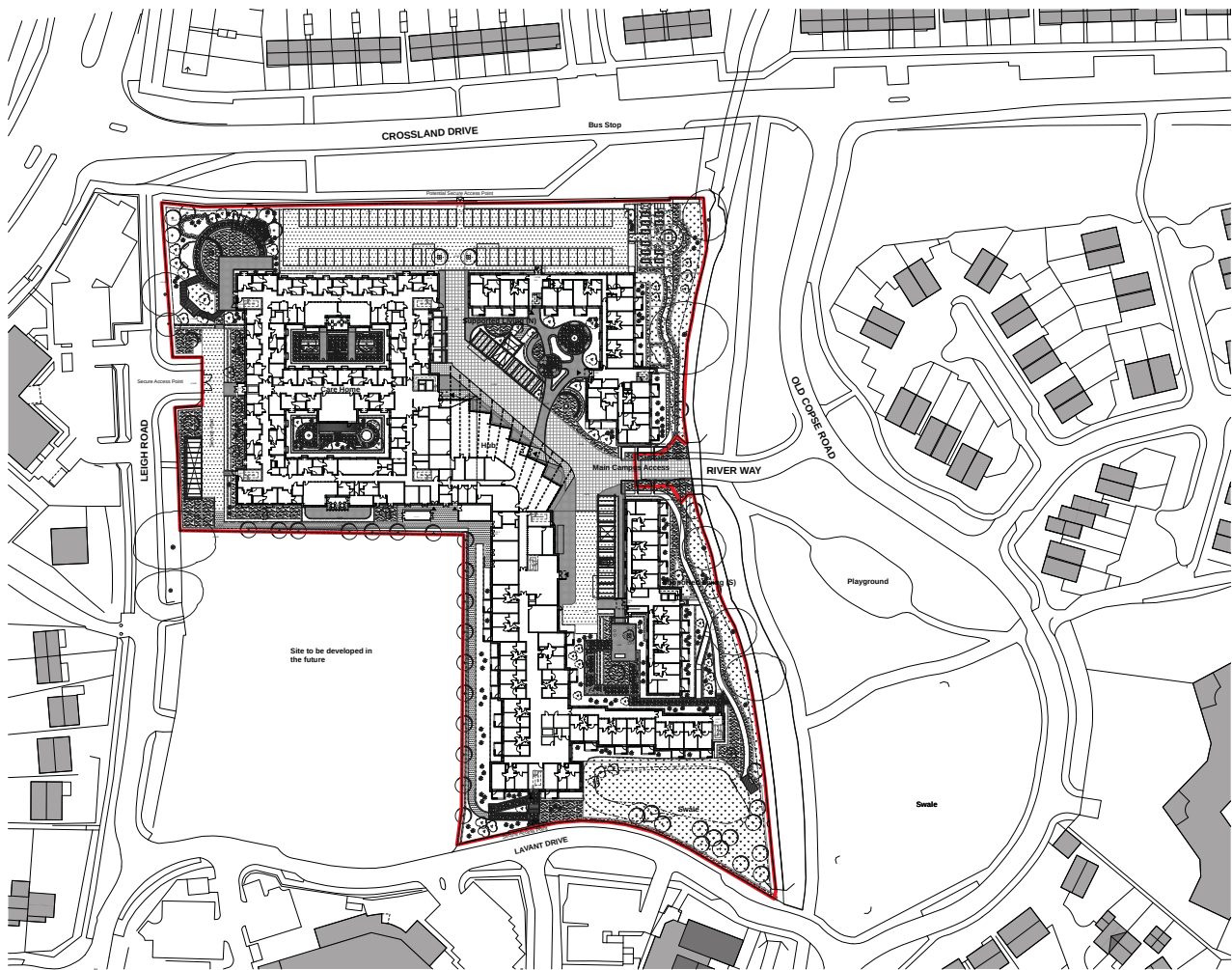
- 9.1. Table 9.1 presents a timetable for implementing the Travel Plan's administrative actions and activities. The actions set out in table below all fall under the responsibility of the Travel Plan Coordinator.

Table 9.1 : Travel Plan Action Plan

Approximate Time Period	Administrative	Activity
Prior to First Occupation	- Appoint an individual as the site Travel Plan Coordinator. - Ensure Travel Plan measures are in place from the outset where feasible and appropriate.	- Ensure cycle parking spaces are implemented to correct standard. - Display public transport and walk/cycle route information on communal notice boards.
At First Occupation	Prepare marketing material - including public transport information and welcome packs.	Provide a Welcome pack for residents and staff when they move in start work.
Within six months of first occupation of site	- Undertake resident and staff travel survey to ascertain baseline travel patterns and establish secondary mode share targets. - Undertake vehicle count surveys at site access	- Send out, collect and collate surveys. - Analyse survey information, ascertain trip rates per dwelling.
Within two months following survey results	- Submit the results of the traffic and travel surveys to HBC/HCC. - Update Travel Plan and establish secondary mode share targets. - Formalise Final Travel Plan	Review secondary mode share targets.
Ongoing throughout Travel Plan Period	- Liaise with the HBC/HCC travel plan officer as appropriate for travel information updates. - Implement all TP measures identified - Set up and run Travel Plan Forum - Monitor the use of vehicular and cycle parking	- Raise awareness of the Travel Plan and its importance. - Hold Travel Plan Days. - Encourage residents and staff to consider sustainable modes of travel. - Employ measures to address parking concerns should they arise.
18 months after first occupation	- Undertake vehicle count surveys at site access to ascertain progress against headline mode share target. - Undertake residential and staff survey to ascertain progress against secondary mode share targets.	Appraise performance against headline and secondary mode share targets.
Ongoing Monitoring programme until 5 years following Baseline Surveys	- Undertake traffic count at vehicle access to the site on a two yearly basis. - Regular assessment through surveys of resident/staff travel patterns on a two yearly basis. - Revise and amend the Travel Plan, if required, based on survey results, feedback and comments.	Appraise performance against headline and secondary mode share targets.



Appendix A – Development Masterplan



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Do not scale from this drawing.
Dimensions are to be verified on site prior to construction.
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Rev	Date	Project/Drawn	Description
A	05/03/2015	WWS	Information

Penoyre Ponsford

HLS Living Space

28-42 Banner Street
London EC3Y 8QE
020 7250 5477
penoyre@psl.com

Client
Hampshire LivingSpace

Project
Oak Park Health & Wellbeing Campus

Drawing Title
Proposed Site Plan

Drawing Status	
Planning	Scale
05.03.2015	1:500@A3 / 1:1000 @ A3



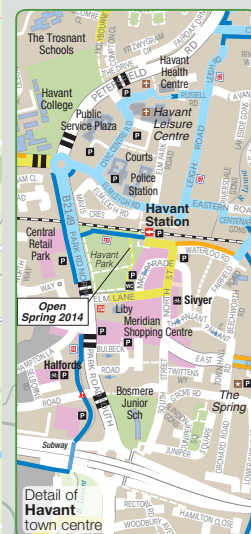
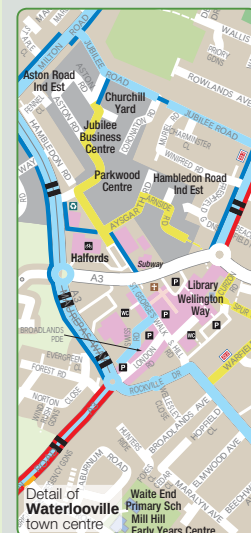
Appendix B – Havant Cycle Route Map

- You must display front and rear lights at night, as well as a rear reflector
- Wear bright or reflective clothing for extra visibility
- For your own safety - always wear a safety helmet
- Always lock your bike



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Appendix C – Hampshire County Council Travel Plan Survey

Employee Travel Survey

1. About You

This travel survey is designed to help us understand how you travel to work and your reasons for travelling in this way. This information can then be used to hopefully improve your journey to work.

The data that you submit in the following sections will only be used for this travel survey. Data will only be published in aggregated form, therefore no individual will be identifiable. No data will be kept for longer than is necessary for these purposes and none will be passed to third parties.

Please remember to press SUBMIT once you have completed the online survey.

1. Which organisation do you work for?

2. Gender

- ☐ Male
- ☐ Female

3. Age

- ☐ 16-19
- ☐ 20-29
- ☐ 30-39
- ☐ 40-49
- ☐ 50-59
- ☐ 60+

4. Home postcode (optional - only the first half of your postcode is required)

5. Do you consider yourself to have a disability which affects the way in which you can travel to work?

- ☐ No
- ☐ Yes (please give details)

Employee Travel Survey

2. Your Travel Choices

6. Which of the following options best describes your working hours?

- ☐ Full time
- ☐ Part time (less than 37 hours per week)
- ☐ Part time (less than 3 days per week)
- ☐ Shift work
- ☐ School term time only
- ☐ Weekend working
- ☐ Night working

7. What is your main mode of travel to work? (If you use more than one of the below options indicate which mode you spend the most time / furthest distance on)

- ☐ Walk
- ☐ Car alone
- ☐ Car share (as a passenger)
- ☐ Car share (as the driver)
- ☐ Cycle
- ☐ Bus
- ☐ Staff Minibus
- ☐ Train
- ☐ Walk then Train
- ☐ Cycle then Train
- ☐ Drive then Train
- ☐ Lift then Train
- ☐ Motorcycle
- ☐ Ferry
- ☐ Taxi
- ☐ Work from home
- ☐ Other

Employee Travel Survey

8. How often do you travel this way? (If 'every day' only tick one mode)

	Every day	2-3 times a week	At least once a week
Walk	☐	☐	☐
Car Alone	☐	☐	☐
Car Share (as a passenger)	☐	☐	☐
Car Share (as a driver)	☐	☐	☐
Cycle	☐	☐	☐
Bus	☐	☐	☐
Staff Minibus	☐	☐	☐
Train	☐	☐	☐
Motorcycle	☐	☐	☐
Ferry	☐	☐	☐
Taxi	☐	☐	☐
Work from home	☐	☐	☐
Other	☐	☐	☐

9. What influences your travel choice? (please enter an answer for each statement)

	Very important	Important	Not important
Lack of alternatives	☐	☐	☐
Cost	☐	☐	☐
Convenience and Comfort	☐	☐	☐
Personal Safety	☐	☐	☐
Environmental Concerns	☐	☐	☐
Health and fitness	☐	☐	☐
Parking issues	☐	☐	☐
Avoiding congestion	☐	☐	☐
Need car for my work	☐	☐	☐
Additional journeys before/after work	☐	☐	☐

Employee Travel Survey

10. How far is your place of work from your home?

- ☐ Less than a mile
- ☐ 1-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ More than 20 miles

11. How long does your journey from home to your place of work usually take?

- ☐ Less than 15 minutes
- ☐ 15-30 minutes
- ☐ 30-45 minutes
- ☐ 45-60 minutes
- ☐ Over an hour

12. What time do you usually arrive at your place of work?

- ☐ Before 8am
- ☐ 8am - 9am
- ☐ After 9am
- ☐ Work from home

13. What time do you usually leave your place of work?

- ☐ Before 5pm
- ☐ 5pm - 6pm
- ☐ After 6pm
- ☐ Work from home

Employee Travel Survey

3. Car drivers

14. If you travel by car to your place of work, where do you usually park?

- ☐ At your place of work
- ☐ Public car park
- ☐ On street (another location)
- ☐ Park and Ride
- ☐ Other (please specify)

15. If you were unable to drive to work on a given day, what would you do?

1st choice	
2nd choice	
3rd choice	

Employee Travel Survey

4. Business travel and incentives

16. When you make a business journey (i.e. attending a meeting in another location or any journey for which you claim travel expenses) how do you usually travel? (If always only tick one mode)

	Always	Very often	Occasionally
Bicycle	☐	☐	☐
Bus	☐	☐	☐
Train	☐	☐	☐
Car (own)	☐	☐	☐
Car (lease/hire)	☐	☐	☐
Car share	☐	☐	☐
Motorcycle	☐	☐	☐
Taxi	☐	☐	☐
Walk	☐	☐	☐

Other (please specify)

17. Please indicate the extent to which you have used each of the following

	Always	Sometimes	Never	Option not available to me
Working from home	☐	☐	☐	☐
Flexi time	☐	☐	☐	☐
Flexi leave	☐	☐	☐	☐
Compressed hours (e.g. 9 day fortnight)	☐	☐	☐	☐
Video/tele conferencing	☐	☐	☐	☐

18. Are you aware of any incentives or discounts offered through your employer to help with your travel to work?

☐ Yes

☐ No

Employee Travel Survey

19. If yes, do you make use of any of them?

☐ No

☐ Yes (please specify)

If you have any questions regarding your journey to work please contact the Workplace Travel Plan team at Hampshire County Council at workplace.travelplans@hants.gov.uk



Appendix D – Havant Cycle Route Map

Remember - the Highway Code applies to cyclists as well as other road users.

- It is illegal to cycle on the pavement, unless signs say otherwise
- You must obey all traffic signs and signals.
- Please refer to The Highway Code for further detailed information. www.direct.gov.uk/highwaycode

Here is a selection of the most commonly used road signs for cyclists.



 Cycle and bus route

 With-flow cycle lane ahead
(a solid line prohibits all other vehicles)

	Warning (for motorists) Cycle route ahead
	No cycling

 Motor Vehicles Prohibited
(Cycles permitted)

- You must display front and rear lights at night, as well as a rear reflector
- Wear bright or reflective clothing for extra visibility
- For your own safety - always wear a safety helmet
- Always lock your bike



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Including Waterloo, Emsworth, Hayling Island, Horndean, Clanfield and Rowlands Castle

Cycle Paths | Cycle Shops | Cycle Safety

Cycle Shops

There are a good range of retailers in the area offering new bikes, accessories and servicing. Look for this symbol

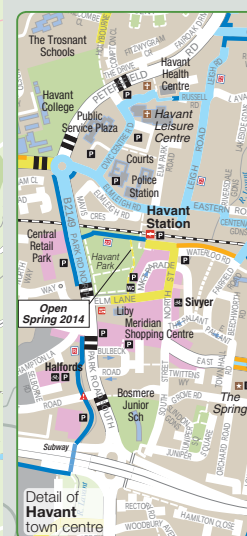
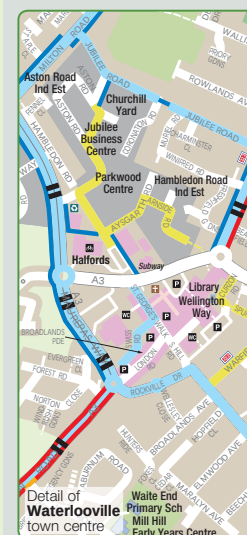
EMS WORTH CAR AND CYCLE
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www.emsworthcycles.co.uk
Trading hours: Mon-Sat 9.00 – 5.30

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Sun 10.00 – 5.00

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www.haylingcycles.co.uk
Trading hours: Tues-Sat 9.00 – 5.00





Appendix E – Personal Injury Accident Data

Accidents between dates 01/12/2009 and 30/11/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS OAK PARK, HAVANT")

Selected Polygon: NS OAK PARK, HAVANT

100174005 29/04/2010 Time 2115 Vehicles 2 Casualties 1 Slight
E:472365 N: 107208 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

VEH 2 (TAXI) TRAVELLING E ALONG CROSSLANDS DRIVE FAILS TO GIVE WAY AND TURNS LEFT ONTO NEW LANE COLLIDING WITH VEH 1 (P/CYCLE) TRAVELLING N ALONG NEW LANE IN CYCLE LANE. RIDER VEH 1 FELL FROM VEH.

Occurred on NEW LANE AT JUNCTION WITH CROSSLANDS DRIVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
Cycle lane (on main carriageway) No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Not applicable Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Taxi/Private hire car Turning left
Vehicle movement from W to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative Left hand drive:

Accidents between dates 01/12/2009 and 30/11/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("NS OAK
PARK, HAVANT")

110435019 13/10/2011 Time 0910 Vehicles 2 Casualties 1 Slight
E:472314 N: 107216 First Road: U Road Type Dual carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING S ALONG ST ALBANS ROAD TURNS RIGHT ONTO CROSSLAND ROAD BELIEVING
VEH 1 (LORRY) TRAVELLING E ALONG CROSSLANDS WITH LEFT INDICATOR WAS TURNING LEFT INTO ST
ALBANS ROAD AND COLLIDES.

Occurred on CROSSLAND DRIVE AT JUNCTION WITH ST ALBANS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/12/2009 and 30/11/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("NS OAK
PARK, HAVANT")

120253357 30/06/2012 Time 1400 Vehicles 2 Casualties 1 Slight
E:471897 N: 107239 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE OUT OF GARAGE AREA EDGES OUT DUE TO PARKED VEHS REDUCING
VISIBILITY AND TURNS RIGHT ONTO FAIR OAK DRIVE ACROSS PATH OF VEH 2 (P/CYCLE) TRAVELLING
NE ALONG FAIR OAK DRIVE CAUSING COLLISION.

Occurred on FAIR OAK DRIVE AT JUNCTION WITH GARAGE AREA, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 25 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/12/2009 and 30/11/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("NS OAK
PARK, HAVANT")

120398635 11/10/2012 Time 2145 Vehicles 1 Casualties 1 Slight
E:471847 N: 106671 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E ALONG ELMLEIGH ROAD TURNED LEFT FOR LEIGH ROAD WHEN THE
REAR WHEEL SPUN AS VEH 1 ACCELERATED AWAY, CAUSING THE RIDER TO FALL.

Occurred on LEIGH ROAD AT JUNCTION WITH ELMLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Turning left
Vehicle movement from W to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/parked First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carriage Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2009 and 30/11/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("NS OAK
PARK, HAVANT")

130267633 19/07/2013 Time 1917 Vehicles 2 Casualties 1 Slight
E:472318 N: 107216 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (TAXI) TRAVELLING S ALONG ST ALBAN'S ROAD TURNED LEFT INTO CROSSLAND DRIVE INTO THE
PATH OF VEH 2 (P/CYCLE) TRAVELLING E ALONG CROSSLAND DRIVE, CAUSING VEH 2 TO COLLIDE WITH
THE OFFSIDE OF VEH 1.

Occurred on CROSSLAND DRIVE AT JUNCTION WITH ST ALBAN'S ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Taxi/Private hire car Turning left
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 75 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 75 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/12/2009 and 30/11/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("NS OAK
PARK, HAVANT")

130347495 12/09/2013 Time 2000 Vehicles 1 Casualties 1 Slight
E:471932 N: 107039 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE)) TRAVELLING N ALONG LEIGH ROAD APPROACHING A RIGHT HAND BEND GOES OVER
A SPEED BUMP WHICH THE RIDER HAS NOT SEEN OR ANTICIPATED AND LOSES CONTROL COLLIDING
WITH KERB CAUSING THE RIDER TO FALL OFF.

Occurred on LEIGH ROAD AT JUNCTION WITH LAVANT DRIVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead right bend
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2009 and 30/11/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("NS OAK
PARK, HAVANT")

130379126 06/10/2013 Time 1015 Vehicles 2 Casualties 1 Slight
E:471951 N: 107245 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: Any animal in carriageway (except
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG B2149 PETERSFIELD ROAD, TURNS LEFT INTO CROSSLANDS DRIVE
ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING IN THE SAME DIRECTION AND COLLIDES, CAUSING
RIDER TO FALL OFF.

Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH CROSSLAND DRIVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead right bend
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 44 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/12/2009 and 30/11/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("NS OAK
PARK, HAVANT")

090540464 17/12/2009 Time 0820 Vehicles 2 Casualties 1 Slight
E:472136 N: 107130 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight: no street lighting Other
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely
3rd:	Slippery road (due to weather)	Vehicle 2	
4th:			
5th:			
6th:			

VEHICLE 1 (CAR) TRAVELLING SOUTH ON OLD COPSE ROAD OVERTOOK PARKED VEHICLES ON THE
DRIVERS NEARSIDE AND COLLIDED WITH VEHICLE 2 (CAR) WHICH WAS TRAVELLING IN THE OPPOSITE
DIRECTION.

Occurred on OLD COPSE ROAD AT THE JUNCTION WITH RIVER WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/parked First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 32 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from SE to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates **01/12/2009 and 30/11/2014** (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("NS OAK
PARK, HAVANT")

Notes:

Accidents involving:

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	0	4	4
Horses & other	0	0	0	0
Total	0	0	8	8

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	2	2
Cyclist	0	0	4	4
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	8	8



Appendix F – Traffic Survey Data



Job Number & Name: 7259 Havant, Hampshire

Site Number/Name: Site 1 - Lavant Drive/Leigh Road

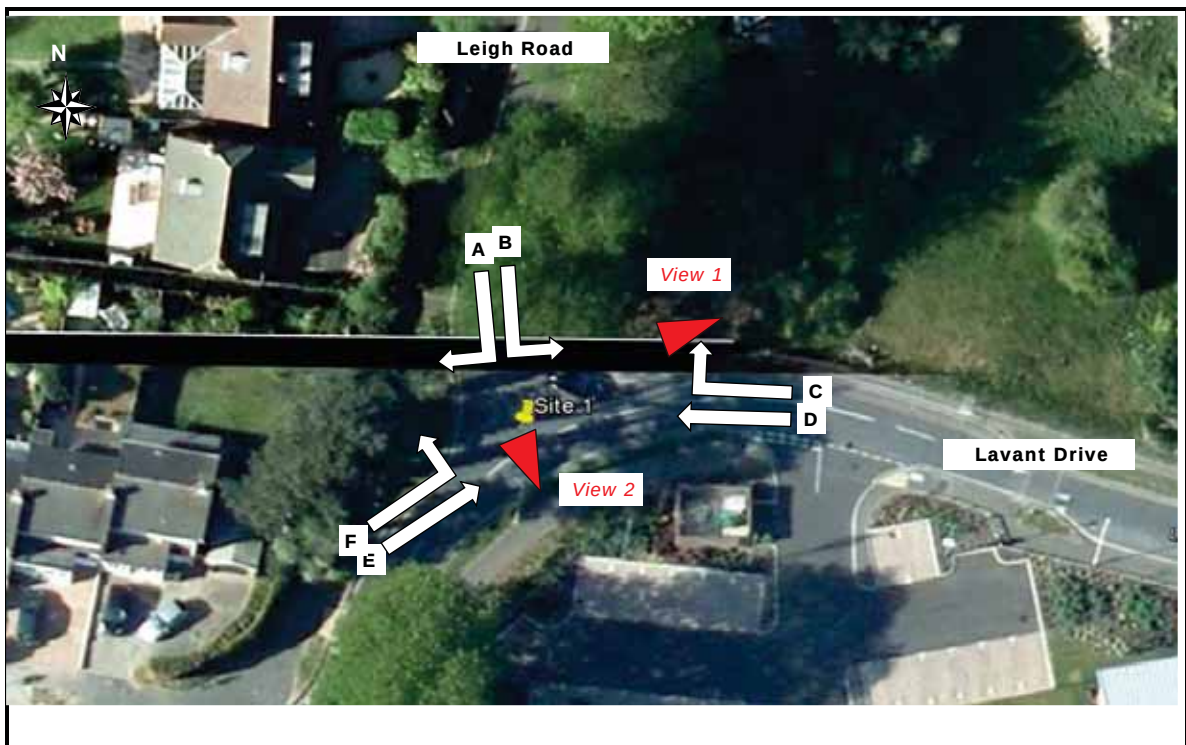
Client: ALP Transport

Date: 04/12/2014

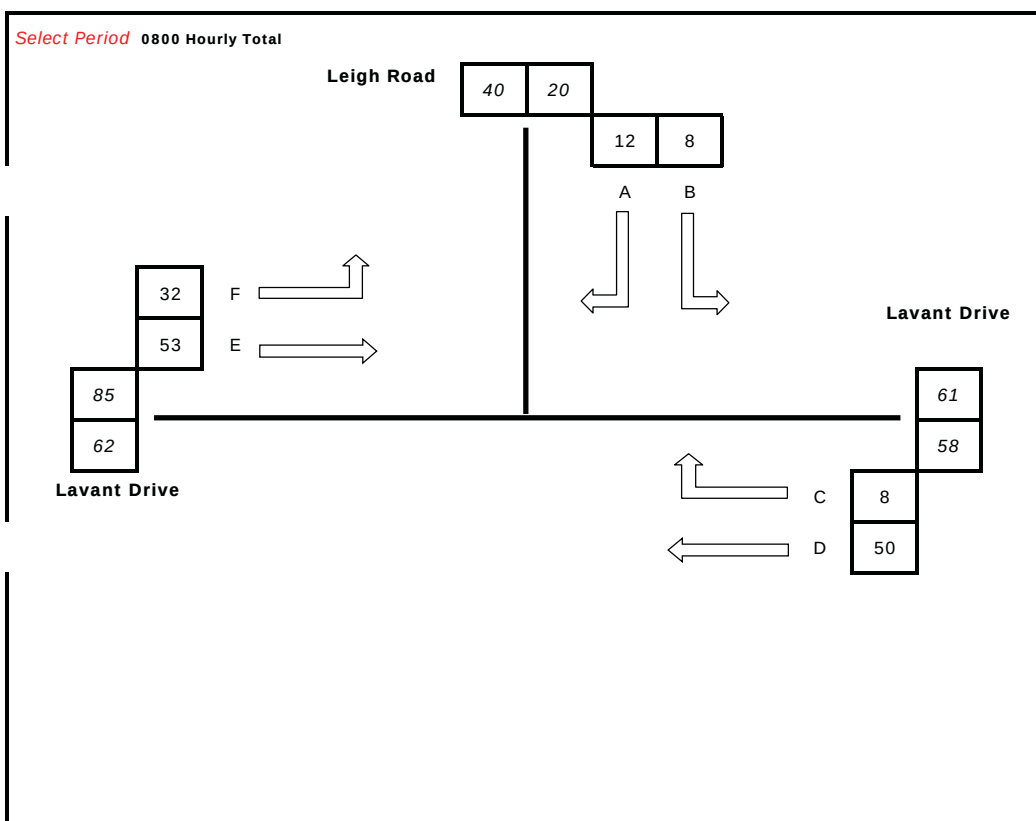
Weather: Cloudy, Dry

Comments: None

Advanced Transport Research	<i>Job Number & Name:</i>	7259 Havant, Hampshire
Site 1 - Lavant Drive/Leigh Road	<i>Client:</i>	ALP Transport
Site Plan	<i>Date:</i>	Thursday 04 Dec 2014



Advanced Transport Research	Job Number & Name:	7259 Havant, Hamps
Site 1 - Lavant Drive/Leigh Road	Client:	ALP Transport
Flow Diagram	Date:	Thursday 04 Dec 2014



	Movement A							Movement B						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	1	0	0	0	0	0	4	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	6	1	0	0	0	0	0	0
07:30 - 07:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	14	1	0	0	0	0	0	0
08:00 - 08:15	1	0	0	0	0	0	1	1	0	0	0	0	0	0
08:15 - 08:30	0	1	0	0	0	0	5	2	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	4	3	1	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	10	7	1	0	0	0	0	0
09:00 - 09:15	2	1	1	0	0	0	0	1	0	0	0	0	0	0
09:15 - 09:30	3	0	0	0	0	0	2	0	0	0	0	0	0	0
09:30 - 09:45	3	0	0	0	0	0	2	4	0	0	0	0	0	0
09:45 - 10:00	2	0	0	0	0	0	1	2	0	0	0	0	0	0
Hourly Total	10	1	1	0	0	0	5	7	0	0	0	0	0	0

16:00 - 16:15	6	1	0	0	0	0	1	2	0	0	0	0	0	0
16:15 - 16:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0
16:30 - 16:45	2	0	0	0	0	0	1	2	0	0	0	0	0	0
16:45 - 17:00	6	1	0	0	0	0	2	1	0	0	0	0	0	1
Hourly Total	15	2	0	0	0	0	4	5	1	0	0	0	0	1
17:00 - 17:15	10	0	0	0	0	0	3	5	0	0	0	0	0	0
17:15 - 17:30	2	0	0	0	0	0	1	0	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0	3	1	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0	1	1	0	0	0	0	0	0
Hourly Total	14	0	0	0	0	0	8	7	0	0	0	0	0	0
18:00 - 18:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:30 - 18:45	2	0	0	0	0	0	1	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Hourly Total	4	0	0	0	0	0	3	0	0	0	0	0	0	0

	Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	3	1	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	7	1	0	0	0	1	1
07:45 - 08:00	0	0	0	0	0	0	0	5	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	18	2	0	0	0	1	2
08:00 - 08:15	1	0	0	0	0	0	0	12	1	0	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0	7	1	1	0	0	0	0
08:30 - 08:45	1	0	0	0	0	0	1	14	0	0	0	0	0	1
08:45 - 09:00	5	0	0	0	0	0	0	11	0	0	0	0	1	0
Hourly Total	7	0	0	0	0	0	1	44	2	1	0	0	1	2
09:00 - 09:15	1	0	1	0	0	0	0	10	1	0	0	0	0	0
09:15 - 09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0
09:30 - 09:45	2	0	0	0	0	0	0	5	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	9	0	0	0	0	0	0
Hourly Total	5	0	1	0	0	0	0	26	1	0	0	0	0	0

16:00 - 16:15	1	1	0	0	0	0	0	9	0	0	0	0	0	1
16:15 - 16:30	0	0	0	0	0	0	0	5	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	14	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	13	1	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	41	1	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	0	0	11	0	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	9	1	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	5	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	6	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	31	1	0	0	0	0	1
18:00 - 18:15	0	0	0	0	0	0	0	6	2	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	6	1	0	0	0	0	0
18:30 - 18:45	1	0	0	0	0	0	0	6	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	5	0	0	0	0	1	0
Hourly Total	1	0	0	0	0	0	0	23	3	0	0	0	1	0

	Movement E							Movement F						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0
07:30 - 07:45	5	0	0	0	0	0	0	3	0	0	0	0	0	1
07:45 - 08:00	6	0	1	0	0	0	1	5	0	0	0	0	0	2
Hourly Total	12	2	1	0	0	0	1	10	0	0	0	0	0	3
08:00 - 08:15	6	0	1	0	0	0	0	5	0	0	0	0	0	0
08:15 - 08:30	10	0	0	0	0	0	0	3	0	0	0	0	0	0
08:30 - 08:45	14	1	0	0	0	1	1	5	0	0	0	0	0	0
08:45 - 09:00	17	1	1	0	0	0	0	17	1	0	0	0	0	1
Hourly Total	47	2	2	0	0	1	1	30	1	0	0	0	0	1
09:00 - 09:15	16	1	0	0	0	0	0	7	2	0	0	0	0	0
09:15 - 09:30	16	1	0	0	0	0	1	2	0	0	0	0	0	0
09:30 - 09:45	10	0	1	0	0	0	0	1	1	0	0	0	0	1
09:45 - 10:00	12	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	54	2	1	0	0	0	1	10	3	0	0	0	0	2

16:00 - 16:15	10	1	0	0	0	0	0	2	0	0	0	0	0	1
16:15 - 16:30	11	2	0	0	0	0	0	3	0	0	0	0	0	0
16:30 - 16:45	11	2	0	0	0	1	0	1	0	0	0	0	0	6
16:45 - 17:00	9	0	1	0	0	0	0	1	0	0	0	0	0	3
Hourly Total	41	5	1	0	0	1	0	7	0	0	0	0	0	10
17:00 - 17:15	12	1	0	0	0	0	1	2	1	0	0	0	0	1
17:15 - 17:30	3	2	1	0	0	2	1	1	0	0	0	0	0	5
17:30 - 17:45	9	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45 - 18:00	5	0	0	0	0	0	0	1	0	0	0	0	0	1
Hourly Total	29	3	1	0	0	2	2	4	1	0	0	0	0	10
18:00 - 18:15	11	1	0	0	0	0	1	0	1	0	0	0	0	2
18:15 - 18:30	4	0	0	0	0	0	1	0	0	0	0	0	0	2
18:30 - 18:45	5	1	0	0	0	0	0	1	0	0	0	0	0	1
18:45 - 19:00	2	0	0	0	0	1	2	0	0	0	0	0	0	0
Hourly Total	22	2	0	0	0	1	4	1	1	0	0	0	0	5



Job Number & Name: 7259 Havant, Hampshire

Site Number/Name: Site 2 - Crossland Drive/Old Corpse Road

Client: ALP Transport

Date: 04/12/2014

Weather: Cloudy, Dry

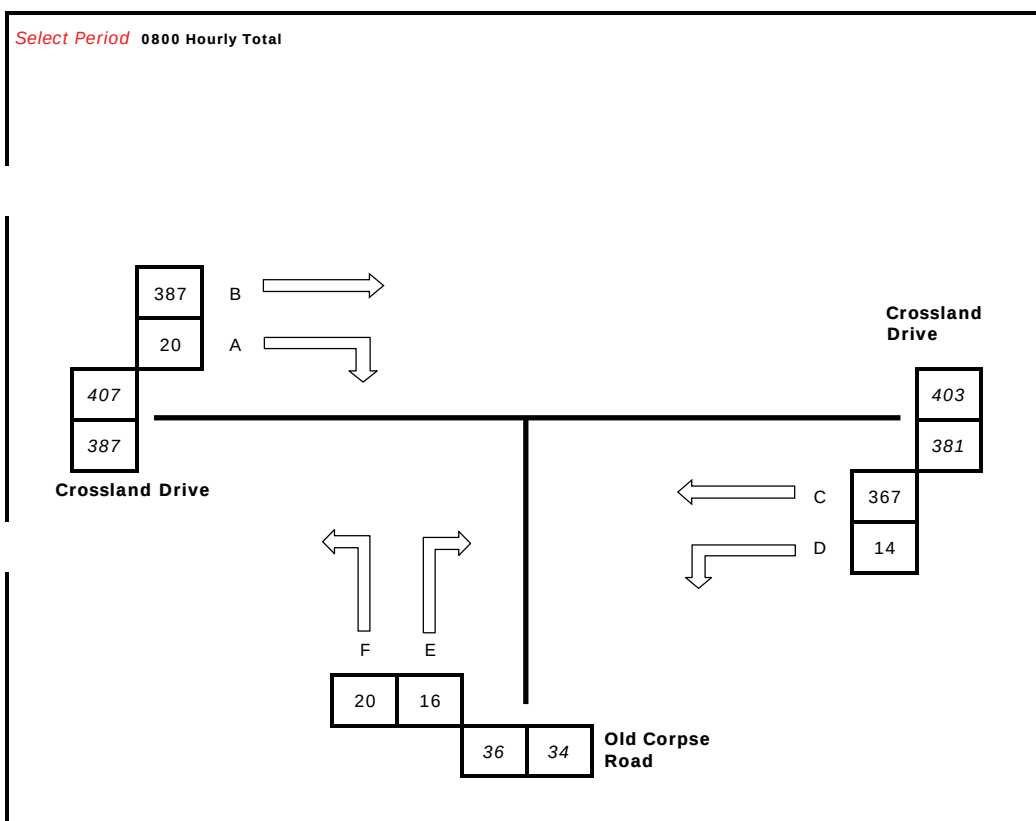
Comments: None

Advanced Transport Research	<i>Job Number & Name:</i> 7259 Havant, Hampshire
Site 2 - Crossland Drive / Old Corpse Road	<i>Client:</i> ALP Transport
Site Plan	<i>Date:</i> Thursday 04 Dec 2014



Advanced Transport Research	Job Number & Name:	7259 Havant, Hamps
Site 2 - Crossland Drive/Old Corpse Road	Client:	ALP Transport
Flow Diagram	Date:	Thursday 04 Dec 2014

Select Period 0800 Hourly Total



	Movement A							Movement B						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	1	0	0	0	0	0	0	42	6	3	1	2	1	0
07:15 - 07:30	1	1	0	0	0	0	0	76	9	3	3	3	3	1
07:30 - 07:45	1	0	0	0	0	0	0	82	21	4	4	2	4	1
07:45 - 08:00	9	2	0	0	0	0	0	88	13	2	3	1	2	0
Hourly Total	12	3	0	0	0	0	0	288	49	12	11	8	10	2
08:00 - 08:15	4	0	1	0	0	0	0	61	13	3	2	1	1	1
08:15 - 08:30	1	1	0	0	0	0	0	77	17	5	0	3	0	1
08:30 - 08:45	5	0	1	0	0	0	0	74	12	4	3	2	0	1
08:45 - 09:00	7	0	0	0	0	0	0	87	12	2	0	1	4	0
Hourly Total	17	1	2	0	0	0	0	299	54	14	5	7	5	3
09:00 - 09:15	8	0	0	0	0	0	0	34	4	6	2	0	0	0
09:15 - 09:30	2	1	0	0	0	0	0	43	11	5	2	2	0	0
09:30 - 09:45	2	1	0	0	0	0	0	33	12	6	2	1	0	0
09:45 - 10:00	4	0	0	0	0	0	0	32	8	3	0	1	0	0
Hourly Total	16	2	0	0	0	0	0	142	35	20	6	4	0	0

16:00 - 16:15	8	3	1	0	0	0	0	47	15	2	0	1	0	2
16:15 - 16:30	2	0	0	0	0	0	0	68	9	4	0	1	0	0
16:30 - 16:45	5	1	0	0	0	0	0	67	12	3	1	1	0	0
16:45 - 17:00	2	1	0	0	0	0	0	59	12	3	1	1	1	0
Hourly Total	17	5	1	0	0	0	0	241	48	12	2	4	1	2
17:00 - 17:15	2	1	0	0	0	0	0	52	4	1	0	1	0	0
17:15 - 17:30	5	0	0	0	0	0	0	67	9	2	0	1	0	1
17:30 - 17:45	1	1	0	0	0	0	0	60	5	0	0	0	0	0
17:45 - 18:00	5	0	1	0	0	0	0	63	8	0	1	2	0	0
Hourly Total	13	2	1	0	0	0	0	242	26	3	1	4	0	1
18:00 - 18:15	4	2	0	0	0	0	0	67	7	1	0	1	0	1
18:15 - 18:30	4	0	0	0	0	0	0	46	6	0	1	2	1	1
18:30 - 18:45	4	0	0	0	0	0	0	42	2	1	1	1	0	0
18:45 - 19:00	3	0	0	0	0	0	0	40	6	0	0	1	0	0
Hourly Total	15	2	0	0	0	0	0	195	21	2	2	5	1	2

	Movement C							Movement D						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	34	11	1	1	2	0	0	1	0	0	0	0	0	0
07:15 - 07:30	52	5	7	0	2	0	0	1	1	0	0	0	0	0
07:30 - 07:45	58	21	2	2	0	0	1	2	0	0	0	0	0	0
07:45 - 08:00	66	15	2	1	1	0	0	3	0	0	0	0	0	0
Hourly Total	210	52	12	4	5	0	1	7	1	0	0	0	0	0
08:00 - 08:15	51	14	3	2	1	0	0	0	0	0	0	0	0	0
08:15 - 08:30	61	14	5	2	1	0	0	3	0	0	0	0	0	0
08:30 - 08:45	73	15	5	3	1	1	0	3	0	1	0	0	0	0
08:45 - 09:00	90	15	6	2	2	0	0	7	0	0	0	0	0	0
Hourly Total	275	58	19	9	5	1	0	13	0	1	0	0	0	0
09:00 - 09:15	40	14	2	4	1	0	0	6	1	1	0	0	0	0
09:15 - 09:30	40	11	2	2	2	1	0	3	0	0	0	0	0	0
09:30 - 09:45	38	14	1	3	1	0	0	4	1	0	0	0	0	0
09:45 - 10:00	38	13	3	2	1	1	0	4	0	0	0	0	0	0
Hourly Total	156	52	8	11	5	2	0	17	2	1	0	0	0	0

16:00 - 16:15	100	16	2	3	2	0	0	6	0	1	0	0	0	0
16:15 - 16:30	72	11	2	1	2	2	0	3	2	0	0	0	0	0
16:30 - 16:45	103	21	2	0	1	1	2	3	0	0	0	0	0	0
16:45 - 17:00	61	13	4	1	2	1	0	4	2	1	0	0	0	0
Hourly Total	336	61	10	5	7	4	2	16	4	2	0	0	0	0
17:00 - 17:15	151	14	2	1	0	3	0	5	0	0	0	0	0	0
17:15 - 17:30	97	8	1	1	2	0	0	8	1	0	0	0	0	0
17:30 - 17:45	85	11	0	0	0	2	0	2	1	0	0	0	0	0
17:45 - 18:00	79	13	2	0	3	1	0	3	0	0	0	0	0	0
Hourly Total	412	46	5	2	5	6	0	18	2	0	0	0	0	0
18:00 - 18:15	70	8	3	0	0	2	0	5	0	0	0	0	0	0
18:15 - 18:30	63	2	2	0	2	1	1	6	0	0	0	0	0	0
18:30 - 18:45	49	3	1	2	1	0	0	3	0	0	0	0	0	0
18:45 - 19:00	51	4	1	0	1	0	0	6	0	1	0	0	0	0
Hourly Total	233	17	7	2	4	3	1	20	0	1	0	0	0	0

Advanced Transport Research**Site 2 - Crossland Drive / Old Corpse Road****Classified Counts**

Name:

7259 Havant, Hampshire

Client:

ALP Transport

Date:

Thursday 04 December 2014

	Movement E							Movement F						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	1	0	0	0	0	0	0	3	0	1	0	0	0	0
07:15 - 07:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0
07:30 - 07:45	3	0	0	0	0	0	0	1	0	0	0	0	0	0
07:45 - 08:00	1	0	0	0	0	0	0	4	2	1	0	0	0	0
Hourly Total	7	0	0	0	0	0	0	10	4	2	0	0	0	0
08:00 - 08:15	5	0	0	0	0	0	0	6	1	0	0	0	0	0
08:15 - 08:30	2	0	0	0	0	0	0	6	0	0	0	0	0	0
08:30 - 08:45	2	0	0	0	0	0	0	3	0	0	0	0	0	0
08:45 - 09:00	6	0	1	0	0	0	0	4	0	0	0	0	0	0
Hourly Total	15	0	1	0	0	0	0	19	1	0	0	0	0	0
09:00 - 09:15	3	0	1	0	0	0	0	3	2	1	0	0	0	0
09:15 - 09:30	3	0	0	0	0	0	0	1	1	0	0	0	0	0
09:30 - 09:45	4	0	1	0	0	0	0	5	0	0	0	0	0	0
09:45 - 10:00	2	0	0	0	0	0	0	4	0	0	0	0	0	0
Hourly Total	12	0	2	0	0	0	0	13	3	1	0	0	0	0

16:00 - 16:15	3	0	0	0	0	0	0	5	0	0	0	0	0	0
16:15 - 16:30	4	3	0	0	0	0	0	8	2	0	0	0	0	0
16:30 - 16:45	6	2	0	0	0	0	0	3	1	0	0	0	1	0
16:45 - 17:00	2	2	0	0	0	0	0	7	1	0	0	0	0	0
Hourly Total	15	7	0	0	0	0	0	23	4	0	0	0	1	0
17:00 - 17:15	5	2	0	0	0	0	0	12	1	0	0	0	0	0
17:15 - 17:30	4	1	0	0	0	0	0	4	0	0	0	0	0	0
17:30 - 17:45	5	0	0	0	0	0	0	3	0	0	0	0	0	0
17:45 - 18:00	4	0	0	0	0	0	0	8	0	1	0	0	0	0
Hourly Total	18	3	0	0	0	0	0	27	1	1	0	0	0	0
18:00 - 18:15	5	0	0	0	0	0	0	4	1	0	0	0	0	0
18:15 - 18:30	3	0	0	0	0	0	0	1	2	0	0	0	0	0
18:30 - 18:45	2	0	0	0	0	0	0	7	0	0	0	0	0	0
18:45 - 19:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	11	0	0	0	0	0	0	13	3	0	0	0	0	0

Advanced Transport Research

Globals

Report Id	CustomList-506
Descriptor	Advanced Transport Research
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2014-12-16T09:53:33
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	7259-001
Site Attribute	ALP Transport
File Name	Q:\7259 Havant, Hampshire\7259-001 0 2014-12-15 1246.EC0
File Type	Plus B
Algorithm	Factory default axle
Description	OLD COPSE ROAD [30M]
Lane	0
Direction	5
Direction Text	5 - South bound A]B, North bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2014-12-04T05:00:37
Start Time	2014-12-04T05:00:37
Finish Time	2014-12-15T12:44:37
Operator	ATR
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Advanced Transport Research
Title	Advanced Transport Research
Graphic Logo	C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2014-12-04T05:01:00
Filter End	2014-12-13T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	120
Posted Limit	30
Speed Limits	35 45 30 30 30 0 0 0 0 30
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Advanced Transport Research

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
JPSL 30	Number exceeding Posted Speed Limit
JPSL% 30	Percent exceeding Posted Speed Limit
JSL1 35 ACPO	Number exceeding Speed Limit 1
JSL1% 35 ACPO	Percent exceeding Speed Limit 1
JSL2 45 DFT	Number exceeding Speed Limit 2
JSL2% 45 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-506

Site Name - 7259-001

Description - OLD COPSE ROAD [30M]

Direction - North

04 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0500	3	0	3	0	0	0	0	0	0	0	0	
0600	14	0	11	0	3	0	0	0	0	0	0	
0700	25	0	21	0	4	0	0	0	0	0	0	
0800	36	0	33	0	3	0	0	0	0	0	0	
0900	30	0	27	0	3	0	0	0	0	0	0	
1000	32	0	28	0	4	0	0	0	0	0	0	
1100	37	1	31	1	4	0	0	0	0	0	0	
1200	42	1	39	0	2	0	0	0	0	0	0	
1300	46	1	40	0	5	0	0	0	0	0	0	
1400	38	0	37	0	1	0	0	0	0	0	0	
1500	36	0	35	0	1	0	0	0	0	0	0	
1600	51	1	47	0	3	0	0	0	0	0	0	
1700	47	0	43	0	4	0	0	0	0	0	0	
1800	27	0	26	0	1	0	0	0	0	0	0	
1900	23	2	21	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	
07-19	447	4	407	1	35	0	0	0	0	0	0	
06-22	484	6	439	1	38	0	0	0	0	0	0	
06-00	484	6	439	1	38	0	0	0	0	0	0	
00-00	487	6	442	1	38	0	0	0	0	0	0	



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
0500	0	0	1	0	2	0	0	0	0	0	0	0
0600	0	2	7	5	0	0	0	0	0	0	0	0
0700	0	1	11	11	1	1	0	0	0	0	0	0
0800	1	1	15	13	6	0	0	0	0	0	0	0
0900	0	0	7	16	7	0	0	0	0	0	0	0
1000	1	4	9	14	3	1	0	0	0	0	0	0
1100	0	2	14	14	6	1	0	0	0	0	0	0
1200	0	9	9	17	7	0	0	0	0	0	0	0
1300	0	2	16	17	10	1	0	0	0	0	0	0
1400	1	1	11	21	4	0	0	0	0	0	0	0
1500	0	2	7	18	9	0	0	0	0	0	0	0
1600	1	0	18	23	8	1	0	0	0	0	0	0
1700	0	3	18	23	3	0	0	0	0	0	0	0
1800	0	3	10	12	2	0	0	0	0	0	0	0
1900	0	3	12	6	2	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4	28	145	199	66	5	0	0	0	0	0	0
06-22	4	33	164	210	68	5	0	0	0	0	0	0
06-00	4	33	164	210	68	5	0	0	0	0	0	0
00-00	4	33	165	210	70	5	0	0	0	0	0	0



Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	23.4 -		0	0	0	0	0	0
0	0	18.5	21.7	0	0	0	0	0	0
0	0	20.7	22.8	1	4	0	0	0	0
0	0	20.3	25.1	0	0	0	0	0	0
0	0	22.5	25.7	0	0	0	0	0	0
0	0	19.8	22.8	1	3.1	0	0	0	0
0	0	21.2	25.3	1	2.7	0	0	0	0
0	0	19.8	25.1	0	0	0	0	0	0
0	0	21.5	25.9	1	2.2	0	0	0	0
0	0	20.5	23.9	0	0	0	0	0	0
0	0	21.8	25.9	0	0	0	0	0	0
0	0	21.1	25.1	1	2	0	0	0	0
0	0	20.3	23.5	0	0	0	0	0	0
0	0	19.8	24.2	0	0	0	0	0	0
0	0	18.8	21.7	0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	20.8	25.1	5	1.1	0	0	0	0
0	0	20.6	24.8	5	1	0	0	0	0
0	0	20.6	24.8	5	1	0	0	0	0
0	0	20.6	24.8	5	1	0	0	0	0

05 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	
0700	24	0	22	0	2	0	0	0	0	0	0	
0800	46	0	44	0	2	0	0	0	0	0	0	
0900	47	0	40	0	7	0	0	0	0	0	0	
1000	31	0	31	0	0	0	0	0	0	0	0	
1100	38	1	33	0	4	0	0	0	0	0	0	
1200	47	0	45	0	2	0	0	0	0	0	0	
1300	34	0	31	0	3	0	0	0	0	0	0	
1400	50	0	48	0	2	0	0	0	0	0	0	
1500	43	1	42	0	0	0	0	0	0	0	0	
1600	39	1	33	0	5	0	0	0	0	0	0	
1700	49	1	47	0	1	0	0	0	0	0	0	
1800	33	0	33	0	0	0	0	0	0	0	0	
1900	21	0	21	0	0	0	0	0	0	0	0	
2000	19	0	18	0	1	0	0	0	0	0	0	
2100	18	0	17	0	1	0	0	0	0	0	0	
2200	7	0	6	0	1	0	0	0	0	0	0	
2300	10	0	10	0	0	0	0	0	0	0	0	
07-19	481	4	449	0	28	0	0	0	0	0	0	
06-22	539	4	505	0	30	0	0	0	0	0	0	
06-00	556	4	521	0	31	0	0	0	0	0	0	
00-00	556	4	521	0	31	0	0	0	0	0	0	

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
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	3	6	10	3	1	0	0	0	0	0	0
0800	0	2	11	23	10	0	0	0	0	0	0	0
0900	0	4	20	16	7	0	0	0	0	0	0	0
1000	0	4	11	11	4	1	0	0	0	0	0	0
1100	0	2	9	21	5	1	0	0	0	0	0	0
1200	1	1	13	25	7	0	0	0	0	0	0	0
1300	0	0	15	14	5	0	0	0	0	0	0	0
1400	0	2	19	21	7	1	0	0	0	0	0	0
1500	2	0	19	13	9	0	0	0	0	0	0	0
1600	2	1	16	17	2	1	0	0	0	0	0	0
1700	0	1	16	26	6	0	0	0	0	0	0	0
1800	0	3	9	20	1	0	0	0	0	0	0	0
1900	0	3	9	6	3	0	0	0	0	0	0	0
2000	0	0	6	10	3	0	0	0	0	0	0	0
2100	0	1	6	10	1	0	0	0	0	0	0	0
2200	0	0	4	3	0	0	0	0	0	0	0	0
2300	0	3	3	3	1	0	0	0	0	0	0	0
07-19	6	23	164	217	66	5	0	0	0	0	0	0
06-22	6	27	185	243	73	5	0	0	0	0	0	0
06-00	6	30	192	249	74	5	0	0	0	0	0	0
00-00	6	30	192	249	74	5	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	19.9	24.2	1	4.2	0	0	0	0
0	0	22	25.5	0	0	0	0	0	0
0	0	20.5	24.6	0	0	0	0	0	0
0	0	19.9	22.6	1	3.2	0	0	0	0
0	0	21.4	23.7	1	2.6	0	0	0	0
0	0	21.7	24.8	0	0	0	0	0	0
0	0	21.3	24.8	0	0	0	0	0	0
0	0	21	25.5	1	2	0	0	0	0
0	0	20.6	25.7	0	0	0	0	0	0
0	0	20.4	24.4	1	2.6	0	0	0	0
0	0	21.2	23.9	0	0	0	0	0	0
0	0	20.5	22.8	0	0	0	0	0	0
0	0	19.8	22.4	0	0	0	0	0	0
0	0	21.5	23.5	0	0	0	0	0	0
0	0	19.7	21.7	0	0	0	0	0	0
0	0	19.8	-	0	0	0	0	0	0
0	0	18	-	0	0	0	0	0	0
0	0	21	24.8	5	1	0	0	0	0
0	0	20.9	24.8	5	0.9	0	0	0	0
0	0	20.8	24.8	5	0.9	0	0	0	0
0	0	20.8	24.8	5	0.9	0	0	0	0

06 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	3	0	3	0	0	0	0	0	0	0	0	
0100	6	0	6	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	2	0	2	0	0	0	0	0	0	0	0	
0400	5	0	5	0	0	0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0	
0600	3	0	2	0	1	0	0	0	0	0	0	
0700	12	0	11	0	1	0	0	0	0	0	0	
0800	17	0	16	0	1	0	0	0	0	0	0	
0900	27	0	25	0	2	0	0	0	0	0	0	
1000	28	0	25	0	3	0	0	0	0	0	0	
1100	39	2	36	0	1	0	0	0	0	0	0	
1200	23	1	20	0	2	0	0	0	0	0	0	
1300	26	1	25	0	0	0	0	0	0	0	0	
1400	29	1	27	0	1	0	0	0	0	0	0	
1500	40	0	39	0	1	0	0	0	0	0	0	
1600	18	1	16	0	1	0	0	0	0	0	0	
1700	35	0	34	0	1	0	0	0	0	0	0	
1800	18	0	18	0	0	0	0	0	0	0	0	
1900	14	0	14	0	0	0	0	0	0	0	0	
2000	14	0	13	0	1	0	0	0	0	0	0	
2100	18	1	17	0	0	0	0	0	0	0	0	
2200	6	0	5	0	1	0	0	0	0	0	0	
2300	6	0	6	0	0	0	0	0	0	0	0	
07-19	312	6	292	0	14	0	0	0	0	0	0	
06-22	361	7	338	0	16	0	0	0	0	0	0	
06-00	373	7	349	0	17	0	0	0	0	0	0	
00-00	391	7	367	0	17	0	0	0	0	0	0	

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
0000	0	0	0	3	0	0	0	0	0	0	0	0
0100	0	2	1	2	1	0	0	0	0	0	0	0
0200	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	2	0	0	0	0	0	0	0	0	0	0
0400	0	0	2	1	1	1	0	0	0	0	0	0
0500	0	0	0	1	0	0	0	0	0	0	0	0
0600	0	0	3	0	0	0	0	0	0	0	0	0
0700	0	2	5	5	0	0	0	0	0	0	0	0
0800	2	1	7	6	1	0	0	0	0	0	0	0
0900	0	1	9	16	1	0	0	0	0	0	0	0
1000	0	4	8	16	0	0	0	0	0	0	0	0
1100	0	3	15	19	2	0	0	0	0	0	0	0
1200	0	1	6	10	5	1	0	0	0	0	0	0
1300	0	3	6	13	4	0	0	0	0	0	0	0
1400	0	3	6	15	4	1	0	0	0	0	0	0
1500	0	2	14	20	4	0	0	0	0	0	0	0
1600	0	0	8	9	1	0	0	0	0	0	0	0
1700	0	2	14	14	5	0	0	0	0	0	0	0
1800	0	1	6	10	1	0	0	0	0	0	0	0
1900	0	2	7	5	0	0	0	0	0	0	0	0
2000	0	1	4	8	1	0	0	0	0	0	0	0
2100	0	1	11	6	0	0	0	0	0	0	0	0
2200	0	1	3	2	0	0	0	0	0	0	0	0
2300	0	0	2	4	0	0	0	0	0	0	0	0
07-19	2	23	104	153	28	2	0	0	0	0	0	0
06-22	2	27	129	172	29	2	0	0	0	0	0	0
06-00	2	28	134	178	29	2	0	0	0	0	0	0
00-00	2	32	137	186	31	3	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	22.3 -		0	0	0	0	0	0
0	0	19.2 -		0	0	0	0	0	0
0	0	21.5 -		0	0	0	0	0	0
0	0	13.4 -		0	0	0	0	0	0
0	0	23.4 -		1	20	0	0	0	0
0	0	24.9 -		0	0	0	0	0	0
0	0	17.8 -		0	0	0	0	0	0
0	0	17.7	20.6	0	0	0	0	0	0
0	0	18	21.7	0	0	0	0	0	0
0	0	20.7	23.3	0	0	0	0	0	0
0	0	20.1	23	0	0	0	0	0	0
0	0	19.7	23.3	0	0	0	0	0	0
0	0	22.3	26.4	1	4.3	0	0	0	0
0	0	21.4	24.4	0	0	0	0	0	0
0	0	21.3	26.2	1	3.4	0	0	0	0
0	0	20.8	24.4	0	0	0	0	0	0
0	0	20.5	22.8	0	0	0	0	0	0
0	0	20.9	24.2	0	0	0	0	0	0
0	0	20	21.3	0	0	0	0	0	0
0	0	19.1	20.8	0	0	0	0	0	0
0	0	20.6	22.6	0	0	0	0	0	0
0	0	18.4	21.5	0	0	0	0	0	0
0	0	18.3 -		0	0	0	0	0	0
0	0	20.9 -		0	0	0	0	0	0
0	0	20.5	24.2	2	0.6	0	0	0	0
0	0	20.3	23.9	2	0.6	0	0	0	0
0	0	20.3	23.9	2	0.5	0	0	0	0
0	0	20.3	23.9	3	0.8	0	0	0	0

07 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	4	0	4	0	0	0	0	0	0	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	
0300	3	0	3	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	2	0	2	0	0	0	0	0	0	0	0	
0700	8	0	7	0	1	0	0	0	0	0	0	
0800	11	0	11	0	0	0	0	0	0	0	0	
0900	21	0	21	0	0	0	0	0	0	0	0	
1000	26	0	26	0	0	0	0	0	0	0	0	
1100	27	0	24	0	3	0	0	0	0	0	0	
1200	24	0	23	0	1	0	0	0	0	0	0	
1300	27	0	26	0	1	0	0	0	0	0	0	
1400	28	0	26	0	2	0	0	0	0	0	0	
1500	17	0	17	0	0	0	0	0	0	0	0	
1600	22	0	21	0	1	0	0	0	0	0	0	
1700	30	0	28	0	2	0	0	0	0	0	0	
1800	21	0	20	0	1	0	0	0	0	0	0	
1900	17	0	17	0	0	0	0	0	0	0	0	
2000	9	0	9	0	0	0	0	0	0	0	0	
2100	7	0	7	0	0	0	0	0	0	0	0	
2200	7	0	6	0	1	0	0	0	0	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	
07-19	262	0	250	0	12	0	0	0	0	0	0	
06-22	297	0	285	0	12	0	0	0	0	0	0	
06-00	306	0	293	0	13	0	0	0	0	0	0	
00-00	318	0	305	0	13	0	0	0	0	0	0	

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
0000	0	0	3	1	0	0	0	0	0	0	0	0
0100	0	0	2	1	0	0	0	0	0	0	0	0
0200	0	1	0	1	0	0	0	0	0	0	0	0
0300	0	0	1	2	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	2	0	0	0	0	0	0	0	0	0
0700	0	0	2	6	0	0	0	0	0	0	0	0
0800	0	2	4	4	1	0	0	0	0	0	0	0
0900	0	2	6	11	2	0	0	0	0	0	0	0
1000	0	0	10	15	1	0	0	0	0	0	0	0
1100	0	2	6	16	3	0	0	0	0	0	0	0
1200	0	2	13	6	3	0	0	0	0	0	0	0
1300	0	1	10	10	5	1	0	0	0	0	0	0
1400	0	3	9	14	1	1	0	0	0	0	0	0
1500	1	0	6	9	1	0	0	0	0	0	0	0
1600	0	0	11	8	3	0	0	0	0	0	0	0
1700	0	3	12	11	4	0	0	0	0	0	0	0
1800	0	0	9	10	2	0	0	0	0	0	0	0
1900	0	2	6	9	0	0	0	0	0	0	0	0
2000	1	1	4	3	0	0	0	0	0	0	0	0
2100	0	0	3	4	0	0	0	0	0	0	0	0
2200	0	1	3	2	1	0	0	0	0	0	0	0
2300	0	0	1	1	0	0	0	0	0	0	0	0
07-19	1	15	98	120	26	2	0	0	0	0	0	0
06-22	2	18	113	136	26	2	0	0	0	0	0	0
06-00	2	19	117	139	27	2	0	0	0	0	0	0
00-00	2	20	123	144	27	2	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	19.5 -		0	0	0	0	0	0
0	0	19.6 -		0	0	0	0	0	0
0	0	17.7 -		0	0	0	0	0	0
0	0	22.1 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	19.2 -		0	0	0	0	0	0
0	0	21 -		0	0	0	0	0	0
0	0	19	21.9	0	0	0	0	0	0
0	0	20.9	24.6	0	0	0	0	0	0
0	0	21	23	0	0	0	0	0	0
0	0	21.3	24.6	0	0	0	0	0	0
0	0	20.3	24.6	0	0	0	0	0	0
0	0	21.4	26.2	1	3.7	0	0	0	0
0	0	20.4	22.8	1	3.6	0	0	0	0
0	0	20.1	23.5	0	0	0	0	0	0
0	0	20.3	23.7	0	0	0	0	0	0
0	0	20	23.7	0	0	0	0	0	0
0	0	21.3	24.2	0	0	0	0	0	0
0	0	19.7	22.1	0	0	0	0	0	0
0	0	17.8 -		0	0	0	0	0	0
0	0	20.2 -		0	0	0	0	0	0
0	0	19.9 -		0	0	0	0	0	0
0	0	20.5 -		0	0	0	0	0	0
0	0	20.6	24.4	2	0.8	0	0	0	0
0	0	20.5	24.2	2	0.7	0	0	0	0
0	0	20.5	24.2	2	0.7	0	0	0	0
0	0	20.5	24.2	2	0.6	0	0	0	0

08 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	3	0	3	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0400	3	0	3	0	0	0	0	0	0	0	0	
0500	4	0	4	0	0	0	0	0	0	0	0	
0600	12	0	11	0	1	0	0	0	0	0	0	
0700	31	2	26	0	3	0	0	0	0	0	0	
0800	29	0	23	0	6	0	0	0	0	0	0	
0900	36	0	33	0	3	0	0	0	0	0	0	
1000	31	1	28	0	2	0	0	0	0	0	0	
1100	40	0	34	0	6	0	0	0	0	0	0	
1200	36	0	34	0	2	0	0	0	0	0	0	
1300	25	0	20	0	5	0	0	0	0	0	0	
1400	32	1	31	0	0	0	0	0	0	0	0	
1500	39	0	37	0	2	0	0	0	0	0	0	
1600	53	1	47	0	5	0	0	0	0	0	0	
1700	47	0	43	0	4	0	0	0	0	0	0	
1800	22	0	20	0	2	0	0	0	0	0	0	
1900	25	2	22	0	0	1	0	0	0	0	0	
2000	15	0	14	0	1	0	0	0	0	0	0	
2100	14	0	13	0	1	0	0	0	0	0	0	
2200	8	0	8	0	0	0	0	0	0	0	0	
2300	3	1	1	0	1	0	0	0	0	0	0	
07-19	421	5	376	0	40	0	0	0	0	0	0	
06-22	487	7	436	0	43	1	0	0	0	0	0	
06-00	498	8	445	0	44	1	0	0	0	0	0	
00-00	512	8	459	0	44	1	0	0	0	0	0	

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
0000	0	0	0	3	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	1	0	0	0	0	0	0
0200	0	0	0	1	0	1	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	2	1	0	0	0	0	0	0	0	0
0500	0	0	0	2	2	0	0	0	0	0	0	0
0600	1	0	6	4	0	1	0	0	0	0	0	0
0700	0	1	13	13	4	0	0	0	0	0	0	0
0800	1	2	10	13	3	0	0	0	0	0	0	0
0900	1	1	17	10	6	1	0	0	0	0	0	0
1000	0	3	9	16	3	0	0	0	0	0	0	0
1100	0	2	13	19	6	0	0	0	0	0	0	0
1200	0	2	8	17	9	0	0	0	0	0	0	0
1300	0	0	8	12	5	0	0	0	0	0	0	0
1400	0	0	7	18	7	0	0	0	0	0	0	0
1500	0	1	13	18	6	1	0	0	0	0	0	0
1600	0	1	16	23	13	0	0	0	0	0	0	0
1700	0	1	16	24	5	1	0	0	0	0	0	0
1800	0	0	8	11	1	2	0	0	0	0	0	0
1900	0	2	7	12	4	0	0	0	0	0	0	0
2000	0	1	9	2	3	0	0	0	0	0	0	0
2100	0	2	5	6	0	1	0	0	0	0	0	0
2200	0	0	4	4	0	0	0	0	0	0	0	0
2300	0	1	2	0	0	0	0	0	0	0	0	0
07-19	2	14	138	194	68	5	0	0	0	0	0	0
06-22	3	19	165	218	75	7	0	0	0	0	0	0
06-00	3	20	171	222	75	7	0	0	0	0	0	0
00-00	3	20	174	229	77	9	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	22.1 -		0	0	0	0	0	0
0	0	25.4 -		1	50	0	0	0	0
0	0	27 -		1	50	0	0	0	0
0	0	- -		0	0	0	0	0	0
0	0	19.4 -		0	0	0	0	0	0
0	0	24.2 -		0	0	0	0	0	0
0	0	19	21.3	1	8.3	0	0	0	0
0	0	20.7	23.9	0	0	0	0	0	0
0	0	20.3	24.4	0	0	0	0	0	0
0	0	20.9	26.2	1	2.8	0	0	0	0
0	0	20.5	23.7	0	0	0	0	0	0
0	0	21.2	24.8	0	0	0	0	0	0
0	0	21.9	25.9	0	0	0	0	0	0
0	0	21.5	25.1	0	0	0	0	0	0
0	0	22.3	25.7	0	0	0	0	0	0
0	0	21.4	25.1	1	2.6	0	0	0	0
0	0	21.8	26.2	0	0	0	0	0	0
0	0	21	24.2	1	2.1	0	0	0	0
0	0	21.6	24.4	2	9.1	0	0	0	0
0	0	21.1	23.7	0	0	0	0	0	0
0	0	20	25.5	0	0	0	0	0	0
0	0	20.6	23	1	7.1	0	0	0	0
0	0	20.4 -		0	0	0	0	0	0
0	0	15.6 -		0	0	0	0	0	0
0	0	21.3	25.3	5	1.2	0	0	0	0
0	0	21.2	25.1	7	1.4	0	0	0	0
0	0	21.1	25.1	7	1.4	0	0	0	0
0	0	21.2	25.1	9	1.8	0	0	0	0

09 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	0	1	0	1	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0300	3	0	3	0	0	0	0	0	0	0	0	
0400	2	0	1	0	1	0	0	0	0	0	0	
0500	3	0	3	0	0	0	0	0	0	0	0	
0600	14	0	12	0	2	0	0	0	0	0	0	
0700	29	1	25	0	3	0	0	0	0	0	0	
0800	36	0	33	0	2	1	0	0	0	0	0	
0900	37	0	36	0	1	0	0	0	0	0	0	
1000	37	1	34	0	0	2	0	0	0	0	0	
1100	37	0	33	0	4	0	0	0	0	0	0	
1200	31	0	27	0	4	0	0	0	0	0	0	
1300	38	0	35	0	3	0	0	0	0	0	0	
1400	47	0	45	0	2	0	0	0	0	0	0	
1500	50	1	49	0	0	0	0	0	0	0	0	
1600	46	2	40	0	3	1	0	0	0	0	0	
1700	46	0	43	0	3	0	0	0	0	0	0	
1800	26	0	25	0	1	0	0	0	0	0	0	
1900	27	0	25	0	1	0	1	0	0	0	0	
2000	11	0	9	0	2	0	0	0	0	0	0	
2100	15	0	13	0	2	0	0	0	0	0	0	
2200	9	0	8	0	1	0	0	0	0	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0	
07-19	460	5	425	0	26	4	0	0	0	0	0	
06-22	527	5	484	0	33	4	1	0	0	0	0	
06-00	540	5	496	0	34	4	1	0	0	0	0	
00-00	552	5	506	0	36	4	1	0	0	0	0	

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
0000	0	0	0	2	0	0	0	0	0	0	0	0
0100	0	0	0	1	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	1	0	2	0	0	0	0	0	0	0	0
0400	0	0	1	1	0	0	0	0	0	0	0	0
0500	0	0	1	1	1	0	0	0	0	0	0	0
0600	1	1	6	4	2	0	0	0	0	0	0	0
0700	0	3	8	16	2	0	0	0	0	0	0	0
0800	0	3	19	12	2	0	0	0	0	0	0	0
0900	0	1	10	15	11	0	0	0	0	0	0	0
1000	1	1	13	19	3	0	0	0	0	0	0	0
1100	0	1	13	19	4	0	0	0	0	0	0	0
1200	0	0	14	10	6	1	0	0	0	0	0	0
1300	0	2	6	23	7	0	0	0	0	0	0	0
1400	0	1	16	24	6	0	0	0	0	0	0	0
1500	1	3	14	25	6	1	0	0	0	0	0	0
1600	0	2	11	23	10	0	0	0	0	0	0	0
1700	0	1	14	27	4	0	0	0	0	0	0	0
1800	0	1	7	14	4	0	0	0	0	0	0	0
1900	0	3	10	12	2	0	0	0	0	0	0	0
2000	0	1	5	5	0	0	0	0	0	0	0	0
2100	0	0	9	6	0	0	0	0	0	0	0	0
2200	1	0	3	4	1	0	0	0	0	0	0	0
2300	0	0	2	2	0	0	0	0	0	0	0	0
07-19	2	19	145	227	65	2	0	0	0	0	0	0
06-22	3	24	175	254	69	2	0	0	0	0	0	0
06-00	4	24	180	260	70	2	0	0	0	0	0	0
00-00	4	25	182	267	72	2	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	22.5 -		0	0	0	0	0	0
0	0	26.6 -		0	0	0	0	0	0
0	0	- -		0	0	0	0	0	0
0	0	19.3 -		0	0	0	0	0	0
0	0	19.1 -		0	0	0	0	0	0
0	0	23.3 -		0	0	0	0	0	0
0	0	19.7	23.7	0	0	0	0	0	0
0	0	20.2	23.5	0	0	0	0	0	0
0	0	19.7	23	0	0	0	0	0	0
0	0	22.3	25.9	0	0	0	0	0	0
0	0	20.6	23.5	0	0	0	0	0	0
0	0	21.5	23.7	0	0	0	0	0	0
0	0	21.6	25.9	1	3.2	0	0	0	0
0	0	22.2	25.1	0	0	0	0	0	0
0	0	21.2	24.2	0	0	0	0	0	0
0	0	21.1	24.6	1	2	0	0	0	0
0	0	21.5	25.7	0	0	0	0	0	0
0	0	21.4	24.4	0	0	0	0	0	0
0	0	21.1	24.2	0	0	0	0	0	0
0	0	19.8	21.5	0	0	0	0	0	0
0	0	19.4	23	0	0	0	0	0	0
0	0	19.1	22.6	0	0	0	0	0	0
0	0	19.3 -		0	0	0	0	0	0
0	0	19.2 -		0	0	0	0	0	0
0	0	21.2	24.6	2	0.4	0	0	0	0
0	0	21	24.6	2	0.4	0	0	0	0
0	0	21	24.6	2	0.4	0	0	0	0
0	0	21	24.6	2	0.4	0	0	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0400	3	0	2	0	1	0	0	0	0	0	0	
0500	6	0	6	0	0	0	0	0	0	0	0	
0600	14	0	10	0	4	0	0	0	0	0	0	
0700	23	1	21	0	1	0	0	0	0	0	0	
0800	41	1	38	0	2	0	0	0	0	0	0	
0900	23	0	21	0	2	0	0	0	0	0	0	
1000	36	0	33	0	2	0	1	0	0	0	0	
1100	47	1	43	0	3	0	0	0	0	0	0	
1200	40	0	38	0	2	0	0	0	0	0	0	
1300	36	2	31	0	3	0	0	0	0	0	0	
1400	41	1	38	0	2	0	0	0	0	0	0	
1500	46	1	45	0	0	0	0	0	0	0	0	
1600	60	1	56	0	3	0	0	0	0	0	0	
1700	40	1	35	0	4	0	0	0	0	0	0	
1800	41	1	35	0	5	0	0	0	0	0	0	
1900	20	2	18	0	0	0	0	0	0	0	0	
2000	14	0	12	0	2	0	0	0	0	0	0	
2100	12	0	12	0	0	0	0	0	0	0	0	
2200	14	0	12	0	2	0	0	0	0	0	0	
2300	3	0	3	0	0	0	0	0	0	0	0	
07-19	474	10	434	0	29	0	1	0	0	0	0	
06-22	534	12	486	0	35	0	1	0	0	0	0	
06-00	551	12	501	0	37	0	1	0	0	0	0	
00-00	564	12	513	0	38	0	1	0	0	0	0	

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
0000	0	0	1	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	1	0	0	0	0	0	0
0200	0	0	0	0	1	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	3	0	0	0	0	0	0	0	0
0500	0	0	2	2	1	1	0	0	0	0	0	0
0600	0	1	11	2	0	0	0	0	0	0	0	0
0700	0	1	4	15	3	0	0	0	0	0	0	0
0800	0	2	12	18	6	3	0	0	0	0	0	0
0900	0	1	7	10	5	0	0	0	0	0	0	0
1000	0	1	9	16	10	0	0	0	0	0	0	0
1100	0	4	16	21	5	1	0	0	0	0	0	0
1200	0	2	12	19	7	0	0	0	0	0	0	0
1300	0	2	9	20	5	0	0	0	0	0	0	0
1400	0	2	11	22	5	1	0	0	0	0	0	0
1500	0	6	17	15	5	3	0	0	0	0	0	0
1600	0	1	22	31	6	0	0	0	0	0	0	0
1700	0	1	9	22	7	1	0	0	0	0	0	0
1800	1	2	16	19	3	0	0	0	0	0	0	0
1900	1	2	7	7	3	0	0	0	0	0	0	0
2000	1	3	3	5	2	0	0	0	0	0	0	0
2100	0	2	4	5	1	0	0	0	0	0	0	0
2200	1	0	4	9	0	0	0	0	0	0	0	0
2300	0	0	1	2	0	0	0	0	0	0	0	0
07-19	1	25	144	228	67	9	0	0	0	0	0	0
06-22	3	33	169	247	73	9	0	0	0	0	0	0
06-00	4	33	174	258	73	9	0	0	0	0	0	0
00-00	4	33	177	264	75	11	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	18.6 -		0	0	0	0	0	0
0	0	30.3 -		1	100	0	0	0	0
0	0	25.5 -		0	0	0	0	0	0
0	0	- -		0	0	0	0	0	0
0	0	22 -		0	0	0	0	0	0
0	0	22.1 -		1	16.7	0	0	0	0
0	0	18.3	19.2	0	0	0	0	0	0
0	0	21.2	23.5	0	0	0	0	0	0
0	0	22	26.4	3	7.3	0	0	0	0
0	0	21.2	25.5	0	0	0	0	0	0
0	0	22.4	26.2	0	0	0	0	0	0
0	0	20.8	24.2	1	2.1	0	0	0	0
0	0	21.3	25.5	0	0	0	0	0	0
0	0	21.4	24.6	0	0	0	0	0	0
0	0	21.4	24.4	1	2.4	0	0	0	0
0	0	20.8	25.3	3	6.5	0	0	0	0
0	0	20.7	23.5	0	0	0	0	0	0
0	0	22	25.5	1	2.5	0	0	0	0
0	0	19.9	22.6	0	0	0	0	0	0
0	0	20.1	23.3	0	0	0	0	0	0
0	0	18.6	23.7	0	0	0	0	0	0
0	0	19.3	22.1	0	0	0	0	0	0
0	0	20	22.4	0	0	0	0	0	0
0	0	20.5 -		0	0	0	0	0	0
0	0	21.2	25.1	9	1.9	0	0	0	0
0	0	21	24.8	9	1.7	0	0	0	0
0	0	21	24.6	9	1.6	0	0	0	0
0	0	21	24.8	11	2	0	0	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	2	0	0	0	2	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	
0500	4	0	4	0	0	0	0	0	0	0	0	
0600	14	1	9	0	4	0	0	0	0	0	0	
0700	29	0	26	0	3	0	0	0	0	0	0	
0800	38	1	35	0	2	0	0	0	0	0	0	
0900	22	0	22	0	0	0	0	0	0	0	0	
1000	52	1	45	0	6	0	0	0	0	0	0	
1100	37	0	36	0	1	0	0	0	0	0	0	
1200	39	0	37	0	2	0	0	0	0	0	0	
1300	41	1	37	0	3	0	0	0	0	0	0	
1400	31	0	29	0	2	0	0	0	0	0	0	
1500	57	0	55	0	2	0	0	0	0	0	0	
1600	52	1	48	0	3	0	0	0	0	0	0	
1700	56	0	53	0	3	0	0	0	0	0	0	
1800	33	1	30	0	2	0	0	0	0	0	0	
1900	25	1	22	0	2	0	0	0	0	0	0	
2000	17	1	15	0	1	0	0	0	0	0	0	
2100	13	0	10	0	3	0	0	0	0	0	0	
2200	7	0	7	0	0	0	0	0	0	0	0	
2300	7	0	7	0	0	0	0	0	0	0	0	
07-19	487	5	453	0	29	0	0	0	0	0	0	
06-22	556	8	509	0	39	0	0	0	0	0	0	
06-00	570	8	523	0	39	0	0	0	0	0	0	
00-00	583	8	534	0	41	0	0	0	0	0	0	

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
0000	0	0	0	1	0	0	0	0	0	0	0	0
0100	0	1	1	0	1	0	0	0	0	0	0	0
0200	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	1	0	0	1	0	0	0	0	0	0	0
0400	0	0	1	1	0	0	0	0	0	0	0	0
0500	0	0	1	2	1	0	0	0	0	0	0	0
0600	1	1	5	7	0	0	0	0	0	0	0	0
0700	0	1	8	17	3	0	0	0	0	0	0	0
0800	0	1	13	17	7	0	0	0	0	0	0	0
0900	0	3	5	12	2	0	0	0	0	0	0	0
1000	0	2	15	25	8	2	0	0	0	0	0	0
1100	0	1	6	25	3	2	0	0	0	0	0	0
1200	0	2	10	19	8	0	0	0	0	0	0	0
1300	1	2	10	21	7	0	0	0	0	0	0	0
1400	1	1	10	15	3	1	0	0	0	0	0	0
1500	0	3	20	22	12	0	0	0	0	0	0	0
1600	0	1	23	22	6	0	0	0	0	0	0	0
1700	0	2	25	24	5	0	0	0	0	0	0	0
1800	0	1	18	11	3	0	0	0	0	0	0	0
1900	1	0	7	12	3	1	1	0	0	0	0	0
2000	0	1	5	6	4	1	0	0	0	0	0	0
2100	0	1	7	3	2	0	0	0	0	0	0	0
2200	0	0	4	3	0	0	0	0	0	0	0	0
2300	1	0	3	3	0	0	0	0	0	0	0	0
07-19	2	20	163	230	67	5	0	0	0	0	0	0
06-22	4	23	187	258	76	7	1	0	0	0	0	0
06-00	5	23	194	264	76	7	1	0	0	0	0	0
00-00	5	25	197	269	79	7	1	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	20.1 -		0	0	0	0	0	0
0	0	19.4 -		0	0	0	0	0	0
0	0	22.6 -		0	0	0	0	0	0
0	0	19.6 -		0	0	0	0	0	0
0	0	20.7 -		0	0	0	0	0	0
0	0	22.8 -		0	0	0	0	0	0
0	0	18.3	21.7	0	0	0	0	0	0
0	0	21.1	24.6	0	0	0	0	0	0
0	0	21.3	25.1	0	0	0	0	0	0
0	0	20.8	23.9	0	0	0	0	0	0
0	0	21.8	25.1	2	3.8	0	0	0	0
0	0	22.3	24.8	2	5.4	0	0	0	0
0	0	21.4	25.1	0	0	0	0	0	0
0	0	20.9	25.1	0	0	0	0	0	0
0	0	20.7	24.4	1	3.2	0	0	0	0
0	0	21.3	25.9	0	0	0	0	0	0
0	0	20.7	23.5	0	0	0	0	0	0
0	0	20.7	23.7	0	0	0	0	0	0
0	0	20.3	23	0	0	0	0	0	0
0	0	21.8	25.1	2	8	1	4	0	0
0	0	22	26.4	1	5.9	0	0	0	0
0	0	19.6	23	0	0	0	0	0	0
0	0	20.2 -		0	0	0	0	0	0
0	0	18.9 -		0	0	0	0	0	0
0	0	21.1	24.8	5	1	0	0	0	0
0	0	21.1	24.8	8	1.4	1	0.2	0	0
0	0	21	24.8	8	1.4	1	0.2	0	0
0	0	21	24.8	8	1.4	1	0.2	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	
0500	6	0	6	0	0	0	0	0	0	0	0	
0600	14	0	11	0	3	0	0	0	0	0	0	
0700	26	0	24	0	2	0	0	0	0	0	0	
0800	39	2	32	0	5	0	0	0	0	0	0	
0900	31	1	28	0	2	0	0	0	0	0	0	
1000	40	1	36	0	3	0	0	0	0	0	0	
1100	30	0	27	0	2	1	0	0	0	0	0	
1200	39	0	36	0	3	0	0	0	0	0	0	
1300	29	1	25	0	3	0	0	0	0	0	0	
1400	42	1	37	0	3	1	0	0	0	0	0	
1500	38	0	38	0	0	0	0	0	0	0	0	
1600	47	2	42	0	3	0	0	0	0	0	0	
1700	44	1	41	0	2	0	0	0	0	0	0	
1800	42	1	39	0	2	0	0	0	0	0	0	
1900	31	2	28	0	1	0	0	0	0	0	0	
2000	16	0	16	0	0	0	0	0	0	0	0	
2100	11	0	11	0	0	0	0	0	0	0	0	
2200	13	0	13	0	0	0	0	0	0	0	0	
2300	10	0	10	0	0	0	0	0	0	0	0	
07-19	447	10	405	0	30	2	0	0	0	0	0	
06-22	519	12	471	0	34	2	0	0	0	0	0	
06-00	542	12	494	0	34	2	0	0	0	0	0	
00-00	556	12	508	0	34	2	0	0	0	0	0	

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
0000	0	0	0	1	0	1	0	0	0	0	0	0
0100	0	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	1	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	1	1	0	0	0	0	0	0	0	0
0500	0	0	0	3	3	0	0	0	0	0	0	0
0600	0	0	8	3	3	0	0	0	0	0	0	0
0700	0	1	7	16	2	0	0	0	0	0	0	0
0800	0	1	17	18	2	1	0	0	0	0	0	0
0900	0	1	8	15	7	0	0	0	0	0	0	0
1000	1	1	17	18	3	0	0	0	0	0	0	0
1100	0	1	8	15	5	1	0	0	0	0	0	0
1200	0	1	6	23	9	0	0	0	0	0	0	0
1300	0	0	13	12	4	0	0	0	0	0	0	0
1400	0	1	17	18	5	1	0	0	0	0	0	0
1500	0	1	9	21	6	1	0	0	0	0	0	0
1600	0	3	12	28	4	0	0	0	0	0	0	0
1700	0	5	19	17	3	0	0	0	0	0	0	0
1800	0	3	19	15	4	1	0	0	0	0	0	0
1900	3	4	12	10	1	1	0	0	0	0	0	0
2000	0	0	4	8	3	1	0	0	0	0	0	0
2100	0	0	7	3	1	0	0	0	0	0	0	0
2200	0	2	6	5	0	0	0	0	0	0	0	0
2300	0	2	4	4	0	0	0	0	0	0	0	0
07-19	1	19	152	216	54	5	0	0	0	0	0	0
06-22	4	23	183	240	62	7	0	0	0	0	0	0
06-00	4	27	193	249	62	7	0	0	0	0	0	0
00-00	4	27	195	255	67	8	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	26.3 -		1	50	0	0	0	0
0	0	26.6 -		0	0	0	0	0	0
0	0	21 -		0	0	0	0	0	0
0	0	29.1 -		0	0	0	0	0	0
0	0	20.6 -		0	0	0	0	0	0
0	0	24.9 -		0	0	0	0	0	0
0	0	20.2	25.5	0	0	0	0	0	0
0	0	21.4	24.4	0	0	0	0	0	0
0	0	20.7	23.7	1	2.6	0	0	0	0
0	0	21.9	25.3	0	0	0	0	0	0
0	0	20.3	23.5	0	0	0	0	0	0
0	0	21.6	26.2	1	3.3	0	0	0	0
0	0	22.3	25.7	0	0	0	0	0	0
0	0	21.3	24.6	0	0	0	0	0	0
0	0	21.2	24.6	1	2.4	0	0	0	0
0	0	22.1	25.1	1	2.6	0	0	0	0
0	0	21	24.6	0	0	0	0	0	0
0	0	19.7	23	0	0	0	0	0	0
0	0	20.1	23	1	2.4	0	0	0	0
0	0	18.2	23.3	1	3.2	0	0	0	0
0	0	22.8	25.3	1	6.3	0	0	0	0
0	0	19.2	20.4	0	0	0	0	0	0
0	0	19	20.8	0	0	0	0	0	0
0	0	18 -		0	0	0	0	0	0
0	0	21.1	24.6	5	1.1	0	0	0	0
0	0	20.9	24.6	7	1.3	0	0	0	0
0	0	20.8	24.4	7	1.3	0	0	0	0
0	0	20.9	24.6	8	1.4	0	0	0	0

Virtual Day (Partial days = 8.79167)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	
0500	3	0	3	0	0	0	0	0	0	0	0	
0600	10	0	8	0	2	0	0	0	0	0	0	
0700	23	0	20	0	2	0	0	0	0	0	0	
0800	33	0	29	0	3	0	0	0	0	0	0	
0900	30	0	28	0	2	0	0	0	0	0	0	
1000	35	0	32	0	2	0	0	0	0	0	0	
1100	37	1	33	0	3	0	0	0	0	0	0	
1200	36	0	33	0	2	0	0	0	0	0	0	
1300	34	1	30	0	3	0	0	0	0	0	0	
1400	38	0	35	0	2	0	0	0	0	0	0	
1500	41	0	40	0	1	0	0	0	0	0	0	
1600	43	1	39	0	3	0	0	0	0	0	0	
1700	44	0	41	0	3	0	0	0	0	0	0	
1800	29	0	27	0	2	0	0	0	0	0	0	
1900	23	1	21	0	0	0	0	0	0	0	0	
2000	13	0	12	0	1	0	0	0	0	0	0	
2100	12	0	11	0	1	0	0	0	0	0	0	
2200	8	0	7	0	1	0	0	0	0	0	0	
2300	5	0	5	0	0	0	0	0	0	0	0	

Virtual Week (Partial weeks = 1.28571)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
Mon	512	8	459	0	44	1	0	0	0	0	0	
Tue	552	5	506	0	36	4	1	0	0	0	0	
Wed	564	12	513	0	38	0	1	0	0	0	0	
Thu	535	7	488	1	40	0	0	0	0	0	0	
Fri	556	8	515	0	33	1	0	0	0	0	0	
Sat	391	7	367	0	17	0	0	0	0	0	0	
Sun	318	0	305	0	13	0	0	0	0	0	0	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	4519	62	4155	1	292	7	2	0	0	0	0	

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
0000	0	0	1	2	0	0	0	0	0	0	0	0
0100	0	0	1	1	1	0	0	0	0	0	0	0
0200	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	1	1	0	0	0	0	0	0	0	0
0500	0	0	1	1	1	0	0	0	0	0	0	0
0600	0	1	5	3	1	0	0	0	0	0	0	0
0700	0	1	7	12	2	0	0	0	0	0	0	0
0800	0	2	12	14	4	0	0	0	0	0	0	0
0900	0	2	10	13	5	0	0	0	0	0	0	0
1000	0	2	11	17	4	0	0	0	0	0	0	0
1100	0	2	11	19	4	1	0	0	0	0	0	0
1200	0	2	10	16	7	0	0	0	0	0	0	0
1300	0	1	10	16	6	0	0	0	0	0	0	0
1400	0	2	12	19	5	1	0	0	0	0	0	0
1500	0	2	13	18	6	1	0	0	0	0	0	0
1600	0	1	15	20	6	0	0	0	0	0	0	0
1700	0	2	16	21	5	0	0	0	0	0	0	0
1800	0	2	11	14	2	0	0	0	0	0	0	0
1900	1	2	9	9	2	0	0	0	0	0	0	0
2000	0	1	4	5	2	0	0	0	0	0	0	0
2100	0	1	6	5	1	0	0	0	0	0	0	0
2200	0	0	3	4	0	0	0	0	0	0	0	0
2300	0	1	2	2	0	0	0	0	0	0	0	0

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
Mon	3	20	174	229	77	9	0	0	0	0	0	0
Tue	4	25	182	267	72	2	0	0	0	0	0	0
Wed	4	33	177	264	75	11	0	0	0	0	0	0
Thu	5	29	181	240	75	6	1	0	0	0	0	0
Fri	5	29	194	252	71	7	0	0	0	0	0	0
Sat	2	32	137	186	31	3	0	0	0	0	0	0
Sun	2	20	123	144	27	2	0	0	0	0	0	0

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
--	34	245	1542	2073	572	52	1	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	21.5 -		0	5.9	0	0	0	0
0	0	21.8 -		0	11.1	0	0	0	0
0	0	22.3 -		0	11.1	0	0	0	0
0	0	19.9 -		0	0	0	0	0	0
0	0	21.3 -		0	5.9	0	0	0	0
0	0	23.5 -		0	3.7	0	0	0	0
0	0	19 -		0	1.1	0	0	0	0
0	0	20.6	24.2	0	1	0	0	0	0
0	0	20.7	24.6	0	1.4	0	0	0	0
0	0	21.3	25.3	0	0.4	0	0	0	0
0	0	20.8	24.6	0	1.3	0	0	0	0
0	0	21.2	24.6	1	1.8	0	0	0	0
0	0	21.4	25.7	0	0.6	0	0	0	0
0	0	21.4	25.1	0	0.7	0	0	0	0
0	0	21.1	24.6	1	1.8	0	0	0	0
0	0	21.1	25.3	1	1.6	0	0	0	0
0	0	21	24.8	0	0.5	0	0	0	0
0	0	20.8	24.2	0	0.5	0	0	0	0
0	0	20.4	23.9	0	1.1	0	0	0	0
0	0	19.8	23.5	0	1.5	0	0.5	0	0
0	0	20.6	24.8	0	1.7	0	0	0	0
0	0	19.5	23	0	0.9	0	0	0	0
0	0	19.6 -		0	0	0	0	0	0
0	0	18.8 -		0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	21.2	25.1	9	1.8	0	0	0	0
0	0	21	24.6	2	0.4	0	0	0	0
0	0	21	24.8	11	2	0	0	0	0
0	0	20.9	24.8	7	1.2	1	0.1	0	0
0	0	20.8	24.6	7	1.2	0	0	0	0
0	0	20.3	23.9	3	0.8	0	0	0	0
0	0	20.5	24.2	2	0.6	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	20.8	24.6	53	1.2	1	0	0	0

Advanced Transport Research

Globals

Report Id	CustomList-506
Descriptor	Advanced Transport Research
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2014-12-16T09:50:15
Legal	Copyright (c)1997 - 2014 MetroCount
Graphic	header.gif
Language	English
Country	United Kingdom
Time	UTC + 0 min
Create Version	4.0.6.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	7259-001
Site Attribute	ALP Transport
File Name	Q:\7259 Havant, Hampshire\7259-001 0 2014-12-15 1246.EC0
File Type	Plus B
Algorithm	Factory default axle
Description	OLD COPSE ROAD [30M]
Lane	0
Direction	5
Direction Text	5 - South bound A]B, North bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2014-12-04T05:00:37
Start Time	2014-12-04T05:00:37
Finish Time	2014-12-15T12:44:37
Operator	ATR
Configuration	00000000 80 00 14 6a 6a 00 00 00 00 00 , Standard

Profile

Name	Advanced Transport Research
Title	Advanced Transport Research
Graphic Logo	C:\and Settings\Documents\3.21_on_us_logo_cmyk 50.BMP
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2014-12-04T05:01:00
Filter End	2014-12-13T00:00:00
Class Scheme	ARX
Low Speed	0
High Speed	120
Posted Limit	30
Speed Limits	35 45 30 30 30 0 0 0 0 30
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Advanced Transport Research

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Fix1	User defined fixed text
Time	24-hour time (0000 - 2359)
Vbin 0 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 60	Speed bin totals
Vbin 60 70	Speed bin totals
Vbin 70 80	Speed bin totals
Vbin 80 90	Speed bin totals
Vbin 90 100	Speed bin totals
Mean	Average speed
Vpp 85	Percentile speed
JPSL 30	Number exceeding Posted Speed Limit
JPSL% 30	Percent exceeding Posted Speed Limit
JSL1 35 ACPO	Number exceeding Speed Limit 1
JSL1% 35 ACPO	Percent exceeding Speed Limit 1
JSL2 45 DFT	Number exceeding Speed Limit 2
JSL2% 45 DFT	Percent exceeding Speed Limit 2

Advanced Transport Research

Report Id - CustomList-506

Site Name - 7259-001

Description - OLD COPSE ROAD [30M]

Direction - South

04 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	5	0	5	0	0	0	0	0	0	0	0	
0700	22	0	22	0	0	0	0	0	0	0	0	
0800	34	0	32	0	2	0	0	0	0	0	0	
0900	37	0	35	0	2	0	0	0	0	0	0	
1000	25	0	22	0	3	0	0	0	0	0	0	
1100	32	2	27	1	2	0	0	0	0	0	0	
1200	40	1	37	0	2	0	0	0	0	0	0	
1300	34	0	33	0	1	0	0	0	0	0	0	
1400	36	1	33	0	2	0	0	0	0	0	0	
1500	35	0	34	0	1	0	0	0	0	0	0	
1600	45	0	40	0	5	0	0	0	0	0	0	
1700	36	1	34	0	1	0	0	0	0	0	0	
1800	38	0	36	0	2	0	0	0	0	0	0	
1900	20	1	18	0	1	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	
07-19	414	5	385	1	23	0	0	0	0	0	0	
06-22	439	6	408	1	24	0	0	0	0	0	0	
06-00	439	6	408	1	24	0	0	0	0	0	0	
00-00	439	6	408	1	24	0	0	0	0	0	0	



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
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	2	2	1	0	0	0	0	0	0	0	0
0700	1	0	6	13	2	0	0	0	0	0	0	0
0800	0	1	7	12	14	0	0	0	0	0	0	0
0900	0	1	7	20	8	1	0	0	0	0	0	0
1000	0	4	5	15	1	0	0	0	0	0	0	0
1100	0	2	15	12	3	0	0	0	0	0	0	0
1200	1	4	18	15	2	0	0	0	0	0	0	0
1300	0	2	14	15	3	0	0	0	0	0	0	0
1400	0	3	16	16	1	0	0	0	0	0	0	0
1500	0	2	10	18	5	0	0	0	0	0	0	0
1600	1	2	22	18	2	0	0	0	0	0	0	0
1700	1	1	15	18	1	0	0	0	0	0	0	0
1800	0	1	15	19	3	0	0	0	0	0	0	0
1900	1	2	10	7	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4	23	150	191	45	1	0	0	0	0	0	0
06-22	5	27	162	199	45	1	0	0	0	0	0	0
06-00	5	27	162	199	45	1	0	0	0	0	0	0
00-00	5	27	162	199	45	1	0	0	0	0	0	0



Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	-	-	0	0	0	0	0	0
0	0	17.2	-	0	0	0	0	0	0
0	0	21.2	24.4	0	0	0	0	0	0
0	0	23.1	26.4	0	0	0	0	0	0
0	0	22.2	25.9	1	2.7	0	0	0	0
0	0	20.4	23.3	0	0	0	0	0	0
0	0	20.4	23.7	0	0	0	0	0	0
0	0	19	22.1	0	0	0	0	0	0
0	0	20.6	23.3	0	0	0	0	0	0
0	0	19.4	22.8	0	0	0	0	0	0
0	0	21.4	24.6	0	0	0	0	0	0
0	0	19.1	22.1	0	0	0	0	0	0
0	0	20	23	0	0	0	0	0	0
0	0	20.8	23.9	0	0	0	0	0	0
0	0	18.2	22.6	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	20.6	24.2	1	0.2	0	0	0	0
0	0	20.4	23.9	1	0.2	0	0	0	0
0	0	20.4	23.9	1	0.2	0	0	0	0
0	0	20.4	23.9	1	0.2	0	0	0	0

05 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	
0700	21	0	21	0	0	0	0	0	0	0	0	
0800	50	0	46	0	4	0	0	0	0	0	0	
0900	43	0	37	0	6	0	0	0	0	0	0	
1000	28	1	25	0	2	0	0	0	0	0	0	
1100	29	0	26	0	3	0	0	0	0	0	0	
1200	32	0	28	0	4	0	0	0	0	0	0	
1300	38	0	36	0	2	0	0	0	0	0	0	
1400	38	1	35	0	2	0	0	0	0	0	0	
1500	50	1	48	0	1	0	0	0	0	0	0	
1600	42	0	33	0	9	0	0	0	0	0	0	
1700	47	0	46	0	1	0	0	0	0	0	0	
1800	25	0	23	0	2	0	0	0	0	0	0	
1900	34	0	34	0	0	0	0	0	0	0	0	
2000	16	0	15	0	1	0	0	0	0	0	0	
2100	17	0	16	0	1	0	0	0	0	0	0	
2200	8	0	8	0	0	0	0	0	0	0	0	
2300	7	0	6	0	1	0	0	0	0	0	0	
07-19	443	3	404	0	36	0	0	0	0	0	0	
06-22	510	3	469	0	38	0	0	0	0	0	0	
06-00	525	3	483	0	39	0	0	0	0	0	0	
00-00	525	3	483	0	39	0	0	0	0	0	0	

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
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	2	6	10	2	0	0	0	0	0	0	0
0800	1	8	17	21	3	0	0	0	0	0	0	0
0900	0	2	20	15	6	0	0	0	0	0	0	0
1000	0	1	8	17	1	1	0	0	0	0	0	0
1100	0	1	15	13	0	0	0	0	0	0	0	0
1200	0	3	14	12	3	0	0	0	0	0	0	0
1300	2	4	15	14	3	0	0	0	0	0	0	0
1400	0	7	10	17	4	0	0	0	0	0	0	0
1500	1	3	18	24	4	0	0	0	0	0	0	0
1600	1	2	18	19	2	0	0	0	0	0	0	0
1700	0	1	11	26	8	1	0	0	0	0	0	0
1800	0	1	9	14	1	0	0	0	0	0	0	0
1900	0	1	18	12	3	0	0	0	0	0	0	0
2000	0	0	7	7	2	0	0	0	0	0	0	0
2100	0	3	5	9	0	0	0	0	0	0	0	0
2200	0	0	3	4	1	0	0	0	0	0	0	0
2300	0	0	5	1	1	0	0	0	0	0	0	0
07-19	6	35	161	202	37	2	0	0	0	0	0	0
06-22	6	39	191	230	42	2	0	0	0	0	0	0
06-00	6	39	199	235	44	2	0	0	0	0	0	0
00-00	6	39	199	235	44	2	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	-	-	0	0	0	0	0	0
0	0	19.8	23.5	0	0	0	0	0	0
0	0	19.5	23.3	0	0	0	0	0	0
0	0	20.5	24.6	0	0	0	0	0	0
0	0	21.5	23.7	1	3.6	0	0	0	0
0	0	19.7	21.7	0	0	0	0	0	0
0	0	20.1	23.5	0	0	0	0	0	0
0	0	19.1	23	0	0	0	0	0	0
0	0	19.9	23.7	0	0	0	0	0	0
0	0	20.4	24.4	0	0	0	0	0	0
0	0	19.8	23	0	0	0	0	0	0
0	0	22.3	25.3	1	2.1	0	0	0	0
0	0	20.8	23.5	0	0	0	0	0	0
0	0	20.2	23.7	0	0	0	0	0	0
0	0	20.4	23.7	0	0	0	0	0	0
0	0	19.2	21.7	0	0	0	0	0	0
0	0	21.2	-	0	0	0	0	0	0
0	0	19.4	-	0	0	0	0	0	0
0	0	20.3	23.9	2	0.5	0	0	0	0
0	0	20.3	23.7	2	0.4	0	0	0	0
0	0	20.3	23.7	2	0.4	0	0	0	0
0	0	20.3	23.7	2	0.4	0	0	0	0

06 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	5	0	5	0	0	0	0	0	0	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	
0300	2	1	1	0	0	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	
0700	6	0	6	0	0	0	0	0	0	0	0	
0800	15	0	15	0	0	0	0	0	0	0	0	
0900	13	0	12	0	1	0	0	0	0	0	0	
1000	22	0	20	0	2	0	0	0	0	0	0	
1100	38	0	37	0	1	0	0	0	0	0	0	
1200	30	2	27	0	1	0	0	0	0	0	0	
1300	25	0	23	0	2	0	0	0	0	0	0	
1400	30	0	29	1	0	0	0	0	0	0	0	
1500	33	1	30	0	2	0	0	0	0	0	0	
1600	26	0	25	0	1	0	0	0	0	0	0	
1700	38	2	35	0	1	0	0	0	0	0	0	
1800	23	1	21	0	1	0	0	0	0	0	0	
1900	19	0	18	0	1	0	0	0	0	0	0	
2000	18	1	17	0	0	0	0	0	0	0	0	
2100	8	0	8	0	0	0	0	0	0	0	0	
2200	4	0	4	0	0	0	0	0	0	0	0	
2300	9	0	8	0	1	0	0	0	0	0	0	
07-19	299	6	280	1	12	0	0	0	0	0	0	
06-22	344	7	323	1	13	0	0	0	0	0	0	
06-00	357	7	335	1	14	0	0	0	0	0	0	
00-00	371	8	348	1	14	0	0	0	0	0	0	

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
0000	0	0	4	1	0	0	0	0	0	0	0	0
0100	0	0	0	3	0	0	0	0	0	0	0	0
0200	0	0	1	1	0	0	0	0	0	0	0	0
0300	0	1	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	1	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	4	2	0	0	0	0	0	0	0	0
0800	0	1	8	5	1	0	0	0	0	0	0	0
0900	0	2	8	3	0	0	0	0	0	0	0	0
1000	0	2	12	8	0	0	0	0	0	0	0	0
1100	0	5	16	15	2	0	0	0	0	0	0	0
1200	0	5	12	12	1	0	0	0	0	0	0	0
1300	0	1	14	8	2	0	0	0	0	0	0	0
1400	2	2	15	10	1	0	0	0	0	0	0	0
1500	0	2	17	12	2	0	0	0	0	0	0	0
1600	0	2	12	11	1	0	0	0	0	0	0	0
1700	0	1	20	16	1	0	0	0	0	0	0	0
1800	0	1	12	8	2	0	0	0	0	0	0	0
1900	0	1	6	8	4	0	0	0	0	0	0	0
2000	0	0	9	9	0	0	0	0	0	0	0	0
2100	0	0	5	3	0	0	0	0	0	0	0	0
2200	0	0	2	2	0	0	0	0	0	0	0	0
2300	0	0	4	4	1	0	0	0	0	0	0	0
07-19	2	24	150	110	13	0	0	0	0	0	0	0
06-22	2	25	170	130	17	0	0	0	0	0	0	0
06-00	2	25	176	136	18	0	0	0	0	0	0	0
00-00	2	26	182	142	19	0	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	19 -		0	0	0	0	0	0
0	0	21.9 -		0	0	0	0	0	0
0	0	19.8 -		0	0	0	0	0	0
0	0	14.7 -		0	0	0	0	0	0
0	0	25.4 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	19.4 -		0	0	0	0	0	0
0	0	19.4	22.6	0	0	0	0	0	0
0	0	18.2	20.1	0	0	0	0	0	0
0	0	18.4	21.5	0	0	0	0	0	0
0	0	19.3	21.5	0	0	0	0	0	0
0	0	19.1	23	0	0	0	0	0	0
0	0	19.4	22.1	0	0	0	0	0	0
0	0	18.6	22.8	0	0	0	0	0	0
0	0	19.7	22.6	0	0	0	0	0	0
0	0	19.4	21.3	0	0	0	0	0	0
0	0	19.7	22.8	0	0	0	0	0	0
0	0	20.2	23.7	0	0	0	0	0	0
0	0	21.6	25.7	0	0	0	0	0	0
0	0	20.1	23.3	0	0	0	0	0	0
0	0	19.1 -		0	0	0	0	0	0
0	0	19.5 -		0	0	0	0	0	0
0	0	20.7 -		0	0	0	0	0	0
0	0	19.3	22.6	0	0	0	0	0	0
0	0	19.5	22.8	0	0	0	0	0	0
0	0	19.5	22.8	0	0	0	0	0	0
0	0	19.5	22.8	0	0	0	0	0	0

07 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	4	0	4	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	4	1	3	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	
0700	4	0	4	0	0	0	0	0	0	0	0	
0800	11	0	10	0	1	0	0	0	0	0	0	
0900	10	0	10	0	0	0	0	0	0	0	0	
1000	15	0	14	0	1	0	0	0	0	0	0	
1100	24	0	22	0	2	0	0	0	0	0	0	
1200	21	0	20	0	1	0	0	0	0	0	0	
1300	24	0	24	0	0	0	0	0	0	0	0	
1400	29	0	26	0	3	0	0	0	0	0	0	
1500	20	0	20	0	0	0	0	0	0	0	0	
1600	30	0	29	0	1	0	0	0	0	0	0	
1700	24	0	24	0	0	0	0	0	0	0	0	
1800	8	1	7	0	0	0	0	0	0	0	0	
1900	16	0	16	0	0	0	0	0	0	0	0	
2000	13	0	13	0	0	0	0	0	0	0	0	
2100	9	0	8	0	1	0	0	0	0	0	0	
2200	8	0	7	0	1	0	0	0	0	0	0	
2300	1	0	1	0	0	0	0	0	0	0	0	
07-19	220	1	210	0	9	0	0	0	0	0	0	
06-22	259	1	248	0	10	0	0	0	0	0	0	
06-00	268	1	256	0	11	0	0	0	0	0	0	
00-00	279	2	266	0	11	0	0	0	0	0	0	

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
0000	0	0	3	1	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0
0200	0	0	1	0	0	0	0	0	0	0	0	0
0300	0	0	3	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	1	0	0	0	0	0	0	0	0	0
0700	0	0	0	4	0	0	0	0	0	0	0	0
0800	0	0	5	5	1	0	0	0	0	0	0	0
0900	0	0	2	7	1	0	0	0	0	0	0	0
1000	0	0	6	7	2	0	0	0	0	0	0	0
1100	0	0	2	18	4	0	0	0	0	0	0	0
1200	0	0	0	18	3	0	0	0	0	0	0	0
1300	0	0	5	14	4	1	0	0	0	0	0	0
1400	0	2	13	12	2	0	0	0	0	0	0	0
1500	0	2	8	10	0	0	0	0	0	0	0	0
1600	0	3	18	9	0	0	0	0	0	0	0	0
1700	0	2	10	11	1	0	0	0	0	0	0	0
1800	1	0	3	4	0	0	0	0	0	0	0	0
1900	0	2	7	7	0	0	0	0	0	0	0	0
2000	1	1	5	6	0	0	0	0	0	0	0	0
2100	0	0	5	3	1	0	0	0	0	0	0	0
2200	0	0	5	2	1	0	0	0	0	0	0	0
2300	0	0	0	1	0	0	0	0	0	0	0	0
07-19	1	9	72	119	18	1	0	0	0	0	0	0
06-22	2	12	90	135	19	1	0	0	0	0	0	0
06-00	2	12	95	138	20	1	0	0	0	0	0	0
00-00	3	12	102	141	20	1	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	19.2 -		0	0	0	0	0	0
0	0	14.1 -		0	0	0	0	0	0
0	0	18.5 -		0	0	0	0	0	0
0	0	18.3 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	17.7 -		0	0	0	0	0	0
0	0	21 -		0	0	0	0	0	0
0	0	20.2	22.4	0	0	0	0	0	0
0	0	21.7 -		0	0	0	0	0	0
0	0	22	24.2	0	0	0	0	0	0
0	0	22.7	24.4	0	0	0	0	0	0
0	0	23.3	24.8	0	0	0	0	0	0
0	0	22.5	25.3	1	4.2	0	0	0	0
0	0	20	23.5	0	0	0	0	0	0
0	0	19.6	22.4	0	0	0	0	0	0
0	0	18.7	21.9	0	0	0	0	0	0
0	0	19.8	21.9	0	0	0	0	0	0
0	0	17.7 -		0	0	0	0	0	0
0	0	19.4	23	0	0	0	0	0	0
0	0	17.9	20.4	0	0	0	0	0	0
0	0	20 -		0	0	0	0	0	0
0	0	19.9 -		0	0	0	0	0	0
0	0	21.4 -		0	0	0	0	0	0
0	0	20.8	23.7	1	0.5	0	0	0	0
0	0	20.5	23.5	1	0.4	0	0	0	0
0	0	20.5	23.5	1	0.4	0	0	0	0
0	0	20.4	23.5	1	0.4	0	0	0	0

08 December 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	
0300	1	0	0	0	1	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0	
0600	5	0	4	0	1	0	0	0	0	0	0	
0700	20	0	20	0	0	0	0	0	0	0	0	
0800	42	0	35	0	7	0	0	0	0	0	0	
0900	33	1	28	0	4	0	0	0	0	0	0	
1000	26	1	23	0	2	0	0	0	0	0	0	
1100	28	1	21	0	6	0	0	0	0	0	0	
1200	31	0	28	0	3	0	0	0	0	0	0	
1300	29	1	26	0	2	0	0	0	0	0	0	
1400	28	1	26	0	1	0	0	0	0	0	0	
1500	47	0	43	0	4	0	0	0	0	0	0	
1600	51	1	43	0	7	0	0	0	0	0	0	
1700	42	2	34	0	6	0	0	0	0	0	0	
1800	28	0	27	0	1	0	0	0	0	0	0	
1900	25	0	24	0	1	0	0	0	0	0	0	
2000	19	1	17	0	1	0	0	0	0	0	0	
2100	8	0	8	0	0	0	0	0	0	0	0	
2200	12	1	10	0	1	0	0	0	0	0	0	
2300	1	0	0	0	1	0	0	0	0	0	0	
07-19	405	8	354	0	43	0	0	0	0	0	0	
06-22	462	9	407	0	46	0	0	0	0	0	0	
06-00	475	10	417	0	48	0	0	0	0	0	0	
00-00	480	10	421	0	49	0	0	0	0	0	0	

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
0000	0	0	1	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	2	0	0	0	0	0	0	0	0
0300	0	0	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	1	0	0	0	0	0	0	0	0
0600	1	2	1	1	0	0	0	0	0	0	0	0
0700	1	1	8	9	1	0	0	0	0	0	0	0
0800	1	1	14	23	3	0	0	0	0	0	0	0
0900	1	2	12	15	3	0	0	0	0	0	0	0
1000	0	0	5	20	1	0	0	0	0	0	0	0
1100	0	1	8	16	3	0	0	0	0	0	0	0
1200	0	0	5	20	6	0	0	0	0	0	0	0
1300	1	0	2	19	6	1	0	0	0	0	0	0
1400	0	0	4	22	2	0	0	0	0	0	0	0
1500	0	2	16	23	6	0	0	0	0	0	0	0
1600	0	2	11	30	7	1	0	0	0	0	0	0
1700	0	8	15	17	2	0	0	0	0	0	0	0
1800	0	3	11	13	1	0	0	0	0	0	0	0
1900	0	2	11	10	2	0	0	0	0	0	0	0
2000	0	2	5	11	1	0	0	0	0	0	0	0
2100	0	1	3	4	0	0	0	0	0	0	0	0
2200	0	0	6	6	0	0	0	0	0	0	0	0
2300	0	0	1	0	0	0	0	0	0	0	0	0
07-19	4	20	111	227	41	2	0	0	0	0	0	0
06-22	5	27	131	253	44	2	0	0	0	0	0	0
06-00	5	27	138	259	44	2	0	0	0	0	0	0
00-00	5	27	139	263	44	2	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	19 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	24.3 -		0	0	0	0	0	0
0	0	21.5 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	21.7 -		0	0	0	0	0	0
0	0	14.8 -		0	0	0	0	0	0
0	0	19.7	22.8	0	0	0	0	0	0
0	0	20.7	23.7	0	0	0	0	0	0
0	0	20.5	24.2	0	0	0	0	0	0
0	0	21.3	24.4	0	0	0	0	0	0
0	0	21.2	23.9	0	0	0	0	0	0
0	0	22.6	25.1	0	0	0	0	0	0
0	0	22.7	25.7	1	3.4	0	0	0	0
0	0	22.4	24.6	0	0	0	0	0	0
0	0	20.8	23	0	0	0	0	0	0
0	0	21.9	24.6	1	2	0	0	0	0
0	0	19.3	23.5	0	0	0	0	0	0
0	0	20	23.3	0	0	0	0	0	0
0	0	20.1	22.8	0	0	0	0	0	0
0	0	19.9	21.9	0	0	0	0	0	0
0	0	18.9 -		0	0	0	0	0	0
0	0	19.6	20.8	0	0	0	0	0	0
0	0	18.1 -		0	0	0	0	0	0
0	0	21.1	24.4	2	0.5	0	0	0	0
0	0	20.9	24.2	2	0.4	0	0	0	0
0	0	20.9	24.2	2	0.4	0	0	0	0
0	0	20.9	24.2	2	0.4	0	0	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	0	1	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	
0300	2	0	2	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	5	0	3	0	2	0	0	0	0	0	0	
0700	15	0	14	0	0	1	0	0	0	0	0	
0800	41	0	39	0	1	1	0	0	0	0	0	
0900	29	0	28	0	1	0	0	0	0	0	0	
1000	28	0	26	0	2	0	0	0	0	0	0	
1100	33	0	30	0	3	0	0	0	0	0	0	
1200	33	0	29	0	4	0	0	0	0	0	0	
1300	32	1	29	0	2	0	0	0	0	0	0	
1400	37	0	32	0	5	0	0	0	0	0	0	
1500	48	1	44	0	3	0	0	0	0	0	0	
1600	53	0	46	0	6	1	0	0	0	0	0	
1700	36	0	33	0	3	0	0	0	0	0	0	
1800	28	0	27	0	1	0	0	0	0	0	0	
1900	24	0	24	0	0	0	0	0	0	0	0	
2000	13	0	11	0	2	0	0	0	0	0	0	
2100	15	2	12	0	1	0	0	0	0	0	0	
2200	7	0	6	0	1	0	0	0	0	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0	
07-19	413	2	377	0	31	3	0	0	0	0	0	
06-22	470	4	427	0	36	3	0	0	0	0	0	
06-00	481	4	437	0	37	3	0	0	0	0	0	
00-00	486	4	442	0	37	3	0	0	0	0	0	

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
0000	0	0	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	2	0	0	0	0	0	0	0	0	0
0300	0	0	2	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	2	2	1	0	0	0	0	0	0	0
0700	0	0	4	10	1	0	0	0	0	0	0	0
0800	0	4	19	16	2	0	0	0	0	0	0	0
0900	0	2	11	14	2	0	0	0	0	0	0	0
1000	0	0	15	11	2	0	0	0	0	0	0	0
1100	0	1	8	19	4	1	0	0	0	0	0	0
1200	0	2	9	16	6	0	0	0	0	0	0	0
1300	0	3	6	20	3	0	0	0	0	0	0	0
1400	0	2	9	21	4	1	0	0	0	0	0	0
1500	0	6	25	14	3	0	0	0	0	0	0	0
1600	1	3	22	23	4	0	0	0	0	0	0	0
1700	0	1	15	16	3	1	0	0	0	0	0	0
1800	0	1	5	16	6	0	0	0	0	0	0	0
1900	0	0	11	10	3	0	0	0	0	0	0	0
2000	0	1	5	7	0	0	0	0	0	0	0	0
2100	0	1	9	4	1	0	0	0	0	0	0	0
2200	0	0	5	0	2	0	0	0	0	0	0	0
2300	0	0	1	3	0	0	0	0	0	0	0	0
07-19	1	25	148	196	40	3	0	0	0	0	0	0
06-22	1	27	175	219	45	3	0	0	0	0	0	0
06-00	1	27	181	222	47	3	0	0	0	0	0	0
00-00	1	27	185	223	47	3	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	21.5 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	18.3 -		0	0	0	0	0	0
0	0	17.3 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	21.1 -		0	0	0	0	0	0
0	0	20.6	23.5	0	0	0	0	0	0
0	0	19.7	22.6	0	0	0	0	0	0
0	0	20.6	24.2	0	0	0	0	0	0
0	0	20.4	23.9	0	0	0	0	0	0
0	0	21.8	24.8	1	3	0	0	0	0
0	0	22.3	25.1	0	0	0	0	0	0
0	0	21.2	23.9	0	0	0	0	0	0
0	0	21.6	24.4	1	2.7	0	0	0	0
0	0	19	22.8	0	0	0	0	0	0
0	0	19.7	22.4	0	0	0	0	0	0
0	0	20.4	23.9	1	2.8	0	0	0	0
0	0	21.8	25.3	0	0	0	0	0	0
0	0	21.2	23.5	0	0	0	0	0	0
0	0	20	22.4	0	0	0	0	0	0
0	0	19.2	23	0	0	0	0	0	0
0	0	21.5 -		0	0	0	0	0	0
0	0	21.2 -		0	0	0	0	0	0
0	0	20.6	24.2	3	0.7	0	0	0	0
0	0	20.6	24.2	3	0.6	0	0	0	0
0	0	20.6	24.2	3	0.6	0	0	0	0
0	0	20.6	24.2	3	0.6	0	0	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	1	1	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	2	1	1	0	0	0	0	0	0	0	0	
0600	5	0	3	0	2	0	0	0	0	0	0	
0700	19	0	19	0	0	0	0	0	0	0	0	
0800	37	0	37	0	0	0	0	0	0	0	0	
0900	34	0	33	0	1	0	0	0	0	0	0	
1000	28	0	27	0	1	0	0	0	0	0	0	
1100	39	0	33	1	4	1	0	0	0	0	0	
1200	31	0	28	0	2	0	1	0	0	0	0	
1300	42	1	38	0	3	0	0	0	0	0	0	
1400	40	1	36	0	3	0	0	0	0	0	0	
1500	46	1	42	0	3	0	0	0	0	0	0	
1600	75	1	64	0	10	0	0	0	0	0	0	
1700	29	2	21	0	6	0	0	0	0	0	0	
1800	29	1	27	0	1	0	0	0	0	0	0	
1900	17	0	15	0	2	0	0	0	0	0	0	
2000	21	0	19	0	2	0	0	0	0	0	0	
2100	13	2	11	0	0	0	0	0	0	0	0	
2200	11	0	10	0	1	0	0	0	0	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	
07-19	449	7	405	1	34	1	1	0	0	0	0	
06-22	505	9	453	1	40	1	1	0	0	0	0	
06-00	518	9	465	1	41	1	1	0	0	0	0	
00-00	523	11	468	1	41	1	1	0	0	0	0	

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
0000	0	0	1	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	1	1	0	0	0	0	0	0	0	0
0600	0	1	3	1	0	0	0	0	0	0	0	0
0700	0	2	7	10	0	0	0	0	0	0	0	0
0800	0	3	12	15	6	1	0	0	0	0	0	0
0900	0	1	8	19	6	0	0	0	0	0	0	0
1000	0	0	6	15	7	0	0	0	0	0	0	0
1100	0	0	8	27	3	1	0	0	0	0	0	0
1200	0	1	11	17	2	0	0	0	0	0	0	0
1300	0	1	14	22	4	1	0	0	0	0	0	0
1400	0	3	8	20	8	1	0	0	0	0	0	0
1500	1	1	21	21	2	0	0	0	0	0	0	0
1600	0	3	20	39	13	0	0	0	0	0	0	0
1700	0	5	11	11	2	0	0	0	0	0	0	0
1800	2	3	7	15	2	0	0	0	0	0	0	0
1900	0	1	10	4	2	0	0	0	0	0	0	0
2000	0	3	8	8	1	1	0	0	0	0	0	0
2100	0	0	6	7	0	0	0	0	0	0	0	0
2200	0	1	4	5	1	0	0	0	0	0	0	0
2300	0	0	0	2	0	0	0	0	0	0	0	0
07-19	3	23	133	231	55	4	0	0	0	0	0	0
06-22	3	28	160	251	58	5	0	0	0	0	0	0
06-00	3	29	164	258	59	5	0	0	0	0	0	0
00-00	3	29	167	260	59	5	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	16 -		0	0	0	0	0	0
0	0	-		0	0	0	0	0	0
0	0	22.3 -		0	0	0	0	0	0
0	0	17.2 -		0	0	0	0	0	0
0	0	-		0	0	0	0	0	0
0	0	18.4 -		0	0	0	0	0	0
0	0	18.3 -		0	0	0	0	0	0
0	0	19.7	22.8	0	0	0	0	0	0
0	0	21.2	24.8	1	2.7	0	0	0	0
0	0	21.8	25.1	0	0	0	0	0	0
0	0	22.6	26.4	0	0	0	0	0	0
0	0	22.1	24.2	1	2.6	0	0	0	0
0	0	20.9	24.2	0	0	0	0	0	0
0	0	21.3	23.9	1	2.4	0	0	0	0
0	0	22.2	26.8	1	2.5	0	0	0	0
0	0	20.5	22.8	0	0	0	0	0	0
0	0	21.4	25.3	0	0	0	0	0	0
0	0	19.2	22.8	0	0	0	0	0	0
0	0	19.6	24.4	0	0	0	0	0	0
0	0	19.5	22.1	0	0	0	0	0	0
0	0	20.2	23.7	1	4.8	0	0	0	0
0	0	20	22.8	0	0	0	0	0	0
0	0	19.7	21.7	0	0	0	0	0	0
0	0	22.6 -		0	0	0	0	0	0
0	0	21.2	24.6	4	0.9	0	0	0	0
0	0	21	24.6	5	1	0	0	0	0
0	0	21	24.6	5	1	0	0	0	0
0	0	21	24.6	5	1	0	0	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	4	0	4	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	0	0	1	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	8	0	5	0	3	0	0	0	0	0	0	
0700	16	0	16	0	0	0	0	0	0	0	0	
0800	44	0	42	0	2	0	0	0	0	0	0	
0900	40	0	39	0	1	0	0	0	0	0	0	
1000	42	0	36	0	6	0	0	0	0	0	0	
1100	30	1	28	0	1	0	0	0	0	0	0	
1200	37	0	34	0	3	0	0	0	0	0	0	
1300	34	1	29	0	4	0	0	0	0	0	0	
1400	38	0	34	0	4	0	0	0	0	0	0	
1500	53	0	50	0	3	0	0	0	0	0	0	
1600	52	0	47	0	5	0	0	0	0	0	0	
1700	38	1	31	0	5	1	0	0	0	0	0	
1800	33	0	31	0	2	0	0	0	0	0	0	
1900	23	1	21	0	1	0	0	0	0	0	0	
2000	17	1	13	0	3	0	0	0	0	0	0	
2100	17	0	17	0	0	0	0	0	0	0	0	
2200	6	1	4	0	1	0	0	0	0	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0	
07-19	457	3	417	0	36	1	0	0	0	0	0	
06-22	522	5	473	0	43	1	0	0	0	0	0	
06-00	532	6	481	0	44	1	0	0	0	0	0	
00-00	538	6	486	0	45	1	0	0	0	0	0	

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
0000	0	0	4	0	0	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	2	4	0	0	0	0	0	0	0	0
0700	0	2	8	6	0	0	0	0	0	0	0	0
0800	1	1	5	25	11	1	0	0	0	0	0	0
0900	0	1	11	26	2	0	0	0	0	0	0	0
1000	0	2	12	26	1	1	0	0	0	0	0	0
1100	0	2	7	13	6	1	1	0	0	0	0	0
1200	0	1	10	20	4	2	0	0	0	0	0	0
1300	1	5	7	17	4	0	0	0	0	0	0	0
1400	1	6	13	14	3	1	0	0	0	0	0	0
1500	0	2	15	26	10	0	0	0	0	0	0	0
1600	0	4	18	26	3	1	0	0	0	0	0	0
1700	1	3	15	18	1	0	0	0	0	0	0	0
1800	0	1	13	17	2	0	0	0	0	0	0	0
1900	0	2	11	8	2	0	0	0	0	0	0	0
2000	0	0	8	8	1	0	0	0	0	0	0	0
2100	0	0	11	4	2	0	0	0	0	0	0	0
2200	0	0	4	2	0	0	0	0	0	0	0	0
2300	0	0	1	2	1	0	0	0	0	0	0	0
07-19	4	30	134	234	47	7	1	0	0	0	0	0
06-22	5	33	166	258	52	7	1	0	0	0	0	0
06-00	5	33	171	262	53	7	1	0	0	0	0	0
00-00	5	33	177	262	53	7	1	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	19.4 -		0	0	0	0	0	0
0	0	19.7 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	17.6 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	19.4 -		0	0	0	0	0	0
0	0	18.6	20.6	0	0	0	0	0	0
0	0	22.9	26.6	1	2.3	0	0	0	0
0	0	21.2	23.7	0	0	0	0	0	0
0	0	20.9	23.7	1	2.4	0	0	0	0
0	0	22.6	26.6	2	6.7	1	3.3	0	0
0	0	22	24.4	2	5.4	0	0	0	0
0	0	20.6	24.8	0	0	0	0	0	0
0	0	19.7	23.7	1	2.6	0	0	0	0
0	0	21.5	25.3	0	0	0	0	0	0
0	0	20.5	23.7	1	1.9	0	0	0	0
0	0	19.3	21.7	0	0	0	0	0	0
0	0	20.2	22.8	0	0	0	0	0	0
0	0	19.7	22.4	0	0	0	0	0	0
0	0	20.8	23.3	0	0	0	0	0	0
0	0	20.1	24.6	0	0	0	0	0	0
0	0	19 -		0	0	0	0	0	0
0	0	21.4 -		0	0	0	0	0	0
0	0	21	24.6	8	1.8	1	0.2	0	0
0	0	20.8	24.4	8	1.5	1	0.2	0	0
0	0	20.8	24.4	8	1.5	1	0.2	0	0
0	0	20.8	24.4	8	1.5	1	0.2	0	0

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Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	3	0	3	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	6	0	6	0	0	0	0	0	0	0	0	
0700	24	0	22	0	2	0	0	0	0	0	0	
0800	38	0	36	0	2	0	0	0	0	0	0	
0900	29	0	26	0	3	0	0	0	0	0	0	
1000	46	0	42	0	4	0	0	0	0	0	0	
1100	30	1	25	0	4	0	0	0	0	0	0	
1200	38	0	32	0	6	0	0	0	0	0	0	
1300	34	1	28	0	5	0	0	0	0	0	0	
1400	40	0	34	0	6	0	0	0	0	0	0	
1500	37	1	35	0	1	0	0	0	0	0	0	
1600	46	0	40	0	5	1	0	0	0	0	0	
1700	49	0	47	0	2	0	0	0	0	0	0	
1800	37	1	34	0	2	0	0	0	0	0	0	
1900	34	0	33	0	1	0	0	0	0	0	0	
2000	21	1	20	0	0	0	0	0	0	0	0	
2100	6	0	6	0	0	0	0	0	0	0	0	
2200	13	0	13	0	0	0	0	0	0	0	0	
2300	6	0	6	0	0	0	0	0	0	0	0	
07-19	448	4	401	0	42	1	0	0	0	0	0	
06-22	515	5	466	0	43	1	0	0	0	0	0	
06-00	534	5	485	0	43	1	0	0	0	0	0	
00-00	541	5	492	0	43	1	0	0	0	0	0	

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
0000	0	0	2	0	1	0	0	0	0	0	0	0
0100	0	0	1	0	0	0	0	0	0	0	0	0
0200	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	1	0	0	0	0	0	0	0
0400	0	0	0	0	1	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	2	3	0	0	0	0	0	0	0	0
0700	0	0	8	14	2	0	0	0	0	0	0	0
0800	0	3	14	19	2	0	0	0	0	0	0	0
0900	0	1	13	14	1	0	0	0	0	0	0	0
1000	0	1	8	29	7	1	0	0	0	0	0	0
1100	0	1	10	12	7	0	0	0	0	0	0	0
1200	0	1	13	18	5	1	0	0	0	0	0	0
1300	1	1	7	21	4	0	0	0	0	0	0	0
1400	0	8	15	12	4	1	0	0	0	0	0	0
1500	0	0	18	19	0	0	0	0	0	0	0	0
1600	1	3	22	19	1	0	0	0	0	0	0	0
1700	0	4	21	19	4	1	0	0	0	0	0	0
1800	1	4	24	6	2	0	0	0	0	0	0	0
1900	0	4	15	15	0	0	0	0	0	0	0	0
2000	0	2	8	9	2	0	0	0	0	0	0	0
2100	0	0	4	1	1	0	0	0	0	0	0	0
2200	0	2	7	4	0	0	0	0	0	0	0	0
2300	0	0	4	1	1	0	0	0	0	0	0	0
07-19	3	27	173	202	39	4	0	0	0	0	0	0
06-22	4	33	202	230	42	4	0	0	0	0	0	0
06-00	4	35	213	235	43	4	0	0	0	0	0	0
00-00	4	35	216	236	46	4	0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 45 DFT	JSL2% 45 DFT
0	0	20 -		0	0	0	0	0	0
0	0	18.2 -		0	0	0	0	0	0
0	0	21.4 -		0	0	0	0	0	0
0	0	29.7 -		0	0	0	0	0	0
0	0	26.1 -		0	0	0	0	0	0
0	0 -	-		0	0	0	0	0	0
0	0	18.4 -		0	0	0	0	0	0
0	0	21.2	23.3	0	0	0	0	0	0
0	0	19.9	23.5	0	0	0	0	0	0
0	0	20.2	23.7	0	0	0	0	0	0
0	0	22.4	24.8	1	2.2	0	0	0	0
0	0	21.5	25.7	0	0	0	0	0	0
0	0	21.7	24.8	1	2.6	0	0	0	0
0	0	21	24.2	0	0	0	0	0	0
0	0	19.3	23.9	1	2.5	0	0	0	0
0	0	19.8	22.6	0	0	0	0	0	0
0	0	19.2	22.8	0	0	0	0	0	0
0	0	20.3	23.7	1	2	0	0	0	0
0	0	18.4	20.4	0	0	0	0	0	0
0	0	18.9	21.9	0	0	0	0	0	0
0	0	20.1	24.6	0	0	0	0	0	0
0	0	20.7 -		0	0	0	0	0	0
0	0	18.6	21.7	0	0	0	0	0	0
0	0	20.7 -		0	0	0	0	0	0
0	0	20.4	23.9	4	0.9	0	0	0	0
0	0	20.2	23.7	4	0.8	0	0	0	0
0	0	20.2	23.7	4	0.7	0	0	0	0
0	0	20.2	23.7	4	0.7	0	0	0	0

Virtual Day (Partial days = 8.79167)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
0000	2	0	2	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	
0300	2	0	1	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	
0600	4	0	3	0	1	0	0	0	0	0	0	
0700	16	0	16	0	0	0	0	0	0	0	0	
0800	35	0	32	0	2	0	0	0	0	0	0	
0900	30	0	28	0	2	0	0	0	0	0	0	
1000	29	0	26	0	3	0	0	0	0	0	0	
1100	31	1	28	0	3	0	0	0	0	0	0	
1200	33	0	29	0	3	0	0	0	0	0	0	
1300	32	1	30	0	2	0	0	0	0	0	0	
1400	35	0	32	0	3	0	0	0	0	0	0	
1500	41	1	38	0	2	0	0	0	0	0	0	
1600	47	0	41	0	5	0	0	0	0	0	0	
1700	38	1	34	0	3	0	0	0	0	0	0	
1800	28	0	26	0	1	0	0	0	0	0	0	
1900	24	0	23	0	1	0	0	0	0	0	0	
2000	15	0	14	0	1	0	0	0	0	0	0	
2100	10	0	10	0	0	0	0	0	0	0	0	
2200	8	0	7	0	1	0	0	0	0	0	0	
2300	4	0	3	0	0	0	0	0	0	0	0	

Virtual Week (Partial weeks = 1.28571)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
Mon	480	10	421	0	49	0	0	0	0	0	0	
Tue	486	4	442	0	37	3	0	0	0	0	0	
Wed	523	11	468	1	41	1	1	0	0	0	0	
Thu	489	6	447	1	35	1	0	0	0	0	0	
Fri	533	4	488	0	41	1	0	0	0	0	0	
Sat	371	8	348	1	14	0	0	0	0	0	0	
Sun	279	2	266	0	11	0	0	0	0	0	0	

Grand Total

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Fix1
--	4182	55	3814	3	303	6	1	0	0	0	0	

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
0000	0	0	2	0	0	0	0	0	0	0	0	0
0100	0	0	0	1	0	0	0	0	0	0	0	0
0200	0	0	1	1	0	0	0	0	0	0	0	0
0300	0	0	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	1	1	1	0	0	0	0	0	0	0	0
0700	0	1	6	9	1	0	0	0	0	0	0	0
0800	0	2	11	16	5	0	0	0	0	0	0	0
0900	0	1	10	15	3	0	0	0	0	0	0	0
1000	0	1	9	16	2	0	0	0	0	0	0	0
1100	0	1	10	16	4	0	0	0	0	0	0	0
1200	0	2	10	16	4	0	0	0	0	0	0	0
1300	1	2	9	17	4	0	0	0	0	0	0	0
1400	0	4	11	16	3	0	0	0	0	0	0	0
1500	0	2	16	19	4	0	0	0	0	0	0	0
1600	0	3	18	22	4	0	0	0	0	0	0	0
1700	0	3	15	17	3	0	0	0	0	0	0	0
1800	0	2	11	12	2	0	0	0	0	0	0	0
1900	0	2	11	9	2	0	0	0	0	0	0	0
2000	0	1	6	7	1	0	0	0	0	0	0	0
2100	0	1	5	4	1	0	0	0	0	0	0	0
2200	0	0	4	3	1	0	0	0	0	0	0	0
2300	0	0	2	2	0	0	0	0	0	0	0	0

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
Mon	5	27	139	263	44	2	0	0	0	0	0	0
Tue	1	27	185	223	47	3	0	0	0	0	0	0
Wed	3	29	167	260	59	5	0	0	0	0	0	0
Thu	5	30	170	231	49	4	1	0	0	0	0	0
Fri	5	37	208	236	45	3	0	0	0	0	0	0
Sat	2	26	182	142	19	0	0	0	0	0	0	0
Sun	3	12	102	141	20	1	0	0	0	0	0	0

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
--	34	255	1529	1961	377	25	1	0	0	0	0	0

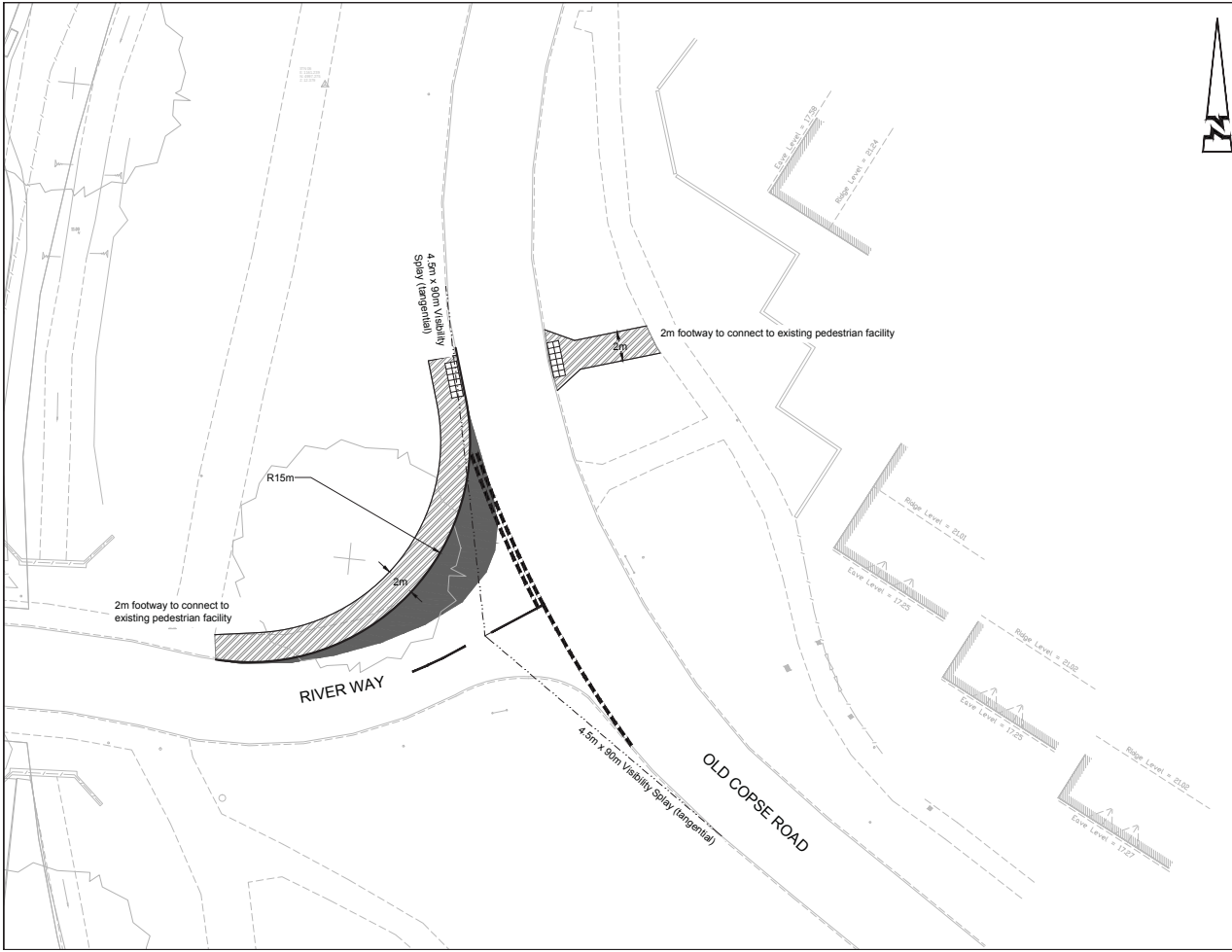
Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	19.3 -		0	0	0	0	0	0
0	0	18.8 -		0	0	0	0	0	0
0	0	20.8 -		0	0	0	0	0	0
0	0	18.6 -		0	0	0	0	0	0
0	0	25.7 -		0	0	0	0	0	0
0	0	19.5 -		0	0	0	0	0	0
0	0	18.3 -		0	0	0	0	0	0
0	0	20.2	23	0	0	0	0	0	0
0	0	20.8	24.8	0	0.6	0	0	0	0
0	0	20.9	24.2	0	0.4	0	0	0	0
0	0	21.2	24.4	0	1.2	0	0	0	0
0	0	21.2	24.4	0	1.4	0	0.4	0	0
0	0	21.1	24.4	0	1	0	0	0	0
0	0	20.9	24.6	0	1	0	0	0	0
0	0	20.3	24.2	0	1.3	0	0	0	0
0	0	20.4	23.7	0	0	0	0	0	0
0	0	20.2	23.5	0	0.5	0	0	0	0
0	0	20.1	23.7	0	0.9	0	0	0	0
0	0	20.1	23.9	0	0	0	0	0	0
0	0	19.9	23.3	0	0	0	0	0	0
0	0	20	23.3	0	0.7	0	0	0	0
0	0	19.6	22.8	0	0	0	0	0	0
0	0	19.8 -		0	0	0	0	0	0
0	0	20.6 -		0	0	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	20.9	24.2	2	0.4	0	0	0	0
0	0	20.6	24.2	3	0.6	0	0	0	0
0	0	21	24.6	5	1	0	0	0	0
0	0	20.6	24.4	5	0.9	1	0.1	0	0
0	0	20.2	23.7	3	0.6	0	0	0	0
0	0	19.5	22.8	0	0	0	0	0	0
0	0	20.4	23.5	1	0.4	0	0	0	0

Vbin 80 90	Vbin 90 100	Mean	Vpp 85	]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DFT	]SL2% 45 DFT
0	0	20.5	23.9	26	0.6	1	0	0	0



Appendix G – Improved Site Access Drawing



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NOTES

1. Priority junction road markings to be provided to TSRGD 2002 diagram numbers as indicated
2. All proposed works to be undertaken in accordance with HCC standard details

KEY

- Carriageway widening at access
- Footway construction to HCC9/C/045C
- Uncontrolled pedestrian tactile crossing to HCC9/C/0608

Client: HAMPSHIRE LIVING SPACE

Project: HAVANT HEALTH AND WELLBEING CAMPUS

Title: RIVERWAY IMPROVEMENTS

Status: FOR PLANNING

Scale: 1:250 @ A3	Date: MARCH 15	Drawn: BA	Checked: LPA
Drawing No: A048-020			Revision: PO



Appendix H – Vehicular Swept Path Drawing

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HGV Delivery Vehicle (at site)
Overall Length 12.00m
Overall Width 2.50m
Overall Height 3.00m
Wheelbase 3.00m
Turn to Right Swept Radius 12.00m



Operating Vehicle (at site)
Overall Length 12.00m
Overall Width 2.50m
Overall Height 3.00m
Wheelbase 3.00m
Turn to Right Swept Radius 12.00m



Standard Design Vehicle (SDV)
Overall Length 8.00m
Overall Width 2.50m
Overall Height 3.00m
Wheelbase 3.00m
Turn to Right Swept Radius 8.00m

CAR SWEEP PATHS

FIRE TENDER SWEEP PATHS

REFUSE VEHICLE SWEEP PATHS

ABLEY LETCHFORD PARTNERSHIP
Architects
Avenue 2, Elton Park, Elton Lane
Maidenhead, Berkshire SL6 2JG
www.abley.co.uk Tel: 01628 50956

HAMPSHIRE LIVING SPACE

HAVANT HEALTH AND
WELLBEING CAMPUS

SWEEP PATH ANALYSIS

FOR PLANNING

1:500 @ A1	MAR 2015	LPA	SL
A048-002			P1



Appendix I – Site Access / Old Copse Road Assessment

Junctions 8					
PICADY 8 - Priority Intersection Module					
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2015					
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk					
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution					

Filename: Import of Site Access_Old Copse Road.arc8

Path: E:\Appendix I - Site Acces_Old Copse Road Capacity Assessment

Report generation date: 04/03/2015 20:57:32

- » Scenario 1, AM
- » Scenario 1, PM
- » Scenario 2, AM
- » Scenario 2, PM

Summary of junction performance

	AM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	Scenario 1				
Stream B-AC	0.00	0.00	0.00	A	0.00
Stream C-AB	0.00	0.00	0.00	A	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM " model duration: 07:45 - 09:15

"D2 - Scenario 1, PM" model duration: 16:45 - 18:15

"D3 - Scenario 2, AM" model duration: 07:45 - 09:15

"D4 - Scenario 2, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 04/03/2015 20:57:31

File summary

Title	Site Access / Old Copse Road Priority Junction
Location	Havant, Hampshire
Site Number	
Date	13/02/2015
Version	
Status	Final Version
Identifier	
Client	Ashley House PLC
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perMin	s	-Min	perMin

Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM	Scenario 1	AM	2014 Baseline AM Peak	Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Old Copse Road (South)		Major
B	B	Site Access		Minor
C	C	Old Copse Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	75.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.40										25	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	7.732	0.084	0.214	0.134	0.305
1	B-C	9.932	0.091	0.231	-	-
1	C-B	10.290	0.239	0.239	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.62	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	0.60	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	0.617
	B	0.000	0.000	0.000
	C	0.600	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	0.55	49.55	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	0.57	50.96	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.55	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.18	0.000	0.00	0.00	0.000	A
C-A	0.45	6.78	0.45	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.46	6.97	0.46	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.52	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.16	0.000	0.00	0.00	0.000	A
C-A	0.54	8.09	0.54	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.55	8.32	0.55	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.49	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.13	0.000	0.00	0.00	0.000	A
C-A	0.66	9.91	0.66	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.68	10.19	0.68	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.49	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.13	0.000	0.00	0.00	0.000	A
C-A	0.66	9.91	0.66	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.68	10.19	0.68	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.52	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.16	0.000	0.00	0.00	0.000	A
C-A	0.54	8.09	0.54	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.55	8.32	0.55	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.55	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.18	0.000	0.00	0.00	0.000	A
C-A	0.45	6.78	0.45	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.46	6.97	0.46	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Scenario 1, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationships
Scenario 1, PM	Scenario 1	PM	2014 Baseline PM Peak	Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Old Copse Road (South)		Major
B	B	Site Access		Minor
C	C	Old Copse Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	75.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.40										25	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	7.732	0.084	0.214	0.134	0.305
1	B-C	9.932	0.091	0.231	-	-
1	C-B	10.290	0.239	0.239	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.85	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	0.62	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	0.850
	B	0.000	0.000	0.000
	C	0.617	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.33	0.33	0.33
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	0.57	50.93	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	0.78	70.20	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.51	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.14	0.000	0.00	0.00	0.000	A
C-A	0.46	6.96	0.46	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.64	9.60	0.64	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.48	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.11	0.000	0.00	0.00	0.000	A
C-A	0.55	8.32	0.55	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.76	11.46	0.76	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.43	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.07	0.000	0.00	0.00	0.000	A
C-A	0.68	10.18	0.68	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.94	14.04	0.94	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.43	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.07	0.000	0.00	0.00	0.000	A
C-A	0.68	10.18	0.68	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.94	14.04	0.94	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.48	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.11	0.000	0.00	0.00	0.000	A
C-A	0.55	8.32	0.55	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.76	11.46	0.76	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	8.51	0.000	0.00	0.00	0.000	A
C-AB	0.00	0.00	0.00	0.00	10.14	0.000	0.00	0.00	0.000	A
C-A	0.46	6.96	0.46	0.00	-	-	-	-	-	-
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	0.64	9.60	0.64	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Scenario 2, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
Scenario 2, AM	Scenario 2	AM	2019 With Development AM Peak	Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		6.19	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Old Copse Road (South)		Major
B	B	Site Access		Minor
C	C	Old Copse Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	75.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.40										25	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	7.732	0.084	0.214	0.134	0.305
1	B-C	9.932	0.091	0.231	-	-
1	C-B	10.290	0.239	0.239	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.70	100.000
B	ONE HOUR	✓	0.20	100.000
C	ONE HOUR	✓	0.83	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.050	0.650
	B	0.030	0.000	0.170
	C	0.633	0.200	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.07	0.93
	B	0.15	0.00	0.85
	C	0.76	0.24	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.02	6.59	0.02	A	0.18	16.52	1.79	6.50	0.02	1.79	6.50
C-AB	0.02	5.81	0.03	A	0.19	17.51	1.91	6.56	0.02	1.91	6.56
C-A	-	-	-	-	0.57	51.29	-	-	-	-	-
A-B	-	-	-	-	0.05	4.13	-	-	-	-	-
A-C	-	-	-	-	0.60	53.68	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.15	2.26	0.15	0.00	9.38	0.016	0.00	0.02	6.496	A
C-AB	0.16	2.37	0.16	0.00	10.48	0.015	0.00	0.02	5.812	A
C-A	0.47	7.04	0.47	0.00	-	-	-	-	-	-
A-B	0.04	0.56	0.04	0.00	-	-	-	-	-	-
A-C	0.49	7.34	0.49	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.18	2.70	0.18	0.00	9.36	0.019	0.02	0.02	6.537	A
C-AB	0.19	2.85	0.19	0.00	10.52	0.018	0.02	0.02	5.809	A
C-A	0.56	8.38	0.56	0.00	-	-	-	-	-	-
A-B	0.04	0.67	0.04	0.00	-	-	-	-	-	-
A-C	0.58	8.77	0.58	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.22	3.30	0.22	0.00	9.32	0.024	0.02	0.02	6.593	A
C-AB	0.24	3.54	0.24	0.00	10.57	0.022	0.02	0.03	5.806	A
C-A	0.68	10.22	0.68	0.00	-	-	-	-	-	-
A-B	0.06	0.83	0.06	0.00	-	-	-	-	-	-
A-C	0.72	10.73	0.72	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.22	3.30	0.22	0.00	9.32	0.024	0.02	0.02	6.593	A
C-AB	0.24	3.54	0.24	0.00	10.57	0.022	0.03	0.03	5.809	A
C-A	0.68	10.22	0.68	0.00	-	-	-	-	-	-
A-B	0.06	0.83	0.06	0.00	-	-	-	-	-	-
A-C	0.72	10.73	0.72	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.18	2.70	0.18	0.00	9.36	0.019	0.02	0.02	6.540	A
C-AB	0.19	2.85	0.19	0.00	10.52	0.018	0.03	0.02	5.810	A
C-A	0.56	8.38	0.56	0.00	-	-	-	-	-	-
A-B	0.04	0.67	0.04	0.00	-	-	-	-	-	-
A-C	0.58	8.77	0.58	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.15	2.26	0.15	0.00	9.38	0.016	0.02	0.02	6.497	A
C-AB	0.16	2.37	0.16	0.00	10.48	0.015	0.02	0.02	5.813	A
C-A	0.47	7.04	0.47	0.00	-	-	-	-	-	-
A-B	0.04	0.56	0.04	0.00	-	-	-	-	-	-
A-C	0.49	7.34	0.49	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.24	0.02	6.496	A	A
C-AB	0.25	0.02	5.812	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.29	0.02	6.537	A	A
C-AB	0.31	0.02	5.809	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.35	0.02	6.593	A	A
C-AB	0.39	0.03	5.806	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.36	0.02	6.593	A	A
C-AB	0.39	0.03	5.809	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.30	0.02	6.540	A	A
C-AB	0.31	0.02	5.810	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.25	0.02	6.497	A	A
C-AB	0.26	0.02	5.813	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Scenario 2, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
Scenario 2, PM	Scenario 2	PM	2019 With Development PM Peak	Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		6.32	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Old Copse Road (South)		Major
B	B	Site Access		Minor
C	C	Old Copse Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	75.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.40										25	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	7.732	0.084	0.214	0.134	0.305
1	B-C	9.932	0.091	0.231	-	-
1	C-B	10.290	0.239	0.239	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.92	100.000
B	ONE HOUR	✓	0.28	100.000
C	ONE HOUR	✓	0.80	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.020	0.900
	B	0.030	0.000	0.250
	C	0.650	0.150	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.02	0.98
	B	0.11	0.00	0.89
	C	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.03	6.61	0.03	A	0.26	23.12	2.51	6.50	0.03	2.51	6.50
C-AB	0.02	5.81	0.02	A	0.15	13.15	1.43	6.54	0.02	1.43	6.54
C-A	-	-	-	-	0.59	52.91	-	-	-	-	-
A-B	-	-	-	-	0.02	1.65	-	-	-	-	-
A-C	-	-	-	-	0.83	74.33	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.21	3.16	0.21	0.00	9.46	0.022	0.00	0.02	6.483	A
C-AB	0.12	1.78	0.12	0.00	10.45	0.011	0.00	0.01	5.807	A
C-A	0.48	7.26	0.48	0.00	-	-	-	-	-	-
A-B	0.02	0.23	0.02	0.00	-	-	-	-	-	-
A-C	0.68	10.16	0.68	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.25	3.78	0.25	0.00	9.43	0.027	0.02	0.03	6.536	A
C-AB	0.14	2.14	0.14	0.00	10.48	0.014	0.01	0.02	5.803	A
C-A	0.58	8.65	0.58	0.00	-	-	-	-	-	-
A-B	0.02	0.27	0.02	0.00	-	-	-	-	-	-
A-C	0.81	12.14	0.81	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.31	4.62	0.31	0.00	9.38	0.033	0.03	0.03	6.610	A
C-AB	0.18	2.66	0.18	0.00	10.52	0.017	0.02	0.02	5.798	A
C-A	0.70	10.55	0.70	0.00	-	-	-	-	-	-
A-B	0.02	0.33	0.02	0.00	-	-	-	-	-	-
A-C	0.99	14.86	0.99	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.31	4.62	0.31	0.00	9.38	0.033	0.03	0.03	6.610	A
C-AB	0.18	2.66	0.18	0.00	10.52	0.017	0.02	0.02	5.801	A
C-A	0.70	10.55	0.70	0.00	-	-	-	-	-	-
A-B	0.02	0.33	0.02	0.00	-	-	-	-	-	-
A-C	0.99	14.86	0.99	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.25	3.78	0.25	0.00	9.43	0.027	0.03	0.03	6.539	A
C-AB	0.14	2.14	0.14	0.00	10.48	0.014	0.02	0.02	5.804	A
C-A	0.58	8.65	0.58	0.00	-	-	-	-	-	-
A-B	0.02	0.27	0.02	0.00	-	-	-	-	-	-
A-C	0.81	12.14	0.81	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.21	3.16	0.21	0.00	9.46	0.022	0.03	0.02	6.486	A
C-AB	0.12	1.78	0.12	0.00	10.45	0.011	0.02	0.01	5.808	A
C-A	0.48	7.26	0.48	0.00	-	-	-	-	-	-
A-B	0.02	0.23	0.02	0.00	-	-	-	-	-	-
A-C	0.68	10.16	0.68	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.33	0.02	6.483	A	A
C-AB	0.19	0.01	5.807	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.40	0.03	6.536	A	A
C-AB	0.23	0.02	5.803	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.50	0.03	6.610	A	A
C-AB	0.29	0.02	5.798	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.51	0.03	6.610	A	A
C-AB	0.30	0.02	5.801	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.42	0.03	6.539	A	A
C-AB	0.23	0.02	5.804	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.35	0.02	6.486	A	A
C-AB	0.19	0.01	5.808	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



Appendix J – Old Copse Road / Crossland Drive Assessment

Junctions 8					
PICADY 8 - Priority Intersection Module					
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Filename: Import of Old Copse Road_Crossland Drive.arc8

Path: E:\Appendix J - Old Copse Road_Crossland Drive Capacity Assessment

Report generation date: 04/03/2015 21:00:42

- » Scenario 1, AM
- » Scenario 1, PM
- » Scenario 2, AM
- » Scenario 2, PM

Summary of junction performance

	AM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	Scenario 1				
Stream B-AC	0.10	8.76	0.09	A	7.76
Stream C-AB	0.04	6.01	0.04	A	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM " model duration: 07:45 - 09:15

"D2 - Scenario 1, PM" model duration: 16:45 - 18:15

"D3 - Scenario 2, AM" model duration: 07:45 - 09:15

"D4 - Scenario 2, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 04/03/2015 21:00:41

File summary

Title	Old Copse Road / Crossland Drive Priority Junction
Location	Havant, Hampshire
Site Number	
Date	13/02/2015
Version	
Status	Final Version
Identifier	
Client	Ashley House PLC
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perMin	s	-Min	perMin

Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM	Scenario 1	AM	2014 Baseline AM Peak	Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		7.76	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Crossland Drive (East)		Major
B	B	Old Copse Road		Minor
C	C	Crossland Drive (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.70		0.00	✓	3.50	120.00	✓	8.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.40										25	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	8.709	0.084	0.212	0.134	0.303
1	B-C	11.186	0.091	0.230	-	-
1	C-B	12.242	0.251	0.251	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	6.80	100.000
B	ONE HOUR	✓	0.62	100.000
C	ONE HOUR	✓	7.05	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.250	6.550
	B	0.283	0.000	0.333
	C	6.700	0.350	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.04	0.96
	B	0.46	0.00	0.54
	C	0.95	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.09	8.76	0.10	A	0.57	50.93	6.92	8.16	0.08	6.92	8.16
C-AB	0.04	6.01	0.04	A	0.32	28.90	2.80	5.81	0.03	2.80	5.82
C-A	-	-	-	-	6.15	553.32	-	-	-	-	-
A-B	-	-	-	-	0.23	20.65	-	-	-	-	-
A-C	-	-	-	-	6.01	540.94	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.46	6.96	0.46	0.00	8.30	0.056	0.00	0.06	7.652	A
C-AB	0.26	3.95	0.26	0.00	10.96	0.024	0.00	0.02	5.610	A
C-A	5.04	75.66	5.04	0.00	-	-	-	-	-	-
A-B	0.19	2.82	0.19	0.00	-	-	-	-	-	-
A-C	4.93	73.97	4.93	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.55	8.32	0.55	0.00	7.98	0.069	0.06	0.07	8.079	A
C-AB	0.31	4.72	0.31	0.00	10.71	0.029	0.02	0.03	5.773	A
C-A	6.02	90.35	6.02	0.00	-	-	-	-	-	-
A-B	0.22	3.37	0.22	0.00	-	-	-	-	-	-
A-C	5.89	88.32	5.89	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.68	10.18	0.68	0.00	7.53	0.090	0.07	0.10	8.752	A
C-AB	0.39	5.78	0.38	0.00	10.36	0.037	0.03	0.04	6.013	A
C-A	7.38	110.65	7.38	0.00	-	-	-	-	-	-
A-B	0.28	4.13	0.28	0.00	-	-	-	-	-	-
A-C	7.21	108.18	7.21	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.68	10.18	0.68	0.00	7.53	0.090	0.10	0.10	8.756	A
C-AB	0.39	5.78	0.39	0.00	10.36	0.037	0.04	0.04	6.013	A
C-A	7.38	110.65	7.38	0.00	-	-	-	-	-	-
A-B	0.28	4.13	0.28	0.00	-	-	-	-	-	-
A-C	7.21	108.18	7.21	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.55	8.32	0.56	0.00	7.98	0.069	0.10	0.08	8.085	A
C-AB	0.31	4.72	0.32	0.00	10.71	0.029	0.04	0.03	5.773	A
C-A	6.02	90.35	6.02	0.00	-	-	-	-	-	-
A-B	0.22	3.37	0.22	0.00	-	-	-	-	-	-
A-C	5.89	88.32	5.89	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.46	6.96	0.47	0.00	8.30	0.056	0.08	0.06	7.660	A
C-AB	0.26	3.95	0.26	0.00	10.96	0.024	0.03	0.02	5.613	A
C-A	5.04	75.66	5.04	0.00	-	-	-	-	-	-
A-B	0.19	2.82	0.19	0.00	-	-	-	-	-	-
A-C	4.93	73.97	4.93	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.85	0.06	7.652	A	A
C-AB	0.36	0.02	5.610	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.09	0.07	8.079	A	A
C-AB	0.45	0.03	5.773	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.44	0.10	8.752	A	A
C-AB	0.58	0.04	6.013	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.48	0.10	8.756	A	A
C-AB	0.58	0.04	6.013	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.16	0.08	8.085	A	A
C-AB	0.46	0.03	5.773	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.92	0.06	7.660	A	A
C-AB	0.37	0.02	5.613	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Scenario 1, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationships
Scenario 1, PM	Scenario 1	PM	2014 Baseline PM Peak	Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		8.40	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Crossland Drive (East)		Major
B	B	Old Copse Road		Minor
C	C	Crossland Drive (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.70		0.00	✓	3.50	120.00	✓	8.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.40										25	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	8.709	0.084	0.212	0.134	0.303
1	B-C	11.186	0.091	0.230	-	-
1	C-B	12.242	0.251	0.251	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	8.38	100.000
B	ONE HOUR	✓	0.85	100.000
C	ONE HOUR	✓	5.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.333	8.050
	B	0.350	0.000	0.500
	C	4.717	0.283	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.04	0.96
	B	0.41	0.00	0.59
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.12	9.12	0.14	A	0.78	70.20	9.84	8.41	0.11	9.84	8.41
C-AB	0.03	6.24	0.03	A	0.26	23.40	2.34	6.00	0.03	2.34	6.00
C-A	-	-	-	-	4.33	389.53	-	-	-	-	-
A-B	-	-	-	-	0.31	27.53	-	-	-	-	-
A-C	-	-	-	-	7.39	664.81	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.64	9.60	0.63	0.00	8.32	0.077	0.00	0.08	7.801	A
C-AB	0.21	3.20	0.21	0.00	10.66	0.020	0.00	0.02	5.744	A
C-A	3.55	53.26	3.55	0.00	-	-	-	-	-	-
A-B	0.25	3.76	0.25	0.00	-	-	-	-	-	-
A-C	6.06	90.91	6.06	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.76	11.46	0.76	0.00	7.98	0.096	0.08	0.10	8.306	A
C-AB	0.25	3.82	0.25	0.00	10.35	0.025	0.02	0.03	5.943	A
C-A	4.24	63.60	4.24	0.00	-	-	-	-	-	-
A-B	0.30	4.49	0.30	0.00	-	-	-	-	-	-
A-C	7.24	108.55	7.24	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.94	14.04	0.93	0.00	7.52	0.125	0.10	0.14	9.112	A
C-AB	0.31	4.68	0.31	0.00	9.92	0.031	0.03	0.03	6.241	A
C-A	5.19	77.90	5.19	0.00	-	-	-	-	-	-
A-B	0.37	5.51	0.37	0.00	-	-	-	-	-	-
A-C	8.86	132.95	8.86	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.94	14.04	0.94	0.00	7.52	0.125	0.14	0.14	9.118	A
C-AB	0.31	4.68	0.31	0.00	9.92	0.031	0.03	0.03	6.241	A
C-A	5.19	77.90	5.19	0.00	-	-	-	-	-	-
A-B	0.37	5.51	0.37	0.00	-	-	-	-	-	-
A-C	8.86	132.95	8.86	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.76	11.46	0.77	0.00	7.98	0.096	0.14	0.11	8.315	A
C-AB	0.25	3.82	0.26	0.00	10.35	0.025	0.03	0.03	5.943	A
C-A	4.24	63.60	4.24	0.00	-	-	-	-	-	-
A-B	0.30	4.49	0.30	0.00	-	-	-	-	-	-
A-C	7.24	108.55	7.24	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.64	9.60	0.64	0.00	8.32	0.077	0.11	0.08	7.816	A
C-AB	0.21	3.20	0.21	0.00	10.66	0.020	0.03	0.02	5.745	A
C-A	3.55	53.26	3.55	0.00	-	-	-	-	-	-
A-B	0.25	3.76	0.25	0.00	-	-	-	-	-	-
A-C	6.06	90.91	6.06	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.20	0.08	7.801	A	A
C-AB	0.30	0.02	5.744	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.54	0.10	8.306	A	A
C-AB	0.38	0.03	5.943	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.06	0.14	9.112	A	A
C-AB	0.48	0.03	6.241	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.12	0.14	9.118	A	A
C-AB	0.49	0.03	6.241	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.64	0.11	8.315	A	A
C-AB	0.38	0.03	5.943	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.29	0.09	7.816	A	A
C-AB	0.31	0.02	5.745	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Scenario 2, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
Scenario 2, AM	Scenario 2	AM	2019 With Development AM Peak	Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		8.21	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Crossland Drive (East)		Major
B	B	Old Copse Road		Minor
C	C	Crossland Drive (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.70		0.00	✓	3.50	120.00	✓	8.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.40										25	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	8.709	0.084	0.212	0.134	0.303
1	B-C	11.186	0.091	0.230	-	-
1	C-B	12.242	0.251	0.251	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	7.34	100.000
B	ONE HOUR	✓	0.82	100.000
C	ONE HOUR	✓	7.58	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.370	6.967
	B	0.383	0.000	0.433
	C	7.117	0.466	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.05	0.95
	B	0.47	0.00	0.53
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.12	9.36	0.14	A	0.75	67.39	9.67	8.61	0.11	9.67	8.61
C-AB	0.05	6.18	0.05	A	0.43	38.48	3.82	5.95	0.04	3.82	5.95
C-A	-	-	-	-	6.53	587.76	-	-	-	-	-
A-B	-	-	-	-	0.34	30.56	-	-	-	-	-
A-C	-	-	-	-	6.39	575.37	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.61	9.21	0.61	0.00	8.14	0.075	0.00	0.08	7.960	A
C-AB	0.35	5.26	0.35	0.00	10.85	0.032	0.00	0.03	5.709	A
C-A	5.36	80.37	5.36	0.00	-	-	-	-	-	-
A-B	0.28	4.18	0.28	0.00	-	-	-	-	-	-
A-C	5.25	78.68	5.25	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.73	11.00	0.73	0.00	7.79	0.094	0.08	0.10	8.493	A
C-AB	0.42	6.28	0.42	0.00	10.59	0.040	0.03	0.04	5.901	A
C-A	6.40	95.97	6.40	0.00	-	-	-	-	-	-
A-B	0.33	4.99	0.33	0.00	-	-	-	-	-	-
A-C	6.26	93.95	6.26	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.90	13.48	0.90	0.00	7.31	0.123	0.10	0.14	9.356	A
C-AB	0.51	7.70	0.51	0.00	10.21	0.050	0.04	0.05	6.185	A
C-A	7.84	117.54	7.84	0.00	-	-	-	-	-	-
A-B	0.41	6.11	0.41	0.00	-	-	-	-	-	-
A-C	7.67	115.06	7.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.90	13.48	0.90	0.00	7.31	0.123	0.14	0.14	9.361	A
C-AB	0.51	7.70	0.51	0.00	10.21	0.050	0.05	0.05	6.185	A
C-A	7.84	117.54	7.84	0.00	-	-	-	-	-	-
A-B	0.41	6.11	0.41	0.00	-	-	-	-	-	-
A-C	7.67	115.06	7.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.73	11.00	0.74	0.00	7.79	0.094	0.14	0.10	8.504	A
C-AB	0.42	6.28	0.42	0.00	10.59	0.040	0.05	0.04	5.902	A
C-A	6.40	95.97	6.40	0.00	-	-	-	-	-	-
A-B	0.33	4.99	0.33	0.00	-	-	-	-	-	-
A-C	6.26	93.95	6.26	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.61	9.21	0.62	0.00	8.14	0.075	0.10	0.08	7.976	A
C-AB	0.35	5.26	0.35	0.00	10.85	0.032	0.04	0.03	5.712	A
C-A	5.36	80.37	5.36	0.00	-	-	-	-	-	-
A-B	0.28	4.18	0.28	0.00	-	-	-	-	-	-
A-C	5.25	78.68	5.25	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.17	0.08	7.960	A	A
C-AB	0.49	0.03	5.709	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.51	0.10	8.493	A	A
C-AB	0.62	0.04	5.901	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.02	0.13	9.356	A	A
C-AB	0.79	0.05	6.185	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.09	0.14	9.361	A	A
C-AB	0.79	0.05	6.185	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.62	0.11	8.504	A	A
C-AB	0.62	0.04	5.902	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.26	0.08	7.976	A	A
C-AB	0.50	0.03	5.712	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Scenario 2, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
Scenario 2, PM	Scenario 2	PM	2019 With Development PM Peak	Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		9.00	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Crossland Drive (East)		Major
B	B	Old Copse Road		Minor
C	C	Crossland Drive (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.70		0.00	✓	3.50	120.00	✓	8.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.40										25	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	8.709	0.084	0.212	0.134	0.303
1	B-C	11.186	0.091	0.230	-	-
1	C-B	12.242	0.251	0.251	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	9.03	100.000
B	ONE HOUR	✓	1.15	100.000
C	ONE HOUR	✓	5.38	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.450	8.583
	B	0.450	0.000	0.700
	C	5.033	0.350	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.05	0.95
	B	0.39	0.00	0.61
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.17	9.79	0.21	A	1.06	94.97	14.07	8.89	0.16	14.07	8.89
C-AB	0.04	6.41	0.04	A	0.32	28.90	2.95	6.13	0.03	2.95	6.13
C-A	-	-	-	-	4.62	415.65	-	-	-	-	-
A-B	-	-	-	-	0.41	37.16	-	-	-	-	-
A-C	-	-	-	-	7.88	708.83	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.87	12.99	0.86	0.00	8.25	0.105	0.00	0.12	8.103	A
C-AB	0.26	3.95	0.26	0.00	10.53	0.025	0.00	0.03	5.841	A
C-A	3.79	56.84	3.79	0.00	-	-	-	-	-	-
A-B	0.34	5.08	0.34	0.00	-	-	-	-	-	-
A-C	6.46	96.93	6.46	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	1.03	15.51	1.03	0.00	7.90	0.131	0.12	0.15	8.738	A
C-AB	0.31	4.72	0.31	0.00	10.20	0.031	0.03	0.03	6.067	A
C-A	4.52	67.87	4.52	0.00	-	-	-	-	-	-
A-B	0.40	6.07	0.40	0.00	-	-	-	-	-	-
A-C	7.72	115.74	7.72	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	1.27	18.99	1.26	0.00	7.39	0.171	0.15	0.20	9.781	A
C-AB	0.39	5.78	0.38	0.00	9.74	0.040	0.03	0.04	6.410	A
C-A	5.54	83.12	5.54	0.00	-	-	-	-	-	-
A-B	0.50	7.43	0.50	0.00	-	-	-	-	-	-
A-C	9.45	141.75	9.45	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	1.27	18.99	1.27	0.00	7.39	0.171	0.20	0.21	9.793	A
C-AB	0.39	5.78	0.39	0.00	9.74	0.040	0.04	0.04	6.410	A
C-A	5.54	83.12	5.54	0.00	-	-	-	-	-	-
A-B	0.50	7.43	0.50	0.00	-	-	-	-	-	-
A-C	9.45	141.75	9.45	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	1.03	15.51	1.04	0.00	7.90	0.131	0.21	0.15	8.755	A
C-AB	0.31	4.72	0.32	0.00	10.20	0.031	0.04	0.03	6.070	A
C-A	4.52	67.87	4.52	0.00	-	-	-	-	-	-
A-B	0.40	6.07	0.40	0.00	-	-	-	-	-	-
A-C	7.72	115.74	7.72	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.87	12.99	0.87	0.00	8.25	0.105	0.15	0.12	8.125	A
C-AB	0.26	3.95	0.26	0.00	10.53	0.025	0.03	0.03	5.844	A
C-A	3.79	56.84	3.79	0.00	-	-	-	-	-	-
A-B	0.34	5.08	0.34	0.00	-	-	-	-	-	-
A-C	6.46	96.93	6.46	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.68	0.11	8.103	A	A
C-AB	0.38	0.03	5.841	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.18	0.15	8.738	A	A
C-AB	0.48	0.03	6.067	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.97	0.20	9.781	A	A
C-AB	0.61	0.04	6.410	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.07	0.20	9.793	A	A
C-AB	0.62	0.04	6.410	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.35	0.16	8.755	A	A
C-AB	0.48	0.03	6.070	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.82	0.12	8.125	A	A
C-AB	0.39	0.03	5.844	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-



Appendix K –Leigh Road / Lavant Drive Assessment

Junctions 8	
PICADY 8 - Priority Intersection Module	
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2015	
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Filename: Import of Leigh Road_Lavant Drive.arc8
Path: E:\Appendix K - Leigh Road_Lavant Drive Capacity Assessment
Report generation date: 04/03/2015 21:03:18

- » Scenario 1, AM
- » Scenario 1, PM
- » Scenario 2, AM
- » Scenario 2, PM

Summary of junction performance

	AM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	Scenario 1				
Stream B-AC	0.03	7.38	0.03	A	6.85
Stream C-AB	0.02	6.01	0.01	A	
Stream C-A	-	-	-	-	
Stream A-B	-	-	-	-	
Stream A-C	-	-	-	-	

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - Scenario 1, AM " model duration: 07:45 - 09:15

"D2 - Scenario 1, PM" model duration: 16:45 - 18:15

"D3 - Scenario 2, AM" model duration: 07:45 - 09:15

"D4 - Scenario 2, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 04/03/2015 21:03:17

File summary

Title	Leigh Road / Lavant Drive Priority Junction
Location	Havant, Hampshire
Site Number	
Date	13/02/2015
Version	
Status	Final Version
Identifier	
Client	Ashley House PLC
Jobnumber	
Enumerator	
Description	

Analysis Options

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

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perMin	s	-Min	perMin

Scenario 1, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
Scenario 1, AM	Scenario 1	AM	2014 Baseline AM Peak	Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		6.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lavant Drive (West)		Major
B	B	Leigh Road		Minor
C	C	Lavant Drive (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	36.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	7.326	0.080	0.202	0.127	0.289
1	B-C	9.566	0.088	0.222	-	-
1	C-B	9.914	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1.40	100.000
B	ONE HOUR	✓	0.20	100.000
C	ONE HOUR	✓	0.92	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.517	0.883
	B	0.067	0.000	0.133
	C	0.800	0.117	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.37	0.63
	B	0.33	0.00	0.67
	C	0.87	0.13	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.03	7.38	0.03	A	0.18	16.52	2.00	7.25	0.02	2.00	7.25
C-AB	0.01	6.01	0.02	A	0.12	10.41	1.15	6.62	0.01	1.15	6.62
C-A	-	-	-	-	0.73	65.30	-	-	-	-	-
A-B	-	-	-	-	0.47	42.67	-	-	-	-	-
A-C	-	-	-	-	0.81	72.95	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.15	2.26	0.15	0.00	8.46	0.018	0.00	0.02	7.223	A
C-AB	0.09	1.40	0.09	0.00	10.08	0.009	0.00	0.01	6.008	A
C-A	0.60	8.95	0.60	0.00	-	-	-	-	-	-
A-B	0.39	5.83	0.39	0.00	-	-	-	-	-	-
A-C	0.67	9.98	0.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.18	2.70	0.18	0.00	8.41	0.021	0.02	0.02	7.288	A
C-AB	0.11	1.69	0.11	0.00	10.11	0.011	0.01	0.01	6.000	A
C-A	0.71	10.67	0.71	0.00	-	-	-	-	-	-
A-B	0.46	6.97	0.46	0.00	-	-	-	-	-	-
A-C	0.79	11.91	0.79	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.22	3.30	0.22	0.00	8.35	0.026	0.02	0.03	7.379	A
C-AB	0.14	2.11	0.14	0.00	10.16	0.014	0.01	0.02	5.988	A
C-A	0.87	13.03	0.87	0.00	-	-	-	-	-	-
A-B	0.57	8.53	0.57	0.00	-	-	-	-	-	-
A-C	0.97	14.59	0.97	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.22	3.30	0.22	0.00	8.35	0.026	0.03	0.03	7.379	A
C-AB	0.14	2.11	0.14	0.00	10.16	0.014	0.02	0.02	5.991	A
C-A	0.87	13.03	0.87	0.00	-	-	-	-	-	-
A-B	0.57	8.53	0.57	0.00	-	-	-	-	-	-
A-C	0.97	14.59	0.97	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.18	2.70	0.18	0.00	8.41	0.021	0.03	0.02	7.288	A
C-AB	0.11	1.69	0.11	0.00	10.11	0.011	0.02	0.01	6.000	A
C-A	0.71	10.67	0.71	0.00	-	-	-	-	-	-
A-B	0.46	6.97	0.46	0.00	-	-	-	-	-	-
A-C	0.79	11.91	0.79	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.15	2.26	0.15	0.00	8.46	0.018	0.02	0.02	7.224	A
C-AB	0.09	1.40	0.09	0.00	10.08	0.009	0.01	0.01	6.010	A
C-A	0.60	8.95	0.60	0.00	-	-	-	-	-	-
A-B	0.39	5.83	0.39	0.00	-	-	-	-	-	-
A-C	0.67	9.98	0.67	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.26	0.02	7.223	A	A
C-AB	0.15	0.01	6.008	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.32	0.02	7.288	A	A
C-AB	0.19	0.01	6.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.40	0.03	7.379	A	A
C-AB	0.24	0.02	5.988	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.40	0.03	7.379	A	A
C-AB	0.24	0.02	5.991	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.34	0.02	7.288	A	A
C-AB	0.19	0.01	6.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.28	0.02	7.224	A	A
C-AB	0.15	0.01	6.010	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Scenario 1, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationships
Scenario 1, PM	Scenario 1	PM	2014 Baseline PM Peak	Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		8.26	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lavant Drive (West)		Major
B	B	Leigh Road		Minor
C	C	Lavant Drive (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	36.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	7.326	0.080	0.202	0.127	0.289
1	B-C	9.566	0.088	0.222	-	-
1	C-B	9.914	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.70	100.000
B	ONE HOUR	✓	0.38	100.000
C	ONE HOUR	✓	0.53	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.117	0.583
	B	0.267	0.000	0.117
	C	0.533	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.17	0.83
	B	0.70	0.00	0.30
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.05	8.26	0.06	A	0.35	31.66	4.27	8.09	0.05	4.27	8.09
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	0.49	44.05	-	-	-	-	-
A-B	-	-	-	-	0.11	9.64	-	-	-	-	-
A-C	-	-	-	-	0.54	48.17	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.29	4.33	0.29	0.00	7.75	0.037	0.00	0.04	8.038	A
C-AB	0.00	0.00	0.00	0.00	9.79	0.000	0.00	0.00	0.000	A
C-A	0.40	6.02	0.40	0.00	-	-	-	-	-	-
A-B	0.09	1.32	0.09	0.00	-	-	-	-	-	-
A-C	0.44	6.59	0.44	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.34	5.17	0.34	0.00	7.72	0.045	0.04	0.05	8.134	A
C-AB	0.00	0.00	0.00	0.00	9.77	0.000	0.00	0.00	0.000	A
C-A	0.48	7.19	0.48	0.00	-	-	-	-	-	-
A-B	0.10	1.57	0.10	0.00	-	-	-	-	-	-
A-C	0.52	7.87	0.52	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.42	6.33	0.42	0.00	7.68	0.055	0.05	0.06	8.261	A
C-AB	0.00	0.00	0.00	0.00	9.74	0.000	0.00	0.00	0.000	A
C-A	0.59	8.81	0.59	0.00	-	-	-	-	-	-
A-B	0.13	1.93	0.13	0.00	-	-	-	-	-	-
A-C	0.64	9.63	0.64	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.42	6.33	0.42	0.00	7.68	0.055	0.06	0.06	8.263	A
C-AB	0.00	0.00	0.00	0.00	9.74	0.000	0.00	0.00	0.000	A
C-A	0.59	8.81	0.59	0.00	-	-	-	-	-	-
A-B	0.13	1.93	0.13	0.00	-	-	-	-	-	-
A-C	0.64	9.63	0.64	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.34	5.17	0.35	0.00	7.72	0.045	0.06	0.05	8.137	A
C-AB	0.00	0.00	0.00	0.00	9.77	0.000	0.00	0.00	0.000	A
C-A	0.48	7.19	0.48	0.00	-	-	-	-	-	-
A-B	0.10	1.57	0.10	0.00	-	-	-	-	-	-
A-C	0.52	7.87	0.52	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.29	4.33	0.29	0.00	7.75	0.037	0.05	0.04	8.046	A
C-AB	0.00	0.00	0.00	0.00	9.79	0.000	0.00	0.00	0.000	A
C-A	0.40	6.02	0.40	0.00	-	-	-	-	-	-
A-B	0.09	1.32	0.09	0.00	-	-	-	-	-	-
A-C	0.44	6.59	0.44	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.56	0.04	8.038	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.68	0.05	8.134	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.85	0.06	8.261	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.87	0.06	8.263	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.72	0.05	8.137	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.60	0.04	8.046	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Scenario 2, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
Scenario 2, AM	Scenario 2	AM	2019 With Development AM Peak	Varies by Arm	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		6.86	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lavant Drive (West)		Major
B	B	Leigh Road		Minor
C	C	Lavant Drive (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	36.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	7.326	0.080	0.202	0.127	0.289
1	B-C	9.566	0.088	0.222	-	-
1	C-B	9.914	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1.53	100.000
B	ONE HOUR	✓	0.22	100.000
C	ONE HOUR	✓	1.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.550	0.980
	B	0.067	0.000	0.150
	C	0.883	0.117	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.36	0.64
	B	0.31	0.00	0.69
	C	0.88	0.12	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.03	7.37	0.03	A	0.20	17.92	2.16	7.23	0.02	2.16	7.23
C-AB	0.01	6.00	0.02	A	0.12	10.52	1.16	6.61	0.01	1.16	6.61
C-A	-	-	-	-	0.80	72.06	-	-	-	-	-
A-B	-	-	-	-	0.50	45.42	-	-	-	-	-
A-C	-	-	-	-	0.90	80.93	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.16	2.45	0.16	0.00	8.50	0.019	0.00	0.02	7.199	A
C-AB	0.09	1.41	0.09	0.00	10.10	0.009	0.00	0.01	5.996	A
C-A	0.66	9.88	0.66	0.00	-	-	-	-	-	-
A-B	0.41	6.21	0.41	0.00	-	-	-	-	-	-
A-C	0.74	11.07	0.74	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.20	2.93	0.19	0.00	8.45	0.023	0.02	0.02	7.269	A
C-AB	0.11	1.71	0.11	0.00	10.14	0.011	0.01	0.01	5.986	A
C-A	0.78	11.77	0.78	0.00	-	-	-	-	-	-
A-B	0.49	7.42	0.49	0.00	-	-	-	-	-	-
A-C	0.88	13.22	0.88	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.24	3.58	0.24	0.00	8.38	0.029	0.02	0.03	7.367	A
C-AB	0.14	2.13	0.14	0.00	10.19	0.014	0.01	0.02	5.971	A
C-A	0.96	14.38	0.96	0.00	-	-	-	-	-	-
A-B	0.61	9.08	0.61	0.00	-	-	-	-	-	-
A-C	1.08	16.19	1.08	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.24	3.58	0.24	0.00	8.38	0.029	0.03	0.03	7.367	A
C-AB	0.14	2.14	0.14	0.00	10.19	0.014	0.02	0.02	5.974	A
C-A	0.96	14.38	0.96	0.00	-	-	-	-	-	-
A-B	0.61	9.08	0.61	0.00	-	-	-	-	-	-
A-C	1.08	16.19	1.08	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.20	2.93	0.20	0.00	8.45	0.023	0.03	0.02	7.272	A
C-AB	0.11	1.71	0.11	0.00	10.14	0.011	0.02	0.01	5.986	A
C-A	0.78	11.77	0.78	0.00	-	-	-	-	-	-
A-B	0.49	7.42	0.49	0.00	-	-	-	-	-	-
A-C	0.88	13.22	0.88	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.16	2.45	0.16	0.00	8.50	0.019	0.02	0.02	7.200	A
C-AB	0.09	1.41	0.09	0.00	10.10	0.009	0.01	0.01	5.999	A
C-A	0.66	9.88	0.66	0.00	-	-	-	-	-	-
A-B	0.41	6.21	0.41	0.00	-	-	-	-	-	-
A-C	0.74	11.07	0.74	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.28	0.02	7.199	A	A
C-AB	0.15	0.01	5.996	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.35	0.02	7.269	A	A
C-AB	0.19	0.01	5.986	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.43	0.03	7.367	A	A
C-AB	0.24	0.02	5.971	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.44	0.03	7.367	A	A
C-AB	0.24	0.02	5.974	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.36	0.02	7.272	A	A
C-AB	0.19	0.01	5.986	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.30	0.02	7.200	A	A
C-AB	0.15	0.01	5.999	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Scenario 2, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relatio
Scenario 2, PM	Scenario 2	PM	2019 With Development PM Peak	Varies by Arm	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	A,B,C		8.33	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Lavant Drive (West)		Major
B	B	Leigh Road		Minor
C	C	Lavant Drive (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	36.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	7.326	0.080	0.202	0.127	0.289
1	B-C	9.566	0.088	0.222	-	-
1	C-B	9.914	0.230	0.230	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/min)	Flow Scaling Factor (%)
A	ONE HOUR	✓	0.75	100.000
B	ONE HOUR	✓	0.40	100.000
C	ONE HOUR	✓	0.60	100.000

Turning Proportions

Turning Counts / Proportions (Veh/min) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.117	0.633
	B	0.283	0.000	0.117
	C	0.600	0.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.16	0.84
	B	0.71	0.00	0.29
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-AC	0.06	8.33	0.06	A	0.37	33.03	4.49	8.15	0.05	4.49	8.15
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	0.55	49.55	-	-	-	-	-
A-B	-	-	-	-	0.11	9.66	-	-	-	-	-
A-C	-	-	-	-	0.58	52.28	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.30	4.52	0.30	0.00	7.71	0.039	0.00	0.04	8.092	A
C-AB	0.00	0.00	0.00	0.00	9.78	0.000	0.00	0.00	0.000	A
C-A	0.45	6.78	0.45	0.00	-	-	-	-	-	-
A-B	0.09	1.32	0.09	0.00	-	-	-	-	-	-
A-C	0.48	7.15	0.48	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.36	5.39	0.36	0.00	7.68	0.047	0.04	0.05	8.194	A
C-AB	0.00	0.00	0.00	0.00	9.76	0.000	0.00	0.00	0.000	A
C-A	0.54	8.09	0.54	0.00	-	-	-	-	-	-
A-B	0.11	1.58	0.11	0.00	-	-	-	-	-	-
A-C	0.57	8.54	0.57	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.44	6.61	0.44	0.00	7.64	0.058	0.05	0.06	8.332	A
C-AB	0.00	0.00	0.00	0.00	9.72	0.000	0.00	0.00	0.000	A
C-A	0.66	9.91	0.66	0.00	-	-	-	-	-	-
A-B	0.13	1.93	0.13	0.00	-	-	-	-	-	-
A-C	0.70	10.45	0.70	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.44	6.61	0.44	0.00	7.64	0.058	0.06	0.06	8.333	A
C-AB	0.00	0.00	0.00	0.00	9.72	0.000	0.00	0.00	0.000	A
C-A	0.66	9.91	0.66	0.00	-	-	-	-	-	-
A-B	0.13	1.93	0.13	0.00	-	-	-	-	-	-
A-C	0.70	10.45	0.70	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.36	5.39	0.36	0.00	7.68	0.047	0.06	0.05	8.196	A
C-AB	0.00	0.00	0.00	0.00	9.76	0.000	0.00	0.00	0.000	A
C-A	0.54	8.09	0.54	0.00	-	-	-	-	-	-
A-B	0.11	1.58	0.11	0.00	-	-	-	-	-	-
A-C	0.57	8.54	0.57	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Entry Flow (Veh/min)	Pedestrian Demand (Ped/min)	Capacity (Veh/min)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-AC	0.30	4.52	0.30	0.00	7.71	0.039	0.05	0.04	8.099	A
C-AB	0.00	0.00	0.00	0.00	9.78	0.000	0.00	0.00	0.000	A
C-A	0.45	6.78	0.45	0.00	-	-	-	-	-	-
A-B	0.09	1.32	0.09	0.00	-	-	-	-	-	-
A-C	0.48	7.15	0.48	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.58	0.04	8.092	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.72	0.05	8.194	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.89	0.06	8.332	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.91	0.06	8.333	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.76	0.05	8.196	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.63	0.04	8.099	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-