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TRANSPORT ASSESSMENT

Proposed Hotel and Family Restaurant
Land East of Langstone Technology Park, Havant, Hampshire

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Executive Summary

This Transport Assessment has been prepared to accompany a planning application that seeks to provide a hotel and separate family restaurant on land adjacent to Langstone Technology Park in Havant, Hampshire. Pre-application discussions with Hampshire County Council and the Highways Agency have agreed the scope of work, assessment methodology and key parameters.

Comprehensive traffic surveys were carried out in February 2012 to provide up-to-date baseline information. Historic data was also obtained from the Council's traffic counter close to Langstone Bridge to take account of seasonal variations in flow.

A sophisticated *VISSIM* micro-simulation traffic model has been developed for the local road network. This software models the behaviour of individual vehicles in real-time and is the best tool available to model the interaction between junctions. The base model has been validated against queue lengths recorded by the surveys and thus provides a realistic basis for assessment. A further base model has been prepared for the summer months that takes into account the seasonal variations in traffic.

Trip rates for the proposed hotel and restaurant have been derived from the national *TRICS* database. Higher trip rates have been determined for the summer months to account for seasonal variations.

The development will generate very low levels of traffic in the weekday morning peak when traffic flows on Langstone Road and entering Langstone Technology Park are highest. During the weekday evening peak, the amount of traffic that turns into Langstone Technology Park is very low, so the existing right turn lane will be able to comfortably accommodate the increase in traffic as a result of the development with no risk of queues extending back to the A27 roundabout. Traffic leaving Langstone Technology Park reaches a maximum during the weekday evening peak, but has to give-way to traffic from Hayling Island, which is much lower at this time of day than in the morning. The development will also generate traffic at weekends, when flows on Langstone Road are generally lower than during the week and flows to and from Langstone Technology Park are minimal.

The results of the *VISSIM* network modelling have demonstrated that the impact of the development on the operation of the local road network will be acceptable.

The impact will be minimal during the weekday morning peak regardless of the time of year. The additional delay to through traffic on Langstone Road will be imperceptible and there will be no appreciable increase in queuing traffic turning into or out of Langstone Technology Park. Therefore, there will be no need to re-negotiate the legal agreement that restricts the number of vehicles that can turn right into Langstone Technology Park from Langstone Road.

During the weekday evening peak, the development will result in a small increase in delay to through traffic on Langstone Road during the summer months only, but no perceptible increase at other times of year. Any increase in vehicles waiting to turn right into Langstone Technology Park from Langstone Road would be easily accommodated within the existing right turn lane, without affecting the operation of the A27 roundabout. The queue length on exit from Langstone Technology Park will increase, but not significantly, and a second exit is available from Langstone Technology Park to the west via Harts Farm Way that gives a choice of exit routes.

During the Saturday peak, the development will result in a small increase in delay to through traffic on Langstone Road during the summer months, but no perceptible increase at other times of the year. Any increase in vehicles waiting to turn right into Langstone Technology Park from Langstone Road will be easily accommodated within the existing right turn lane, without affecting the A27 roundabout. The queue length on exit from Langstone Technology Park would increase slightly as a result of the development.

Improvements are proposed to enhance the accessibility of the site for pedestrians. These include upgrading the public footway to the west of the site to make the route into town usable in all weathers, improving the lighting and refreshing the artwork within the subway under the A27, improved pedestrian crossing facilities on Langstone Road and on the access road to Langstone Technology Park and improved pedestrian signage to integrate the site better with the town centre. It is also proposed to fund the installation of shelters at the two bus stops nearest the site to provide weather protection for waiting passengers.

Parking provision will be within Hampshire County Council's maximum parking standards, but not significantly below, and will be sufficient to meet the maximum demand of the development.

A Travel Plan that will encourage staff employed at the restaurant and hotel to travel to work by alternative modes of transport has been prepared as a separate document.

1.0 Introduction

1.1 This Transport Assessment has been prepared by Glanville Consultants on behalf of Fasset. It has been undertaken to accompany a planning application that seeks permission for a hotel and separate family restaurant on land adjacent to Langstone Technology Park in Havant, Hampshire.

1.2 This Transport Assessment follows guidance contained in *Guidance on Transport Assessment (March 2007)* published by the Department for Transport and advice from Central Government in the form of the *National Planning Policy Framework* (NPPF).

1.3 This report describes the existing situation and proposed development. Existing local traffic conditions are comprehensively examined following recent surveys and the situation modelled using sophisticated software with the results validated against survey data to provide a realistic basis for comparison. The traffic generation of the proposal is considered and traffic distribution and assignment described. The ability of the local road network to accommodate traffic from the development is assessed. The future accessibility of the site by all modes of transport is considered, and improvements proposed. The level of car parking proposed is described and assessed, together with the proposed servicing arrangements.

1.4 A framework Travel Plan that will encourage staff working at the development to travel to the site by alternative modes of transport has been prepared as a separate document.

2.0 Existing Situation and Proposed Development

Site Location and Description

2.1 Langstone Technology Park is located in the Broadmarsh area of Havant, to the south of the A27 trunk road. The development site, which covers approximately one hectare, is located adjacent to Langstone Road, immediately to the south-west of the A27 / Langstone Road roundabout. The site is currently undeveloped, as shown on Figure 1, having been used previously as playing fields.

Site History

2.2 The site was subject to a planning application in 2006 for a proposed day nursery and small office units (application number 06/50238/083). The application was supported by a Transport Assessment which concluded that the development would have a minimal impact at junctions away from the development whilst improvement works were proposed to the Langstone Road / Langstone Technology Park access junction that included the installation of traffic signals.

2.3 Although Hampshire County Council (HCC) and the Highways Agency (HA) raised no objection, the application was refused by Havant Borough Council for a number of reasons. Refusal reason 4 related to highway matters and states:

The proposed development would result in additional vehicles entering or leaving the site during peak hours thereby interfering with the free flow of traffic on the highway network which would be detrimental to the amenities of residents and the local economy.

Proposed Development

2.4 The proposed development comprises the construction of a hotel (Class C1) with 81 bedrooms and a separate family restaurant (Class A3 use) with a gross floor area of 1,272m^2 (13,691ft^2). The operator of the hotel is remains to be confirmed whilst the family restaurant would be operated by Greene King under its Cloverleaf brand. There is no public restaurant or bar associated with the hotel element of the development, with customers expected to make use of the restaurant or other local facilities.

2.5 Vehicular access to the development site will be taken from a new access provided from the existing private access road that serves Langstone Technology Park from the east, via Langstone Road. No pedestrian access will be available directly into the site from Langstone Road.

2.6 Parking will be provided for 156 vehicles, with 90 spaces associated with the restaurant and 66 associated with the hotel. Covered cycle parking will be provided for 40 bicycles, with 20 spaces located close to the entrance of the restaurant and 20 spaces located near to the entrance of the hotel.

2.7 Service vehicles will access the development through the vehicle access from the private road that serves Langstone Technology Park. Separate servicing points within the development will be provided for the hotel and restaurant.

2.8 The proposed site layout is shown on Figure 2.

3.0 Study Area

3.1 Pre-application discussions have been held with Hampshire County Council (HCC), as local highway authority, and the Highways Agency (HA), as highway authority for the A27 trunk road. These discussions have defined the scope of work and agreed the key parameters used in the traffic assessment. Copies of the initial scoping report and subsequent correspondence are included at Appendix A.

3.2 It was agreed with the highway authorities that the impact of the development would be considered in detail at the A3023 Langstone Road / Langstone Technology Park access junction. Detailed assessments of the Langstone Road / A27 roundabout to the north would not be required provided the development did not cause queues to extend back from the Langstone Road / Langstone Technology Park access junction to the A27 roundabout at peak times.

3.3 It was agreed that the traffic impact of the development would be assessed at peak times in 2012, the anticipated year of opening of the development, for "without" and "with" development scenarios. The "without development" assessments have been based on traffic flows as established by the traffic counts. The "with development" assessments have been based on the site's proposed use and estimated traffic generation.

3.4 The development site is located close to the South Coast and Hayling Island, which are popular tourist destinations, particularly during the summer months. Therefore, further assessments have been carried out as a sensitivity test that take account of the seasonal variation in traffic flows on Langstone Road and to and from Langstone Technology Park as well as the change in demand for the proposed hotel and restaurant in the summer compared with other times of the year.

4.0 Existing Traffic Conditions

Classified Traffic Counts

4.1 Classified traffic counts to establish baseline flows were carried out at the Langstone Road / Langstone Technology Park access junction from 07:00 to 19:00 hours on Thursday 2 February and Friday 3 February, and from 11:00 to 17:00 hours on Saturday 4 February 2012. This was during school term time to ensure the results are representative of typical traffic conditions. At the time of the surveys Langstone Technology Park was close to 100% occupation with very little vacant floor space, therefore traffic flows recorded to and from Langstone Technology Park are close to the maximum that could be generated. The dates, times and locations of the surveys were agreed in advance with HCC. The surveys were undertaken using CCTV cameras to provide comprehensive and accurate base data for assessment purposes.

4.2 Although the hotel and restaurant will be relatively busy on Sundays, traffic flows on the local road network, and particularly to / from Langstone Technology Park, will generally be much lower than on weekdays and Saturdays, so it was agreed with HCC that a Sunday assessment would not be required.

4.3 Full results of the classified turning counts are included at Appendix B. The surveys established that the highest volume of traffic passing through the Langstone Road / Langstone Technology Park junction occurred on the Thursday and thus it is the flows for the peak hours on this day that have been taken forward as the basis of the weekday assessments. The network peak hours were determined as follows:

- Thursday AM 07:45 to 08:45 hours
- Thursday PM 17:00 to 18:00 hours
- Saturday 11:30 to 12:30 hours

4.4 Surveyed (2012) traffic flows for the Thursday AM and PM, Friday AM and PM, and Saturday peak periods are shown on Figure 3.

Queue Length Surveys

4.5 Maximum queue lengths were also measured every five minutes at the Langstone Road / Langstone Technology Park junction as part of the classified traffic counts described above. This information was recorded to establish whether queuing vehicles extended back between the Langstone Road / Langstone Technology Park access junction and A27 roundabout at peak times.

4.6 Queues were recorded as follows:

- Langstone Road northbound, back from the A27 roundabout
- Langstone Road southbound, right turn to Langstone Technology Park
- Langstone Technology Park eastbound, back from Langstone Road
- Woodbury Avenue westbound, back from Langstone Road

4.7 Graphs illustrating the maximum queue lengths recorded during each survey period and screenshots from the CCTV survey are included at Appendix C. The results are described below.

Langstone Road Northbound to A27 Roundabout

4.8 The northbound carriageway of Langstone Road flares to become 3 lanes wide on approach to the stop line at the traffic signals on entry to the A27 roundabout. The nearside lane of the northbound carriageway is approximately 100 metres long (equivalent to around 17 vehicles at 6 metres each). The middle and offside lanes are both approximately 145 metres long (equivalent to 24 vehicles at 6 metres). The junction that provides access to Langstone Technology Park from Langstone Road is located around 100 metres back from the northbound stop line.

4.9 At times during the Thursday and Friday AM peak periods, the maximum extent of queuing from the A27 roundabout extended back beyond the Langstone Technology Park access junction. Queues also extended back across the access during the Thursday and Friday PM peaks, but this occurred only in the nearside and middle lanes. Queues did not extend back to the access during the inter-peak periods on Thursday or Friday, or at all on the Saturday.

4.10 Detailed examination of the video recordings confirmed that the operation of the traffic signals causes queues to build up quickly when the signals are on red which then dissipate when the signals change to green. All vehicles queuing northbound on Langstone Road when the traffic signals were on red were observed to travel across the stop line on entry to the A27 roundabout during the subsequent green period. Thus there is considerable variation in the queue length, and this is illustrated very clearly by the screenshots from the CCTV survey included at Appendix C, which show relatively long queues at one point in time and virtually no queues less than 1 minute later.

4.11 Although northbound queues did extend back at times beyond the access to Langstone Technology Park, there were gaps in the flow on Langstone Road that allowed vehicles to turn into and out of Langstone Technology Park. There is a KEEP CLEAR marking on the northbound carriageway of Langstone Road at the access to Langstone Technology Park that encourages queuing traffic to leave a gap to allow vehicles to turn into and out of the access road. However, at some times queuing vehicles were observed to ignore the marking, effectively blocking access to and from Langstone Technology Park for a short time until the queue dissipated.

Langstone Road Southbound to Langstone Technology Park

4.12 There is a dedicated right turn lane on the southbound carriageway of Langstone Road to accommodate vehicles waiting to turn right turn into Langstone Technology Park without affecting the flow of through traffic. The right turn lane is approximately 90m long (equivalent to 15 vehicles) and a further section of hatching (approximately 40m long) exists at the northern end of the lane. The hatched area has a dashed outline and therefore can be used by vehicles waiting to turn if the capacity of the right turn lane is exceeded.

4.13 During the AM peak periods on Thursday and Friday the queue length varied and at times extended beyond the limit of the right turn lane so vehicles queued within the hatched area. This time of day is when peak flows into Langstone Technology Park coincide with maximum opposing flows northbound on Langstone Road. Vehicles travelling north along Langstone Road were observed to slow and provide a gap to allow vehicles to turn right and, as mentioned above, there is a KEEP CLEAR marking on Langstone Road that encourages northbound queuing traffic to leave a gap to allow vehicles to turn right into Langstone Technology Park. Very little queuing was recorded in the right turn lane at any time other than the weekday AM peak.

Langstone Technology Park to Langstone Road

4.14 There are two lanes on exit from Langstone Technology Park - the nearside lane is for traffic turning left to travel north on Langstone Road and the offside lane is for traffic turning right to travel south towards Hayling Island. The nearside lane extends right back into Langstone Technology Park whereas the offside lane is approximately 85 metres long (equivalent to 14 vehicles).

4.15 For the majority of the survey period, little or no queuing occurred in either lane on exit from Langstone Technology Park. However during the PM peaks on the Thursday and Friday, queues increased in the nearside lane with a maximum of 9 vehicles recorded. This time of day is when peak flows out of Langstone Technology Park coincide with high flows northbound on Langstone Road. Queues in the offside lane reached a maximum of only 3 vehicles in the weekday PM peak.

Automatic Traffic Count (ATC)

4.16 To record the daily variations in traffic flows to and from Langstone Technology Park throughout the week, an automatic traffic counter (ATC) was placed on the private access road to Langstone Technology Park near to the location of the proposed access to the development site. The ATC was in place for a continuous period of seven days from Tuesday 31 January to Monday 6 February 2012 and recorded speed and volume data by direction.

4.17 Full results from the ATC on the Langstone Technology Park access road are included at Appendix D and are summarised in the table below.

Table 1: ATC Results Summary – Langstone Technology Park Access Road

	AM Peak (vehs)		PM Peak (vehs)		Daily (vehs)	
	Inbound	**Outbound**	**Inbound**	**Outbound**	**Inbound**	**Outbound**
Monday	333	47	44	367	1388	1415
Tuesday	402	48	42	395	1427	1481
Wednesday	401	52	43	366	1469	1521
Thursday	396	52	56	359	1443	1476
Friday	351	46	24	259	1283	1298
Average	377	49	42	349	1402	1438

4.18 The results above confirm that Friday was the least busy weekday for traffic to and from Langstone Technology Park, with a total recorded daily flow of 2581 vehicles (two-way). Wednesday was the busiest day with a daily flow of 2990 vehicles (two-way) with Thursday only marginally lower with 2919 vehicles (two-way). This supports the use of base data taken from the classified traffic counts carried out on the Thursday for the weekday assessment of the Langstone Road / Langstone Technology Park access junction.

4.19 By comparison, the ATC recorded a total two-way daily flow of only 221 vehicles on the Saturday and 174 vehicles on the Sunday. This confirms that weekend traffic flows to and from Langstone Technology Park are only a fraction (less than 10%) of those that occur on weekdays.

Pedestrian Count

4.20 Bi-direction pedestrian surveys were carried out to record the number of people currently crossing the 200 metre long section of Langstone Road between the A27 roundabout and the central island located to the south of Woodbury Avenue. The surveys were carried out on the same days and over the same times as the traffic surveys described above. Full results of the pedestrian counts are included at Appendix E.

4.21 The results of the survey have been summarised in the table below.

Table 2: Pedestrian Results Summary

Time Period	Thursday		Friday		Saturday	
	E-bound	W-bound	E-bound	W-bound	E-bound	W-bound
Weekday AM	7	14	3	8	n/a	n/a
Weekday PM	17	2	12	3	n/a	n/a
Saturday Mid	n/a	n/a	n/a	n/a	6	8
Daily	106	99	85	75	26	26

4.22 The results confirm that, on average, less than one pedestrian crossed Langstone Road every three minutes during the weekday peak times whilst on Saturday this reduced to less than one pedestrian every four minutes on average.

4.23 Further analysis of the results confirm that relatively few pedestrians crossed Langstone Road between the A27 roundabout and the access to Langstone Technology Park. There is a gap in the guard railing in the central reserve on Langstone Road that allows pedestrians to cross, but the central reserve is relatively narrow and dropped kerbs are not provided. The majority of pedestrians chose to cross either at the splitter island between the access road to Langstone Technology Park and Woodbury Avenue or via the pedestrian refuge to the south of Woodbury Avenue. Daily pedestrian flows are shown on Figure 4.

4.24 In order to establish what type of pedestrian is currently crossing Langstone Road, the survey classified each pedestrian in accordance with the type set out in Local Transport Note 1/95 *The Assessment of Pedestrian Crossings*. The table below sets out the total number of pedestrians crossing Langstone Road and the number of those who were classified as being able bodied or other.

Table 3: Number of Pedestrians by Type

Day	Total Number of Pedestrians	Able Bodied Pedestrians		Other Pedestrians	
		Number of Pedestrians	Percentage of Total	Number of Pedestrians	Percentage of Total
Thursday	205	169	82%	36	18%
Friday	160	140	88%	20	12%
Saturday	52	33	63%	19	37%

4.25 The above shows that the vast majority of those crossing Langstone Road were classified as able bodied.

4.26 The surveys also recorded the time each pedestrian waited at the kerbside before crossing and the time taken to cross from one side of Langstone Road to the other. The table below sets out the average and maximum waiting times along with the average and maximum time taken for a pedestrian to cross Langstone Road.

Table 4: Comparison of Average and Maximum Waiting and Crossing Times

Day	Average Waiting Time	Maximum Waiting Time	Average Crossing Time	Maximum Crossing Time
Thursday	1 second	20 seconds	17 seconds	57 seconds
Friday	2 seconds	37 seconds	18 seconds	59 seconds
Saturday	5 seconds	38 seconds	19 seconds	122 seconds

4.27 The above table shows that the average time pedestrians waited to cross Langstone Road was very short (5 seconds or less) and, on average, pedestrians took less than 20 seconds to cross the road. This confirms that pedestrians are able to cross Langstone Road with little delay or difficulty.

Seasonal Variations in Traffic Flow

Langstone Road

4.28 The development site is located close to the South Coast and Hayling Island, which are popular tourist destinations, particularly during the summer months. Therefore, historic traffic data has been obtained from HCC recorded by a permanent ATC located on Langstone Road, close to Langstone Bridge, to assess the seasonal variation in traffic flow. The variation in traffic recorded by the traffic counter during 2011 is shown on a graph included at Appendix F. This confirms that the highest flows on Langstone Road occur during April and August with daily flows of around 13,000 vehicles and August flows being fractionally higher. In comparison, daily flows during February, when the aforementioned traffic surveys were carried out, are lower at around 11,000 vehicles per day.

4.29 Data from the ATC was obtained from HCC for two weeks in August 2011 (the most recent data available for this month) and for the first two weeks in February 2011 to enable a more accurate comparison between the months to be made. The data has been analysed and is summarised by direction for each time period in the table below.

Table 5: Langstone Road ATC – Comparison of Average Traffic Flows (Vehicles)

Time Period	February		August		Difference	
	N-bound	S-bound	N-bound	S-bound	N-bound	S-bound
Weekday AM	1327	660	1123	616	-204	-45
Weekday PM	630	1295	864	1377	+234	+82
Saturday Mid	911	953	1002	1156	+91	+173

4.30 The table below summarises the percentage change in traffic in August when compared with February.

Table 6: Langstone Road ATC – Changes in Traffic Flow August v February

Time Period	Change in Traffic	
	N-bound	S-bound
Weekday AM	-15.4%	-6.7%
Weekday PM	+37.1%	+6.3%
Saturday Mid	+10.0%	+18.1%

4.31 The tables above show that during the weekday AM peak traffic flows along Langstone Road are higher in February than in August whilst during the PM peak traffic flows are lower in February. During the Saturday peak traffic flows along Langstone Road are lower in February than in August. The differences can be attributed to people making school, business and work trips in the AM peak in February, some of which would not occur in August, and relatively few leisure trips at this time of day. The high proportion of leisure trips in August compared with February accounts for the increases in the weekday PM and Saturday peaks in August compared with February.

Langstone Technology Park

4.32 As for any large employment site, traffic flows to and from Langstone Technology Park are also subject to seasonal variation as the number of employees at work during school holiday periods is lower than during school term time. Data held by Fasset confirms that the number of employees on site is between 5% and 8% less in August than in February. For robustness, it has been assumed that traffic flows to and from Langstone Technology Park are only 5% less in August than in February as this is at the lower end of the range.

4.33 Assumed traffic flows for August 2012, determined by altering the surveyed flows from February 2012 to take account of higher flows on Langstone Road and lower flows to and from Langstone Technology Park, are shown on Figure 5.

Traffic Growth

4.34 Further data from the aforementioned ATC located on Langstone Road, close to Langstone Bridge, was also obtained from HCC to examine how traffic levels have varied over recent years. This is shown on a graph included at Appendix F, which confirms that traffic flows on Langstone Road have decreased progressively since 2005. The Annual Average Daily Traffic (AADT) flow northbound has reduced from 12,316 vehicles in 2005 to 12,046 vehicles in 2011, a decrease of 270 vehicles or 2.2%. Over the same period, the AADT flow southbound has reduced from 12,304 vehicles to 12,113 vehicles, a decrease of 191 vehicles or 1.6%.

Legal Agreement

4.35 A legal agreement dating from 1982 restricts the number of employee vehicles turning right into Langstone Technology Park from Langstone Road. This is to reduce the possibility of queuing traffic in the right turn lane extending back to affect the performance of the A27 roundabout immediately to the north. The agreement requires car stickers to be issued to up to 500 employees who are permitted to enter the site from the southbound carriageway of Langstone Road. The agreement permits up to 250 employee vehicles per hour to enter the site between 07:15 and 09:15 hours.

4.36 The traffic counts in early February 2012 observed a maximum of 284 vehicles per hour turning right during the AM peak on the Thursday and 289 vehicles per hour on the Friday, although not all of these vehicles were driven by employees. Surveys carried out previously established that around 80% of vehicles that turned right into Langstone Technology Park from Langstone Road were driven by employees, the remainder being primarily visitors, taxis and delivery vehicles.

4.37 On this basis, it can be assumed that the maximum number of employees recorded as turning right in the February 2012 surveys would be 227 vehicles per hour on Thursday and 231 on Friday, which is below the maximum level of 250 vehicles permitted by the legal agreement.

VISSIM Modelling

4.38 A sophisticated *VISSIM* micro-simulation traffic model has been developed for the adjacent section of Langstone Road, including the access to Langstone Technology Park and the entry to the A27 roundabout. This software program models the behaviour of individual vehicles in real-time and is the best tool currently available to model the interaction between junctions when queuing occurs.

4.39 A *VISSIM* base model was constructed using February 2012 traffic flows, as shown on Figure 3, and was validated against actual queue lengths determined by the surveys. The February model compares very well with the actual situation and therefore provides a reliable base against which the impact of the development can be compared. Screenshots from the *VISSIM* model are included at Appendix G to illustrate how closely queuing within the model compares with actual queuing observed by the CCTV surveys.

4.40 A further model was prepared taking into account the seasonal variation in traffic flows experienced in August, as described above. Baseline flows on Langstone Road were adjusted in accordance with the percentages set out in Table 6 and traffic flows to and from Langstone Technology Park were reduced by 5%. The resulting peak hour flows for August are shown on Figure 5. No queue length data is available for August to enable the model to be validated in the same way as the February model.

4.41 The models were used to measure three principal performance indicators - the delay to northbound traffic on Langstone Road, the queue length in the right turn lane from Langstone Road into Langstone Technology Park and the queue length on exit from Langstone Technology Park. It is the time delay rather than queue length that is more critical to northbound traffic on Langstone Road whereas the queue lengths are more critical for the other movements. The results reported are the average of 10 model runs.

4.42 The results of the base *VISSIM* modelling are summarised in the tables below.

Table 7: Delay per Vehicle – Langstone Road Northbound, Weekday

Time	Non-Summer (s/veh)	Summer (s/veh)
07:45	32.3	31.6
08:00	36.8	32.8
08:15	37.4	30.8
08:30	32.8	30.8
17:00	51.6	60.3
17:15	47.2	61.4
17:30	42.5	36.7
17:45	40.6	34.1

Table 8: Delay per Vehicle – Langstone Road Northbound, Saturday

Time	Non-Summer (s/veh)	Summer (s/veh)
11:30	42.7	81.6
11:45	37.2	100.9
12:00	33.7	87.8
12:15	32.4	47.0

Table 9: Max Queue Length – Langstone Road Southbound Right Turn, Weekday

Time	Non-Summer (m)	Summer (m)
07:45	190	142
08:00	195	115
08:15	196	113
08:30	194	84
17:00	10	12
17:15	13	10
17:30	12	10
17:45	7	6

Table 10: Max Queue Length – Langstone Road Southbound Right Turn, Saturday

Time	Non-Summer (m)	Summer (m)
11:30	5	3
11:45	0	0
12:00	0	0
12:15	0	0

Table 11: Max Queue Length – Langstone Technology Park Exit, Weekday

Time	Non-Summer (m)		Summer (m)	
	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane
07:45	4	5	2	4
08:00	9	0	6	0
08:15	5	5	4	4
08:30	8	6	6	4
17:00	39	8	64	11
17:15	37	8	68	9
17:30	27	12	20	14
17:45	25	9	23	13

Table 12: Max Queue Length – Langstone Technology Park Exit, Weekday Saturday

Time	Non-Summer (m)		Summer (m)	
	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane
11:30	2	3	6	3
11:45	2	0	6	0
12:00	2	0	6	0
12:15	1	0	1	0

4.43 The results of the *VISSIM* modelling show that, unsurprisingly, the reduction in traffic during the weekday AM peak in the summer months means there is less delay to northbound traffic compared with the same period in the non-summer months. Conversely, the increase in traffic during the weekday PM and Saturday peaks in the summer months means there is more delay to northbound traffic compared with the same period in the non-summer months.

4.44 The maximum queue in the right turn lane from Langstone Road into Langstone Technology Park during the weekday AM peak extends beyond the limit of the right turn lane, although the queue length in the summer months is significantly less due to the reduction in northbound traffic on Langstone Road and the lower number of vehicles turning right into Langstone Technology Park. During the weekday PM and Saturday peaks, the maximum queue length is 13m, equivalent to only two vehicles, and therefore is contained well within the length of the existing right turn lane, with no risk of the queue extending back to affect the operation of the A27 roundabout.

4.45 Queuing on exit from Langstone Technology Park reaches a maximum of 68m in the nearside lane during the weekday PM peak in the summer months, which is equivalent to 11 vehicles. Queue lengths in the summer months are slightly lower during the AM peak and slightly higher during the weekday PM and Saturday peaks when compared with the same periods during the non-summer months.

5.0 Traffic Generation, Distribution and Assignment

Traffic Generation

5.1 In order to establish the number of trips likely to be generated by the proposed development, the *TRICS* database has been interrogated for the two uses and the resulting trip rates are set out in the tables below. Copies of all the *TRICS* outputs are included at Appendix H.

Table 13: Hotel Trip Rates

Peak Hour	Trip Rates (Trips per Bedroom)		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	0.093	0.216	0.309
Weekday PM (17:00 to 18:00)	0.205	0.079	0.284
Weekday Daily	1.723	1.567	3.290
Saturday Peak (11:30 to 12:30)	0.096	0.135	0.231
Saturday Daily	1.885	2.076	3.961

Table 14: Pub / Restaurant Trip Rates

Peak Hour	Trip Rates (Trips per 100m^2 GFA)		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	0.000	0.000	0.000
Weekday PM (17:00 to 18:00)	4.011	2.789	6.800
Weekday Daily	30.052	29.752	59.804
Saturday Peak (11:30 to 12:30)	2.377	1.372	3.749
Saturday Daily	36.879	37.264	74.143

5.2 To take account of the seasonal variation in traffic attracted to the development during the summer months in comparison with other times of the year, the *TRICS* database has been further interrogated to provide different trip rates for the three summer months (June, July and August) and the other nine months of the year. The resulting trip rates are set out in the tables below.

Table 15: Hotel Trip Rates – Summer Months

Peak Hour	Trip Rates (Trips per Bedroom)		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	0.069	0.197	0.266
Weekday PM (17:00 to 18:00)	0.252	0.083	0.335
Weekday Daily	1.768	1.735	3.503
Saturday Peak (11:30 to 12:30)	Not available	Not available	Not available
Saturday Daily	Not available	Not available	Not available

Table 16: Pub / Restaurant Trip Rates – Summer Months

Peak Hour	Trip Rates (Trips per 100m^2 GFA)		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	0.000	0.000	0.000
Weekday PM (17:00 to 18:00)	5.252	3.355	8.607
Weekday Daily	36.143	35.886	72.029
Saturday Peak (11:30 to 12:30)	Not available	Not available	Not available
Saturday Daily	Not available	Not available	Not available

Table 17: Hotel Trip Rates – Non-Summer Months

Peak Hour	Trip Rates (Trips per Bedroom)		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	0.104	0.226	0.330
Weekday PM (17:00 to 18:00)	0.180	0.076	0.256
Weekday Daily	1.676	1.496	3.172
Saturday Peak (11:30 to 12:30)	0.096	0.135	0.231
Saturday Daily	1.885	2.076	3.961

Table 18: Pub / Restaurant Trip Rates – Non-Summer Months

Peak Hour	Trip Rates (Trips per 100m^2 GFA)		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	0.000	0.000	0.000
Weekday PM (17:00 to 18:00)	2.240	1.979	4.219
Weekday Daily	21.354	20.990	42.344
Saturday Peak (11:30 to 12:30)	2.377	1.372	3.749
Saturday Daily	36.879	37.264	74.143

5.3 There is no data available within *TRICS* from surveys undertaken at comparable sites on Saturdays during the summer months. Therefore, in the absence of specific data from *TRICS*, Saturday trip rates for the non-summer months have been increased by 20% for both the hotel and pub / restaurant elements in order to estimate the development's trip generation on a Saturday during the summer months. This gives Saturday trip rates during the summer months as set out in the table below.

Table 19: Saturday Trip Rates - Summer Months

Peak Hour	Trip Rates		
	Arrivals	Departures	Two-Way
Hotel (Trips per Bedroom)			
Saturday Peak (11:30 to 12:30)	0.115	0.162	0.277
Saturday Daily	2.262	2.491	4.753
Pub / Restaurant (Trips per 100m^2 GFA)			
Saturday Peak (11:30 to 12:30)	2.852	1.646	4.499
Saturday Daily	44.255	44.717	88.972

5.4 These trip rates have been applied to the quantum of development proposed (i.e. 81-bed hotel and 1,272m^2 pub / restaurant) and the following tables provide an estimate of the number of trips that can be expected to be generated.

Table 20: Hotel Trips – Summer Months

Peak Hour	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	6	16	22
Weekday PM (17:00 to 18:00)	20	7	27
Weekday Daily	143	141	284
Saturday Peak (11:30 to 12:30)	9	13	22
Saturday Daily	183	202	385

Table 21: Pub / Restaurant Trips – Summer Months

Peak Hour	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	0	0	0
Weekday PM (17:00 to 18:00)	67	43	110
Weekday Daily	460	457	917
Saturday Peak (11:30 to 12:30)	36	21	57
Saturday Daily	563	569	1132

Table 22: Hotel Trips – Non-Summer Months

Peak Hour	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	8	18	26
Weekday PM (17:00 to 18:00)	15	6	21
Weekday Daily	136	121	257
Saturday Peak (11:30 to 12:30)	8	11	19
Saturday Daily	153	168	321

Table 23: Pub / Restaurant Trips – Non-Summer Months

Peak Hour	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	0	0	0
Weekday PM (17:00 to 18:00)	29	25	54
Weekday Daily	272	267	539
Saturday Peak (11:30 to 12:30)	30	18	48
Saturday Daily	469	474	943

5.5 Thus, the total number of trips generated by the development is therefore estimated as set out in the tables below, although in reality a proportion of trips to the hotel will be linked with the pub / restaurant, so the actual number is expected to be lower. This provides for a robust, worst case assessment.

Table 24: Total Development Trips – Summer Months

Time Period	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	6	16	22
Weekday PM (17:00 to 18:00)	87	50	137
Weekday Daily	603	598	1201
Saturday Peak (11:30 to 12:30)	45	34	79
Saturday Daily	746	771	1517

Table 25: Total Development Trips – Non-Summer Months

Time Period	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (07:45 to 08:45)	8	18	26
Weekday PM (17:00 to 18:00)	44	31	75
Weekday Daily	408	388	796
Saturday Peak (11:30 to 12:30)	38	29	67
Saturday Daily	622	642	1264

5.6 It can be seen from the tables above that, with the exception of the weekday AM peak, the development is expected to generate a higher number of trips during the summer months than the non-summer months.

Trip Distribution

5.7 It is likely that trips attracted to the new hotel would already be on the wider highway network, the A27 in particular, travelling to existing hotels. However, for the purposes of a robust assessment, trips associated with the hotel have been assumed to be completely new to Langstone Road.

5.8 Trips associated with the restaurant are also likely to already exist on the local highway network and therefore the following trip distribution has been applied to the restaurant element of the traffic model for development:

25% New
75% Transferred (redistributed), comprising:
- 40% Primary (single purpose)
- 35% Non-primary (multi-purpose), comprising:
  - 10% Pass-by
  - 25% Diverted

5.9 "New" trips do not currently appear anywhere on the local road network.

5.10 "Primary transferred" trips do currently appear on the local road network, but not within the study area and will therefore be regarded as "New" for the purposes of the assessment.

5.11 "Pass-by" trips currently appear on the Langstone Technology Park access road and will call into the site on the way to their final destination.

5.12 "Diverted" trips currently appear on Langstone Road and will divert from their existing route to call into the site. The split between northbound and southbound movements on Langstone Road will be assumed to be relative to existing traffic flows.

5.13 For robustness, it has been assumed that no trips to the hotel are linked with a trip to the restaurant, and vice versa. In reality, a significant proportion of visitors to the hotel would be expected to make use of the restaurant facilities.

Trip Assignment

5.14 Due to the site's location, and Langstone Road providing access to Hayling Island to the south only, it has been assumed that the vast majority of vehicles associated with the hotel would approach from the north. It has been assumed that a significant proportion of trips associated with the hotel would approach the development from A27 Eastbound due to its proximity to the M3 and M27 motorways and the South Coast ports of Portsmouth and Southampton. In order to validate this assumption, a range of locations across the country have been chosen and the routes which guests would take to reach the development have been checked using Google's route planning service. The locations chosen and their likely route to approach the development are set out in the table below.

Table 26: Home Location and Likely Route to the Development

Home Location	Likely Route
Scotland	M3 – A27 Eastbound
North West England	M3 – A27 Eastbound
North East England	A3 (M) – A27 Eastbound
Wales	M3 – A27 Eastbound
West Midlands	M3 – A27 Eastbound
East Midlands	A3 (M) – A27 Eastbound
East Anglia	A3 (M) – A27 Eastbound
South West England	M27 – A27 Eastbound
London	A3 (M) – A27 Eastbound
South East England	A3 (M) – A27 Eastbound

5.15 The above confirms that when travelling from the vast majority of locations in the UK, guests would arrive at Havant along the A27 in an eastbound direction. Those travelling from some locations to the east, such as parts of West and East Sussex, would travel to Havant in a westbound direction along the A27. Also, a proportion of those travelling to the hotel may first choose to visit Havant town centre or other local destinations, such as Hayling Island and Chichester, before travelling to the hotel. Therefore, whilst the majority of traffic has been assumed to arrive via A27 Eastbound, a proportion of traffic has been assumed to approach the development via Havant town centre, Hayling Island and the A27 Westbound having either travelled to the site direct or via another intermediate destination. The following trip assignment has been used for traffic associated with the hotel element of the development:

- A3023 South 5%
- A27 Westbound 30%
- A27 Eastbound 55%
- B2149 Park Road South 10%

5.16 The location of the development in relation to the surrounding residential and employment areas suggests that many of the customers attracted to the restaurant would be local and therefore the majority would come from Havant and other areas to the north. A proportion of the traffic would travel north from Hayling Island, but given the distance between the two locations, this would be significantly smaller than the number anticipated from locations to the north.

5.17 Population data for the electoral wards nearest the site has been obtained to determine the percentage split in traffic. The population for each ward chosen is set out in the table below along with the percentage of the total population and their respective travel directions to and from the site.

Table 27: Ward Population and Direction of Travel to the Development

Ward	Population	% of Total Population	Travel to / from North	Travel to / from South
Barncroft	929	4%	4%	0%
Battins	1416	6%	6%	0%
Bedhampton	2342	9%	9%	0%
Bondfields	4136	17%	17%	0%
Hayling Island East	2329	10%	0%	10%
Hayling Island West	1860	7%	0%	7%
St Faith's	10436	43%	40%	3%
Warren Park	1047	4%	4%	0%
Total	**24495**	**100%**	**80%**	**20%**

5.18 The above confirms that the vast majority of trips associated with the restaurant would come from those residential areas to the north of the development.

5.19 It has also been assumed that a nominal proportion of trips on a weekday would originate from or travel through Langstone Technology Park.

5.20 On this basis, traffic associated with the restaurant element would be assigned as follows:

	Weekday	Weekend
• To / from Havant	70%	77%
• To / from Hayling Island	20%	23%
• From / through Langstone Technology Park	10%	0%

5.21 Opening year "with development" traffic flows for February and August 2012 during the Thursday AM and PM, Friday AM and PM and Saturday peak periods are shown on Figures 6 and 7.

5.22 It can be seen from the traffic flow diagrams that the development will generate very low levels of traffic in the weekday AM peak when traffic flows on Langstone Road, and those entering Langstone Technology Park, are highest.

5.23 The busiest times for the development are expected to be at weekday lunchtimes, when traffic flows on Langstone Road are relatively low, and during the PM peak and in the evening. During the weekday PM peak, the amount of traffic that turns into Langstone Technology Park is very low. The amount of traffic leaving Langstone Technology Park reaches a maximum during the evening peak, but the vast majority turns left towards the A27 and has to give-way only to traffic from the direction of Hayling Island. Traffic in this direction is much lower at this time than in the AM peak.

5.24 The development will also generate traffic at weekends, but flows on Langstone Road are generally lower than during the week and flows to and from Langstone Technology Park are minimal at this time.

6.0 Highway Impact

6.1 The proposed development is expected to alter traffic levels at the Langstone Road / Langstone Technology Park access junction in the opening year (2012) by the percentages summarised in the table below.

Table 28: Percentage Impact Langstone Road / Langstone Technology Park Access

Time of Year	Percentage Change in Peak Hour Traffic		
	Thursday AM	Thursday PM	Saturday Mid
Non-Summer Months	1.1%	2.0%	2.2%
Summer Months	0.9%	3.4%	2.6%

6.2 The development would increase traffic at the Langstone Road junction by a maximum of 3.4% during the weekday PM peak in the summer months and less at all other times, particularly during the weekday AM peak when the increase would be very small indeed at around 1%.

Network Modelling

6.3 The *VISSIM* model has been used to test the impact of the development traffic on the operation of the local road network. The tables below present the results for the Thursday AM, Thursday PM and Saturday peak periods summarised in 15-minute intervals for both the non-summer and summer months. Again, the model has been used to measure three principal indicators to enable a comparison to be made with the baseline situation without the development and the results are the average of 10 model runs. Given that traffic flows on Langstone Road have decreased over the last 6 years, as described in Section 4, no allowance has been made for future traffic growth.

Non-Summer Months

Table 29: Delay per Vehicle – Langstone Road Northbound, Weekday

Time	Without Dev (s/veh)	With Dev (s/veh)	Difference (s/veh)
07:45	32.3	32.9	+0.6
08:00	36.8	38.0	+1.2
08:15	37.4	38.5	+1.0
08:30	32.8	34.4	+1.7
17:00	51.6	53.2	+1.6
17:15	47.2	49.4	+2.2
17:30	42.5	44.3	+1.8
17:45	40.6	42.5	+1.9

Table 30: Delay per Vehicle – Langstone Road Northbound, Saturday

Time	Without Dev (s/veh)	With Dev (s/veh)	Difference (s/veh)
11:30	42.7	43.6	+0.9
11:45	37.2	38.3	+1.1
12:00	33.7	34.7	+1.0
12:15	32.4	33.4	+1.0

6.4 It can be seen from the tables above that the addition of development traffic will result in only a very small increase in the delay to northbound traffic on Langstone Road of between 1 and 2 seconds per vehicle on average during the non-summer months. This would be imperceptible, and would be well within the daily variation currently experienced by drivers on Langstone Road.

Table 31: Max Queue Length – Langstone Road Southbound Right Turn, Weekday

Time	Without Dev (m)	With Dev (m)	Difference (m)
07:45	190	194	+4
08:00	195	193	-2
08:15	196	194	-2
08:30	194	192	-2
17:00	10	15	+5
17:15	13	17	+4
17:30	12	15	+3
17:45	7	10	+3

Table 32: Max Queue Length – Langstone Road Southbound Right Turn, Saturday

Time	Without Dev (m)	With Dev (m)	Difference (m)
11:30	5	13	+8
11:45	0	12	+12
12:00	0	11	+11
12:15	0	11	+11

6.5 The results above confirm that during the weekday AM peak the very small increase in traffic turning right from Langstone Road into Langstone Technology Park as a result of the development would have no effect on the queue length. During the weekday PM and Saturday peaks, the development would increase the queue length by a maximum of only 12m, equivalent to just two vehicles. The resulting maximum queue length of 17m (i.e. 3 vehicles) could be accommodated easily within the length of the existing right turn lane with no risk of queues extending back to affect the operation of the A27 roundabout.

Table 33: Max Queue Length – Langstone Technology Park Exit, Weekday

Time	Without Dev (m)		With Dev (m)		Difference (m)	
	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane
07:45	4	5	8	5	+4	0
08:00	9	0	14	0	+5	0
08:15	5	5	8	6	+3	+1
08:30	8	6	9	6	+1	0
17:00	39	8	62	11	+24	+3
17:15	37	8	49	12	+12	+3
17:30	27	12	37	12	+10	0
17:45	25	9	35	13	+10	+4

Table 34: Max Queue Length – Langstone Technology Park Exit, Saturday

Time	Without Dev (m)		With Dev (m)		Difference (m)	
	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane
11:30	2	3	4	5	+2	+2
11:45	2	0	4	2	+2	+2
12:00	2	0	4	4	+2	+4
12:15	1	0	4	4	+3	+4

6.6 The tables above show that during the weekday AM and Saturday peaks the increase in queue length on exit from Langstone Technology Park will be minimal, with a maximum increase of only 5m (i.e. 1 vehicle) predicted as a result of the development. During the weekday PM the increase in queue length will be greater as this is when a busy period for the development will coincide with peak flows on exit from Langstone Technology Park and relatively heavy flows on Langstone Road. The maximum increase compared with the existing situation is predicted to be 24m (i.e. 4 vehicles) in the nearside lane taking the total queue length from 39m (i.e. 6 vehicles) to 62m (i.e. 10 vehicles) for the 15-minute period between 17:00 and 17:15 hours.

Sensitivity Test – Summer Months

6.7 As for the existing assessments, a further model has been prepared taking into account the seasonal variation in traffic flows experienced in August when compared with February. The results of these assessments are summarised in the tables below. As stated previously, no allowance has been made for the future growth of background traffic.

Table 35: Delay per Vehicle – Langstone Road Northbound, Weekday

Time	Without Dev (s/veh)	With Dev (s/veh)	Difference (s/veh)
07:45	31.6	31.9	+0.2
08:00	32.8	33.0	+0.1
08:15	30.2	30.8	+0.6
08:30	30.8	30.8	0.0
17:00	60.3	64.4	+4.1
17:15	61.4	69.6	+8.2
17:30	36.7	39.6	+2.9
17:45	34.1	35.4	+1.3

Table 36: Delay per Vehicle – Langstone Road Northbound, Saturday

Time	Without Dev (s/veh)	With Dev (s/veh)	Difference (s/veh)
11:30	81.6	83.8	+2.2
11:45	100.9	104.1	+3.1
12:00	87.8	100.1	+12.3
12:15	47.0	61.3	+14.3

6.8 It can be seen from the tables above that the addition of development traffic will result in an imperceptible increase in the delay to northbound traffic on Langstone Road during the weekday AM peak in the summer months. During the weekday PM peak, the increase in delay would reach a maximum of 8.2s per vehicle during the 15-minute period from 17:15 to 17:30 hours, but much less at other times. During the Saturday peak, the increase in delay would reach a maximum of 14.3s per vehicle during the 15 minute period from 12:15 to 12:30 hours, but less at other times.

Table 37: Max Queue Length – Langstone Road Southbound Right Turn, Weekday

Time	Without Dev (m)	With Dev (m)	Difference (m)
07:45	142	140	-2
08:00	115	114	-1
08:15	113	102	-11
08:30	84	93	+9
17:00	12	25	+13
17:15	10	21	+11
17:30	10	15	+5
17:45	6	13	+7

Table 38: Max Queue Length – Langstone Road Southbound Right Turn, Saturday

Time	Without Dev (m)	With Dev (m)	Difference (m)
11:30	3	17	+14
11:45	0	12	+12
12:00	0	11	+11
12:15	0	10	+10

6.9 The results above confirm that during the weekday AM peak the very small increase in traffic turning right from Langstone Road into Langstone Technology Park as a result of the development would have no effect on the queue length. During the weekday PM and Saturday peaks, the addition of development traffic would increase the queue length by a maximum of only 14m, equivalent to two to three vehicles. The resulting maximum queue of 25m (i.e. 4 vehicles) could be accommodated easily within the length of the existing right turn lane with no risk of queues extending back to affect the operation of the A27 roundabout.

6.10 As mentioned previously, there is a KEEP CLEAR marking on the northbound carriageway of Langstone Road to encourage queuing vehicles to leave a gap to allow vehicles to turn into and out of the access to Langstone Technology Park. However, at some times vehicles were observed to ignore the marking, effectively blocking access to and from Langstone Technology Park for a short time until the queue dissipated. Therefore, it is proposed to replace the KEEP CLEAR markings with a yellow box junction to reinforce the need for queuing vehicles to leave a gap.

Table 39: Max Queue Length – Langstone Technology Park Exit, Weekday

Time	Without Dev (m)		With Dev (m)		Difference (m)	
	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane
07:45	2	4	8	4	+6	0
08:00	6	0	8	0	+2	0
08:15	4	4	5	4	+1	0
08:30	6	4	6	4	0	0
17:00	64	11	94	13	+30	+2
17:15	68	9	111	15	+43	+6
17:30	20	14	24	13	+4	-1
17:45	23	13	25	11	+2	-2

Table 40: Max Queue Length – Langstone Technology Park Exit, Saturday

Time	Without Dev (m)		With Dev (m)		Difference (m)	
	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane	Nearside Lane	Offside Lane
11:30	6	3	15	5	+9	+2
11:45	6	0	19	5	+13	+5
12:00	6	0	20	5	+14	+6
12:15	1	0	6	6	+5	+6

6.11 The tables above show that during the weekday AM and Saturday peaks the increase in queue length on exit from Langstone Technology Park will be minimal, with a maximum increase of 14m (i.e. 2 to 3 vehicles) predicted as a result of the development. During the weekday PM peak the increase in queue length will be greater, with a maximum increase of 43m (i.e. 7 vehicles) predicted in the nearside lane compared with the existing situation, taking the total queue length from 68m (i.e. 11 vehicles) to 111m (i.e. 18 vehicles) for the short period between 17:15 and 17:30 hours. This figure includes vehicles on exit from the development site as well as those leaving Langstone Technology Park. It should be noted that the availability of a second exit from Langstone Technology Park to the west via Harts Farm Way gives employees another option in the event of excessive queuing on exit to Langstone Road.

6.12 The development site access is proposed to be located around 90m back from the Langstone Road junction, so queues in the nearside lane may extend back to beyond the site access during the weekday PM peak in the summer months. Therefore, KEEP CLEAR markings are proposed to ensure queuing traffic leaves a gap for vehicles to turn right into the development site.

6.13 There will be no significant increase in the length of the queue in the offside lane, with a maximum queue of 15m (3 vehicles) predicted in the weekday PM peak. It is proposed to shorten this lane to provide a right turn lane into the development site from the Langstone Technology Park access road. The capacity of the offside (right turn) lane on exit from Langstone Technology Park to Langstone Road would be reduced to around 40m (i.e. 7 vehicles) which would still be able to accommodate the maximum level of queuing that is expected to occur.

Legal Agreement

6.14 As set out in Section 4, there is a legal agreement dating from 1982 that permits up to 250 employee vehicles per hour to turn right into Langstone Technology Park from Langstone Road between 07:15 and 09:15 hours. This is to reduce the possibility of queuing traffic extending back to the A27 roundabout.

6.15 The traffic counts in early February 2012 observed a maximum of 284 vehicles per hour turning right during the AM peak on the Thursday and 289 vehicles per hour on the Friday, and its is estimated that, of these, 80% would be driven by employees, i.e. a maximum of 227 vehicles per hour on the Thursday and 231 on the Friday.

6.16 The development is expected to generate an additional six vehicles that would turn right into Langstone Technology Park from Langstone Road in the weekday AM peak during the summer months, which equates to 1 vehicle every ten minutes on average. This would not be sufficient to have any perceptible effect on the queue length and would not warrant the renegotiation of the legal agreement.

Construction Impact

6.17 It is envisaged that, if the scheme is granted planning permission, a planning condition will be imposed that will require a Construction Traffic Management Plan to be approved prior to commencement of development in order to safeguard the amenity of local residents during the construction phase. This document would provide details of construction vehicle movements, arrangements for the unloading and storage of materials and the arrangements for contractor's parking.

Summary

6.18 The results of the network modelling confirm that the impact of the development on the operation of the local road network will be very small during the weekday AM peak regardless of the time of year. This is the time of day when flows on Langstone Road and those entering Langstone Technology Park are highest. The additional delay to through traffic on Langstone Road would be imperceptible and there would be no appreciable increase in queuing traffic turning into or out of Langstone Technology Park. Therefore, there would be no need to re-negotiate the legal agreement that restricts the number of vehicles that can turn right into Langstone Technology Park from Langstone Road.

6.19 During the weekday PM peak, the increase in traffic arising from the development would result in a small increase in delay to through traffic on Langstone Road, with a maximum increase of only 8 seconds per vehicle for the worst 15-minute period during the summer months. The increase in delay at other times of the year would be imperceptible. Any increase in the number of vehicles waiting to turn right into Langstone Technology Park from Langstone Road would be easily accommodated within the length of the existing right turn lane, with no risk of the queue extending back to affect the operation of the A27 roundabout. The queue length on the private road on exit from Langstone Technology Park would increase as a result of the development, with a maximum increase in queue length of 7 vehicles predicted for the worst 15-minute period during the summer months, but much less at other times of year. However, this would not affect the public highway and the availability of a second exit from Langstone Technology Park to the west via Harts Farm Way gives employees another option in the event of excessive queuing on exit to Langstone Road, particularly during the summer months.

6.20 During the Saturday peak, the increase in traffic arising from the development would result in a small increase in delay to through traffic on Langstone Road, with a maximum increase of 14 seconds per vehicle for the worst 15-minute period during the summer months. Again, the increase in delay during non-summer months would be imperceptible and any increase in vehicles waiting to turn right into Langstone Technology Park from Langstone Road would be easily accommodated within the length of the existing right turn lane, without the queue extending back to the A27 roundabout. The queue length on exit from Langstone Technology Park would increase slightly as a result of the development, with a maximum increase in queue length of 2 to 3 vehicles predicted for the worst 15-minute period during the summer months, but much less at other times.

6.21 Therefore, it is concluded that the impact of the development on the operation of the local road network is acceptable.

6.22 A Construction Traffic Management Plan will be prepared at the post-planning stage and prior to commencement of development in order to safeguard the amenity of local residents during the construction phase.

7.0 Highway Safety

7.1 Accident records for the five-year period to December 2011 were obtained from Hampshire Constabulary and are summarised in the table below.

Table 41: Accident Summary

Junction	Accident Severity			Total
	Slight	Serious	Fatal	
East of A3023 on A27 roundabout	2	1	0	3
A27 Off Slip / B2149 Park Road South	3	0	0	3
A3023 Langstone Road / Langstone Technology Park access road	2	0	0	2
A3202 Langstone Road, north of Woodbury Avenue	1	0	0	1
A27 / B1249 Park Road South (northbound)	1	0	0	1
A27 / A3023 Langstone Road	3	0	0	3
A3023 Langstone Road, south of Woodbury Avenue	1	0	0	1
A27 / B2149 Park Road South (southbound)	2	0	1	3
A3202 Langstone Road / Southbrook Road	3	0	0	3
A3202 Langstone Road / Woodbury Avenue	1	0	0	1
A3023 Langstone Road, north of Southbrook Road	1	0	0	1
Total	**20**	**1**	**1**	**22**

7.2 The vast majority of the 22 accidents that occurred within the study area were classed as slight, with one serious accident and one fatality. The accident that resulted in a fatality occurred near the A27 Eastbound on-slip on the A27 / Park Road South / Langstone Road roundabout. The accident involved a motorcyclist cutting across two lanes of traffic, missing the exit and hitting the kerb.

7.3 The two accidents which occurred at the Langstone Road / Langstone Technology Park Access Road were both classified as slight in terms of severity and involved vehicles turning right out of Langstone Technology Park and colliding with vehicles travelling north on Langstone Road. On each occasion, the cause was deemed to be the result of a poor manoeuvre by the turning vehicle and that the vehicle with which they collided was travelling too fast for the conditions.

7.4 The frequency of accidents at the Langstone Road / Langstone Technology Park access road junction is less that one per year and so road safety is not considered a problem. As such, it is considered that the modest increase in traffic generated by the development could be accommodated on the local road network without detriment to highway safety and without the need for any safety-related mitigation measures.

7.5 No accidents were recorded on Langstone Road that involved pedestrians.

8.0 Future Accessibility

8.1 The proposed development has been planned to meet the particular requirements of pedestrians, cyclists, public transport users, motorists and those with special needs.

8.2 A Travel Plan has been prepared as a separate document. The Travel Plan has been prepared in accordance with Department *for* Transport guidance and current best practice on reducing single occupancy car journeys and encouraging travel by alternative modes of transport.

Pedestrians

8.3 It is generally considered that two kilometres is an acceptable distance for pedestrians to walk to work or nearby facilities and amenities. As such, the site is accessible on foot from Langstone, Brockhampton, Havant town centre, including Havant bus station and railway stations and surrounding residential areas as well as Langstone Technology Park.

8.4 There are a number of existing pedestrian routes and crossing facilities that link the site with the surrounding area and Havant town centre and these are illustrated by the photographs included at Appendix J.

8.5 There is a footway on the northern side of the access road to Langstone Technology Park, which provides links to footways alongside Langstone Road and uncontrolled crossing points to the north and south of the Langstone Technology Park access. A pedestrian refuge exists at the eastern end of the Langstone Technology Park access road, at the junction with Langstone Road. This allows pedestrians to cross the access road in two movements, making it safer and easier to cross the road.

8.6 A pedestrian refuge also exists on Langstone Road, to the south of Woodbury Avenue. There is a splitter island in the middle of Langstone Road located between the right turn lanes to Woodbury Avenue and Langstone Technology Park. Although this is not a designated crossing point, and dropped kerbs are not provided, the island is well used by pedestrians that want to cross Langstone Road as it allows pedestrians to cross the road in two movements.

8.7 There is no designated crossing point on Langstone Road, between the A27 and the access to Langstone Technology Park. However, there is a gap in the guard railing in the central reservation on Langstone Road, which enables pedestrians to cross this section of road, again in two movements.

8.8 There is a public footpath that runs in a north-south direction to the west of the watercourse that runs along the western boundary of the development site. The footpath is not hard-paved or lit. To the north, this footpath links with a footpath that runs east-west along the northern boundary of the Langstone Technology Park site, adjacent to the A27, to Brookside Road, and also provides a link to the subway under the A27 which then connects with Solent Road and provides access to Tesco and Havant town centre to the north. The subway can also be reached from the footways around the A27 / Langstone Road junction. These routes are hard-paved and lit. To the south, the public footpath continues towards Penner Road.

8.9 To the east of Langstone Road, there is a pedestrian route that leads north, crossing the east facing slip roads of the A27 roundabout via ramps or steps and a footbridge under the main carriageway of the A27. This provides a direct link between Park Road South and Langstone Road.

8.10 To the north of the A27, comprehensive controlled pedestrian crossing facilities exist at the Park Road South / Solent Road signalised junction.

8.11 The layout of the development has been designed such that there is no pedestrian access from Langstone Road to ensure that vehicles do not stop to drop off passengers at inappropriate locations.

8.12 Improvements are proposed to improve the accessibility of the site for pedestrians. These are as follows, and are illustrated on Figure 2:

- improvements to the public footway to the west of the stream to make the route into town usable in all weathers;
- improvements to the lighting of the subway under the A27 and the refreshing of the artwork;
- improved pedestrian crossing facilities on Langstone Road and on the access road to Langstone Technology Park; and
- improved pedestrian signage to link the site with the town centre.

8.13 It is proposed to upgrade the pedestrian refuge that exists on Langstone Road, to the south of Woodbury Avenue. The width of the refuge will be increased to provide a larger protected area for pedestrians to wait in the middle of the road and tactile paving will be added on both sides of Langstone Road and within the refuge to assist visually impaired pedestrians when crossing the road. A similar facility to that proposed exists further south on Langstone Road, close to the junction with Langstone High Street.

8.14 It is also proposed to upgrade the splitter island in the middle of Langstone Road that is located between the right turn lanes to Woodbury Avenue and Langstone Technology Park. This is not a designated crossing point, but is well used and will be upgraded to assist use by pedestrians, to include a larger central island, dropped kerbs and tactile paving.

8.15 The pedestrian refuge that exists at the eastern end of the access road to Langstone Technology Park will also be upgraded through the provision of tactile paving and a new footway will be constructed on the south side of the access road to Langstone Technology Park to link Langstone Road with a new pedestrian refuge to be provided in the middle of the access road, mid-way between Langstone Road and the access to the development site.

Cyclists

8.16 It is generally considered that five kilometres is an acceptable cycling distance to work, local amenities and facilities. As such, residential areas as far as Emsworth, Havant, Hermitage, Waterlooville, Purbrook and northern areas of Hayling Island are all accessible by cycling, whilst the local topography is flat and should encourage cycling.

8.17 The National Cycle Routes 2 and 22 both run near to the site, with Route 2, which links Newhaven with Portsmouth, running along the northern boundary of Langstone Technology Park. Route 22, which links Havant with Yarmouth on the Isle of Wight, runs north to south, to the east of the site. Both cycle routes are traffic-free near the site.

8.18 Cycle parking will be provided for the hotel and restaurant. According to *TRICS* multi-modal trip rates, the likely number of trips by bicycle that would be attracted to the development each day is expected to be very small indeed. Notwithstanding this, a total of 10 cycle hoops (i.e. 20 spaces) are proposed for each use making 20 hoops in total. This is expected to be more than sufficient to meet demand, however the Travel Plan Co-ordinator would monitor the use of the cycle parking and additional hoops would be installed if demand dictated in the future.

Public Transport

Rail

8.19 Havant Railway Station is located approximately 1 kilometre to the north-east of the site on North Street. The station is situated on the Portsmouth and Southsea to London Waterloo line and is operated by South West Trains. The station provides passengers with facilities such as seating areas and a waiting room, toilets, baby changing facilities and a pay phone. Step free access to the facilities and platforms is available throughout the station to assist the mobility impaired. The station is staffed on the days and times as follows:

Monday to Saturday	05:00 to 22:30 hours
Sunday	06:30 to 22:30 hours

8.20 The National Rail website (www.nationalrail.co.uk) provides up to date timetable information including live departure and arrival boards for all UK stations. The South West Trains website (www.southwesttrains.co.uk) provides up to date information for trains serving Havant as well as providing passengers the opportunity to purchase tickets for travel online.

8.21 The local rail network is shown on Figure 8.

Buses

8.22 The nearest bus stops to the site are located on Langstone Road close to the eastern entrance to Langstone Technology Park. The bus stop for northbound services is immediately to the south of Langbrook Close. The bus stop for southbound services is to the north of Woodbury Avenue. Both bus stops comprise simple post and flag arrangements providing no shelter from inclement weather, nor seating for waiting passengers.

8.23 Additional services are available from Havant bus station located approximately 700 metres to the north-east of the site.

8.24 The table below summarises the services available from those stops nearest the site while Figure 9 illustrates the routes.

Table 42: Bus Service Summary – Correct as of April 2012

Route Number	Operator	Route Description	Monday - Saturday Frequency	Sunday Frequency
30	Stagecoach	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Every 30 mins	Every 120 mins
31	Stagecoach	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Every 30 mins	Every 120 mins

8.25 It is proposed to install bus shelters at the two bus stops nearest the site to protect waiting passengers from inclement weather.

Mobility Impaired

8.26 Pedestrian routes within the site and externally in the immediate vicinity of the access points would be suitable for use by the mobility impaired. Tactile paving to assist the visually impaired would be provided at key crossing points within the site, across the site access and at the off-site crossing points that are to be improved on Langstone Road as described above.

8.27 A total of eight parking spaces specifically designed for the use of the mobility impaired would be provided close to the entrances to the hotel and restaurant.

9.0 Parking and Servicing

Parking

9.1 A total of 66 car parking spaces are proposed for the hotel and 90 spaces are proposed for the restaurant, making 156 spaces in total. Of these, eight spaces will be provided specifically for use by the mobility impaired and would be provided close to the building entrances.

9.2 The car park will be managed by the respective operators of the hotel and restaurant. The restaurant car park will have a barrier to control access and to provide security overnight, in accordance with *Secure by Design* standards. Visitors to the hotel will be advised that they must park in the hotel car park or they could be locked in the restaurant car park overnight, although there will be close cooperation between the hotel and restaurant operators at a local level to ensure there are no problems.

9.3 Although the access road from Langstone Road to Langstone Technology Park is privately owned, there are double yellow lines to prevent parking and these are enforced by Security personnel.

9.4 Parking provision has been assessed in accordance with HCC's parking standards. For hotels, a maximum of 1 space per bedroom is permitted. Based on the size of the proposed hotel (81 bedrooms) this equates to a maximum of 81 spaces. For the pub / restaurant (class A3 use), the standards state that a maximum of 1 space per $5m^2$ of dining / bar area is permitted. Therefore, based on the $545m^2$ that would be provided, a maximum of 109 spaces would be permitted. Thus, 180 is the maximum number of spaces that could be provided in accordance with standards.

9.5 Therefore, the level of parking proposed at the development is within the maximum standards set out by HCC, but not significantly below.

9.6 Further car parking would be available within the Langstone Technology Park site if demand for spaces within the development site exceeded capacity during the evening or at weekends.

9.7 Due to concerns raised by HCC and local residents regarding the level of parking proposed, a parking accumulation exercise has been undertaken for the restaurant and hotel to ensure that the level proposed is sufficient to cater for the operational needs of each element of the development.

Restaurant

9.8 No operator-specific information is available from Greene King, so the *TRICS* trip rates for the restaurant use have been applied to the proposed floor area to determine the arrival and departure profile of vehicular movements throughout the day and thus the corresponding parking accumulation, which is the difference between the cumulative arrivals and departures assuming the car park is completely unoccupied overnight. The estimated parking accumulation for the restaurant use during the non-summer months is as set out in the table below.

Table 43: Restaurant Parking Accumulation – Non Summer Months

Time	Weekday			Saturday		
	Arrivals	Departures	Accum.	Arrivals	Departures	Accum.
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	0	0	0	0	0	0
09:00	0	0	0	5	0	0
10:00	2	1	1	9	8	7
11:00	13	5	9	26	15	18
12:00	33	17	26	34	20	32
13:00	28	29	25	37	32	38
14:00	19	28	16	34	30	41
15:00	15	18	13	32	30	43
16:00	19	14	19	27	31	40
17:00	28	25	22	40	34	45
18:00	29	19	32	49	43	51
19:00	39	26	44	64	63	52
20:00	20	23	41	55	54	53
21:00	13	21	34	37	67	23
22:00	8	20	22	18	31	11
23:00	4	21	5	7	17	0

9.9 The above shows that the maximum occupancy would be 44 spaces between 19:00 and 20:00 on a weekday and 53 spaces between 20:00 and 21:00 on a Saturday. This confirms that the level of parking proposed (90 spaces) will be more than sufficient to meet the needs of the restaurant during the non-summer months.

9.10 An assessment of the parking demand during the summer months has also been undertaken to take into account seasonal variation. The results of the accumulation exercise are shown in the table below.

Table 44: Restaurant Parking Accumulation – Summer Months

Time	Weekday			Saturday		
	Arrivals	Departures	Accum.	Arrivals	Departures	Accum.
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	0	0	0	0	0	0
09:00	0	0	0	6	0	6
10:00	7	4	4	11	9	8
11:00	29	10	23	32	17	22
12:00	52	26	48	41	24	39
13:00	35	39	45	45	38	45
14:00	26	52	19	40	36	50
15:00	31	27	23	39	36	52
16:00	37	24	36	32	37	47
17:00	67	43	60	48	41	54
18:00	47	52	56	58	51	61
19:00	59	48	67	77	75	62
20:00	34	35	66	66	64	64
21:00	23	45	45	45	81	28
22:00	7	30	22	22	37	13
23:00	4	22	3	8	21	0

9.11 The above shows that the maximum occupancy would be 67 spaces between 19:00 and 20:00 on a weekday and 64 spaces between 20:00 and 21:00 on a Saturday. This confirms that the level of parking proposed will be sufficient to meet the operational need of the restaurant during the summer months.

Hotel

9.12 In the absence of a specific operator for the hotel element, the *TRICS* trip rates for the hotel use have been applied to the proposed number of bedrooms to determine the arrival and departure profile of vehicular movements throughout the day. It has been assumed that maximum occupancy levels will occur overnight. In order to estimate the number of cars parked overnight, it has been assumed that occupancy rates in the hotel will be 85% during the non-summer months and 100% in the summer months, i.e. 69 rooms and 81 rooms respectively.

9.13 A review of the available multi-modal data held on the *TRICS* database suggests that the modal split for the hotel use would be 73 : 27 (vehicles : other modes) and therefore it has been assumed that overnight occupancy within the car park would be 50 vehicles during the non-summer months (i.e. 0.73 x 69) and 59 spaces during the summer months (i.e. 0.73 x 81). The 27% of the modal split which relates to other modes are trips which would be undertaken by pedestrians, cyclists, public transport users and taxis.

9.14 Based on the *TRICS* arrival and departure profile, and assuming that 50 vehicles are parked within the car park overnight, occupancy levels within the hotel car park would vary as follows throughout the day during the non-summer months.

Table 45: Hotel Parking Accumulation – Non-Summer Months

Time	Weekday			Saturday		
	Arrivals	Departures	Accum.	Arrivals	Departures	Accum.
00:00	0	0	50	0	0	50
01:00	0	0	50	0	0	50
02:00	0	0	50	0	0	50
03:00	0	0	50	0	0	50
04:00	0	0	50	0	0	50
05:00	0	0	50	0	0	50
06:00	0	0	50	0	0	50
07:00	5	13	42	7	12	45
08:00	9	21	29	10	27	28
09:00	9	11	27	7	0	34
10:00	6	9	24	7	12	29
11:00	6	7	23	10	9	30
12:00	7	8	22	7	12	24
13:00	7	7	22	13	18	20
14:00	8	10	20	26	15	31
15:00	9	7	22	13	6	38
16:00	11	8	25	13	18	34
17:00	14	7	33	23	15	42
18:00	13	8	38	20	9	52
19:00	11	6	43	7	3	56
20:00	6	3	46	0	6	50
21:00	6	2	50	0	0	50
22:00	0	0	50	0	0	50
23:00	0	0	50	0	0	50

9.15 It can be seen from the above that occupancy levels within the hotel car park would reach a maximum of 50 vehicles on a weekday and 56 vehicles on a Saturday during the non-summer months.

Table 46: Hotel Parking Accumulation – Summer Months

Time	Weekday			Saturday		
	Arrivals	Departures	Accum.	Arrivals	Departures	Accum.
00:00	0	0	59	0	0	59
01:00	0	0	59	0	0	59
02:00	0	0	59	0	0	59
03:00	0	0	59	0	0	59
04:00	0	0	59	0	0	59
05:00	0	0	59	0	0	59
06:00	0	0	59	0	0	59
07:00	5	17	47	8	14	53
08:00	6	16	37	12	32	32
09:00	9	14	32	8	0	40
10:00	9	10	32	8	14	34
11:00	7	6	33	12	11	35
12:00	7	7	32	8	14	28
13:00	8	9	31	16	21	23
14:00	7	8	30	31	18	36
15:00	4	5	30	16	7	45
16:00	11	10	30	16	21	39
17:00	20	7	44	27	18	49
18:00	15	10	49	24	11	62
19:00	24	12	60	8	4	66
20:00	10	7	62	0	7	59
21:00	0	3	59	0	0	59
22:00	0	0	59	0	0	59
23:00	0	0	59	0	0	59

9.15 It can be seen from the above that occupancy levels within the hotel car park would reach a maximum of 62 vehicles on a weekday and 66 vehicles on a Saturday during the summer months.

9.16 Therefore, parking provision for the proposed hotel is expected to meet demand at all times of the year, including on Saturdays when occupancy levels are expected to be highest. As mentioned previously, further car parking would be available within the Langstone Technology Park site if demand for spaces within the development site exceeded capacity during the evening or at weekends.

Servicing

9.17 Vehicles servicing the hotel and restaurant will access the development from Langstone Road, via the new site access off the access road to Langstone Technology Park. Servicing of the hotel will take place from a lay-by situated adjacent to the building, whilst a small dedicated service area will be provided for the restaurant.

9.18 A maximum of five linen deliveries/collections and three other consumable deliveries are anticipated each week. All deliveries are expected to be undertaken by small 7.5 tonne vehicles. In addition, three refuse collections each week are anticipated, all of which would be undertaken by a private contract firm using a standard vehicle.

9.19 Cloverleaf anticipate that there would be 12 food and drink deliveries each week, ten on weekdays and two on Saturday, with a maximum of three occurring each day. Deliveries would take approximately 30 minutes to complete and predominantly be carried out using a 7.5 tonne vehicle.

9.20 Swept path analysis has been carried out for the restaurant service yard and the hotel service lay-by to ensure there will be sufficient space for delivery vehicles to manoeuvre. The swept path drawings as included in Appendix K demonstrate that the proposed servicing arrangements are adequate to accommodate the turning of large vehicles within the site.

9.21 It is envisaged that servicing times will be controlled by planning condition to protect the amenity of local residents. No deliveries will take place before 08:00 hours to safeguard the amenity of local residents.

10.0 Summary and Conclusion

Summary

10.1 This Transport Assessment has been prepared to accompany a planning application that seeks to provide a hotel and a separate family restaurant on land adjacent to Langstone Technology Park in Havant, Hampshire. Pre-application discussions with Hampshire County Council and the Highways Agency have agreed the scope of work, assessment methodology and key parameters.

10.2 The principal findings of the assessment are summarised below.

- It is proposed to construct an 81-bed hotel and separate family restaurant, to be operated by Greene King under its Cloverleaf brand, on previously undeveloped land adjacent to Langstone Road.

- A total of 156 parking spaces will be provided to serve the hotel and restaurant, with 66 designated for the hotel and 90 for the restaurant. Parking provision will be within Hampshire County Council's maximum parking standards, but not significantly below, and will be sufficient to meet the maximum demand of the development.

- Covered cycle parking will be provided for 40 bicycles, with 20 spaces located close to the entrance of the restaurant and 20 spaces located near to the entrance of the hotel.

- Vehicular access to the development site will be taken from the existing private access road to Langstone Technology Park from Langstone Road.

- Comprehensive traffic surveys were carried out in February 2012 to provide up-to-date baseline data. The dates, times and locations of the surveys were agreed in advance with the County Council. Historic data was also obtained from the Council's permanent automatic traffic counter on Langstone Road, close to the Langstone Bridge, to take account of seasonal variations in flow.

- A sophisticated *VISSIM* micro-simulation traffic model has been developed for the adjacent section of Langstone Road, including the access to Langstone Technology Park and the entry to the A27 roundabout. This software program models the behaviour of individual vehicles in real-time and is the best tool available to model the interaction between junctions when queuing occurs. The base model has been validated against queue lengths recorded by the surveys and provides a realistic basis for assessment.

- A further base model has been prepared for the summer months that takes into account the seasonal variations in traffic on the local road network.

- The *VISSIM* model has been used to measure three principal performance indicators - the delay to northbound traffic on Langstone Road, the queue length in the right turn lane from Langstone Road into Langstone Technology Park and the queue length on exit from Langstone Technology Park. This enables a comparison to be made between the performance of the local road network pre and post-development.

- Trip rates for the proposed hotel and restaurant have been derived from the national *TRICS* database and agreed with the County Council. Higher trip rates have been determined for the summer months to account for seasonal variations.

- The development will generate very low levels of traffic in the weekday morning peak when traffic flows on Langstone Road, and those entering Langstone Technology Park are highest.

- The busiest times for the development are expected to be at weekday lunchtimes, when traffic flows on Langstone Road are relatively low, in the late afternoon and evening and at the weekend.

- During the weekday evening peak, the amount of traffic that turns into Langstone Technology Park is very low, so the existing right turn lane will be able to comfortably accommodate the increase in traffic as a result of the development with no risk of queues extending back to affect the operation of the A27 roundabout.

- The amount of traffic leaving Langstone Technology Park reaches a maximum during the weekday evening peak, but the vast majority turns left towards the A27 and has to give-way only to traffic from the direction of Hayling Island which is much lower at this time of day than during the morning peak.

- The development will also generate traffic at weekends, when flows on Langstone Road are generally lower than during the week and flows to and from Langstone Technology Park are minimal.

- The results of the *VISSIM* network modelling have demonstrated that the impact of the development on the operation of the local road network will be acceptable.

- The impact of the development on the operation of the local road network will be minimal during the weekday morning peak regardless of the time of year. The additional delay to through traffic on Langstone Road will be imperceptible and there will be no appreciable increase in queuing traffic turning into or out of Langstone Technology Park. There will be no need to re-negotiate the legal agreement that restricts the number of vehicles that can turn right into Langstone Technology Park from Langstone Road.

- During the weekday evening peak, the development will result in a small increase in delay to through traffic on Langstone Road during the summer months only, but no perceptible increase at other times of the year. Any increase in vehicles waiting to turn right into Langstone Technology Park from Langstone Road would be easily accommodated within the existing right turn lane, without affecting the operation of the A27 roundabout. The queue length on exit from Langstone Technology Park will increase, but not significantly and a second exit is available from Langstone Technology Park to the west via Harts Farm Way.

- During the Saturday peak, the development will result in a small increase in delay to through traffic on Langstone Road during the summer months, but no perceptible increase at other times of the year. Any increase in vehicles waiting to turn right into Langstone Technology Park from Langstone Road will be easily accommodated within the existing right turn lane, without affecting the A27 roundabout. The queue length on exit from Langstone Technology Park would increase slightly as a result of the development.

- A Construction Traffic Management Plan will be prepared at the post-planning stage and prior to commencement of development in order to safeguard the amenity of local residents during the construction phase.

- Road safety has been examined and no existing deficiencies have been identified. The increase in traffic generated by the development can be accommodated on the local road network without detriment to highway safety.

- Improvements are proposed to enhance the accessibility of the site for pedestrians. These include upgrading the public footway to the west of the site to make the route into town usable in all weathers, improving the lighting and refreshing the artwork within the subway under the A27, improved pedestrian crossing facilities on Langstone Road and on the access road to Langstone Technology Park and improved pedestrian signage to integrate the site better with the town centre.

- It is proposed to fund the installation of shelters at the two bus stops nearest the site to provide weather protection for waiting passengers.

- Servicing will take place from within the site and a total of 20 deliveries are expected each week, with no more than 4 each day. No deliveries will take place before 08:00 hours to safeguard the amenity of local residents.

- A Travel Plan that will encourage staff employed at the restaurant and hotel to travel to work by alternative modes of transport has been prepared as a separate document.

Conclusion

10.3 It has been demonstrated that the additional traffic generated by the development can be accommodated on the local highway network without causing excessive queuing or delay and measures are proposed to increase accessibility for pedestrians and public transport users. Therefore, the development is considered acceptable in transport terms.

Figures



NOTE

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N

KEY

Site Location

Rev.	Description	Date	Chkd

Glanville

Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client : Fasset

Project : Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

Title : Site Location Plan

Project Engineer :	C. Brooks	Scale :	As Shown @ A3
Project Director :	J. Birch	Date :	April 2012
Status :	Transport Assessment		

Drawing No. Figure 1 Rev

Improved signage

Improved subway lighting and refresh artwork

Improved footway – usable in all weathers

New bus shelter

Replace 'KEEP CLEAR' markings with yellow box junction

Upgrade splitter island to a pedestrian refuge

New pedestrian refuge

New footway

Upgrade pedestrian refuges

New bus shelter

27

NOTE

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Source: Head Roberts and Associates drawing no. 3956–105G

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Rev.	Description	Date	Chkd

Glanville

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postbox@glanvillegroup.com www.glanvillegroup.com

Client : Fasset

Project : Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

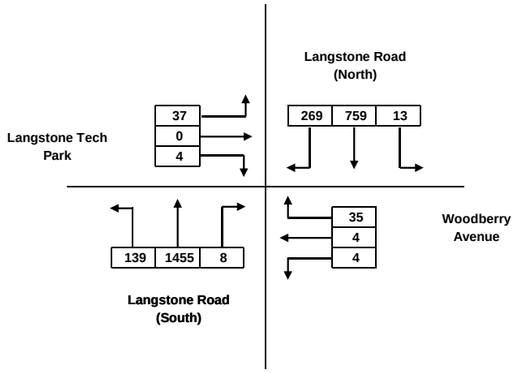
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Project Director :	J. Birch	Date :	April 2012
Status :	Transport Assessment		

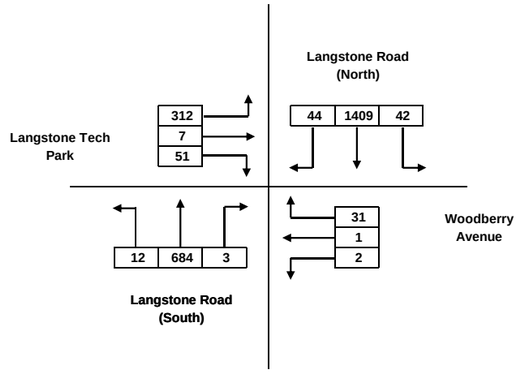
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2012 Survey

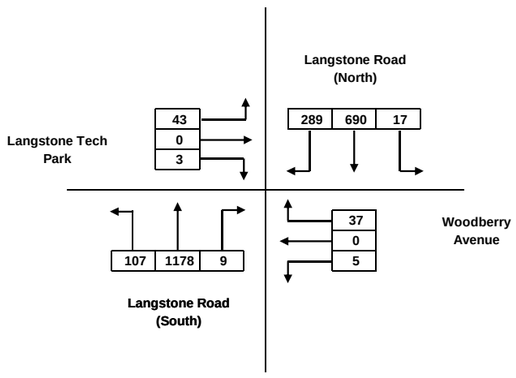
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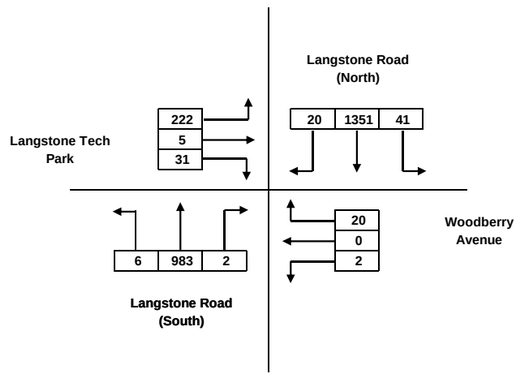
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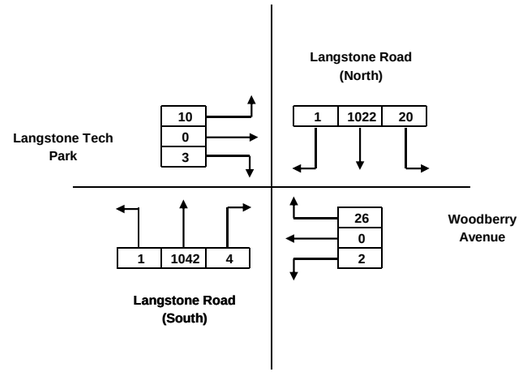
Friday AM Peak
07:45-09:45



Friday PM Peak
17:00-18:00



Saturday Midday Peak
11:30-12:30



N

KEY:

336 Traffic flows

Glanville
Cornerstone House
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Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client: Fasset

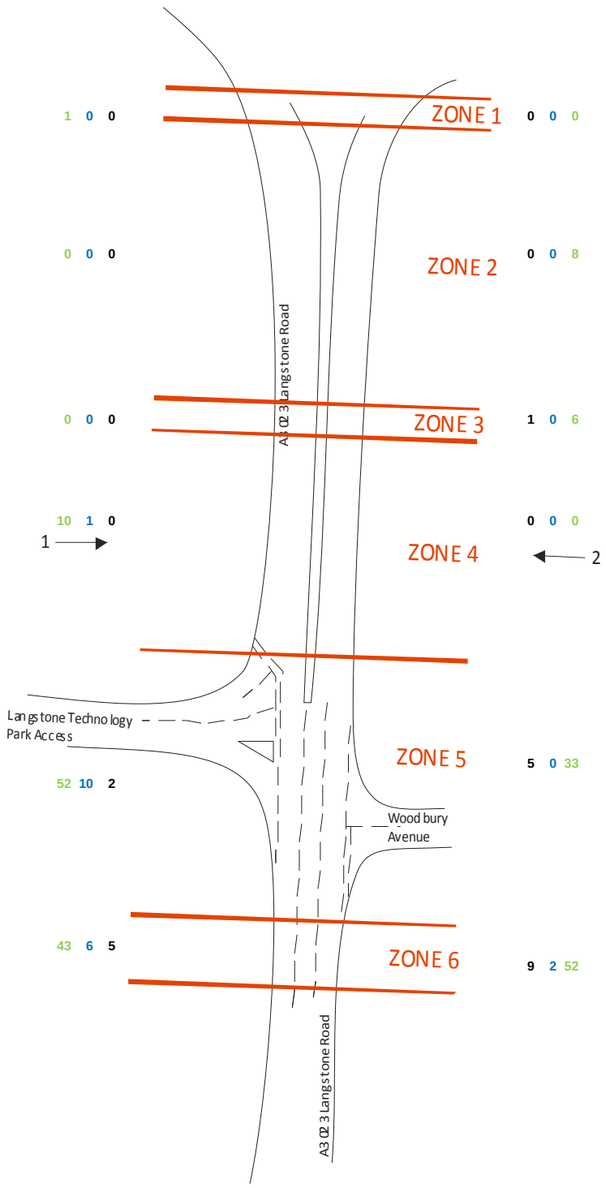
Project: Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

Title: Surveyed Traffic Flows
(February 2012)

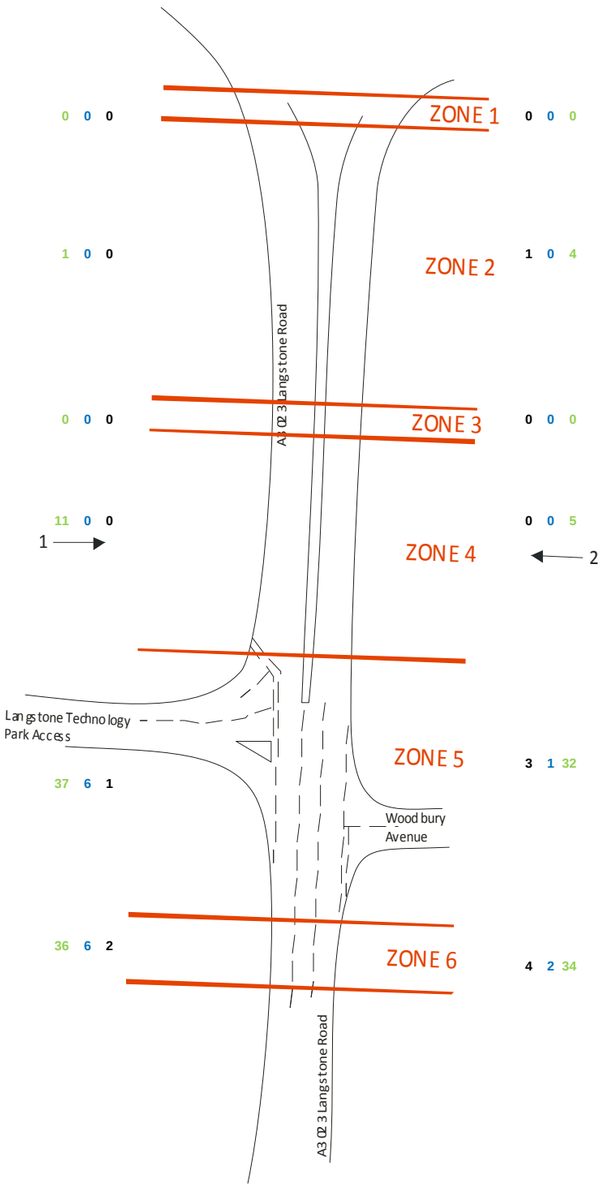
Project Engineer :	C. Brooks	Scale:	N.T.S
Project Director :	J. Birch	Date:	April 2012
Status:	Transport Assessment		

Drawing No. Figure 3

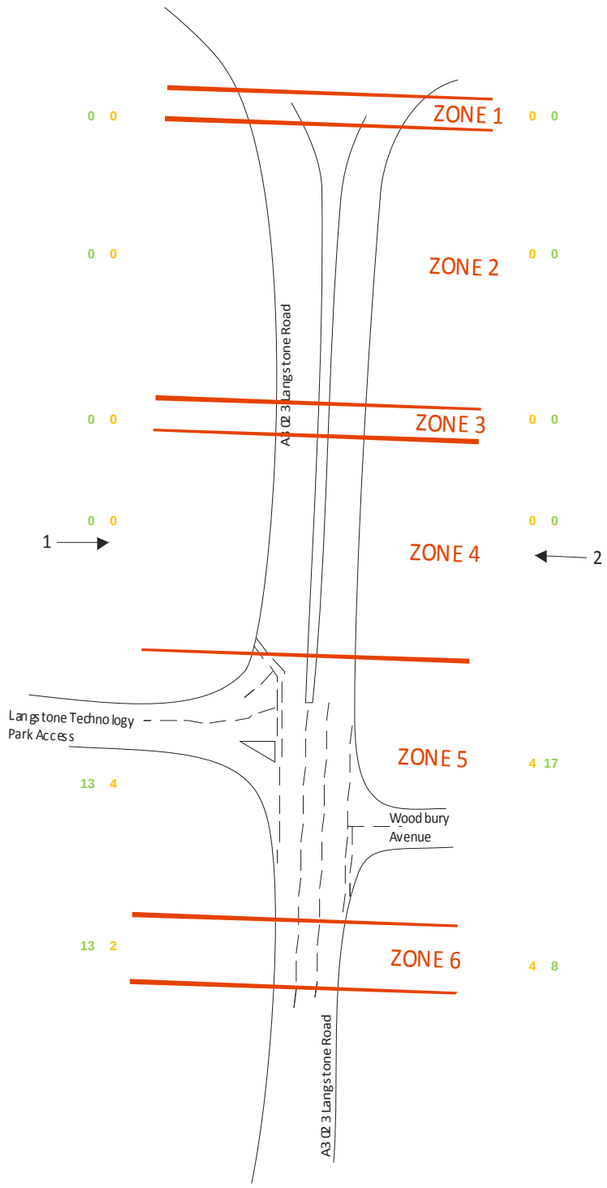
Thursday



Friday



Saturday





KEY:

9	AM 07:45-08:45
6	PM 17:00-18:00
4	Midday 11:30-12:30
32	Daily

Glanville

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Tel: (01235) 515550 Fax: (01235) 817799
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Client: Fasset

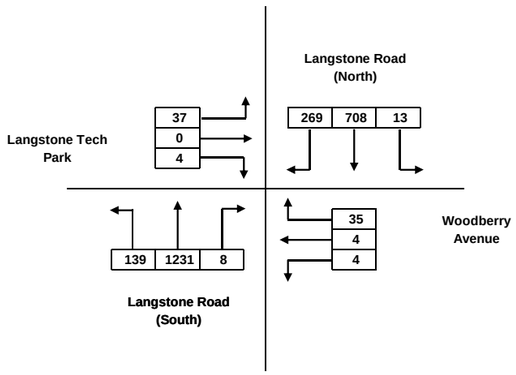
Project: Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

Title: Surveyed Pedestrian Flows
(February 2012)

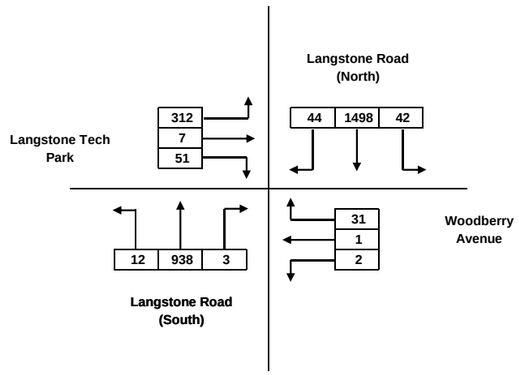
Project Engineer :	C. Brooks	Scale:	N.T.S
Project Director :	J. Birch	Date:	April 2012
Status:	**Transport Assessment**		

Drawing No.	**Figure 4**

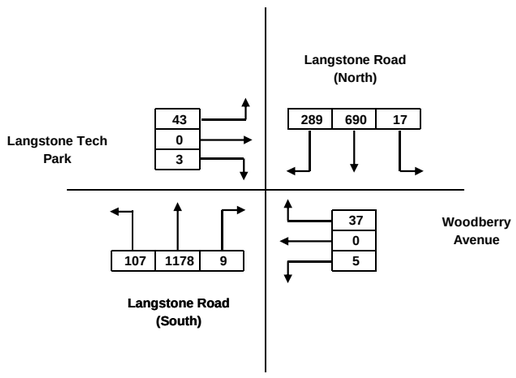
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07:45-09:45



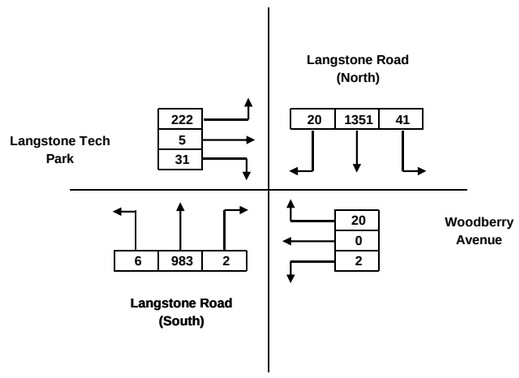
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17:00-18:00



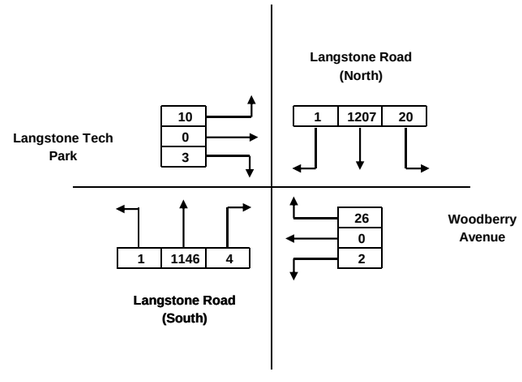
Friday AM Peak
07:45-09:45



Friday PM Peak
17:00-18:00



Saturday Midday Peak
11:30-12:30





KEY:

336 Traffic flows

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Client: Fasset

Project: Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

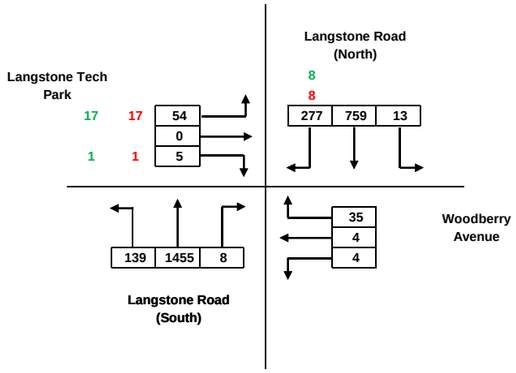
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Traffic Flows
(August 2012)

Project Engineer :	C. Brooks	Scale:	N.T.S
Project Director :	J. Birch	Date:	April 2012
Status:	Transport Assessment		

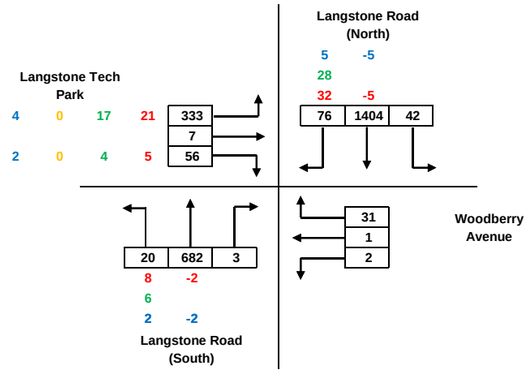
Drawing No. **Figure 5**

2012 With Development

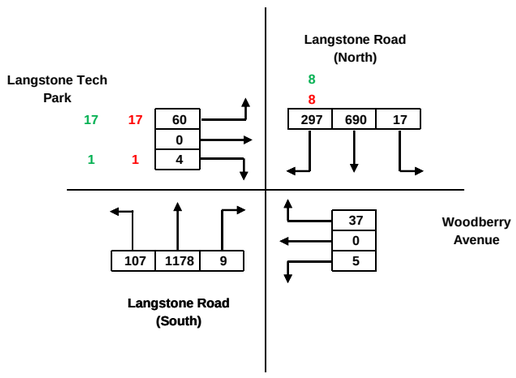
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07:45-09:45



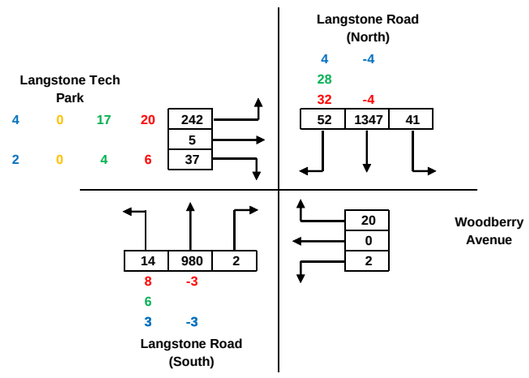
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17:00-18:00



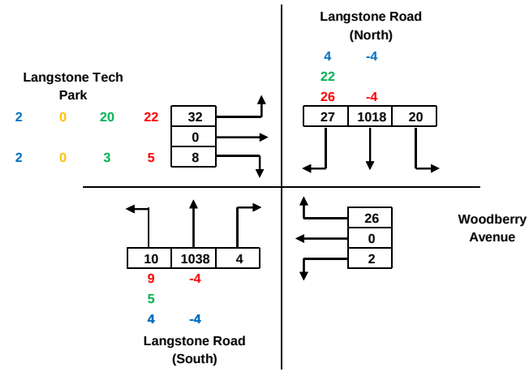
Friday AM Peak
07:45-09:45



Friday PM Peak
17:00-18:00



Saturday Midday Peak
11:30-12:30



N

KEY:

336	Traffic flows
24	Total Development Traffic
22	Total New Trips
-4	Total Pass-By
6	Total Diverted

Glanville
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Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client: Fasset

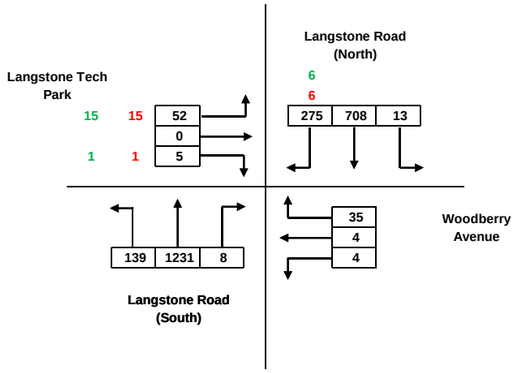
Project: Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

Title: Opening Year Traffic Flows
"With Development"
Non - Summer Months

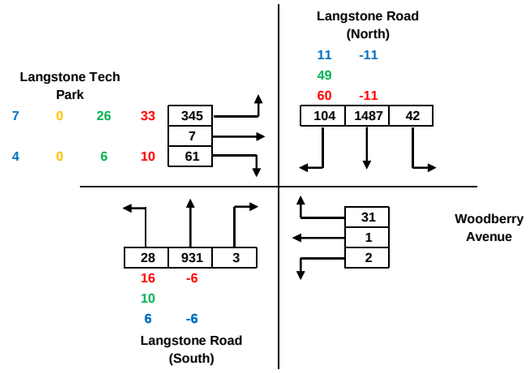
Project Engineer :	C. Brooks	Scale:	N.T.S
Project Director :	J. Birch	Date:	April 2012
Status:	Transport Assessment		

Drawing No. Figure 6

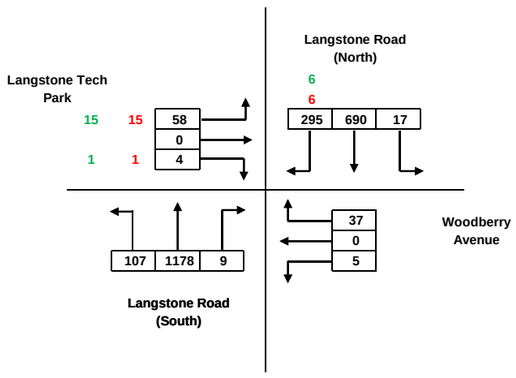
Thursday AM Peak
07:45-09:45



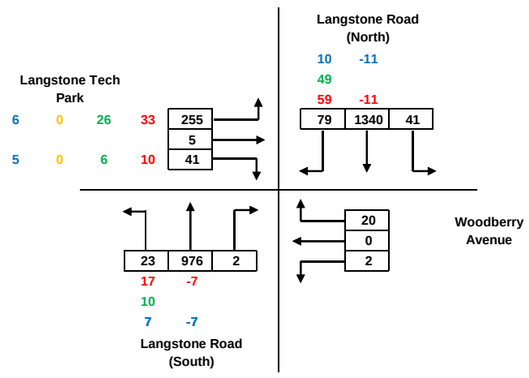
Thursday PM Peak
17:00-18:00



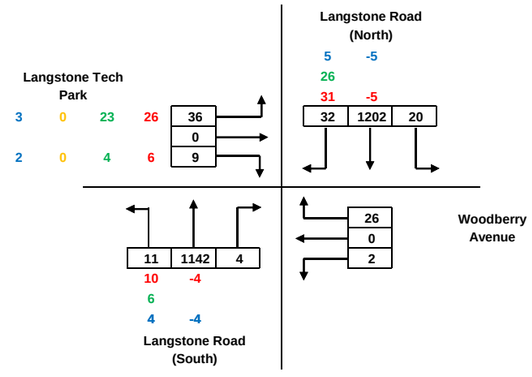
Friday AM Peak
07:45-09:45



Friday PM Peak
17:00-18:00



Saturday Midday Peak
11:30-12:30





KEY:

336	Traffic flows
24	Total Development Traffic
22	Total New Trips
-4	Total Pass-By
6	Total Diverted

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postbox@glanvillegroup.com www.glanvillegroup.com

Client: Fasset

Project: Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

Title: Opening Year Traffic Flows
"With Development"
Summer Months

Project Engineer :	C. Brooks	Scale:	N.T.S
Project Director :	J. Birch	Date:	April 2012
Status:	Transport Assessment		

Drawing No. Figure 7





NOTE

Source: National Rail

N

KEY

Site Location

Rail Station

Rev.	Description	Date	Chkd

Glanville
Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

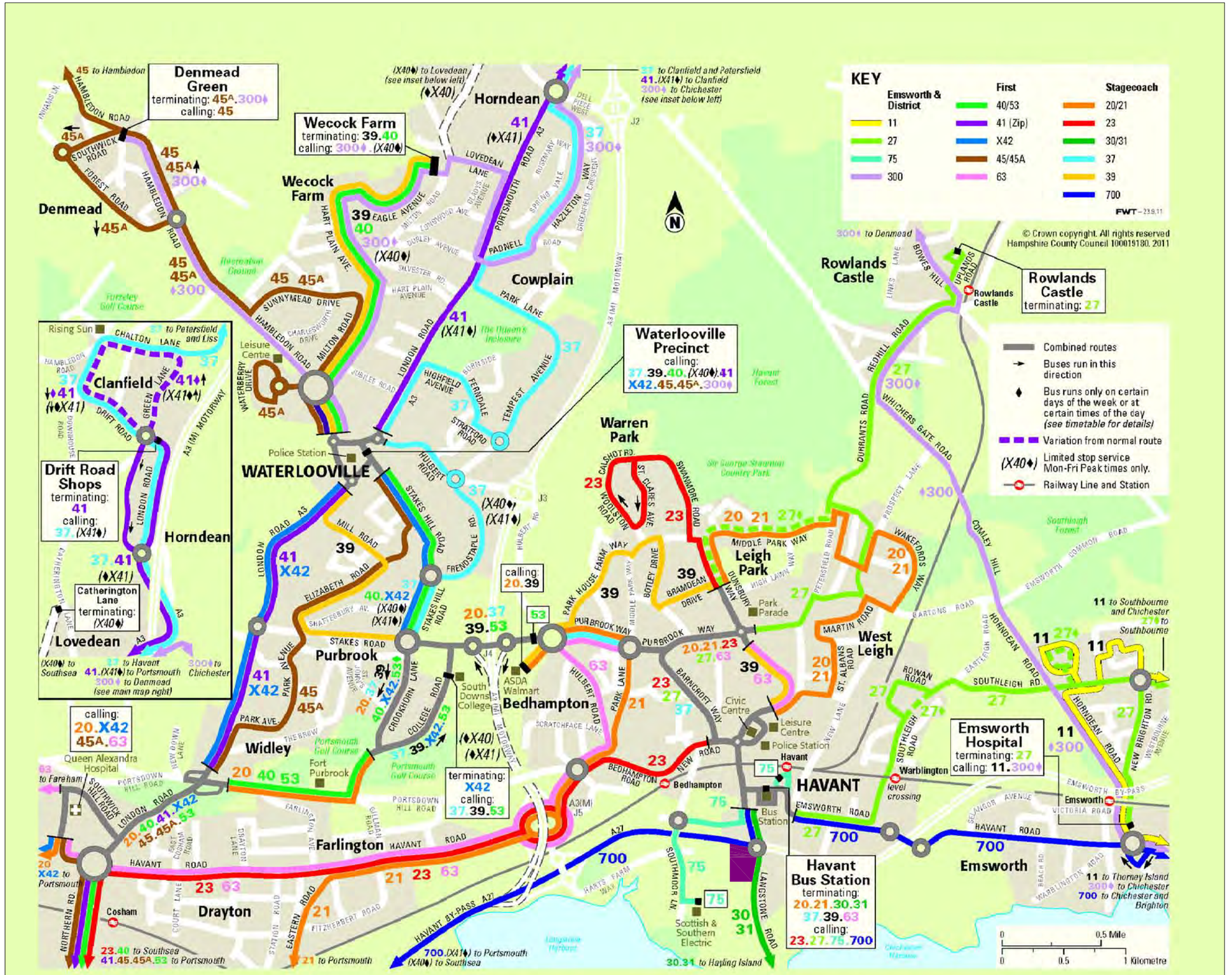
Client : Fasset

Project : Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

Title : Local Rail Network

Project Engineer :	C. Brooks	Scale :	N.T.S
Project Director :	J. Birch	Date :	April 2012
Status :	Transport Assessment		

Drawing No. Figure 8 Rev



NOTE

Source: National Rail

N

KEY

Site Location

Rev.	Description	Date	Chkd

Glanville

Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client : Fasset

Project : Proposed Hotel & Family Restaurant
Langstone Technology Park
Havant

Title : Local Bus Network

Project Engineer :	C. Brooks	Scale :	N.T.S
Project Director :	J. Birch	Date :	April 2012
Status :	Transport Assessment		

Drawing No. Figure 9 Rev

Appendices

Appendix A

Scoping Information & Correspondence

LANGSTONE TECHNOLOGY PARK, HAVANT
PROPOSED HOTEL AND PUB / RESTAURANT

Scoping Information for Transport Assessment

1.0 Introduction

1.1 This document has been prepared to agree with the Highways Agency (HA) and local highway authority, Hampshire County Council (HCC), key parameters and the scope of analysis to be undertaken as part of a Transport Assessment that will accompany a planning application for the development of a site located adjacent to Langstone Technology Park in Havant.

1.2 The assessment will be carried out in accordance with *Guidance on Transport Assessment (March 2007)* published by the Department *for* Transport.

2.0 Existing Situation

2.1 Langstone Technology Park is located in the Broadmarsh area of Havant, to the south of the A27 trunk road. The development site is located adjacent to Langstone Road, immediately to the south-west of the A27 / Langstone Road roundabout. The site is currently undeveloped.

3.0 Background

3.1 The site was subject to a planning application in 2006 for a proposed day nursery and small office units (06/50238/083). The application was supported by a Transport Assessment which concluded that the development would have a minimal impact at junctions away from the development whilst improvement works were proposed to the Langstone Road / Langstone Technology Park access junction. These works involved the installation of traffic signals at the existing priority junction to increase capacity and reduce the possibility of queuing traffic extending back to the A27 junction and were agreed with HCC and the HA.

3.2 Although HCC and the HA raised no objection, the application was refused by Havant Borough Council for a number of reasons. The effect on the free flow of traffic on the highway network as a result of additional vehicles entering or leaving the site during peak hours was cited in Reason 4 of the refusal of planning permission.

4.0 Proposed Development

4.1 The proposed development comprises the construction of a hotel (Class C1) with 81 bedrooms and a pub / restaurant (Class A4 with A3 use) with a gross floor area of approximately 700m^2 (7,535ft^2).

4.2 A total of 64 car parking spaces, of which seven will be designated disabled, will be provided for the hotel. An additional 90 car parking spaces, of which three will be designated disabled, will be provided for the pub / restaurant.

4.3 Vehicular access to the development site will be taken from the existing private access road that serves Langstone Technology Park from the east, via Langstone Road.

5.0 Trip Generation

5.1 In order to establish the number of trips likely to be generated by the proposed development, the *TRICS* database has been interrogated for the two uses with the resulting trip rates set out in the tables below. Copies of the *TRICS* outputs are appended to this report.

Hotel Trip Rates

Peak Hour	Trip Rates (Trips per Bedroom)		
	Arrivals	Departures	Two-Way
Weekday AM (08:00 to 09:00)	0.102	0.230	0.332
Weekday PM (17:00 to 18:00)	0.205	0.079	0.284
Daily	1.723	1.567	3.290

Pub / Restaurant Trip Rates

Peak Hour	Trip Rates (Trips per 100 m^2 GFA)		
	Arrivals	Departures	Two-Way
Weekday AM (08:00 to 09:00)	0.000	0.000	0.000
Weekday PM (17:00 to 18:00)	6.548	4.285	10.833
Daily	44.054	43.525	87.579

5.2 These trip rates have been applied to the quantum of development proposed and the following tables provide an estimate of the number of trips that will be generated.

Hotel Trips – 81 Bedrooms

Peak Hour	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (08:00 to 09:00)	8	19	27
Weekday PM (17:00 to 18:00)	17	6	23
Daily	140	127	167

Pub / Restaurant Trips – 700m^2

Peak Hour	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (08:00 to 09:00)	0	0	0
Weekday PM (17:00 to 18:00)	45	30	75
Daily	308	305	613

5.3 Thus, the total number of trips generated by the development is therefore estimated as set out in the table below, although in reality a proportion of trips to the hotel will be linked with the pub / restaurant, so the actual number is expected to be slightly lower.

Total Development Trips (Current Scheme)

Peak Hour	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (08:00 to 09:00)	8	19	27
Weekday PM (17:00 to 18:00)	62	36	98
Daily	448	432	880

Total Development Trips (Previous Scheme)

5.4 The number of trips that would have been developed by the previous nursery / office scheme is set out in the table below.

Peak Hour	Vehicular Trips		
	Arrivals	Departures	Two-Way
Weekday AM (08:00 to 09:00)	76	25	101
Weekday PM (17:00 to 18:00)	23	60	83

5.5 Thus, the number of trips associated with the proposed development is significantly lower in the AM peak than the previous application. This is due to the pub element of the development generating no trips in the AM peak in comparison with the office and nursery uses proposed previously, which generated a relatively high number of trips in the AM peak. In the PM peak, the trips associated with the current proposal are slightly higher than for the previous application.

6.0 Study Area

6.1 The assessment for the previous application considered the traffic impact of the development at the following junctions:

A A3023 Langstone Road / Langstone Technology Park access
B A27 / A3023 Langstone Road / B2149 Park Road South
C B2149 Park Road South / Solent Road

6.2 The results of that assessment showed that the previous nursery / office scheme would have had very little impact at Junction C and therefore no detailed capacity assessments of this junction were carried out.

6.3 A detailed capacity assessment was undertaken for Junction A. This resulted in traffic signals being proposed at the junction to increase capacity, particularly for right turning movements into the site to reduce the likelihood of queues extending back to the A27 junction. This was a particular issue during the AM peak when existing right turning traffic flows into Langstone Technology Park are high and the amount of opposing traffic travelling northbound away from Hayling Island is also high. Detailed capacity assessments were carried out for the local network comprising Junctions A and B using the software program *TRANSYT*, and the results were agreed with the HA and HCC.

6.4 The level of trips generated by the current proposal will be much less than the previous scheme in the critical AM peak, and only slightly higher in the PM peak. Inbound development traffic flows will be very low in AM peak when opposing flows on the A3023 Langstone Road will be highest. Whilst inbound development flows in the PM peak will be higher, existing flows into Langstone Technology Park are significantly lower at this time and opposing flows on the A3023 Langstone Road are also much lower (around 50% of the AM flow). Therefore, the impact of the current proposal is expected to be very much less than the previous proposal and no impact on the A27 junction is anticipated.

6.5 It is proposed initially to consider the traffic impact of the development in detail only at Junction A (A3023 Langstone Road / Langstone Technology Park access). Assessments of Junction B will only be carried out if assessments of Junction A suggest queues may extend back from Junction A as far as Junction B (A27 junction).

6.5 Initial assessments will be carried out using available data from traffic counts carried out in 2005 for the previous scheme. However, if this data is considered too old to be reliable, then traffic counts will be carried out.

6.6 Should new traffic data be required, counts would be carried out on a weekday from 07:00 to 10:00 hours and from 15:30 to 18:30 hours. These times are when peak flows on the local road network will coincide with high flows to and from the development.

8.0 Trip Distribution

8.1 For the purposes of the assessment trips associated with the hotel have been assumed to be completely new to the local highway network.

8.2 Trips associated with the pub could already exist on the local highway network and therefore it is proposed to apply the following trip distribution to the pub element of the traffic model for development:

25% New
75% Transferred (redistributed), comprising:
- 40% Primary (single purpose)
- 35% Non-primary (multi-purpose), comprising:
  - 10% Pass-by
  - 25% Diverted

8.3 "New" trips do not appear anywhere on the local road network at this time.

8.4 "Primary transferred" trips do currently appear on the local road network, but not within the study area and will therefore be regarded as "New" for the purposes of the assessment.

8.5 "Pass-by" trips currently appear on the Langstone Technology Park access road and will call into the site on the way to their final destination.

8.6 "Diverted" trips currently appear on Langstone Road and will divert from their existing route to call into the site. The split between northbound and southbound movements on Langstone Road will be assumed to be relative to existing traffic flows.

9.0 Trip Assignment

9.1 Due to the site's location and Langstone Road providing access to Hayling Island to the south only, it has been assumed that the vast majority of vehicles associated with the hotel would approach from the north. It has been assumed that a significant proportion of trips associated with the hotel would approach the development from the A27 Eastbound due to its proximity to the M3 and M27 motorways. It is therefore proposed to use the following trip assignment for traffic associated with the hotel element of the development:

- A3023 South 5%
- A27 Westbound 30%
- A27 Eastbound 55%
- B2149 Park Road South 10%

9.2 The location of the development in relation to the surrounding residential and employment areas suggests that the many of the patrons associated with the pub would be local and therefore the majority would come from Havant and other areas to the north. A proportion of the traffic would travel from the south from Hayling Island, but given the distance between the two locations, this would be significantly smaller than that anticipated from locations to the north.

9.3 A small proportion of trips would also be associated with traffic travelling to and from Langstone Technology Park and therefore a small proportion of trips would travel from within the main site.

9.5 On this basis, traffic associated with the pub element would be assigned as follows:

- To / from Havant 70%
- To / from Hayling Island 20%
- Within Langstone Technology Park 10%

10.0 Future Accessibility

10.1 Existing public transport provision and facilities will be reviewed and the scope and necessity for improvements to services and infrastructure to enhance the attractiveness of public transport will be assessed.

10.2 Existing pedestrian and cyclist facilities will be reviewed and the scope and necessity for improvements to infrastructure will be assessed, taking into account safety and convenience.

10.3 A Framework Travel Plan for the development will be prepared as a separate document. It will be prepared in accordance with PPG13 and current best practice on reducing single occupancy car journeys and encouraging alternative modes of transport.

11.0 Parking

11.1 Parking provision will be assessed in accordance with HCC's parking standards. For hotels, a maximum of 1 space per bedroom is permitted. Based on the size of the proposed hotel (81 bedrooms) this equates to 81 spaces. 64 spaces are proposed for the hotel.

11.2 For land use class A4 (with A3 use), the standards state that a maximum of 1 space per $5m^2$ of dining / bar area is permitted. Therefore, on the basis that $700m^2$ would be provided, a maximum of 140 spaces would be permitted. 90 spaces are proposed for the pub / restaurant.

11.3 Therefore, the level of parking proposed at the development is within the maximum standards set out by HCC.

12.0 Servicing

12.1 Details of the proposed servicing arrangements will be provided and supported by appropriate swept path drawings.

13.0 Road Safety

13.1 Personal injury accident records for the most recent five-year period will be obtained for the junctions and links within the study area. The data will be analysed and any junctions, bends or links with a poor accident rate will be identified.

13.2 Suitable mitigation measures will be proposed where an increase in trips could exacerbate a pre-existing accident problem.

13.3 Any proposals for new highway infrastructure providing access to the site, or changes to existing infrastructure to mitigate the impact of the development, will be accompanied by preliminary design information and a Stage 1 Road Safety Audit.



This drawing shall not be scaled, except for planning purposes.

All dimensions to be checked on site where applicable, prior to commencement on site.

Differences between drawings, and between drawings and specification or bills of quantities to be referred to the Architect for clarification.

All works shall conform to he current edition of the Building Regulations and other relevant statutory requirements.

All materials and workmanship shall conform with the relevant British Standard Specifications and Codes of Practice.

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Hotel:

	Double Rooms	Accessible Rooms	Family Rooms
Ground Floor	30	4	5
First Floor	30	0	12
Total	60	4	17

Ground Floor Area	1060m² (11409ft²) GEA
First Floor Area	1060m² (11409ft²) GEA
Total	2120m² (22818ft²) GEA
Parking	64 Spaces

Family Restaurant:

Parking	90 Spaces
Ground Floor Area	
First Floor Area	
External Service Area	

Site Area - - - - 4945m² 1.22 acres

SCALE BAR METRES 0 5 10 15 20 25

REV.	DATE	DESCRIPTION	BY

HEAD, ROBERTS & ASSOCIATES
1 Station Terrace
Shawford, Hants.
SO21 2BN
Tel: 01962 711111
Fax: 01962 711100
Email : mail@headroberts.co.uk

Client: Fasset			
Job Title: Proposed Hotel & Family Restaurant, Bosmere, Havant			
Drawing Title: Site Layout Plan, Phase 2 (81 Bed Hotel)			
Drawing No. 3956/102			Revision -
Scale 1:250@A1	Date 12.12.11	Drawn By AG	Checked By

This drawing shall not be scaled, except for planning purposes. All dimensions to be checked on site where applicable, prior to commencement on site. Differences between drawings, and between drawings and specification or bills of quantities to be referred to the Architect for clarification. All works shall conform to he current edition of the Building Regulations and other relevant statutory requirements. All materials and workmanship shall conform with the relevant British Standard Specifications and Codes of Practice.
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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
Range: 24 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 14/10/10

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	5 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	1

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2
Retail Zone	1
No Sub Category	7

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
C1	10 days

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 days

Travel Plan:

Yes	1 days
No	10 days

LIST OF SITES relevant to selection parameters

1 DS-06-A-01 DAYS INN, DERBY DERBYSHIRE
SIR FRANK WHITTLE RD

DERBY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 100
Survey date: WEDNESDAY 23/06/04 Survey Type: MANUAL

2 GM-06-A-06 PREMIER LODGE, URMSTON GREATER MANCHESTER
TRAFFORD BOULEVARD

URMSTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 42
Survey date: MONDAY 07/06/04 Survey Type: MANUAL

3 GS-06-A-01 PREMIER INN, CHELTENHAM GLOUCESTERSHIRE
GLOUCESTER ROAD
ST MARKS
CHELTENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 60
Survey date: WEDNESDAY 28/04/10 Survey Type: MANUAL

4 HF-06-A-03 NOVOTEL, STEVENAGE HERTFORDSHIRE
A1(M)
KNEBWORTH PARK
STEVENAGE
Edge of Town
No Sub Category
Total Number of bedrooms: 100
Survey date: THURSDAY 08/07/04 Survey Type: MANUAL

5 TW-06-A-01 PREMIER TRAV. INN, NEWCASTLE TYNE & WEAR
CITY ROAD
QUAYSIDE
NEWCASTLE
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of bedrooms: 82
Survey date: TUESDAY 26/04/05 Survey Type: MANUAL

6 WM-06-A-04 PURPLE HOTEL, BIRMINGHAM WEST MIDLANDS
CUCKOO ROAD
NECHELLS
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Number of bedrooms: 90
Survey date: TUESDAY 25/11/08 Survey Type: MANUAL

7 WO-06-A-02 QUALITY HOTEL, REDDITCH WORCESTERSHIRE
POOLE BANK
SOUTHCREST
REDDITCH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 73
Survey date: WEDNESDAY 26/03/03 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WO-06-A-03 RAMADA HOTEL, BROMSGROVE WORCESTERSHIRE
KIDDERMINSTER ROAD

BROMSGROVE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 58
Survey date: WEDNESDAY 30/04/03 Survey Type: MANUAL

9 WS-06-A-02 EXPRESS BY HOL. INN, CRAWLEY WEST SUSSEX
HASLETT AVENUE EAST

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: WEDNESDAY 28/11/07 Survey Type: MANUAL

10 WS-06-A-03 EXPRESS BY HOL. INN, CRAWLEY WEST SUSSEX
HASLETT AVENUE EAST

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: MONDAY 07/12/09 Survey Type: MANUAL

11 WY-06-A-02 HOTEL, LEEDS WEST YORKSHIRE
CLIFF ROAD
HEADINGLEY
LEEDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 24
Survey date: FRIDAY 11/06/10 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

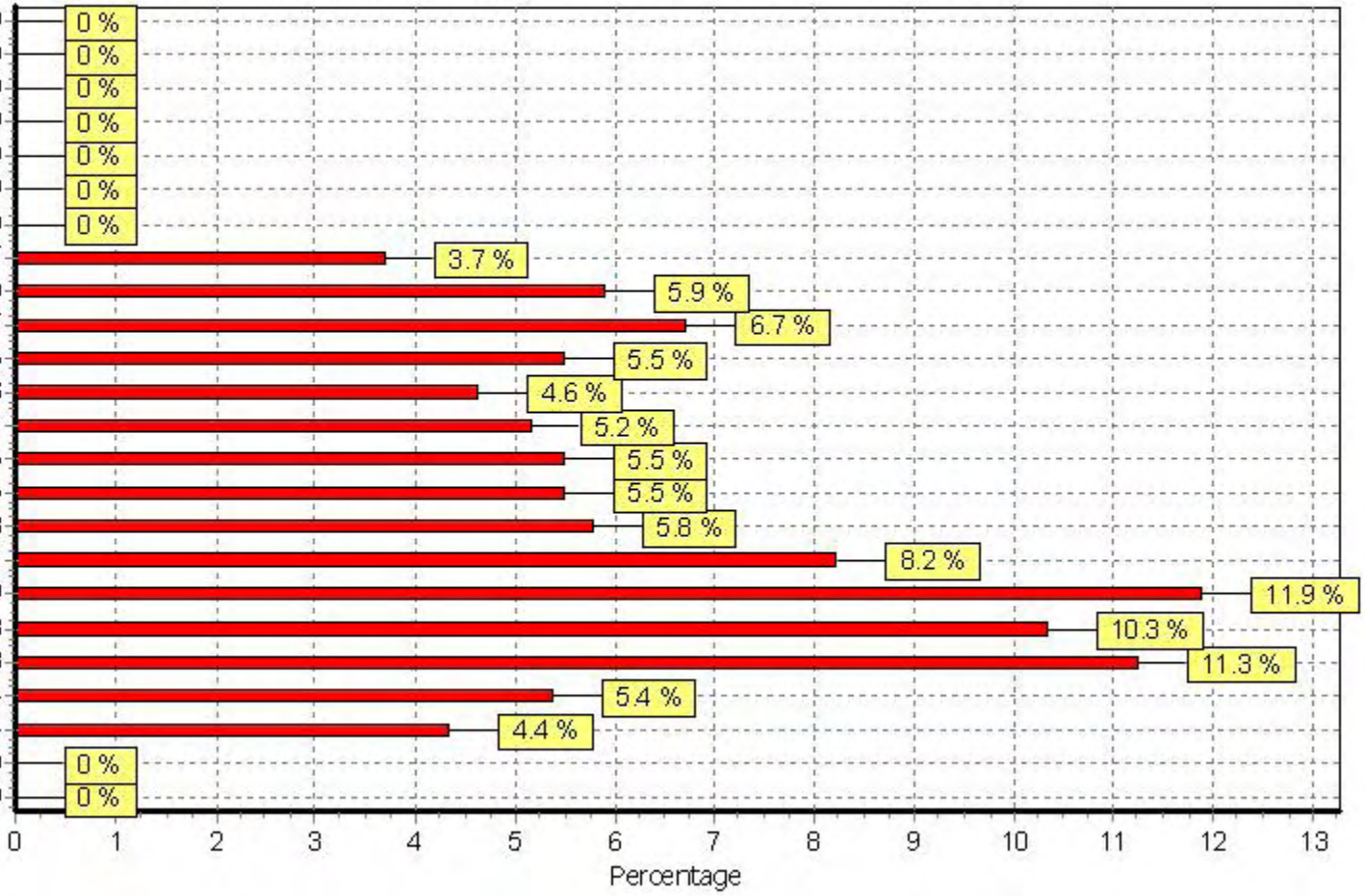
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	11	71	0.064	11	71	0.172	11	71	0.236
08:00 - 09:00	11	71	0.102	11	71	0.230	11	71	0.332
09:00 - 10:00	11	71	0.116	11	71	0.145	11	71	0.261
10:00 - 11:00	11	71	0.095	11	71	0.109	11	71	0.204
11:00 - 12:00	11	71	0.080	11	71	0.080	11	71	0.160
12:00 - 13:00	11	71	0.089	11	71	0.093	11	71	0.182
13:00 - 14:00	11	71	0.095	11	71	0.091	11	71	0.186
14:00 - 15:00	11	71	0.095	11	71	0.108	11	71	0.203
15:00 - 16:00	11	71	0.100	11	71	0.075	11	71	0.175
16:00 - 17:00	11	71	0.142	11	71	0.104	11	71	0.246
17:00 - 18:00	11	71	0.205	11	71	0.079	11	71	0.284
18:00 - 19:00	11	71	0.178	11	71	0.104	11	71	0.282
19:00 - 20:00	8	68	0.194	8	68	0.097	8	68	0.291
20:00 - 21:00	8	68	0.093	8	68	0.055	8	68	0.148
21:00 - 22:00	5	64	0.075	5	64	0.025	5	64	0.100
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.723			1.567			3.290

Parameter summary

Trip rate parameter range selected:	24 - 100 (units:)
Survey date date range:	01/01/03 - 14/10/10
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

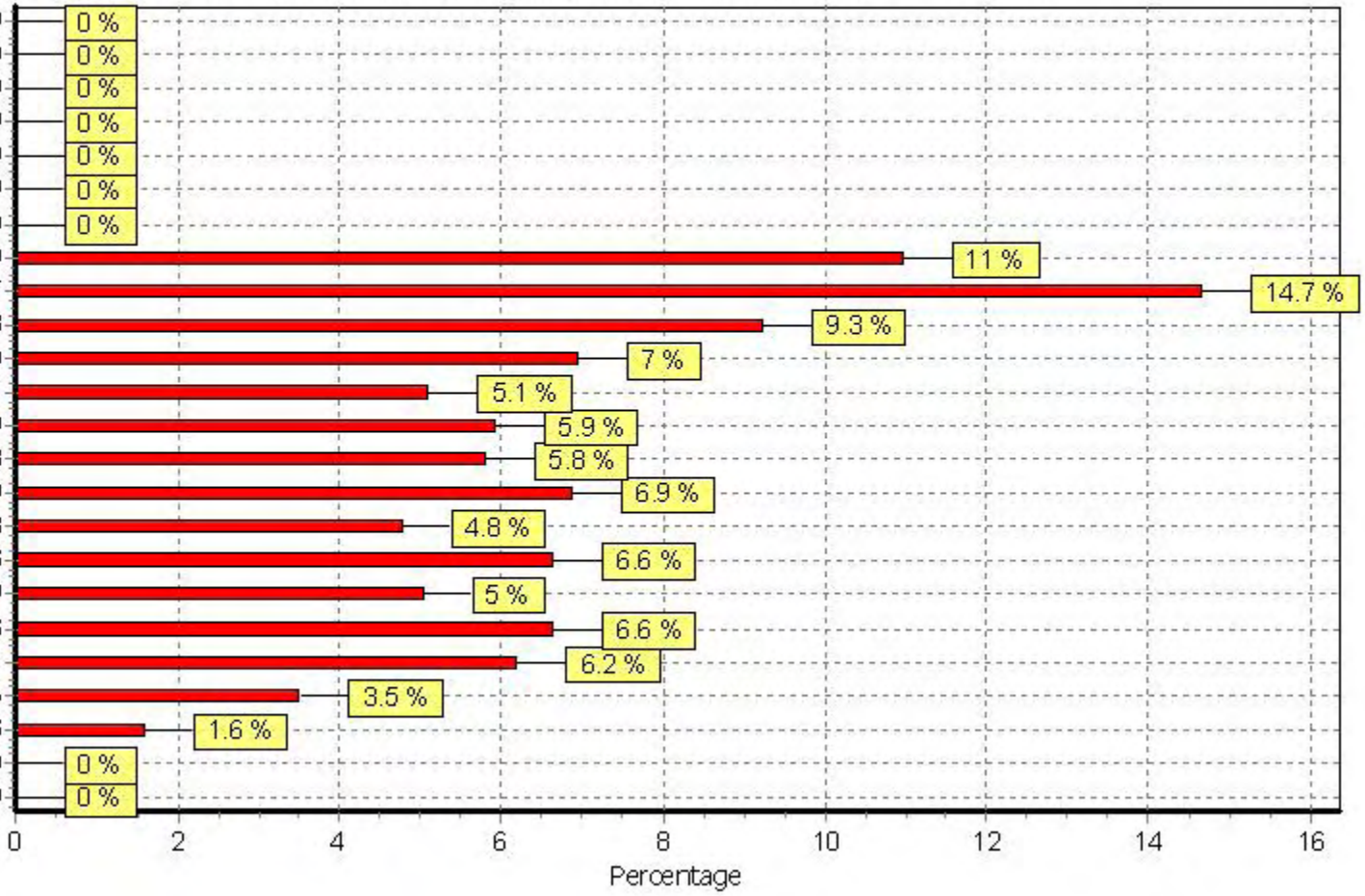
TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.064	3.7
08:00-09:00	0.102	5.9
09:00-10:00	0.116	6.7
10:00-11:00	0.095	5.5
11:00-12:00	0.080	4.6
12:00-13:00	0.089	5.2
13:00-14:00	0.095	5.5
14:00-15:00	0.095	5.5
15:00-16:00	0.100	5.8
16:00-17:00	0.142	8.2
17:00-18:00	0.205	11.9
18:00-19:00	0.178	10.3
19:00-20:00	0.194	11.3
20:00-21:00	0.093	5.4
21:00-22:00	0.075	4.4
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



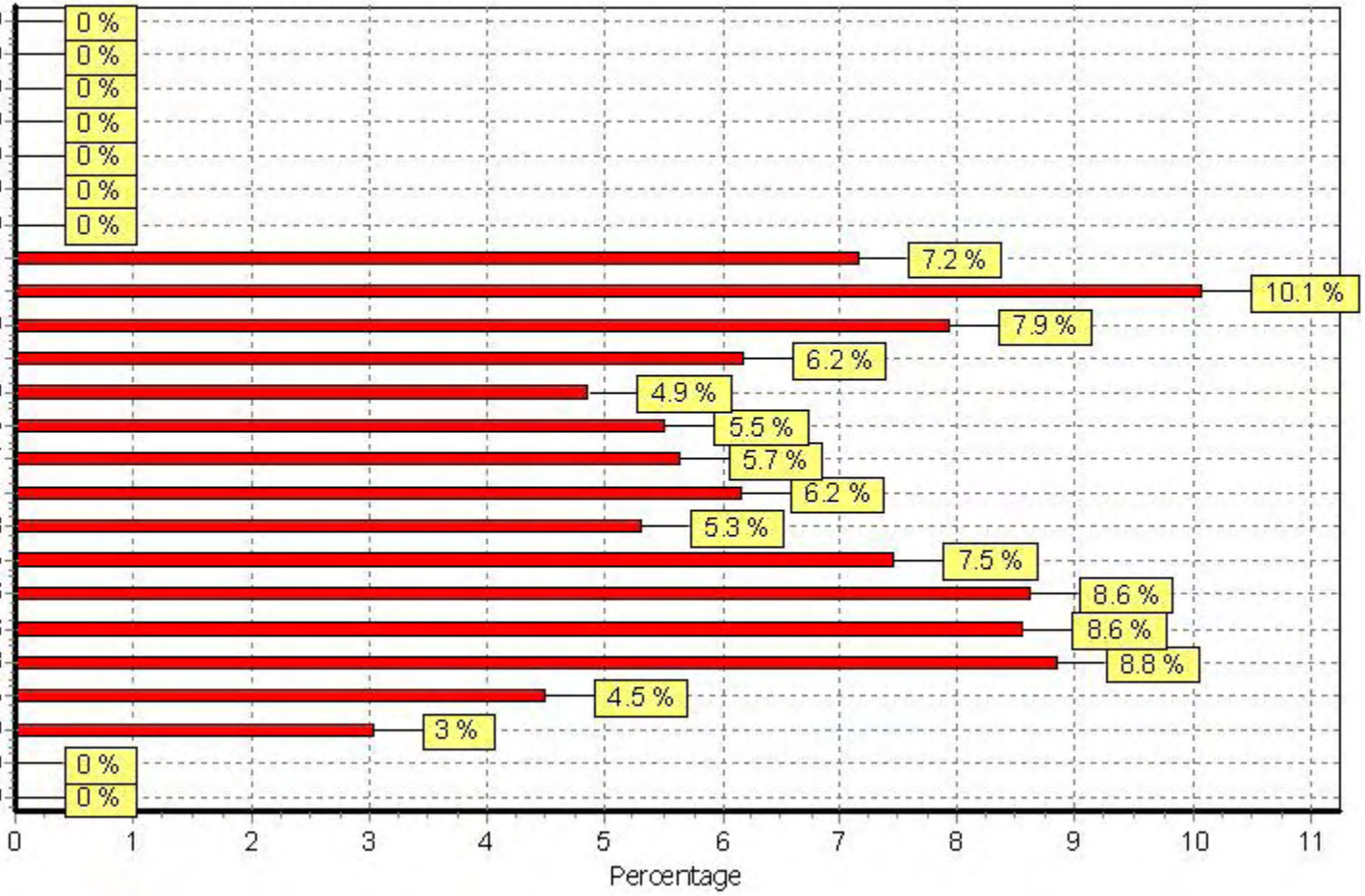
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.172	11.0
08:00-09:00	0.230	14.7
09:00-10:00	0.145	9.3
10:00-11:00	0.109	7.0
11:00-12:00	0.080	5.1
12:00-13:00	0.093	5.9
13:00-14:00	0.091	5.8
14:00-15:00	0.108	6.9
15:00-16:00	0.075	4.8
16:00-17:00	0.104	6.6
17:00-18:00	0.079	5.0
18:00-19:00	0.104	6.6
19:00-20:00	0.097	6.2
20:00-21:00	0.055	3.5
21:00-22:00	0.025	1.6
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.236	7.2
08:00-09:00	0.332	10.1
09:00-10:00	0.261	7.9
10:00-11:00	0.204	6.2
11:00-12:00	0.160	4.9
12:00-13:00	0.182	5.5
13:00-14:00	0.186	5.7
14:00-15:00	0.203	6.2
15:00-16:00	0.175	5.3
16:00-17:00	0.246	7.5
17:00-18:00	0.284	8.6
18:00-19:00	0.282	8.6
19:00-20:00	0.291	8.8
20:00-21:00	0.148	4.5
21:00-22:00	0.100	3.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
Range: 24 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 14/10/10

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	5 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	1

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2
Retail Zone	1
No Sub Category	7

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
C1	10 days

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 days

Travel Plan:

Yes	1 days
No	10 days

LIST OF SITES relevant to selection parameters

1 DS-06-A-01 DAYS INN, DERBY DERBYSHIRE
SIR FRANK WHITTLE RD

DERBY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 100
Survey date: WEDNESDAY 23/06/04 Survey Type: MANUAL

2 GM-06-A-06 PREMIER LODGE, URMSTON GREATER MANCHESTER
TRAFFORD BOULEVARD

URMSTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 42
Survey date: MONDAY 07/06/04 Survey Type: MANUAL

3 GS-06-A-01 PREMIER INN, CHELTENHAM GLOUCESTERSHIRE
GLOUCESTER ROAD
ST MARKS
CHELTENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 60
Survey date: WEDNESDAY 28/04/10 Survey Type: MANUAL

4 HF-06-A-03 NOVOTEL, STEVENAGE HERTFORDSHIRE
A1(M)
KNEBWORTH PARK
STEVENAGE
Edge of Town
No Sub Category
Total Number of bedrooms: 100
Survey date: THURSDAY 08/07/04 Survey Type: MANUAL

5 TW-06-A-01 PREMIER TRAV. INN, NEWCASTLE TYNE & WEAR
CITY ROAD
QUAYSIDE
NEWCASTLE
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of bedrooms: 82
Survey date: TUESDAY 26/04/05 Survey Type: MANUAL

6 WM-06-A-04 PURPLE HOTEL, BIRMINGHAM WEST MIDLANDS
CUCKOO ROAD
NECHELLS
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Number of bedrooms: 90
Survey date: TUESDAY 25/11/08 Survey Type: MANUAL

7 WO-06-A-02 QUALITY HOTEL, REDDITCH WORCESTERSHIRE
POOLE BANK
SOUTHCREST
REDDITCH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 73
Survey date: WEDNESDAY 26/03/03 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WO-06-A-03 RAMADA HOTEL, BROMSGROVE WORCESTERSHIRE
KIDDERMINSTER ROAD

BROMSGROVE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 58
Survey date: WEDNESDAY 30/04/03 Survey Type: MANUAL

9 WS-06-A-02 EXPRESS BY HOL. INN, CRAWLEY WEST SUSSEX
HASLETT AVENUE EAST

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: WEDNESDAY 28/11/07 Survey Type: MANUAL

10 WS-06-A-03 EXPRESS BY HOL. INN, CRAWLEY WEST SUSSEX
HASLETT AVENUE EAST

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: MONDAY 07/12/09 Survey Type: MANUAL

11 WY-06-A-02 HOTEL, LEEDS WEST YORKSHIRE
CLIFF ROAD
HEADINGLEY
LEEDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 24
Survey date: FRIDAY 11/06/10 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

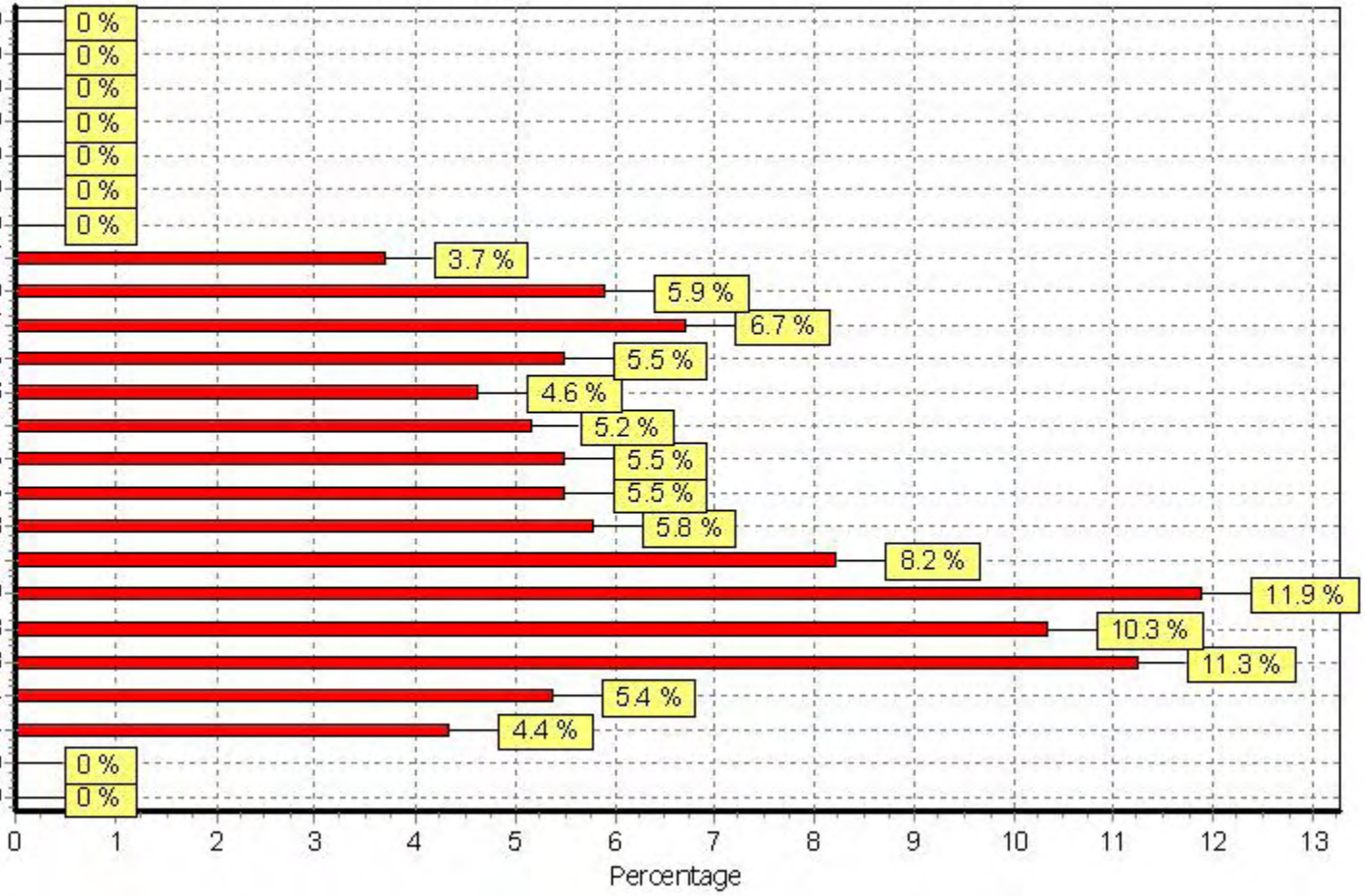
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	11	71	0.064	11	71	0.172	11	71	0.236
08:00 - 09:00	11	71	0.102	11	71	0.230	11	71	0.332
09:00 - 10:00	11	71	0.116	11	71	0.145	11	71	0.261
10:00 - 11:00	11	71	0.095	11	71	0.109	11	71	0.204
11:00 - 12:00	11	71	0.080	11	71	0.080	11	71	0.160
12:00 - 13:00	11	71	0.089	11	71	0.093	11	71	0.182
13:00 - 14:00	11	71	0.095	11	71	0.091	11	71	0.186
14:00 - 15:00	11	71	0.095	11	71	0.108	11	71	0.203
15:00 - 16:00	11	71	0.100	11	71	0.075	11	71	0.175
16:00 - 17:00	11	71	0.142	11	71	0.104	11	71	0.246
17:00 - 18:00	11	71	0.205	11	71	0.079	11	71	0.284
18:00 - 19:00	11	71	0.178	11	71	0.104	11	71	0.282
19:00 - 20:00	8	68	0.194	8	68	0.097	8	68	0.291
20:00 - 21:00	8	68	0.093	8	68	0.055	8	68	0.148
21:00 - 22:00	5	64	0.075	5	64	0.025	5	64	0.100
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.723			1.567			3.290

Parameter summary

Trip rate parameter range selected:	24 - 100 (units:)
Survey date date range:	01/01/03 - 14/10/10
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

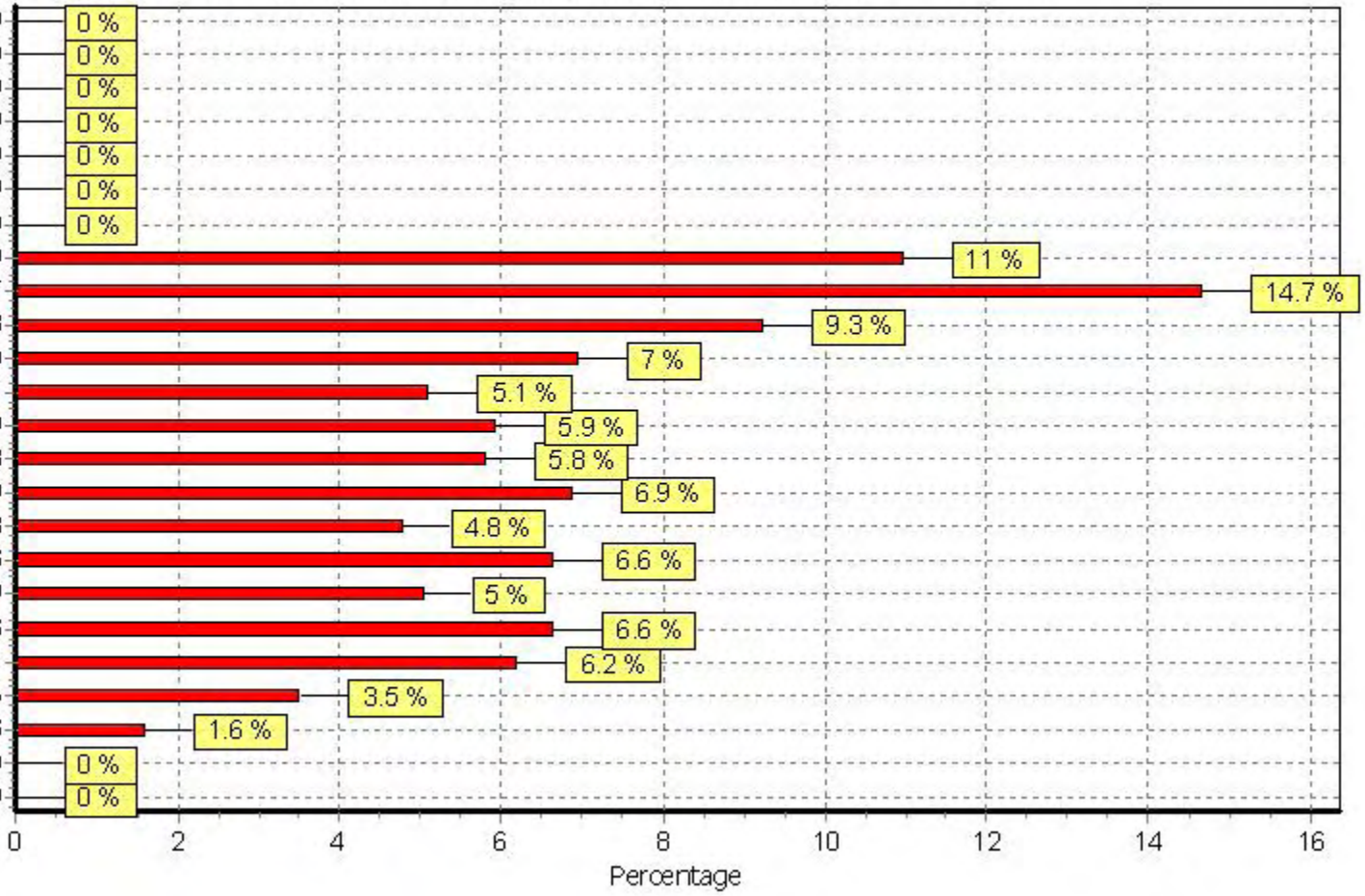
TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.064	3.7
08:00-09:00	0.102	5.9
09:00-10:00	0.116	6.7
10:00-11:00	0.095	5.5
11:00-12:00	0.080	4.6
12:00-13:00	0.089	5.2
13:00-14:00	0.095	5.5
14:00-15:00	0.095	5.5
15:00-16:00	0.100	5.8
16:00-17:00	0.142	8.2
17:00-18:00	0.205	11.9
18:00-19:00	0.178	10.3
19:00-20:00	0.194	11.3
20:00-21:00	0.093	5.4
21:00-22:00	0.075	4.4
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



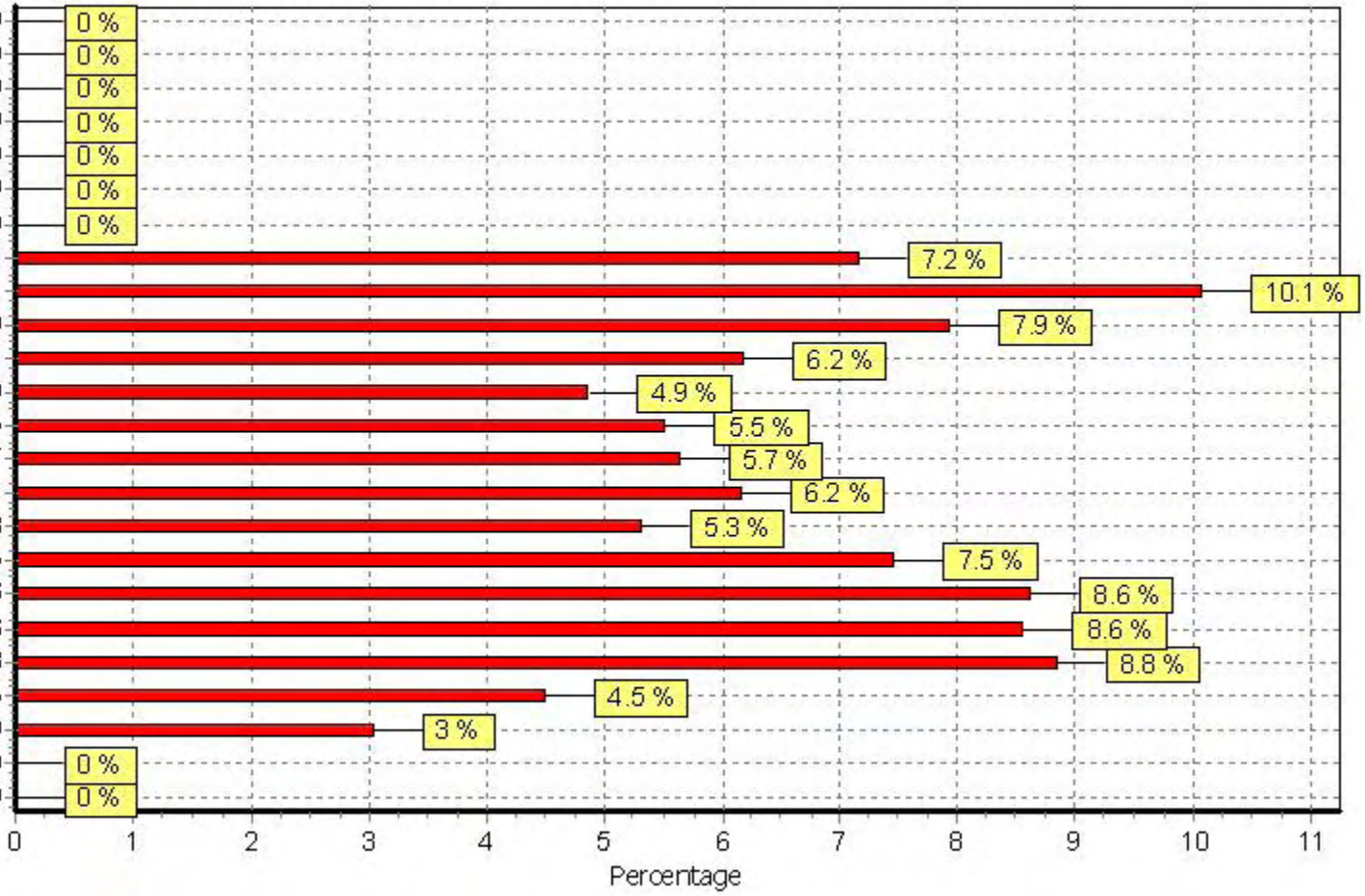
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.172	11.0
08:00-09:00	0.230	14.7
09:00-10:00	0.145	9.3
10:00-11:00	0.109	7.0
11:00-12:00	0.080	5.1
12:00-13:00	0.093	5.9
13:00-14:00	0.091	5.8
14:00-15:00	0.108	6.9
15:00-16:00	0.075	4.8
16:00-17:00	0.104	6.6
17:00-18:00	0.079	5.0
18:00-19:00	0.104	6.6
19:00-20:00	0.097	6.2
20:00-21:00	0.055	3.5
21:00-22:00	0.025	1.6
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.236	7.2
08:00-09:00	0.332	10.1
09:00-10:00	0.261	7.9
10:00-11:00	0.204	6.2
11:00-12:00	0.160	4.9
12:00-13:00	0.182	5.5
13:00-14:00	0.186	5.7
14:00-15:00	0.203	6.2
15:00-16:00	0.175	5.3
16:00-17:00	0.246	7.5
17:00-18:00	0.284	8.6
18:00-19:00	0.282	8.6
19:00-20:00	0.291	8.8
20:00-21:00	0.148	4.5
21:00-22:00	0.100	3.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 285 to 892 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 17/10/09

Selected survey days:

Friday	4 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

No Sub Category	4

Filtering Stage 3 selection:

Use Class:

A3	1 days
A4	3 days

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No	4 days

LIST OF SITES relevant to selection parameters

1 CW-06-C-01 PUB/RESTAURANT, CAMBORNE CORNWALL
FORE STREET
POOL
CAMBORNE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 285 sqm
Survey date: FRIDAY 21/09/07 Survey Type: MANUAL

2 EX-06-C-01 HARVESTER, COLCHESTER ESSEX
LONDON ROAD
STANWAY
COLCHESTER
Edge of Town
No Sub Category
Total Gross floor area: 450 sqm
Survey date: FRIDAY 11/07/08 Survey Type: MANUAL

3 HC-06-C-02 BEEFEATER, EASTLEIGH HAMPSHIRE
BOURNEMOUTH ROAD
AMPFIELD
EASTLEIGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 450 sqm
Survey date: FRIDAY 16/11/07 Survey Type: MANUAL

4 SH-06-C-01 TWO FOR ONE, SHREWSBURY SHROPSHIRE
WELSHPOOL ROAD
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Gross floor area: 892 sqm
Survey date: FRIDAY 10/06/05 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

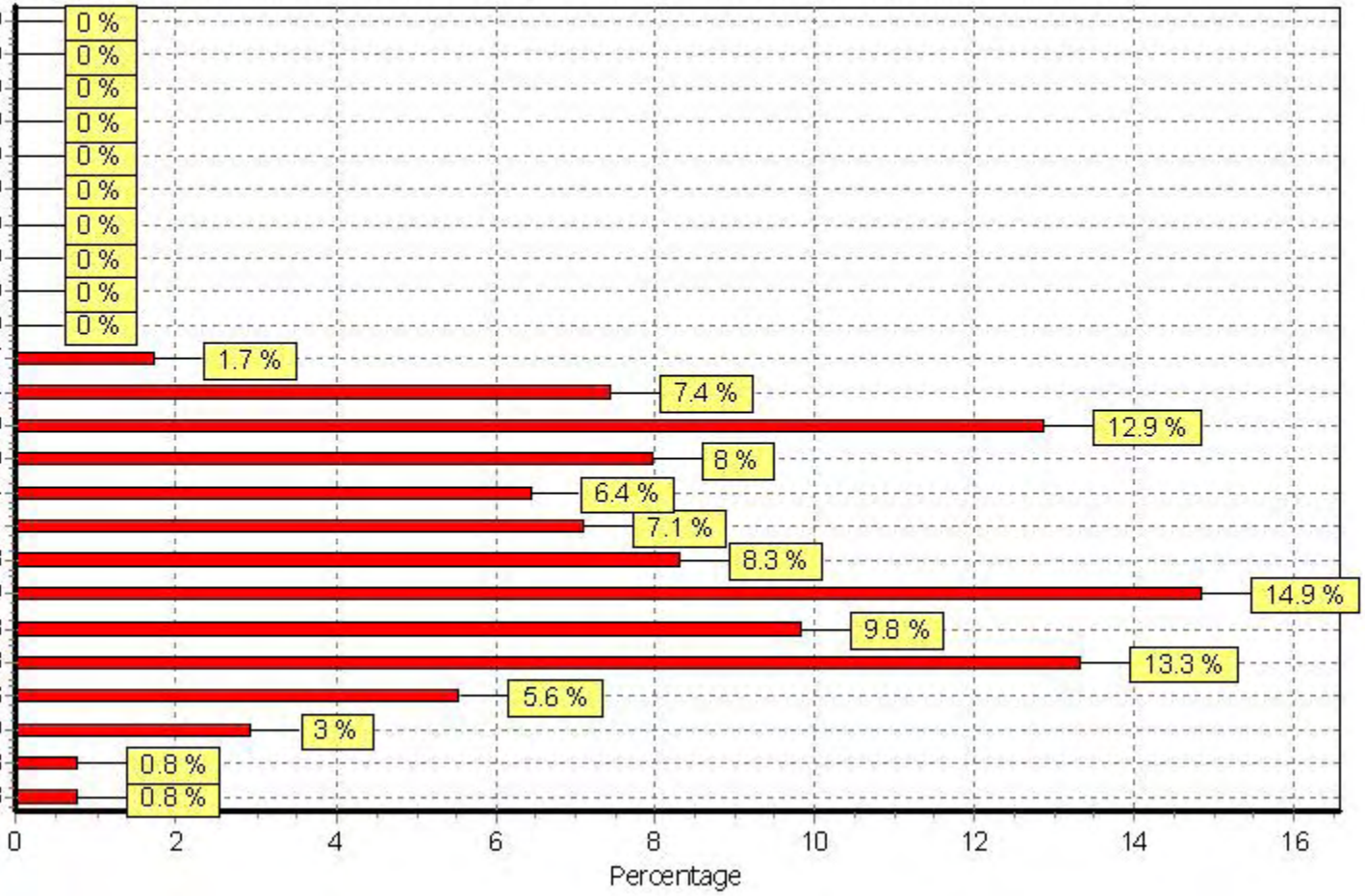
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	4	519	0.770	4	519	0.385	4	519	1.155
11:00 - 12:00	4	519	3.274	4	519	0.915	4	519	4.189
12:00 - 13:00	4	519	5.681	4	519	3.130	4	519	8.811
13:00 - 14:00	4	519	3.515	4	519	4.815	4	519	8.330
14:00 - 15:00	4	519	2.841	4	519	4.622	4	519	7.463
15:00 - 16:00	4	519	3.130	4	519	3.274	4	519	6.404
16:00 - 17:00	4	519	3.659	4	519	2.407	4	519	6.066
17:00 - 18:00	4	519	6.548	4	519	4.285	4	519	10.833
18:00 - 19:00	4	519	4.333	4	519	4.574	4	519	8.907
19:00 - 20:00	4	519	5.874	4	519	4.092	4	519	9.966
20:00 - 21:00	4	519	2.455	4	519	3.130	4	519	5.585
21:00 - 22:00	4	519	1.300	4	519	3.370	4	519	4.670
22:00 - 23:00	4	519	0.337	4	519	2.167	4	519	2.504
23:00 - 24:00	4	519	0.337	4	519	2.359	4	519	2.696
Total Rates:			44.054			43.525			87.579

Parameter summary

Trip rate parameter range selected:	285 - 892 (units: sqm)
Survey date date range:	01/01/03 - 17/10/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

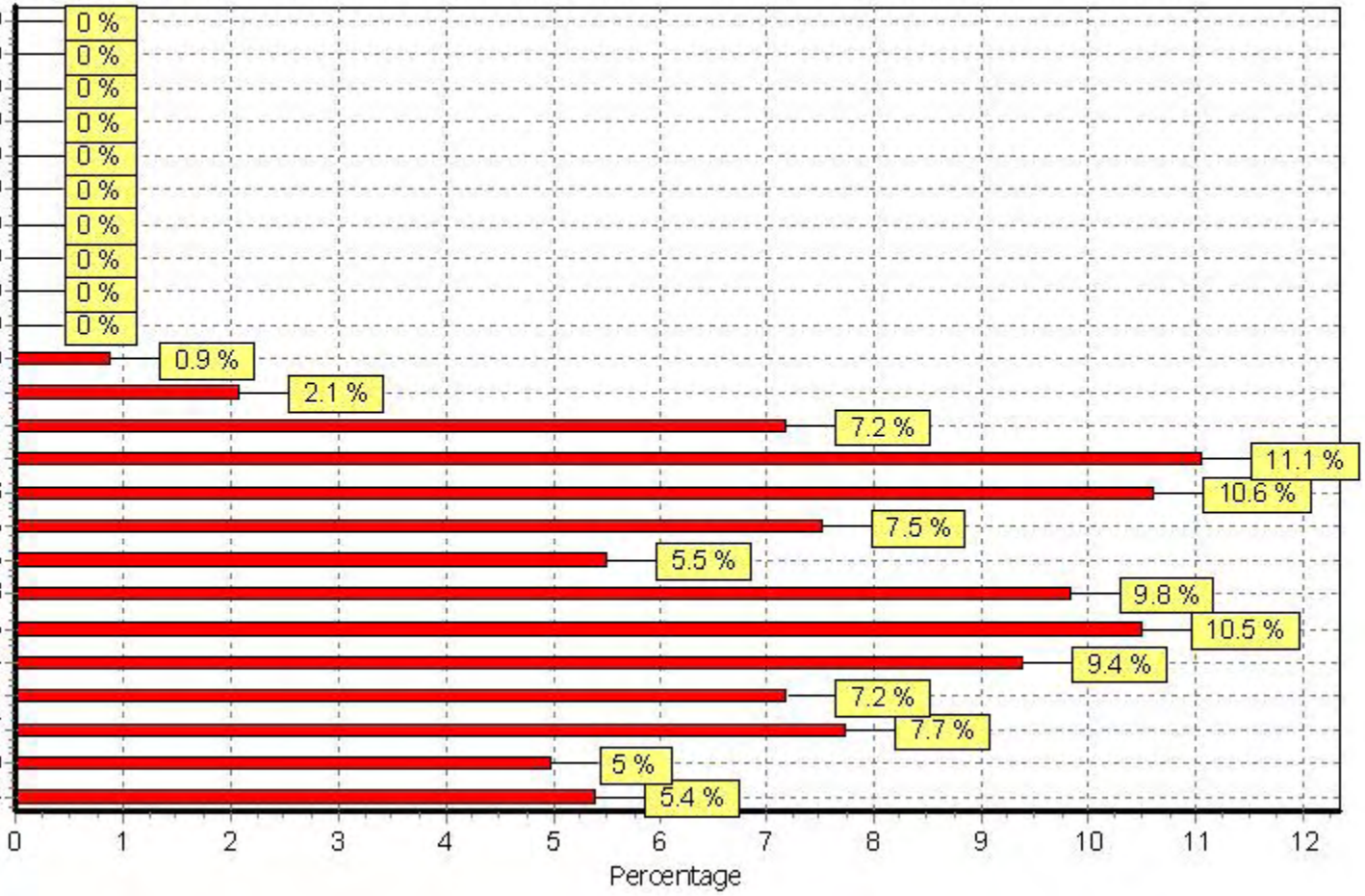
TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.770	1.7
11:00-12:00	3.274	7.4
12:00-13:00	5.681	12.9
13:00-14:00	3.515	8.0
14:00-15:00	2.841	6.4
15:00-16:00	3.130	7.1
16:00-17:00	3.659	8.3
17:00-18:00	6.548	14.9
18:00-19:00	4.333	9.8
19:00-20:00	5.874	13.3
20:00-21:00	2.455	5.6
21:00-22:00	1.300	3.0
22:00-23:00	0.337	0.8
23:00-24:00	0.337	0.8



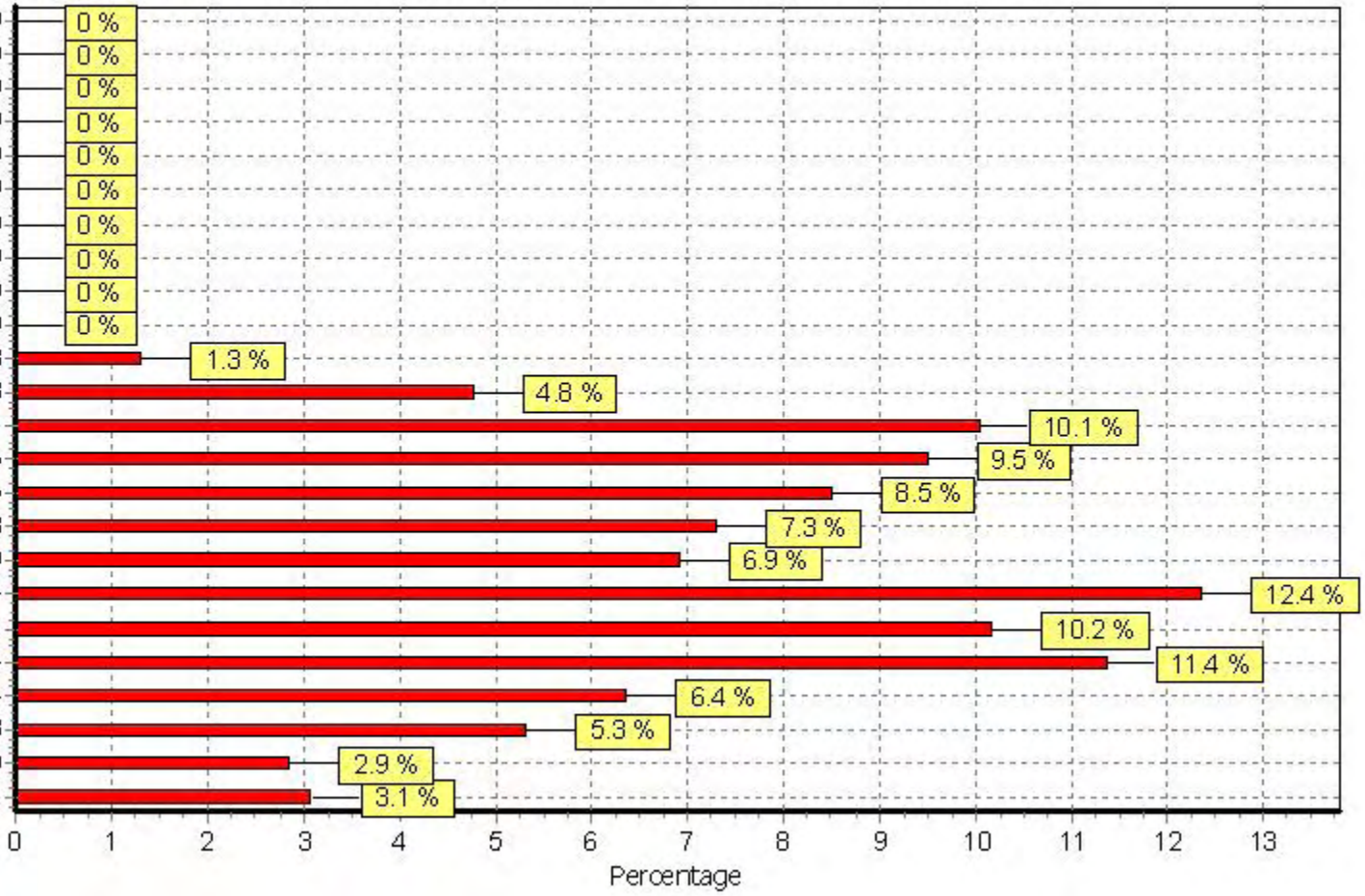
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.385	0.9
11:00-12:00	0.915	2.1
12:00-13:00	3.130	7.2
13:00-14:00	4.815	11.1
14:00-15:00	4.622	10.6
15:00-16:00	3.274	7.5
16:00-17:00	2.407	5.5
17:00-18:00	4.285	9.8
18:00-19:00	4.574	10.5
19:00-20:00	4.092	9.4
20:00-21:00	3.130	7.2
21:00-22:00	3.370	7.7
22:00-23:00	2.167	5.0
23:00-24:00	2.359	5.4



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	1.155	1.3
11:00-12:00	4.189	4.8
12:00-13:00	8.811	10.1
13:00-14:00	8.330	9.5
14:00-15:00	7.463	8.5
15:00-16:00	6.404	7.3
16:00-17:00	6.066	6.9
17:00-18:00	10.833	12.4
18:00-19:00	8.907	10.2
19:00-20:00	9.966	11.4
20:00-21:00	5.585	6.4
21:00-22:00	4.670	5.3
22:00-23:00	2.504	2.9
23:00-24:00	2.696	3.1



Caroline Brooks

From: Wright, Graham [Graham.Wright@hants.gov.uk]
Sent: 17 January 2012 18:56
To: John Birch
Cc: anthony.powell@highways.gsi.gov.uk
Subject: [SUSPECT ATTACHMENT] RE: Proposed Hotel and Pub / Restaurant, Langstone Technology Park, Havant - Scoping Information for Transport Assessment

Dear John
Thank you for providing for comment a copy of your transport aassessment scoping note for the proposed hotel and pub/restaurant at Langstone Technology Park. Having investigated the file for this site there appears to be a not inconsiderable volume of correspondance regarding development options. On its face a development option that generates trips in the opposite direct to the predominant tidal traffic flows in the area has merit.

Use of traffic count data from 2005 is contingent upon evidence that network conditions have remained stable and that increases or decreases arising from utilisation of adjacent or nearby sites have not affected background traffic flows. You have not indicated a year of opening or whether you plan to assess impact in a future year.

I note that the TA will focus on the weekday peak hour trip making potential of the development. This gives a number of areas of concern:

1. There will be no information on the maximum trip making potential of the development itself
2. There will be no information on the impact of the development on the network during busy weekend periods, given that this could be also a busy time for this type of development
3. There will be no information on the impact of the development on the network during the busy summer period for the local road network and potentially for the development itself.

I note your use of TRICS to derive trip making data. I note the general descriptions in the appendices but it would be more helpful if you confirmed that the format/location of the proposed hotel and pub/restaurant is equivalent to the sites selected from TRICS - again for weekdays and weekends. Hayling Island is a significant holiday destination and a hotel and pub/restaurant in this location has the potential to attract significant visits from tourists as well as from the business and local resident sectors.

I am concerned that your assessment of Junction B is contingent upon interaction with traffic queuing back from Junction A. In my view an essential aspect of any development proposal at this location is to avoid the likelihood of any queues from Junction A interacting with Junction B. I would then wish to consider the development impact at Junction B on its own merit and your assessment should provide information on the quantum of that impact together with a rationale for whether or not a detailed traffic assessment has been carried out. These comments are subject to any that the HA may have in relation to Junction B.

I note your comments with regards to new and diverted trips and would generally support such an approach. It would help if you were able to provide evidence for the reasoning behind your percentage splits for your trip distribution and trip assignment.

Your comments wrt public transport, walking, cycle access, safety and a framework travel plan are supported. For your information and convenience I've attached a link to the HCC website on travel plans for development.

I hope that the above comments are helpful. If there are aspects that you wish to discuss then please do not hesistate to contact me.

Kind regards

Graham Wright
Senior Engineer
Strategic Transport

Economy, Transport & Environment
Tel: (01962) 845148

From: John Birch [mailto:JBirch@glanvillegroup.com]
Sent: 22 December 2011 16:43
To: anthony.powell@highways.gsi.gov.uk; Wright, Graham
Cc: jeremy.heppell; Caroline Brooks
Subject: Proposed Hotel and Pub / Restaurant, Langstone Technology Park, Havant - Scoping Information for Transport Assessment

Dear Anthony / Graham

Please find attached scoping information for the above scheme, together with associated information.

I would be grateful to receive any comments you may have such that we can proceed with the assessment on the basis of an agreed scope and parameters.

Many thanks.

Regards

John Birch
Director
Tel: 01235 515550
Fax: 01235 817799

Glanville

Civil and Structural Engineers + Building Surveyors + Highway and Traffic Engineers
Land Surveyors + Building Investigation Experts + CDM Co-ordinators + Transport Planners

Cornerstone House, 62 Foxhall Road, Didcot, Oxfordshire. OX11 7AD

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Caroline Brooks

From: Caroline Brooks
Sent: 20 January 2012 17:21
To: 'graham.wright@hants.gov.uk'
Cc: John Birch
Subject: Proposed Hotel and Pub / Restaurant, Langstone Technology Park, Havant - Scoping Information for Transport Assessment
Attachments: Pub_Restaurant Saturday.pdf; Hotel Saturday.pdf

Graham

Thank you for your comments on the scoping report submitted by my colleague John Birch for the proposed hotel and pub/restaurant at Langstone Technology Park.

Although we have traffic data for the Langstone Road / Langstone Technology Park Access Road / Woodbury Avenue junction from 2005, given the amount of local interest in the proposals, it is our opinion that the planning application would be best served by carrying out up to date traffic counts at the junction. We therefore seek your agreement to carry out surveys at the junction on a weekday between 07.00 and 19.00 hours and on a Saturday between 11.00 and 17.00 hours. Queue lengths would be also be recorded throughout the survey periods.

In addition to the above survey, we propose to record northbound queue lengths on the Langstone Road arm of the A27 / Langstone Road / Park Road South junction to determine if the operation of the Langstone Road / Langstone Technology Park Access Road / Woodbury Avenue junction is affected by vehicles queuing back from this point. These would be carried out at the same time as the surveys at the access road junction.

Surveys would be carried out in late January / early February following your acceptance of the scope.

Anthony Powell has previously indicated that, given the type and relatively small size of development proposed, the impact on the A27 trunk road would not be a particular concern to the HA. Anthony has subsequently confirmed his acceptance of the scoping report. Therefore we do not propose to undertake any further traffic counts or analysis of the A27 / Langstone Road / Park Road South junction other than that previously described.

Given the proximity of Hayling Island, we would also obtain data from the highway authority from any automatic traffic counts or surveys, that have taken place on Langstone Road in the summer months to determine the seasonal variation of traffic flows and assess the impact of the proposed development on the junction during the peak holiday season.

It is anticipated that the proposed development would open later this year, thus the existing and opening year are the same (i.e. 2012). A future year of 2017, five years after opening, would also be assessed with the surveyed traffic growthed up using factors derived from TEMPRO v6.2 using datasets 62 and NTM AF09. The relevant growth factors for 2012 to 2017 are as follows:

Weekday AM	1.0571
Weekday PM	1.0600
Saturday Mid	1.0629

Initial capacity assessments of the Langstone Road / Langstone Technology Park Access Road / Woodbury Avenue junction have been undertaken to provide a guide as to how the junction could operate in 2012 with the proposed development operational. The assessments used the traffic survey data from 2005 factored up to 2012 using TEMPRO growth rates to establish a 'without development' scenario. The results of the capacity assessment for 2012 without development are shown in the table below.

2012 Without Development				
Movement	AM Peak		PM Peak	
	Max RFC	Max Q	Max RFC	Max Q
B – C	0.060	0.1	0.812	3.9
B – AD	0.000	0.0	0.140	0.2
A – D	0.010	0.0	0.005	0.0
D – ABC	0.275	0.4	0.128	0.1
C – B	0.607	1.5	0.038	0.0

The results suggest that the junction currently operates within capacity. The proposed development traffic has been added using the trip generation, distribution and assignment as set out in the scoping report and assessments carried out to determine if the junction would continue to operate within capacity. The results of the capacity assessment for 2012 with development are shown in the table below.

2012 With Development				
Movement	AM Peak		PM Peak	
	Max RFC	Max Q	Max RFC	Max Q
B – C	0.109	0.1	0.836	4.6
B – AD	0.005	0.0	0.166	0.2
A – D	0.010	0.0	0.005	0.0
D – ABC	0.276	0.4	0.138	0.2
C – B	0.679	1.6	0.071	0.1

Arm A - Langstone Road South
Arm B - Langstone Technology Park Access Road
Arm C - Langstone Road North
Arm D - Woodbury Avenue

The results shown above suggest that with a minor adjustment to the width of Langstone Technology Park Access Road would operate within capacity with the addition of the proposed development traffic the junction. The minor increase in queuing on the movement Langstone Technology Park Access Road to Langstone Road North is to be expected, given that it provides egress from the proposed development. A minimal increase in vehicles queuing on the Langstone Road North to Langstone Technology Park Access Road movement occurs in both the AM and PM peaks. The length of the maximum queues during both peak hours however would not extend back to the A27 roundabout and thus not affect the its operation. This therefore provides further justification for not undertaking traffic surveys at the A27 roundabout.

With regards to the TRICS data, the hotel sites chosen from the TRICS database are all of a budget nature, located in suburban and edge of town locations and situated close to major roads. Similarly, the pub/restaurant sites chosen on TRICS are located in suburban and edge of town locations and situated close to major roads. No TRICS sites for hotels or pub/restaurants are located close to any popular coastal area. The TRICS database has been interrogated to derive trip rates for a Saturday and copies of the outputs are attached.

The trip distribution and assignment was based upon the population densities surrounding the site and the likelihood of where traffic associated with the proposed development would be travelling to and from. We will however carry out a sensitivity test based on 100% of trips being new to the Langstone Road / Langstone Technology Park Access Road / Woodbury Avenue junction to test the robustness of our assumptions.

I hope the above is acceptable to yourself however if you have any queries then please do not hesitate to contact me.

Regards

Caroline Brooks

Caroline Brooks
Transport Planner
Tel: 01235 515550
Fax: 01235 817799



Civil and Structural Engineers + Building Surveyors + Highway and Traffic Engineers
Land Surveyors + Building Investigation Experts + CDM Co-ordinators + Transport Planners

Cornerstone House, 62 Foxhall Road, Didcot, Oxfordshire. OX11 7AD

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
VEHICLES

Selected regions and areas:
06 WEST MIDLANDS
WM WEST MIDLANDS 1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
Range: 26 to 26 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 19/07/11

Selected survey days:
Saturday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

Selected Location Sub Categories:
No Sub Category 1

Filtering Stage 3 selection:

Use Class:
C1 1 days

Population within 1 mile:
25,001 to 50,000 1 days

Population within 5 miles:
250,001 to 500,000 1 days

Car ownership within 5 miles:
0.5 or Less 1 days

Travel Plan:
No 1 days

LIST OF SITES relevant to selection parameters

1 WM-06-A-02 HOTEL, COVENTRY WEST MIDLANDS
ST NICHOLAS STREET
DRAPER'S FIELD
COVENTRY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 26
Survey date: SATURDAY 18/02/06 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

VEHICLES

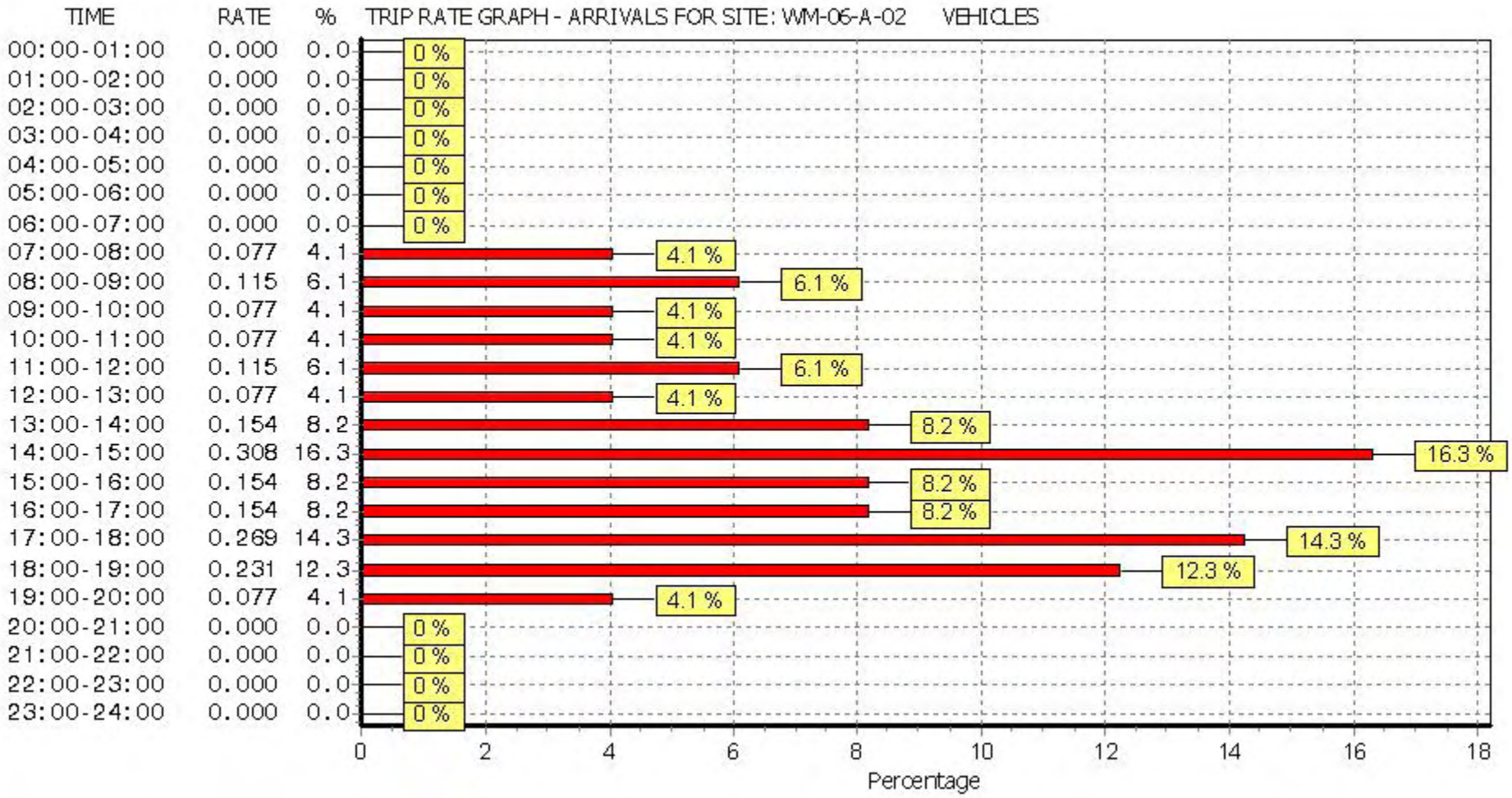
Calculation factor: 1 BEDRMS

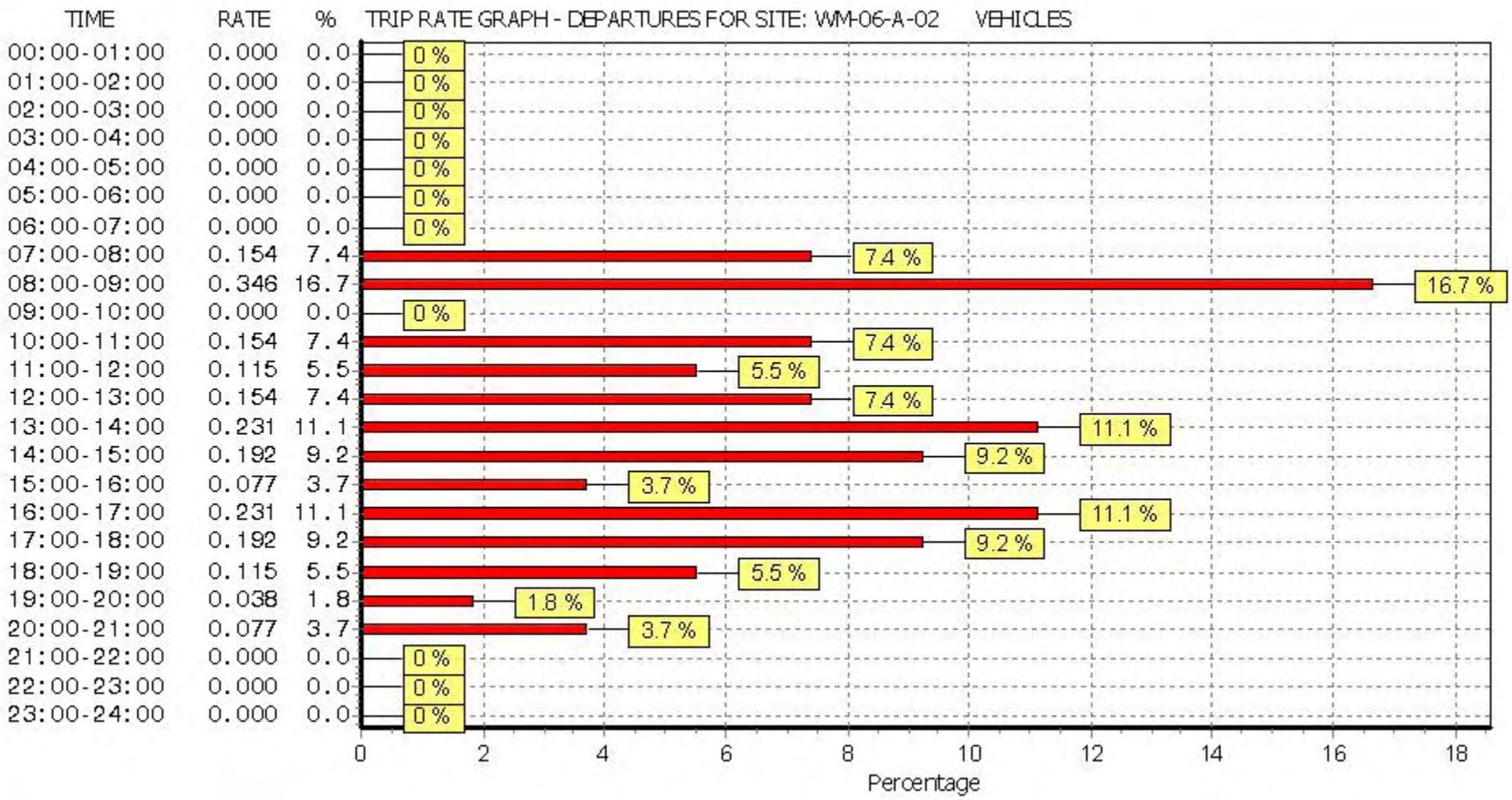
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	1	26	0.077	1	26	0.154	1	26	0.231
08:00 - 09:00	1	26	0.115	1	26	0.346	1	26	0.461
09:00 - 10:00	1	26	0.077	1	26	0.000	1	26	0.077
10:00 - 11:00	1	26	0.077	1	26	0.154	1	26	0.231
11:00 - 12:00	1	26	0.115	1	26	0.115	1	26	0.230
12:00 - 13:00	1	26	0.077	1	26	0.154	1	26	0.231
13:00 - 14:00	1	26	0.154	1	26	0.231	1	26	0.385
14:00 - 15:00	1	26	0.308	1	26	0.192	1	26	0.500
15:00 - 16:00	1	26	0.154	1	26	0.077	1	26	0.231
16:00 - 17:00	1	26	0.154	1	26	0.231	1	26	0.385
17:00 - 18:00	1	26	0.269	1	26	0.192	1	26	0.461
18:00 - 19:00	1	26	0.231	1	26	0.115	1	26	0.346
19:00 - 20:00	1	26	0.077	1	26	0.038	1	26	0.115
20:00 - 21:00	1	26	0.000	1	26	0.077	1	26	0.077
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.885			2.076			3.961

Parameter summary

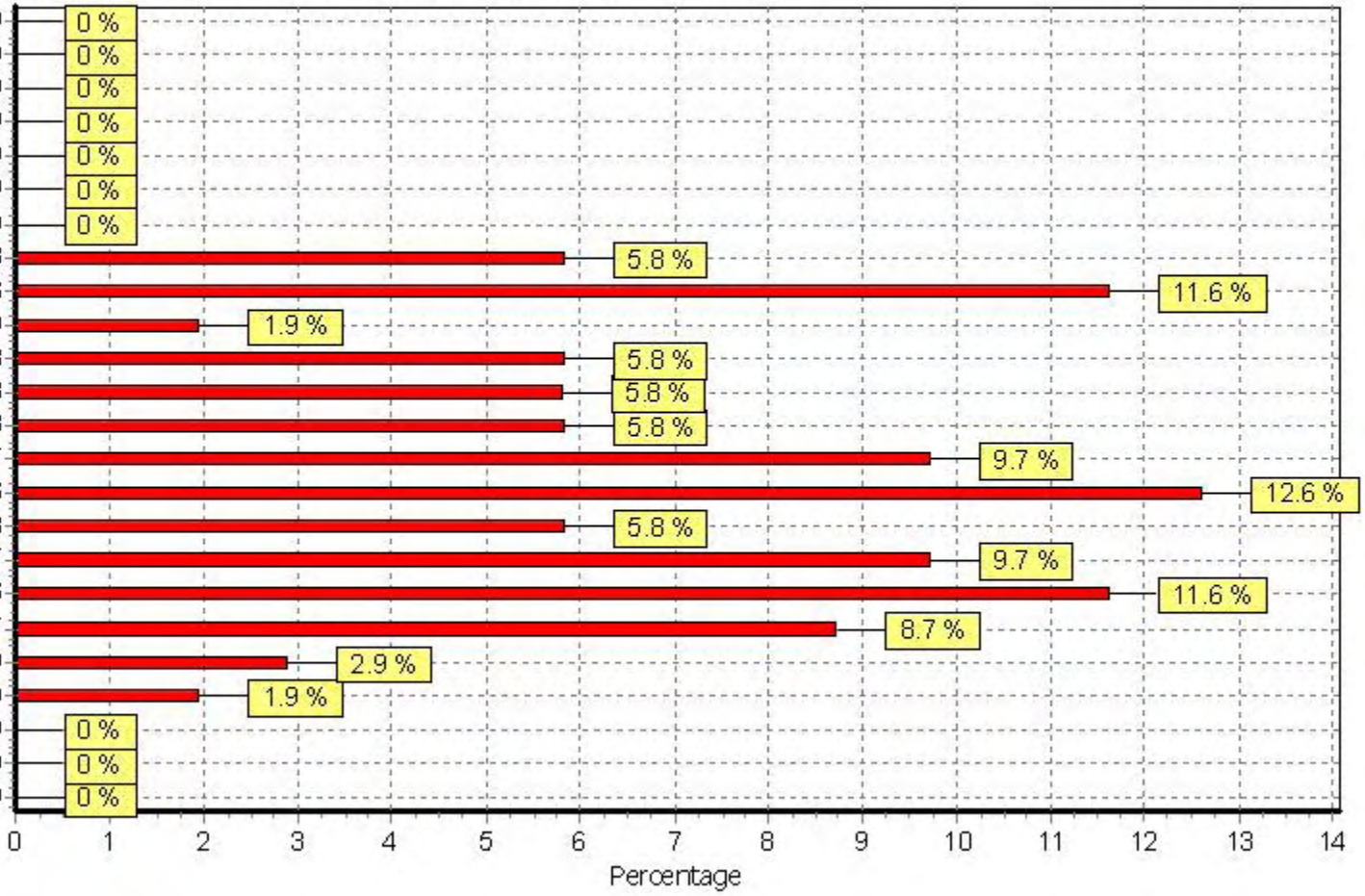
Trip rate parameter range selected:	26 - 26 (units:)
Survey date date range:	01/01/03 - 19/07/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0


TIME RATE % TRIP RATE GRAPH - ARRIVALS FOR SITE: WM-06-A-02 VEHICLES
00:00-01:00 0.000 0.0 0 %
01:00-02:00 0.000 0.0 0 %
02:00-03:00 0.000 0.0 0 %
03:00-04:00 0.000 0.0 0 %
04:00-05:00 0.000 0.0 0 %
05:00-06:00 0.000 0.0 0 %
06:00-07:00 0.000 0.0 0 %
07:00-08:00 0.077 4.1 4.1 %
08:00-09:00 0.115 6.1 6.1 %
09:00-10:00 0.077 4.1 4.1 %
10:00-11:00 0.077 4.1 4.1 %
11:00-12:00 0.115 6.1 6.1 %
12:00-13:00 0.077 4.1 4.1 %
13:00-14:00 0.154 8.2 8.2 %
14:00-15:00 0.308 16.3 16.3 %
15:00-16:00 0.154 8.2 8.2 %
16:00-17:00 0.154 8.2 8.2 %
17:00-18:00 0.269 14.3 14.3 %
18:00-19:00 0.231 12.3 12.3 %
19:00-20:00 0.077 4.1 4.1 %
20:00-21:00 0.000 0.0 0 %
21:00-22:00 0.000 0.0 0 %
22:00-23:00 0.000 0.0 0 %
23:00-24:00 0.000 0.0 0 %
0 2 4 6 8 10 12 14 16 18
Percentage


TIME RATE % TRIP RATE GRAPH - DEPARTURES FOR SITE: WM-06-A-02 VEHICLES
00:00-01:00 0.000 0.0 0 %
01:00-02:00 0.000 0.0 0 %
02:00-03:00 0.000 0.0 0 %
03:00-04:00 0.000 0.0 0 %
04:00-05:00 0.000 0.0 0 %
05:00-06:00 0.000 0.0 0 %
06:00-07:00 0.000 0.0 0 %
07:00-08:00 0.154 7.4 7.4 %
08:00-09:00 0.346 16.7 16.7 %
09:00-10:00 0.000 0.0 0 %
10:00-11:00 0.154 7.4 7.4 %
11:00-12:00 0.115 5.5 5.5 %
12:00-13:00 0.154 7.4 7.4 %
13:00-14:00 0.231 11.1 11.1 %
14:00-15:00 0.192 9.2 9.2 %
15:00-16:00 0.077 3.7 3.7 %
16:00-17:00 0.231 11.1 11.1 %
17:00-18:00 0.192 9.2 9.2 %
18:00-19:00 0.115 5.5 5.5 %
19:00-20:00 0.038 1.8 1.8 %
20:00-21:00 0.077 3.7 3.7 %
21:00-22:00 0.000 0.0 0 %
22:00-23:00 0.000 0.0 0 %
23:00-24:00 0.000 0.0 0 %
0
2
4
6
8
10
12
14
16
18
Percentage

TRIP RATE GRAPH - TOTALS FOR SITE: VM-06-A-02 VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.231	5.8
08:00-09:00	0.461	11.6
09:00-10:00	0.077	1.9
10:00-11:00	0.231	5.8
11:00-12:00	0.230	5.8
12:00-13:00	0.231	5.8
13:00-14:00	0.385	9.7
14:00-15:00	0.500	12.6
15:00-16:00	0.231	5.8
16:00-17:00	0.385	9.7
17:00-18:00	0.461	11.6
18:00-19:00	0.346	8.7
19:00-20:00	0.115	2.9
20:00-21:00	0.077	1.9
21:00-22:00	0.000	0.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	SG	SOUTH GLOUCESTERSHIRE	2 days
	WL	WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 270 to 1000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 17/10/09

Selected survey days:

Saturday	7 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	4

Selected Location Sub Categories:

Residential Zone	3
Village	1
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

A3	1 days
A4	6 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
250,001 to 500,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

Travel Plan:

No	7 days

LIST OF SITES relevant to selection parameters

1 CH-06-C-01 HARVESTER, CHESTER CHESHIRE
WHITCHURCH ROAD
CHRISTLETON
CHESTER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 375 sqm
Survey date: SATURDAY 18/10/08 Survey Type: MANUAL

2 DH-06-C-01 PUB/RESTAURANT, HARTLEPOOL DURHAM
WOOLER ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1000 sqm
Survey date: SATURDAY 29/09/07 Survey Type: MANUAL

3 NY-06-C-01 PUB/RES., MONK FRYSTON NORTH YORKSHIRE
75 MAIN STREET

MONK FRYSTON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 488 sqm
Survey date: SATURDAY 21/05/05 Survey Type: MANUAL

4 SG-06-C-01 PUB/RESTAURANT, NR BRISTOL SOUTH GLOUCESTERSHIRE
HIGH STREET
WINTERBOURNE
NEAR BRISTOL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 270 sqm
Survey date: SATURDAY 30/09/06 Survey Type: MANUAL

5 SG-06-C-02 PUB/RESTAURANT, NR BRISTOL SOUTH GLOUCESTERSHIRE
HIGH STREET
WINTERBOURNE
NEAR BRISTOL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 270 sqm
Survey date: SATURDAY 17/10/09 Survey Type: MANUAL

6 WL-06-C-01 HUNGRY HORSE, CHIPPENHAM WILTSHIRE
A4 ROWDEN HILL

CHIPPENHAM
Edge of Town
No Sub Category
Total Gross floor area: 375 sqm
Survey date: SATURDAY 07/10/06 Survey Type: MANUAL

7 WY-06-C-01 BREWERS FAYRE, HUDDERSFIELD WEST YORKSHIRE
BRIDGHOUSE ROAD
AINLEY TOP
HUDDERSFIELD
Edge of Town
No Sub Category
Total Gross floor area: 904 sqm
Survey date: SATURDAY 16/09/06 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

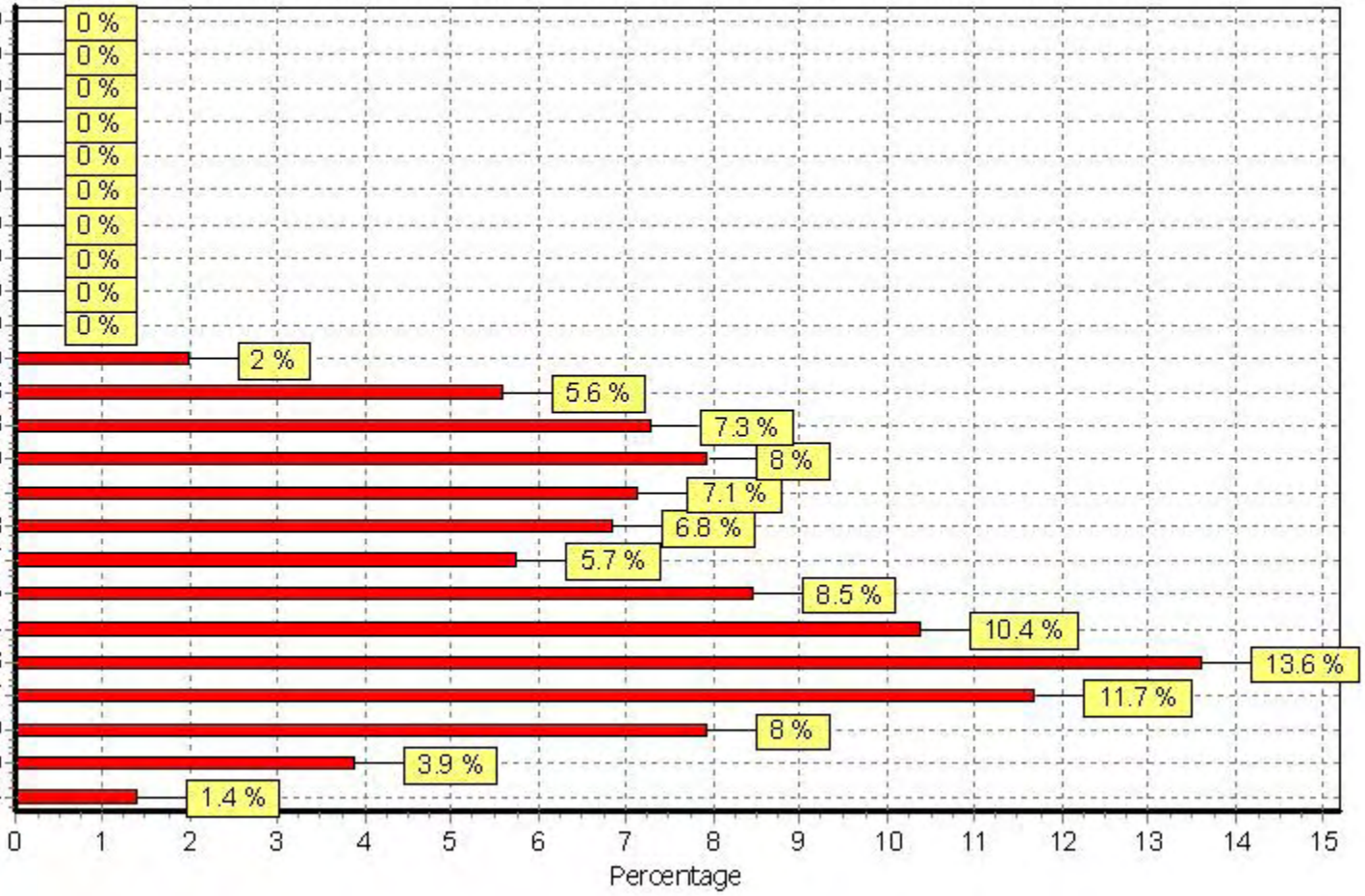
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	1	488	0.000	1	488	0.000	1	488	0.000
09:00 - 10:00	1	488	0.000	1	488	0.000	1	488	0.000
10:00 - 11:00	7	526	0.733	7	526	0.598	7	526	1.331
11:00 - 12:00	7	526	2.064	7	526	1.141	7	526	3.205
12:00 - 13:00	7	526	2.689	7	526	1.602	7	526	4.291
13:00 - 14:00	7	526	2.933	7	526	2.499	7	526	5.432
14:00 - 15:00	7	526	2.634	7	526	2.363	7	526	4.997
15:00 - 16:00	7	526	2.526	7	526	2.363	7	526	4.889
16:00 - 17:00	7	526	2.118	7	526	2.417	7	526	4.535
17:00 - 18:00	7	526	3.123	7	526	2.689	7	526	5.812
18:00 - 19:00	7	526	3.829	7	526	3.368	7	526	7.197
19:00 - 20:00	7	526	5.024	7	526	4.943	7	526	9.967
20:00 - 21:00	7	526	4.318	7	526	4.210	7	526	8.528
21:00 - 22:00	7	526	2.933	7	526	5.296	7	526	8.229
22:00 - 23:00	7	526	1.439	7	526	2.417	7	526	3.856
23:00 - 24:00	7	526	0.516	7	526	1.358	7	526	1.874
Total Rates:			36.879			37.264			74.143

Parameter summary

Trip rate parameter range selected:	270 - 1000 (units: sqm)
Survey date date range:	01/01/03 - 17/10/09
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	7
Number of Sundays:	0
Surveys manually removed from selection:	1

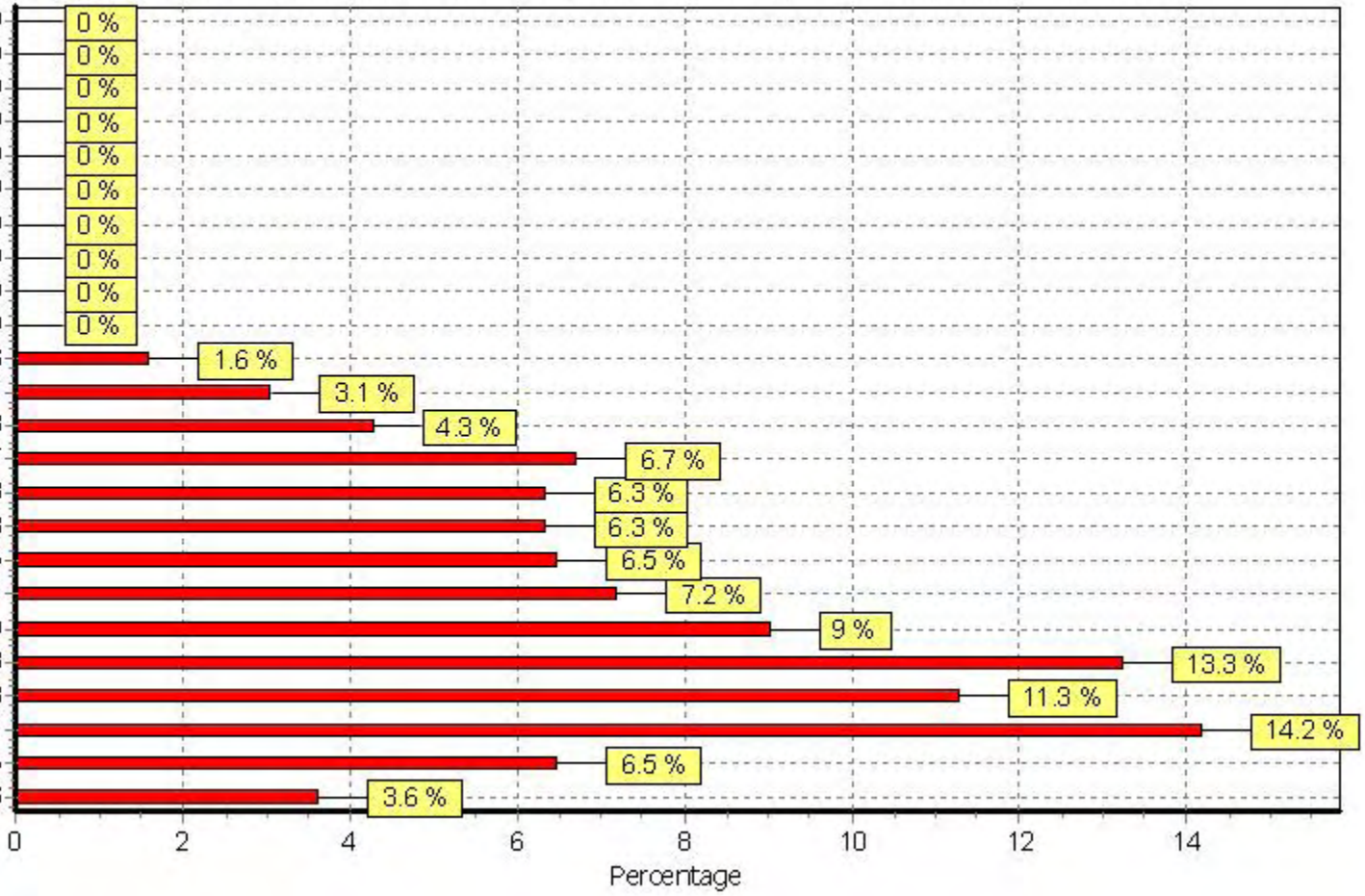
TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.733	2.0
11:00-12:00	2.064	5.6
12:00-13:00	2.689	7.3
13:00-14:00	2.933	8.0
14:00-15:00	2.634	7.1
15:00-16:00	2.526	6.8
16:00-17:00	2.118	5.7
17:00-18:00	3.123	8.5
18:00-19:00	3.829	10.4
19:00-20:00	5.024	13.6
20:00-21:00	4.318	11.7
21:00-22:00	2.933	8.0
22:00-23:00	1.439	3.9
23:00-24:00	0.516	1.4



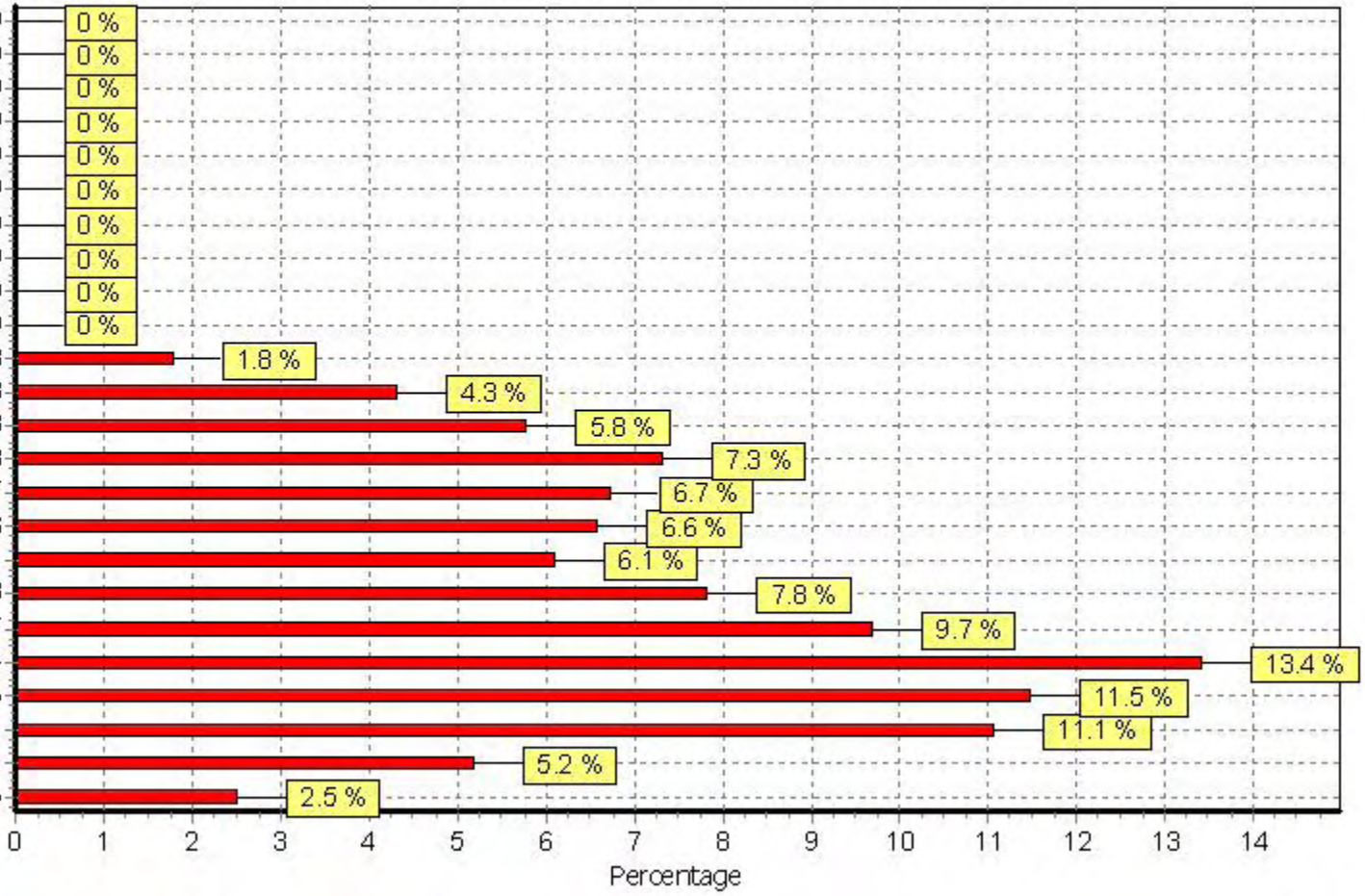
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.598	1.6
11:00-12:00	1.141	3.1
12:00-13:00	1.602	4.3
13:00-14:00	2.499	6.7
14:00-15:00	2.363	6.3
15:00-16:00	2.363	6.3
16:00-17:00	2.417	6.5
17:00-18:00	2.689	7.2
18:00-19:00	3.368	9.0
19:00-20:00	4.943	13.3
20:00-21:00	4.210	11.3
21:00-22:00	5.296	14.2
22:00-23:00	2.417	6.5
23:00-24:00	1.358	3.6



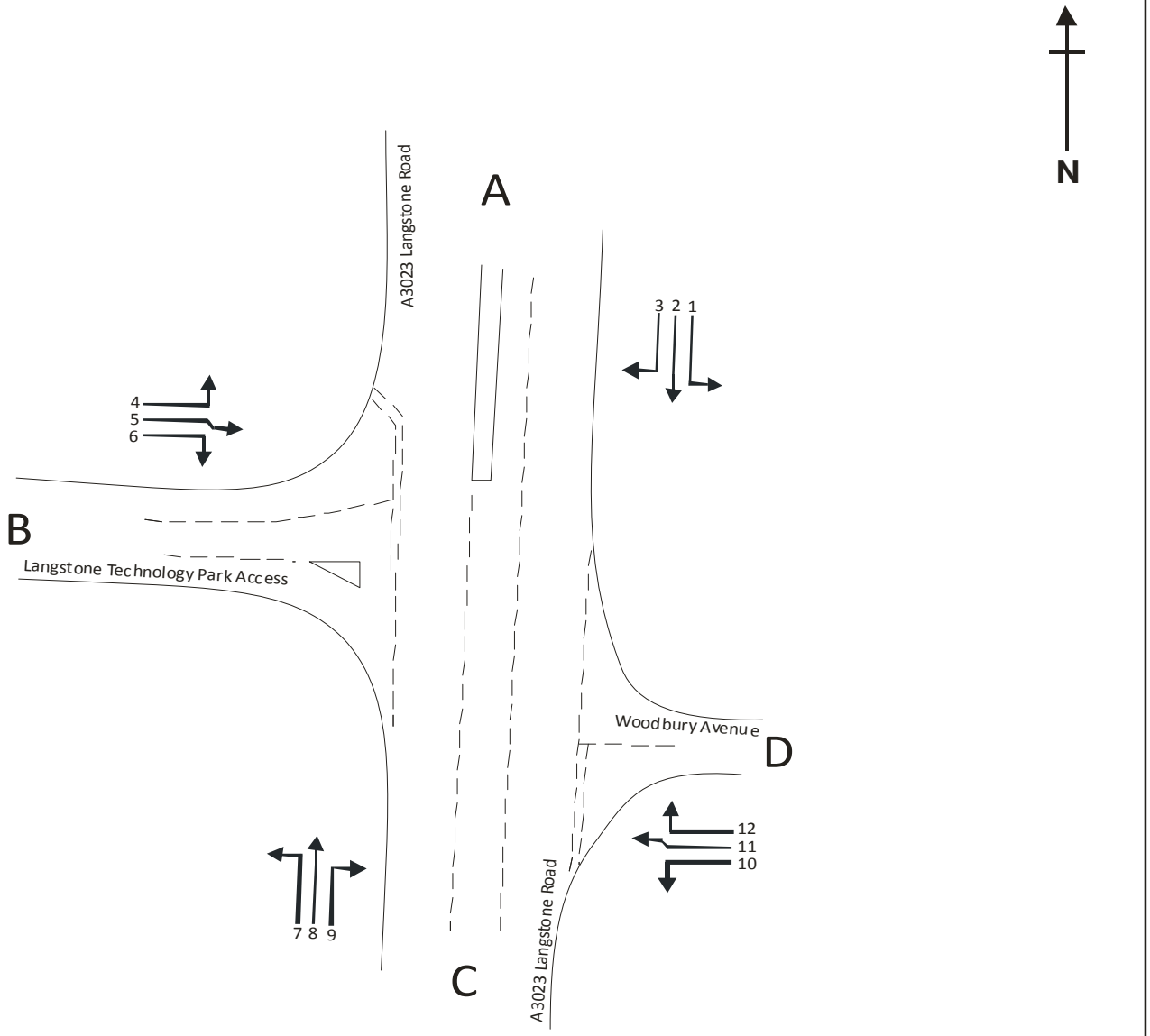
TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	1.331	1.8
11:00-12:00	3.205	4.3
12:00-13:00	4.291	5.8
13:00-14:00	5.432	7.3
14:00-15:00	4.997	6.7
15:00-16:00	4.889	6.6
16:00-17:00	4.535	6.1
17:00-18:00	5.812	7.8
18:00-19:00	7.197	9.7
19:00-20:00	9.967	13.4
20:00-21:00	8.528	11.5
21:00-22:00	8.229	11.1
22:00-23:00	3.856	5.2
23:00-24:00	1.874	2.5



Appendix B

Traffic Survey Data – Classified Turning Count



AXIOM Traffic Limited

For and on behalf of:

Glanville

HAVANT

Thursday 2 February 2012
Friday 3 February 2012
Saturday 4 February 2012

0700-1900

1100-1700

Drawing N°: **15337 - 01**

Site: **1**

Location: **A3023 Langstone Road / Langstone Technology Park Access / Woodbury Avenue**

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 1 FROM A3023 LANGSTONE ROAD (N) TO WOODBURY AVENUE								MOVEMENT 2 FROM A3023 LANGSTONE ROAD (N) TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	39	8	1	2	2	2	0	54
07:15	3	0	0	0	0	0	0	3	77	20	3	2	3	0	0	105
07:30	2	1	0	0	0	0	0	3	101	25	5	3	1	0	0	135
07:45	2	2	0	0	0	0	0	4	158	45	6	2	2	1	0	214
H/TOT	9	3	0	0	0	0	0	12	375	98	15	9	8	3	0	508
08:00	2	1	0	0	0	0	0	3	133	33	9	1	2	0	1	179
08:15	1	0	0	0	0	0	0	1	144	40	10	1	0	1	0	196
08:30	3	2	0	0	0	0	0	5	133	31	5	0	1	0	0	170
08:45	8	0	0	0	0	0	0	8	135	40	4	2	1	1	1	184
H/TOT	14	3	0	0	0	0	0	17	545	144	28	4	4	2	2	729
09:00	3	0	0	0	0	0	0	3	120	31	8	1	1	0	0	161
09:15	4	2	0	0	0	0	0	6	115	37	7	2	1	1	0	163
09:30	5	4	0	0	0	0	0	9	136	31	7	3	1	3	0	181
09:45	4	0	0	0	0	0	0	4	119	24	12	1	1	0	0	157
H/TOT	16	6	0	0	0	0	0	22	490	123	34	7	4	4	0	662
10:00	7	0	0	0	0	0	0	7	112	28	10	0	1	0	0	151
10:15	4	0	0	0	0	0	0	4	132	33	9	1	1	0	0	176
10:30	5	0	1	0	0	0	0	6	108	25	9	1	1	0	0	144
10:45	3	0	0	0	0	0	0	3	140	37	5	1	1	0	0	184
H/TOT	19	0	1	0	0	0	0	20	492	123	33	3	4	0	0	655
11:00	1	1	1	0	0	0	0	3	154	30	8	2	1	1	0	196
11:15	2	0	0	0	0	0	0	2	137	35	7	0	1	0	0	180
11:30	5	0	0	0	0	0	0	5	154	23	6	2	1	0	0	186
11:45	4	1	0	0	0	0	0	5	176	31	3	0	1	0	0	211
H/TOT	12	2	1	0	0	0	0	15	621	119	24	4	4	1	0	773
12:00	3	2	0	0	0	0	0	5	176	31	2	0	1	0	0	210
12:15	7	0	0	0	0	0	0	7	171	29	5	1	1	1	0	208
12:30	11	1	0	0	0	0	0	12	177	26	3	0	1	1	0	208
12:45	7	0	0	0	0	1	0	8	141	40	10	0	1	0	0	192
H/TOT	28	3	0	0	0	1	0	32	665	126	20	1	4	2	0	818

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 1 FROM A3023 LANGSTONE ROAD (N) TO WOODBURY AVENUE								MOVEMENT 2 FROM A3023 LANGSTONE ROAD (N) TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	7	1	0	0	0	0	0	8	172	28	6	0	1	1	0	208
13:15	8	0	0	0	0	0	0	8	160	35	9	0	2	2	0	208
13:30	8	2	0	0	0	0	0	10	147	24	5	1	1	3	0	181
13:45	4	1	0	0	0	0	0	5	180	41	5	0	1	3	0	230
H/TOT	27	4	0	0	0	0	0	31	659	128	25	1	5	9	0	827
14:00	3	0	0	0	0	0	0	3	155	34	4	1	1	2	0	197
14:15	3	1	0	0	0	0	0	4	198	33	8	0	1	1	0	241
14:30	1	0	0	0	0	0	0	1	193	43	7	0	2	1	0	246
14:45	3	0	0	0	0	0	0	3	204	27	3	1	1	2	0	238
H/TOT	10	1	0	0	0	0	0	11	750	137	22	2	5	6	0	922
15:00	9	1	0	0	0	0	0	10	167	37	6	1	1	0	0	212
15:15	7	0	0	0	0	0	0	7	199	34	6	0	3	0	1	243
15:30	4	0	0	0	0	0	0	4	204	36	8	0	1	0	0	249
15:45	6	0	1	0	0	0	0	7	219	39	3	0	2	1	0	264
H/TOT	26	1	1	0	0	0	0	28	789	146	23	1	7	1	1	968
16:00	5	1	0	0	0	0	0	6	239	44	3	0	2	1	0	289
16:15	8	2	1	0	0	0	0	11	226	64	9	0	1	3	3	306
16:30	4	1	0	0	0	0	0	5	258	52	2	1	1	4	2	320
16:45	5	1	0	0	0	0	0	6	312	52	9	0	1	1	0	375
H/TOT	22	5	1	0	0	0	0	28	1035	212	23	1	5	9	5	1290
17:00	11	1	0	0	0	0	0	12	283	58	4	1	1	0	0	347
17:15	12	0	0	0	0	0	0	12	337	45	2	0	1	0	0	385
17:30	11	0	0	0	0	0	0	11	302	33	4	0	1	5	0	345
17:45	6	1	0	0	0	0	0	7	309	20	2	0	1	0	0	332
H/TOT	40	2	0	0	0	0	0	42	1231	156	12	1	4	5	0	1409
18:00	11	0	0	0	0	0	0	11	257	22	2	0	1	1	0	283
18:15	7	1	0	0	0	0	0	8	249	19	2	2	0	1	0	273
18:30	3	0	0	0	0	0	0	3	201	20	3	0	0	2	0	226
18:45	8	0	0	0	0	0	0	8	168	11	2	0	1	0	0	182
H/TOT	29	1	0	0	0	0	0	30	875	72	9	2	2	4	0	964
P/TOT	252	31	4	0	0	1	0	288	8527	1584	268	36	56	46	8	10525

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 3 FROM A3023 LANGSTONE ROAD (N) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 4 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	36	1	0	0	0	1	0	38	3	1	0	0	0	0	0	4
07:15	50	2	0	0	0	0	0	52	6	1	0	0	0	0	0	7
07:30	59	1	0	0	0	0	0	60	3	0	0	0	1	0	0	4
07:45	70	2	0	0	0	0	0	72	6	1	0	0	0	0	0	7
H/TOT	215	6	0	0	0	1	0	222	18	3	0	0	1	0	0	22
08:00	56	2	0	0	0	1	0	59	12	0	0	0	0	0	0	12
08:15	68	2	0	0	0	0	0	70	7	1	0	0	0	0	0	8
08:30	60	3	0	0	0	4	1	68	9	1	0	0	0	0	0	10
08:45	85	1	0	0	0	1	0	87	16	2	0	0	0	0	0	18
H/TOT	269	8	0	0	0	6	1	284	44	4	0	0	0	0	0	48
09:00	43	3	0	0	0	0	0	46	11	3	0	0	0	0	0	14
09:15	30	2	0	0	0	1	0	33	5	0	0	0	0	0	0	5
09:30	30	2	0	0	0	0	0	32	4	2	0	0	0	0	0	6
09:45	25	2	0	0	0	0	0	27	5	0	0	0	0	0	0	5
H/TOT	128	9	0	0	0	1	0	138	25	5	0	0	0	0	0	30
10:00	10	1	0	0	0	0	0	11	7	2	0	0	0	0	0	9
10:15	14	0	0	0	0	0	0	14	5	6	0	0	0	0	0	11
10:30	6	3	0	0	0	0	0	9	5	3	0	0	0	0	0	8
10:45	5	0	0	0	0	0	0	5	1	2	0	0	0	0	0	3
H/TOT	35	4	0	0	0	0	0	39	18	13	0	0	0	0	0	31
11:00	5	3	0	0	0	0	0	8	7	0	0	0	0	0	0	7
11:15	7	2	1	0	0	0	0	10	9	0	0	0	0	0	0	9
11:30	2	3	2	0	0	0	0	7	9	0	0	0	0	0	0	9
11:45	4	4	1	0	0	0	0	9	13	0	0	0	0	0	0	13
H/TOT	18	12	4	0	0	0	0	34	38	0	0	0	0	0	0	38
12:00	4	1	0	0	0	0	0	5	17	1	0	0	0	0	0	18
12:15	6	0	0	0	0	0	0	6	11	1	0	0	0	0	0	12
12:30	11	1	0	0	0	0	0	12	10	1	0	0	0	0	1	12
12:45	13	0	0	0	0	0	0	13	13	3	0	0	0	0	0	16
H/TOT	34	2	0	0	0	0	0	36	51	6	0	0	0	0	1	58

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 3 FROM A3023 LANGSTONE ROAD (N) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 4 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	7	1	0	0	0	0	0	8	9	0	0	0	0	0	0	9
13:15	12	1	0	0	0	0	0	13	9	2	0	0	0	0	0	11
13:30	14	0	0	0	0	0	0	14	3	3	0	0	0	0	0	6
13:45	9	0	0	0	0	0	0	9	7	0	0	0	0	0	0	7
H/TOT	42	2	0	0	0	0	0	44	28	5	0	0	0	0	0	33
14:00	6	1	2	0	0	0	0	9	11	0	0	0	0	0	0	11
14:15	10	2	2	0	0	0	0	14	8	0	0	0	0	0	0	8
14:30	7	0	0	0	0	0	0	7	11	0	0	0	1	0	0	12
14:45	6	2	0	0	0	0	0	8	9	1	0	0	0	0	0	10
H/TOT	29	5	4	0	0	0	0	38	39	1	0	0	1	0	0	41
15:00	8	0	1	0	0	0	0	9	27	1	1	1	0	1	0	31
15:15	1	0	0	0	0	0	0	1	14	0	0	0	0	0	0	14
15:30	6	2	0	0	0	0	0	8	20	3	0	0	0	0	0	23
15:45	5	2	0	0	0	0	0	7	18	1	1	0	0	1	0	21
H/TOT	20	4	1	0	0	0	0	25	79	5	2	1	0	2	0	89
16:00	11	0	0	0	0	0	0	11	62	1	0	0	0	0	0	63
16:15	7	1	0	0	0	0	0	8	42	0	0	0	0	1	0	43
16:30	10	1	0	0	0	0	0	11	56	2	0	0	0	0	0	58
16:45	8	1	0	0	0	0	0	9	34	1	0	0	0	2	0	37
H/TOT	36	3	0	0	0	0	0	39	194	4	0	0	0	3	0	201
17:00	7	1	0	0	0	0	0	8	66	2	0	0	0	0	0	68
17:15	13	1	0	0	0	0	0	14	59	4	0	0	0	2	0	65
17:30	13	0	1	0	0	1	0	15	96	8	0	0	0	2	0	106
17:45	6	1	0	0	0	0	0	7	67	5	0	0	0	1	0	73
H/TOT	39	3	1	0	0	1	0	44	288	19	0	0	0	5	0	312
18:00	3	0	0	0	0	0	0	3	61	2	0	0	0	1	0	64
18:15	4	0	0	0	0	0	0	4	45	2	0	0	0	1	0	48
18:30	2	0	0	0	0	0	0	2	45	7	0	0	0	0	0	52
18:45	10	0	0	0	0	0	0	10	29	3	0	0	0	0	0	32
H/TOT	19	0	0	0	0	0	0	19	180	14	0	0	0	2	0	196
P/TOT	884	58	10	0	0	9	1	962	1002	79	2	1	2	12	1	1099

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 5 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO WOODBURY AVENUE								MOVEMENT 6 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
11:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	8	1	2	0	0	0	0	11
12:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
12:15	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	4
12:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
12:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	4	4	16	1	0	0	0	0	0	17

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 5 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO WOODBURY AVENUE								MOVEMENT 6 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
14:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
14:15	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	6	3	1	0	0	0	0	10
15:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
15:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18
16:00	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	7
16:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	31	1	0	0	0	1	0	33
17:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
17:15	1	0	0	0	0	0	2	3	7	1	0	0	0	0	0	8
17:30	2	0	0	0	0	0	0	2	17	1	0	0	0	1	0	19
17:45	2	0	0	0	0	0	0	2	11	0	1	0	0	0	0	12
H/TOT	5	0	0	0	0	0	2	7	47	2	1	0	0	1	0	51
18:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	2	8
18:15	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	5
18:30	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
18:45	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
H/TOT	5	2	0	0	0	0	0	7	19	1	0	0	0	0	2	22
P/TOT	10	2	0	0	0	0	6	18	157	17	5	0	0	2	2	183

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 7 FROM A3023 LANGSTONE ROAD (S) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 8 FROM A3023 LANGSTONE ROAD (S) TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	0	0	0	0	0	0	6	158	30	1	0	1	2	0	192
07:15	10	2	0	0	0	0	1	13	230	50	9	1	1	3	0	294
07:30	23	1	0	0	0	1	0	25	302	42	4	1	1	1	0	351
07:45	48	4	0	0	0	1	0	53	289	49	9	1	3	4	0	355
H/TOT	87	7	0	0	0	2	1	97	979	171	23	3	6	10	0	1192
08:00	40	2	0	0	0	0	0	42	345	35	8	0	1	2	0	391
08:15	30	4	0	0	0	0	0	34	318	36	4	2	2	1	0	363
08:30	10	0	0	0	0	0	0	10	298	36	7	2	2	1	0	346
08:45	18	1	0	0	0	0	0	19	209	28	6	1	1	2	1	248
H/TOT	98	7	0	0	0	0	0	105	1170	135	25	5	6	6	1	1348
09:00	11	0	0	0	0	0	0	11	201	31	6	2	1	0	0	241
09:15	3	1	0	0	0	0	0	4	214	36	11	1	1	2	0	265
09:30	3	0	1	0	0	1	0	5	196	31	6	3	1	3	0	240
09:45	6	1	0	0	0	0	0	7	188	34	6	2	1	1	0	232
H/TOT	23	2	1	0	0	1	0	27	799	132	29	8	4	6	0	978
10:00	2	2	0	0	0	0	0	4	160	30	3	3	2	1	0	199
10:15	0	0	0	0	0	0	0	0	186	47	6	0	2	0	0	241
10:30	1	1	0	0	0	0	0	2	178	38	10	0	1	1	0	228
10:45	0	1	0	0	0	0	0	1	149	34	7	2	1	0	0	193
H/TOT	3	4	0	0	0	0	0	7	673	149	26	5	6	2	0	861
11:00	0	1	0	0	0	0	0	1	187	31	9	1	1	1	0	230
11:15	0	1	0	0	0	0	0	1	174	34	8	3	1	0	0	220
11:30	4	0	0	0	0	0	0	4	176	30	10	1	1	1	0	219
11:45	0	0	0	0	0	0	0	0	162	39	11	2	1	1	0	216
H/TOT	4	2	0	0	0	0	0	6	699	134	38	7	4	3	0	885
12:00	1	0	0	0	0	0	0	1	176	36	3	1	1	1	0	218
12:15	2	1	0	0	0	0	0	3	158	28	7	1	1	0	0	195
12:30	2	0	0	0	0	0	0	2	167	24	3	0	1	1	0	196
12:45	6	1	2	0	0	0	0	9	143	26	6	2	1	0	0	178
H/TOT	11	2	2	0	0	0	0	15	644	114	19	4	4	2	0	787

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 7 FROM A3023 LANGSTONE ROAD (S) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 8 FROM A3023 LANGSTONE ROAD (S) TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	2	1	0	0	0	0	0	3	140	31	4	1	1	0	0	177
13:15	7	1	0	0	0	0	0	8	172	41	5	0	1	1	0	220
13:30	3	0	0	0	0	0	0	3	165	30	7	0	1	1	0	204
13:45	5	0	0	0	0	0	0	5	156	36	9	0	1	0	0	202
H/TOT	17	2	0	0	0	0	0	19	633	138	25	1	4	2	0	803
14:00	7	0	0	0	0	0	0	7	173	36	3	1	1	0	0	214
14:15	1	3	1	0	0	0	0	5	183	40	5	0	1	0	0	229
14:30	3	0	1	0	0	0	0	4	155	31	3	0	1	0	0	190
14:45	0	0	0	0	0	0	0	0	168	40	6	0	1	1	0	216
H/TOT	11	3	2	0	0	0	0	16	679	147	17	1	4	1	0	849
15:00	0	0	0	0	0	0	0	0	142	37	8	0	1	2	0	190
15:15	3	0	0	0	0	0	0	3	149	36	2	1	1	0	0	189
15:30	1	2	0	0	0	0	0	3	175	39	7	0	1	0	0	222
15:45	2	1	0	0	0	0	0	3	149	46	4	0	3	1	0	203
H/TOT	6	3	0	0	0	0	0	9	615	158	21	1	6	3	0	804
16:00	0	0	0	0	0	0	0	0	167	32	3	0	3	2	0	207
16:15	2	0	0	0	0	0	0	2	157	29	8	0	1	1	0	196
16:30	2	0	0	0	0	0	0	2	150	34	4	0	2	1	0	191
16:45	1	0	0	0	0	0	0	1	115	41	3	0	1	0	0	160
H/TOT	5	0	0	0	0	0	0	5	589	136	18	0	7	4	0	754
17:00	4	0	0	0	0	0	0	4	167	38	7	0	1	1	0	214
17:15	1	0	0	0	0	0	0	1	140	30	2	0	1	0	0	173
17:30	2	0	1	0	0	0	0	3	118	23	4	0	1	1	0	147
17:45	4	0	0	0	0	0	0	4	123	22	3	0	1	1	0	150
H/TOT	11	0	1	0	0	0	0	12	548	113	16	0	4	3	0	684
18:00	5	0	0	0	0	0	0	5	124	26	1	0	1	0	0	152
18:15	0	0	0	0	0	0	2	2	133	21	0	0	1	0	0	155
18:30	2	0	0	0	0	0	0	2	105	16	1	0	1	1	0	124
18:45	0	0	0	0	0	0	0	0	121	26	1	0	1	0	0	149
H/TOT	7	0	0	0	0	0	2	9	483	89	3	0	4	1	0	580
P/TOT	283	32	6	0	0	3	3	327	8511	1616	260	35	59	43	1	10525

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 9 FROM A3023 LANGSTONE ROAD (S) TO WOODBURY AVENUE								MOVEMENT 10 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:30	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
08:45	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	7	2	0	0	0	0	0	9	3	1	0	0	0	0	0	4
09:00	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:15	0	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	1	2	0	0	0	0	0	3	6	1	0	0	0	0	0	7
10:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
10:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
11:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 9 FROM A3023 LANGSTONE ROAD (S) TO WOODBURY AVENUE								MOVEMENT 10 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2	3	0	0	0	0	0	0	3
15:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	4	1	0	0	0	0	0	5	3	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
P/TOT	27	6	0	0	0	0	0	33	38	4	0	0	0	0	0	42

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 11 FROM WOODBURY AVENUE TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 12 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
07:15	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5
07:30	1	0	0	0	0	0	0	1	8	1	1	0	0	0	0	10
07:45	1	1	0	0	0	0	0	2	9	0	0	0	0	0	0	9
H/TOT	3	1	0	0	0	0	1	5	28	1	1	0	0	0	0	30
08:00	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10
08:15	0	0	0	0	0	0	2	2	5	2	0	0	0	0	0	7
08:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
08:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	2	2	28	6	0	0	0	0	0	34
09:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
09:15	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
09:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:45	0	0	0	0	0	0	2	2	5	1	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	2	2	23	2	0	0	0	0	0	25
10:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
10:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
10:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
11:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
11:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
11:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
12:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
12:15	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
12:30	0	0	0	0	0	0	0	0	7	1	0	0	0	1	0	9
12:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	24	3	0	0	0	1	0	28

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	MOVEMENT 11 FROM WOODBURY AVENUE TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 12 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
13:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
13:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
13:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18
14:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
14:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
14:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
14:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	1	0	0	0	0	0	0	1	14	2	0	0	0	0	0	16
15:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
15:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
15:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
15:45	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	18	3	1	0	0	0	0	22
16:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
16:30	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	20	0	1	0	0	0	0	21
17:00	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:30	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
H/TOT	1	0	0	0	0	0	0	1	29	2	0	0	0	0	0	31
18:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
18:15	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	31
P/TOT	5	1	0	0	0	0	5	11	261	25	3	0	0	1	0	290

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	TO ARM A A3023 LANGSTONE ROAD (N)								FROM ARM A A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	167	31	1	0	1	2	0	202	77	9	1	2	2	3	0	94
07:15	241	51	9	1	1	3	0	306	130	22	3	2	3	0	0	160
07:30	313	43	5	1	2	1	0	365	162	27	5	3	1	0	0	198
07:45	304	50	9	1	3	4	0	371	230	49	6	2	2	1	0	290
H/TOT	1025	175	24	3	7	10	0	1244	599	107	15	9	8	4	0	742
08:00	365	37	8	0	1	2	0	413	191	36	9	1	2	1	1	241
08:15	330	39	4	2	2	1	0	378	213	42	10	1	0	1	0	267
08:30	315	38	7	2	2	1	0	365	196	36	5	0	1	4	1	243
08:45	232	31	6	1	1	2	1	274	228	41	4	2	1	2	1	279
H/TOT	1242	145	25	5	6	6	1	1430	828	155	28	4	4	8	3	1030
09:00	219	34	6	2	1	0	0	262	166	34	8	1	1	0	0	210
09:15	226	37	11	1	1	2	0	278	149	41	7	2	1	2	0	202
09:30	204	33	6	3	1	3	0	250	171	37	7	3	1	3	0	222
09:45	198	35	6	2	1	1	0	243	148	26	12	1	1	0	0	188
H/TOT	847	139	29	8	4	6	0	1033	634	138	34	7	4	5	0	822
10:00	171	32	3	3	2	1	0	212	129	29	10	0	1	0	0	169
10:15	194	55	6	0	2	0	0	257	150	33	9	1	1	0	0	194
10:30	188	41	10	0	1	1	0	241	119	28	10	1	1	0	0	159
10:45	153	36	7	2	1	0	0	199	148	37	5	1	1	0	0	192
H/TOT	706	164	26	5	6	2	0	909	546	127	34	3	4	0	0	714
11:00	196	31	9	1	1	1	0	239	160	34	9	2	1	1	0	207
11:15	187	34	8	3	1	0	0	233	146	37	8	0	1	0	0	192
11:30	194	30	10	1	1	1	0	237	161	26	8	2	1	0	0	198
11:45	176	40	11	2	1	1	0	231	184	36	4	0	1	0	0	225
H/TOT	753	135	38	7	4	3	0	940	651	133	29	4	4	1	0	822
12:00	196	38	3	1	1	1	0	240	183	34	2	0	1	0	0	220
12:15	178	29	7	1	1	0	0	216	184	29	5	1	1	1	0	221
12:30	184	26	3	0	1	2	1	217	199	28	3	0	1	1	0	232
12:45	161	30	6	2	1	0	0	200	161	40	10	0	1	1	0	213
H/TOT	719	123	19	4	4	3	1	873	727	131	20	1	4	3	0	886

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	TO ARM A A3023 LANGSTONE ROAD (N)								FROM ARM A A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	157	31	4	1	1	0	0	194	186	30	6	0	1	1	0	224
13:15	184	43	5	0	1	1	0	234	180	36	9	0	2	2	0	229
13:30	173	33	7	0	1	1	0	215	169	26	5	1	1	3	0	205
13:45	165	36	9	0	1	0	0	211	193	42	5	0	1	3	0	244
H/TOT	679	143	25	1	4	2	0	854	728	134	25	1	5	9	0	902
14:00	187	36	3	1	1	0	0	228	164	35	6	1	1	2	0	209
14:15	194	41	5	0	1	0	0	241	211	36	10	0	1	1	0	259
14:30	170	32	3	0	2	0	0	207	201	43	7	0	2	1	0	254
14:45	181	41	6	0	1	1	0	230	213	29	3	1	1	2	0	249
H/TOT	732	150	17	1	5	1	0	906	789	143	26	2	5	6	0	971
15:00	173	39	9	1	1	3	0	226	184	38	7	1	1	0	0	231
15:15	166	37	2	1	1	0	0	207	207	34	6	0	3	0	1	251
15:30	201	43	7	0	1	0	0	252	214	38	8	0	1	0	0	261
15:45	172	47	6	0	3	2	0	230	230	41	4	0	2	1	0	278
H/TOT	712	166	24	2	6	5	0	915	835	151	25	1	7	1	1	1021
16:00	236	33	3	0	3	2	0	277	255	45	3	0	2	1	0	306
16:15	205	29	8	0	1	2	0	245	241	67	10	0	1	3	3	325
16:30	210	36	5	0	2	1	0	254	272	54	2	1	1	4	2	336
16:45	152	42	3	0	1	2	0	200	325	54	9	0	1	1	0	390
H/TOT	803	140	19	0	7	7	0	976	1093	220	24	1	5	9	5	1357
17:00	241	41	7	0	1	1	0	291	301	60	4	1	1	0	0	367
17:15	204	34	2	0	1	2	0	243	362	46	2	0	1	0	0	411
17:30	220	31	4	0	1	3	0	259	326	33	5	0	1	6	0	371
17:45	200	28	3	0	1	2	0	234	321	22	2	0	1	0	0	346
H/TOT	865	134	16	0	4	8	0	1027	1310	161	13	1	4	6	0	1495
18:00	196	28	1	0	1	1	0	227	271	22	2	0	1	1	0	297
18:15	183	25	0	0	1	1	0	210	260	20	2	2	0	1	0	285
18:30	153	23	1	0	1	1	0	179	206	20	3	0	0	2	0	231
18:45	159	30	1	0	1	0	0	191	186	11	2	0	1	0	0	200
H/TOT	691	106	3	0	4	3	0	807	923	73	9	2	2	4	0	1013
P/TOT	9774	1720	265	36	61	56	2	11914	9663	1673	282	36	56	56	9	11775

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	TO ARM B LANGSTONE TECHNOLOGY PARK ACCESS								FROM ARM B LANGSTONE TECHNOLOGY PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	43	1	0	0	0	1	0	45	3	2	0	0	0	0	0	5
07:15	60	4	0	0	0	0	2	66	6	1	0	0	0	0	0	7
07:30	83	2	0	0	0	1	0	86	3	0	0	0	1	0	0	4
07:45	119	7	0	0	0	1	0	127	6	2	0	0	0	0	0	8
H/TOT	305	14	0	0	0	3	2	324	18	5	0	0	1	0	0	24
08:00	96	4	0	0	0	1	0	101	12	0	0	0	0	0	0	12
08:15	98	6	0	0	0	0	2	106	8	1	0	0	0	0	0	9
08:30	70	3	0	0	0	4	1	78	11	1	0	0	0	0	0	12
08:45	103	2	0	0	0	1	0	106	17	2	0	0	0	0	0	19
H/TOT	367	15	0	0	0	6	3	391	48	4	0	0	0	0	0	52
09:00	54	3	0	0	0	0	0	57	12	3	0	0	0	0	0	15
09:15	33	3	0	0	0	1	0	37	7	0	0	0	0	0	0	7
09:30	33	2	1	0	0	1	0	37	4	3	0	0	0	0	0	7
09:45	31	3	0	0	0	0	2	36	6	0	0	0	0	0	0	6
H/TOT	151	11	1	0	0	2	2	167	29	6	0	0	0	0	0	35
10:00	12	3	0	0	0	0	0	15	7	2	0	0	0	0	0	9
10:15	14	0	0	0	0	0	0	14	5	6	0	0	0	0	0	11
10:30	7	4	0	0	0	0	0	11	5	3	1	0	0	0	0	9
10:45	5	1	0	0	0	0	0	6	2	4	0	0	0	0	0	6
H/TOT	38	8	0	0	0	0	0	46	19	15	1	0	0	0	0	35
11:00	5	4	0	0	0	0	0	9	8	0	1	0	0	0	0	9
11:15	7	3	1	0	0	0	0	11	13	0	0	0	0	0	0	13
11:30	6	3	2	0	0	0	0	11	9	1	0	0	0	0	0	10
11:45	4	4	1	0	0	0	0	9	16	0	1	0	0	0	0	17
H/TOT	22	14	4	0	0	0	0	40	46	1	2	0	0	0	0	49
12:00	5	1	0	0	0	0	0	6	23	1	0	0	0	0	0	24
12:15	8	1	0	0	0	0	0	9	15	1	0	0	0	0	4	20
12:30	13	1	0	0	0	0	0	14	15	2	0	0	0	0	1	18
12:45	19	1	2	0	0	0	0	22	14	3	0	0	0	0	0	17
H/TOT	45	4	2	0	0	0	0	51	67	7	0	0	0	0	5	79

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	TO ARM B LANGSTONE TECHNOLOGY PARK ACCESS								FROM ARM B LANGSTONE TECHNOLOGY PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	9	2	0	0	0	0	0	11	13	0	0	0	0	0	0	13
13:15	19	2	0	0	0	0	0	21	10	2	0	0	0	0	0	12
13:30	17	0	0	0	0	0	0	17	4	3	0	0	0	0	0	7
13:45	14	0	0	0	0	0	0	14	7	0	0	0	0	0	0	7
H/TOT	59	4	0	0	0	0	0	63	34	5	0	0	0	0	0	39
14:00	13	1	2	0	0	0	0	16	14	0	0	0	0	0	0	14
14:15	12	5	3	0	0	0	0	20	8	1	1	0	0	0	0	10
14:30	10	0	1	0	0	0	0	11	12	0	0	0	1	0	0	13
14:45	6	2	0	0	0	0	0	8	11	3	0	0	0	0	0	14
H/TOT	41	8	6	0	0	0	0	55	45	4	1	0	1	0	0	51
15:00	8	0	1	0	0	0	0	9	32	1	1	1	0	1	0	36
15:15	4	0	0	0	0	0	0	4	14	0	0	0	0	0	0	14
15:30	7	4	0	0	0	0	0	11	27	5	0	0	0	0	0	32
15:45	7	3	0	0	0	0	0	10	21	2	1	0	0	1	0	25
H/TOT	26	7	1	0	0	0	0	34	94	8	2	1	0	2	0	107
16:00	11	0	0	0	0	0	0	11	68	1	0	0	0	1	0	70
16:15	9	1	0	0	0	0	0	10	49	0	0	0	0	1	0	50
16:30	12	1	0	0	0	0	0	13	71	3	0	0	0	0	0	74
16:45	9	1	0	0	0	0	0	10	37	1	0	0	0	2	0	40
H/TOT	41	3	0	0	0	0	0	44	225	5	0	0	0	4	0	234
17:00	11	1	0	0	0	0	0	12	78	2	0	0	0	0	0	80
17:15	14	1	0	0	0	0	0	15	67	5	0	0	0	2	2	76
17:30	16	0	2	0	0	1	0	19	115	9	0	0	0	3	0	127
17:45	10	1	0	0	0	0	0	11	80	5	1	0	0	1	0	87
H/TOT	51	3	2	0	0	1	0	57	340	21	1	0	0	6	2	370
18:00	8	0	0	0	0	0	0	8	67	2	0	0	0	1	2	72
18:15	4	0	0	0	0	0	2	6	50	3	0	0	0	1	0	54
18:30	4	0	0	0	0	0	0	4	55	7	0	0	0	0	0	62
18:45	10	0	0	0	0	0	0	10	32	5	0	0	0	0	0	37
H/TOT	26	0	0	0	0	0	2	28	204	17	0	0	0	2	2	225
P/TOT	1172	91	16	0	0	12	9	1300	1169	98	7	1	2	14	9	1300

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11

FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	TO ARM C A3023 LANGSTONE ROAD (S)								FROM ARM C A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	39	9	1	2	2	2	0	55	164	30	1	0	1	2	0	198
07:15	77	20	3	2	3	0	0	105	241	52	9	1	1	3	1	308
07:30	102	25	5	3	1	0	0	136	326	43	4	1	1	2	0	377
07:45	159	46	6	2	2	1	0	216	337	53	9	1	3	5	0	408
H/TOT	377	100	15	9	8	3	0	512	1068	178	23	3	6	12	1	1291
08:00	133	33	9	1	2	0	1	179	385	37	8	0	1	2	0	433
08:15	145	40	10	1	0	1	0	197	350	41	4	2	2	1	0	400
08:30	138	31	5	0	1	0	0	175	313	36	7	2	2	1	0	361
08:45	136	41	4	2	1	1	1	186	227	30	6	1	1	2	1	268
H/TOT	552	145	28	4	4	2	2	737	1275	144	25	5	6	6	1	1462
09:00	123	31	8	1	1	0	0	164	212	32	6	2	1	0	0	253
09:15	120	37	7	2	1	1	0	168	217	38	11	1	1	2	0	270
09:30	137	32	7	3	1	3	0	183	199	31	7	3	1	4	0	245
09:45	120	25	12	1	1	0	0	159	195	35	6	2	1	1	0	240
H/TOT	500	125	34	7	4	4	0	674	823	136	30	8	4	7	0	1008
10:00	114	28	10	0	1	0	0	153	162	32	3	3	2	1	0	203
10:15	132	33	9	1	1	0	0	176	187	47	6	0	2	0	0	242
10:30	109	25	10	1	1	0	0	146	179	39	10	0	1	1	0	230
10:45	143	39	5	1	1	0	0	189	149	35	7	2	1	0	0	194
H/TOT	498	125	34	3	4	0	0	664	677	153	26	5	6	2	0	869
11:00	156	30	9	2	1	1	0	199	188	32	9	1	1	1	0	232
11:15	142	36	7	0	1	0	0	186	175	35	8	3	1	0	0	222
11:30	155	24	6	2	1	0	0	188	180	30	10	1	1	1	0	223
11:45	180	31	4	0	1	0	0	216	162	39	11	2	1	1	0	216
H/TOT	633	121	26	4	4	1	0	789	705	136	38	7	4	3	0	893
12:00	183	31	2	0	1	0	0	217	177	36	3	1	1	1	0	219
12:15	175	29	5	1	1	1	0	212	161	29	7	1	1	0	0	199
12:30	183	27	3	0	1	1	0	215	169	24	3	0	1	1	0	198
12:45	142	40	10	0	1	0	0	193	149	27	8	2	1	0	0	187
H/TOT	683	127	20	1	4	2	0	837	656	116	21	4	4	2	0	803

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	TO ARM C A3023 LANGSTONE ROAD (S)								FROM ARM C A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	177	29	6	0	1	1	0	214	143	32	4	1	1	0	0	181
13:15	162	35	9	0	2	2	0	210	179	42	5	0	1	1	0	228
13:30	149	24	5	1	1	3	0	183	168	30	7	0	1	1	0	207
13:45	180	41	5	0	1	3	0	230	161	36	9	0	1	0	0	207
H/TOT	668	129	25	1	5	9	0	837	651	140	25	1	4	2	0	823
14:00	160	34	4	1	1	2	0	202	180	36	3	1	1	0	0	221
14:15	198	34	9	0	1	1	0	243	184	44	6	0	1	0	0	235
14:30	194	43	7	0	2	1	0	247	158	31	4	0	1	0	0	194
14:45	207	29	3	1	1	2	0	243	169	40	6	0	1	1	0	217
H/TOT	759	140	23	2	5	6	0	935	691	151	19	1	4	1	0	867
15:00	173	37	6	1	1	0	0	218	143	37	8	0	1	2	0	191
15:15	199	34	6	0	3	0	1	243	155	36	2	1	1	0	0	195
15:30	211	38	8	0	1	0	0	258	176	42	7	0	1	0	0	226
15:45	224	40	3	0	2	1	0	270	151	47	4	0	3	1	0	206
H/TOT	807	149	23	1	7	1	1	989	625	162	21	1	6	3	0	818
16:00	246	44	3	0	2	2	0	297	167	32	3	0	3	2	0	207
16:15	235	64	9	0	1	3	3	315	160	29	8	0	1	1	0	199
16:30	274	53	2	1	1	4	2	337	152	34	4	0	2	1	0	193
16:45	315	52	9	0	1	1	0	378	116	41	3	0	1	0	0	161
H/TOT	1070	213	23	1	5	10	5	1327	595	136	18	0	7	4	0	760
17:00	295	58	4	1	1	0	0	359	171	38	7	0	1	1	0	218
17:15	344	46	2	0	1	0	0	393	142	30	2	0	1	0	0	175
17:30	320	34	4	0	1	6	0	365	120	23	5	0	1	1	0	150
17:45	321	20	3	0	1	0	0	345	129	22	3	0	1	1	0	156
H/TOT	1280	158	13	1	4	6	0	1462	562	113	17	0	4	3	0	699
18:00	263	22	2	0	1	1	2	291	130	26	1	0	1	0	0	158
18:15	254	19	2	2	0	1	0	278	134	21	0	0	1	0	2	158
18:30	206	20	3	0	0	2	0	231	107	16	1	0	1	1	0	126
18:45	172	12	2	0	1	0	0	187	122	26	1	0	1	0	0	150
H/TOT	895	73	9	2	2	4	2	987	493	89	3	0	4	1	2	592
P/TOT	8722	1605	273	36	56	48	10	10750	8821	1654	266	35	59	46	4	10885

TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10

FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	TO ARM D WOODBURY AVENUE								FROM ARM D WOODBURY AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
07:15	4	0	0	0	0	0	0	4	5	0	0	0	0	0	1	6
07:30	3	1	0	0	0	0	0	4	10	1	1	0	0	0	0	12
07:45	2	2	0	0	0	0	0	4	11	1	0	0	0	0	0	12
H/TOT	11	3	0	0	0	0	0	14	33	2	1	0	0	0	1	37
08:00	2	1	0	0	0	0	0	3	8	2	0	0	0	0	0	10
08:15	3	1	0	0	0	0	0	4	5	2	0	0	0	0	2	9
08:30	8	2	0	0	0	0	0	10	11	1	0	0	0	0	0	12
08:45	8	1	0	0	0	0	0	9	7	2	0	0	0	0	0	9
H/TOT	21	5	0	0	0	0	0	26	31	7	0	0	0	0	2	40
09:00	3	1	0	0	0	0	0	4	9	0	0	0	0	0	0	9
09:15	4	3	0	0	0	0	0	7	10	1	0	0	0	0	0	11
09:30	5	4	0	0	0	0	0	9	5	0	0	0	0	0	0	5
09:45	5	0	0	0	0	0	0	5	5	2	0	0	0	0	2	9
H/TOT	17	8	0	0	0	0	0	25	29	3	0	0	0	0	2	34
10:00	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6
10:15	5	0	0	0	0	0	0	5	3	2	0	0	0	0	0	5
10:30	5	0	1	0	0	0	0	6	6	0	0	0	0	0	0	6
10:45	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
H/TOT	20	0	1	0	0	0	0	21	20	2	0	0	0	0	0	22
11:00	2	1	1	0	0	0	0	4	3	0	0	0	0	0	0	3
11:15	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	6
11:30	5	0	0	0	0	0	0	5	10	0	0	0	0	0	0	10
11:45	4	1	0	0	0	0	0	5	2	1	0	0	0	0	0	3
H/TOT	14	2	1	0	0	0	0	17	20	2	0	0	0	0	0	22
12:00	3	2	0	0	0	0	0	5	4	1	0	0	0	0	0	5
12:15	8	0	0	0	0	0	4	12	9	0	0	0	0	0	0	9
12:30	11	1	0	0	0	0	0	12	8	1	0	0	0	1	0	10
12:45	7	0	0	0	0	1	0	8	5	1	0	0	0	0	0	6
H/TOT	29	3	0	0	0	1	4	37	26	3	0	0	0	1	0	30

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

TIME	TO ARM D WOODBURY AVENUE								FROM ARM D WOODBURY AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	8	1	0	0	0	0	0	9	9	1	0	0	0	0	0	10
13:15	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
13:30	8	2	0	0	0	0	0	10	6	0	0	0	0	0	0	6
13:45	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	28	4	0	0	0	0	0	32	21	1	0	0	0	0	0	22
14:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
14:15	3	2	0	0	0	0	0	5	4	1	0	0	0	0	0	5
14:30	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
14:45	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
H/TOT	11	2	0	0	0	0	0	13	18	2	0	0	0	0	0	20
15:00	10	1	0	0	0	0	0	11	5	1	0	0	0	0	0	6
15:15	10	0	0	0	0	0	0	10	3	1	0	0	0	0	0	4
15:30	4	1	0	0	0	0	0	5	6	1	0	0	0	0	0	7
15:45	6	0	1	0	0	0	0	7	7	0	1	0	0	0	0	8
H/TOT	30	2	1	0	0	0	0	33	21	3	1	0	0	0	0	25
16:00	5	1	0	0	0	0	0	6	8	0	0	0	0	0	0	8
16:15	9	2	1	0	0	0	0	12	8	0	0	0	0	0	0	8
16:30	4	1	0	0	0	0	0	5	5	0	1	0	0	0	0	6
16:45	5	1	0	0	0	0	0	6	3	0	0	0	0	0	0	3
H/TOT	23	5	1	0	0	0	0	29	24	0	1	0	0	0	0	25
17:00	11	1	0	0	0	0	0	12	8	1	0	0	0	0	0	9
17:15	14	0	0	0	0	0	2	16	5	0	0	0	0	0	0	5
17:30	13	0	0	0	0	0	0	13	8	0	0	0	0	0	0	8
17:45	10	1	0	0	0	0	0	11	11	1	0	0	0	0	0	12
H/TOT	48	2	0	0	0	0	2	52	32	2	0	0	0	0	0	34
18:00	12	0	0	0	0	0	0	12	11	0	0	0	0	0	0	11
18:15	8	2	0	0	0	0	0	10	5	2	0	0	0	0	0	7
18:30	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3
18:45	9	1	0	0	0	0	0	10	10	1	0	0	0	0	0	11
H/TOT	37	3	0	0	0	0	0	40	29	3	0	0	0	0	0	32
P/TOT	289	39	4	0	0	1	6	339	304	30	3	0	0	1	5	343

TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9

FROM ARM D IS TOTAL OF MOVEMENTS 10, 11, 12

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 1 FROM A3023 LANGSTONE ROAD (N) TO WOODBURY AVENUE								MOVEMENT 2 FROM A3023 LANGSTONE ROAD (N) TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	45	9	3	1	2	0	0	60
07:15	6	0	0	0	0	0	0	6	64	11	1	1	1	1	0	79
07:30	2	1	0	0	0	0	0	3	112	22	6	0	2	0	0	142
07:45	3	1	0	0	0	0	0	4	151	37	12	1	2	2	0	205
H/TOT	13	2	0	0	0	0	0	15	372	79	22	3	7	3	0	486
08:00	4	0	0	0	0	0	0	4	131	26	7	1	3	1	0	169
08:15	3	0	0	0	0	0	0	3	144	29	10	0	0	0	0	183
08:30	6	0	0	0	0	0	0	6	138	35	9	0	1	0	0	183
08:45	6	1	0	0	0	0	0	7	139	28	14	0	1	1	0	183
H/TOT	19	1	0	0	0	0	0	20	552	118	40	1	5	2	0	718
09:00	6	2	0	0	0	0	0	8	145	36	8	0	1	0	0	190
09:15	1	0	0	0	0	0	0	1	114	25	4	0	1	0	0	144
09:30	10	0	0	0	0	0	0	10	138	14	16	1	1	0	0	170
09:45	9	0	0	0	0	0	0	9	120	25	13	1	1	0	0	160
H/TOT	26	2	0	0	0	0	0	28	517	100	41	2	4	0	0	664
10:00	5	0	0	0	0	0	0	5	119	30	8	0	1	0	0	158
10:15	1	2	0	0	0	0	0	3	162	26	9	0	1	1	0	199
10:30	3	0	0	0	0	0	0	3	168	22	11	0	1	0	0	202
10:45	7	0	0	0	0	0	0	7	146	22	7	0	1	1	0	177
H/TOT	16	2	0	0	0	0	0	18	595	100	35	0	4	2	0	736
11:00	7	1	0	0	0	0	0	8	189	36	6	0	1	0	0	232
11:15	6	0	0	0	0	0	0	6	179	31	9	0	2	0	0	221
11:30	2	0	0	0	0	0	0	2	190	18	8	0	1	0	0	217
11:45	9	0	0	0	0	0	0	9	220	20	5	0	1	0	0	246
H/TOT	24	1	0	0	0	0	0	25	778	105	28	0	5	0	0	916
12:00	1	0	0	0	0	0	0	1	237	18	7	0	1	1	0	264
12:15	3	0	0	0	0	0	0	3	264	19	3	0	1	1	0	288
12:30	7	1	0	0	0	0	0	8	237	21	9	0	1	1	0	269
12:45	4	1	0	0	0	0	0	5	217	16	5	0	1	0	0	239
H/TOT	15	2	0	0	0	0	0	17	955	74	24	0	4	3	0	1060

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 1 FROM A3023 LANGSTONE ROAD (N) TO WOODBURY AVENUE								MOVEMENT 2 FROM A3023 LANGSTONE ROAD (N) TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	10	0	0	0	0	0	0	10	228	18	8	1	1	0	0	256
13:15	8	0	0	0	0	0	0	8	216	15	7	1	1	1	0	241
13:30	7	2	0	0	0	0	0	9	243	25	4	0	1	1	0	274
13:45	2	0	1	0	0	0	0	3	224	25	6	1	1	1	0	258
H/TOT	27	2	1	0	0	0	0	30	911	83	25	3	4	3	0	1029
14:00	3	0	0	0	0	0	0	3	224	24	10	0	1	1	0	260
14:15	5	1	0	0	0	0	0	6	220	20	4	0	1	1	0	246
14:30	4	1	0	0	0	0	0	5	205	29	4	1	1	1	0	241
14:45	5	0	0	0	0	0	0	5	218	26	4	1	2	0	0	251
H/TOT	17	2	0	0	0	0	0	19	867	99	22	2	5	3	0	998
15:00	3	0	0	0	0	0	0	3	224	22	4	0	1	1	0	252
15:15	3	0	0	0	0	0	0	3	276	33	6	1	3	3	0	322
15:30	5	0	0	0	0	0	0	5	245	26	5	1	1	1	0	279
15:45	6	1	1	0	0	0	0	8	272	26	5	0	2	0	0	305
H/TOT	17	1	1	0	0	0	0	19	1017	107	20	2	7	5	0	1158
16:00	8	0	0	0	0	0	0	8	277	30	1	0	2	0	0	310
16:15	5	2	0	0	0	0	0	7	272	37	6	0	1	2	0	318
16:30	5	1	0	0	0	0	0	6	285	33	5	0	1	1	2	327
16:45	11	1	0	0	0	0	0	12	277	33	3	0	1	2	1	317
H/TOT	29	4	0	0	0	0	0	33	1111	133	15	0	5	5	3	1272
17:00	12	0	0	0	0	0	0	12	296	41	4	0	1	1	0	343
17:15	8	0	0	0	0	0	0	8	295	21	2	0	1	3	1	323
17:30	11	0	0	0	0	0	0	11	289	16	2	0	1	2	1	311
17:45	10	0	0	0	0	0	0	10	279	13	0	0	1	1	0	294
H/TOT	41	0	0	0	0	0	0	41	1159	91	8	0	4	7	2	1271
18:00	6	0	0	0	0	0	0	6	216	12	3	0	1	2	1	235
18:15	7	0	0	0	0	0	0	7	241	17	2	0	0	0	0	260
18:30	7	0	0	0	0	0	0	7	187	7	2	0	0	4	0	200
18:45	7	0	0	0	0	0	0	7	191	8	2	1	1	2	0	205
H/TOT	27	0	0	0	0	0	0	27	835	44	9	1	2	8	1	900
P/TOT	271	19	2	0	0	0	0	292	9669	1133	289	14	56	41	6	11208

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 3 FROM A3023 LANGSTONE ROAD (N) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 4 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	34	0	1	0	0	0	0	35	2	1	1	0	0	0	0	4
07:15	43	1	0	0	0	0	0	44	5	0	0	0	0	0	0	5
07:30	51	1	0	0	0	0	0	52	2	1	0	0	0	0	0	3
07:45	78	5	1	0	0	0	0	84	8	1	1	0	0	0	0	10
H/TOT	206	7	2	0	0	0	0	215	17	3	2	0	0	0	0	22
08:00	77	1	1	0	0	0	0	79	12	0	0	0	0	0	0	12
08:15	54	2	0	0	0	0	0	56	11	2	1	0	0	0	0	14
08:30	65	5	0	0	0	0	0	70	5	2	0	0	0	0	0	7
08:45	58	1	0	0	0	1	0	60	6	0	0	0	0	0	0	6
H/TOT	254	9	1	0	0	1	0	265	34	4	1	0	0	0	0	39
09:00	45	2	0	0	0	0	0	47	9	1	0	0	0	0	0	10
09:15	28	0	0	0	0	2	0	30	4	0	0	0	0	0	0	4
09:30	21	0	0	0	0	0	0	21	3	1	0	0	0	0	0	4
09:45	16	1	0	0	0	0	0	17	4	0	0	0	0	0	0	4
H/TOT	110	3	0	0	0	2	0	115	20	2	0	0	0	0	0	22
10:00	8	1	0	0	0	0	0	9	6	1	1	0	0	0	0	8
10:15	8	2	0	0	0	0	0	10	7	1	0	0	0	0	0	8
10:30	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7
10:45	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	5
H/TOT	31	3	0	0	0	0	0	34	25	2	1	0	0	0	0	28
11:00	7	1	0	0	0	0	0	8	1	0	1	0	0	0	0	2
11:15	7	1	0	0	0	0	0	8	7	2	0	0	0	0	0	9
11:30	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
11:45	7	1	1	0	1	0	0	10	10	0	0	0	0	0	0	10
H/TOT	22	3	1	0	1	0	0	27	27	2	1	0	0	0	0	30
12:00	6	0	1	0	0	0	0	7	17	1	0	0	0	0	0	18
12:15	10	0	0	0	0	0	0	10	19	1	0	0	0	0	0	20
12:30	9	4	0	0	0	0	0	13	25	2	0	0	0	0	0	27
12:45	9	1	0	0	0	0	0	10	24	1	0	0	0	0	0	25
H/TOT	34	5	1	0	0	0	0	40	85	5	0	0	0	0	0	90

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 3 FROM A3023 LANGSTONE ROAD (N) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 4 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	5	1	0	0	0	0	0	6	28	0	0	0	0	0	0	28
13:15	9	0	0	0	0	0	0	9	14	0	0	0	0	0	0	14
13:30	9	0	1	0	0	0	0	10	14	1	0	0	0	0	0	15
13:45	6	0	0	0	0	0	0	6	8	1	0	0	0	0	0	9
H/TOT	29	1	1	0	0	0	0	31	64	2	0	0	0	0	0	66
14:00	11	0	0	0	0	0	0	11	30	2	0	0	0	0	0	32
14:15	10	1	0	0	0	0	0	11	14	0	0	0	0	0	0	14
14:30	11	1	1	0	0	0	0	13	18	1	1	0	0	0	0	20
14:45	6	0	1	0	0	0	0	7	20	1	1	0	0	0	0	22
H/TOT	38	2	2	0	0	0	0	42	82	4	2	0	0	0	0	88
15:00	3	3	0	0	0	0	0	6	43	0	0	0	0	2	0	45
15:15	5	3	0	0	0	0	0	8	16	2	0	0	0	0	0	18
15:30	2	0	0	0	0	0	0	2	31	3	0	0	0	1	0	35
15:45	9	0	0	0	0	0	0	9	35	1	0	0	0	0	0	36
H/TOT	19	6	0	0	0	0	0	25	125	6	0	0	0	3	0	134
16:00	5	0	1	0	0	0	0	6	73	2	0	1	0	0	0	76
16:15	7	0	1	0	0	0	0	8	36	0	1	0	0	2	0	39
16:30	6	0	0	0	0	0	0	6	54	4	0	0	0	0	0	58
16:45	5	1	0	0	1	0	0	7	33	1	0	0	0	0	0	34
H/TOT	23	1	2	0	1	0	0	27	196	7	1	1	0	2	0	207
17:00	4	2	0	0	0	0	0	6	62	3	0	0	0	1	0	66
17:15	7	2	0	0	0	0	0	9	37	1	0	0	0	0	0	38
17:30	4	0	0	0	0	0	0	4	77	2	0	0	0	0	0	79
17:45	1	0	0	0	0	0	0	1	39	0	0	0	0	0	0	39
H/TOT	16	4	0	0	0	0	0	20	215	6	0	0	0	1	0	222
18:00	1	0	0	0	0	0	0	1	38	3	0	0	0	1	0	42
18:15	1	0	0	0	0	0	0	1	13	0	0	0	0	0	0	13
18:30	3	1	0	0	0	0	0	4	11	0	0	0	0	1	0	12
18:45	8	0	0	0	0	0	0	8	18	0	0	0	0	0	0	18
H/TOT	13	1	0	0	0	0	0	14	80	3	0	0	0	2	0	85
P/TOT	795	45	10	0	2	3	0	855	970	46	8	1	0	8	0	1033

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 5 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO WOODBURY AVENUE								MOVEMENT 6 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
10:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
12:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
12:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
12:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
12:45	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5
H/TOT	0	0	0	0	0	0	0	0	22	2	0	0	0	1	0	25

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 5 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO WOODBURY AVENUE								MOVEMENT 6 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
13:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	7	2	0	0	0	0	0	9
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7
15:00	0	0	0	0	0	0	1	1	6	1	0	0	0	0	0	7
15:15	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
15:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
15:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	1	1	18	6	0	0	0	0	0	24
16:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
16:15	0	0	0	0	0	0	1	1	8	0	0	0	0	0	3	11
16:30	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	2	2	29	1	0	0	0	0	3	33
17:00	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8
17:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:30	0	1	0	0	0	0	0	1	9	2	0	0	0	0	0	11
17:45	0	1	0	0	0	0	2	3	5	1	0	0	0	0	1	7
H/TOT	1	2	0	0	0	0	2	5	26	4	0	0	0	0	1	31
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1	5
P/TOT	2	2	0	0	0	0	5	9	127	20	1	0	0	1	5	154

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 7 FROM A3023 LANGSTONE ROAD (S) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 8 FROM A3023 LANGSTONE ROAD (S) TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	1	0	0	0	0	0	8	147	30	6	0	1	2	0	186
07:15	7	2	0	0	0	0	0	9	211	28	8	0	1	0	0	248
07:30	22	0	0	0	0	0	0	22	290	40	4	0	1	2	0	337
07:45	36	1	0	0	0	0	0	37	290	35	5	1	3	2	0	336
H/TOT	72	4	0	0	0	0	0	76	938	133	23	1	6	6	0	1107
08:00	15	1	0	0	0	0	0	16	323	29	6	2	2	2	0	364
08:15	38	2	0	0	0	0	1	41	351	29	4	1	2	2	0	389
08:30	11	1	0	0	0	0	1	13	279	16	7	0	1	1	0	304
08:45	12	0	0	0	0	0	0	12	238	15	11	0	2	0	0	266
H/TOT	76	4	0	0	0	0	2	82	1191	89	28	3	7	5	0	1323
09:00	9	2	1	0	0	0	0	12	234	21	6	0	1	1	0	263
09:15	4	0	0	0	0	0	0	4	208	38	13	1	1	1	0	262
09:30	1	0	0	0	0	0	0	1	218	24	4	0	3	0	0	249
09:45	5	2	2	0	0	0	1	10	243	19	8	0	3	0	0	273
H/TOT	19	4	3	0	0	0	1	27	903	102	31	1	8	2	0	1047
10:00	4	0	1	0	0	0	0	5	231	26	10	1	2	0	0	270
10:15	4	0	1	0	0	0	0	5	210	25	7	0	1	0	0	243
10:30	0	1	1	0	0	0	0	2	187	27	12	1	1	1	0	229
10:45	1	2	0	0	0	0	1	4	193	26	6	1	3	0	0	229
H/TOT	9	3	3	0	0	0	1	16	821	104	35	3	7	1	0	971
11:00	2	0	0	0	0	0	0	2	190	25	9	0	1	0	0	225
11:15	1	0	0	0	0	0	0	1	203	24	7	0	1	1	0	236
11:30	2	0	0	0	0	0	0	2	176	28	13	0	1	0	0	218
11:45	3	1	0	0	0	0	0	4	183	31	12	0	2	0	0	228
H/TOT	8	1	0	0	0	0	0	9	752	108	41	0	5	1	0	907
12:00	0	0	0	0	0	0	0	0	186	17	5	2	1	0	0	211
12:15	0	0	1	0	0	0	0	1	177	25	6	0	1	0	0	209
12:30	3	0	0	0	0	0	0	3	179	16	4	0	2	1	0	202
12:45	6	0	0	0	0	0	0	6	197	18	6	1	1	0	0	223
H/TOT	9	0	1	0	0	0	0	10	739	76	21	3	5	1	0	845

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 7 FROM A3023 LANGSTONE ROAD (S) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 8 FROM A3023 LANGSTONE ROAD (S) TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	8	0	0	0	0	0	0	8	151	15	6	0	1	0	0	173
13:15	5	0	0	0	0	0	0	5	178	19	5	0	1	1	0	204
13:30	1	1	0	0	0	0	0	2	176	20	8	0	1	1	0	206
13:45	4	0	0	0	0	0	0	4	180	39	7	0	1	0	0	227
H/TOT	18	1	0	0	0	0	0	19	685	93	26	0	4	2	0	810
14:00	0	1	0	0	0	0	0	1	184	38	9	0	1	1	0	233
14:15	2	1	0	0	0	1	0	4	168	28	6	0	1	0	0	203
14:30	3	0	0	0	0	0	0	3	182	29	8	1	1	1	0	222
14:45	4	0	0	0	0	0	0	4	199	32	8	1	1	0	0	241
H/TOT	9	2	0	0	0	1	0	12	733	127	31	2	4	2	0	899
15:00	3	0	0	0	0	0	0	3	182	24	2	2	1	2	1	214
15:15	1	1	0	0	0	0	0	2	185	26	8	0	1	2	0	222
15:30	3	0	0	0	0	0	0	3	172	20	1	0	1	1	0	195
15:45	3	1	0	0	0	0	0	4	177	26	6	1	1	2	0	213
H/TOT	10	2	0	0	0	0	0	12	716	96	17	3	4	7	1	844
16:00	4	1	0	0	0	0	0	5	166	29	3	1	5	1	0	205
16:15	2	0	0	0	0	0	0	2	195	35	4	0	1	0	0	235
16:30	0	1	0	0	0	0	0	1	155	21	2	0	1	0	1	180
16:45	2	0	1	0	0	0	0	3	162	25	2	0	1	0	0	190
H/TOT	8	2	1	0	0	0	0	11	678	110	11	1	8	1	1	810
17:00	2	0	0	0	0	0	0	2	183	18	2	0	1	1	0	205
17:15	2	0	0	0	0	0	0	2	147	21	1	0	1	0	0	170
17:30	0	0	0	0	0	0	0	0	161	14	2	0	1	0	0	178
17:45	2	0	0	0	0	0	0	2	152	9	1	0	1	1	0	164
H/TOT	6	0	0	0	0	0	0	6	643	62	6	0	4	2	0	717
18:00	0	0	0	0	0	0	1	1	155	11	2	0	1	0	0	169
18:15	0	0	0	0	0	0	0	0	132	17	2	0	1	2	0	154
18:30	1	0	0	0	0	0	0	1	124	13	1	0	1	2	0	141
18:45	0	1	0	0	0	0	0	1	114	9	1	0	1	0	0	125
H/TOT	1	1	0	0	0	0	1	3	525	50	6	0	4	4	0	589
P/TOT	245	24	8	0	0	1	5	283	9324	1150	276	17	66	34	2	10869

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 9 FROM A3023 LANGSTONE ROAD (S) TO WOODBURY AVENUE								MOVEMENT 10 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	1	0	0	2	2	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	1	0	0	2	4	0	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	1	0	0	0	0	0	3	0	1	0	0	0	0	0	1
08:30	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
08:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	10	1	0	0	0	0	0	11	3	1	0	0	0	0	0	4
09:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
10:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
11:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 9 FROM A3023 LANGSTONE ROAD (S) TO WOODBURY AVENUE								MOVEMENT 10 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	3
H/TOT	4	0	0	0	0	0	0	4	2	0	1	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
15:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	3	0	0	0	0	0	0	3	3	1	0	0	0	0	0	4
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
P/TOT	33	1	1	0	1	0	0	36	29	7	1	0	0	0	0	37

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 11 FROM WOODBURY AVENUE TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 12 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
07:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
07:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	24	6	0	0	0	0	0	30
08:00	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
08:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
08:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
08:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	38	2	0	0	0	0	0	40
09:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
09:30	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32
10:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
10:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
10:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
10:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
11:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
11:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
11:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
11:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21
12:00	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
12:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
12:30	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
12:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	20	1	0	0	0	0	0	21

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	MOVEMENT 11 FROM WOODBURY AVENUE TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 12 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
13:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
13:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
13:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
14:00	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
14:15	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
14:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
14:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
H/TOT	1	0	0	0	0	0	0	1	33	2	0	0	0	0	0	35
15:00	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
15:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
15:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	7
H/TOT	1	0	0	0	0	0	0	1	19	0	1	0	0	0	0	20
16:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
16:15	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
16:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	1	0	0	0	0	0	0	1	23	3	0	0	0	0	0	26
17:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
18:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15
P/TOT	4	0	0	0	0	0	0	4	273	21	1	0	0	0	0	295

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	TO ARM A A3023 LANGSTONE ROAD (N)								FROM ARM A A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	155	32	7	0	1	2	0	197	81	9	4	1	2	0	0	97
07:15	223	28	8	0	1	0	0	260	113	12	1	1	1	1	0	129
07:30	297	42	4	0	1	2	0	346	165	24	6	0	2	0	0	197
07:45	304	40	6	1	3	2	0	356	232	43	13	1	2	2	0	293
H/TOT	979	142	25	1	6	6	0	1159	591	88	24	3	7	3	0	716
08:00	347	29	6	2	2	2	0	388	212	27	8	1	3	1	0	252
08:15	369	33	5	1	2	2	0	412	201	31	10	0	0	0	0	242
08:30	290	18	7	0	1	1	0	317	209	40	9	0	1	0	0	259
08:45	257	15	11	0	2	0	0	285	203	30	14	0	1	2	0	250
H/TOT	1263	95	29	3	7	5	0	1402	825	128	41	1	5	3	0	1003
09:00	245	23	6	0	1	1	0	276	196	40	8	0	1	0	0	245
09:15	222	38	13	1	1	1	0	276	143	25	4	0	1	2	0	175
09:30	228	26	4	0	3	0	0	261	169	14	16	1	1	0	0	201
09:45	257	20	8	0	3	0	0	288	145	26	13	1	1	0	0	186
H/TOT	952	107	31	1	8	2	0	1101	653	105	41	2	4	2	0	807
10:00	243	28	11	1	2	0	0	285	132	31	8	0	1	0	0	172
10:15	221	26	7	0	1	0	0	255	171	30	9	0	1	1	0	212
10:30	199	27	12	1	1	1	0	241	178	22	11	0	1	0	0	212
10:45	199	27	6	1	3	0	0	236	161	22	7	0	1	1	0	192
H/TOT	862	108	36	3	7	1	0	1017	642	105	35	0	4	2	0	788
11:00	196	25	10	0	1	0	0	232	203	38	6	0	1	0	0	248
11:15	214	26	7	0	1	1	0	249	192	32	9	0	2	0	0	235
11:30	192	28	13	0	1	0	0	234	193	18	8	0	1	0	0	220
11:45	198	31	12	0	2	0	0	243	236	21	6	0	2	0	0	265
H/TOT	800	110	42	0	5	1	0	958	824	109	29	0	6	0	0	968
12:00	212	19	5	2	1	0	0	239	244	18	8	0	1	1	0	272
12:15	199	26	6	0	1	0	0	232	277	19	3	0	1	1	0	301
12:30	210	18	4	0	2	1	0	235	253	26	9	0	1	1	0	290
12:45	223	19	6	1	1	0	0	250	230	18	5	0	1	0	0	254
H/TOT	844	82	21	3	5	1	0	956	1004	81	25	0	4	3	0	1117

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	TO ARM A A3023 LANGSTONE ROAD (N)								FROM ARM A A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	185	15	6	0	1	0	0	207	243	19	8	1	1	0	0	272
13:15	197	19	5	0	1	1	0	223	233	15	7	1	1	1	0	258
13:30	194	21	8	0	1	1	0	225	259	27	5	0	1	1	0	293
13:45	189	41	7	0	1	0	0	238	232	25	7	1	1	1	0	267
H/TOT	765	96	26	0	4	2	0	893	967	86	27	3	4	3	0	1090
14:00	225	40	9	0	1	1	0	276	238	24	10	0	1	1	0	274
14:15	194	29	6	0	1	0	0	230	235	22	4	0	1	1	0	263
14:30	203	30	9	1	1	1	0	245	220	31	5	1	1	1	0	259
14:45	226	34	9	1	1	0	0	271	229	26	5	1	2	0	0	263
H/TOT	848	133	33	2	4	2	0	1022	922	103	24	2	5	3	0	1059
15:00	230	24	2	2	1	4	1	264	230	25	4	0	1	1	0	261
15:15	205	28	8	0	1	2	0	244	284	36	6	1	3	3	0	333
15:30	207	23	1	0	1	2	0	234	252	26	5	1	1	1	0	286
15:45	218	27	7	1	1	2	0	256	287	27	6	0	2	0	0	322
H/TOT	860	102	18	3	4	10	1	998	1053	114	21	2	7	5	0	1202
16:00	246	31	3	2	5	1	0	288	290	30	2	0	2	0	0	324
16:15	236	37	5	0	1	2	0	281	284	39	7	0	1	2	0	333
16:30	216	25	2	0	1	0	1	245	296	34	5	0	1	1	2	339
16:45	199	27	2	0	1	0	0	229	293	35	3	0	2	2	1	336
H/TOT	897	120	12	2	8	3	1	1043	1163	138	17	0	6	5	3	1332
17:00	251	21	2	0	1	2	0	277	312	43	4	0	1	1	0	361
17:15	186	22	1	0	1	0	0	210	310	23	2	0	1	3	1	340
17:30	242	17	2	0	1	0	0	262	304	16	2	0	1	2	1	326
17:45	198	9	1	0	1	1	0	210	290	13	0	0	1	1	0	305
H/TOT	877	69	6	0	4	3	0	959	1216	95	8	0	4	7	2	1332
18:00	199	14	2	0	1	1	0	217	223	12	3	0	1	2	1	242
18:15	148	17	2	0	1	2	0	170	249	17	2	0	0	0	0	268
18:30	139	13	1	0	1	3	0	157	197	8	2	0	0	4	0	211
18:45	134	9	1	0	1	0	0	145	206	8	2	1	1	2	0	220
H/TOT	620	53	6	0	4	6	0	689	875	45	9	1	2	8	1	941
P/TOT	10567	1217	285	18	66	42	2	12197	10735	1197	301	14	58	44	6	12355

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	TO ARM B LANGSTONE TECHNOLOGY PARK ACCESS								FROM ARM B LANGSTONE TECHNOLOGY PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	41	1	1	0	0	0	0	43	2	3	1	0	0	0	0	6
07:15	50	3	0	0	0	0	0	53	5	0	0	0	0	0	0	5
07:30	73	1	0	0	0	0	0	74	2	1	0	0	0	0	0	3
07:45	114	6	1	0	0	0	0	121	8	1	1	0	0	0	0	10
H/TOT	278	11	2	0	0	0	0	291	17	5	2	0	0	0	0	24
08:00	92	2	1	0	0	0	0	95	14	0	0	0	0	0	0	14
08:15	92	4	0	0	0	0	1	97	12	2	1	0	0	0	0	15
08:30	76	6	0	0	0	0	1	83	5	2	0	0	0	0	0	7
08:45	70	1	0	0	0	1	0	72	7	0	0	0	0	0	0	7
H/TOT	330	13	1	0	0	1	2	347	38	4	1	0	0	0	0	43
09:00	54	4	1	0	0	0	0	59	9	1	0	0	0	0	0	10
09:15	32	0	0	0	0	2	0	34	4	0	0	0	0	0	0	4
09:30	22	0	0	0	0	0	0	22	4	1	0	0	0	0	0	5
09:45	21	3	2	0	0	0	1	27	4	0	0	0	0	0	0	4
H/TOT	129	7	3	0	0	2	1	142	21	2	0	0	0	0	0	23
10:00	12	1	1	0	0	0	0	14	6	3	1	0	0	0	0	10
10:15	12	2	1	0	0	0	0	15	7	2	0	0	0	0	0	9
10:30	7	1	1	0	0	0	0	9	7	0	0	0	0	0	0	7
10:45	9	2	0	0	0	0	1	12	6	0	0	0	0	0	0	6
H/TOT	40	6	3	0	0	0	1	50	26	5	1	0	0	0	0	32
11:00	9	1	0	0	0	0	0	10	2	0	1	0	0	0	0	3
11:15	8	1	0	0	0	0	0	9	7	2	0	0	0	0	0	9
11:30	3	0	0	0	0	0	0	3	12	0	0	0	0	0	0	12
11:45	10	2	1	0	1	0	0	14	15	0	0	0	0	0	0	15
H/TOT	30	4	1	0	1	0	0	36	36	2	1	0	0	0	0	39
12:00	6	0	1	0	0	0	0	7	21	2	0	0	0	0	0	23
12:15	10	0	1	0	0	0	0	11	26	1	0	0	0	0	0	27
12:30	13	4	0	0	0	0	0	17	32	3	0	0	0	0	0	35
12:45	15	1	0	0	0	0	0	16	28	1	0	0	0	1	0	30
H/TOT	44	5	2	0	0	0	0	51	107	7	0	0	0	1	0	115

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	TO ARM B LANGSTONE TECHNOLOGY PARK ACCESS								FROM ARM B LANGSTONE TECHNOLOGY PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	13	1	0	0	0	0	0	14	31	0	0	0	0	0	0	31
13:15	14	0	0	0	0	0	0	14	16	2	0	0	0	0	0	18
13:30	10	1	1	0	0	0	0	12	17	1	0	0	0	0	0	18
13:45	10	0	0	0	0	0	0	10	8	1	0	0	0	0	0	9
H/TOT	47	2	1	0	0	0	0	50	72	4	0	0	0	0	0	76
14:00	11	1	0	0	0	0	0	12	31	2	0	0	0	0	0	33
14:15	12	2	0	0	0	1	0	15	18	0	1	0	0	0	0	19
14:30	15	1	1	0	0	0	0	17	18	1	1	0	0	0	0	20
14:45	10	0	1	0	0	0	0	11	21	1	1	0	0	0	0	23
H/TOT	48	4	2	0	0	1	0	55	88	4	3	0	0	0	0	95
15:00	7	3	0	0	0	0	0	10	49	1	0	0	0	2	1	53
15:15	6	4	0	0	0	0	0	10	18	5	0	0	0	0	0	23
15:30	5	0	0	0	0	0	0	5	38	4	0	0	0	1	0	43
15:45	12	1	0	0	0	0	0	13	38	2	0	0	0	0	0	40
H/TOT	30	8	0	0	0	0	0	38	143	12	0	0	0	3	1	159
16:00	10	1	1	0	0	0	0	12	86	3	0	1	0	0	0	90
16:15	9	0	1	0	0	0	0	10	44	0	1	0	0	2	4	51
16:30	6	1	0	0	0	0	0	7	58	4	0	0	0	0	1	63
16:45	7	1	1	0	1	0	0	10	37	1	0	0	0	0	0	38
H/TOT	32	3	3	0	1	0	0	39	225	8	1	1	0	2	5	242
17:00	6	2	0	0	0	0	0	8	70	4	0	0	0	1	0	75
17:15	9	2	0	0	0	0	0	11	42	1	0	0	0	0	0	43
17:30	4	0	0	0	0	0	0	4	86	5	0	0	0	0	0	91
17:45	3	0	0	0	0	0	0	3	44	2	0	0	0	0	3	49
H/TOT	22	4	0	0	0	0	0	26	242	12	0	0	0	1	3	258
18:00	1	0	0	0	0	0	1	2	38	3	0	0	0	1	0	42
18:15	1	0	0	0	0	0	0	1	14	0	0	0	0	0	1	15
18:30	4	1	0	0	0	0	0	5	12	0	0	0	0	1	0	13
18:45	8	1	0	0	0	0	0	9	20	0	0	0	0	0	0	20
H/TOT	14	2	0	0	0	0	1	17	84	3	0	0	0	2	1	90
P/TOT	1044	69	18	0	2	4	5	1142	1099	68	9	1	0	9	10	1196

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11

FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	TO ARM C A3023 LANGSTONE ROAD (S)								FROM ARM C A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	45	11	3	1	2	0	0	62	154	31	6	0	1	2	0	194
07:15	64	11	1	1	1	1	0	79	218	30	8	0	1	0	0	257
07:30	114	22	6	0	2	0	0	144	313	40	4	0	2	2	0	361
07:45	153	37	12	1	2	2	0	207	326	36	5	1	3	2	0	373
H/TOT	376	81	22	3	7	3	0	492	1011	137	23	1	7	6	0	1185
08:00	133	26	7	1	3	1	0	171	338	30	6	2	2	2	0	380
08:15	145	30	10	0	0	0	0	185	391	32	4	1	2	2	1	433
08:30	140	35	9	0	1	0	0	185	296	17	7	0	1	1	1	323
08:45	141	28	14	0	1	1	0	185	252	15	11	0	2	0	0	280
H/TOT	559	119	40	1	5	2	0	726	1277	94	28	3	7	5	2	1416
09:00	146	36	8	0	1	0	0	191	244	23	7	0	1	1	0	276
09:15	114	25	4	0	1	0	0	144	212	38	13	1	1	1	0	266
09:30	139	14	16	1	1	0	0	171	219	24	4	0	3	0	0	250
09:45	121	25	13	1	1	0	0	161	248	21	11	0	3	0	1	284
H/TOT	520	100	41	2	4	0	0	667	923	106	35	1	8	2	1	1076
10:00	119	32	8	0	1	0	0	160	235	26	11	1	2	0	0	275
10:15	162	28	9	0	1	1	0	201	214	25	8	0	1	0	0	248
10:30	168	23	11	0	1	0	0	203	188	28	13	1	1	1	0	232
10:45	147	22	7	0	1	1	0	178	195	28	6	1	3	0	1	234
H/TOT	596	105	35	0	4	2	0	742	832	107	38	3	7	1	1	989
11:00	190	38	6	0	1	0	0	235	192	25	9	0	1	0	0	227
11:15	180	31	9	0	2	0	0	222	204	24	7	0	1	1	0	237
11:30	193	18	8	0	1	0	0	220	178	28	13	0	1	0	0	220
11:45	225	20	5	0	1	0	0	251	186	32	12	0	2	0	0	232
H/TOT	788	107	28	0	5	0	0	928	760	109	41	0	5	1	0	916
12:00	241	19	7	0	1	1	0	269	186	17	5	2	1	0	0	211
12:15	273	19	3	0	1	1	0	297	178	25	7	0	1	0	0	211
12:30	247	22	9	0	1	1	0	280	182	16	4	0	2	1	0	205
12:45	221	16	5	0	1	1	0	244	203	18	6	1	1	0	0	229
H/TOT	982	76	24	0	4	4	0	1090	749	76	22	3	5	1	0	856

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	TO ARM C A3023 LANGSTONE ROAD (S)								FROM ARM C A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	230	18	8	1	1	0	0	258	160	15	6	0	1	0	0	182
13:15	218	17	7	1	1	1	0	245	183	19	5	0	1	1	0	209
13:30	246	25	4	0	1	1	0	277	178	21	8	0	1	1	0	209
13:45	226	25	7	1	1	1	0	261	186	39	7	0	1	0	0	233
H/TOT	920	85	26	3	4	3	0	1041	707	94	26	0	4	2	0	833
14:00	225	24	10	0	1	1	0	261	184	39	9	0	1	1	0	234
14:15	224	20	5	0	1	1	0	251	171	29	6	0	1	1	0	208
14:30	207	29	4	1	1	1	0	243	187	29	8	1	1	1	0	227
14:45	220	27	4	1	2	0	0	254	203	32	8	1	1	0	0	245
H/TOT	876	100	23	2	5	3	0	1009	745	129	31	2	4	3	0	914
15:00	231	23	4	0	1	1	0	260	186	24	2	2	1	2	1	218
15:15	278	36	6	1	3	3	0	327	187	27	8	0	1	2	0	225
15:30	252	27	5	1	1	1	0	287	176	20	1	0	1	1	0	199
15:45	277	28	5	0	2	0	0	312	180	27	6	1	1	2	0	217
H/TOT	1038	114	20	2	7	5	0	1186	729	98	17	3	4	7	1	859
16:00	291	31	1	0	2	0	0	325	170	30	3	1	5	1	0	210
16:15	280	37	6	0	1	2	3	329	198	35	4	0	1	0	0	238
16:30	289	33	5	0	1	1	2	331	156	22	2	0	1	0	1	182
16:45	281	33	3	0	1	2	1	321	164	25	3	0	1	0	0	193
H/TOT	1141	134	15	0	5	5	6	1306	688	112	12	1	8	1	1	823
17:00	303	42	4	0	1	1	0	351	185	18	2	0	1	1	0	207
17:15	300	21	2	0	1	3	1	328	149	21	1	0	1	0	0	172
17:30	298	18	2	0	1	2	1	322	162	14	2	0	1	0	0	179
17:45	286	14	0	0	1	1	1	303	155	9	1	0	1	1	0	167
H/TOT	1187	95	8	0	4	7	3	1304	651	62	6	0	4	2	0	725
18:00	216	12	3	0	1	2	1	235	155	11	2	0	1	0	1	170
18:15	244	17	2	0	0	0	1	264	134	17	2	0	1	2	0	156
18:30	188	7	2	0	0	4	0	201	127	13	1	0	1	2	0	144
18:45	194	8	2	1	1	2	0	208	114	10	1	0	1	0	0	126
H/TOT	842	44	9	1	2	8	2	908	530	51	6	0	4	4	1	596
P/TOT	9825	1160	291	14	56	42	11	11399	9602	1175	285	17	67	35	7	11188

TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10

FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	TO ARM D WOODBURY AVENUE								FROM ARM D WOODBURY AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	6	1	0	0	0	0	0	7
07:15	6	0	0	0	0	0	0	6	7	0	0	0	0	0	0	7
07:30	3	1	0	0	1	0	0	5	7	1	0	0	0	0	0	8
07:45	3	1	0	0	0	0	0	4	8	4	0	0	0	0	0	12
H/TOT	14	2	0	0	1	0	0	17	28	6	0	0	0	0	0	34
08:00	4	0	0	0	0	0	0	4	12	0	0	0	0	0	0	12
08:15	5	1	0	0	0	0	0	6	7	3	0	0	0	0	0	10
08:30	12	0	0	0	0	0	0	12	8	0	0	0	0	0	0	8
08:45	8	1	0	0	0	0	0	9	14	0	0	0	0	0	0	14
H/TOT	29	2	0	0	0	0	0	31	41	3	0	0	0	0	0	44
09:00	7	2	0	0	0	0	0	9	3	1	0	0	0	0	0	4
09:15	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10
09:30	10	0	0	0	0	0	0	10	7	1	0	0	0	0	0	8
09:45	9	0	1	0	0	0	0	10	11	1	0	0	0	0	0	12
H/TOT	27	2	1	0	0	0	0	30	31	3	0	0	0	0	0	34
10:00	5	0	0	0	0	0	0	5	6	1	0	0	0	0	0	7
10:15	1	2	0	0	0	0	0	3	4	1	0	0	0	0	0	5
10:30	4	0	0	0	0	0	0	4	5	1	0	0	0	0	0	6
10:45	8	0	0	0	0	0	0	8	1	1	0	0	0	0	0	2
H/TOT	18	2	0	0	0	0	0	20	16	4	0	0	0	0	0	20
11:00	7	1	0	0	0	0	0	8	5	2	0	0	0	0	0	7
11:15	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
11:30	2	0	0	0	0	0	0	2	7	0	0	0	0	0	0	7
11:45	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5
H/TOT	24	1	0	0	0	0	0	25	22	2	0	0	0	0	0	24
12:00	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	10
12:15	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5
12:30	7	1	0	0	0	0	0	8	10	0	0	0	0	0	0	10
12:45	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2
H/TOT	16	2	0	0	0	0	0	18	26	1	0	0	0	0	0	27

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

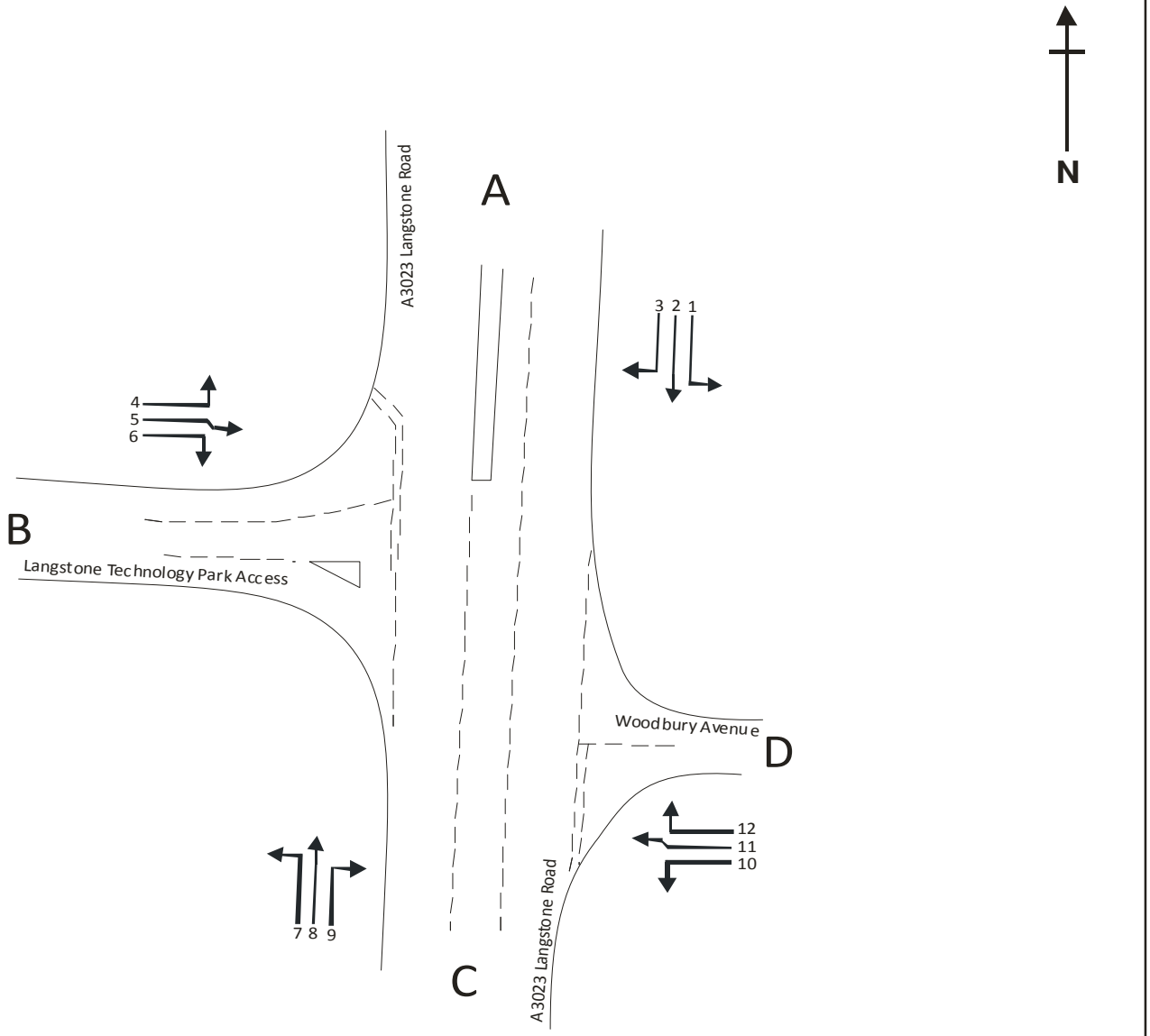
SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

TIME	TO ARM D WOODBURY AVENUE								FROM ARM D WOODBURY AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	12	0	0	0	0	0	0	12	6	0	0	0	0	0	0	6
13:15	8	0	0	0	0	0	0	8	5	0	0	0	0	0	0	5
13:30	8	2	0	0	0	0	0	10	4	0	0	0	0	0	0	4
13:45	4	0	1	0	0	0	0	5	3	1	1	0	0	0	0	5
H/TOT	32	2	1	0	0	0	0	35	18	1	1	0	0	0	0	20
14:00	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11
14:15	6	1	0	0	0	0	0	7	12	1	0	0	0	0	0	13
14:30	6	1	0	0	0	0	0	7	6	0	0	0	0	0	0	6
14:45	5	0	0	0	0	0	0	5	8	2	0	0	0	0	0	10
H/TOT	20	2	0	0	0	0	0	22	37	3	0	0	0	0	0	40
15:00	4	0	0	0	0	0	1	5	7	0	0	0	0	0	0	7
15:15	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
15:30	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
15:45	6	1	1	0	0	0	0	8	8	1	1	0	0	0	0	10
H/TOT	20	1	1	0	0	0	1	23	23	1	1	0	0	0	0	25
16:00	8	0	0	0	0	0	0	8	9	0	0	0	0	0	0	9
16:15	6	2	0	0	0	0	1	9	5	2	0	0	0	0	0	7
16:30	6	1	0	0	0	0	1	8	7	0	0	0	0	0	0	7
16:45	11	1	0	0	0	0	0	12	4	1	0	0	0	0	0	5
H/TOT	31	4	0	0	0	0	2	37	25	3	0	0	0	0	0	28
17:00	13	0	0	0	0	0	0	13	6	0	0	0	0	0	0	6
17:15	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	2
17:30	12	1	0	0	0	0	0	13	4	1	0	0	0	0	0	5
17:45	11	1	0	0	0	0	2	14	9	0	0	0	0	0	0	9
H/TOT	44	2	0	0	0	0	2	48	21	1	0	0	0	0	0	22
18:00	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6
18:15	9	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5
18:30	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4
18:45	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
H/TOT	31	0	0	0	0	0	0	31	18	0	0	0	0	0	0	18
P/TOT	306	22	3	0	1	0	5	337	306	28	2	0	0	0	0	336

TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9

FROM ARM D IS TOTAL OF MOVEMENTS 10, 11, 12



AXIOM Traffic Limited

For and on behalf of:

Glanville

HAVANT

Thursday 2 February 2012
Friday 3 February 2012
Saturday 4 February 2012

0700-1900

1100-1700

Drawing N°: **15337 - 01**

Site: **1**

Location: **A3023 Langstone Road / Langstone Technology Park Access / Woodbury Avenue**

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

TIME	MOVEMENT 1 FROM A3023 LANGSTONE ROAD (N) TO WOODBURY AVENUE								MOVEMENT 2 FROM A3023 LANGSTONE ROAD (N) TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	6	0	0	0	0	1	0	7	191	20	6	0	1	1	0	219
11:15	0	0	0	0	0	0	0	0	192	18	3	0	1	0	0	214
11:30	7	0	0	0	0	0	0	7	231	19	6	0	1	0	0	257
11:45	4	1	0	0	0	0	0	5	195	18	1	0	1	0	0	215
H/TOT	17	1	0	0	0	1	0	19	809	75	16	0	4	1	0	905
12:00	4	0	0	0	0	0	0	4	241	18	2	0	1	1	0	263
12:15	4	0	0	0	0	0	0	4	256	23	6	0	1	1	0	287
12:30	4	1	0	0	0	0	0	5	224	15	10	0	1	0	0	250
12:45	6	1	0	0	0	0	0	7	218	23	4	0	1	0	0	246
H/TOT	18	2	0	0	0	0	0	20	939	79	22	0	4	2	0	1046
13:00	6	0	0	0	0	0	0	6	250	19	1	0	1	4	0	275
13:15	5	0	0	0	0	0	0	5	239	20	3	0	1	1	0	264
13:30	5	0	0	0	0	0	0	5	242	17	4	0	1	0	2	266
13:45	7	0	1	0	0	0	0	8	250	10	0	0	1	0	0	261
H/TOT	23	0	1	0	0	0	0	24	981	66	8	0	4	5	2	1066
14:00	6	0	0	0	0	0	0	6	212	13	1	0	1	1	1	229
14:15	4	0	0	0	0	0	0	4	211	10	2	0	1	2	0	226
14:30	3	0	0	0	0	0	0	3	219	11	2	0	1	2	1	236
14:45	7	1	0	0	0	0	0	8	251	23	2	0	3	2	0	281
H/TOT	20	1	0	0	0	0	0	21	893	57	7	0	6	7	2	972
15:00	8	1	0	0	0	0	0	9	230	14	2	0	1	0	1	248
15:15	4	1	0	0	0	0	0	5	223	15	1	0	1	0	0	240
15:30	4	0	0	0	0	0	0	4	241	19	3	0	1	2	0	266
15:45	4	0	0	0	0	0	0	4	201	10	1	0	1	0	1	214
H/TOT	20	2	0	0	0	0	0	22	895	58	7	0	4	2	2	968
16:00	4	0	0	0	0	0	0	4	220	9	2	0	1	0	0	232
16:15	5	0	0	0	0	0	0	5	192	11	1	0	1	0	0	205
16:30	4	0	0	0	0	0	0	4	212	13	3	0	1	1	0	230
16:45	3	0	0	0	0	0	0	3	179	7	0	0	1	1	0	188
H/TOT	16	0	0	0	0	0	0	16	803	40	6	0	4	2	0	855
P/TOT	114	6	1	0	0	1	0	122	5320	375	66	0	26	19	6	5812

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

TIME	MOVEMENT 3 FROM A3023 LANGSTONE ROAD (N) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 4 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
11:30	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	5	0	0	0	0	0	0	5	10	0	1	0	0	0	0	11
12:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:30	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
12:45	1	0	0	0	0	0	0	1	2	0	1	0	0	0	0	3
H/TOT	6	0	0	0	0	0	0	6	11	0	1	0	0	0	0	12
13:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
13:15	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
13:30	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5
13:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5	9	2	0	0	0	0	0	11
14:00	2	0	1	0	0	0	0	3	3	0	0	0	0	0	0	3
14:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
14:30	3	0	0	0	0	0	2	5	2	0	0	0	0	0	0	2
14:45	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
H/TOT	13	0	1	0	0	0	2	16	12	0	0	0	0	0	0	12
15:00	1	0	0	0	0	0	0	1	11	0	0	0	0	0	0	11
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
15:30	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
15:45	0	0	0	0	1	0	0	1	2	2	0	0	0	0	0	4
H/TOT	4	0	0	0	1	0	0	5	19	2	0	0	0	0	0	21
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	0	5	8	0	0	0	0	0	0	8
P/TOT	38	0	1	0	1	0	2	42	69	4	2	0	0	0	0	75

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

TIME	MOVEMENT 5 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO WOODBURY AVENUE								MOVEMENT 6 FROM LANGSTONE TECHNOLOGY PARK ACCESS TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3
13:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2
13:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	2	0	0	0	0	0	2	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	2	0	0	0	0	0	0	2	8	0	0	0	0	0	7	15

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

TIME	MOVEMENT 7 FROM A3023 LANGSTONE ROAD (S) TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 8 FROM A3023 LANGSTONE ROAD (S) TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	222	20	2	1	1	0	1	247
11:15	1	0	1	0	0	0	1	3	267	23	2	0	1	0	0	293
11:30	0	0	0	0	0	0	0	0	254	24	7	0	1	1	0	287
11:45	0	0	0	0	0	0	0	0	244	19	2	0	1	0	0	266
H/TOT	1	0	1	0	0	0	1	3	987	86	13	1	4	1	1	1093
12:00	0	0	0	0	0	0	0	0	225	20	4	0	1	2	0	252
12:15	1	0	0	0	0	0	0	1	218	15	3	0	1	0	0	237
12:30	0	0	1	0	0	0	0	1	199	15	1	0	1	4	0	220
12:45	1	0	0	0	0	0	1	2	200	15	2	0	1	0	0	218
H/TOT	2	0	1	0	0	0	1	4	842	65	10	0	4	6	0	927
13:00	0	0	0	0	0	0	0	0	206	15	6	1	1	1	2	232
13:15	0	0	0	0	0	0	0	0	215	18	1	0	1	1	0	236
13:30	1	0	0	0	0	0	0	1	206	14	4	1	1	1	1	228
13:45	0	0	0	0	0	0	0	0	224	16	2	0	1	0	0	243
H/TOT	1	0	0	0	0	0	0	1	851	63	13	2	4	3	3	939
14:00	2	0	0	0	0	0	0	2	201	13	2	0	1	2	1	220
14:15	0	0	0	0	0	0	0	0	207	13	3	0	1	0	0	224
14:30	0	0	0	0	0	0	0	0	187	9	2	0	1	2	1	202
14:45	0	0	0	0	0	0	0	0	198	16	5	0	1	1	2	223
H/TOT	2	0	0	0	0	0	0	2	793	51	12	0	4	5	4	869
15:00	0	0	0	0	0	0	0	0	173	20	1	0	1	1	0	196
15:15	1	0	0	0	0	0	0	1	225	14	3	0	1	0	0	243
15:30	0	0	0	0	0	0	1	1	172	17	1	0	1	1	0	192
15:45	0	0	0	0	0	0	0	0	162	17	0	0	1	1	0	181
H/TOT	1	0	0	0	0	0	1	2	732	68	5	0	4	3	0	812
16:00	0	0	0	0	0	0	0	0	150	10	2	0	1	0	0	163
16:15	1	0	0	0	0	0	0	1	147	12	1	0	1	1	0	162
16:30	1	0	0	0	0	0	0	1	150	11	3	0	1	0	1	166
16:45	0	0	0	0	0	0	0	0	124	14	1	0	1	0	0	140
H/TOT	2	0	0	0	0	0	0	2	571	47	7	0	4	1	1	631
P/TOT	9	0	2	0	0	0	3	14	4776	380	60	3	24	19	9	5271

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

TIME	MOVEMENT 9 FROM A3023 LANGSTONE ROAD (S) TO WOODBURY AVENUE								MOVEMENT 10 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
12:00	1	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1
12:15	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	1	0	0	0	0	4	0	1	1	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
P/TOT	10	2	1	0	0	0	0	13	2	2	1	0	0	0	0	5

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

TIME	MOVEMENT 11 FROM WOODBURY AVENUE TO LANGSTONE TECHNOLOGY PARK ACCESS								MOVEMENT 12 FROM WOODBURY AVENUE TO A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
11:15	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
11:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
11:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	25
12:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
12:15	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6
12:30	0	0	0	0	0	0	2	2	11	0	0	0	0	0	0	11
12:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	1	0	0	0	0	0	2	3	25	0	1	0	0	0	0	26
13:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
13:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
13:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	24	0	1	0	0	0	0	25
14:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
14:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
14:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
14:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	29
15:00	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8
15:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
15:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
15:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19
16:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	17
P/TOT	1	0	0	0	0	0	2	3	134	5	2	0	0	0	0	141

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

TIME	TO ARM A A3023 LANGSTONE ROAD (N)								FROM ARM A A3023 LANGSTONE ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	228	21	2	1	1	0	1	254	198	20	6	0	1	2	0	227
11:15	274	24	2	0	1	0	0	301	195	18	3	0	1	0	0	217
11:30	264	25	8	0	1	1	0	299	239	19	6	0	1	0	0	265
11:45	252	20	2	0	1	0	0	275	199	19	1	0	1	0	0	220
H/TOT	1018	90	14	1	4	1	1	1129	831	76	16	0	4	2	0	929
12:00	232	20	4	0	1	2	0	259	245	18	2	0	1	1	0	267
12:15	225	15	4	0	1	0	0	245	260	23	6	0	1	1	0	291
12:30	215	15	1	0	1	4	0	236	233	16	10	0	1	0	0	260
12:45	206	15	3	0	1	0	0	225	225	24	4	0	1	0	0	254
H/TOT	878	65	12	0	4	6	0	965	963	81	22	0	4	2	0	1072
13:00	217	15	6	1	1	1	2	243	257	19	1	0	1	4	0	282
13:15	222	18	1	0	1	1	0	243	247	20	3	0	1	1	0	272
13:30	212	16	4	1	1	1	1	236	248	17	4	0	1	0	2	272
13:45	233	16	3	0	1	0	0	253	257	10	1	0	1	0	0	269
H/TOT	884	65	14	2	4	3	3	975	1009	66	9	0	4	5	2	1095
14:00	209	13	2	0	1	2	1	228	220	13	2	0	1	1	1	238
14:15	218	13	3	0	1	0	0	235	218	10	2	0	1	2	0	233
14:30	196	9	2	0	1	2	1	211	225	11	2	0	1	2	3	244
14:45	211	16	5	0	1	1	2	236	263	24	2	0	3	2	0	294
H/TOT	834	51	12	0	4	5	4	910	926	58	8	0	6	7	4	1009
15:00	192	20	1	0	1	1	0	215	239	15	2	0	1	0	1	258
15:15	231	14	3	0	1	0	0	249	228	16	1	0	1	0	0	246
15:30	181	17	1	0	1	1	0	201	247	19	3	0	1	2	0	272
15:45	166	19	0	0	1	1	0	187	205	10	1	0	2	0	1	219
H/TOT	770	70	5	0	4	3	0	852	919	60	7	0	5	2	2	995
16:00	157	11	2	0	1	0	0	171	224	9	2	0	1	0	0	236
16:15	152	12	1	0	1	1	0	167	198	11	1	0	1	0	0	211
16:30	157	11	3	0	1	0	1	173	220	13	3	0	1	1	0	238
16:45	129	14	1	0	1	0	0	145	182	7	0	0	1	1	0	191
H/TOT	595	48	7	0	4	1	1	656	824	40	6	0	4	2	0	876
P/TOT	4979	389	64	3	24	19	9	5487	5472	381	68	0	27	20	8	5976

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

TIME	TO ARM B LANGSTONE TECHNOLOGY PARK ACCESS								FROM ARM B LANGSTONE TECHNOLOGY PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
11:15	4	0	1	0	0	0	1	6	4	0	0	0	0	0	0	4
11:30	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	6	0	1	0	0	0	1	8	11	0	1	0	0	0	0	12
12:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
12:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	1	3
12:30	5	0	1	0	0	0	2	8	5	0	0	0	0	0	0	5
12:45	3	0	0	0	0	0	1	4	4	0	1	0	0	0	0	5
H/TOT	9	0	1	0	0	0	3	13	13	0	1	0	0	0	2	16
13:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	2	5
13:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
13:30	2	0	0	0	0	0	0	2	4	2	0	0	0	0	0	6
13:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	6	0	0	0	0	0	0	6	12	2	0	0	0	0	2	16
14:00	4	0	1	0	0	0	0	5	3	0	0	0	0	0	0	3
14:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	1	5
14:30	3	0	0	0	0	0	2	5	3	0	0	0	0	0	0	3
14:45	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
H/TOT	15	0	1	0	0	0	2	18	13	0	0	0	0	0	1	14
15:00	1	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12
15:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	2	3
15:30	2	0	0	0	0	0	1	3	6	0	0	0	0	0	0	6
15:45	0	0	0	0	1	0	0	1	2	2	0	0	0	0	0	4
H/TOT	5	0	0	0	1	0	1	7	21	2	0	0	0	0	2	25
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
16:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	9
P/TOT	48	0	3	0	1	0	7	59	79	4	2	0	0	0	7	92

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11

FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

TIME	TO ARM C A3023 LANGSTONE ROAD (S)								FROM ARM C A3023 LANGSTONE ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	191	21	6	0	1	1	0	220	223	20	2	1	1	0	1	248
11:15	192	18	3	0	1	0	0	214	269	23	3	0	1	0	1	297
11:30	232	19	6	0	1	0	0	258	254	24	7	0	1	1	0	287
11:45	195	18	1	0	1	0	0	215	244	19	2	0	1	0	0	266
H/TOT	810	76	16	0	4	1	0	907	990	86	14	1	4	1	2	1098
12:00	241	18	3	0	1	1	1	265	226	20	5	0	1	2	0	254
12:15	256	24	6	0	1	1	1	289	220	16	3	0	1	0	0	240
12:30	224	15	10	0	1	0	0	250	199	15	2	0	1	4	0	221
12:45	219	23	4	0	1	0	0	247	201	15	2	0	1	0	1	220
H/TOT	940	80	23	0	4	2	2	1051	846	66	12	0	4	6	1	935
13:00	251	19	1	0	1	4	2	278	206	15	6	1	1	1	2	232
13:15	240	20	3	0	1	1	0	265	215	18	1	0	1	1	0	236
13:30	243	17	4	0	1	0	2	267	207	14	4	1	1	1	1	229
13:45	250	10	0	0	1	0	0	261	225	16	2	0	1	0	0	244
H/TOT	984	66	8	0	4	5	4	1071	853	63	13	2	4	3	3	941
14:00	212	13	1	0	1	1	1	229	203	13	2	0	1	2	1	222
14:15	211	10	2	0	1	2	1	227	208	13	3	0	1	0	0	225
14:30	220	11	2	0	1	2	1	237	188	9	2	0	1	2	1	203
14:45	251	23	2	0	3	2	0	281	198	17	5	0	1	1	2	224
H/TOT	894	57	7	0	6	7	3	974	797	52	12	0	4	5	4	874
15:00	231	14	2	0	1	0	1	249	173	20	1	0	1	1	0	196
15:15	223	15	1	0	1	0	2	242	226	14	3	0	1	0	0	244
15:30	242	19	3	0	1	2	0	267	173	17	1	0	1	1	1	194
15:45	201	10	1	0	1	0	1	214	162	17	0	0	1	1	0	181
H/TOT	897	58	7	0	4	2	4	972	734	68	5	0	4	3	1	815
16:00	220	9	2	0	1	0	0	232	151	10	2	0	1	0	0	164
16:15	192	11	1	0	1	0	0	205	148	12	1	0	1	1	0	163
16:30	214	13	3	0	1	1	0	232	152	11	3	0	1	0	1	168
16:45	179	7	0	0	1	1	0	188	124	14	1	0	1	0	0	140
H/TOT	805	40	6	0	4	2	0	857	575	47	7	0	4	1	1	635
P/TOT	5330	377	67	0	26	19	13	5832	4795	382	63	3	24	19	12	5298

TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10

FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9

MANUAL CLASSIFIED COUNTS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

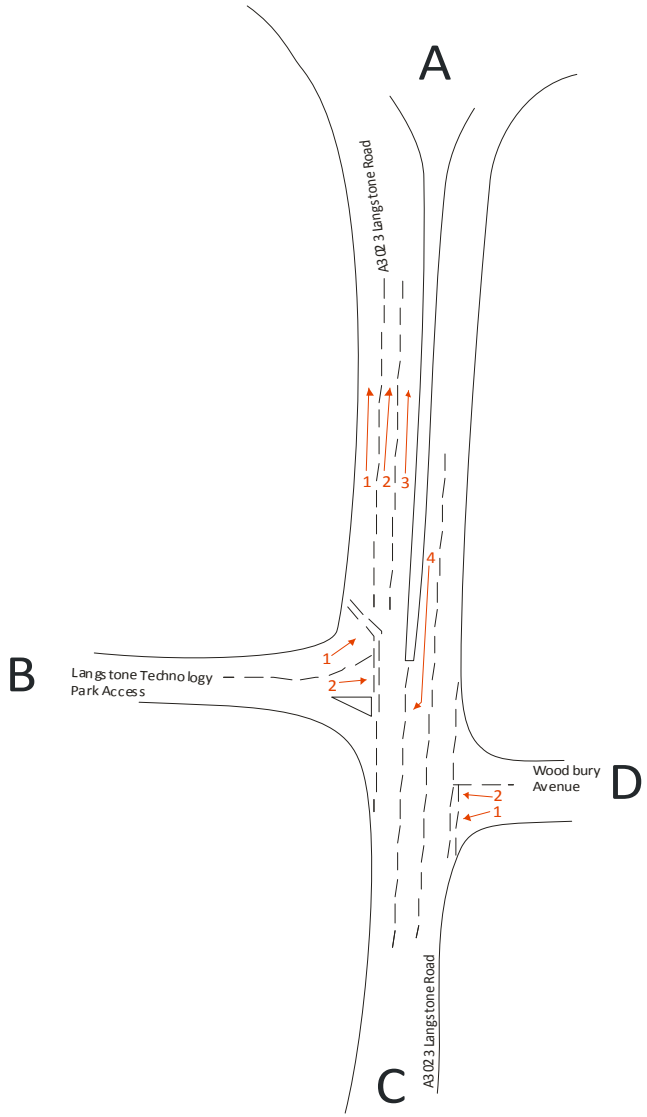
TIME	TO ARM D WOODBURY AVENUE								FROM ARM D WOODBURY AVENUE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	7	0	0	0	0	1	0	8	5	2	0	0	0	0	0	7
11:15	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	4
11:30	7	0	0	0	0	0	0	7	8	1	0	0	0	0	0	9
11:45	4	1	0	0	0	0	0	5	5	1	0	0	0	0	0	6
H/TOT	19	1	0	0	0	1	0	21	21	5	0	0	0	0	0	26
12:00	5	0	1	0	0	0	0	6	5	0	1	0	0	0	0	6
12:15	5	1	0	0	0	0	0	6	5	1	1	0	0	0	0	7
12:30	4	1	0	0	0	0	0	5	11	0	0	0	0	0	2	13
12:45	7	1	0	0	0	0	0	8	5	0	0	0	0	0	0	5
H/TOT	21	3	1	0	0	0	0	25	26	1	2	0	0	0	2	31
13:00	7	0	0	0	0	0	0	7	10	0	0	0	0	0	0	10
13:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
13:30	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
13:45	8	0	1	0	0	0	0	9	8	0	1	0	0	0	0	9
H/TOT	25	0	1	0	0	0	0	26	25	0	1	0	0	0	0	26
14:00	6	0	0	0	0	0	0	6	5	0	0	0	0	0	0	5
14:15	5	0	0	0	0	0	0	5	7	0	0	0	0	0	0	7
14:30	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
14:45	7	2	0	0	0	0	0	9	10	0	0	0	0	0	0	10
H/TOT	22	2	0	0	0	0	0	24	29	0	0	0	0	0	0	29
15:00	8	1	0	0	0	0	0	9	8	0	0	0	0	0	0	8
15:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5
15:30	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
15:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	21	2	0	0	0	0	0	23	19	0	0	0	0	0	0	19
16:00	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5
16:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
16:30	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
16:45	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
H/TOT	18	0	0	0	0	0	0	18	17	1	0	0	0	0	0	18
P/TOT	126	8	2	0	0	1	0	137	137	7	3	0	0	0	2	149

TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9

FROM ARM D IS TOTAL OF MOVEMENTS 10, 11, 12

Appendix C

Traffic Survey Data – Queue Length Data, Screen Shots & Graphs



N

AXIOM Traffic Limited

For and on behalf of:

Glanville

HAVANT

Thursday 2 February 2012
Friday 3 February 2012
Saturday 4 February 2012

0700-1900

1100-1700

Drawing N°: **15337 - 01**

Site: **1 - QUEUE LENGTHS**

Location: **A3023 Langstone Road**

QUEUE LENGTHS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

NOTE: +' represents where queue stretched out of sight. Queues recorded by the largest number of vehicles queuing in each 5 minute interval

TIME	ARM A A3023 LANGSTONE RD				ARM B LANGSTONE TECHNOLOGY PARK		ARM D WOODBURY AVE	
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 1	LANE 2
07:00	4	3	2	3	0	0	0	0
07:05	6	7	2	1	1	0	0	1
07:10	6	7	4	2	0	1	0	1
07:15	6	6	2	3	1	0	0	0
07:20	4	4	4	4	1	0	0	1
07:25	7	5	4	5	1	0	0	0
07:30	7	6	3	7	1	0	0	2
07:35	7	7	4	6	1	0	1	1
07:40	7	7	8	11	1	0	0	1
07:45	18	18	10	15+	1	1	0	1
07:50	15	15	4	15+	1	0	0	2
07:55	14	14	10	10	1	0	0	1
08:00	18	18	10	15+	1	0	0	0
08:05	15	15	10	15+	2	0	0	1
08:10	16	16	10	15+	1	0	0	1
08:15	16	16	7	11	2	1	0	1
08:20	15	18	20	13	1	0	0	2
08:25	12	18	18	9	1	0	1	1
08:30	17	20	12	7	3	1	1	0
08:35	13	13	14	4	0	1	1	1
08:40	14	14	12	12	1	0	0	3
08:45	11	9	7	8	2	0	0	1
08:50	12	10	10	10	0	0	0	1
08:55	10	12	9	10	2	1	0	1
09:00	25	18	10	4	2	1	1	1
09:05	18	20	7	4	1	0	0	0
09:10	14	10	5	3	1	1	0	1
09:15	7	7	5	3	1	1	0	0
09:20	5	4	3	2	1	0	1	2
09:25	9	4	4	3	1	0	0	0
09:30	8	8	4	2	1	1	0	0
09:35	5	8	3	1	1	0	0	0
09:40	4	4	2	3	1	0	0	1
09:45	7	7	4	2	0	0	0	0
09:50	8	7	4	1	1	0	0	2
09:55	7	7	4	2	1	0	0	0
10:00	7	7	4	2	1	0	0	1
10:05	4	4	2	0	1	0	0	0
10:10	3	2	2	0	0	0	0	1
10:15	4	4	2	1	2	0	0	1
10:20	7	2	4	2	1	0	0	0
10:25	4	4	2	0	1	1	1	1
10:30	8	4	1	1	1	1	0	1
10:35	8	5	5	1	1	0	0	1
10:40	7	7	4	1	0	0	0	1
10:45	5	4	2	1	0	0	1	1
10:50	7	6	4	1	1	0	0	0
10:55	5	4	3	1	1	1	0	0
11:00	7	7	4	0	1	0	0	1
11:05	5	5	5	0	1	1	0	0
11:10	8	3	2	1	0	0	0	0
11:15	8	8	4	0	1	1	0	1
11:20	6	6	3	0	1	0	0	0
11:25	3	4	3	1	1	0	1	1
11:30	4	3	2	0	0	0	0	2
11:35	4	3	3	1	0	0	0	1
11:40	7	5	4	1	2	0	0	1
11:45	9	4	5	1	2	2	0	0

QUEUE LENGTHS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

NOTE: +' represents where queue stretched out of sight. Queues recorded by the largest number of vehicles queuing in each 5 minute interval

TIME	ARM A A3023 LANGSTONE RD				ARM B LANGSTONE TECHNOLOGY PARK		ARM D WOODBURY AVE	
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 1	LANE 2
11:50	9	5	3	1	3	1	1	1
11:55	8	3	4	0	1	1	0	1
12:00	7	5	6	0	1	0	0	1
12:05	7	3	3	0	1	1	0	0
12:10	8	4	2	0	2	1	0	1
12:15	10	4	2	0	1	1	0	1
12:20	4	4	2	1	1	0	0	1
12:25	7	3	4	0	1	1	0	1
12:30	7	5	2	2	3	1	0	1
12:35	6	4	4	1	2	1	1	1
12:40	10	8	4	2	0	1	0	1
12:45	8	5	2	3	1	0	0	1
12:50	8	8	4	2	0	0	0	1
12:55	7	4	4	0	0	0	0	0
13:00	5	7	3	0	0	0	0	1
13:05	7	3	4	0	1	0	0	0
13:10	7	8	2	0	1	0	0	1
13:15	4	4	3	2	0	0	0	0
13:20	9	4	4	1	1	0	0	1
13:25	6	6	3	1	1	1	1	1
13:30	4	4	2	1	0	0	1	1
13:35	8	4	3	0	0	0	0	0
13:40	3	5	3	1	1	0	0	1
13:45	4	4	5	1	0	0	0	0
13:50	8	5	4	2	1	0	0	1
13:55	4	4	5	2	0	0	0	1
14:00	5	4	2	1	1	0	0	0
14:05	5	4	2	1	1	1	1	2
14:10	6	6	5	3	1	1	1	0
14:15	5	5	6	1	2	0	0	1
14:20	6	8	3	1	1	0	0	1
14:25	7	5	3	0	2	1	0	1
14:30	7	5	6	1	1	1	0	1
14:35	9	5	5	1	1	1	0	2
14:40	10	12	4	0	0	0	0	1
14:45	7	10	5	1	1	1	0	1
14:50	5	4	3	0	0	0	0	1
14:55	8	7	3	1	1	1	0	0
15:00	5	3	4	0	4	1	0	1
15:05	4	4	4	1	2	1	1	1
15:10	12	3	5	1	1	1	0	1
15:15	7	7	3	0	1	0	0	0
15:20	7	2	2	0	0	0	0	1
15:25	14	4	3	1	0	0	0	1
15:30	8	9	5	1	2	1	0	0
15:35	8	6	4	1	2	1	0	0
15:40	7	6	3	1	1	0	0	1
15:45	17	12	3	0	1	1	0	2
15:50	6	5	2	1	1	1	1	1
15:55	6	6	5	2	2	0	0	1
16:00	7	6	5	1	3	1	1	1
16:05	8	6	4	0	2	1	0	0
16:10	15	15	9	2	7	2	0	3
16:15	7	7	7	1	2	1	1	2
16:20	18	15	4	1	4	2	1	0
16:25	15	17	7	0	1	2	0	1
16:30	8	6	4	1	3	1	0	1
16:35	14	14	4	1	5	1	1	0

QUEUE LENGTHS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** THURSDAY

NOTE: +' represents where queue stretched out of sight. Queues recorded by the largest number of vehicles queuing in each 5 minute interval

TIME	ARM A A3023 LANGSTONE RD				ARM B LANGSTONE TECHNOLOGY PARK		ARM D WOODBURY AVE	
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 1	LANE 2
16:40	7	7	4	1	4	2	0	1
16:45	9	6	3	1	2	1	0	0
16:50	18	9	4	0	4	1	0	1
16:55	10	6	4	1	3	1	0	1
17:00	15	7	4	0	6	2	0	1
17:05	20	18	4	2	4	2	0	2
17:10	22	22	8	2	5	3	0	1
17:15	18	15	7	2	4	2	0	0
17:20	7	7	7	1	5	1	0	0
17:25	8	10	4	1	2	1	0	1
17:30	5	5	4	1	3	3	1	1
17:35	10	9	5	1	8	3	0	1
17:40	16	10	8	2	7	2	0	1
17:45	15	18	8	0	6	2	1	3
17:50	7	10	4	0	4	2	0	0
17:55	7	6	3	1	3	1	0	1
18:00	8	8	4	0	4	2	0	1
18:05	8	8	5	1	5	0	0	1
18:10	10	8	7	1	2	1	0	1
18:15	10	7	8	1	3	2	0	0
18:20	2	4	3	0	3	0	0	1
18:25	3	3	2	0	1	1	0	1
18:30	4	2	4	0	3	1	0	0
18:35	7	5	3	1	3	1	0	0
18:40	7	4	4	1	7	1	0	0
18:45	7	7	4	0	1	3	1	1
18:50	6	4	2	0	0	0	0	1
18:55	5	4	2	0	0	1	0	1

QUEUE LENGTHS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

NOTE: +' represents where queue stretched out of sight. Queues recorded by the largest number of vehicles queuing in each 5 minute interval

TIME	ARM A A3023 LANGSTONE RD				ARM B LANGSTONE TECHNOLOGY PARK		ARM D WOODBURY AVE	
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 1	LANE 2
07:00	5	6	3	1	0	0	0	2
07:05	9	8	3	3	0	0	0	0
07:10	5	3	2	2	1	2	0	1
07:15	8	9	3	4	1	0	0	1
07:20	5	4	2	4	1	0	0	2
07:25	7	7	3	5	1	0	0	1
07:30	9	5	7	4	1	0	1	1
07:35	6	9	6	15+	1	0	0	1
07:40	7	6	5	15+	1	0	1	1
07:45	6	11	3	15+	2	0	0	1
07:50	13	13	5	15+	1	0	1	3
07:55	12	9	7	9	3	0	0	4
08:00	12	10	6	10	2	1	0	1
08:05	14	11	8	6	1	1	0	2
08:10	15	14	9	13	2	1	0	1
08:15	14	16	7	15+	1	1	0	1
08:20	12	12	12	15+	2	0	0	2
08:25	16	14	14	15+	1	0	1	1
08:30	18	15	8	13	0	0	0	1
08:35	19	17	12	4	1	0	0	1
08:40	17	16	10	4	2	1	0	1
08:45	19	18	11	5	0	1	0	2
08:50	14	12	10	2	1	0	0	1
08:55	15	14	10	9	0	1	0	1
09:00	13	14	9	12	1	0	1	2
09:05	12	11	8	3	1	0	0	1
09:10	8	9	7	5	0	0	0	2
09:15	11	10	5	2	1	0	0	1
09:20	10	6	5	2	0	0	0	1
09:25	12	6	3	2	1	0	0	1
09:30	8	6	6	4	1	0	0	1
09:35	8	7	4	2	1	1	0	2
09:40	9	10	8	2	0	2	0	1
09:45	9	8	7	3	1	1	0	2
09:50	9	9	4	3	1	1	0	1
09:55	7	10	6	0	0	0	0	0
10:00	9	7	7	1	1	0	0	1
10:05	10	6	4	1	1	1	0	1
10:10	6	8	2	1	1	0	0	1
10:15	9	7	2	1	3	0	0	1
10:20	5	6	2	1	1	0	1	1
10:25	10	12	9	1	0	0	0	1
10:30	8	10	7	0	1	1	1	1
10:35	7	10	3	0	1	0	0	1
10:40	7	7	2	2	3	0	0	1
10:45	10	11	10	1	1	0	0	1
10:50	6	8	6	1	1	0	0	1
10:55	7	6	4	0	1	1	0	1
11:00	9	10	5	0	1	0	0	1
11:05	8	8	6	1	1	1	1	1
11:10	6	6	4	0	0	0	0	1
11:15	6	7	4	1	1	0	0	1
11:20	8	7	2	1	2	0	0	1
11:25	8	8	4	0	1	0	0	1
11:30	4	6	6	0	2	1	0	1
11:35	11	10	4	0	1	1	0	1
11:40	7	8	3	1	1	0	0	2
11:45	10	9	11	0	1	0	0	1

QUEUE LENGTHS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

NOTE: +' represents where queue stretched out of sight. Queues recorded by the largest number of vehicles queuing in each 5 minute interval

TIME	ARM A A3023 LANGSTONE RD				ARM B LANGSTONE TECHNOLOGY PARK		ARM D WOODBURY AVE	
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 1	LANE 2
11:50	7	9	4	1	1	1	0	1
11:55	7	12	3	1	1	3	0	1
12:00	7	11	5	0	3	1	0	2
12:05	8	5	5	2	3	1	0	1
12:10	12	7	8	1	1	2	0	1
12:15	7	7	4	1	1	1	1	1
12:20	10	8	3	1	2	1	1	2
12:25	10	12	5	1	2	1	0	2
12:30	11	9	5	1	2	1	0	1
12:35	11	9	6	1	3	2	1	1
12:40	9	9	3	3	2	1	0	1
12:45	10	6	5	2	2	1	0	1
12:50	10	8	12	1	1	2	0	1
12:55	7	8	9	0	1	0	0	1
13:00	7	8	3	1	2	0	0	1
13:05	9	9	2	0	2	1	0	2
13:10	8	9	5	2	2	1	0	1
13:15	12	9	5	0	1	0	0	1
13:20	8	10	8	1	2	0	0	1
13:25	9	8	9	1	1	1	0	1
13:30	10	6	3	1	1	1	0	1
13:35	7	10	3	1	1	1	0	1
13:40	10	10	5	2	1	0	0	1
13:45	10	7	4	1	1	0	0	2
13:50	10	8	4	0	1	0	1	1
13:55	7	11	6	1	1	0	1	1
14:00	6	5	5	1	2	1	0	1
14:05	10	10	8	2	1	1	0	2
14:10	10	10	8	2	3	0	0	1
14:15	9	10	7	0	1	2	0	2
14:20	12	9	8	1	2	0	0	1
14:25	10	8	7	1	1	0	0	4
14:30	8	8	4	2	1	0	0	1
14:35	12	7	6	1	1	0	1	1
14:40	8	8	5	0	1	1	1	0
14:45	8	9	6	1	2	0	0	2
14:50	10	12	4	1	2	1	1	1
14:55	6	5	7	1	2	0	0	1
15:00	8	8	6	1	3	2	0	1
15:05	8	6	8	0	4	2	0	1
15:10	8	9	3	0	2	2	0	1
15:15	7	7	3	1	1	1	0	1
15:20	8	8	6	2	2	0	0	1
15:25	7	7	5	0	1	1	0	1
15:30	8	7	3	0	3	2	0	1
15:35	10	4	3	1	4	2	0	1
15:40	8	8	3	1	2	0	0	1
15:45	11	11	11	0	3	1	1	1
15:50	11	11	7	1	2	1	1	3
15:55	11	10	3	1	2	1	1	0
16:00	11	9	3	1	3	2	1	1
16:05	10	8	4	1	3	3	0	1
16:10	11	10	6	1	9	4	0	1
16:15	14	11	5	0	9	2	0	1
16:20	16	15	7	0	2	2	0	1
16:25	19	17	2	1	3	0	0	1
16:30	12	14	5	1	2	0	0	1
16:35	14	13	6	1	4	1	0	1

QUEUE LENGTHS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** FRIDAY

NOTE: +' represents where queue stretched out of sight. Queues recorded by the largest number of vehicles queuing in each 5 minute interval

TIME	ARM A A3023 LANGSTONE RD				ARM B LANGSTONE TECHNOLOGY PARK		ARM D WOODBURY AVE	
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 1	LANE 2
16:40	11	11	8	1	2	1	0	2
16:45	11	12	7	0	2	1	0	1
16:50	13	9	6	1	2	1	0	1
16:55	16	14	3	1	2	1	0	1
17:00	15	17	2	1	2	2	0	1
17:05	18	19	7	0	7	2	0	1
17:10	19	17	11	3	3	1	0	1
17:15	17	18	9	1	2	1	0	1
17:20	12	15	7	1	2	0	0	1
17:25	9	10	6	0	2	1	0	1
17:30	10	9	4	0	3	2	0	2
17:35	9	6	3	1	6	2	0	1
17:40	8	5	5	1	4	1	0	1
17:45	10	8	2	1	3	1	0	1
17:50	8	8	4	0	3	1	0	1
17:55	7	6	4	0	2	1	1	1
18:00	6	9	3	0	2	1	0	1
18:05	8	8	5	0	4	0	0	1
18:10	8	6	5	0	2	0	0	1
18:15	4	3	3	0	2	0	0	1
18:20	5	5	2	0	2	0	0	1
18:25	5	5	2	0	0	0	1	1
18:30	3	5	3	0	1	0	0	1
18:35	5	4	3	0	2	1	0	1
18:40	5	4	2	1	2	0	0	1
18:45	5	6	4	1	1	1	0	1
18:50	4	5	2	0	1	1	0	1
18:55	6	3	7	0	1	0	1	1

QUEUE LENGTHS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

NOTE: Queues recorded by the largest number of vehicles queuing in each 5 minute interval

TIME	ARM A A3023 LANGSTONE RD				ARM B LANGSTONE TECHNOLOGY PARK		ARM D WOODBURY AVE	
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 1	LANE 2
11:00	14	14	5	0	0	0	1	1
11:05	12	14	10	0	1	0	0	1
11:10	8	10	4	1	0	0	0	1
11:15	10	14	4	1	0	0	0	0
11:20	10	18	8	0	2	0	0	1
11:25	11	10	5	0	1	1	0	2
11:30	12	14	6	0	1	0	0	1
11:35	15	17	5	1	1	0	0	1
11:40	10	14	6	0	1	0	0	2
11:45	12	14	6	0	1	0	0	1
11:50	10	11	10	0	1	0	0	1
11:55	10	14	4	0	1	0	0	1
12:00	8	12	5	0	1	0	0	1
12:05	10	8	8	0	1	0	0	1
12:10	14	10	14	0	0	0	0	1
12:15	9	11	5	0	0	0	0	1
12:20	7	8	5	0	1	0	0	1
12:25	7	10	7	0	1	0	0	2
12:30	9	7	4	1	1	0	0	1
12:35	10	13	7	3	2	0	0	1
12:40	7	8	6	0	0	0	0	2
12:45	14	8	4	0	1	0	0	1
12:50	6	10	4	0	0	0	0	1
12:55	8	9	4	0	1	1	0	1
13:00	6	5	5	0	0	0	0	2
13:05	5	14	5	1	2	0	0	1
13:10	14	10	5	0	1	0	0	1
13:15	5	10	4	1	1	0	0	1
13:20	11	7	3	0	0	1	0	1
13:25	14	6	4	1	0	0	0	1
13:30	8	12	4	1	2	0	0	1
13:35	7	9	5	0	1	0	0	1
13:40	14	14	4	0	1	1	0	1
13:45	10	16	10	0	0	0	0	1
13:50	10	12	9	0	1	0	0	3
13:55	8	10	6	0	0	0	0	1
14:00	9	9	5	1	1	0	0	1
14:05	10	7	3	0	0	0	0	1
14:10	4	5	6	1	1	0	0	1
14:15	6	6	4	0	1	0	0	1
14:20	9	8	3	1	1	0	0	1
14:25	7	8	4	1	1	0	0	1
14:30	4	6	4	0	0	1	0	1
14:35	7	6	4	1	1	0	0	2
14:40	7	6	5	0	1	0	0	1
14:45	8	12	4	0	1	0	0	1
14:50	12	12	4	1	1	0	0	1
14:55	8	6	2	1	1	0	0	1
15:00	8	9	5	1	1	1	0	3
15:05	6	9	7	0	2	0	0	1
15:10	6	6	8	0	1	0	0	1
15:15	7	8	4	0	1	0	0	1
15:20	7	7	3	1	0	0	0	1
15:25	10	12	4	0	0	0	0	1
15:30	9	7	5	1	1	0	0	0
15:35	11	9	8	1	2	0	0	1
15:40	6	8	4	0	0	1	0	1
15:45	6	6	4	0	0	0	0	1

QUEUE LENGTHS

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD / LANGSTONE TECHNOLOGY PARK ACCESS / WOODBURY AVENUE **DAY:** SATURDAY

NOTE: Queues recorded by the largest number of vehicles queuing in each 5 minute interval

TIME	ARM A A3023 LANGSTONE RD				ARM B LANGSTONE TECHNOLOGY PARK		ARM D WOODBURY AVE	
	LANE 1	LANE 2	LANE 3	LANE 4	LANE 1	LANE 2	LANE 1	LANE 2
15:50	6	6	5	0	1	0	0	1
15:55	6	6	3	0	1	0	0	2
16:00	10	14	4	0	0	0	0	0
16:05	5	6	3	0	0	0	0	1
16:10	6	6	5	0	1	0	0	1
16:15	4	8	3	0	1	0	0	1
16:20	6	6	2	0	0	0	0	1
16:25	8	7	4	0	0	0	0	0
16:30	8	6	3	0	0	0	0	1
16:35	4	6	4	2	1	0	0	1
16:40	4	6	4	1	1	1	0	1
16:45	6	6	4	0	1	0	0	0
16:50	6	9	3	0	0	0	0	1
16:55	8	3	2	0	0	0	0	0

QUEUING ON A3023 LANGSTONE ROAD

Thursday 2 February 2012 AM Peak





QUEUING ON A3023 LANGSTONE ROAD

Thursday 2 February 2012 PM Peak





QUEUING ON A3023 LANGSTONE ROAD

Thursday 2 February 2012 PM Peak





QUEUING ON A3023 LANGSTONE ROAD

Friday 3 February 2012 AM Peak



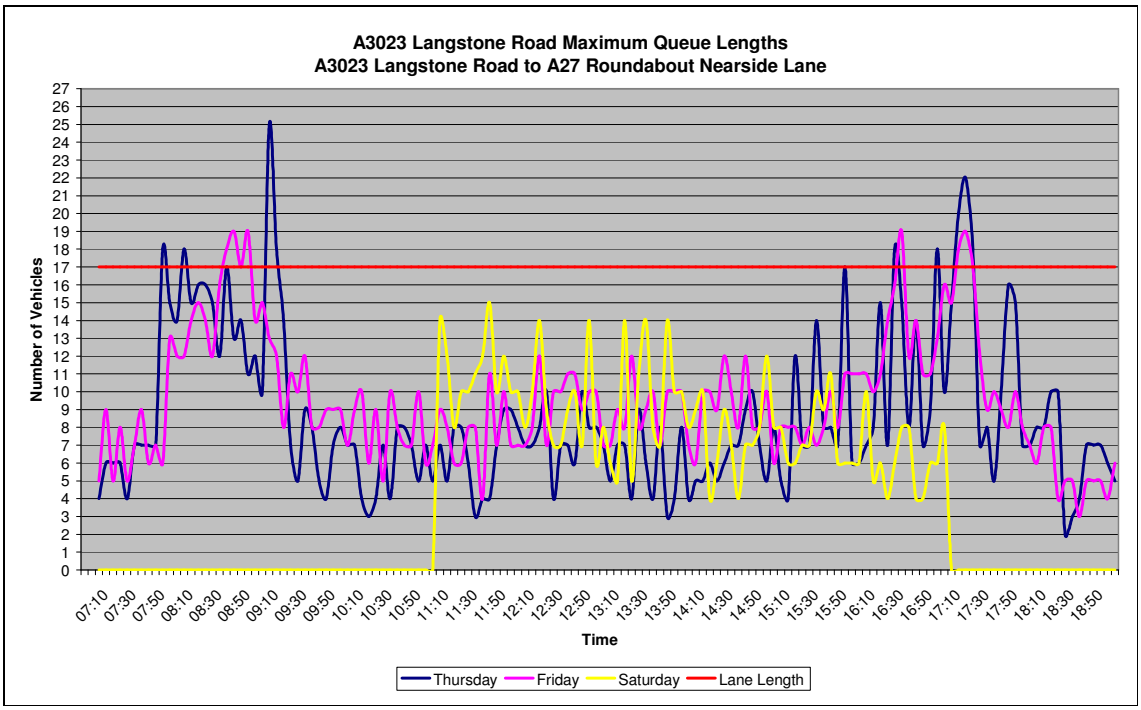


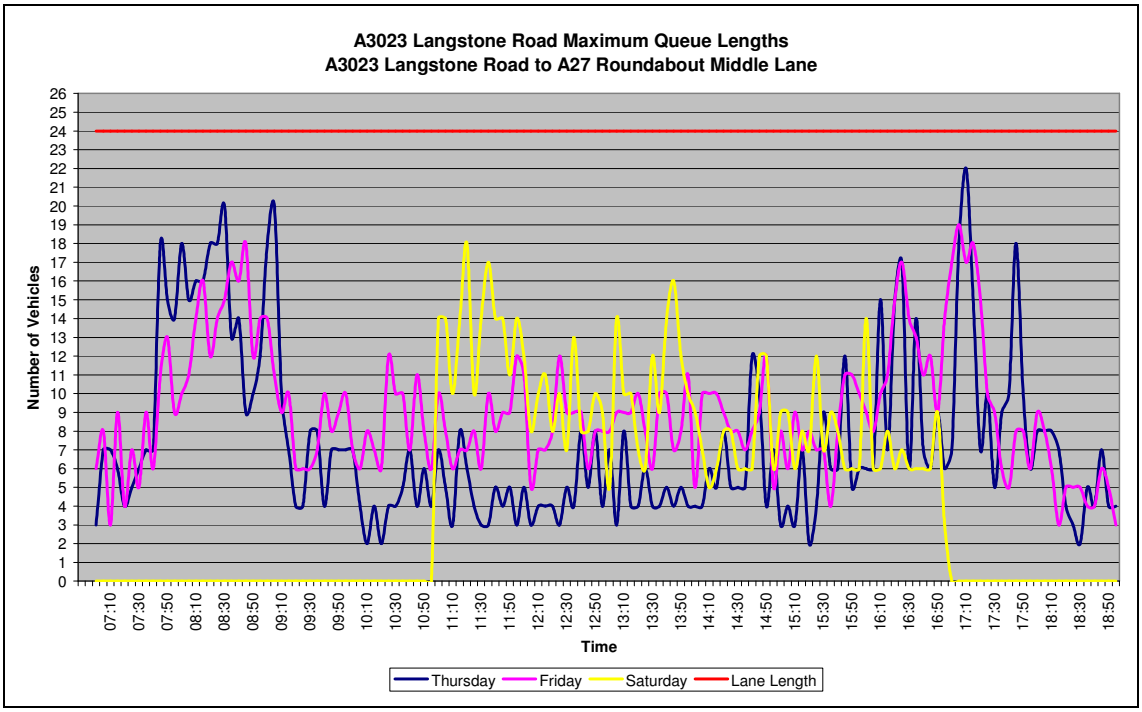
QUEUING ON A3023 LANGSTONE ROAD

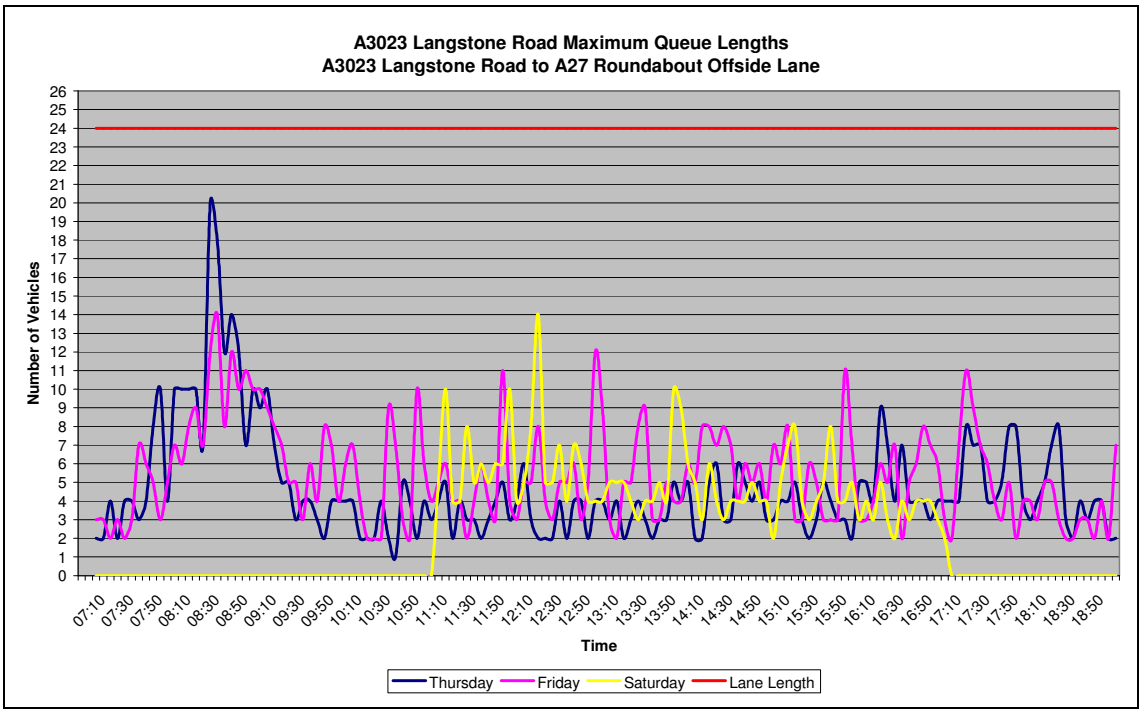
Friday 3 February 2012 PM Peak

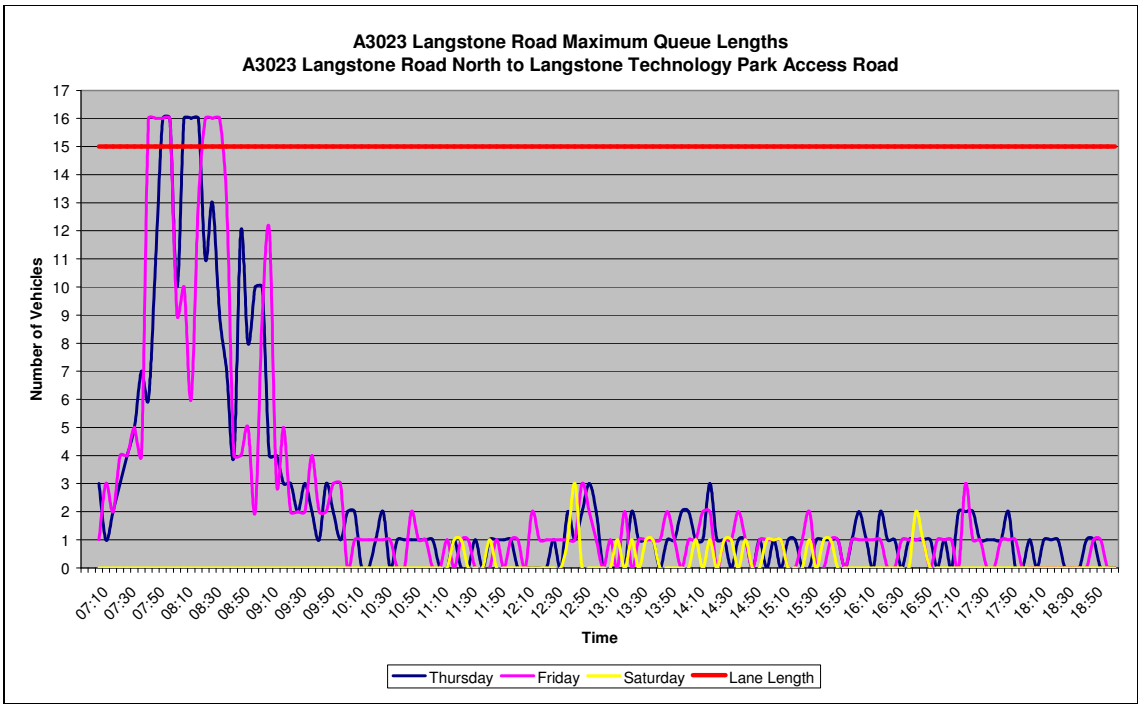


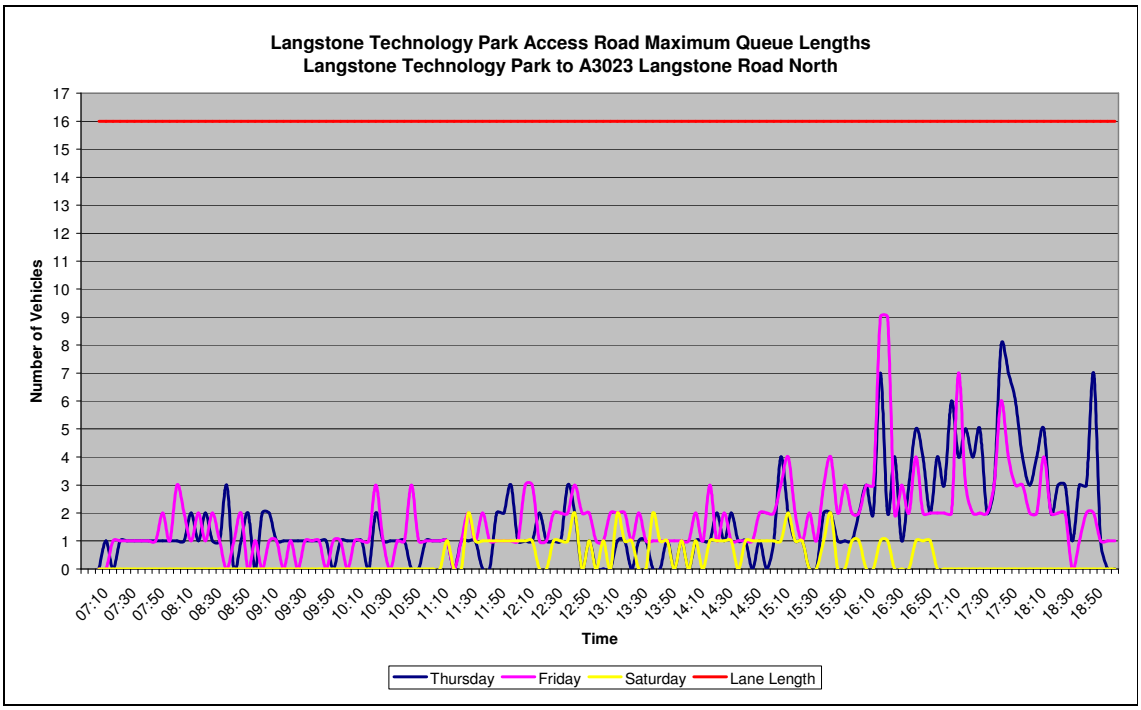


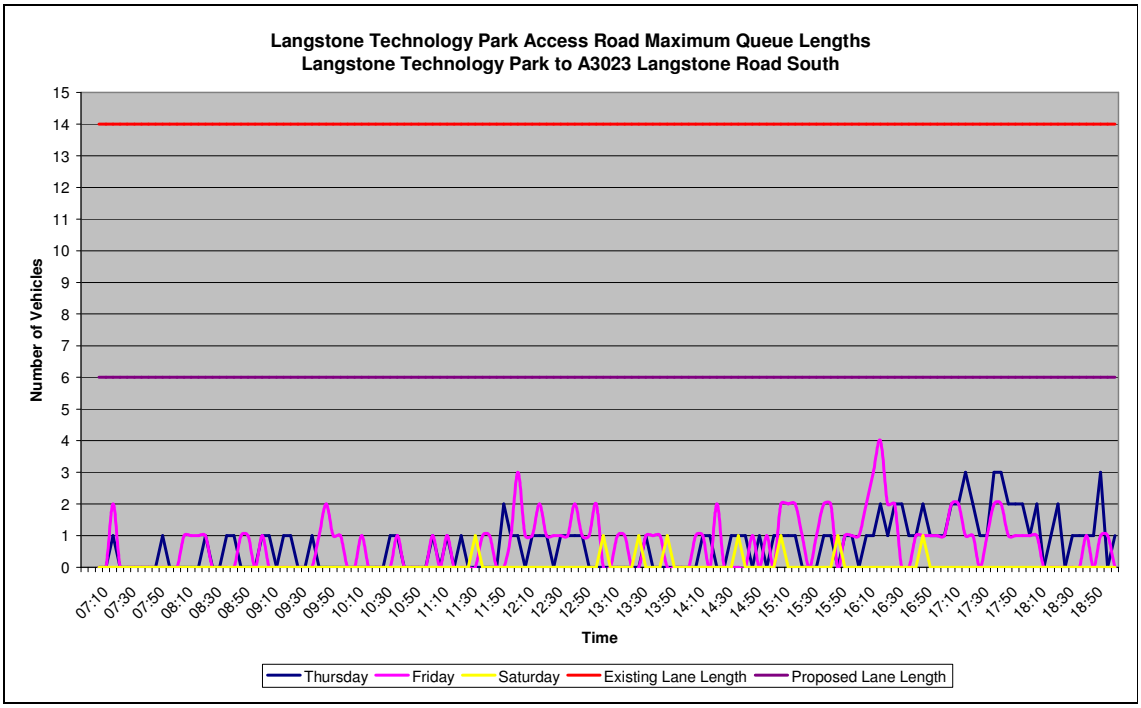

A3023 Langstone Road Maximum Queue Lengths
A3023 Langstone Road to A27 Roundabout Nearside Lane
Number of Vehicles
Time
Thursday
Friday
Saturday
Lane Length


A3023 Langstone Road Maximum Queue Lengths
A3023 Langstone Road to A27 Roundabout Middle Lane
Number of Vehicles
Time
Thursday
Friday
Saturday
Lane Length


A3023 Langstone Road Maximum Queue Lengths
A3023 Langstone Road to A27 Roundabout Offside Lane
Number of Vehicles
Time
Thursday
Friday
Saturday
Lane Length


A3023 Langstone Road Maximum Queue Lengths
A3023 Langstone Road North to Langstone Technology Park Access Road
Number of Vehicles
Time
Thursday
Friday
Saturday
Lane Length


Langstone Technology Park Access Road Maximum Queue Lengths
Langstone Technology Park to A3023 Langstone Road North
Number of Vehicles
Time
Thursday
Friday
Saturday
Lane Length


Langstone Technology Park Access Road Maximum Queue Lengths
Langstone Technology Park to A3023 Langstone Road South
Number of Vehicles
Time
Thursday
Friday
Saturday
Existing Lane Length
Proposed Lane Length

Appendix D

Traffic Survey Data – Automatic Traffic Count

15337		HAVANT								
		FEBRUARY 2012								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**85%ile Speed**	**Mean Speed**
Site No: 15337001	Access to Technology Park, Havant (Tree) SU 71530 05704	Channel: Eastbound	Tue 31-Jan-12	Mon 06-Feb-12	20	7367	1438	1052	21.3	17.7
		Channel: Westbound	Tue 31-Jan-12	Mon 06-Feb-12		7229	1402	1033	19.6	15.6

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 31-Jan-12														
00:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
07:00	**30**	1	29	0	0	0	0	0	0	0	0	0	0	0
08:00	**48**	0	45	2	1	0	0	0	0	0	0	0	0	0
09:00	**23**	0	22	1	0	0	0	0	0	0	0	0	0	0
10:00	**19**	0	18	1	0	0	0	0	0	0	0	0	0	0
11:00	**39**	0	30	6	0	2	1	0	0	0	0	0	0	0
12:00	**78**	5	71	2	0	0	0	0	0	0	0	0	0	0
13:00	**46**	0	42	4	0	0	0	0	0	0	0	0	0	0
14:00	**66**	2	59	5	0	0	0	0	0	0	0	0	0	0
15:00	**121**	1	110	9	0	1	0	0	0	0	0	0	0	0
16:00	**198**	4	189	5	0	0	0	0	0	0	0	0	0	0
17:00	**395**	9	379	3	0	0	1	0	3	0	0	0	0	0
18:00	**232**	6	222	4	0	0	0	0	0	0	0	0	0	0
19:00	**79**	3	74	1	0	0	0	0	1	0	0	0	0	0
20:00	**45**	0	44	1	0	0	0	0	0	0	0	0	0	0
21:00	**12**	1	11	0	0	0	0	0	0	0	0	0	0	0
22:00	**20**	0	18	2	0	0	0	0	0	0	0	0	0	0
23:00	**16**	1	15	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1295**	**28**	**1216**	**42**	**1**	**3**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1437**	**32**	**1349**	**46**	**1**	**3**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1473**	**33**	**1382**	**48**	**1**	**3**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1481**	**33**	**1390**	**48**	**1**	**3**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 01-Feb-12														
00:00	**6**	2	4	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**7**	0	4	3	0	0	0	0	0	0	0	0	0	0
07:00	**31**	0	29	2	0	0	0	0	0	0	0	0	0	0
08:00	**52**	1	48	2	0	1	0	0	0	0	0	0	0	0
09:00	**31**	1	30	0	0	0	0	0	0	0	0	0	0	0
10:00	**33**	0	27	6	0	0	0	0	0	0	0	0	0	0
11:00	**43**	0	42	1	0	0	0	0	0	0	0	0	0	0
12:00	**66**	2	59	4	0	0	0	0	1	0	0	0	0	0
13:00	**66**	1	60	4	0	0	1	0	0	0	0	0	0	0
14:00	**60**	0	55	4	0	1	0	0	0	0	0	0	0	0
15:00	**102**	3	94	5	0	0	0	0	0	0	0	0	0	0
16:00	**230**	5	220	4	0	0	1	0	0	0	0	0	0	0
17:00	**366**	8	352	4	0	0	1	0	1	0	0	0	0	0
18:00	**245**	2	235	8	0	0	0	0	0	0	0	0	0	0
19:00	**85**	0	84	1	0	0	0	0	0	0	0	0	0	0
20:00	**38**	0	36	2	0	0	0	0	0	0	0	0	0	0
21:00	**21**	2	17	2	0	0	0	0	0	0	0	0	0	0
22:00	**22**	0	22	0	0	0	0	0	0	0	0	0	0	0
23:00	**12**	1	10	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1325**	**23**	**1251**	**44**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1476**	**25**	**1392**	**52**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1510**	**26**	**1424**	**53**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1521**	**28**	**1433**	**53**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 02-Feb-12														
00:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	**25**	0	22	2	0	0	1	0	0	0	0	0	0	0
08:00	**52**	0	51	0	0	0	0	0	1	0	0	0	0	0
09:00	**34**	0	30	4	0	0	0	0	0	0	0	0	0	0
10:00	**34**	1	26	7	0	0	0	0	0	0	0	0	0	0
11:00	**52**	1	49	2	0	0	0	0	0	0	0	0	0	0
12:00	**75**	1	71	3	0	0	0	0	0	0	0	0	0	0
13:00	**42**	2	36	4	0	0	0	0	0	0	0	0	0	0
14:00	**52**	0	47	4	0	0	1	0	0	0	0	0	0	0
15:00	**107**	2	96	5	0	1	2	0	1	0	0	0	0	0
16:00	**233**	6	221	6	0	0	0	0	0	0	0	0	0	0
17:00	**359**	6	340	7	0	2	1	0	3	0	0	0	0	0
18:00	**221**	4	210	6	0	0	0	0	1	0	0	0	0	0
19:00	**97**	0	92	5	0	0	0	0	0	0	0	0	0	0
20:00	**36**	0	35	1	0	0	0	0	0	0	0	0	0	0
21:00	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
22:00	**19**	0	18	1	0	0	0	0	0	0	0	0	0	0
23:00	**10**	1	8	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1286**	**23**	**1199**	**50**	**0**	**3**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1434**	**24**	**1340**	**56**	**0**	**3**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1463**	**25**	**1366**	**58**	**0**	**3**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1476**	**27**	**1377**	**58**	**0**	**3**	**5**	**0**	**6**	**0**	**0**	**0**	**0**	**0**

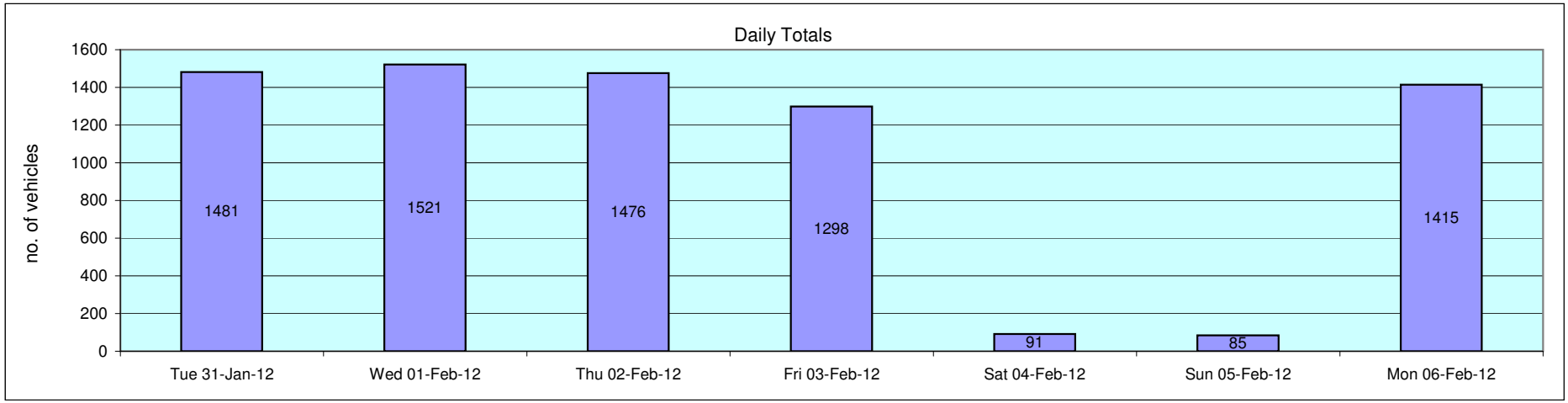
15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 03-Feb-12														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	**6**	0	3	3	0	0	0	0	0	0	0	0	0	0
07:00	**24**	0	22	2	0	0	0	0	0	0	0	0	0	0
08:00	**46**	0	45	1	0	0	0	0	0	0	0	0	0	0
09:00	**24**	1	18	4	1	0	0	0	0	0	0	0	0	0
10:00	**31**	1	24	6	0	0	0	0	0	0	0	0	0	0
11:00	**37**	0	37	0	0	0	0	0	0	0	0	0	0	0
12:00	**115**	4	106	4	0	1	0	0	0	0	0	0	0	0
13:00	**77**	5	72	0	0	0	0	0	0	0	0	0	0	0
14:00	**99**	1	92	6	0	0	0	0	0	0	0	0	0	0
15:00	**159**	4	144	11	0	0	0	0	0	0	0	0	0	0
16:00	**244**	6	231	5	0	0	1	0	1	0	0	0	0	0
17:00	**259**	2	249	6	0	2	0	0	0	0	0	0	0	0
18:00	**89**	3	84	2	0	0	0	0	0	0	0	0	0	0
19:00	**40**	1	38	1	0	0	0	0	0	0	0	0	0	0
20:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
21:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	**18**	1	16	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1204**	**27**	**1124**	**47**	**1**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1264**	**28**	**1178**	**52**	**1**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1289**	**29**	**1201**	**53**	**1**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1298**	**29**	**1209**	**54**	**1**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 04-Feb-12														
00:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
13:00	14	1	12	1	0	0	0	0	0	0	0	0	0	0
14:00	17	3	14	0	0	0	0	0	0	0	0	0	0	0
15:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0
16:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
17:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
18:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	86	5	78	3	0	0	0	0	0	0	0	0	0	0
16H,6-22	88	5	80	3	0	0	0	0	0	0	0	0	0	0
18H,6-24	88	5	80	3	0	0	0	0	0	0	0	0	0	0
24H,0-24	91	6	82	3	0	0	0	0	0	0	0	0	0	0

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 05-Feb-12														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
08:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
10:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
12:00	**3**	1	1	0	1	0	0	0	0	0	0	0	0	0
13:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
14:00	**11**	2	8	1	0	0	0	0	0	0	0	0	0	0
15:00	**18**	1	17	0	0	0	0	0	0	0	0	0	0	0
16:00	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
17:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
18:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
19:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
20:00	**4**	2	2	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**71**	**6**	**60**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**82**	**8**	**68**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**82**	**8**	**68**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**85**	**9**	**70**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 06-Feb-12														
00:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**5**	1	2	1	0	1	0	0	0	0	0	0	0	0
07:00	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
08:00	**47**	1	44	2	0	0	0	0	0	0	0	0	0	0
09:00	**53**	0	50	2	0	0	0	0	1	0	0	0	0	0
10:00	**25**	0	22	3	0	0	0	0	0	0	0	0	0	0
11:00	**33**	0	30	3	0	0	0	0	0	0	0	0	0	0
12:00	**56**	0	54	2	0	0	0	0	0	0	0	0	0	0
13:00	**41**	1	37	2	0	0	1	0	0	0	0	0	0	0
14:00	**51**	1	44	3	0	2	1	0	0	0	0	0	0	0
15:00	**109**	1	101	6	0	1	0	0	0	0	0	0	0	0
16:00	**200**	1	186	10	0	1	1	0	1	0	0	0	0	0
17:00	**367**	8	355	3	0	0	1	0	0	0	0	0	0	0
18:00	**228**	2	222	3	0	0	0	0	0	0	1	0	0	0
19:00	**85**	0	81	4	0	0	0	0	0	0	0	0	0	0
20:00	**33**	2	29	2	0	0	0	0	0	0	0	0	0	0
21:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
22:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
23:00	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1233**	**15**	**1165**	**42**	**0**	**4**	**4**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**1376**	**18**	**1296**	**50**	**0**	**5**	**4**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**1409**	**18**	**1328**	**51**	**0**	**5**	**4**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**1415**	**18**	**1333**	**52**	**0**	**5**	**4**	**0**	**2**	**0**	**1**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Tue 31-Jan-12	**1481**	33	1390	48	1	3	2	0	4	0	0	0	0	0
Wed 01-Feb-12	**1521**	28	1433	53	0	2	3	0	2	0	0	0	0	0
Thu 02-Feb-12	**1476**	27	1377	58	0	3	5	0	6	0	0	0	0	0
Fri 03-Feb-12	**1298**	29	1209	54	1	3	1	0	1	0	0	0	0	0
Sat 04-Feb-12	**91**	6	82	3	0	0	0	0	0	0	0	0	0	0
Sun 05-Feb-12	**85**	9	70	5	1	0	0	0	0	0	0	0	0	0
Mon 06-Feb-12	**1415**	18	1333	52	0	5	4	0	2	0	1	0	0	0
Total Vehicles														
[--]	**7367**	150	6894	273	3	16	15	0	15	0	1	0	0	0



15337		HAVANT		Site No: 15337001		Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 31-Jan-12											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
07:00	30	1	3.3	29	96.7	0	0.0	0	0.0	0	0.0
08:00	48	0	0.0	45	93.8	2	4.2	0	0.0	1	2.1
09:00	23	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
10:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
11:00	39	0	0.0	30	76.9	6	15.4	3	7.7	0	0.0
12:00	78	5	6.4	71	91.0	2	2.6	0	0.0	0	0.0
13:00	46	0	0.0	42	91.3	4	8.7	0	0.0	0	0.0
14:00	66	2	3.0	59	89.4	5	7.6	0	0.0	0	0.0
15:00	121	1	0.8	110	90.9	9	7.4	1	0.8	0	0.0
16:00	198	4	2.0	189	95.5	5	2.5	0	0.0	0	0.0
17:00	395	9	2.3	379	96.0	3	0.8	4	1.0	0	0.0
18:00	232	6	2.6	222	95.7	4	1.7	0	0.0	0	0.0
19:00	79	3	3.8	74	93.7	1	1.3	1	1.3	0	0.0
20:00	45	0	0.0	44	97.8	1	2.2	0	0.0	0	0.0
21:00	12	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
22:00	20	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
23:00	16	1	6.3	15	93.8	0	0.0	0	0.0	0	0.0
12H,7-19	1295	28	2.2	1216	93.9	42	3.2	8	0.6	1	0.1
16H,6-22	1437	32	2.2	1349	93.9	46	3.2	9	0.6	1	0.1
18H,6-24	1473	33	2.2	1382	93.8	48	3.3	9	0.6	1	0.1
24H,0-24	1481	33	2.2	1390	93.9	48	3.2	9	0.6	1	0.1

15337		HAVANT		Site No: 15337001		Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 01-Feb-12											
00:00	6	2	33.3	4	66.7	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	7	0	0.0	4	57.1	3	42.9	0	0.0	0	0.0
07:00	31	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
08:00	52	1	1.9	48	92.3	2	3.9	1	1.9	0	0.0
09:00	31	1	3.2	30	96.8	0	0.0	0	0.0	0	0.0
10:00	33	0	0.0	27	81.8	6	18.2	0	0.0	0	0.0
11:00	43	0	0.0	42	97.7	1	2.3	0	0.0	0	0.0
12:00	66	2	3.0	59	89.4	4	6.1	1	1.5	0	0.0
13:00	66	1	1.5	60	90.9	4	6.1	1	1.5	0	0.0
14:00	60	0	0.0	55	91.7	4	6.7	1	1.7	0	0.0
15:00	102	3	2.9	94	92.2	5	4.9	0	0.0	0	0.0
16:00	230	5	2.2	220	95.7	4	1.7	1	0.4	0	0.0
17:00	366	8	2.2	352	96.2	4	1.1	2	0.6	0	0.0
18:00	245	2	0.8	235	95.9	8	3.3	0	0.0	0	0.0
19:00	85	0	0.0	84	98.8	1	1.2	0	0.0	0	0.0
20:00	38	0	0.0	36	94.7	2	5.3	0	0.0	0	0.0
21:00	21	2	9.5	17	81.0	2	9.5	0	0.0	0	0.0
22:00	22	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0
23:00	12	1	8.3	10	83.3	1	8.3	0	0.0	0	0.0
12H,7-19	1325	23	1.7	1251	94.4	44	3.3	7	0.5	0	0.0
16H,6-22	1476	25	1.7	1392	94.3	52	3.5	7	0.5	0	0.0
18H,6-24	1510	26	1.7	1424	94.3	53	3.5	7	0.5	0	0.0
24H,0-24	1521	28	1.8	1433	94.2	53	3.5	7	0.5	0	0.0

15337		HAVANT			Site No: 15337001		Location	Access to Technology Park, Havant (Tree)			
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 02-Feb-12											
00:00	**5**	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**4**	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
06:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	**25**	0	0.0	22	88.0	2	8.0	1	4.0	0	0.0
08:00	**52**	0	0.0	51	98.1	0	0.0	1	1.9	0	0.0
09:00	**34**	0	0.0	30	88.2	4	11.8	0	0.0	0	0.0
10:00	**34**	1	2.9	26	76.5	7	20.6	0	0.0	0	0.0
11:00	**52**	1	1.9	49	94.2	2	3.9	0	0.0	0	0.0
12:00	**75**	1	1.3	71	94.7	3	4.0	0	0.0	0	0.0
13:00	**42**	2	4.8	36	85.7	4	9.5	0	0.0	0	0.0
14:00	**52**	0	0.0	47	90.4	4	7.7	1	1.9	0	0.0
15:00	**107**	2	1.9	96	89.7	5	4.7	4	3.7	0	0.0
16:00	**233**	6	2.6	221	94.9	6	2.6	0	0.0	0	0.0
17:00	**359**	6	1.7	340	94.7	7	2.0	6	1.7	0	0.0
18:00	**221**	4	1.8	210	95.0	6	2.7	1	0.5	0	0.0
19:00	**97**	0	0.0	92	94.9	5	5.2	0	0.0	0	0.0
20:00	**36**	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
21:00	**11**	1	9.1	10	90.9	0	0.0	0	0.0	0	0.0
22:00	**19**	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
23:00	**10**	1	10.0	8	80.0	1	10.0	0	0.0	0	0.0
12H,7-19	**1286**	**23**	**1.8**	**1199**	**93.2**	**50**	**3.9**	**14**	**1.1**	**0**	**0.0**
16H,6-22	**1434**	**24**	**1.7**	**1340**	**93.4**	**56**	**3.9**	**14**	**1.0**	**0**	**0.0**
18H,6-24	**1463**	**25**	**1.7**	**1366**	**93.4**	**58**	**4.0**	**14**	**1.0**	**0**	**0.0**
24H,0-24	**1476**	**27**	**1.8**	**1377**	**93.3**	**58**	**3.9**	**14**	**1.0**	**0**	**0.0**

15337		HAVANT		Site No: 15337001		Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 03-Feb-12											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
06:00	**6**	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
07:00	**24**	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
08:00	**46**	0	0.0	45	97.8	1	2.2	0	0.0	0	0.0
09:00	**24**	1	4.2	18	75.0	4	16.7	0	0.0	1	4.2
10:00	**31**	1	3.2	24	77.4	6	19.4	0	0.0	0	0.0
11:00	**37**	0	0.0	37	100.0	0	0.0	0	0.0	0	0.0
12:00	**115**	4	3.5	106	92.2	4	3.5	1	0.9	0	0.0
13:00	**77**	5	6.5	72	93.5	0	0.0	0	0.0	0	0.0
14:00	**99**	1	1.0	92	92.9	6	6.1	0	0.0	0	0.0
15:00	**159**	4	2.5	144	90.6	11	6.9	0	0.0	0	0.0
16:00	**244**	6	2.5	231	94.7	5	2.1	2	0.8	0	0.0
17:00	**259**	2	0.8	249	96.1	6	2.3	2	0.8	0	0.0
18:00	**89**	3	3.4	84	94.4	2	2.3	0	0.0	0	0.0
19:00	**40**	1	2.5	38	95.0	1	2.5	0	0.0	0	0.0
20:00	**8**	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
21:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
22:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
23:00	**18**	1	5.6	16	88.9	1	5.6	0	0.0	0	0.0
12H,7-19	**1204**	**27**	**2.2**	**1124**	**93.4**	**47**	**3.9**	**5**	**0.4**	**1**	**0.1**
16H,6-22	**1264**	**28**	**2.2**	**1178**	**93.2**	**52**	**4.1**	**5**	**0.4**	**1**	**0.1**
18H,6-24	**1289**	**29**	**2.3**	**1201**	**93.2**	**53**	**4.1**	**5**	**0.4**	**1**	**0.1**
24H,0-24	**1298**	**29**	**2.2**	**1209**	**93.1**	**54**	**4.2**	**5**	**0.4**	**1**	**0.1**

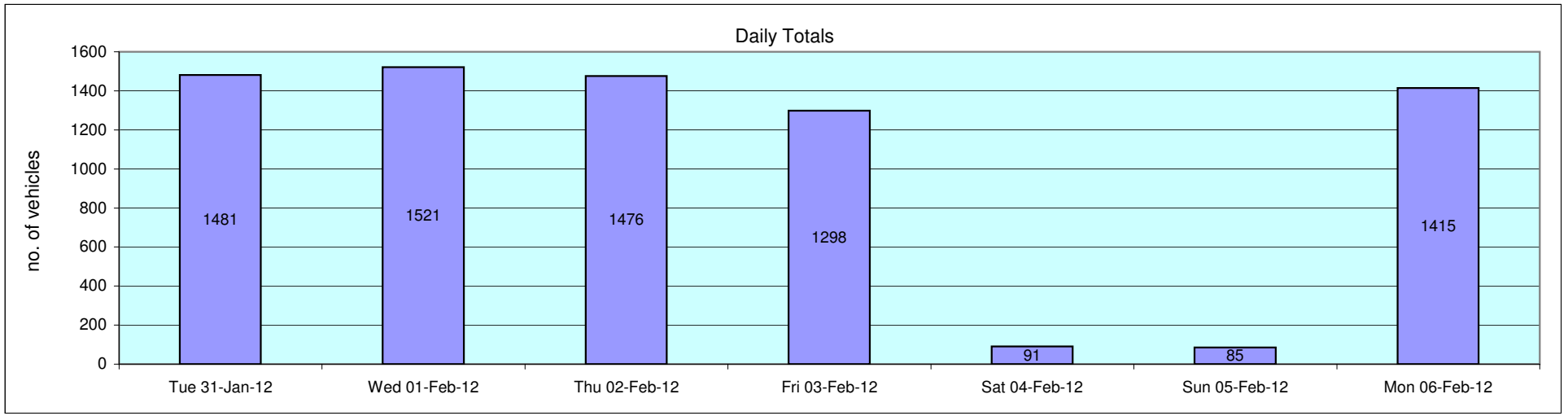
15337		HAVANT			Site No: 15337001		Location	Access to Technology Park, Havant (Tree)			
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 04-Feb-12											
00:00	3	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	0	0	-	0	-	0	-	0	-	0	-
07:00	0	0	-	0	-	0	-	0	-	0	-
08:00	0	0	-	0	-	0	-	0	-	0	-
09:00	0	0	-	0	-	0	-	0	-	0	-
10:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
11:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
13:00	14	1	7.1	12	85.7	1	7.1	0	0.0	0	0.0
14:00	17	3	17.7	14	82.4	0	0.0	0	0.0	0	0.0
15:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
16:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
17:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
18:00	3	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
19:00	0	0	-	0	-	0	-	0	-	0	-
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	86	5	5.8	78	90.7	3	3.5	0	0.0	0	0.0
16H,6-22	88	5	5.7	80	90.9	3	3.4	0	0.0	0	0.0
18H,6-24	88	5	5.7	80	90.9	3	3.4	0	0.0	0	0.0
24H,0-24	91	6	6.6	82	90.1	3	3.3	0	0.0	0	0.0

15337		HAVANT			Site No: 15337001		Location	Access to Technology Park, Havant (Tree)			
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 05-Feb-12											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**0**	0	-	0	-	0	-	0	-	0	-
06:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
07:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
08:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
09:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
10:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
11:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12:00	**3**	1	33.3	1	33.3	0	0.0	0	0.0	1	33.3
13:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
14:00	**11**	2	18.2	8	72.7	1	9.1	0	0.0	0	0.0
15:00	**18**	1	5.6	17	94.4	0	0.0	0	0.0	0	0.0
16:00	**6**	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
17:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
18:00	**4**	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
19:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
20:00	**4**	2	50.0	2	50.0	0	0.0	0	0.0	0	0.0
21:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	**0**	0	-	0	-	0	-	0	-	0	-
23:00	**0**	0	-	0	-	0	-	0	-	0	-
12H,7-19	**71**	**6**	**8.5**	**60**	**84.5**	**4**	**5.6**	**0**	**0.0**	**1**	**1.4**
16H,6-22	**82**	**8**	**9.8**	**68**	**82.9**	**5**	**6.1**	**0**	**0.0**	**1**	**1.2**
18H,6-24	**82**	**8**	**9.8**	**68**	**82.9**	**5**	**6.1**	**0**	**0.0**	**1**	**1.2**
24H,0-24	**85**	**9**	**10.6**	**70**	**82.4**	**5**	**5.9**	**0**	**0.0**	**1**	**1.2**

15337		HAVANT		Site No: 15337001		Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 06-Feb-12											
00:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	5	1	20.0	2	40.0	1	20.0	1	20.0	0	0.0
07:00	23	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0
08:00	47	1	2.1	44	93.6	2	4.3	0	0.0	0	0.0
09:00	53	0	0.0	50	94.3	2	3.8	1	1.9	0	0.0
10:00	25	0	0.0	22	88.0	3	12.0	0	0.0	0	0.0
11:00	33	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
12:00	56	0	0.0	54	96.4	2	3.6	0	0.0	0	0.0
13:00	41	1	2.4	37	90.2	2	4.9	1	2.4	0	0.0
14:00	51	1	2.0	44	86.3	3	5.9	3	5.9	0	0.0
15:00	109	1	0.9	101	92.7	6	5.5	1	0.9	0	0.0
16:00	200	1	0.5	186	93.0	10	5.0	3	1.5	0	0.0
17:00	367	8	2.2	355	96.7	3	0.8	1	0.3	0	0.0
18:00	228	2	0.9	222	97.4	3	1.3	1	0.4	0	0.0
19:00	85	0	0.0	81	95.3	4	4.7	0	0.0	0	0.0
20:00	33	2	6.1	29	87.9	2	6.1	0	0.0	0	0.0
21:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
22:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
23:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1233	15	1.2	1165	94.5	42	3.4	11	0.9	0	0.0
16H,6-22	1376	18	1.3	1296	94.2	50	3.6	12	0.9	0	0.0
18H,6-24	1409	18	1.3	1328	94.3	51	3.6	12	0.9	0	0.0
24H,0-24	1415	18	1.3	1333	94.2	52	3.7	12	0.9	0	0.0

15337	HAVANT	Site No: 15337001	Location	Access to Technology Park, Havant (Tree)
Tue 31-Jan-12 to Mon 06-Feb-12		Channel: Eastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 31-Jan-12	**1481**	33	2.2	1390	93.9	48	3.2	9	0.6	1	0.1
Wed 01-Feb-12	**1521**	28	1.8	1433	94.2	53	3.5	7	0.5	0	0.0
Thu 02-Feb-12	**1476**	27	1.8	1377	93.3	58	3.9	14	1.0	0	0.0
Fri 03-Feb-12	**1298**	29	2.2	1209	93.1	54	4.2	5	0.4	1	0.1
Sat 04-Feb-12	**91**	6	6.6	82	90.1	3	3.3	0	0.0	0	0.0
Sun 05-Feb-12	**85**	9	10.6	70	82.4	5	5.9	0	0.0	1	1.2
Mon 06-Feb-12	**1415**	18	1.3	1333	94.2	52	3.7	12	0.9	0	0.0
Total Vehicles											
[--]	**7367**	150	3.8	6894	91.6	273	4.0	47	0.5	3	0.2



15337			HAVANT				Site No: 15337001			Location	Access to Technology Park, Havant (Tree)						
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 31-Jan-12																	
00:00	**3**	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
01:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	-	15.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
06:00	**6**	-	17.7	4	0	0	2	3	1	0	0	0	0	0	0	0
07:00	**30**	20.5	17.5	3.6	0	1	7	19	3	0	0	0	0	0	0	0
08:00	**48**	20.4	16.7	3.6	0	0	22	21	5	0	0	0	0	0	0	0
09:00	**23**	22.7	18.1	4.5	0	1	6	10	6	0	0	0	0	0	0	0
10:00	**19**	21.8	17.4	4.2	0	0	8	7	4	0	0	0	0	0	0	0
11:00	**39**	20.2	16.8	3.9	0	1	15	20	2	1	0	0	0	0	0	0
12:00	**78**	20.9	17.4	4	0	2	25	40	10	1	0	0	0	0	0	0
13:00	**46**	23.4	18.6	4.1	0	0	13	19	14	0	0	0	0	0	0	0
14:00	**66**	23.2	18.8	4.2	0	0	15	35	13	3	0	0	0	0	0	0
15:00	**121**	21.8	17.6	4.1	0	3	38	58	21	1	0	0	0	0	0	0
16:00	**198**	21.9	18.2	3.8	0	2	47	113	34	2	0	0	0	0	0	0
17:00	**395**	20.6	17.4	3.5	0	5	119	228	43	0	0	0	0	0	0	0
18:00	**232**	22.5	18	4.2	0	1	76	106	45	3	1	0	0	0	0	0
19:00	**79**	22	18.2	4.2	0	1	20	43	13	1	1	0	0	0	0	0
20:00	**45**	19.8	16.6	3.2	0	1	16	27	1	0	0	0	0	0	0	0
21:00	**12**	22.2	17.7	4.4	0	0	5	4	3	0	0	0	0	0	0	0
22:00	**20**	21.6	18	3.9	0	0	6	10	4	0	0	0	0	0	0	0
23:00	**16**	23.8	19.1	5	0	0	4	8	2	2	0	0	0	0	0	0
12H,7-19	**1295**	**21.4**	**17.7**	**3.9**	**0**	**16**	**391**	**676**	**200**	**11**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1437**	**21.4**	**17.7**	**3.9**	**0**	**18**	**434**	**753**	**218**	**12**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1473**	**21.4**	**17.7**	**3.9**	**0**	**18**	**444**	**771**	**224**	**14**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1481**	**21.4**	**17.7**	**3.9**	**0**	**18**	**449**	**774**	**224**	**14**	**2**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 01-Feb-12																
00:00	**6**	-	16.8	4.3	0	0	3	2	1	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
06:00	**7**	-	15.6	3.1	0	0	4	3	0	0	0	0	0	0	0	0
07:00	**31**	20.5	18.2	2.9	0	0	5	23	3	0	0	0	0	0	0	0
08:00	**52**	21.4	17.3	4.2	0	2	17	24	9	0	0	0	0	0	0	0
09:00	**31**	20.9	17.2	3.9	0	0	13	13	5	0	0	0	0	0	0	0
10:00	**33**	23.1	18.5	4.7	0	1	8	16	6	2	0	0	0	0	0	0
11:00	**43**	20.6	17.8	3.3	0	0	11	27	5	0	0	0	0	0	0	0
12:00	**66**	23.3	18.1	4.8	0	0	25	26	10	5	0	0	0	0	0	0
13:00	**66**	22.6	18.3	4	0	0	18	33	14	1	0	0	0	0	0	0
14:00	**60**	20.8	18.3	3.5	0	1	10	41	7	1	0	0	0	0	0	0
15:00	**102**	23.8	19.3	4.6	0	0	19	56	20	6	0	1	0	0	0	0
16:00	**230**	22	18.2	3.7	0	2	53	132	41	2	0	0	0	0	0	0
17:00	**366**	20.9	17.8	3.9	0	2	110	201	47	4	2	0	0	0	0	0
18:00	**245**	21.1	18	3.7	0	0	67	140	34	4	0	0	0	0	0	0
19:00	**85**	21.6	17.7	4.2	0	3	23	44	14	1	0	0	0	0	0	0
20:00	**38**	20.8	17.1	4.3	0	2	13	17	6	0	0	0	0	0	0	0
21:00	**21**	20.3	17.3	4.1	0	0	8	11	1	1	0	0	0	0	0	0
22:00	**22**	22.2	18	4	0	0	7	10	5	0	0	0	0	0	0	0
23:00	**12**	22.8	18.1	5.2	0	0	5	4	2	1	0	0	0	0	0	0
12H,7-19	**1325**	**21.7**	**18.1**	**3.9**	**0**	**8**	**356**	**732**	**201**	**25**	**2**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**1476**	**21.7**	**18**	**4**	**0**	**13**	**404**	**807**	**222**	**27**	**2**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**1510**	**21.7**	**18**	**4**	**0**	**13**	**416**	**821**	**229**	**28**	**2**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**1521**	**21.7**	**18**	**4**	**0**	**13**	**420**	**826**	**231**	**28**	**2**	**1**	**0**	**0**	**0**	**0**

15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 02-Feb-12																
00:00	**5**	-	16.5	3.1	0	0	2	3	0	0	0	0	0	0	0	0
01:00	**3**	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
02:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**4**	-	17.3	2.8	0	0	1	3	0	0	0	0	0	0	0	0
06:00	**4**	-	17.3	2.8	0	0	1	3	0	0	0	0	0	0	0	0
07:00	**25**	20.7	17.9	3.6	0	0	7	14	4	0	0	0	0	0	0	0
08:00	**52**	20.7	18.8	4.1	0	0	9	35	5	2	1	0	0	0	0	0
09:00	**34**	22.7	18.5	4.7	0	0	10	16	7	0	1	0	0	0	0	0
10:00	**34**	20	17	3	0	0	11	22	1	0	0	0	0	0	0	0
11:00	**52**	20.2	17.2	3.7	0	2	14	33	2	1	0	0	0	0	0	0
12:00	**75**	23.2	18.5	4.1	0	1	19	34	21	0	0	0	0	0	0	0
13:00	**42**	22.4	18.3	4.1	0	0	12	21	8	1	0	0	0	0	0	0
14:00	**52**	22.7	17.9	4.3	0	0	19	21	11	1	0	0	0	0	0	0
15:00	**107**	22	18.7	4.1	0	0	21	66	17	2	0	1	0	0	0	0
16:00	**233**	22.4	18.4	3.8	0	1	52	132	45	3	0	0	0	0	0	0
17:00	**359**	20.9	17.8	3.5	0	1	98	210	49	1	0	0	0	0	0	0
18:00	**221**	20.8	17.6	3.9	0	4	66	121	26	4	0	0	0	0	0	0
19:00	**97**	23.5	19.2	4.3	0	1	15	56	20	4	1	0	0	0	0	0
20:00	**36**	23.1	18.6	4	0	0	9	17	10	0	0	0	0	0	0	0
21:00	**11**	18.3	15.3	2.9	0	0	7	4	0	0	0	0	0	0	0	0
22:00	**19**	20.4	18.5	3.2	0	0	3	13	3	0	0	0	0	0	0	0
23:00	**10**	21	18	4	0	0	3	5	2	0	0	0	0	0	0	0
12H,7-19	**1286**	**21.5**	**18**	**3.8**	**0**	**9**	**338**	**725**	**196**	**15**	**2**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**1434**	**21.7**	**18.1**	**3.9**	**0**	**10**	**370**	**805**	**226**	**19**	**3**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**1463**	**21.7**	**18.1**	**3.9**	**0**	**10**	**376**	**823**	**231**	**19**	**3**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**1476**	**21.7**	**18.1**	**3.9**	**0**	**10**	**380**	**831**	**232**	**19**	**3**	**1**	**0**	**0**	**0**	**0**

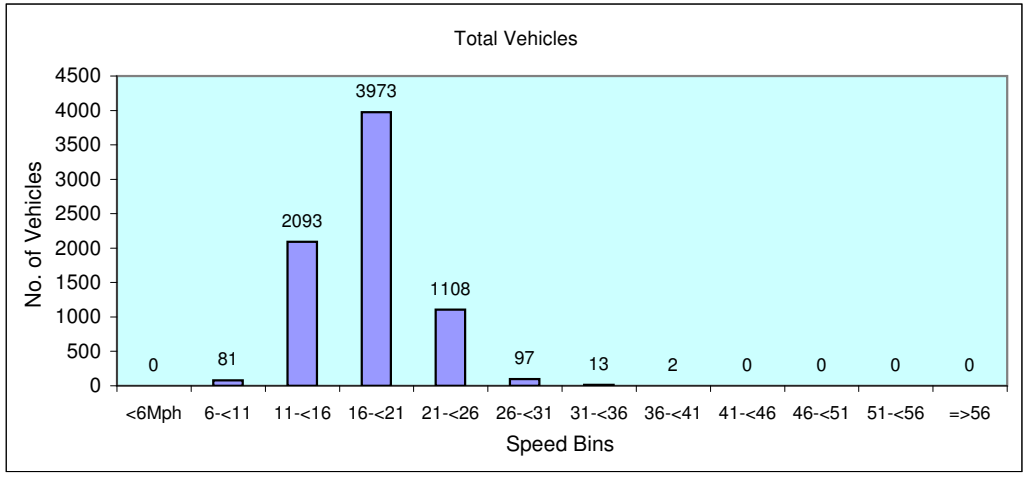
15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 03-Feb-12																	
00:00	**2**	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0	
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0	
03:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0	
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	**5**	-	16.5	3.1	0	0	2	3	0	0	0	0	0	0	0	0	
06:00	**6**	-	16.8	3	0	0	2	4	0	0	0	0	0	0	0	0	
07:00	**24**	21.9	18.3	4	0	1	4	14	5	0	0	0	0	0	0	0	
08:00	**46**	22.8	18.4	4.1	0	0	13	22	10	1	0	0	0	0	0	0	
09:00	**24**	21.9	18.1	3.9	0	0	7	12	5	0	0	0	0	0	0	0	
10:00	**31**	23.4	19	4.2	0	0	7	15	8	1	0	0	0	0	0	0	
11:00	**37**	21.7	18.5	3.4	0	0	7	23	7	0	0	0	0	0	0	0	
12:00	**115**	22.2	18.5	3.9	0	0	27	66	18	4	0	0	0	0	0	0	
13:00	**77**	22.1	18.3	3.8	0	0	19	43	14	1	0	0	0	0	0	0	
14:00	**99**	23.3	19	4.1	0	0	20	52	25	1	1	0	0	0	0	0	
15:00	**159**	22	18.1	4.1	0	1	46	82	27	2	1	0	0	0	0	0	
16:00	**244**	20.8	17.6	3.7	0	1	76	136	27	4	0	0	0	0	0	0	
17:00	**259**	20.9	17.5	4	0	4	85	133	33	4	0	0	0	0	0	0	
18:00	**89**	22.1	18.2	4.3	0	1	24	47	14	2	1	0	0	0	0	0	
19:00	**40**	22.6	18.9	3.8	0	0	7	24	8	1	0	0	0	0	0	0	
20:00	**8**	-	16	4	0	0	5	2	1	0	0	0	0	0	0	0	
21:00	**6**	-	18.5	3.4	0	0	1	4	1	0	0	0	0	0	0	0	
22:00	**7**	-	17.8	3.7	0	0	2	4	1	0	0	0	0	0	0	0	
23:00	**18**	20.1	17.4	3.1	0	0	5	12	1	0	0	0	0	0	0	0	
12H,7-19	**1204**	**21.9**	**18**	**4**	**0**	**8**	**335**	**645**	**193**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	
16H,6-22	**1264**	**21.9**	**18.1**	**4**	**0**	**8**	**350**	**679**	**203**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	
18H,6-24	**1289**	**21.9**	**18**	**3.9**	**0**	**8**	**357**	**695**	**205**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	
24H,0-24	**1298**	**21.9**	**18**	**4**	**0**	**8**	**361**	**698**	**206**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	

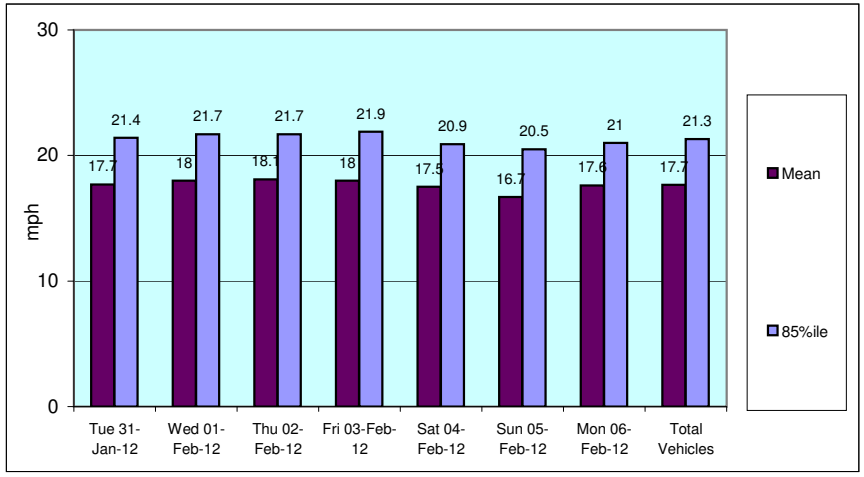
15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 04-Feb-12																	
00:00	3	-	25.2	7.6	0	0	0	1	1	0	1	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
11:00	2	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
12:00	12	22.2	18.5	4.5	0	1	1	7	3	0	0	0	0	0	0	0
13:00	14	20	17.4	4.3	0	0	5	8	0	1	0	0	0	0	0	0
14:00	17	20.3	17	3.7	0	0	7	8	2	0	0	0	0	0	0	0
15:00	21	20.2	16.8	3.6	0	0	9	10	2	0	0	0	0	0	0	0
16:00	8	-	16	4.8	0	1	3	3	1	0	0	0	0	0	0	0
17:00	8	-	16	3.1	0	0	4	4	0	0	0	0	0	0	0	0
18:00	3	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
19:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	86	20.6	17.2	3.9	0	2	30	44	9	1	0	0	0	0	0	0
16H,6-22	88	20.7	17.3	3.9	0	2	30	45	10	1	0	0	0	0	0	0
18H,6-24	88	20.7	17.3	3.9	0	2	30	45	10	1	0	0	0	0	0	0
24H,0-24	91	20.9	17.5	4.3	0	2	30	46	11	1	1	0	0	0	0	0

15337			HAVANT		Site No: 15337001						Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Eastbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 05-Feb-12																	
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	-	21	10.6	0	0	1	0	0	1	0	0	0	0	0	0
02:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	**5**	-	18.5	5.2	0	0	2	1	2	0	0	0	0	0	0	0
08:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
09:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
10:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
11:00	**7**	-	14.9	4	0	1	3	3	0	0	0	0	0	0	0	0
12:00	**3**	-	11.8	3.1	0	1	2	0	0	0	0	0	0	0	0	0
13:00	**7**	-	17.1	2.9	0	0	2	5	0	0	0	0	0	0	0	0
14:00	**11**	17.4	14.9	2.8	0	0	8	3	0	0	0	0	0	0	0	0
15:00	**18**	22	17.1	4.7	0	1	7	6	4	0	0	0	0	0	0	0
16:00	**6**	-	16.8	3	0	0	2	4	0	0	0	0	0	0	0	0
17:00	**7**	-	17.1	2.9	0	0	2	5	0	0	0	0	0	0	0	0
18:00	**4**	-	16	3.2	0	0	2	2	0	0	0	0	0	0	0	0
19:00	**3**	-	20.2	7.6	0	0	1	1	0	1	0	0	0	0	0	0
20:00	**4**	-	21	3.2	0	0	0	2	2	0	0	0	0	0	0	0
21:00	**3**	-	16.8	3.1	0	0	1	2	0	0	0	0	0	0	0	0
22:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**71**	**20.1**	**16.2**	**3.8**	**0**	**3**	**32**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**82**	**20.5**	**16.6**	**4.1**	**0**	**3**	**35**	**35**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**82**	**20.5**	**16.6**	**4.1**	**0**	**3**	**35**	**35**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**85**	**20.5**	**16.7**	**4.2**	**0**	**3**	**36**	**36**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Eastbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 06-Feb-12																	
00:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	**1**	-	8.5	-	0	1	0	0	0	0	0	0	0	0	0	0
05:00	**3**	-	18.5	1.7	0	0	0	3	0	0	0	0	0	0	0	0
06:00	**5**	-	16.5	3.1	0	0	2	3	0	0	0	0	0	0	0	0
07:00	**23**	21.1	18.5	4.5	0	2	1	16	3	1	0	0	0	0	0	0
08:00	**47**	21.9	17.3	4.6	0	2	17	19	8	1	0	0	0	0	0	0
09:00	**53**	20.3	16.4	4.2	0	5	17	26	5	0	0	0	0	0	0	0
10:00	**25**	20.6	17.9	3.3	0	0	6	16	3	0	0	0	0	0	0	0
11:00	**33**	20.4	17.9	4	0	0	10	18	4	1	0	0	0	0	0	0
12:00	**56**	22.9	18.7	4.3	0	2	9	32	11	2	0	0	0	0	0	0
13:00	**41**	22	17.9	4.3	0	1	12	20	7	1	0	0	0	0	0	0
14:00	**51**	20.9	17.2	4.5	0	3	16	24	7	1	0	0	0	0	0	0
15:00	**109**	22.8	18.3	3.9	0	1	28	54	26	0	0	0	0	0	0	0
16:00	**200**	22.1	18.3	3.7	0	0	48	113	37	2	0	0	0	0	0	0
17:00	**367**	20.4	17.1	3.5	0	5	121	210	31	0	0	0	0	0	0	0
18:00	**228**	21	17.6	4	0	2	77	114	33	1	1	0	0	0	0	0
19:00	**85**	20.8	18	3.9	0	0	23	51	9	1	1	0	0	0	0	0
20:00	**33**	20.4	17.4	3.3	0	0	10	20	3	0	0	0	0	0	0	0
21:00	**20**	21.6	16.5	5.2	0	3	6	7	4	0	0	0	0	0	0	0
22:00	**16**	20.6	17.9	3.4	0	0	4	10	2	0	0	0	0	0	0	0
23:00	**17**	20	16.1	3.9	0	0	10	5	2	0	0	0	0	0	0	0
12H,7-19	**1233**	**21**	**17.6**	**3.9**	**0**	**23**	**362**	**662**	**175**	**10**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1376**	**21**	**17.6**	**3.9**	**0**	**26**	**403**	**743**	**191**	**11**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1409**	**21**	**17.6**	**3.9**	**0**	**26**	**417**	**758**	**195**	**11**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1415**	**21**	**17.6**	**3.9**	**0**	**27**	**417**	**762**	**196**	**11**	**2**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT				Site No: 15337001			Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Eastbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Tue 31-Jan-12	**1481**	21.4	17.7	3.9	0	18	449	774	224	14	2	0	0	0	0	0
Wed 01-Feb-12	**1521**	21.7	18	4	0	13	420	826	231	28	2	1	0	0	0	0
Thu 02-Feb-12	**1476**	21.7	18.1	3.9	0	10	380	831	232	19	3	1	0	0	0	0
Fri 03-Feb-12	**1298**	21.9	18	4	0	8	361	698	206	22	3	0	0	0	0	0
Sat 04-Feb-12	**91**	20.9	17.5	4.3	0	2	30	46	11	1	1	0	0	0	0	0
Sun 05-Feb-12	**85**	20.5	16.7	4.2	0	3	36	36	8	2	0	0	0	0	0	0
Mon 06-Feb-12	**1415**	21	17.6	3.9	0	27	417	762	196	11	2	0	0	0	0	0
Total Vehicles																
[--]	**7367**	21.3	17.7	4.0	0	81	2093	3973	1108	97	13	2	0	0	0	0

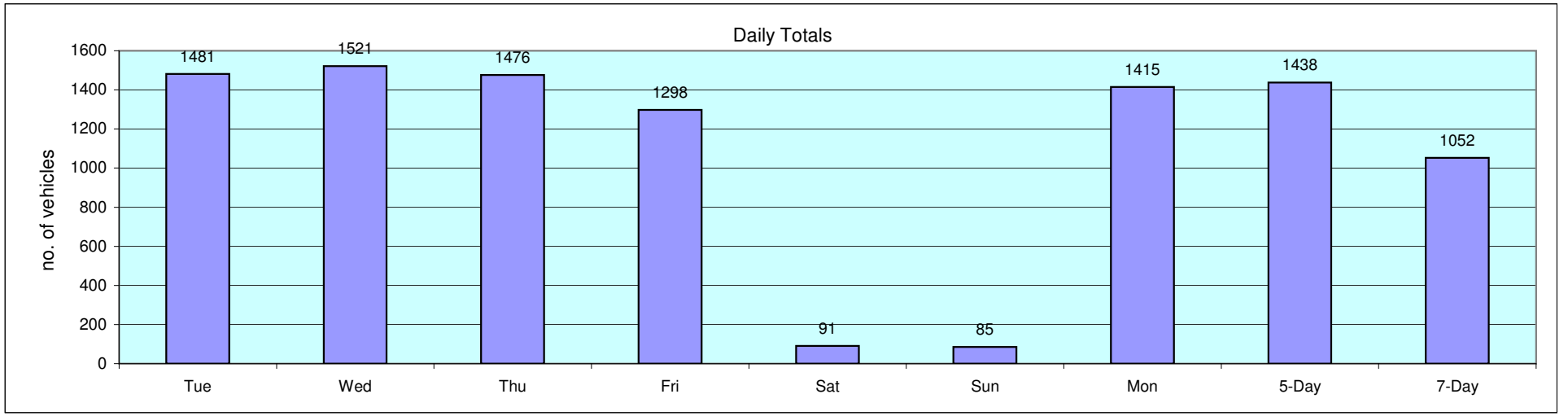




15337		HAVANT		Site No: 15337001 Channel: Eastbound		Location	Access to Technology Park, Havant (Tree)		
TIME PERIOD	Tue 31/01/12	Wed 01/02/12	Thu 02/02/12	Fri 03/02/12	Sat 04/02/12	Sun 05/02/12	Mon 06/02/12	5-Day Av	7-Day Av
Week Begin: 31-Jan-12									
00:00	**3**	6	5	2	3	0	1	3	3
01:00	**1**	0	3	0	0	2	0	1	1
02:00	**0**	1	1	1	0	1	0	1	1
03:00	**1**	1	0	1	0	0	1	1	1
04:00	**0**	0	0	0	0	0	1	0	0
05:00	**3**	3	4	5	0	0	3	4	3
06:00	**6**	7	4	6	0	1	5	6	4
07:00	**30**	31	25	24	0	5	23	27	20
08:00	**48**	52	52	46	0	1	47	49	35
09:00	**23**	31	34	24	0	1	53	33	24
10:00	**19**	33	34	31	1	1	25	28	21
11:00	**39**	43	52	37	2	7	33	41	30
12:00	**78**	66	75	115	12	3	56	78	58
13:00	**46**	66	42	77	14	7	41	54	42
14:00	**66**	60	52	99	17	11	51	66	51
15:00	**121**	102	107	159	21	18	109	120	91
16:00	**198**	230	233	244	8	6	200	221	160
17:00	**395**	366	359	259	8	7	367	349	252
18:00	**232**	245	221	89	3	4	228	203	146
19:00	**79**	85	97	40	0	3	85	77	56
20:00	**45**	38	36	8	0	4	33	32	23
21:00	**12**	21	11	6	2	3	20	14	11
22:00	**20**	22	19	7	0	0	16	17	12
23:00	**16**	12	10	18	0	0	17	15	10
12H,7-19	**1295**	**1325**	**1286**	**1204**	**86**	**71**	**1233**	**1269**	**929**
16H,6-22	**1437**	**1476**	**1434**	**1264**	**88**	**82**	**1376**	**1397**	**1022**
18H,6-24	**1473**	**1510**	**1463**	**1289**	**88**	**82**	**1409**	**1429**	**1045**
24H,0-24	**1481**	**1521**	**1476**	**1298**	**91**	**85**	**1415**	**1438**	**1052**
Am	**08:00**	**08:00**	**11:00**	**08:00**	**00:00**	**11:00**	**09:00**	**-**	**-**
Peak	**48**	**52**	**52**	**46**	**3**	**7**	**53**	**50**	**37**
Pm	**17:00**	**17:00**	**17:00**	**17:00**	**15:00**	**15:00**	**17:00**	**-**	**-**
Peak	**395**	**366**	**359**	**259**	**21**	**18**	**367**	**349**	**255**

15337	HAVANT	Site No: 15337001	Location	Access to Technology Park, Havant (Tree)
		Channel: Eastbound		

TIME PERIOD	Tue 31/01/12	Wed 01/02/12	Thu 02/02/12	Fri 03/02/12	Sat 04/02/12	Sun 05/02/12	Mon 06/02/12	5-Day Av	7-Day Av



15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 31-Jan-12														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**14**	1	13	0	0	0	0	0	0	0	0	0	0	0
06:00	**94**	1	90	2	0	0	0	0	1	0	0	0	0	0
07:00	**288**	7	277	3	0	0	0	0	0	0	1	0	0	0
08:00	**402**	11	381	3	1	0	2	0	4	0	0	0	0	0
09:00	**166**	4	162	0	0	0	0	0	0	0	0	0	0	0
10:00	**43**	3	36	3	0	0	0	0	1	0	0	0	0	0
11:00	**51**	2	44	3	0	0	2	0	0	0	0	0	0	0
12:00	**50**	1	45	3	0	0	1	0	0	0	0	0	0	0
13:00	**96**	10	80	6	0	0	0	0	0	0	0	0	0	0
14:00	**44**	3	35	5	0	1	0	0	0	0	0	0	0	0
15:00	**36**	2	31	3	0	0	0	0	0	0	0	0	0	0
16:00	**42**	3	37	2	0	0	0	0	0	0	0	0	0	0
17:00	**42**	2	39	1	0	0	0	0	0	0	0	0	0	0
18:00	**22**	2	19	0	0	1	0	0	0	0	0	0	0	0
19:00	**12**	1	11	0	0	0	0	0	0	0	0	0	0	0
20:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**5**	1	3	1	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1282**	**50**	**1186**	**32**	**1**	**2**	**5**	**0**	**5**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**1406**	**52**	**1305**	**34**	**1**	**2**	**5**	**0**	**6**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**1412**	**53**	**1309**	**35**	**1**	**2**	**5**	**0**	**6**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**1427**	**54**	**1323**	**35**	**1**	**2**	**5**	**0**	**6**	**0**	**1**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 01-Feb-12														
00:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
06:00	**85**	3	79	3	0	0	0	0	0	0	0	0	0	0
07:00	**327**	10	312	2	0	0	2	0	1	0	0	0	0	0
08:00	**401**	11	380	6	1	0	0	0	3	0	0	0	0	0
09:00	**166**	4	159	3	0	0	0	0	0	0	0	0	0	0
10:00	**54**	1	51	1	0	0	1	0	0	0	0	0	0	0
11:00	**49**	3	40	5	0	1	0	0	0	0	0	0	0	0
12:00	**67**	1	61	3	0	0	1	1	0	0	0	0	0	0
13:00	**65**	3	59	1	0	1	1	0	0	0	0	0	0	0
14:00	**55**	3	48	3	0	1	0	0	0	0	0	0	0	0
15:00	**48**	1	43	4	0	0	0	0	0	0	0	0	0	0
16:00	**31**	1	28	1	0	0	1	0	0	0	0	0	0	0
17:00	**43**	1	42	0	0	0	0	0	0	0	0	0	0	0
18:00	**25**	2	23	0	0	0	0	0	0	0	0	0	0	0
19:00	**14**	1	12	1	0	0	0	0	0	0	0	0	0	0
20:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
21:00	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
22:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1331**	**41**	**1246**	**29**	**1**	**3**	**6**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1443**	**46**	**1349**	**33**	**1**	**3**	**6**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1452**	**46**	**1357**	**34**	**1**	**3**	**6**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1469**	**46**	**1373**	**35**	**1**	**3**	**6**	**1**	**4**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 02-Feb-12														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
06:00	**83**	2	78	3	0	0	0	0	0	0	0	0	0	0
07:00	**328**	8	315	2	0	0	1	0	1	0	1	0	0	0
08:00	**396**	16	373	5	0	0	1	0	1	0	0	0	0	0
09:00	**168**	6	156	4	0	1	0	0	0	0	0	1	0	0
10:00	**45**	1	38	5	0	0	0	0	1	0	0	0	0	0
11:00	**40**	2	28	9	0	1	0	0	0	0	0	0	0	0
12:00	**53**	2	47	3	0	0	1	0	0	0	0	0	0	0
13:00	**69**	5	62	2	0	0	0	0	0	0	0	0	0	0
14:00	**56**	3	44	9	0	0	0	0	0	0	0	0	0	0
15:00	**34**	1	29	4	0	0	0	0	0	0	0	0	0	0
16:00	**43**	0	41	1	0	0	1	0	0	0	0	0	0	0
17:00	**56**	2	52	2	0	0	0	0	0	0	0	0	0	0
18:00	**27**	2	25	0	0	0	0	0	0	0	0	0	0	0
19:00	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
20:00	**9**	1	8	0	0	0	0	0	0	0	0	0	0	0
21:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1315**	**48**	**1210**	**46**	**0**	**2**	**4**	**0**	**3**	**0**	**1**	**1**	**0**	**0**
16H,6-22	**1422**	**52**	**1310**	**49**	**0**	**2**	**4**	**0**	**3**	**0**	**1**	**1**	**0**	**0**
18H,6-24	**1426**	**52**	**1313**	**50**	**0**	**2**	**4**	**0**	**3**	**0**	**1**	**1**	**0**	**0**
24H,0-24	**1443**	**52**	**1329**	**51**	**0**	**2**	**4**	**0**	**3**	**0**	**1**	**1**	**0**	**0**

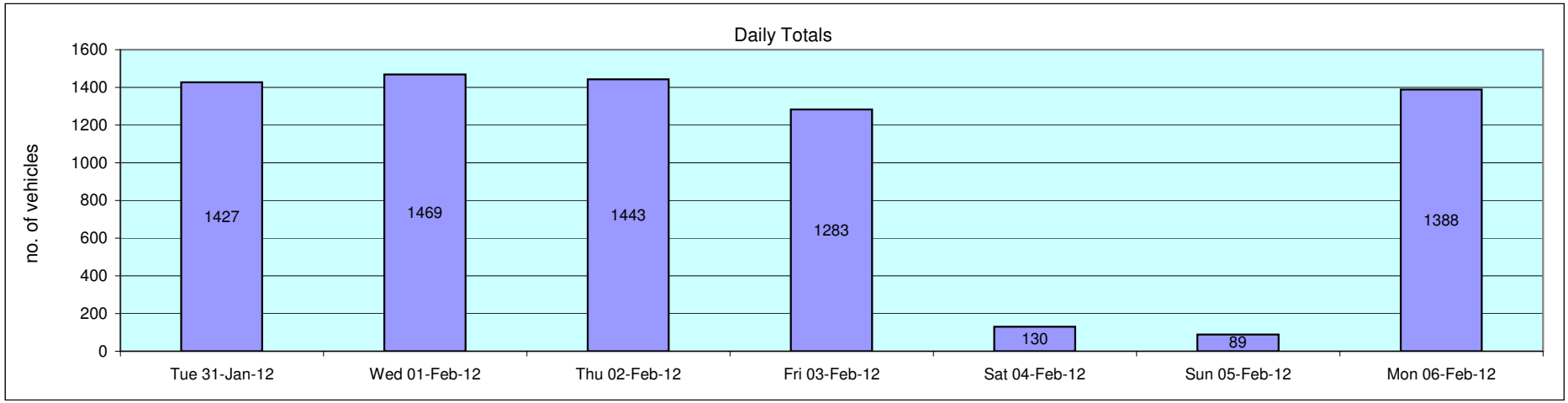
15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 03-Feb-12														
00:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**16**	1	14	1	0	0	0	0	0	0	0	0	0	0
06:00	**74**	2	71	1	0	0	0	0	0	0	0	0	0	0
07:00	**297**	7	287	3	0	0	0	0	0	0	0	0	0	0
08:00	**351**	7	338	4	0	1	0	0	1	0	0	0	0	0
09:00	**148**	7	135	6	0	0	0	0	0	0	0	0	0	0
10:00	**50**	0	44	4	1	0	1	0	0	0	0	0	0	0
11:00	**39**	1	35	1	0	0	1	0	1	0	0	0	0	0
12:00	**53**	1	48	3	0	0	0	1	0	0	0	0	0	0
13:00	**54**	1	51	2	0	0	0	0	0	0	0	0	0	0
14:00	**60**	3	52	5	0	0	0	0	0	0	0	0	0	0
15:00	**41**	3	31	6	0	0	1	0	0	0	0	0	0	0
16:00	**36**	0	31	4	0	0	1	0	0	0	0	0	0	0
17:00	**24**	1	22	1	0	0	0	0	0	0	0	0	0	0
18:00	**17**	1	15	1	0	0	0	0	0	0	0	0	0	0
19:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
20:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
21:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
22:00	**5**	1	3	1	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1170**	**32**	**1089**	**40**	**1**	**1**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1258**	**35**	**1173**	**41**	**1**	**1**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1264**	**36**	**1177**	**42**	**1**	**1**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1283**	**37**	**1193**	**44**	**1**	**1**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 04-Feb-12														
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
07:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0
08:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
09:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
10:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
11:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
12:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
13:00	8	3	5	0	0	0	0	0	0	0	0	0	0	0
14:00	19	1	16	1	0	0	1	0	0	0	0	0	0	0
15:00	8	2	4	1	0	0	1	0	0	0	0	0	0	0
16:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
17:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0
18:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0
19:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	114	8	101	3	0	0	2	0	0	0	0	0	0	0
16H,6-22	122	8	109	3	0	0	2	0	0	0	0	0	0	0
18H,6-24	122	8	109	3	0	0	2	0	0	0	0	0	0	0
24H,0-24	130	8	116	4	0	0	2	0	0	0	0	0	0	0

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 05-Feb-12														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	**4**	1	2	1	0	0	0	0	0	0	0	0	0	0
07:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
08:00	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
09:00	**4**	0	3	0	0	0	0	0	1	0	0	0	0	0
10:00	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
11:00	**6**	2	4	0	0	0	0	0	0	0	0	0	0	0
12:00	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
13:00	**5**	0	3	1	0	0	0	0	1	0	0	0	0	0
14:00	**9**	1	8	0	0	0	0	0	0	0	0	0	0	0
15:00	**9**	2	6	0	0	0	1	0	0	0	0	0	0	0
16:00	**4**	2	2	0	0	0	0	0	0	0	0	0	0	0
17:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
18:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
19:00	**3**	2	1	0	0	0	0	0	0	0	0	0	0	0
20:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
21:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
22:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**76**	**10**	**62**	**1**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**86**	**13**	**68**	**2**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**86**	**13**	**68**	**2**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**89**	**13**	**71**	**2**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 06-Feb-12														
00:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
06:00	**71**	2	63	6	0	0	0	0	0	0	0	0	0	0
07:00	**307**	12	288	7	0	0	0	0	0	0	0	0	0	0
08:00	**333**	15	315	2	0	1	0	0	0	0	0	0	0	0
09:00	**184**	5	172	5	0	1	1	0	0	0	0	0	0	0
10:00	**72**	1	68	3	0	0	0	0	0	0	0	0	0	0
11:00	**48**	2	45	1	0	0	0	0	0	0	0	0	0	0
12:00	**49**	1	45	3	0	0	0	0	0	0	0	0	0	0
13:00	**61**	3	50	7	0	0	0	0	1	0	0	0	0	0
14:00	**61**	1	53	5	0	2	0	0	0	0	0	0	0	0
15:00	**43**	1	36	5	0	1	0	0	0	0	0	0	0	0
16:00	**41**	1	36	4	0	0	0	0	0	0	0	0	0	0
17:00	**44**	3	38	2	0	0	0	1	0	0	0	0	0	0
18:00	**27**	1	24	2	0	0	0	0	0	0	0	0	0	0
19:00	**21**	2	17	2	0	0	0	0	0	0	0	0	0	0
20:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
21:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
22:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
23:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1270**	**46**	**1170**	**46**	**0**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1372**	**50**	**1260**	**54**	**0**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1375**	**50**	**1263**	**54**	**0**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1388**	**50**	**1275**	**55**	**0**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT			Site No: 15337001			Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Tue 31-Jan-12	**1427**	54	1323	35	1	2	5	0	6	0	1	0	0	0
Wed 01-Feb-12	**1469**	46	1373	35	1	3	6	1	4	0	0	0	0	0
Thu 02-Feb-12	**1443**	52	1329	51	0	2	4	0	3	0	1	1	0	0
Fri 03-Feb-12	**1283**	37	1193	44	1	1	4	1	2	0	0	0	0	0
Sat 04-Feb-12	**130**	8	116	4	0	0	2	0	0	0	0	0	0	0
Sun 05-Feb-12	**89**	13	71	2	0	0	1	0	2	0	0	0	0	0
Mon 06-Feb-12	**1388**	50	1275	55	0	5	1	1	1	0	0	0	0	0
Total Vehicles														
[--]	**7229**	260	6680	226	3	13	23	3	18	0	2	1	0	0



15337		HAVANT		Site No: 15337001		Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 31-Jan-12											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	14	1	7.1	13	92.9	0	0.0	0	0.0	0	0.0
06:00	94	1	1.1	90	95.7	2	2.1	1	1.1	0	0.0
07:00	288	7	2.4	277	96.2	3	1.0	1	0.4	0	0.0
08:00	402	11	2.7	381	94.8	3	0.8	6	1.5	1	0.3
09:00	166	4	2.4	162	97.6	0	0.0	0	0.0	0	0.0
10:00	43	3	7.0	36	83.7	3	7.0	1	2.3	0	0.0
11:00	51	2	3.9	44	86.3	3	5.9	2	3.9	0	0.0
12:00	50	1	2.0	45	90.0	3	6.0	1	2.0	0	0.0
13:00	96	10	10.4	80	83.3	6	6.3	0	0.0	0	0.0
14:00	44	3	6.8	35	79.6	5	11.4	1	2.3	0	0.0
15:00	36	2	5.6	31	86.1	3	8.3	0	0.0	0	0.0
16:00	42	3	7.1	37	88.1	2	4.8	0	0.0	0	0.0
17:00	42	2	4.8	39	92.9	1	2.4	0	0.0	0	0.0
18:00	22	2	9.1	19	86.4	0	0.0	1	4.6	0	0.0
19:00	12	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
20:00	14	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
21:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
22:00	5	1	20.0	3	60.0	1	20.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1282	50	3.9	1186	92.5	32	2.5	13	1.0	1	0.1
16H,6-22	1406	52	3.7	1305	92.8	34	2.4	14	1.0	1	0.1
18H,6-24	1412	53	3.8	1309	92.7	35	2.5	14	1.0	1	0.1
24H,0-24	1427	54	3.8	1323	92.7	35	2.5	14	1.0	1	0.1

15337		HAVANT			Site No: 15337001		Location	Access to Technology Park, Havant (Tree)			
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 01-Feb-12											
00:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**14**	0	0.0	14	100.0	0	0.0	0	0.0	0	0.0
06:00	**85**	3	3.5	79	92.9	3	3.5	0	0.0	0	0.0
07:00	**327**	10	3.1	312	95.4	2	0.6	3	0.9	0	0.0
08:00	**401**	11	2.7	380	94.8	6	1.5	3	0.8	1	0.3
09:00	**166**	4	2.4	159	95.8	3	1.8	0	0.0	0	0.0
10:00	**54**	1	1.9	51	94.4	1	1.9	1	1.9	0	0.0
11:00	**49**	3	6.1	40	81.6	5	10.2	1	2.0	0	0.0
12:00	**67**	1	1.5	61	91.0	3	4.5	2	3.0	0	0.0
13:00	**65**	3	4.6	59	90.8	1	1.5	2	3.1	0	0.0
14:00	**55**	3	5.5	48	87.3	3	5.5	1	1.8	0	0.0
15:00	**48**	1	2.1	43	89.6	4	8.3	0	0.0	0	0.0
16:00	**31**	1	3.2	28	90.3	1	3.2	1	3.2	0	0.0
17:00	**43**	1	2.3	42	97.7	0	0.0	0	0.0	0	0.0
18:00	**25**	2	8.0	23	92.0	0	0.0	0	0.0	0	0.0
19:00	**14**	1	7.1	12	85.7	1	7.1	0	0.0	0	0.0
20:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
21:00	**6**	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
22:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
23:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1331	41	3.1	1246	93.6	29	2.2	14	1.1	1	0.1
16H,6-22	1443	46	3.2	1349	93.5	33	2.3	14	1.0	1	0.1
18H,6-24	1452	46	3.2	1357	93.5	34	2.3	14	1.0	1	0.1
24H,0-24	1469	46	3.1	1373	93.5	35	2.4	14	1.0	1	0.1

15337		HAVANT		Site No: 15337001		Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 02-Feb-12											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
06:00	83	2	2.4	78	94.0	3	3.6	0	0.0	0	0.0
07:00	328	8	2.4	315	96.0	2	0.6	3	0.9	0	0.0
08:00	396	16	4.0	373	94.2	5	1.3	2	0.5	0	0.0
09:00	168	6	3.6	156	92.9	4	2.4	2	1.2	0	0.0
10:00	45	1	2.2	38	84.4	5	11.1	1	2.2	0	0.0
11:00	40	2	5.0	28	70.0	9	22.5	1	2.5	0	0.0
12:00	53	2	3.8	47	88.7	3	5.7	1	1.9	0	0.0
13:00	69	5	7.3	62	89.9	2	2.9	0	0.0	0	0.0
14:00	56	3	5.4	44	78.6	9	16.1	0	0.0	0	0.0
15:00	34	1	2.9	29	85.3	4	11.8	0	0.0	0	0.0
16:00	43	0	0.0	41	95.4	1	2.3	1	2.3	0	0.0
17:00	56	2	3.6	52	92.9	2	3.6	0	0.0	0	0.0
18:00	27	2	7.4	25	92.6	0	0.0	0	0.0	0	0.0
19:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
20:00	9	1	11.1	8	88.9	0	0.0	0	0.0	0	0.0
21:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
22:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
12H,7-19	1315	48	3.7	1210	92.0	46	3.5	11	0.8	0	0.0
16H,6-22	1422	52	3.7	1310	92.1	49	3.5	11	0.8	0	0.0
18H,6-24	1426	52	3.7	1313	92.1	50	3.5	11	0.8	0	0.0
24H,0-24	1443	52	3.6	1329	92.1	51	3.5	11	0.8	0	0.0

15337		HAVANT			Site No: 15337001		Location	Access to Technology Park, Havant (Tree)			
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 03-Feb-12											
00:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	16	1	6.3	14	87.5	1	6.3	0	0.0	0	0.0
06:00	74	2	2.7	71	96.0	1	1.4	0	0.0	0	0.0
07:00	297	7	2.4	287	96.6	3	1.0	0	0.0	0	0.0
08:00	351	7	2.0	338	96.3	4	1.1	2	0.6	0	0.0
09:00	148	7	4.7	135	91.2	6	4.1	0	0.0	0	0.0
10:00	50	0	0.0	44	88.0	4	8.0	1	2.0	1	2.0
11:00	39	1	2.6	35	89.7	1	2.6	2	5.1	0	0.0
12:00	53	1	1.9	48	90.6	3	5.7	1	1.9	0	0.0
13:00	54	1	1.9	51	94.4	2	3.7	0	0.0	0	0.0
14:00	60	3	5.0	52	86.7	5	8.3	0	0.0	0	0.0
15:00	41	3	7.3	31	75.6	6	14.6	1	2.4	0	0.0
16:00	36	0	0.0	31	86.1	4	11.1	1	2.8	0	0.0
17:00	24	1	4.2	22	91.7	1	4.2	0	0.0	0	0.0
18:00	17	1	5.9	15	88.2	1	5.9	0	0.0	0	0.0
19:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
20:00	3	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
21:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
22:00	5	1	20.0	3	60.0	1	20.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1170	32	2.7	1089	93.1	40	3.4	8	0.7	1	0.1
16H,6-22	1258	35	2.8	1173	93.2	41	3.3	8	0.6	1	0.1
18H,6-24	1264	36	2.9	1177	93.1	42	3.3	8	0.6	1	0.1
24H,0-24	1283	37	2.9	1193	93.0	44	3.4	8	0.6	1	0.1

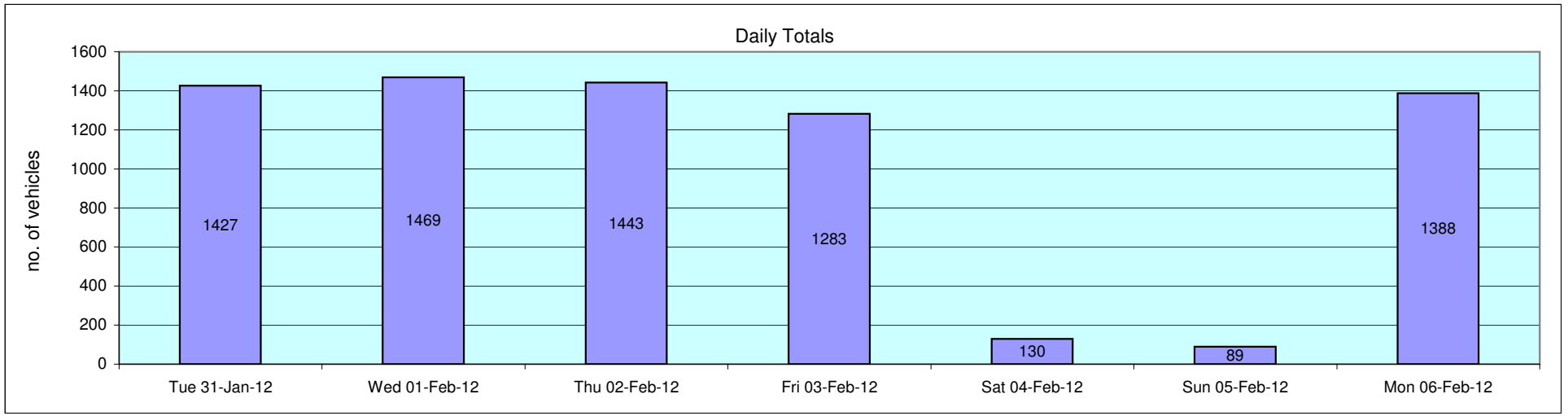
15337		HAVANT			Site No: 15337001		Location	Access to Technology Park, Havant (Tree)			
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 04-Feb-12											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
07:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
08:00	9	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
09:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
10:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
11:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
12:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
13:00	8	3	37.5	5	62.5	0	0.0	0	0.0	0	0.0
14:00	19	1	5.3	16	84.2	1	5.3	1	5.3	0	0.0
15:00	8	2	25.0	4	50.0	1	12.5	1	12.5	0	0.0
16:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
17:00	6	1	16.7	5	83.3	0	0.0	0	0.0	0	0.0
18:00	3	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
19:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
20:00	0	0	-	0	-	0	-	0	-	0	-
21:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	114	8	7.0	101	88.6	3	2.6	2	1.8	0	0.0
16H,6-22	122	8	6.6	109	89.3	3	2.5	2	1.6	0	0.0
18H,6-24	122	8	6.6	109	89.3	3	2.5	2	1.6	0	0.0
24H,0-24	130	8	6.2	116	89.2	4	3.1	2	1.5	0	0.0

15337		HAVANT			Site No: 15337001		Location	Access to Technology Park, Havant (Tree)			
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 05-Feb-12											
00:00	0	0	-	0	-	0	-	0	-	0	-
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
06:00	4	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
07:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
08:00	5	1	20.0	4	80.0	0	0.0	0	0.0	0	0.0
09:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
10:00	7	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
11:00	6	2	33.3	4	66.7	0	0.0	0	0.0	0	0.0
12:00	7	1	14.3	6	85.7	0	0.0	0	0.0	0	0.0
13:00	5	0	0.0	3	60.0	1	20.0	1	20.0	0	0.0
14:00	9	1	11.1	8	88.9	0	0.0	0	0.0	0	0.0
15:00	9	2	22.2	6	66.7	0	0.0	1	11.1	0	0.0
16:00	4	2	50.0	2	50.0	0	0.0	0	0.0	0	0.0
17:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
18:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
19:00	3	2	66.7	1	33.3	0	0.0	0	0.0	0	0.0
20:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
21:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
22:00	0	0	-	0	-	0	-	0	-	0	-
23:00	0	0	-	0	-	0	-	0	-	0	-
12H,7-19	76	10	13.2	62	81.6	1	1.3	3	4.0	0	0.0
16H,6-22	86	13	15.1	68	79.1	2	2.3	3	3.5	0	0.0
18H,6-24	86	13	15.1	68	79.1	2	2.3	3	3.5	0	0.0
24H,0-24	89	13	14.6	71	79.8	2	2.3	3	3.4	0	0.0

15337		HAVANT		Site No: 15337001		Location	Access to Technology Park, Havant (Tree)				
Tue 31-Jan-12 to Mon 06-Feb-12				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 06-Feb-12											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
06:00	71	2	2.8	63	88.7	6	8.5	0	0.0	0	0.0
07:00	307	12	3.9	288	93.8	7	2.3	0	0.0	0	0.0
08:00	333	15	4.5	315	94.6	2	0.6	1	0.3	0	0.0
09:00	184	5	2.7	172	93.5	5	2.7	2	1.1	0	0.0
10:00	72	1	1.4	68	94.4	3	4.2	0	0.0	0	0.0
11:00	48	2	4.2	45	93.8	1	2.1	0	0.0	0	0.0
12:00	49	1	2.0	45	91.8	3	6.1	0	0.0	0	0.0
13:00	61	3	4.9	50	82.0	7	11.5	1	1.6	0	0.0
14:00	61	1	1.6	53	86.9	5	8.2	2	3.3	0	0.0
15:00	43	1	2.3	36	83.7	5	11.6	1	2.3	0	0.0
16:00	41	1	2.4	36	87.8	4	9.8	0	0.0	0	0.0
17:00	44	3	6.8	38	86.4	2	4.6	1	2.3	0	0.0
18:00	27	1	3.7	24	88.9	2	7.4	0	0.0	0	0.0
19:00	21	2	9.5	17	81.0	2	9.5	0	0.0	0	0.0
20:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
21:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
22:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1270	46	3.6	1170	92.1	46	3.6	8	0.6	0	0.0
16H,6-22	1372	50	3.6	1260	91.8	54	3.9	8	0.6	0	0.0
18H,6-24	1375	50	3.6	1263	91.9	54	3.9	8	0.6	0	0.0
24H,0-24	1388	50	3.6	1275	91.9	55	4.0	8	0.6	0	0.0

15337	HAVANT	Site No: 15337001	Location	Access to Technology Park, Havant (Tree)
Tue 31-Jan-12 to Mon 06-Feb-12		Channel: Westbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Tue 31-Jan-12	**1427**	54	3.8	1323	92.7	35	2.5	14	1.0	1	0.1
Wed 01-Feb-12	**1469**	46	3.1	1373	93.5	35	2.4	14	1.0	1	0.1
Thu 02-Feb-12	**1443**	52	3.6	1329	92.1	51	3.5	11	0.8	0	0.0
Fri 03-Feb-12	**1283**	37	2.9	1193	93.0	44	3.4	8	0.6	1	0.1
Sat 04-Feb-12	**130**	8	6.2	116	89.2	4	3.1	2	1.5	0	0.0
Sun 05-Feb-12	**89**	13	14.6	71	79.8	2	2.3	3	3.4	0	0.0
Mon 06-Feb-12	**1388**	50	3.6	1275	91.9	55	4.0	8	0.6	0	0.0
Total Vehicles											
[--]	**7229**	260	5.4	6680	90.3	226	3.0	60	1.3	3	0.0



15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 31-Jan-12																	
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**14**	20.4	16.7	4	0	0	7	5	2	0	0	0	0	0	0	0
06:00	**94**	19.6	15.9	3.3	0	3	45	44	2	0	0	0	0	0	0	0
07:00	**288**	19.5	15.7	3.4	0	7	157	115	8	1	0	0	0	0	0	0
08:00	**402**	19.6	15.7	3.5	0	14	217	155	15	1	0	0	0	0	0	0
09:00	**166**	19.8	16.1	3.5	0	4	79	75	8	0	0	0	0	0	0	0
10:00	**43**	19.7	15.4	4.3	0	7	15	19	2	0	0	0	0	0	0	0
11:00	**51**	18.4	14.9	3.9	0	3	35	10	2	1	0	0	0	0	0	0
12:00	**50**	19.2	15.5	3.8	0	2	29	17	1	1	0	0	0	0	0	0
13:00	**96**	19.6	15.6	3.6	0	5	49	38	4	0	0	0	0	0	0	0
14:00	**44**	18.7	14.6	3.8	0	5	26	11	2	0	0	0	0	0	0	0
15:00	**36**	19.6	15.3	4.1	0	3	20	10	3	0	0	0	0	0	0	0
16:00	**42**	19.1	15.4	3.2	0	1	25	15	1	0	0	0	0	0	0	0
17:00	**42**	19.4	15.5	5.3	0	5	20	15	1	0	0	1	0	0	0	0
18:00	**22**	18.3	15.1	2.8	0	0	15	7	0	0	0	0	0	0	0	0
19:00	**12**	17.2	13.1	4.2	0	4	5	3	0	0	0	0	0	0	0	0
20:00	**14**	21.7	16	4.5	0	0	10	1	3	0	0	0	0	0	0	0
21:00	**4**	-	14.8	2.8	0	0	3	1	0	0	0	0	0	0	0	0
22:00	**5**	-	16.5	7.6	0	1	2	1	0	1	0	0	0	0	0	0
23:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1282**	**19.6**	**15.6**	**3.6**	**0**	**56**	**687**	**487**	**47**	**4**	**0**	**1**	**0**	**0**	**0**	**0**
16H,6-22	**1406**	**19.6**	**15.6**	**3.6**	**0**	**63**	**750**	**536**	**52**	**4**	**0**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**1412**	**19.6**	**15.6**	**3.6**	**0**	**64**	**753**	**537**	**52**	**5**	**0**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**1427**	**19.6**	**15.6**	**3.6**	**0**	**64**	**761**	**542**	**54**	**5**	**0**	**1**	**0**	**0**	**0**	**0**

15337			HAVANT		Site No: 15337001					Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 01-Feb-12																
00:00	**2**	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**14**	20.1	17.8	4.1	0	0	4	9	0	1	0	0	0	0	0	0
06:00	**85**	19.6	15.9	3.3	0	2	42	39	2	0	0	0	0	0	0	0
07:00	**327**	19.6	15.9	3.3	0	5	173	139	9	1	0	0	0	0	0	0
08:00	**401**	19.8	15.8	3.6	0	15	211	152	22	1	0	0	0	0	0	0
09:00	**166**	20	16	3.8	0	11	70	75	10	0	0	0	0	0	0	0
10:00	**54**	19.4	15.4	4	0	3	31	17	2	1	0	0	0	0	0	0
11:00	**49**	19.3	15.4	3.5	0	1	31	14	3	0	0	0	0	0	0	0
12:00	**67**	18.7	15	3.1	0	3	41	23	0	0	0	0	0	0	0	0
13:00	**65**	20.1	16	4	0	4	31	24	6	0	0	0	0	0	0	0
14:00	**55**	19.2	15.4	3.3	0	2	31	21	1	0	0	0	0	0	0	0
15:00	**48**	20.3	16.7	3.8	0	2	17	25	4	0	0	0	0	0	0	0
16:00	**31**	19.6	15.6	3.9	0	2	16	11	2	0	0	0	0	0	0	0
17:00	**43**	18.9	15.1	3.4	0	2	26	14	1	0	0	0	0	0	0	0
18:00	**25**	19.6	16.5	3.8	0	0	12	12	0	1	0	0	0	0	0	0
19:00	**14**	15.8	14.6	3.2	0	0	12	1	1	0	0	0	0	0	0	0
20:00	**7**	-	15.6	5.8	0	0	6	0	0	1	0	0	0	0	0	0
21:00	**6**	-	14.3	2.5	0	0	5	1	0	0	0	0	0	0	0	0
22:00	**8**	-	14.8	4.6	0	1	5	1	1	0	0	0	0	0	0	0
23:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1331**	**19.7**	**15.8**	**3.6**	**0**	**50**	**690**	**527**	**60**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1443**	**19.7**	**15.8**	**3.6**	**0**	**52**	**755**	**568**	**63**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1452**	**19.7**	**15.8**	**3.6**	**0**	**53**	**761**	**569**	**64**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1469**	**19.7**	**15.8**	**3.6**	**0**	**53**	**766**	**580**	**64**	**6**	**0**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 02-Feb-12																	
00:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
01:00	**3**	-	15.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**13**	19.2	16.2	4.6	0	0	8	4	0	1	0	0	0	0	0	0
06:00	**83**	19.7	16.1	3.3	0	1	41	38	3	0	0	0	0	0	0	0
07:00	**328**	19.6	15.9	3.4	0	5	172	139	11	0	1	0	0	0	0	0
08:00	**396**	19.9	16.1	3.6	0	13	186	176	19	2	0	0	0	0	0	0
09:00	**168**	20.1	16.1	3.8	0	5	83	67	12	1	0	0	0	0	0	0
10:00	**45**	20.2	16.1	4.5	0	6	14	21	4	0	0	0	0	0	0	0
11:00	**40**	19.5	15.8	3.5	0	1	22	15	2	0	0	0	0	0	0	0
12:00	**53**	19	15.4	3.2	0	1	32	19	1	0	0	0	0	0	0	0
13:00	**69**	19.6	15.7	3.6	0	2	39	24	4	0	0	0	0	0	0	0
14:00	**56**	18.8	14.9	3.6	0	4	34	16	2	0	0	0	0	0	0	0
15:00	**34**	19.4	15	4.2	0	4	19	8	3	0	0	0	0	0	0	0
16:00	**43**	17.7	14.4	3.3	0	3	30	9	1	0	0	0	0	0	0	0
17:00	**56**	19.7	16.2	3.3	0	1	26	27	2	0	0	0	0	0	0	0
18:00	**27**	20.4	16.6	4.6	0	2	10	12	2	1	0	0	0	0	0	0
19:00	**11**	19.1	16.2	4.9	0	0	7	3	0	1	0	0	0	0	0	0
20:00	**9**	-	13.5	2.8	0	1	7	1	0	0	0	0	0	0	0	0
21:00	**4**	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
22:00	**3**	-	18.5	5	0	0	1	1	1	0	0	0	0	0	0	0
23:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1315**	**19.8**	**15.9**	**3.6**	**0**	**47**	**667**	**533**	**63**	**4**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1422**	**19.8**	**15.9**	**3.6**	**0**	**49**	**726**	**575**	**66**	**5**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1426**	**19.8**	**15.9**	**3.6**	**0**	**49**	**728**	**576**	**67**	**5**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1443**	**19.8**	**15.9**	**3.6**	**0**	**49**	**738**	**582**	**67**	**6**	**1**	**0**	**0**	**0**	**0**	**0**

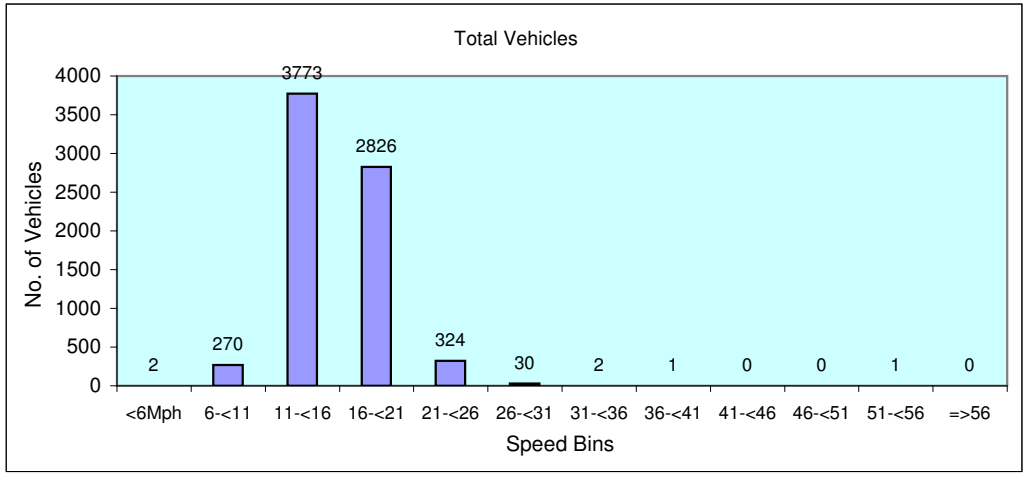
15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 03-Feb-12																	
00:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	-	23.5	14.1	0	0	1	0	0	0	1	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**16**	19.4	15.7	5	0	2	7	6	0	1	0	0	0	0	0	0
06:00	**74**	20.1	16.3	3.7	0	2	35	31	6	0	0	0	0	0	0	0
07:00	**297**	19.6	16	3.1	0	2	153	136	6	0	0	0	0	0	0	0
08:00	**351**	20	16.3	3.5	0	6	164	158	23	0	0	0	0	0	0	0
09:00	**148**	20.2	16.2	3.8	0	5	72	58	13	0	0	0	0	0	0	0
10:00	**50**	19.7	16.4	3.2	0	2	17	31	0	0	0	0	0	0	0	0
11:00	**39**	20.3	16.7	4.1	0	1	17	17	3	1	0	0	0	0	0	0
12:00	**53**	19.6	15.8	3.6	0	3	25	23	2	0	0	0	0	0	0	0
13:00	**54**	19.3	15.4	3.7	0	5	25	23	1	0	0	0	0	0	0	0
14:00	**60**	19.1	15.3	3.2	0	2	35	22	1	0	0	0	0	0	0	0
15:00	**41**	20.5	16.2	4.3	0	3	18	15	5	0	0	0	0	0	0	0
16:00	**36**	19.6	15.2	4.2	0	4	19	10	3	0	0	0	0	0	0	0
17:00	**24**	17.9	15.2	3.8	0	0	18	5	0	1	0	0	0	0	0	0
18:00	**17**	19.3	15.9	4.6	0	1	9	6	0	1	0	0	0	0	0	0
19:00	**8**	-	14.8	2.7	0	0	6	2	0	0	0	0	0	0	0	0
20:00	**3**	-	10.2	3.1	0	2	1	0	0	0	0	0	0	0	0	0
21:00	**3**	-	15.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
22:00	**5**	-	19.5	5.6	0	0	1	3	0	1	0	0	0	0	0	0
23:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**1170**	**19.8**	**16**	**3.6**	**0**	**34**	**572**	**504**	**57**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1258**	**19.9**	**16**	**3.6**	**0**	**38**	**616**	**538**	**63**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1264**	**19.9**	**16**	**3.6**	**0**	**38**	**617**	**541**	**64**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1283**	**19.9**	**16**	**3.6**	**0**	**40**	**626**	**547**	**64**	**5**	**1**	**0**	**0**	**0**	**0**	**0**

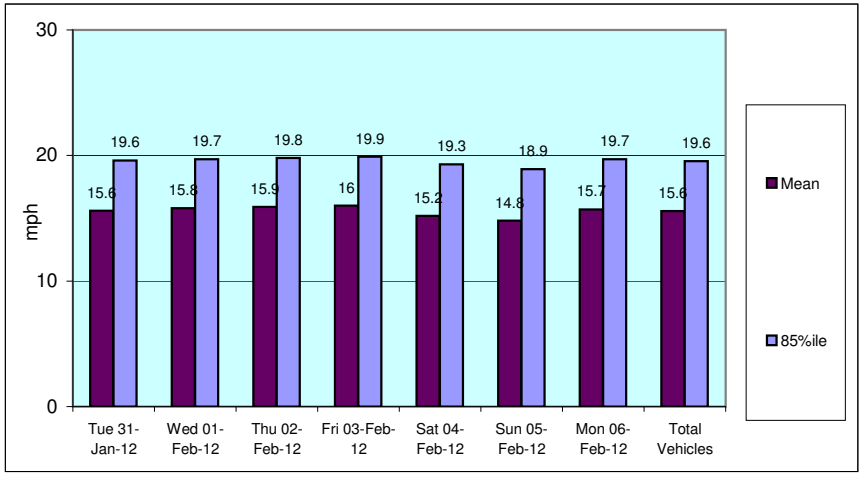
15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 04-Feb-12																	
00:00	**1**	-	4.8	-	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	-	21	3.5	0	0	0	1	1	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**3**	-	20.2	3.1	0	0	0	2	1	0	0	0	0	0	0	0
06:00	**5**	-	14.5	2.6	0	0	4	1	0	0	0	0	0	0	0	0
07:00	**16**	18.6	15.1	3.3	0	1	9	6	0	0	0	0	0	0	0	0
08:00	**9**	-	14.6	3.6	0	1	5	3	0	0	0	0	0	0	0	0
09:00	**11**	17.4	14.9	2.8	0	0	8	3	0	0	0	0	0	0	0	0
10:00	**14**	19	14.9	4.4	0	2	7	4	1	0	0	0	0	0	0	0
11:00	**6**	-	13.5	3.4	0	1	4	1	0	0	0	0	0	0	0	0
12:00	**8**	-	14.8	3.8	0	1	4	3	0	0	0	0	0	0	0	0
13:00	**8**	-	15.4	3.9	0	0	6	1	1	0	0	0	0	0	0	0
14:00	**19**	18.9	15.1	3.7	0	2	9	8	0	0	0	0	0	0	0	0
15:00	**8**	-	16	3.1	0	0	4	4	0	0	0	0	0	0	0	0
16:00	**6**	-	16.8	3	0	0	2	4	0	0	0	0	0	0	0	0
17:00	**6**	-	13.5	3.4	0	1	4	1	0	0	0	0	0	0	0	0
18:00	**3**	-	15.2	3.1	0	0	2	1	0	0	0	0	0	0	0	0
19:00	**1**	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
20:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	**2**	-	18.5	1.8	0	0	0	2	0	0	0	0	0	0	0	0
22:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**114**	**19**	**15**	**3.5**	**0**	**9**	**64**	**39**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**122**	**19.1**	**15.1**	**3.7**	**0**	**9**	**68**	**42**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**122**	**19.1**	**15.1**	**3.7**	**0**	**9**	**68**	**42**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**130**	**19.3**	**15.2**	**3.9**	**1**	**10**	**69**	**45**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT		Site No: 15337001					Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12					Channel: Westbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 05-Feb-12																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**2**	-	13.5	7.1	0	1	0	1	0	0	0	0	0	0	0	0
06:00	**4**	-	14.8	4.9	0	1	1	2	0	0	0	0	0	0	0	0
07:00	**12**	14.5	14.3	3.8	0	1	9	1	1	0	0	0	0	0	0	0
08:00	**5**	-	13.5	1.6	0	0	5	0	0	0	0	0	0	0	0	0
09:00	**4**	-	14.8	2.8	0	0	3	1	0	0	0	0	0	0	0	0
10:00	**7**	-	13.5	3.2	0	1	5	1	0	0	0	0	0	0	0	0
11:00	**6**	-	16.8	3	0	0	2	4	0	0	0	0	0	0	0	0
12:00	**7**	-	15.6	5	0	1	3	2	1	0	0	0	0	0	0	0
13:00	**5**	-	16.5	3.1	0	0	2	3	0	0	0	0	0	0	0	0
14:00	**9**	-	14.6	3.6	0	1	5	3	0	0	0	0	0	0	0	0
15:00	**9**	-	13.5	2.8	0	1	7	1	0	0	0	0	0	0	0	0
16:00	**4**	-	13.5	4.2	0	1	2	1	0	0	0	0	0	0	0	0
17:00	**3**	-	13.5	1.7	0	0	3	0	0	0	0	0	0	0	0	0
18:00	**5**	-	16.5	3.1	0	0	2	3	0	0	0	0	0	0	0	0
19:00	**3**	-	16.8	5.9	0	0	2	0	1	0	0	0	0	0	0	0
20:00	**2**	-	16	3.5	0	0	1	1	0	0	0	0	0	0	0	0
21:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**76**	**18.5**	**14.7**	**3.5**	**0**	**6**	**48**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**86**	**18.7**	**14.8**	**3.6**	**0**	**7**	**53**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**86**	**18.7**	**14.8**	**3.6**	**0**	**7**	**53**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**89**	**18.9**	**14.8**	**3.7**	**0**	**8**	**53**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

15337			HAVANT				Site No: 15337001				Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Westbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 06-Feb-12																	
00:00	**2**	-	13.5	1.8	0	0	2	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	-	18.5	-	0	0	0	1	0	0	0	0	0	0	0	0
05:00	**10**	19.3	16	3.8	0	0	6	3	1	0	0	0	0	0	0	0
06:00	**71**	19.7	15.8	3.8	0	5	32	31	3	0	0	0	0	0	0	0
07:00	**307**	19.5	15.7	3.4	0	5	176	113	12	1	0	0	0	0	0	0
08:00	**333**	20	16.2	4.3	0	5	176	127	20	4	0	0	0	0	1	0
09:00	**184**	19.8	15.8	3.6	1	5	95	73	10	0	0	0	0	0	0	0
10:00	**72**	19.7	15.7	3.6	0	2	41	24	5	0	0	0	0	0	0	0
11:00	**48**	18.2	14.9	3.2	0	1	35	10	2	0	0	0	0	0	0	0
12:00	**49**	20.2	15.9	4.2	0	4	22	18	5	0	0	0	0	0	0	0
13:00	**61**	19.4	15.5	3.6	0	4	31	24	2	0	0	0	0	0	0	0
14:00	**61**	18.7	15	3.6	0	4	37	19	0	1	0	0	0	0	0	0
15:00	**43**	18.9	15.1	3.5	0	2	27	12	2	0	0	0	0	0	0	0
16:00	**41**	20.1	16.5	3.6	0	1	17	20	3	0	0	0	0	0	0	0
17:00	**44**	18.5	14.4	3.7	0	6	25	12	1	0	0	0	0	0	0	0
18:00	**27**	19.2	15.9	3.8	0	0	16	10	0	1	0	0	0	0	0	0
19:00	**21**	19	15.6	2.9	0	0	12	9	0	0	0	0	0	0	0	0
20:00	**6**	-	14.3	5.1	0	1	4	0	1	0	0	0	0	0	0	0
21:00	**4**	-	13.5	1.6	0	0	4	0	0	0	0	0	0	0	0	0
22:00	**2**	-	11	3.5	0	1	1	0	0	0	0	0	0	0	0	0
23:00	**1**	-	13.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	**1270**	**19.7**	**15.8**	**3.8**	**1**	**39**	**698**	**462**	**62**	**7**	**0**	**0**	**0**	**0**	**1**	**0**
16H,6-22	**1372**	**19.7**	**15.7**	**3.8**	**1**	**45**	**750**	**502**	**66**	**7**	**0**	**0**	**0**	**0**	**1**	**0**
18H,6-24	**1375**	**19.7**	**15.7**	**3.8**	**1**	**46**	**752**	**502**	**66**	**7**	**0**	**0**	**0**	**0**	**1**	**0**
24H,0-24	**1388**	**19.7**	**15.7**	**3.8**	**1**	**46**	**760**	**506**	**67**	**7**	**0**	**0**	**0**	**0**	**1**	**0**

15337			HAVANT				Site No: 15337001			Location	Access to Technology Park, Havant (Tree)					
Tue 31-Jan-12 to Mon 06-Feb-12							Channel: Westbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Tue 31-Jan-12	**1427**	19.6	15.6	3.6	0	64	761	542	54	5	0	1	0	0	0	0
Wed 01-Feb-12	**1469**	19.7	15.8	3.6	0	53	766	580	64	6	0	0	0	0	0	0
Thu 02-Feb-12	**1443**	19.8	15.9	3.6	0	49	738	582	67	6	1	0	0	0	0	0
Fri 03-Feb-12	**1283**	19.9	16	3.6	0	40	626	547	64	5	1	0	0	0	0	0
Sat 04-Feb-12	**130**	19.3	15.2	3.9	1	10	69	45	4	1	0	0	0	0	0	0
Sun 05-Feb-12	**89**	18.9	14.8	3.7	0	8	53	24	4	0	0	0	0	0	0	0
Mon 06-Feb-12	**1388**	19.7	15.7	3.8	1	46	760	506	67	7	0	0	0	0	1	0
Total Vehicles																
[--]	**7229**	19.6	15.6	3.7	2	270	3773	2826	324	30	2	1	0	0	1	0

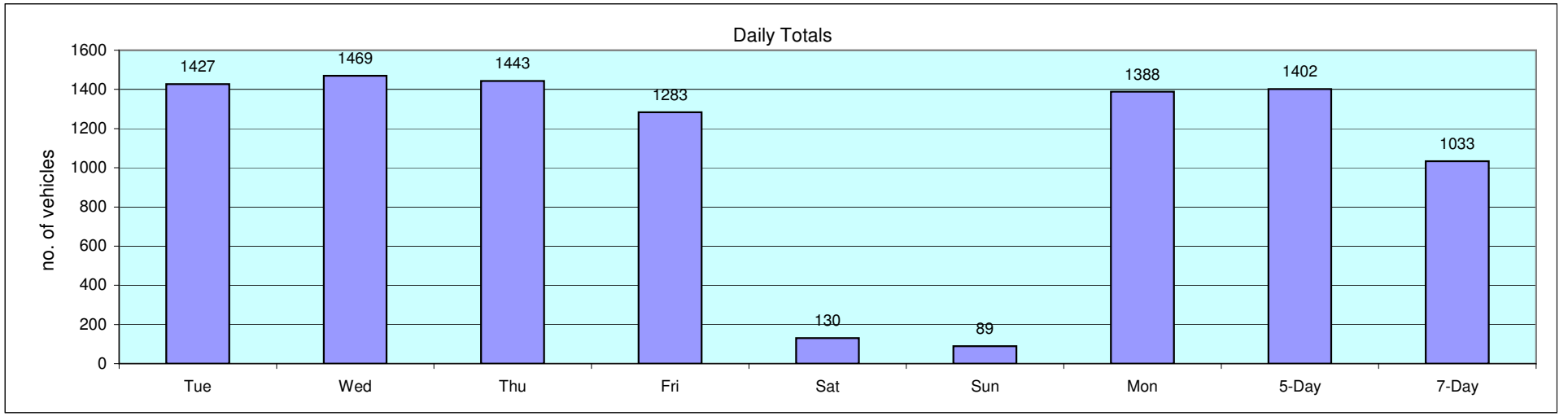




15337		HAVANT		Site No: 15337001 Channel: Westbound		Location	Access to Technology Park, Havant (Tree)		
TIME PERIOD	Tue 31/01/12	Wed 01/02/12	Thu 02/02/12	Fri 03/02/12	Sat 04/02/12	Sun 05/02/12	Mon 06/02/12	5-Day Av	7-Day Av
Week Begin: 31-Jan-12									
00:00	**0**	2	1	1	1	0	2	1	1
01:00	**0**	0	3	0	2	0	0	1	1
02:00	**0**	0	0	0	0	1	0	0	0
03:00	**1**	1	0	2	2	0	0	1	1
04:00	**0**	0	0	0	0	0	1	0	0
05:00	**14**	14	13	16	3	2	10	13	10
06:00	**94**	85	83	74	5	4	71	81	59
07:00	**288**	327	328	297	16	12	307	309	225
08:00	**402**	401	396	351	9	5	333	377	271
09:00	**166**	166	168	148	11	4	184	166	121
10:00	**43**	54	45	50	14	7	72	53	41
11:00	**51**	49	40	39	6	6	48	45	34
12:00	**50**	67	53	53	8	7	49	54	41
13:00	**96**	65	69	54	8	5	61	69	51
14:00	**44**	55	56	60	19	9	61	55	43
15:00	**36**	48	34	41	8	9	43	40	31
16:00	**42**	31	43	36	6	4	41	39	29
17:00	**42**	43	56	24	6	3	44	42	31
18:00	**22**	25	27	17	3	5	27	24	18
19:00	**12**	14	11	8	1	3	21	13	10
20:00	**14**	7	9	3	0	2	6	8	6
21:00	**4**	6	4	3	2	1	4	4	3
22:00	**5**	8	3	5	0	0	2	5	3
23:00	**1**	1	1	1	0	0	1	1	1
12H,7-19	**1282**	**1331**	**1315**	**1170**	**114**	**76**	**1270**	**1274**	**937**
16H,6-22	**1406**	**1443**	**1422**	**1258**	**122**	**86**	**1372**	**1380**	**1016**
18H,6-24	**1412**	**1452**	**1426**	**1264**	**122**	**86**	**1375**	**1386**	**1020**
24H,0-24	**1427**	**1469**	**1443**	**1283**	**130**	**89**	**1388**	**1402**	**1033**
Am	**08:00**	**08:00**	**08:00**	**08:00**	**07:00**	**07:00**	**08:00**	**-**	**-**
Peak	**402**	**401**	**396**	**351**	**16**	**12**	**333**	**377**	**273**
Pm	**13:00**	**12:00**	**13:00**	**14:00**	**14:00**	**15:00**	**14:00**	**-**	**-**
Peak	**96**	**67**	**69**	**60**	**19**	**9**	**61**	**71**	**54**

15337	HAVANT	Site No: 15337001	Location	Access to Technology Park, Havant (Tree)
		Channel: Westbound		

TIME PERIOD	Tue 31/01/12	Wed 01/02/12	Thu 02/02/12	Fri 03/02/12	Sat 04/02/12	Sun 05/02/12	Mon 06/02/12	5-Day Av	7-Day Av



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Appendix E

Traffic Surveys Data – Pedestrian Count

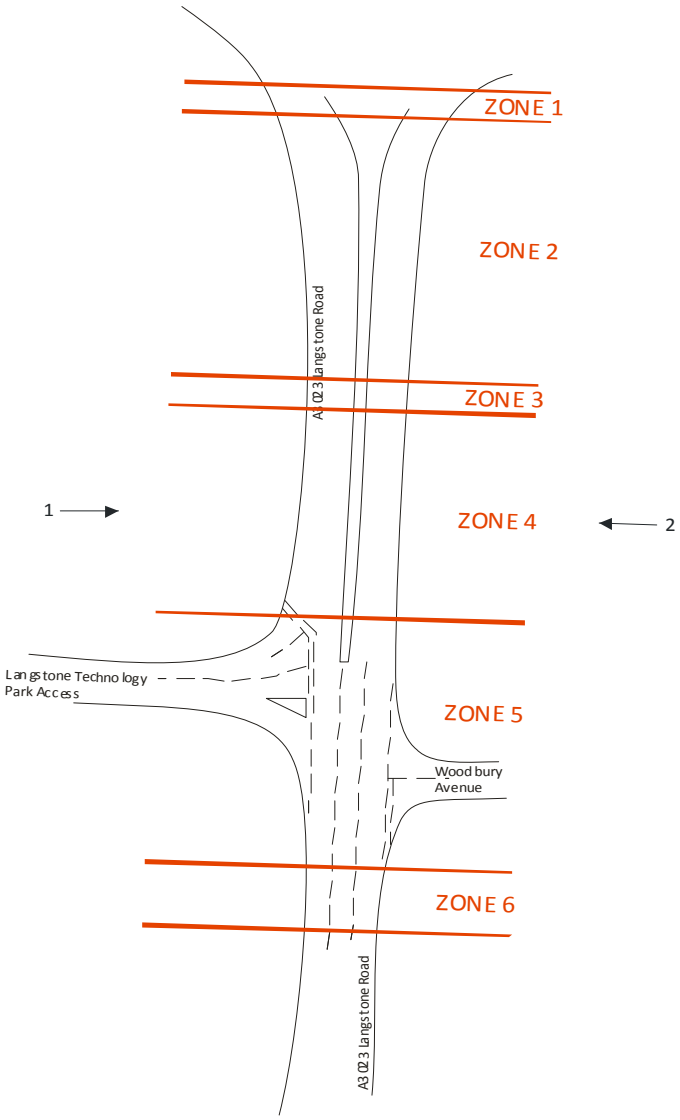
KEY

PEDESTRIAN TYPE

1 = ABLE PEDESTRIAN
2 = WITH PRAM / PUSHCHAIR
3 - ELDERLEY
4 = UNACCOMPANIED YOUNG CHILDREN
5 = ACCOMPANIED CHILDREN
6 = SEVERE MOBILITY DIFFICULTIES
7 = VISUALLY IMPAIRED
7 = CROSSING CYCLIST
8 = PCL
9 = EQUESTRIANS
10 = OTHER

FOR THE AVERAGE CROSSING TIMES, A LESS ABLE BODIED PERSON HAS BEEN DEFINED AS WITH PRAM / PUSCHAIR, ELDERLEY OR WITH SEVERE MOBILITY DIFFICULTIES.

IF A GROUP CONSISTED OF A NUMBER OF PEDESTRIAN TYPES, IF ANY OF THE GROUP FELL WITHIN THE LESS ABLE BODIED CHARACTERISTCS THE WHOLE GROUP WAS RECORDED AS LESS ABLE.



AXIOM Traffic Limited

For and on behalf of:

Glanville

HAVANT

Thursday 2 February 2012
Friday 3 February 2012
Saturday 4 February 2012

0700-1900

1100-1700

Drawing N°: **15337 - 01**

Site: **1 - PEDESTRIANS**

Location: **A3023 Langstone Road**

PEDESTRIAN SURVEY - TOTAL COUNTS

JOB REF: 15337

JOB NAME: HAVANT

DATE: 02/02/2012

DAY: THURSDAY

PLEASE NOTE THAT ONLY TIME PERIODS WHERE PEDESTRIANS CROSSED HAVE BEEN INCLUDED.

ZONE: 1

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
13:45	1									
TOTAL	1									

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

ZONE: 2

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
07:00	1									
12:30	2									
13:15	1									
13:45	2		1					1		
TOTAL	6		1					1		

ZONE: 3

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
08:30	1									
08:45	1									
09:30	1									
10:30	1									
10:45	2									
TOTAL	6									

ZONE: 4

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
12:00	1									
12:45	2									
13:00	1									
13:15	2									
16:15	1									
17:00	1									
18:00	1									
18:30	1									
TOTAL	10									

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

PEDESTRIAN SURVEY - TOTAL COUNTS

JOB REF: 15337

JOB NAME: HAVANT

DATE: 02/02/2012

PLEASE NOTE THAT ONLY TIME PERIODS WHERE PEDESTRIANS CROSSED HAVE BEEN INCLUDED.

DAY: THURSDAY

ZONE: 5

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
07:30	1									
08:00	1									
10:15	1									
11:00	1									
11:45	1									
12:15	5									
12:30	3									
12:45	1									
13:00	5									
13:30	1									
13:45	1									
14:00	1									
14:30	1									
14:45	1									
15:00	1									
15:15	3									
15:30	1									
16:00	2									
16:15	3									
16:30	2									
16:45	3							1		
17:00	3									
17:15	3									
17:30	2									
17:45	2									
18:00	1									
18:30	1									
TOTAL	51							1		

ZONE: 5

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
07:00	1									
07:15	1									
08:00	1									
08:15	3									
10:00	1									
10:45	1									
11:30	1									
12:15	1									
12:30	9									
12:45	4									
13:00	2									
13:15	1									
13:30	1									
13:45	1									
14:15	2									
14:30	1									
15:00	1									
15:45	1									
TOTAL	33									

PEDESTRIAN SURVEY - TOTAL COUNTS

JOB REF: **15337**

JOB NAME: **HAVANT**

DATE: **02/02/2012**

PLEASE NOTE THAT ONLY TIME PERIODS WHERE PEDESTRIANS CROSSED HAVE BEEN INCLUDED.

DAY: **THURSDAY**

ZONE: **6**

MOVEMENT 1

TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
07:30	1		1							
07:45				1						
08:00				3						
08:15	1									
09:15								1		
09:30	1									
10:15	2									
10:30								1		
10:45	1									
11:15	1							1		
11:30	1									
11:45	1									
12:00	1									
12:15	1									1
12:30	3									
12:45	1							1		
13:00	1									
13:45	1									
14:00	1									
14:30								1		
15:00			1							
15:15	1							1		
16:00				1						
16:15	1							1		
16:45				1						
17:00	2									
17:15	2									
17:30	1									
17:45			1							
18:00	1									
TOTAL	**26**		**3**	**6**				**7**		**1**

ZONE: **6**

MOVEMENT 2

TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
07:00	2									
07:15				1						
07:30	1									
07:45	2							1		
08:00	2									
08:15	3									
08:30								1		
08:45								1		
09:00	3									
09:15								1		
09:30								2		
10:00	1									
10:15								1		
10:45	2									
11:00	1									
12:30	2									
12:45	2									
13:00	5									
13:15	1									
13:30	2									
13:45	1									
14:15	1									
15:00	1									
15:15								1		
15:45				2						
16:00				1						
16:15			1							
16:45	1									
17:00			1							
17:30	1									
18:15	2							2		
TOTAL	**36**		**2**	**4**				**10**		

PEDESTRIAN SURVEY - TOTAL COUNTS

JOB REF: **15337**

JOB NAME: **HAVANT**

DATE: **03/02/2012**

PLEASE NOTE THAT ONLY TIME PERIODS WHERE PEDESTRIANS CROSSED HAVE BEEN INCLUDED.

DAY: **FRIDAY**

ZONE: **1**

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

ZONE: **2**

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
12:00	1									
TOTAL	1									

ZONE: **2**

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
07:45	2									
08:15	1									
13:45	1									
TOTAL	4									

ZONE: **3**

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

ZONE: **3**

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

ZONE: **4**

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
11:45	5									
12:45	1									
15:00	3									
15:30	1									
16:30	1									
TOTAL	11									

ZONE: **4**

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
12:30	1									
13:00	1									
13:15	1									
14:30	2									
TOTAL	5									

PEDESTRIAN SURVEY - TOTAL COUNTS

JOB REF: **15337**

JOB NAME: **HAVANT**

DATE: **03/02/2012**

PLEASE NOTE THAT ONLY TIME PERIODS WHERE PEDESTRIANS CROSSED HAVE BEEN INCLUDED.

DAY: **FRIDAY**

ZONE: **5**

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
08:15	1									
10:15	1									
10:45	1									
12:00	1									
12:15	3									
12:30	3									
13:00	2									
13:15	1									
13:30	1									
13:45	1									
14:00	2									
15:00	2									
15:15	3									
15:30	2									
16:00	3									
16:15								1		
16:30	3									
17:00	2									
17:15	2									
17:30	1									
17:45								1		
TOTAL	35							2		

ZONE: **5**

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
08:30	3									
08:45	3									
09:00	1									
09:45	1									
10:00	1									
11:15	1									
11:45	1									
12:30	1									
12:45	2									
13:00	4									
13:15	1									
13:30	2									
13:45	1									
14:00	3									
14:15	2									
14:45	2									
15:30	1									
16:00	1									
17:00	1									
TOTAL	32									

PEDESTRIAN SURVEY - TOTAL COUNTS

JOB REF: **15337**

JOB NAME: **HAVANT**

DATE: **03/02/2012**

PLEASE NOTE THAT ONLY TIME PERIODS WHERE PEDESTRIANS CROSSED HAVE BEEN INCLUDED.

DAY: **FRIDAY**

ZONE: **6**

MOVEMENT 1

TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
07:15								1		
07:45				1						
08:00				1						
09:15								1		
09:30	1									
10:30	1									
11:15	2									
12:00	1									
12:30	1									
13:00								1		
13:30	2									
13:45	1									
14:00	2		1							
15:00	3									
15:15	1		1					1		
15:30	1									
15:45	1									
16:00	1		1							
16:15	1									
16:30	1									
16:45	1									
17:00	2									
17:15	1									
17:30	1									
17:45	1							1		
TOTAL	26		3	2				5		

ZONE: **6**

MOVEMENT 2

TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
08:15	3									
08:30	1									
08:45	1									
10:15	1		1							
10:30			1							
10:45	1		1							
11:00	1									
11:15	2									
12:15	1									
12:45	1									
13:00	3		3							
13:30	2									
14:15	2									
15:15	1									
16:15	2							1		
16:30			1							
17:15	1									
17:30	1									
18:15	1									
18:30	1									
TOTAL	26		7					1		

PEDESTRIAN SURVEY - TOTAL COUNTS

JOB REF: 15337

JOB NAME: HAVANT

DATE: 04/02/2012

PLEASE NOTE THAT ONLY TIME PERIODS WHERE PEDESTRIANS CROSSED HAVE BEEN INCLUDED.

DAY: SATURDAY

ZONE: 1

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

ZONE: 2

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

ZONE: 3

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

ZONE: 4

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

MOVEMENT 2										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

ZONE: 2

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
13:15								1		
TOTAL								1		

ZONE: 3

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

ZONE: 4

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
NO DATA										

PEDESTRIAN SURVEY - TOTAL COUNTS

JOB REF: 15337

JOB NAME: HAVANT

DATE: 04/02/2012

PLEASE NOTE THAT ONLY TIME PERIODS WHERE PEDESTRIANS CROSSED HAVE BEEN INCLUDED.

DAY: SATURDAY

ZONE: 5

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
11:00								1		
11:45	2									
12:00								2		
13:00	2							1		
13:30	2									
14:15	1									
14:45								1		
15:45	1									
TOTAL	8							5		

ZONE: 5

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
11:00	2									
11:15	3							1		
11:45	4									
12:45								1		
13:15	1									
14:15	1									
14:30	1							2		
15:15	1									
TOTAL	13							4		

ZONE: 6

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
11:00			2							
11:30	1									
11:45	1									
13:00		1	2							
13:30	1									
14:00	1									
16:15	1									
16:30	1									
16:45	2									
TOTAL	8	1	4							

ZONE: 6

MOVEMENT 1										
TIME	PEDESTRIAN TYPE									
	1	2	3	4	5	6	7	8	9	10
12:15	1	1	2							
12:45			1							
15:45	2									
16:45	1									
TOTAL	4	1	3							

PEDESTRIAN SURVEY - TOTAL COUNTS

JOB REF: **15337**

JOB NAME: **HAVANT**

DATE: **04/02/2012**

PLEASE NOTE THAT ONLY TIME PERIODS WHERE PEDESTRIANS CROSSED HAVE BEEN INCLUDED.

DAY: **SATURDAY**

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

DATE: 02/02/2012

DAY: THURSDAY

ZONE: 1

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00	00:00:00		00:00:14	
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

ZONE: 2

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00	00:00:00		00:00:15	
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00	00:00:00		00:00:18	
13:00:00	00:00:00	00:00:00	00:00:19	00:00:16
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

DATE: 02/02/2012

DAY: THURSDAY

ZONE: 3

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00	00:00:00		00:00:18	
09:00:00	00:00:00		00:00:33	
10:00:00	00:00:00		00:00:17	
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

ZONE: 4

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00	00:00:00		00:00:25	
13:00:00	00:00:02		00:00:36	
14:00:00				
15:00:00				
16:00:00	00:00:00		00:00:21	
17:00:00	00:00:00		00:00:27	
18:00:00	00:00:00		00:00:20	

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

AXIOM Traffic Limited

DATE: 02/02/2012

DAY: THURSDAY

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

DATE: 02/02/2012

DAY: THURSDAY

ZONE: 5

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00	00:00:00		00:00:09	
08:00:00	00:00:00		00:00:14	
09:00:00				
10:00:00	00:00:00		00:00:19	
11:00:00	00:00:05		00:00:20	
12:00:00	00:00:02		00:00:16	
13:00:00	00:00:00		00:00:16	
14:00:00	00:00:00		00:00:19	
15:00:00	00:00:00		00:00:21	
16:00:00	00:00:03		00:00:20	
17:00:00	00:00:00		00:00:15	
18:00:00	00:00:00		00:00:21	

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00	00:00:00		00:00:14	
08:00:00	00:00:00		00:00:19	
09:00:00				
10:00:00	00:00:00		00:00:14	
11:00:00	00:00:14		00:00:11	
12:00:00	00:00:04		00:00:14	
13:00:00	00:00:08		00:00:13	
14:00:00	00:00:00		00:00:24	
15:00:00	00:00:00		00:00:16	
16:00:00				
17:00:00				
18:00:00				

ZONE: 6

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00	00:00:11	00:00:00	00:00:10	00:00:08
08:00:00	00:00:23		00:00:08	
09:00:00	00:00:00		00:00:09	
10:00:00	00:00:03		00:00:11	
11:00:00	00:00:07		00:00:13	
12:00:00	00:00:01		00:00:12	
13:00:00	00:00:04		00:00:13	
14:00:00	00:00:19		00:00:11	
15:00:00	00:00:05	00:00:00	00:00:11	00:00:20
16:00:00	00:00:05		00:00:24	
17:00:00	00:00:03	00:00:00	00:00:14	00:00:13
18:00:00	00:00:00		00:00:14	

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00	00:00:00		00:00:22	
08:00:00	00:00:06		00:00:21	
09:00:00	00:00:00		00:00:23	
10:00:00	00:00:00		00:00:19	
11:00:00	00:00:00		00:00:05	
12:00:00	00:00:02		00:00:18	
13:00:00	00:00:06		00:00:20	
14:00:00	00:00:00		00:00:33	
15:00:00	00:00:02		00:00:12	
16:00:00	00:00:04	00:00:00	00:00:11	00:00:29
17:00:00	00:00:00	00:00:08	00:00:08	00:00:12
18:00:00	00:00:17		00:00:10	

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

DATE: 03/02/2012

DAY: FRIDAY

ZONE: 1

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

ZONE: 2

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00	00:00:00		00:00:26	
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00	00:00:00		00:00:11	
08:00:00	00:00:00		00:00:31	
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00	00:00:00		00:00:12	
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

DATE: 03/02/2012

DAY: FRIDAY

ZONE: 3

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				
17:00:00				
18:00:00				

ZONE: 4

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00	00:00:00		00:00:17	
12:00:00	00:00:00		00:00:15	
13:00:00				
14:00:00				
15:00:00	00:00:04		00:00:20	
16:00:00	00:00:00		00:00:48	
17:00:00				
18:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00				
09:00:00				
10:00:00				
11:00:00				
12:00:00	00:00:00		00:00:12	
13:00:00	00:00:14		00:00:53	
14:00:00	00:00:00		00:00:08	
15:00:00				
16:00:00				
17:00:00				
18:00:00				

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

AXIOM Traffic Limited

DATE: 03/02/2012

DAY: FRIDAY

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

DATE: 03/02/2012

DAY: FRIDAY

ZONE: 5

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00	00:00:00		00:00:13	
09:00:00				
10:00:00	00:00:00		00:00:17	
11:00:00				
12:00:00	00:00:00		00:00:14	
13:00:00	00:00:00		00:00:09	
14:00:00	00:00:00		00:00:13	
15:00:00	00:00:00		00:00:22	
16:00:00	00:00:04		00:00:14	
17:00:00	00:00:00		00:00:13	
18:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00	00:00:00		00:00:21	
09:00:00	00:00:00		00:00:16	
10:00:00	00:00:00		00:00:13	
11:00:00	00:00:00		00:00:14	
12:00:00	00:00:00		00:00:14	
13:00:00	00:00:02		00:00:23	
14:00:00	00:00:00		00:00:23	
15:00:00	00:00:00		00:00:21	
16:00:00	00:00:00		00:00:12	
17:00:00	00:00:00		00:00:14	
18:00:00				

ZONE: 6

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00	00:00:12		00:00:07	
08:00:00	00:00:28		00:00:15	
09:00:00	00:00:00		00:00:16	
10:00:00	00:00:00		00:00:08	
11:00:00	00:00:09		00:00:20	
12:00:00	00:00:05		00:00:17	
13:00:00	00:00:00		00:00:13	
14:00:00	00:00:00	00:00:00	00:00:14	00:00:08
15:00:00	00:00:03	00:00:17	00:00:16	00:00:16
16:00:00	00:00:05	00:00:00	00:00:13	00:00:55
17:00:00	00:00:05		00:00:18	
18:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
07:00:00				
08:00:00	00:00:00		00:00:22	
09:00:00				
10:00:00	00:00:02	00:00:04	00:00:21	00:00:13
11:00:00	00:00:00		00:00:11	
12:00:00	00:00:07		00:00:17	
13:00:00	00:00:09	00:00:03	00:00:18	00:00:21
14:00:00	00:00:00		00:00:30	
15:00:00	00:00:05		00:00:10	
16:00:00	00:00:07	00:00:37	00:00:14	00:00:13
17:00:00	00:00:00		00:00:05	
18:00:00	00:00:00		00:00:14	

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

DATE: 04/02/2012

DAY: SATURDAY

ZONE: 1

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				

ZONE: 2

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00				
12:00:00				
13:00:00	00:00:00		00:00:06	
14:00:00				
15:00:00				
16:00:00				

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

DATE: 04/02/2012

DAY: SATURDAY

ZONE: 3

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				

ZONE: 4

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00				
12:00:00				
13:00:00				
14:00:00				
15:00:00				
16:00:00				

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

AXIOM Traffic Limited

DATE: 04/02/2012

DAY: SATURDAY

PEDESTRIAN SURVEY - AVERAGE TIMES

JOB REF: 15337

JOB NAME: HAVANT

DATE: 04/02/2012

DAY: SATURDAY

ZONE: 5

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00	00:00:00		00:00:12	
12:00:00	00:00:06		00:00:19	
13:00:00	00:00:00		00:00:14	
14:00:00	00:00:00		00:00:12	
15:00:00	00:00:30		00:00:28	
16:00:00				

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00	00:00:01		00:00:34	
12:00:00	00:00:32		00:00:06	
13:00:00	00:00:18		00:00:27	
14:00:00	00:00:02		00:00:23	
15:00:00	00:00:00		00:00:16	
16:00:00				

ZONE: 6

MOVEMENT 1				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00	00:00:08	00:00:23	00:00:11	00:00:29
12:00:00				
13:00:00	00:00:00	00:00:00	00:00:09	00:00:10
14:00:00	00:00:00		00:00:29	
15:00:00				
16:00:00	00:00:13		00:00:15	

MOVEMENT 2				
TIME	AVERGAE DURATION WAITED		AVERGAE TIME TAKEN TO CROSS	
	ABLE	LESS ABLE	ABLE	LESS ABLE
11:00:00				
12:00:00	00:00:00	00:00:00	00:00:09	00:00:14
13:00:00				
14:00:00				
15:00:00	00:00:26		00:00:31	
16:00:00	00:00:00		00:00:14	

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (a) **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD (North of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** THURSDAY

MOVEMENT 1

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
	07:43:16	07:43:25		00:00:09	5	1									
	08:13:33	08:13:47		00:00:14	5	1									
	10:15:48	10:16:07		00:00:19	5	1									
	11:14:39	11:14:56		00:00:17	5	1									
11:51:30	11:51:39	11:52:01	00:00:09	00:00:22	5	1									
	12:01:34	12:01:51		00:00:17	4	1									
12:14:45	12:15:00	12:15:12	00:00:15	00:00:12	5	1									
	12:24:55	12:25:14		00:00:19	5	1									
	12:28:30	12:28:42		00:00:12	5	2									
	12:29:43	12:29:53		00:00:10	5	1									
	12:35:36	12:36:14		00:00:38	5	1									
	12:36:10	12:36:20		00:00:10	5	1									
	12:42:34	12:42:52		00:00:18	5	1									
	12:49:16	12:49:48		00:00:32	4	2									
	12:51:25	12:51:34		00:00:09	5	1									
	13:00:12	13:00:23		00:00:11	5	1									
	13:00:24	13:00:35		00:00:11	5	2									
	13:03:44	13:03:51		00:00:07	5	1									
	13:08:41	13:08:53		00:00:12	5	1									
	13:10:46	13:11:21		00:00:35	4	1									
13:22:07	13:22:12	13:22:48	00:00:05	00:00:36	4	2									
	13:44:54	13:45:20		00:00:26	5	1									
	13:55:57	13:56:11		00:00:14	1	1									
	13:57:38	13:58:05		00:00:27	5	1									
	14:14:57	14:15:14		00:00:17	5	1									
	14:41:14	14:41:43		00:00:29	5	1									
	14:55:24	14:55:34		00:00:10	5	1									
	15:09:34	15:09:56		00:00:22	5	1									
	15:16:58	15:17:15		00:00:17	5	1									
	15:24:46	15:24:58		00:00:12	5	1									
	15:26:54	15:27:19		00:00:25	5	1									
	15:33:16	15:33:43		00:00:27	5	1									
	16:03:38	16:03:53		00:00:15	5	1									
16:04:39	16:04:57	16:05:10	00:00:18	00:00:13	5	1									
	16:21:24	16:21:48		00:00:24	5	1									
	16:25:11	16:25:24		00:00:13	5	1									
	16:27:19	16:27:48		00:00:29	5	1									
	16:28:48	16:29:09		00:00:21	4	1									
	16:35:08	16:35:21		00:00:13	5	1									
	16:37:01	16:37:22		00:00:21	5	1									
	16:48:10	16:48:43		00:00:33	5	1									
	16:52:44	16:53:04		00:00:20	5	1									
	16:54:37	16:54:48		00:00:11	5	1									
16:55:13	16:55:25	16:55:50	00:00:12	00:00:25	5								1		
	17:00:06	17:00:33		00:00:27	4	1									
	17:00:44	17:00:54		00:00:10	5	1									
	17:08:33	17:08:51		00:00:18	5	1									
	17:12:00	17:12:15		00:00:15	5	1									
	17:16:05	17:16:13		00:00:08	5	1									
	17:16:59	17:17:23		00:00:24	5	1									
	17:26:30	17:26:43		00:00:13	5	1									
	17:34:23	17:34:39		00:00:16	5	2									
	17:58:50	17:59:05		00:00:15	5	2									
	18:00:25	18:00:49		00:00:24	5	1									
	18:03:14	18:03:36		00:00:22	4	1									
	18:37:01	18:37:19		00:00:18	5	1									
	18:39:56	18:40:13		00:00:17	4	1									

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (a) **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD (North of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** THURSDAY

MOVEMENT 2

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
	07:04:12	07:04:21		00:00:09	5	1									
	07:11:45	07:12:00		00:00:15	2	1									
	07:17:38	07:17:56		00:00:18	5	1									
	08:05:09	08:05:28		00:00:19	5	1									
	08:19:13	08:19:32		00:00:19	5	1									
	08:19:25	08:19:34		00:00:09	5	1									
	08:21:15	08:21:43		00:00:28	5	1									
	08:44:56	08:45:12		00:00:16	3	1									
	08:54:02	08:54:22		00:00:20	3	1									
	09:42:03	09:42:36		00:00:33	3	1									
	10:01:04	10:01:16		00:00:12	5	1									
	10:34:30	10:34:46		00:00:16	3	1									
	10:48:43	10:48:59		00:00:16	5	1									
	10:57:04	10:57:23		00:00:19	3	2									
11:40:42	11:40:56	11:41:07	00:00:14	00:00:11	5	1									
	12:28:49	12:29:07		00:00:18	5	1									
	12:33:47	12:33:53		00:00:06	5	2									
	12:34:39	12:34:56		00:00:17	2	1									
	12:36:10	12:36:32		00:00:22	5	1									
	12:36:32	12:36:50		00:00:18	2	1									
	12:39:35	12:39:51		00:00:16	5	2									
	12:41:33	12:41:51		00:00:18	5	1									
12:44:28	12:44:48	12:44:59	00:00:20	00:00:11	5	3									
12:46:27	12:46:33	12:46:46	00:00:06	00:00:13	5	1									
12:50:36	12:50:47	12:50:59	00:00:11	00:00:12	5	2									
	12:53:32	12:53:43		00:00:11	5	1									
13:00:09	13:00:16	13:00:23	00:00:07	00:00:07	5	1									
	13:04:37	13:04:58		00:00:21	5	1									
	13:17:32	13:17:51		00:00:19	2	1									
13:29:11	13:29:30	13:29:44	00:00:19	00:00:14	5	1									
	13:44:56	13:45:07		00:00:11	5	1									
13:45:55	13:46:10	13:46:23	00:00:15	00:00:13	5	1									
	13:49:17	13:49:33		00:00:16	2	1		1							
	13:49:35	13:49:59		00:00:24	2	1									
	13:50:32	13:50:47		00:00:15	2								1		
	14:21:59	14:22:08		00:00:09	5	1									
	14:23:37	14:24:14		00:00:37	5	1									
	14:35:13	14:35:40		00:00:27	5	1									
	15:04:36	15:04:47		00:00:11	5	1									
	15:55:07	15:55:28		00:00:21	5	1									

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (b) **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD (South of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** THURSDAY

MOVEMENT 1

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES										
						1	2	3	4	5	6	7	8	9	10	
	07:40:45	07:40:57		00:00:12	6	1										
	07:43:54	07:44:02		00:00:08	6			1								
07:57:54	07:58:17	07:58:25	00:00:23	00:00:08	6				1							
08:02:11	08:03:20	08:03:27	00:01:09	00:00:07	6				1							
	08:05:18	08:05:26		00:00:08	6				1							
08:13:49	08:14:13	08:14:25	00:00:24	00:00:12	6				1							
	08:23:04	08:23:09		00:00:05	6	1										
	09:29:19	09:29:26		00:00:07	6								1			
	09:35:12	09:35:23		00:00:11	6	1										
	10:17:11	10:17:18		00:00:07	6	1										
	10:19:23	10:19:33		00:00:10	6	1										
	10:31:10	10:31:23		00:00:13	6								1			
10:45:23	10:45:35	10:45:50	00:00:12	00:00:15	6	1										
11:26:33	11:26:51	11:27:05	00:00:18	00:00:14	6	1										
	11:26:53	11:27:03		00:00:10	6								1			
11:33:41	11:33:49	11:34:06	00:00:08	00:00:17	6	1										
	11:48:50	11:49:01		00:00:11	6	1										
	12:08:12	12:08:16		00:00:04	6	1										
	12:17:36	12:17:52		00:00:16	6										1	Pedestrian
	12:29:29	12:29:45		00:00:16	6	1										pushing mcl
	12:36:50	12:36:59		00:00:09	6	1										
	12:40:03	12:40:11		00:00:08	6	1										
	12:40:09	12:40:25		00:00:16	6	1										
12:51:17	12:51:24	12:51:40	00:00:07	00:00:16	6	1										
	12:54:12	12:54:23		00:00:11	6								1			
13:00:49	13:00:56	13:01:07	00:00:07	00:00:11	6	1										
	13:56:36	13:56:52		00:00:16	6	1										
14:03:59	14:04:31	14:04:42	00:00:32	00:00:11	6	1										
14:34:15	14:34:20	14:34:31	00:00:05	00:00:11	6								1			
	15:11:37	15:11:57		00:00:20	6			1								
15:15:19	15:15:29	15:15:42	00:00:10	00:00:13	6								1			
	15:17:41	15:17:51		00:00:10	6	1										
	16:07:24	16:07:36		00:00:12	6				1							
16:23:09	16:23:30	16:24:27	00:00:21	00:00:57	6	1										
	16:28:18	16:28:26		00:00:08	6								1			
	16:57:36	16:57:54		00:00:18	6				1							
	17:03:03	17:03:14		00:00:11	6	1										
	17:12:42	17:12:56		00:00:14	6	1										
	17:19:02	17:19:15		00:00:13	6	1										
17:22:52	17:22:59	17:23:10	00:00:07	00:00:11	6	1										
17:42:34	17:42:40	17:43:01	00:00:06	00:00:21	6	1										
	17:55:15	17:55:28		00:00:13	6			1								
	18:09:42	18:09:56		00:00:14	6	1										

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (b) **DATE:** 02/02/2012

LOCATION: A3023 LANGSTONE ROAD (South of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** THURSDAY

MOVEMENT 2

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
	07:01:09	07:01:22		00:00:13	6	2									
	07:18:18	07:18:34		00:00:16	6				1						
	07:44:48	07:45:07		00:00:19	6	1									
	07:47:01	07:47:19		00:00:18	6								1		
	07:47:14	07:47:59		00:00:45	6	2									
08:01:10	08:01:22	08:01:40	00:00:12	00:00:18	6	2									
08:19:07	08:19:12	08:19:27	00:00:05	00:00:15	6	1									
	08:23:49	08:23:59		00:00:10	6	1									
	08:25:40	08:26:00		00:00:20	6	1									
	08:32:51	08:33:45		00:00:54	6								1		
08:48:48	08:49:07	08:49:18	00:00:19	00:00:11	6								1		
	09:01:36	09:02:05		00:00:29	6	1									
	09:04:30	09:04:49		00:00:19	6	1									
	09:12:01	09:12:16		00:00:15	6	1									
	09:24:48	09:25:02		00:00:14	6								1		
	09:34:08	09:34:46		00:00:38	6								2		
	10:01:43	10:01:54		00:00:11	6	1									
	10:29:14	10:29:34		00:00:20	6								1		
	10:49:22	10:49:34		00:00:12	6	1									
	10:51:03	10:51:36		00:00:33	6	1									
	11:11:50	11:11:55		00:00:05	6	1									
	12:36:45	12:36:59		00:00:14	6	1									
	12:40:25	12:40:29		00:00:04	6	1									
	12:51:51	12:52:11		00:00:20	6	1									
12:59:34	12:59:43	13:00:16	00:00:09	00:00:33	6	1									
	13:00:49	13:01:03		00:00:14	6	1									
	13:01:07	13:01:15		00:00:08	6	1									
	13:04:01	13:04:38		00:00:37	6	1									
13:04:52	13:05:12	13:05:36	00:00:20	00:00:24	6	1									
	13:12:23	13:12:35		00:00:12	6	1									
	13:23:29	13:23:48		00:00:19	6	1									
13:29:49	13:30:09	13:30:26	00:00:20	00:00:17	6	1									
	13:34:25	13:35:00		00:00:35	6	1									
13:46:33	13:46:51	13:47:03	00:00:18	00:00:12	6	1									
	14:24:19	14:24:52		00:00:33	6	1									
	15:05:15	15:05:27		00:00:12	6	1									
15:19:14	15:19:24	15:19:29	00:00:10	00:00:05	6								1		
	15:49:34	15:49:43		00:00:09	6				1						
	15:55:46	15:56:07		00:00:21	6				1						
16:00:50	16:00:58	16:01:08	00:00:08	00:00:10	6				1						
	16:18:02	16:18:31		00:00:29	6			1							
	16:52:09	16:52:22		00:00:13	6	1									
17:02:47	17:02:55	17:03:07	00:00:08	00:00:12	6			1							
	17:41:09	17:41:17		00:00:08	6	1									
18:19:23	18:20:13	18:20:23	00:00:50	00:00:10	6	1									
	18:22:45	18:22:52		00:00:07	6	1									
	18:27:37	18:27:50		00:00:13	6								2		

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (a) **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD (North of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** FRIDAY

MOVEMENT 1

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
	08:16:38	08:16:51		00:00:13	5	1									
	10:17:07	10:17:23		00:00:16	5	1									
	10:48:06	10:48:25		00:00:19	5	1									
	11:57:23	11:57:36		00:00:13	4	3									
	11:57:23	11:57:45		00:00:22	4	2									
	12:03:22	12:03:48		00:00:26	2	1									
	12:11:32	12:11:44		00:00:12	5	1									
	12:15:56	12:16:04		00:00:08	5	1									
	12:15:58	12:16:10		00:00:12	5	1									
	12:23:09	12:23:28		00:00:19	5	1									
	12:38:24	12:38:37		00:00:13	5	1									
	12:40:33	12:40:49		00:00:16	5	1									
	12:44:02	12:44:23		00:00:21	5	1									
	12:53:21	12:53:36		00:00:15	4	1									
	13:08:07	13:08:17		00:00:10	5	1									
	13:09:07	13:09:14		00:00:07	5	1									
	13:24:43	13:24:48		00:00:05	5	1									
	13:43:51	13:44:02		00:00:11	5	1									
	13:55:15	13:55:27		00:00:12	5	1									
	14:12:36	14:12:48		00:00:12	5	1									
	14:12:59	14:13:13		00:00:14	5	1									
15:02:21	15:02:29	15:02:56	00:00:08	00:00:27	4	3									
	15:03:24	15:03:42		00:00:18	5	1									
	15:14:34	15:14:48		00:00:14	5	1									
	15:15:59	15:16:35		00:00:36	5	1									
	15:16:50	15:17:24		00:00:34	5	2									
	15:39:45	15:39:52		00:00:07	5	2									
	15:40:41	15:40:53		00:00:12	4	1									
	16:01:13	16:01:26		00:00:13	5	1									
	16:06:58	16:07:07		00:00:09	5	1									
	16:08:09	16:08:25		00:00:16	5	1									
16:19:11	16:19:36	16:19:53	00:00:25	00:00:17	5								1		
	16:31:05	16:31:53		00:00:48	4	1									
	16:32:21	16:32:33		00:00:12	5	1									
	16:40:26	16:40:43		00:00:17	5	1									
	16:43:04	16:43:20		00:00:16	5	1									
	17:07:39	17:08:00		00:00:21	5	1									
	17:13:06	17:13:15		00:00:09	5	1									
	17:15:03	17:15:19		00:00:16	5	1									
	17:29:52	17:29:59		00:00:07	5	1									
	17:40:39	17:40:48		00:00:09	5	1									
	17:56:32	17:56:46		00:00:14	5								1		

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (a) **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD (North of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** FRIDAY

MOVEMENT 2

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
	07:48:25	07:48:36		00:00:11	2	1									
	07:56:13	07:56:23		00:00:10	2	1									
	08:20:43	08:21:14		00:00:31	2	1									
	08:32:08	08:32:20		00:00:12	5	1									
	08:36:02	08:36:13		00:00:11	5	1									
	08:40:39	08:41:17		00:00:38	5	1									
	08:49:54	08:50:16		00:00:22	5	1									
	08:52:42	08:52:53		00:00:11	5	1									
	08:58:51	08:59:20		00:00:29	5	1									
	09:10:01	09:10:10		00:00:09	5	1									
	09:55:50	09:56:12		00:00:22	5	1									
	10:04:36	10:04:49		00:00:13	5	1									
	11:19:48	11:20:05		00:00:17	5	1									
	11:49:40	11:49:51		00:00:11	5	1									
	12:36:09	12:36:21		00:00:12	4	1									
	12:37:26	12:37:43		00:00:17	5	1									
	12:47:22	12:47:33		00:00:11	5	2									
	13:08:21	13:08:35		00:00:14	5	2									
	13:09:03	13:09:30		00:00:27	5	1									
	13:09:30	13:09:48		00:00:18	5	1									
	13:11:16	13:12:14		00:00:58	4	1									
13:16:58	13:17:05	13:17:17	00:00:07	00:00:12	5	1									
13:22:20	13:22:47	13:23:35	00:00:27	00:00:48	4	1									
	13:43:46	13:44:01		00:00:15	5	1									
	13:44:41	13:44:54		00:00:13	5	1									
13:49:07	13:49:12	13:50:11	00:00:05	00:00:59	5	1									
	13:50:14	13:50:26		00:00:12	2	1									
	14:07:24	14:07:34		00:00:10	5	1									
	14:14:51	14:15:25		00:00:34	5	2									
	14:25:19	14:25:36		00:00:17	5	2									
	14:31:11	14:31:19		00:00:08	4	2									
	14:46:00	14:46:33		00:00:33	5	2									
	15:40:09	15:40:30		00:00:21	5	1									
	16:06:27	16:06:39		00:00:12	5	1									
	17:05:22	17:05:36		00:00:14	5	1									

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (b) **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD (South of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** FRIDAY

MOVEMENT 1

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
07:26:03	07:26:12	07:26:17	00:00:09	00:00:05	6								1		
07:57:20	07:57:35	07:57:44	00:00:15	00:00:09	6				1						
08:00:07	08:00:35	08:00:50	00:00:28	00:00:15	6				1						
	09:22:29	09:22:48		00:00:19	6								1		
	09:33:54	09:34:06		00:00:12	6	1									
	10:38:51	10:38:59		00:00:08	6	1									
11:22:28	11:22:37	11:22:57	00:00:09	00:00:20	6	2									
	12:09:04	12:09:32		00:00:28	6	1									
12:34:24	12:34:34	12:34:40	00:00:10	00:00:06	6	1									
	13:11:43	13:12:05		00:00:22	6								1		
	13:42:59	13:43:08		00:00:09	6	1									
	13:44:30	13:44:41		00:00:11	6	1									
	13:55:55	13:56:06		00:00:11	6	1									
	14:00:05	14:00:13		00:00:08	6			1							
	14:13:12	14:13:26		00:00:14	6	1									
	14:13:37	14:13:50		00:00:13	6	1									
	15:02:19	15:02:42		00:00:23	6	1									
	15:08:00	15:08:15		00:00:15	6	1									
	15:11:29	15:11:36		00:00:07	6	1									
	15:19:38	15:19:51		00:00:13	6	1									
15:21:47	15:22:10	15:22:43	00:00:23	00:00:33	6								1		
15:25:47	15:26:04	15:26:20	00:00:17	00:00:16	6			1							
	15:38:21	15:38:32		00:00:11	6	1									
	15:53:29	15:53:40		00:00:11	6	1									
	16:05:29	16:06:24		00:00:55	6			1							
16:11:35	16:11:44	16:11:52	00:00:09	00:00:08	6	1									
	16:22:47	16:22:56		00:00:09	6	1									
	16:41:02	16:41:10		00:00:08	6	1									
16:52:07	16:52:17	16:52:44	00:00:10	00:00:27	6	1									
	17:04:57	17:05:06		00:00:09	6	1									
	17:13:38	17:14:03		00:00:25	6	1									
	17:26:56	17:27:23		00:00:27	6	1									
17:44:25	17:44:51	17:45:01	00:00:26	00:00:10	6	1									
17:55:20	17:55:26	17:55:45	00:00:06	00:00:19	6								1		
	17:55:27	17:55:45		00:00:18	6	1									

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (b) **DATE:** 03/02/2012

LOCATION: A3023 LANGSTONE ROAD (South of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** FRIDAY

MOVEMENT 2

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
	08:15:07	08:15:30		00:00:23	6	1									
	08:19:30	08:20:23		00:00:53	6	1									
	08:29:27	08:29:37		00:00:10	6	1									
	08:41:38	08:41:54		00:00:16	6	1									
	08:49:08	08:49:17		00:00:09	6	1									
10:20:44	10:20:57	10:21:06	00:00:13	00:00:09	6			1							
10:24:13	10:24:18	10:24:42	00:00:05	00:00:24	6	1									
	10:36:36	10:36:50		00:00:14	6			1							
	10:48:52	10:49:07		00:00:15	6			1							
	10:56:18	10:56:36		00:00:18	6	1									
	11:12:45	11:13:01		00:00:16	6	1									
	11:22:59	11:23:05		00:00:06	6	2									
12:29:29	12:29:42	12:29:50	00:00:13	00:00:08	6	1									
	12:53:29	12:53:55		00:00:26	6	1									
	13:09:01	13:09:12		00:00:11	6	1		1							
	13:09:43	13:10:12		00:00:29	6	1									
13:10:01	13:10:09	13:10:28	00:00:08	00:00:19	6	1									
13:11:11	13:11:17	13:11:47	00:00:06	00:00:30	6			2							
	13:36:12	13:36:22		00:00:10	6	1									
13:44:00	13:44:26	13:44:41	00:00:26	00:00:15	6	1									
	14:15:29	14:15:59		00:00:30	6	2									
15:18:19	15:18:24	15:18:34	00:00:05	00:00:10	6	1									
16:26:36	16:26:49	16:26:56	00:00:13	00:00:07	6	2									
	16:28:38	16:29:00		00:00:22	6								1		
16:34:18	16:34:55	16:35:08	00:00:37	00:00:13	6			1							
	17:19:32	17:19:39		00:00:07	6	1									
	17:34:56	17:35:00		00:00:04	6	1									
	18:18:56	18:19:03		00:00:07	6	1									
	18:38:24	18:38:45		00:00:21	6	1									

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (a) **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD (North of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** SATURDAY

MOVEMENT 1

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
	11:14:22	11:14:33		00:00:11	5								1		
	11:53:41	11:53:55		00:00:14	5	2									
12:11:33	12:11:45	12:11:59	00:00:12	00:00:14	5								1		
	12:13:12	12:13:35		00:00:23	5								1		
	13:10:13	13:10:27		00:00:14	5	2									
	13:14:17	13:14:32		00:00:15	5								1		
	13:35:20	13:35:32		00:00:12	5	1									
	13:41:39	13:41:53		00:00:14	5	1									
	14:21:04	14:21:16		00:00:12	5	1									
	14:57:19	14:57:32		00:00:13	5								1		
15:44:45	15:45:15	15:45:43	00:00:30	00:00:28	5	1									

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (a) **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD (North of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** SATURDAY

MOVEMENT 2

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
11:04:42	11:04:52	11:06:54	00:00:10	00:02:02	5	1									
	11:08:39	11:08:51		00:00:12	5	1									
	11:21:22	11:21:31		00:00:09	5								1		
	11:22:42	11:23:31		00:00:49	5	2									
	11:26:10	11:26:22		00:00:12	5	1									
	11:46:05	11:46:21		00:00:16	5	1									
	11:46:41	11:46:50		00:00:09	5	1									
	11:55:20	11:56:02		00:00:42	5	2									
12:53:38	12:54:10	12:54:16	00:00:32	00:00:06	5								1		
13:27:58	13:28:16	13:28:43	00:00:18	00:00:27	5	1									
	13:29:59	13:30:05		00:00:06	2								1		
14:27:16	14:27:26	14:27:38	00:00:10	00:00:12	5	1									
	14:39:44	14:39:54		00:00:10	5								1		
	14:39:51	14:39:55		00:00:04	5								1		
	14:44:17	14:45:24		00:01:07	5	1									
	15:23:07	15:23:23		00:00:16	5	1									

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (b) **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD (South of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** SATURDAY

MOVEMENT 1

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
11:04:24	11:04:47	11:05:16	00:00:23	00:00:29	6			2							
11:37:03	11:37:18	11:37:28	00:00:15	00:00:10	6	1									
	11:50:31	11:50:42		00:00:11	6	1									
	13:04:15	13:04:28		00:00:13	6			2							
	13:14:37	13:14:44		00:00:07	6		1								
	13:38:55	13:39:04		00:00:09	6	1									
	14:01:07	14:01:36		00:00:29	6	1									
	16:17:15	16:17:30		00:00:15	6	1									
	16:36:19	16:36:34		00:00:15	6	1									
16:47:39	16:48:17	16:48:33	00:00:38	00:00:16	6	2									

Note 1 - Waiting time was geneally negligable and unrecordable

PEDESTRIAN SURVEY

JOB REF: 15337

JOB NAME: HAVANT

SITE: 1 (b) **DATE:** 04/02/2012

LOCATION: A3023 LANGSTONE ROAD (South of Langstone Technology Park / Woodbury Avenue Junction) **DAY:** SATURDAY

MOVEMENT 2

TIME STOPPED (See Note 1)	TIME STEPPED OFF KERB	TIME STEPPED ON KERB	DURATION (Waited)	TIME TAKEN TO CROSS	ZONE	CATEGORIES									
						1	2	3	4	5	6	7	8	9	10
	12:17:02	12:17:25		00:00:23	6			2							
	12:20:28	12:20:37		00:00:09	6	1									
	12:27:58	12:28:07		00:00:09	6		1								
	12:51:05	12:51:14		00:00:09	6			1							
15:55:58	15:56:24	15:56:55	00:00:26	00:00:31	6	2									
	16:47:14	16:47:28		00:00:14	6	1									

Note 1 - Waiting time was geneally negligable and unrecordable

Appendix F

Variation in Traffic on Langstone Road

Site No: 00000118 Site Reference: 471979104520
A3023 Langstone Rd Southbound
Vehicle Count Summary From 31/01/2011 To 07/02/2011 Channel: Motor Vehicles

Time Begin	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
00:00	42	39	49	51	51	92	137	46	66
01:00	17	12	21	20	28	40	56	20	28
02:00	5	13	13	14	16	44	44	12	21
03:00	12	9	13	17	14	27	21	13	16
04:00	14	19	21	14	23	11	11	18	16
05:00	45	37	53	42	36	25	15	43	36
06:00	110	118	162	120	107	59	40	123	102
07:00	433	423	459	407	431	191	136	431	354
08:00	643	663	697	634	691	374	174	666	554
09:00	538	596	728	645	596	539	336	621	568
10:00	593	576	718	661	633	681	504	636	624
11:00	641	688	710	713	842	816	816	719	747
12:00	749	778	782	815	1014	946	952	828	862
13:00	658	743	751	730	962	960	926	769	819
14:00	778	801	810	856	976	906	778	844	844
15:00	892	915	982	977	1087	861	831	971	935
16:00	1153	1187	1174	1193	1229	751	740	1187	1061
17:00	1324	1341	1304	1350	1187	769	473	1301	1107
18:00	907	973	978	987	827	596	429	934	814
19:00	586	593	617	684	605	410	296	617	542
20:00	348	382	383	417	348	249	207	376	333
21:00	242	298	319	291	257	201	169	281	254
22:00	188	217	224	222	274	207	106	225	205
23:00	71	111	126	136	180	174	64	125	123
12H,7-19	9309	9684	10093	9968	10475	8390	7095	9906	9288
16H,6-22	10595	11075	11574	11480	11792	9309	7807	11303	10519
18H,6-24	10854	11403	11924	11838	12246	9690	7977	11653	10847
24H,0-24	10989	11532	12094	11996	12414	9929	8261	11805	11031
Am	08:00	11:00	09:00	11:00	11:00	11:00	11:00	-	-
Peak	643	688	728	713	842	816	816	723	749
Pm	17:00	17:00	17:00	17:00	16:00	13:00	12:00	-	-
Peak	1324	1341	1304	1350	1229	960	952	1310	1209

Transport Policy Created at 09:38:32 on 31 Jan 2012

Site No: 00000118 Site Reference: 471979104520
A3023 Langstone Rd Southbound
Vehicle Count Summary From 01/08/2011 To 08/08/2011 Channel: Motor Vehicles

Time Begin	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
00:00	50	54	61	66	75	136	117	61	80
01:00	23	31	24	28	30	74	68	27	40
02:00	16	14	12	14	39	47	38	19	26
03:00	10	14	17	10	18	31	34	14	19
04:00	14	16	35	21	14	13	25	20	20
05:00	51	54	119	42	52	40	25	64	55
06:00	150	132	226	129	127	112	55	153	133
07:00	401	383	467	343	348	246	136	388	332
08:00	585	624	740	535	610	417	293	619	543
09:00	671	676	841	569	675	699	441	686	653
10:00	867	968	1023	656	854	957	692	874	860
11:00	1089	1079	1205	790	1139	1108	983	1060	1056
12:00	1213	1189	1204	875	1185	1235	1122	1133	1146
13:00	1183	1015	1127	863	1272	1293	1088	1092	1120
14:00	981	987	1086	862	1247	1170	1007	1033	1049
15:00	1041	1077	1050	1068	1171	971	1011	1081	1056
16:00	1202	1265	1231	1258	1328	936	848	1257	1153
17:00	1341	1406	1359	1427	1352	904	780	1377	1224
18:00	1226	1316	1215	1129	1203	841	600	1218	1076
19:00	803	768	855	781	833	619	453	808	730
20:00	470	498	553	541	555	461	352	523	490
21:00	322	361	413	343	421	292	245	372	342
22:00	210	272	300	230	318	298	167	266	256
23:00	106	144	175	175	237	204	101	167	163
12H,7-19	11800	11985	12548	10375	12384	10777	9001	11818	11267
16H,6-22	13545	13744	14595	12169	14320	12261	10106	13675	12963
18H,6-24	13861	14160	15070	12574	14875	12763	10374	14108	13382
24H,0-24	14025	14343	15338	12755	15103	13104	10681	14313	13621
Am	11:00	11:00	11:00	11:00	11:00	11:00	11:00	-	-
Peak	1089	1079	1205	790	1139	1108	983	1060	1056
Pm	17:00	17:00	17:00	17:00	17:00	13:00	12:00	-	-
Peak	1341	1406	1359	1427	1352	1293	1122	1377	1329

Transport Policy Created at 09:40:51 on 31 Jan 2012

Site No: 00000120 Site Reference: 471969104512
A3023 Langstone Rd Northbound
Vehicle Count Summary From 31/01/2011 To 07/02/2011 Channel: Motor Vehicles

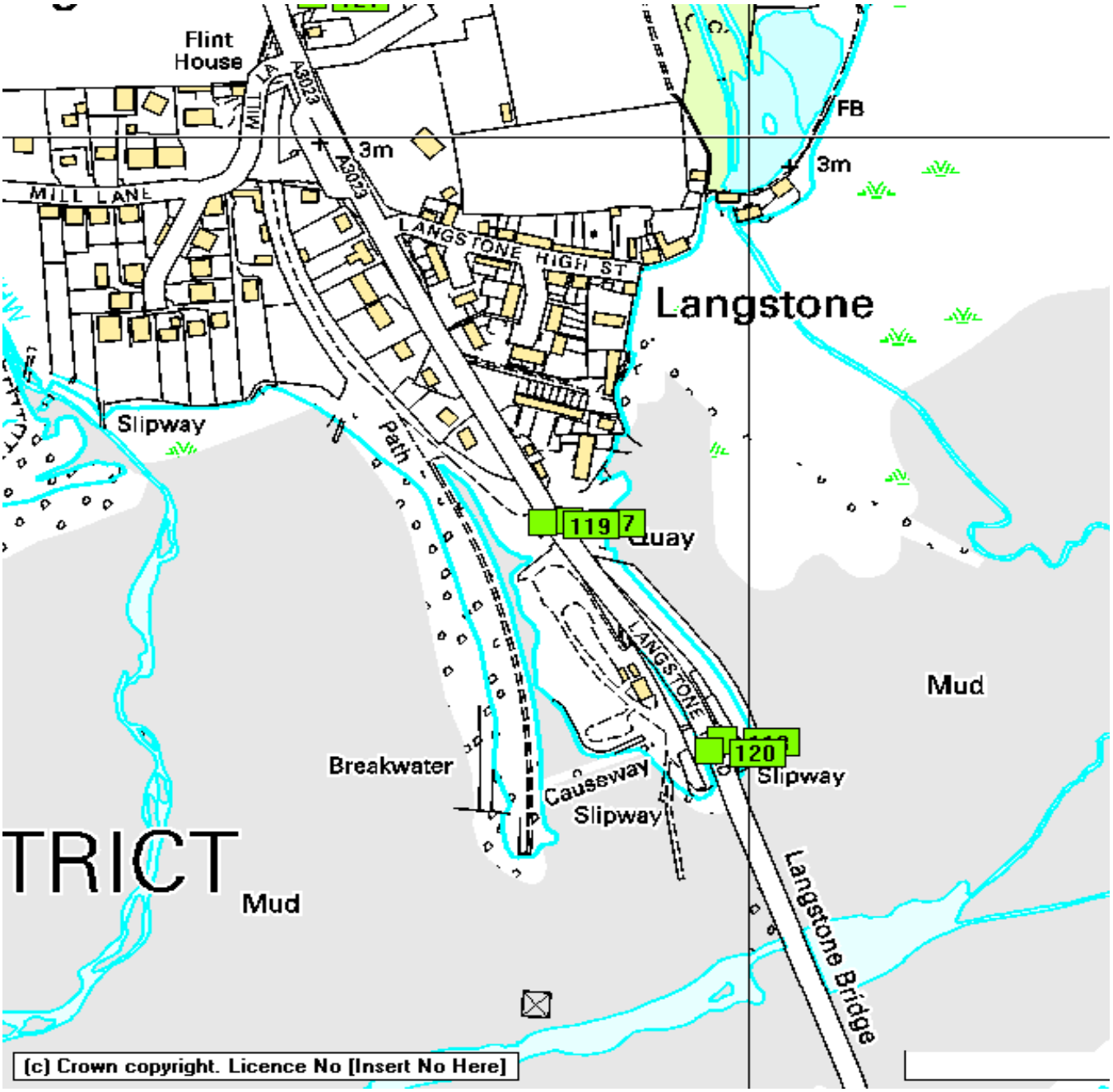
Time Begin	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
00:00	24	22	30	34	42	73	82	30	44
01:00	21	15	18	14	25	38	45	19	25
02:00	14	7	15	11	10	21	33	11	16
03:00	14	12	14	23	18	22	14	16	17
04:00	31	31	32	37	41	25	15	34	30
05:00	187	172	160	157	144	68	34	164	132
06:00	537	523	550	504	464	126	58	516	395
07:00	1140	1235	1204	1241	1177	240	113	1199	907
08:00	1350	1367	1388	1346	1251	527	212	1340	1063
09:00	860	790	944	918	891	759	526	881	813
10:00	856	795	844	751	837	976	769	817	833
11:00	732	705	815	793	821	1030	814	773	816
12:00	673	679	803	785	784	887	911	745	789
13:00	652	694	796	772	837	889	754	750	771
14:00	752	709	824	772	796	793	788	771	776
15:00	694	736	723	779	781	671	712	743	728
16:00	650	675	686	715	713	630	661	688	676
17:00	540	637	669	668	639	625	544	631	617
18:00	461	525	535	519	577	507	440	523	509
19:00	372	397	379	430	413	350	279	398	374
20:00	201	240	254	291	246	231	210	246	239
21:00	172	192	214	209	195	158	154	196	185
22:00	127	132	140	156	181	160	90	147	141
23:00	59	73	70	96	141	167	53	88	94
12H,7-19	9360	9547	10231	10059	10104	8534	7244	9860	9297
16H,6-22	10642	10899	11628	11493	11422	9399	7945	11217	10490
18H,6-24	10828	11104	11838	11745	11744	9726	8088	11452	10725
24H,0-24	11119	11363	12107	12021	12024	9973	8311	11727	10988
Am	08:00	08:00	08:00	08:00	08:00	11:00	11:00	-	-
Peak	1350	1367	1388	1346	1251	1030	814	1340	1221
Pm	14:00	15:00	14:00	12:00	13:00	13:00	12:00	-	-
Peak	752	736	824	785	837	889	911	787	819

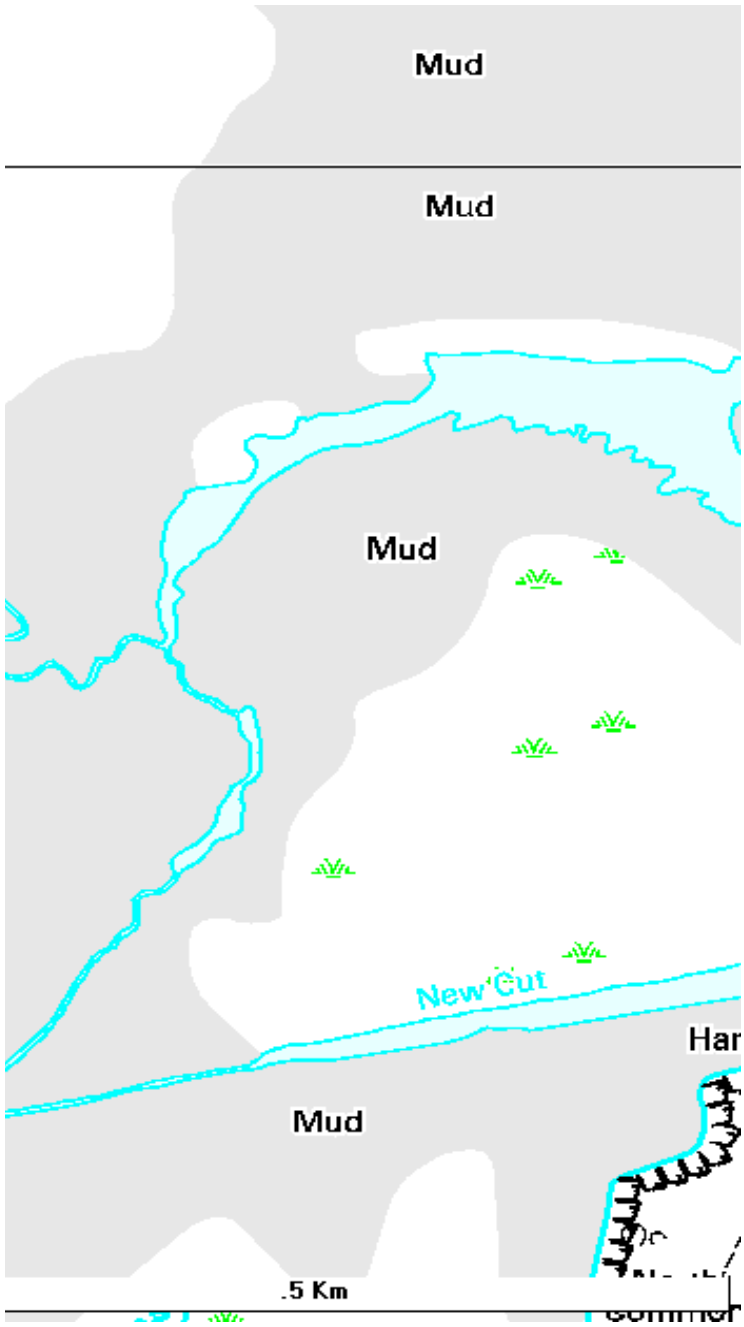
Transport Policy Created at 09:43:03 on 31 Jan 2012

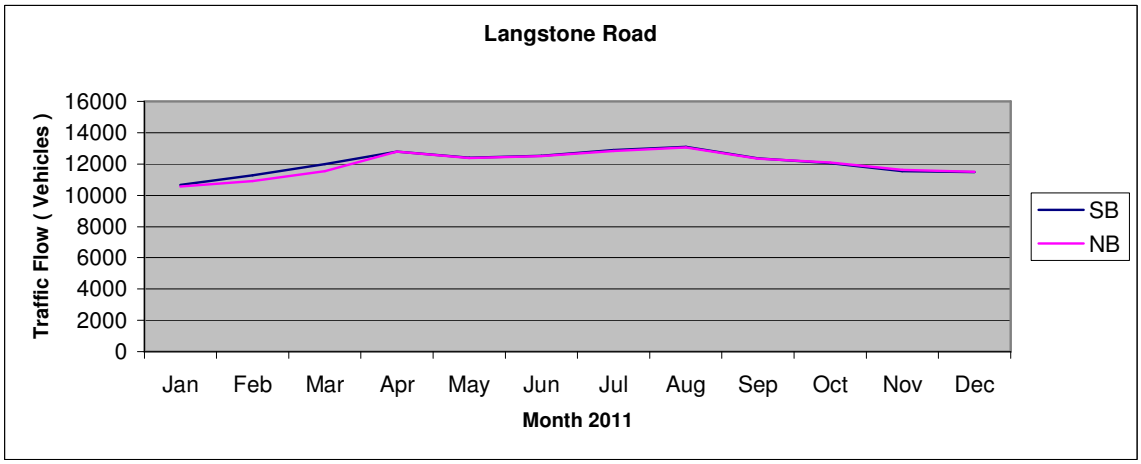
Site No: 00000120 Site Reference: 471969104512
A3023 Langstone Rd Northbound
Vehicle Count Summary From 01/08/2011 To 08/08/2011 Channel: Motor Vehicles

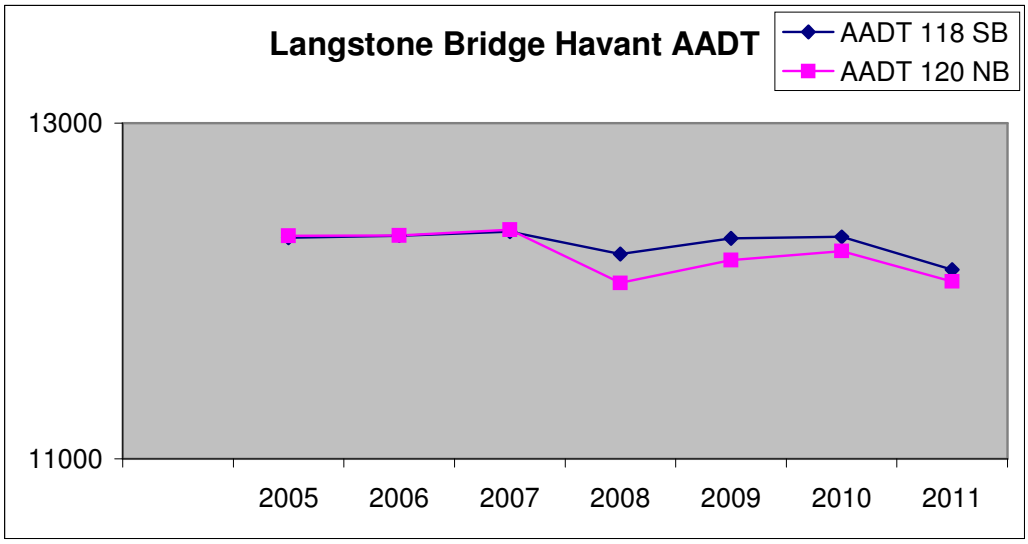
Time Begin	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Av	7-Day Av
00:00	45	40	54	41	51	133	159	46	75
01:00	14	24	32	21	28	63	67	24	36
02:00	15	16	11	14	22	28	24	16	19
03:00	25	20	26	25	19	27	22	23	23
04:00	43	48	36	35	44	29	25	41	37
05:00	196	171	156	133	141	84	62	159	135
06:00	523	511	478	431	435	161	99	476	377
07:00	1059	1072	1067	1036	954	318	195	1038	814
08:00	1122	1174	1153	1159	1078	640	320	1137	949
09:00	1021	963	952	874	1110	866	613	984	914
10:00	1088	1013	1158	997	1151	1037	995	1081	1063
11:00	938	908	1000	928	961	1090	1073	947	985
12:00	776	805	894	847	956	888	983	856	878
13:00	828	874	897	879	881	792	935	872	869
14:00	913	859	992	835	908	844	946	901	900
15:00	934	972	1027	788	923	848	868	929	909
16:00	1064	1035	1029	737	904	867	877	954	930
17:00	954	966	945	710	932	908	924	901	906
18:00	769	833	1034	631	795	712	730	812	786
19:00	702	698	721	527	691	659	569	668	652
20:00	442	543	677	420	490	488	506	514	509
21:00	360	494	530	372	445	405	354	440	423
22:00	185	220	259	211	275	485	152	230	255
23:00	97	134	136	140	194	260	83	140	149
12H,7-19	11466	11474	12148	10421	11553	9810	9459	11412	10904
16H,6-22	13493	13720	14554	12171	13614	11523	10987	13510	12866
18H,6-24	13775	14074	14949	12522	14083	12268	11222	13881	13270
24H,0-24	14113	14393	15264	12791	14388	12632	11581	14190	13595
Am	08:00	08:00	10:00	08:00	10:00	11:00	11:00	-	-
Peak	1122	1174	1158	1159	1151	1090	1073	1153	1132
Pm	16:00	16:00	18:00	13:00	12:00	17:00	12:00	-	-
Peak	1064	1035	1034	879	956	908	983	994	980

Transport Policy Created at 09:44:19 on 31 Jan 2012


Flint House
MILL LANE
A3023
3m
MILL LANE
A3023
LANGSTONE HIGH ST
Langstone
FB
3m
Slipway
Path
119
7
Quay
LANGSTONE
Mud
120
Slipway
Breakwater
Causeway
Slipway
TRICT
Mud
Langstone Bridge
(c) Crown copyright. Licence No [Insert No Here]


Mud
Mud
Mud
New Cut
Har
Mud
.5 Km


Langstone Road
Traffic Flow (Vehicles)
16000
14000
12000
10000
8000
6000
4000
2000
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Month 2011
SB
NB


Langstone Bridge Havant AADT
AADT 118 SB
AADT 120 NB
13000
11000
2005
2006
2007
2008
2009
2010
2011

Appendix G

VISSIM Model Screenshots

Appendix H

Trip Rate Data – Hotel & Pub / Restaurant

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
Range: 24 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 14/10/10

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	5 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	1

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2
Retail Zone	1
No Sub Category	7

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
C1	10 days

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 days

Travel Plan:

Yes	1 days
No	10 days

LIST OF SITES relevant to selection parameters

1 DS-06-A-01 DAYS INN, DERBY DERBYSHIRE
SIR FRANK WHITTLE RD

DERBY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 100
Survey date: WEDNESDAY 23/06/04 Survey Type: MANUAL

2 GM-06-A-06 PREMIER LODGE, URMSTON GREATER MANCHESTER
TRAFFORD BOULEVARD

URMSTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 42
Survey date: MONDAY 07/06/04 Survey Type: MANUAL

3 GS-06-A-01 PREMIER INN, CHELTENHAM GLOUCESTERSHIRE
GLOUCESTER ROAD
ST MARKS
CHELTENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 60
Survey date: WEDNESDAY 28/04/10 Survey Type: MANUAL

4 HF-06-A-03 NOVOTEL, STEVENAGE HERTFORDSHIRE
A1(M)
KNEBWORTH PARK
STEVENAGE
Edge of Town
No Sub Category
Total Number of bedrooms: 100
Survey date: THURSDAY 08/07/04 Survey Type: MANUAL

5 TW-06-A-01 PREMIER TRAV. INN, NEWCASTLE TYNE & WEAR
CITY ROAD
QUAYSIDE
NEWCASTLE
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of bedrooms: 82
Survey date: TUESDAY 26/04/05 Survey Type: MANUAL

6 WM-06-A-04 PURPLE HOTEL, BIRMINGHAM WEST MIDLANDS
CUCKOO ROAD
NECHELLS
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Number of bedrooms: 90
Survey date: TUESDAY 25/11/08 Survey Type: MANUAL

7 WO-06-A-02 QUALITY HOTEL, REDDITCH WORCESTERSHIRE
POOLE BANK
SOUTHCREST
REDDITCH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 73
Survey date: WEDNESDAY 26/03/03 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 WO-06-A-03 RAMADA HOTEL, BROMSGROVE WORCESTERSHIRE
KIDDERMINSTER ROAD

BROMSGROVE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 58
Survey date: WEDNESDAY 30/04/03 Survey Type: MANUAL

9 WS-06-A-02 EXPRESS BY HOL. INN, CRAWLEY WEST SUSSEX
HASLETT AVENUE EAST

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: WEDNESDAY 28/11/07 Survey Type: MANUAL

10 WS-06-A-03 EXPRESS BY HOL. INN, CRAWLEY WEST SUSSEX
HASLETT AVENUE EAST

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: MONDAY 07/12/09 Survey Type: MANUAL

11 WY-06-A-02 HOTEL, LEEDS WEST YORKSHIRE
CLIFF ROAD
HEADINGLEY
LEEDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 24
Survey date: FRIDAY 11/06/10 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

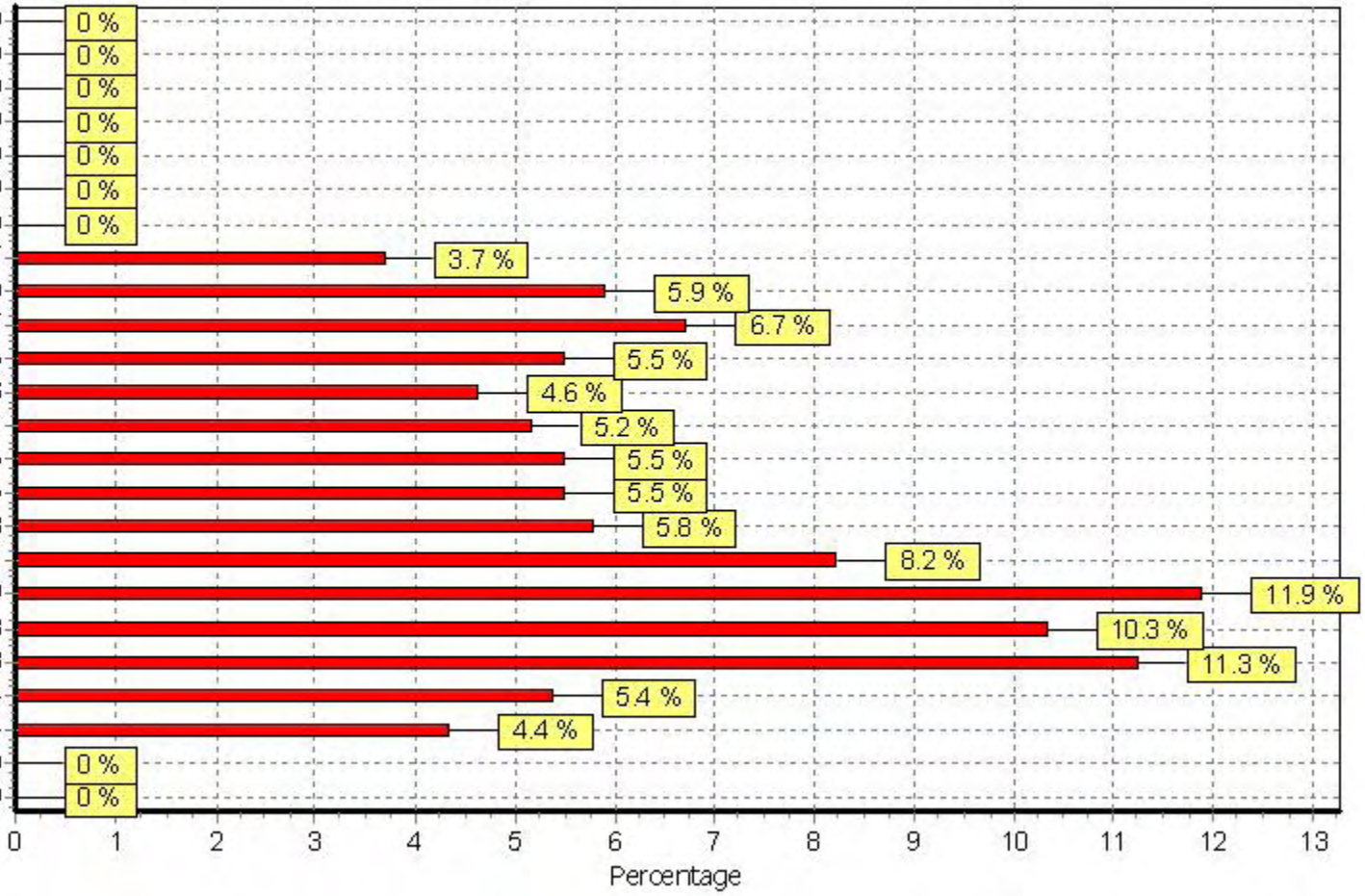
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	11	71	0.064	11	71	0.172	11	71	0.236
08:00 - 09:00	11	71	0.102	11	71	0.230	11	71	0.332
09:00 - 10:00	11	71	0.116	11	71	0.145	11	71	0.261
10:00 - 11:00	11	71	0.095	11	71	0.109	11	71	0.204
11:00 - 12:00	11	71	0.080	11	71	0.080	11	71	0.160
12:00 - 13:00	11	71	0.089	11	71	0.093	11	71	0.182
13:00 - 14:00	11	71	0.095	11	71	0.091	11	71	0.186
14:00 - 15:00	11	71	0.095	11	71	0.108	11	71	0.203
15:00 - 16:00	11	71	0.100	11	71	0.075	11	71	0.175
16:00 - 17:00	11	71	0.142	11	71	0.104	11	71	0.246
17:00 - 18:00	11	71	0.205	11	71	0.079	11	71	0.284
18:00 - 19:00	11	71	0.178	11	71	0.104	11	71	0.282
19:00 - 20:00	8	68	0.194	8	68	0.097	8	68	0.291
20:00 - 21:00	8	68	0.093	8	68	0.055	8	68	0.148
21:00 - 22:00	5	64	0.075	5	64	0.025	5	64	0.100
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.723			1.567			3.290

Parameter summary

Trip rate parameter range selected:	24 - 100 (units:)
Survey date date range:	01/01/03 - 14/10/10
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

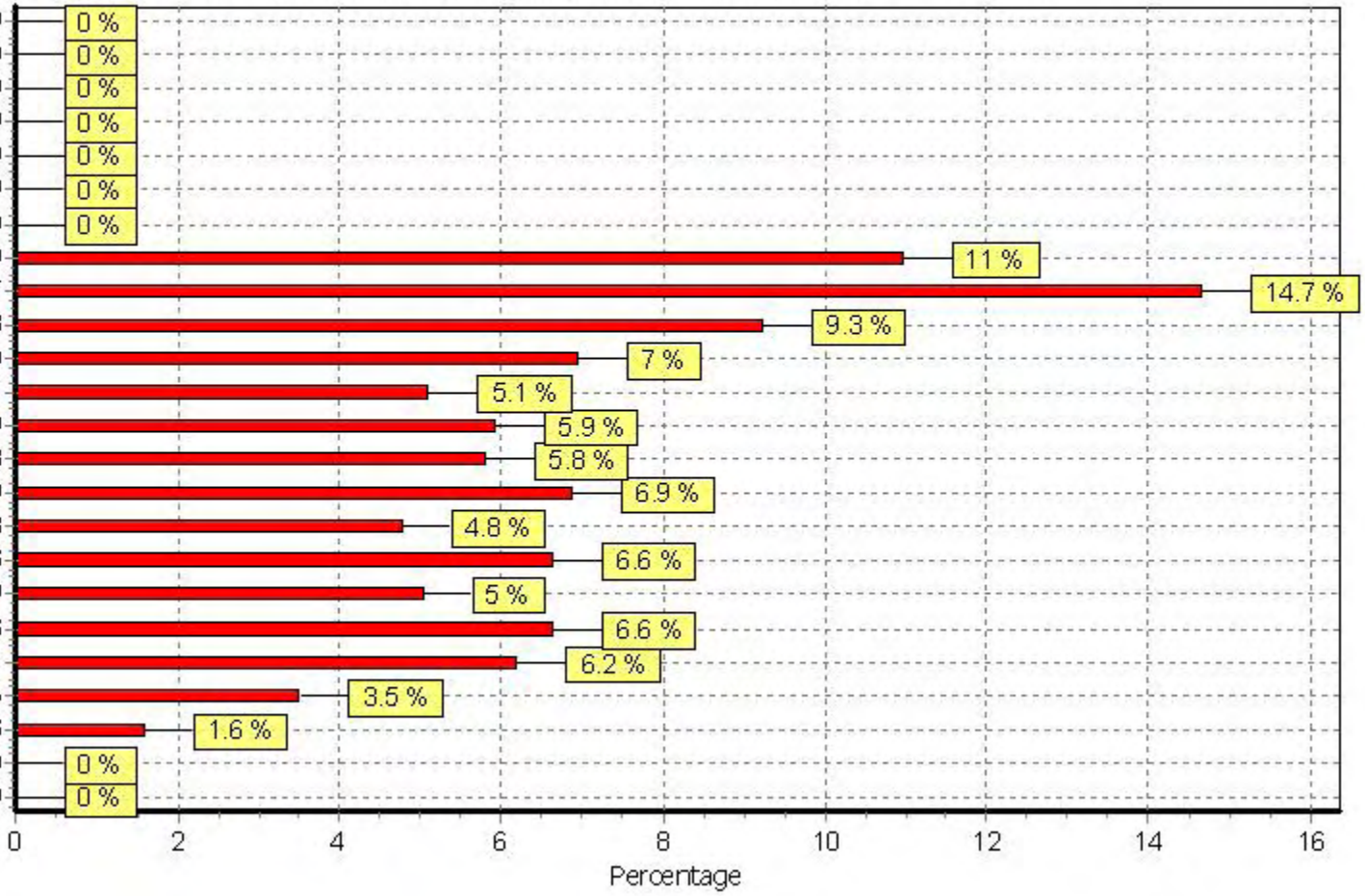
TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.064	3.7
08:00-09:00	0.102	5.9
09:00-10:00	0.116	6.7
10:00-11:00	0.095	5.5
11:00-12:00	0.080	4.6
12:00-13:00	0.089	5.2
13:00-14:00	0.095	5.5
14:00-15:00	0.095	5.5
15:00-16:00	0.100	5.8
16:00-17:00	0.142	8.2
17:00-18:00	0.205	11.9
18:00-19:00	0.178	10.3
19:00-20:00	0.194	11.3
20:00-21:00	0.093	5.4
21:00-22:00	0.075	4.4
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



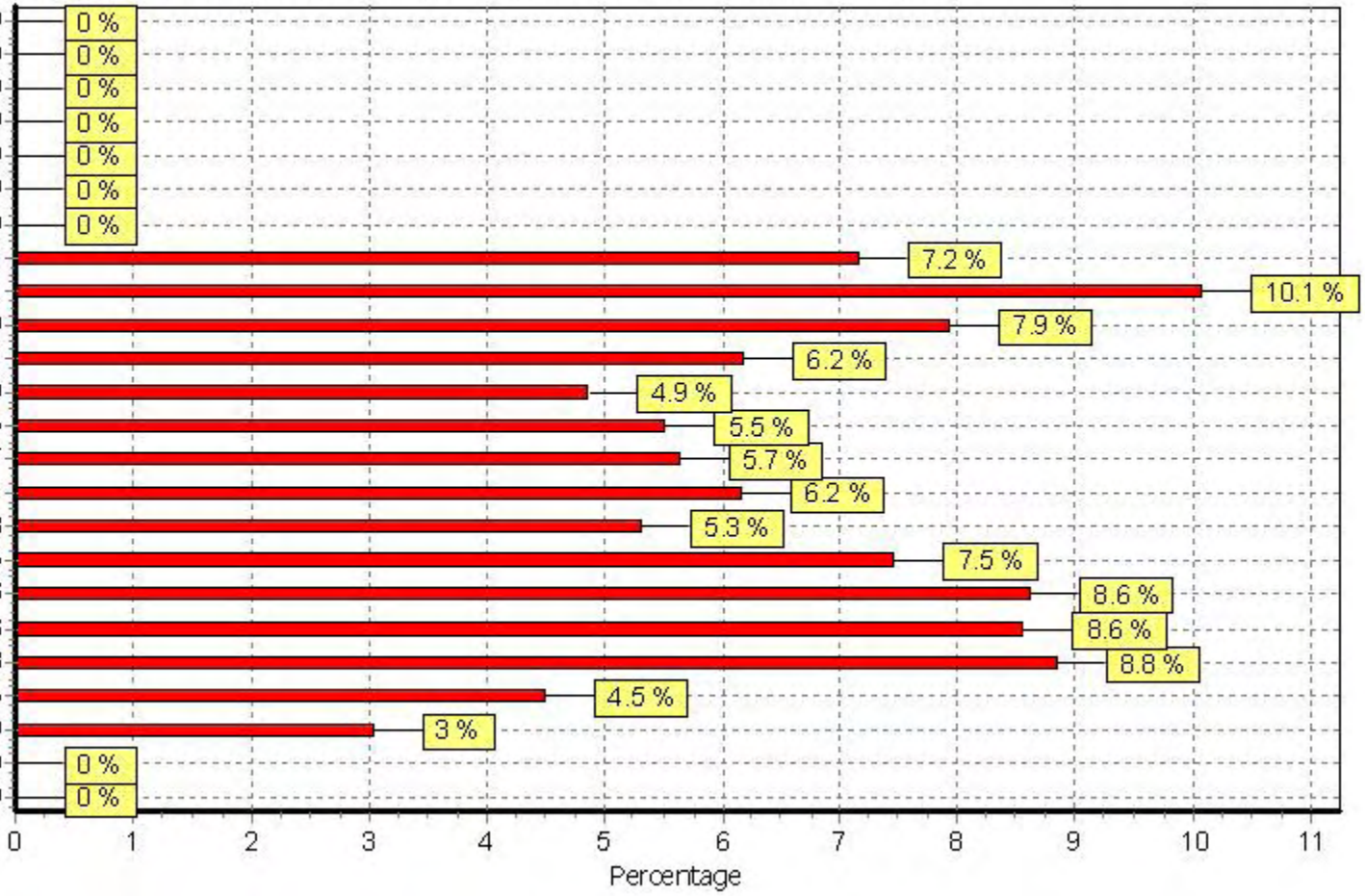
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.172	11.0
08:00-09:00	0.230	14.7
09:00-10:00	0.145	9.3
10:00-11:00	0.109	7.0
11:00-12:00	0.080	5.1
12:00-13:00	0.093	5.9
13:00-14:00	0.091	5.8
14:00-15:00	0.108	6.9
15:00-16:00	0.075	4.8
16:00-17:00	0.104	6.6
17:00-18:00	0.079	5.0
18:00-19:00	0.104	6.6
19:00-20:00	0.097	6.2
20:00-21:00	0.055	3.5
21:00-22:00	0.025	1.6
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.236	7.2
08:00-09:00	0.332	10.1
09:00-10:00	0.261	7.9
10:00-11:00	0.204	6.2
11:00-12:00	0.160	4.9
12:00-13:00	0.182	5.5
13:00-14:00	0.186	5.7
14:00-15:00	0.203	6.2
15:00-16:00	0.175	5.3
16:00-17:00	0.246	7.5
17:00-18:00	0.284	8.6
18:00-19:00	0.282	8.6
19:00-20:00	0.291	8.8
20:00-21:00	0.148	4.5
21:00-22:00	0.100	3.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
VEHICLES

Selected regions and areas:
06 WEST MIDLANDS
WM WEST MIDLANDS 1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
Range: 26 to 26 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 19/07/11

Selected survey days:
Saturday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

Selected Location Sub Categories:
No Sub Category 1

Filtering Stage 3 selection:

Use Class:
C1 1 days

Population within 1 mile:
25,001 to 50,000 1 days

Population within 5 miles:
250,001 to 500,000 1 days

Car ownership within 5 miles:
0.5 or Less 1 days

Travel Plan:
No 1 days

LIST OF SITES relevant to selection parameters

1 WM-06-A-02 HOTEL, COVENTRY WEST MIDLANDS
ST NICHOLAS STREET
DRAPER'S FIELD
COVENTRY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 26
Survey date: SATURDAY 18/02/06 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

VEHICLES

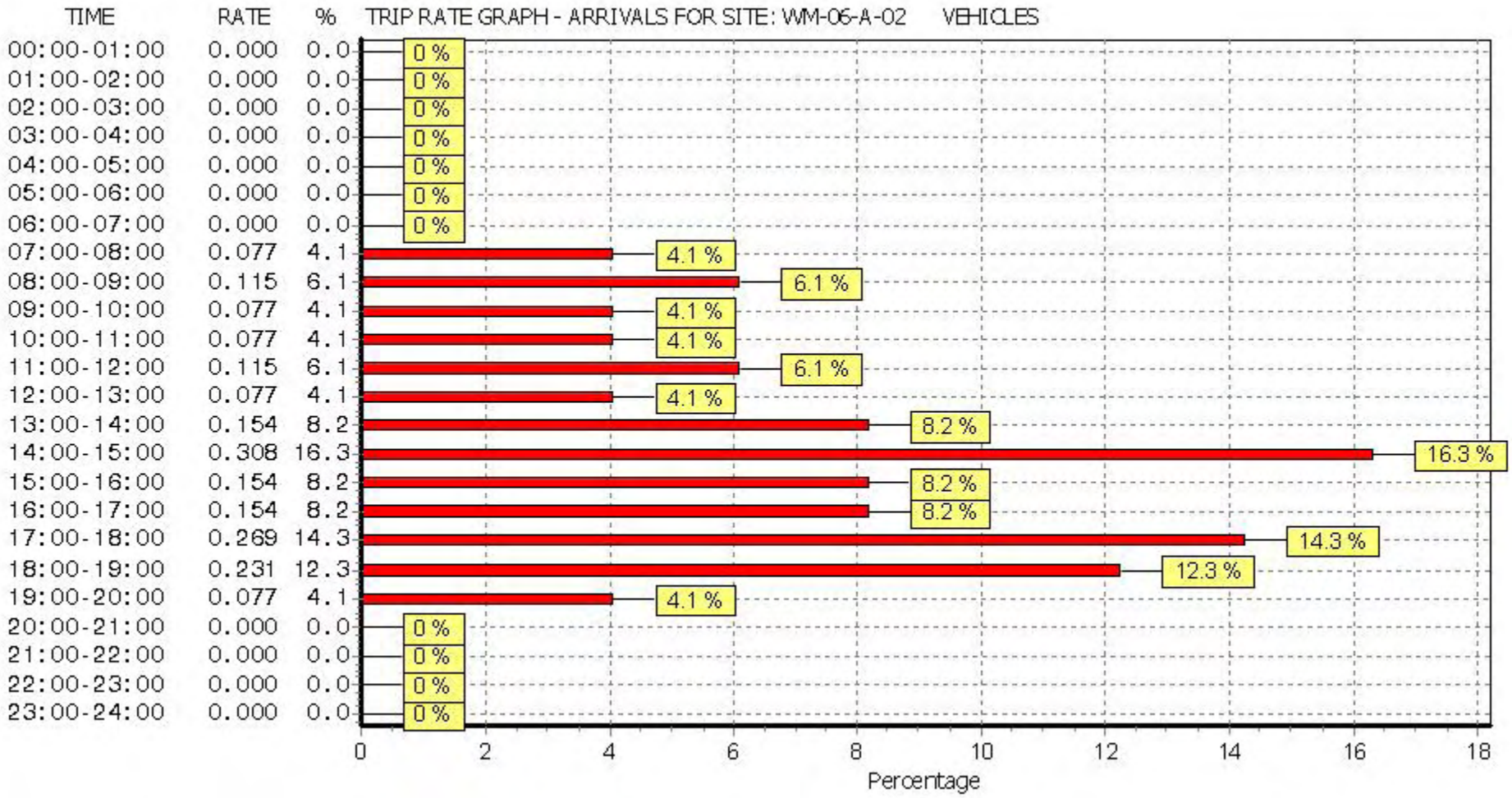
Calculation factor: 1 BEDRMS

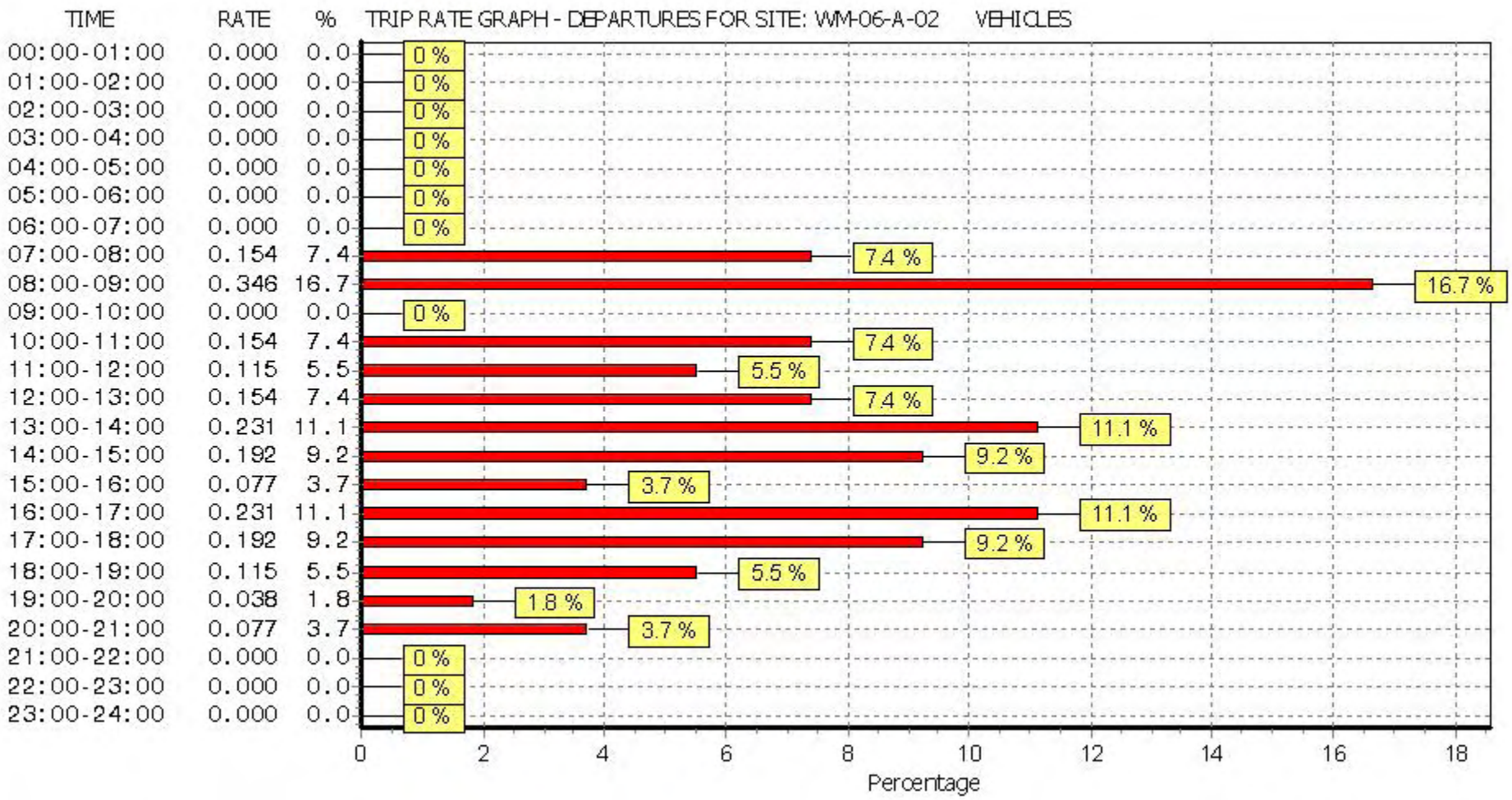
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	1	26	0.077	1	26	0.154	1	26	0.231
08:00 - 09:00	1	26	0.115	1	26	0.346	1	26	0.461
09:00 - 10:00	1	26	0.077	1	26	0.000	1	26	0.077
10:00 - 11:00	1	26	0.077	1	26	0.154	1	26	0.231
11:00 - 12:00	1	26	0.115	1	26	0.115	1	26	0.230
12:00 - 13:00	1	26	0.077	1	26	0.154	1	26	0.231
13:00 - 14:00	1	26	0.154	1	26	0.231	1	26	0.385
14:00 - 15:00	1	26	0.308	1	26	0.192	1	26	0.500
15:00 - 16:00	1	26	0.154	1	26	0.077	1	26	0.231
16:00 - 17:00	1	26	0.154	1	26	0.231	1	26	0.385
17:00 - 18:00	1	26	0.269	1	26	0.192	1	26	0.461
18:00 - 19:00	1	26	0.231	1	26	0.115	1	26	0.346
19:00 - 20:00	1	26	0.077	1	26	0.038	1	26	0.115
20:00 - 21:00	1	26	0.000	1	26	0.077	1	26	0.077
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.885			2.076			3.961

Parameter summary

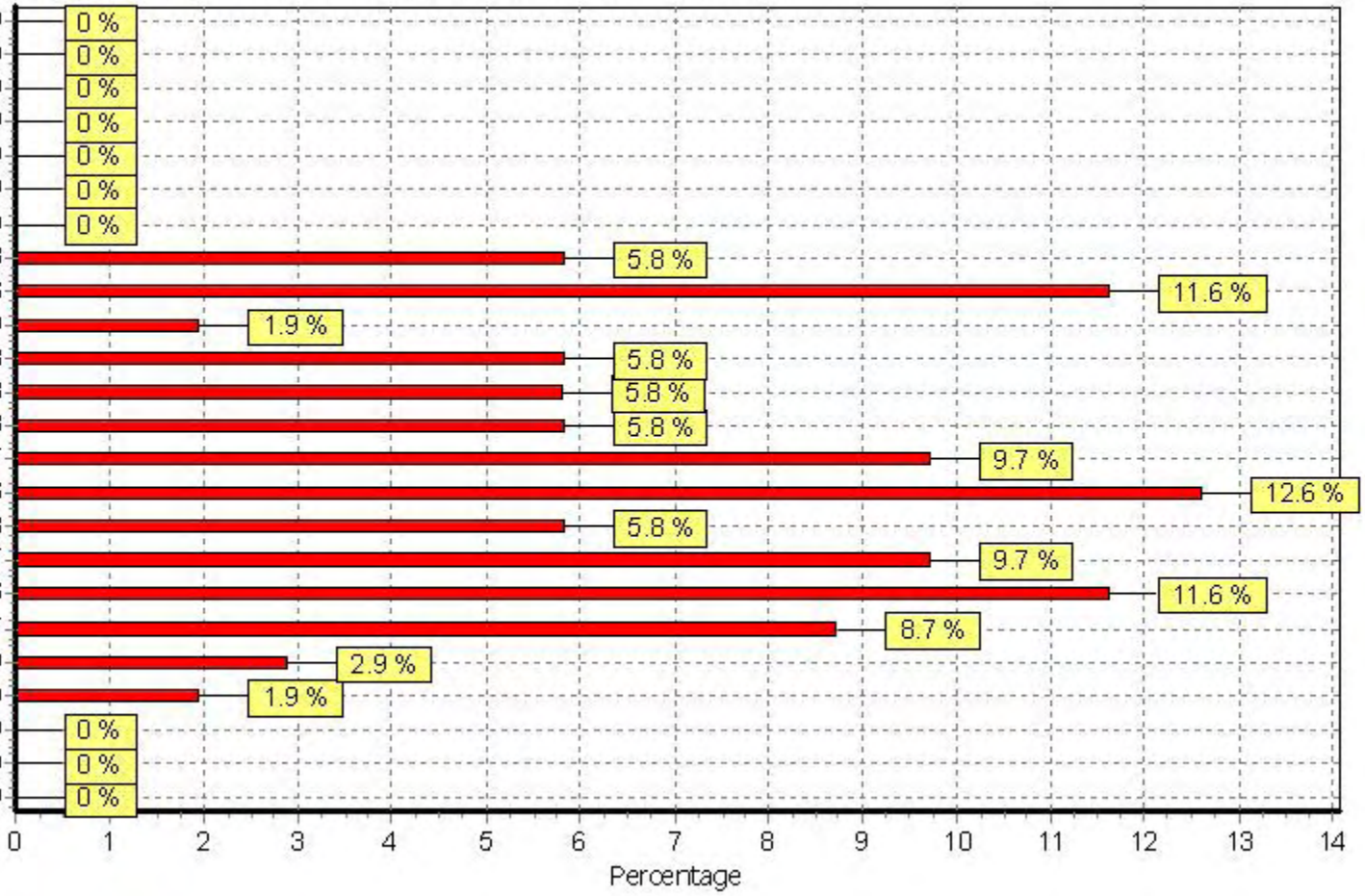
Trip rate parameter range selected:	26 - 26 (units:)
Survey date date range:	01/01/03 - 19/07/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys manually removed from selection:	0


TIME RATE % TRIP RATE GRAPH - ARRIVALS FOR SITE: WM-06-A-02 VEHICLES
00:00-01:00 0.000 0.0 0 %
01:00-02:00 0.000 0.0 0 %
02:00-03:00 0.000 0.0 0 %
03:00-04:00 0.000 0.0 0 %
04:00-05:00 0.000 0.0 0 %
05:00-06:00 0.000 0.0 0 %
06:00-07:00 0.000 0.0 0 %
07:00-08:00 0.077 4.1 4.1 %
08:00-09:00 0.115 6.1 6.1 %
09:00-10:00 0.077 4.1 4.1 %
10:00-11:00 0.077 4.1 4.1 %
11:00-12:00 0.115 6.1 6.1 %
12:00-13:00 0.077 4.1 4.1 %
13:00-14:00 0.154 8.2 8.2 %
14:00-15:00 0.308 16.3 16.3 %
15:00-16:00 0.154 8.2 8.2 %
16:00-17:00 0.154 8.2 8.2 %
17:00-18:00 0.269 14.3 14.3 %
18:00-19:00 0.231 12.3 12.3 %
19:00-20:00 0.077 4.1 4.1 %
20:00-21:00 0.000 0.0 0 %
21:00-22:00 0.000 0.0 0 %
22:00-23:00 0.000 0.0 0 %
23:00-24:00 0.000 0.0 0 %
0 2 4 6 8 10 12 14 16 18
Percentage


TIME RATE % TRIP RATE GRAPH - DEPARTURES FOR SITE: WM-06-A-02 VEHICLES
00:00-01:00 0.000 0.0 0 %
01:00-02:00 0.000 0.0 0 %
02:00-03:00 0.000 0.0 0 %
03:00-04:00 0.000 0.0 0 %
04:00-05:00 0.000 0.0 0 %
05:00-06:00 0.000 0.0 0 %
06:00-07:00 0.000 0.0 0 %
07:00-08:00 0.154 7.4 7.4 %
08:00-09:00 0.346 16.7 16.7 %
09:00-10:00 0.000 0.0 0 %
10:00-11:00 0.154 7.4 7.4 %
11:00-12:00 0.115 5.5 5.5 %
12:00-13:00 0.154 7.4 7.4 %
13:00-14:00 0.231 11.1 11.1 %
14:00-15:00 0.192 9.2 9.2 %
15:00-16:00 0.077 3.7 3.7 %
16:00-17:00 0.231 11.1 11.1 %
17:00-18:00 0.192 9.2 9.2 %
18:00-19:00 0.115 5.5 5.5 %
19:00-20:00 0.038 1.8 1.8 %
20:00-21:00 0.077 3.7 3.7 %
21:00-22:00 0.000 0.0 0 %
22:00-23:00 0.000 0.0 0 %
23:00-24:00 0.000 0.0 0 %
0
2
4
6
8
10
12
14
16
18
Percentage

TRIP RATE GRAPH - TOTALS FOR SITE: VM-06-A-02 VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.231	5.8
08:00-09:00	0.461	11.6
09:00-10:00	0.077	1.9
10:00-11:00	0.231	5.8
11:00-12:00	0.230	5.8
12:00-13:00	0.231	5.8
13:00-14:00	0.385	9.7
14:00-15:00	0.500	12.6
15:00-16:00	0.231	5.8
16:00-17:00	0.385	9.7
17:00-18:00	0.461	11.6
18:00-19:00	0.346	8.7
19:00-20:00	0.115	2.9
20:00-21:00	0.077	1.9
21:00-22:00	0.000	0.0
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
Range: 24 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 27/06/11

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
C1	3 days

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

100,001 to 125,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

Travel Plan:

Yes	1 days
No	3 days

LIST OF SITES relevant to selection parameters

1 DS-06-A-01 DAYS INN, DERBY DERBYSHIRE
SIR FRANK WHITTLE RD

DERBY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 100
Survey date: WEDNESDAY 23/06/04 Survey Type: MANUAL

2 GM-06-A-06 PREMIER LODGE, URMSTON GREATER MANCHESTER
TRAFFORD BOULEVARD

URMSTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 42
Survey date: MONDAY 07/06/04 Survey Type: MANUAL

3 HF-06-A-03 NOVOTEL, STEVENAGE HERTFORDSHIRE
A1(M)
KNEBWORTH PARK
STEVENAGE
Edge of Town
No Sub Category
Total Number of bedrooms: 100
Survey date: THURSDAY 08/07/04 Survey Type: MANUAL

4 WY-06-A-02 HOTEL, LEEDS WEST YORKSHIRE
CLIFF ROAD
HEADINGLEY
LEEDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 24
Survey date: FRIDAY 11/06/10 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

VEHICLES

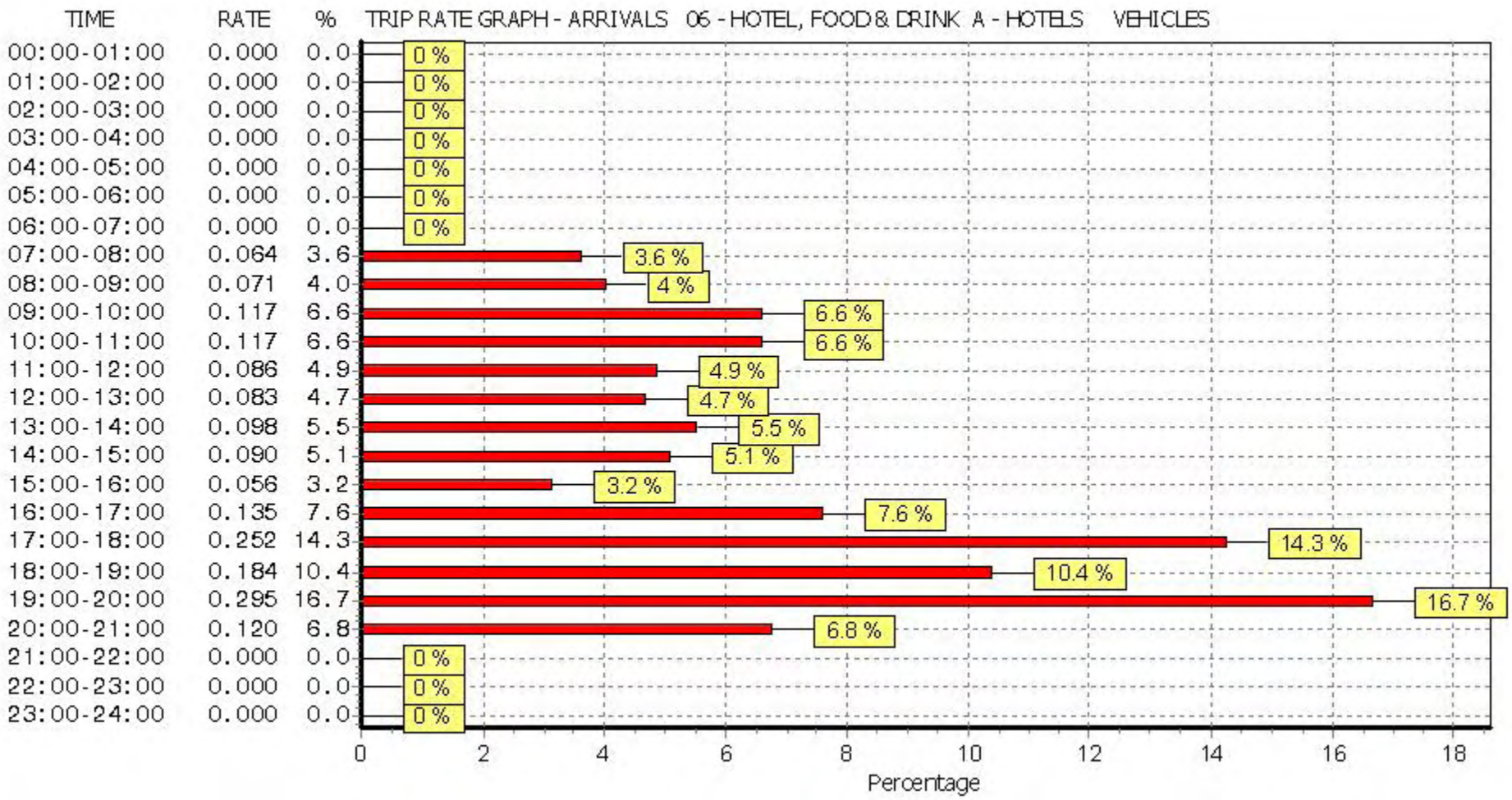
Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	4	67	0.064	4	67	0.211	4	67	0.275
08:00 - 09:00	4	67	0.071	4	67	0.192	4	67	0.263
09:00 - 10:00	4	67	0.117	4	67	0.169	4	67	0.286
10:00 - 11:00	4	67	0.117	4	67	0.120	4	67	0.237
11:00 - 12:00	4	67	0.086	4	67	0.071	4	67	0.157
12:00 - 13:00	4	67	0.083	4	67	0.090	4	67	0.173
13:00 - 14:00	4	67	0.098	4	67	0.113	4	67	0.211
14:00 - 15:00	4	67	0.090	4	67	0.102	4	67	0.192
15:00 - 16:00	4	67	0.056	4	67	0.060	4	67	0.116
16:00 - 17:00	4	67	0.135	4	67	0.124	4	67	0.259
17:00 - 18:00	4	67	0.252	4	67	0.083	4	67	0.335
18:00 - 19:00	4	67	0.184	4	67	0.117	4	67	0.301
19:00 - 20:00	3	55	0.295	3	55	0.151	3	55	0.446
20:00 - 21:00	3	55	0.120	3	55	0.090	3	55	0.210
21:00 - 22:00	1	24	0.000	1	24	0.042	1	24	0.042
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.768			1.735			3.503

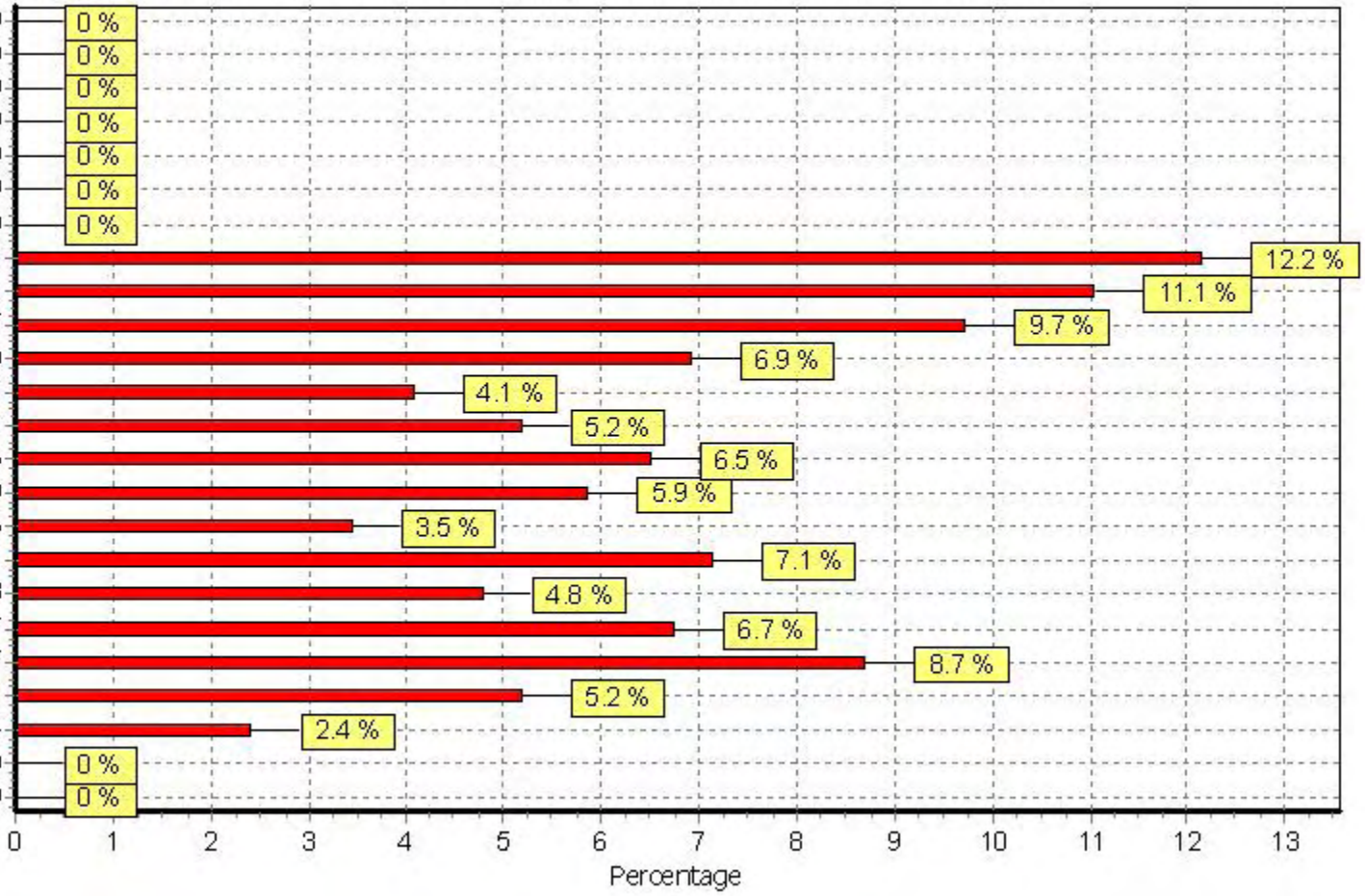
Parameter summary

Trip rate parameter range selected:	24 - 100 (units:)
Survey date date range:	01/01/03 - 27/06/11
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	20


TIME RATE % TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES
00:00-01:00 0.000 0.0 0 %
01:00-02:00 0.000 0.0 0 %
02:00-03:00 0.000 0.0 0 %
03:00-04:00 0.000 0.0 0 %
04:00-05:00 0.000 0.0 0 %
05:00-06:00 0.000 0.0 0 %
06:00-07:00 0.000 0.0 0 %
07:00-08:00 0.064 3.6 3.6 %
08:00-09:00 0.071 4.0 4 %
09:00-10:00 0.117 6.6 6.6 %
10:00-11:00 0.117 6.6 6.6 %
11:00-12:00 0.086 4.9 4.9 %
12:00-13:00 0.083 4.7 4.7 %
13:00-14:00 0.098 5.5 5.5 %
14:00-15:00 0.090 5.1 5.1 %
15:00-16:00 0.056 3.2 3.2 %
16:00-17:00 0.135 7.6 7.6 %
17:00-18:00 0.252 14.3 14.3 %
18:00-19:00 0.184 10.4 10.4 %
19:00-20:00 0.295 16.7 16.7 %
20:00-21:00 0.120 6.8 6.8 %
21:00-22:00 0.000 0.0 0 %
22:00-23:00 0.000 0.0 0 %
23:00-24:00 0.000 0.0 0 %
0
2
4
6
8
10
12
14
16
18
Percentage

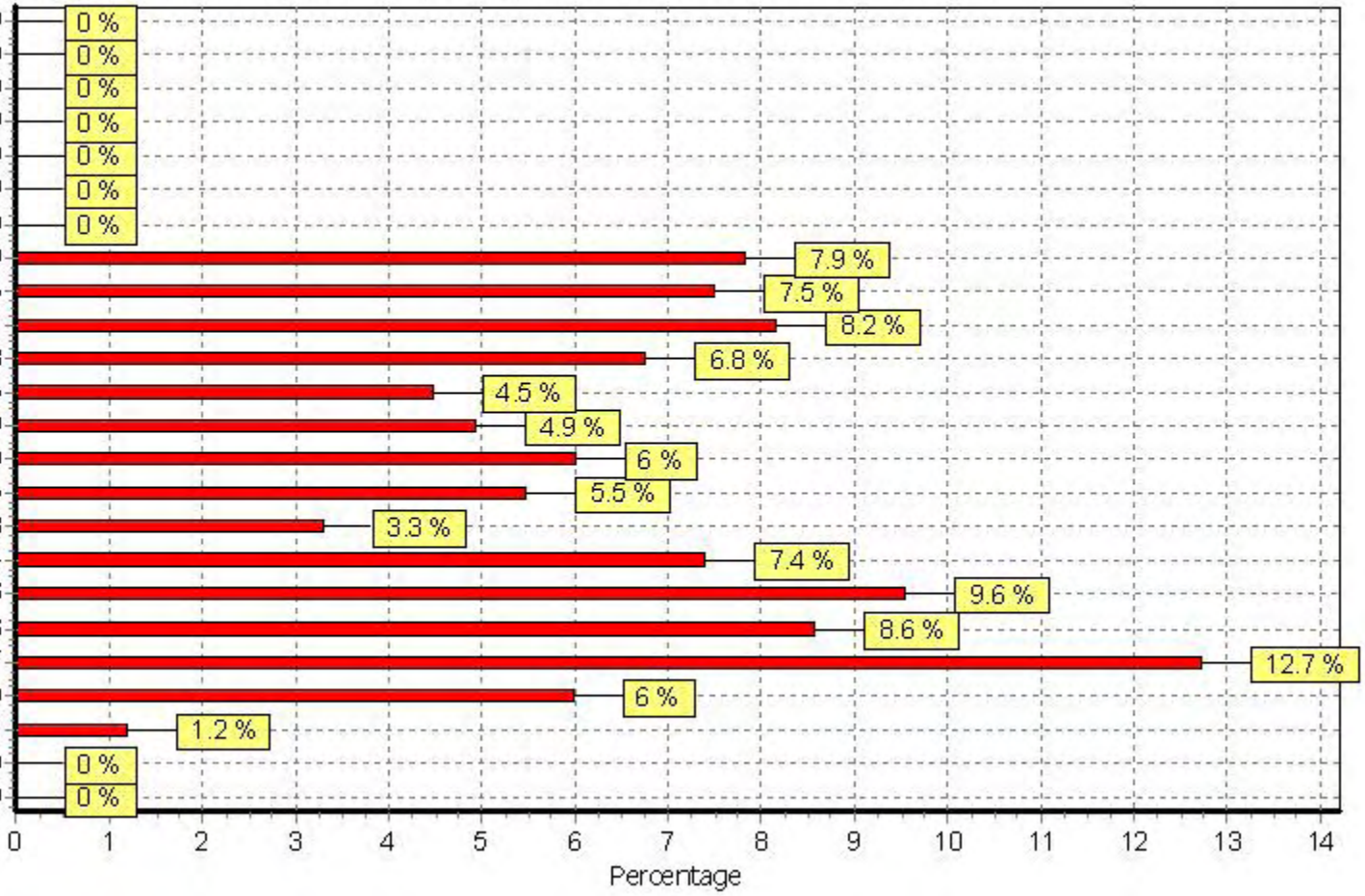
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.211	12.2
08:00-09:00	0.192	11.1
09:00-10:00	0.169	9.7
10:00-11:00	0.120	6.9
11:00-12:00	0.071	4.1
12:00-13:00	0.090	5.2
13:00-14:00	0.113	6.5
14:00-15:00	0.102	5.9
15:00-16:00	0.060	3.5
16:00-17:00	0.124	7.1
17:00-18:00	0.083	4.8
18:00-19:00	0.117	6.7
19:00-20:00	0.151	8.7
20:00-21:00	0.090	5.2
21:00-22:00	0.042	2.4
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.275	7.9
08:00-09:00	0.263	7.5
09:00-10:00	0.286	8.2
10:00-11:00	0.237	6.8
11:00-12:00	0.157	4.5
12:00-13:00	0.173	4.9
13:00-14:00	0.211	6.0
14:00-15:00	0.192	5.5
15:00-16:00	0.116	3.3
16:00-17:00	0.259	7.4
17:00-18:00	0.335	9.6
18:00-19:00	0.301	8.6
19:00-20:00	0.446	12.7
20:00-21:00	0.210	6.0
21:00-22:00	0.042	1.2
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	2 days
09	NORTH		
	TW	TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
Range: 58 to 90 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 27/06/11

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	4 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Retail Zone	1
No Sub Category	4

Filtering Stage 3 selection:

Use Class:

C1	7 days

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

Travel Plan:

No	7 days

LIST OF SITES relevant to selection parameters

1 GS-06-A-01 PREMIER INN, CHELTENHAM GLOUCESTERSHIRE
GLOUCESTER ROAD
ST MARKS
CHELTENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 60
Survey date: WEDNESDAY 28/04/10 Survey Type: MANUAL

2 TW-06-A-01 PREMIER TRAV. INN, NEWCASTLE TYNE & WEAR
CITY ROAD
QUAYSIDE
NEWCASTLE
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of bedrooms: 82
Survey date: TUESDAY 26/04/05 Survey Type: MANUAL

3 WM-06-A-04 PURPLE HOTEL, BIRMINGHAM WEST MIDLANDS
CUCKOO ROAD
NECHELLS
BIRMINGHAM
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Number of bedrooms: 90
Survey date: TUESDAY 25/11/08 Survey Type: MANUAL

4 WO-06-A-02 QUALITY HOTEL, REDDITCH WORCESTERSHIRE
POOLE BANK
SOUTHCREST
REDDITCH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 73
Survey date: WEDNESDAY 26/03/03 Survey Type: MANUAL

5 WO-06-A-03 RAMADA HOTEL, BROMSGROVE WORCESTERSHIRE
KIDDERMINSTER ROAD

BROMSGROVE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 58
Survey date: WEDNESDAY 30/04/03 Survey Type: MANUAL

6 WS-06-A-02 EXPRESS BY HOL. INN, CRAWLEY WEST SUSSEX
HASLETT AVENUE EAST

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: WEDNESDAY 28/11/07 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7 WS-06-A-03 EXPRESS BY HOL. INN, CRAWLEY WEST SUSSEX
HASLETT AVENUE EAST

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: MONDAY 07/12/09 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

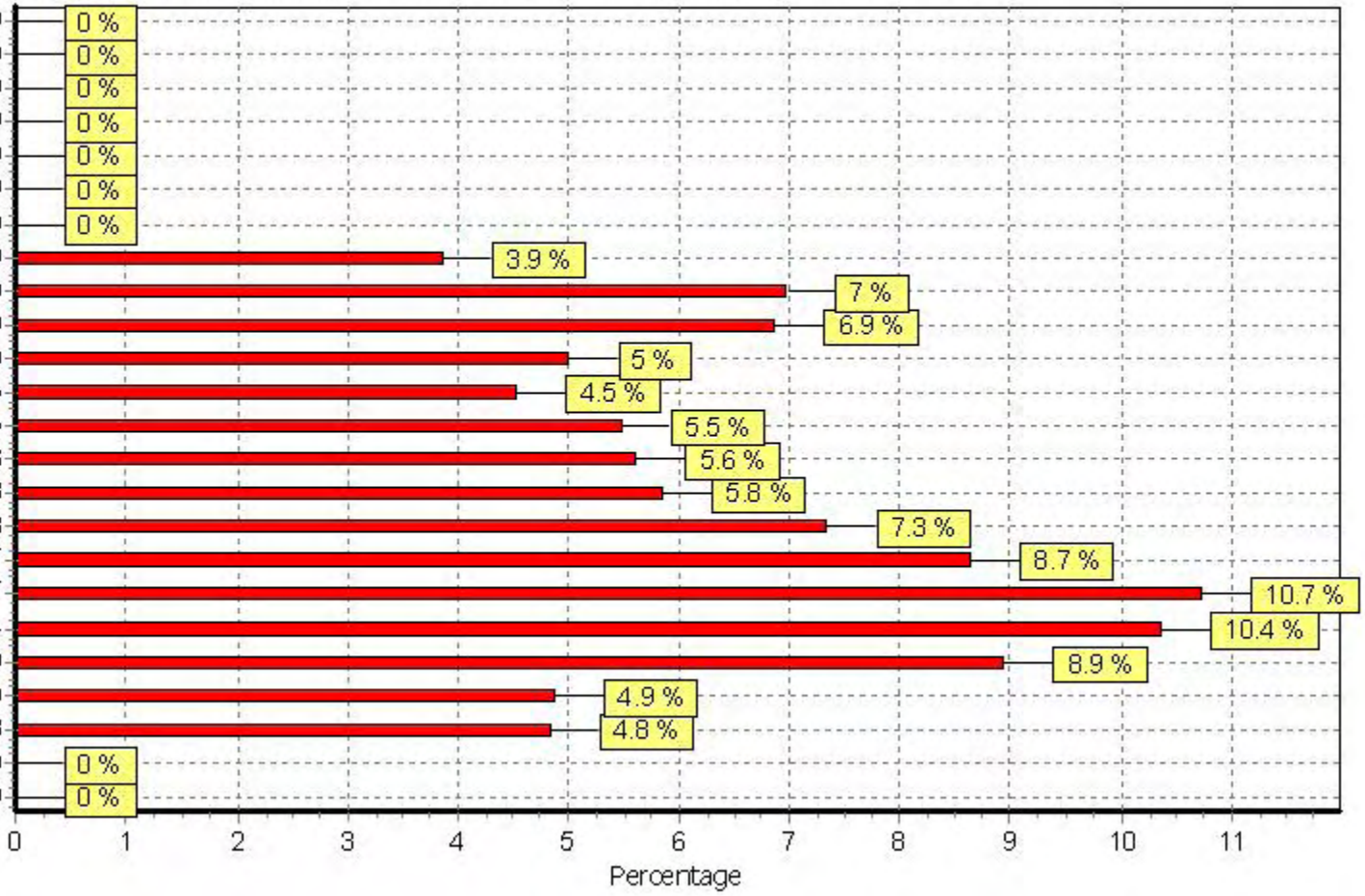
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	73	0.065	7	73	0.153	7	73	0.218
08:00 - 09:00	7	73	0.117	7	73	0.250	7	73	0.367
09:00 - 10:00	7	73	0.115	7	73	0.133	7	73	0.248
10:00 - 11:00	7	73	0.084	7	73	0.104	7	73	0.188
11:00 - 12:00	7	73	0.076	7	73	0.084	7	73	0.160
12:00 - 13:00	7	73	0.092	7	73	0.094	7	73	0.186
13:00 - 14:00	7	73	0.094	7	73	0.080	7	73	0.174
14:00 - 15:00	7	73	0.098	7	73	0.112	7	73	0.210
15:00 - 16:00	7	73	0.123	7	73	0.082	7	73	0.205
16:00 - 17:00	7	73	0.145	7	73	0.094	7	73	0.239
17:00 - 18:00	7	73	0.180	7	73	0.076	7	73	0.256
18:00 - 19:00	7	73	0.174	7	73	0.098	7	73	0.272
19:00 - 20:00	5	76	0.150	5	76	0.074	5	76	0.224
20:00 - 21:00	5	76	0.082	5	76	0.039	5	76	0.121
21:00 - 22:00	4	75	0.081	4	75	0.023	4	75	0.104
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.676			1.496			3.172

Parameter summary

Trip rate parameter range selected:	58 - 90 (units:)
Survey date date range:	01/01/03 - 27/06/11
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	17

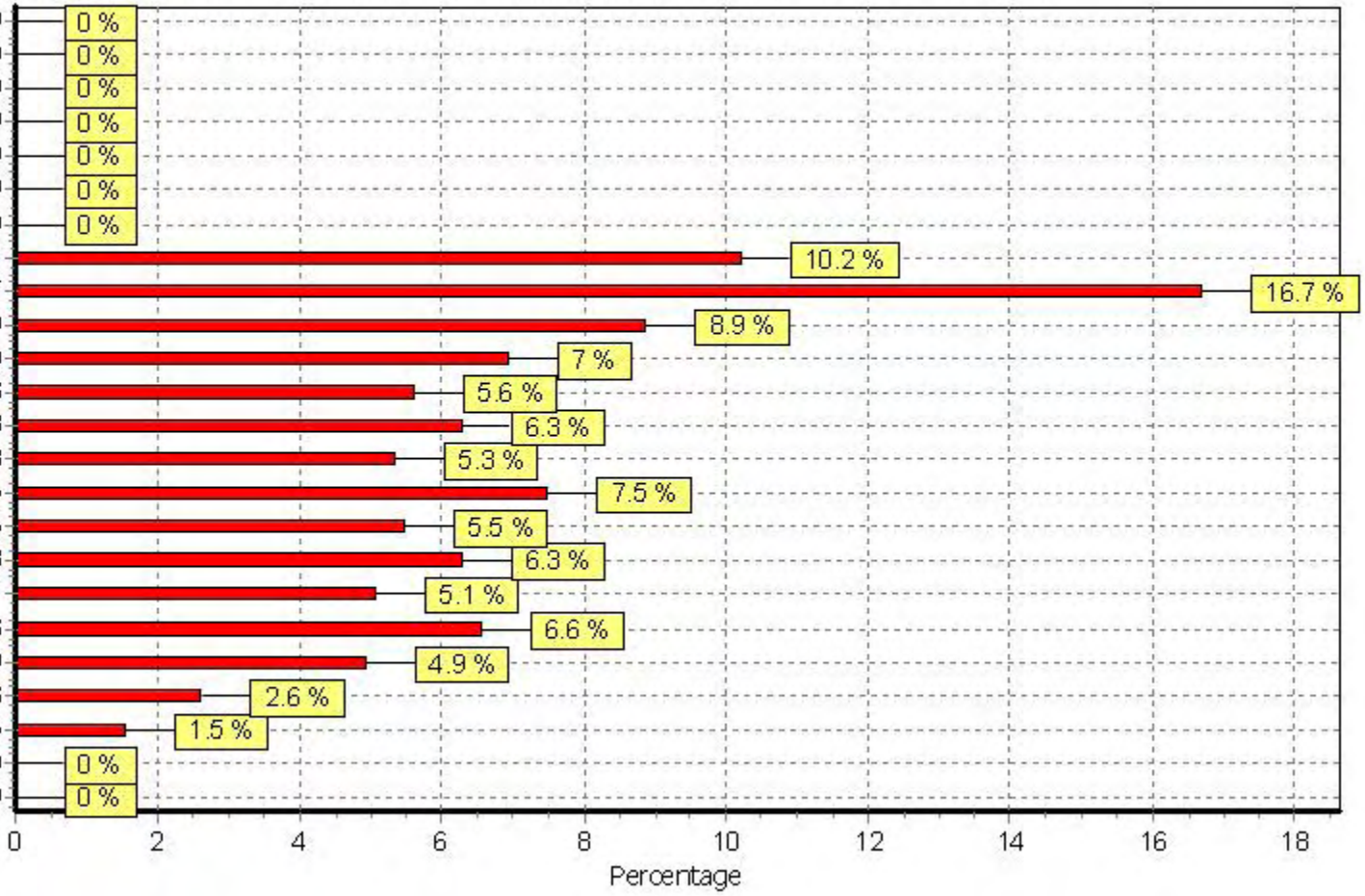
TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.065	3.9
08:00-09:00	0.117	7.0
09:00-10:00	0.115	6.9
10:00-11:00	0.084	5.0
11:00-12:00	0.076	4.5
12:00-13:00	0.092	5.5
13:00-14:00	0.094	5.6
14:00-15:00	0.098	5.8
15:00-16:00	0.123	7.3
16:00-17:00	0.145	8.7
17:00-18:00	0.180	10.7
18:00-19:00	0.174	10.4
19:00-20:00	0.150	8.9
20:00-21:00	0.082	4.9
21:00-22:00	0.081	4.8
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



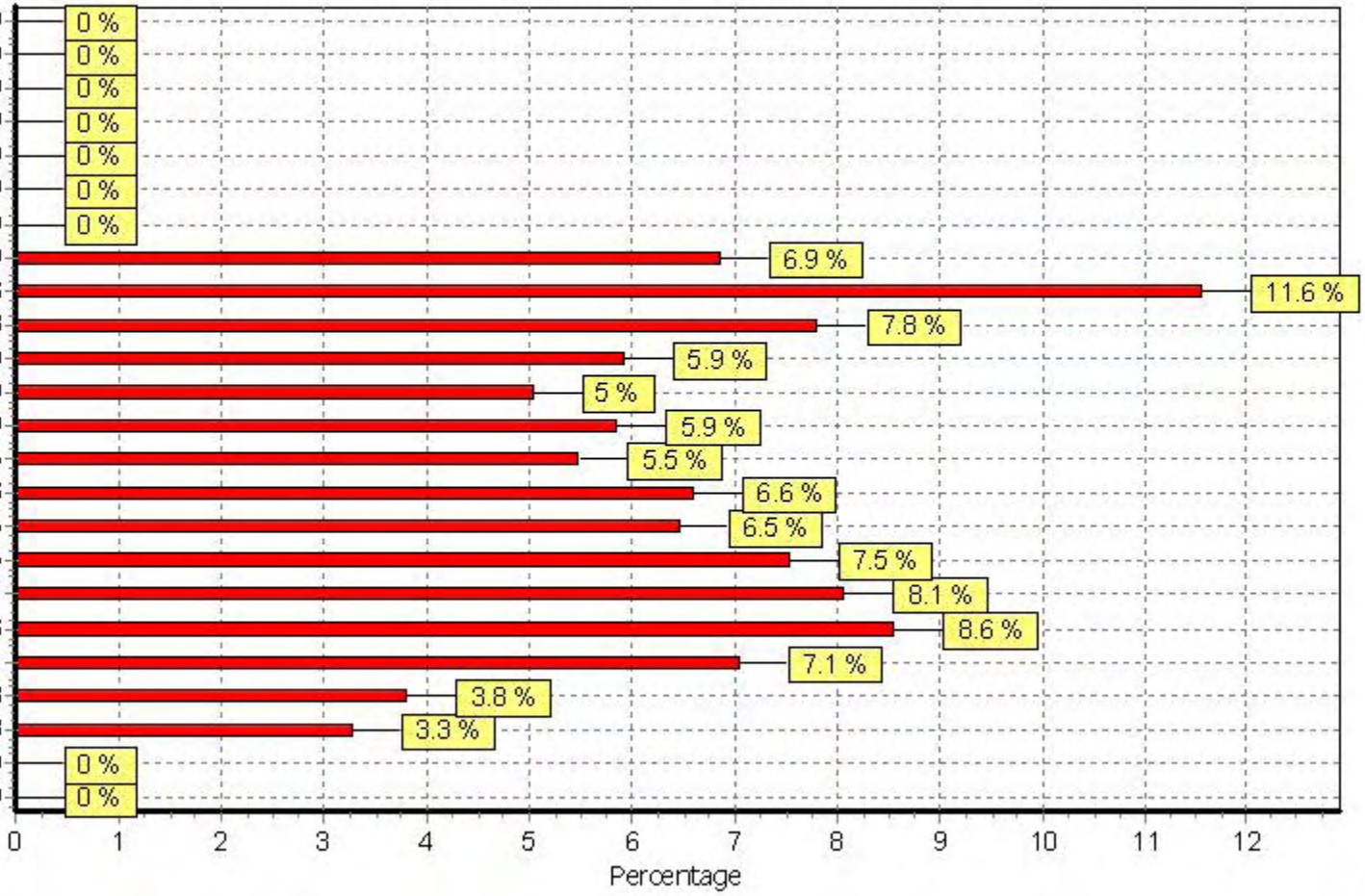
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.153	10.2
08:00-09:00	0.250	16.7
09:00-10:00	0.133	8.9
10:00-11:00	0.104	7.0
11:00-12:00	0.084	5.6
12:00-13:00	0.094	6.3
13:00-14:00	0.080	5.3
14:00-15:00	0.112	7.5
15:00-16:00	0.082	5.5
16:00-17:00	0.094	6.3
17:00-18:00	0.076	5.1
18:00-19:00	0.098	6.6
19:00-20:00	0.074	4.9
20:00-21:00	0.039	2.6
21:00-22:00	0.023	1.5
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK A - HOTELS VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.218	6.9
08:00-09:00	0.367	11.6
09:00-10:00	0.248	7.8
10:00-11:00	0.188	5.9
11:00-12:00	0.160	5.0
12:00-13:00	0.186	5.9
13:00-14:00	0.174	5.5
14:00-15:00	0.210	6.6
15:00-16:00	0.205	6.5
16:00-17:00	0.239	7.5
17:00-18:00	0.256	8.1
18:00-19:00	0.272	8.6
19:00-20:00	0.224	7.1
20:00-21:00	0.121	3.8
21:00-22:00	0.104	3.3
22:00-23:00	0.000	0.0
23:00-24:00	0.000	0.0



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 285 to 1400 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 17/10/09

Selected survey days:

Friday	6 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	5

Filtering Stage 3 selection:

Use Class:

A3	2 days
A4	4 days

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
2.1 to 2.5	1 days

Travel Plan:

No	6 days

LIST OF SITES relevant to selection parameters

1 CW-06-C-01 PUB/RESTAURANT, CAMBORNE CORNWALL
FORE STREET
POOL
CAMBORNE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 285 sqm
Survey date: FRIDAY 21/09/07 Survey Type: MANUAL

2 EX-06-C-01 HARVESTER, COLCHESTER ESSEX
LONDON ROAD
STANWAY
COLCHESTER
Edge of Town
No Sub Category
Total Gross floor area: 450 sqm
Survey date: FRIDAY 11/07/08 Survey Type: MANUAL

3 HC-06-C-02 BEEFEATER, EASTLEIGH HAMPSHIRE
BOURNEMOUTH ROAD
AMPFIELD
EASTLEIGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 450 sqm
Survey date: FRIDAY 16/11/07 Survey Type: MANUAL

4 NT-06-C-02 PUB/RESTAURANT, NOTTINGHAM NOTTINGHAMSHIRE
MANSFIELD ROAD
DAYBROOK
NOTTINGHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1185 sqm
Survey date: FRIDAY 18/05/07 Survey Type: MANUAL

5 SH-06-C-01 TWO FOR ONE, SHREWSBURY SHROPSHIRE
WELSHPOOL ROAD
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Gross floor area: 892 sqm
Survey date: FRIDAY 10/06/05 Survey Type: MANUAL

6 SH-06-C-02 HUNGRY HORSE, SHREWSBURY SHROPSHIRE
WELSHPOOL ROAD
SHELTON
SHREWSBURY
Edge of Town
No Sub Category
Total Gross floor area: 1400 sqm
Survey date: FRIDAY 26/06/09 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

VEHICLES

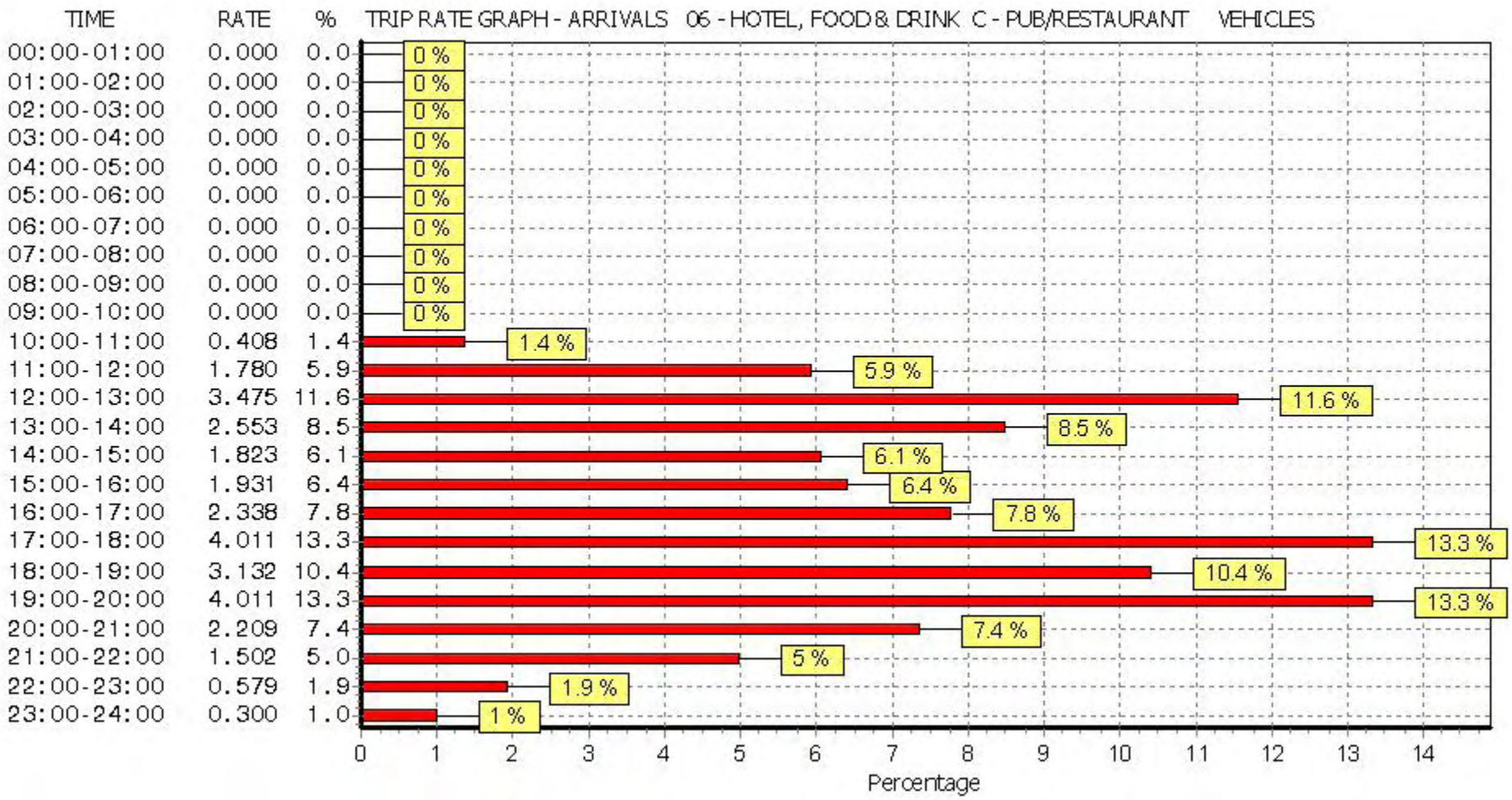
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	6	777	0.408	6	777	0.215	6	777	0.623
11:00 - 12:00	6	777	1.780	6	777	0.622	6	777	2.402
12:00 - 13:00	6	777	3.475	6	777	1.759	6	777	5.234
13:00 - 14:00	6	777	2.553	6	777	2.746	6	777	5.299
14:00 - 15:00	6	777	1.823	6	777	3.325	6	777	5.148
15:00 - 16:00	6	777	1.931	6	777	1.823	6	777	3.754
16:00 - 17:00	6	777	2.338	6	777	1.544	6	777	3.882
17:00 - 18:00	6	777	4.011	6	777	2.789	6	777	6.800
18:00 - 19:00	6	777	3.132	6	777	3.024	6	777	6.156
19:00 - 20:00	6	777	4.011	6	777	3.089	6	777	7.100
20:00 - 21:00	6	777	2.209	6	777	2.360	6	777	4.569
21:00 - 22:00	6	777	1.502	6	777	2.724	6	777	4.226
22:00 - 23:00	6	777	0.579	6	777	2.016	6	777	2.595
23:00 - 24:00	6	777	0.300	6	777	1.716	6	777	2.016
Total Rates:			30.052			29.752			59.804

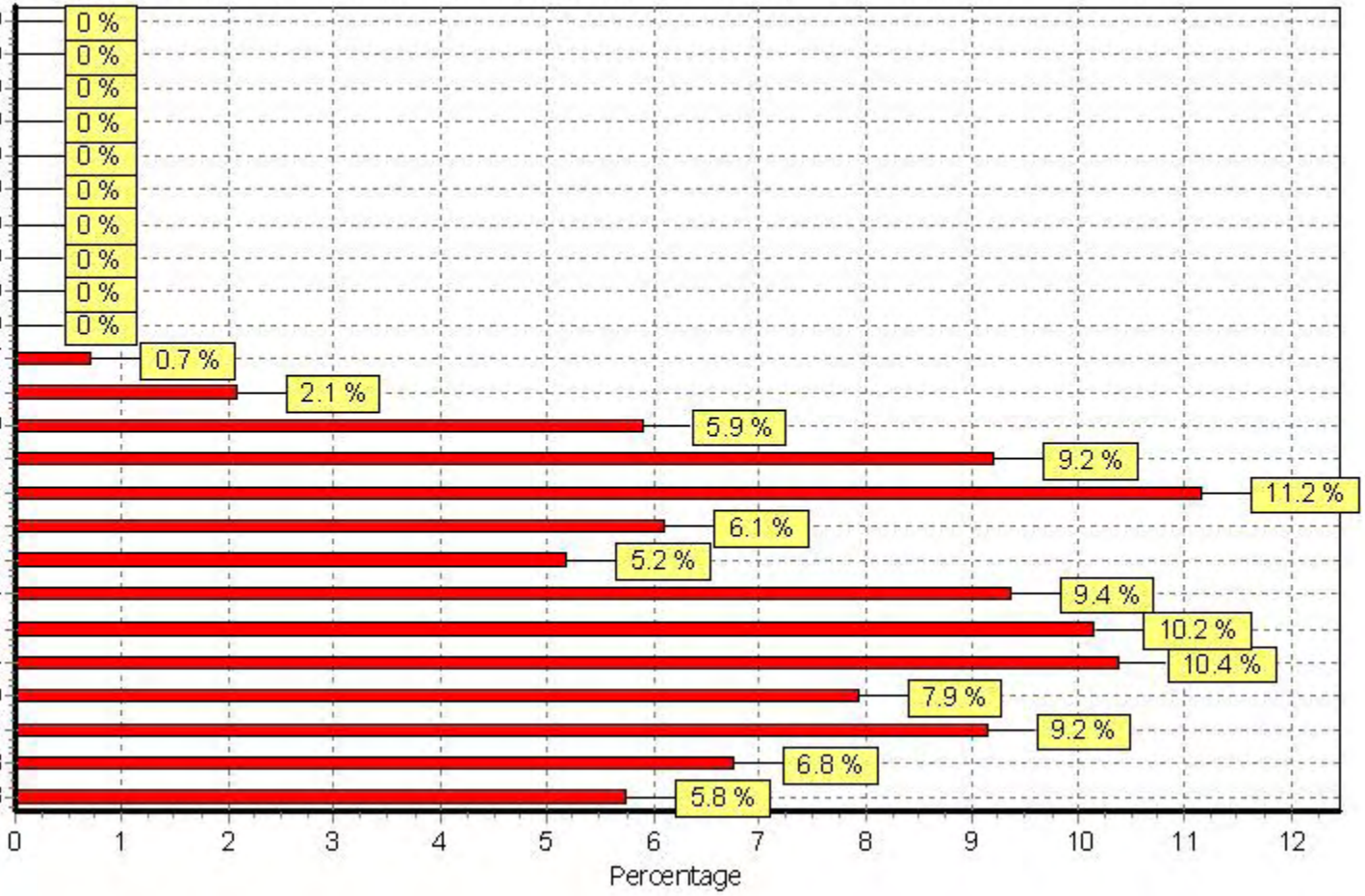
Parameter summary

Trip rate parameter range selected:	285 - 1400 (units: sqm)
Survey date date range:	01/01/03 - 17/10/09
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2


TIME RATE % TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES
00:00-01:00 0.000 0.0 0 %
01:00-02:00 0.000 0.0 0 %
02:00-03:00 0.000 0.0 0 %
03:00-04:00 0.000 0.0 0 %
04:00-05:00 0.000 0.0 0 %
05:00-06:00 0.000 0.0 0 %
06:00-07:00 0.000 0.0 0 %
07:00-08:00 0.000 0.0 0 %
08:00-09:00 0.000 0.0 0 %
09:00-10:00 0.000 0.0 0 %
10:00-11:00 0.408 1.4 1.4 %
11:00-12:00 1.780 5.9 5.9 %
12:00-13:00 3.475 11.6 11.6 %
13:00-14:00 2.553 8.5 8.5 %
14:00-15:00 1.823 6.1 6.1 %
15:00-16:00 1.931 6.4 6.4 %
16:00-17:00 2.338 7.8 7.8 %
17:00-18:00 4.011 13.3 13.3 %
18:00-19:00 3.132 10.4 10.4 %
19:00-20:00 4.011 13.3 13.3 %
20:00-21:00 2.209 7.4 7.4 %
21:00-22:00 1.502 5.0 5 %
22:00-23:00 0.579 1.9 1.9 %
23:00-24:00 0.300 1.0 1 %
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14
Percentage

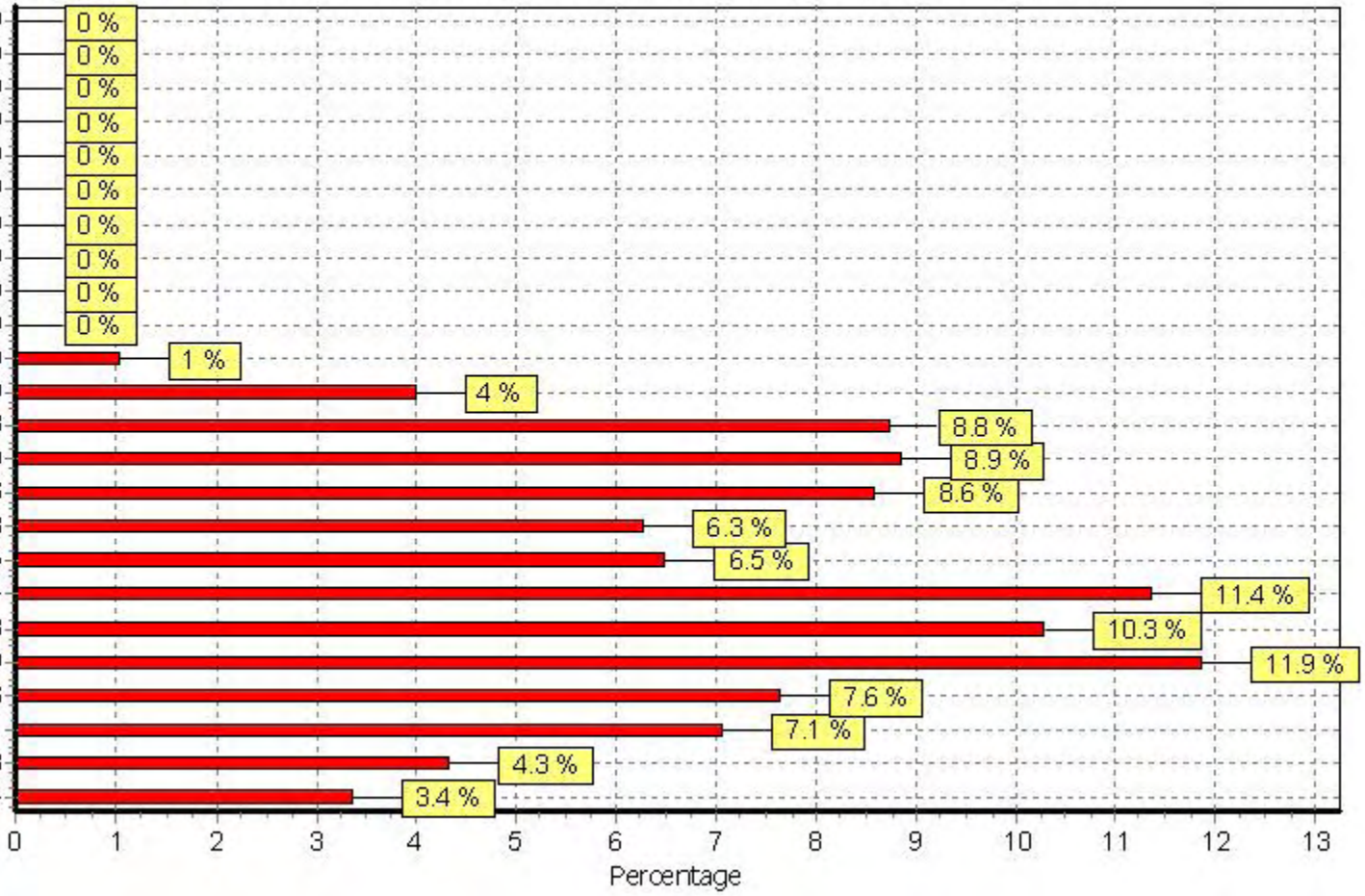
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.215	0.7
11:00-12:00	0.622	2.1
12:00-13:00	1.759	5.9
13:00-14:00	2.746	9.2
14:00-15:00	3.325	11.2
15:00-16:00	1.823	6.1
16:00-17:00	1.544	5.2
17:00-18:00	2.789	9.4
18:00-19:00	3.024	10.2
19:00-20:00	3.089	10.4
20:00-21:00	2.360	7.9
21:00-22:00	2.724	9.2
22:00-23:00	2.016	6.8
23:00-24:00	1.716	5.8



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.623	1.0
11:00-12:00	2.402	4.0
12:00-13:00	5.234	8.8
13:00-14:00	5.299	8.9
14:00-15:00	5.148	8.6
15:00-16:00	3.754	6.3
16:00-17:00	3.882	6.5
17:00-18:00	6.800	11.4
18:00-19:00	6.156	10.3
19:00-20:00	7.100	11.9
20:00-21:00	4.569	7.6
21:00-22:00	4.226	7.1
22:00-23:00	2.595	4.3
23:00-24:00	2.016	3.4



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	SG	SOUTH GLOUCESTERSHIRE	2 days
	WL	WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 270 to 1000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 17/10/09

Selected survey days:

Saturday	7 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	4

Selected Location Sub Categories:

Residential Zone	3
Village	1
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

A3	1 days
A4	6 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	2 days
250,001 to 500,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

Travel Plan:

No	7 days

LIST OF SITES relevant to selection parameters

1 CH-06-C-01 HARVESTER, CHESTER CHESHIRE
WHITCHURCH ROAD
CHRISTLETON
CHESTER
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 375 sqm
Survey date: SATURDAY 18/10/08 Survey Type: MANUAL

2 DH-06-C-01 PUB/RESTAURANT, HARTLEPOOL DURHAM
WOOLER ROAD

HARTLEPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1000 sqm
Survey date: SATURDAY 29/09/07 Survey Type: MANUAL

3 NY-06-C-01 PUB/RES., MONK FRYSTON NORTH YORKSHIRE
75 MAIN STREET

MONK FRYSTON
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 488 sqm
Survey date: SATURDAY 21/05/05 Survey Type: MANUAL

4 SG-06-C-01 PUB/RESTAURANT, NR BRISTOL SOUTH GLOUCESTERSHIRE
HIGH STREET
WINTERBOURNE
NEAR BRISTOL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 270 sqm
Survey date: SATURDAY 30/09/06 Survey Type: MANUAL

5 SG-06-C-02 PUB/RESTAURANT, NR BRISTOL SOUTH GLOUCESTERSHIRE
HIGH STREET
WINTERBOURNE
NEAR BRISTOL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 270 sqm
Survey date: SATURDAY 17/10/09 Survey Type: MANUAL

6 WL-06-C-01 HUNGRY HORSE, CHIPPENHAM WILTSHIRE
A4 ROWDEN HILL

CHIPPENHAM
Edge of Town
No Sub Category
Total Gross floor area: 375 sqm
Survey date: SATURDAY 07/10/06 Survey Type: MANUAL

7 WY-06-C-01 BREWERS FAYRE, HUDDERSFIELD WEST YORKSHIRE
BRIDGHOUSE ROAD
AINLEY TOP
HUDDERSFIELD
Edge of Town
No Sub Category
Total Gross floor area: 904 sqm
Survey date: SATURDAY 16/09/06 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

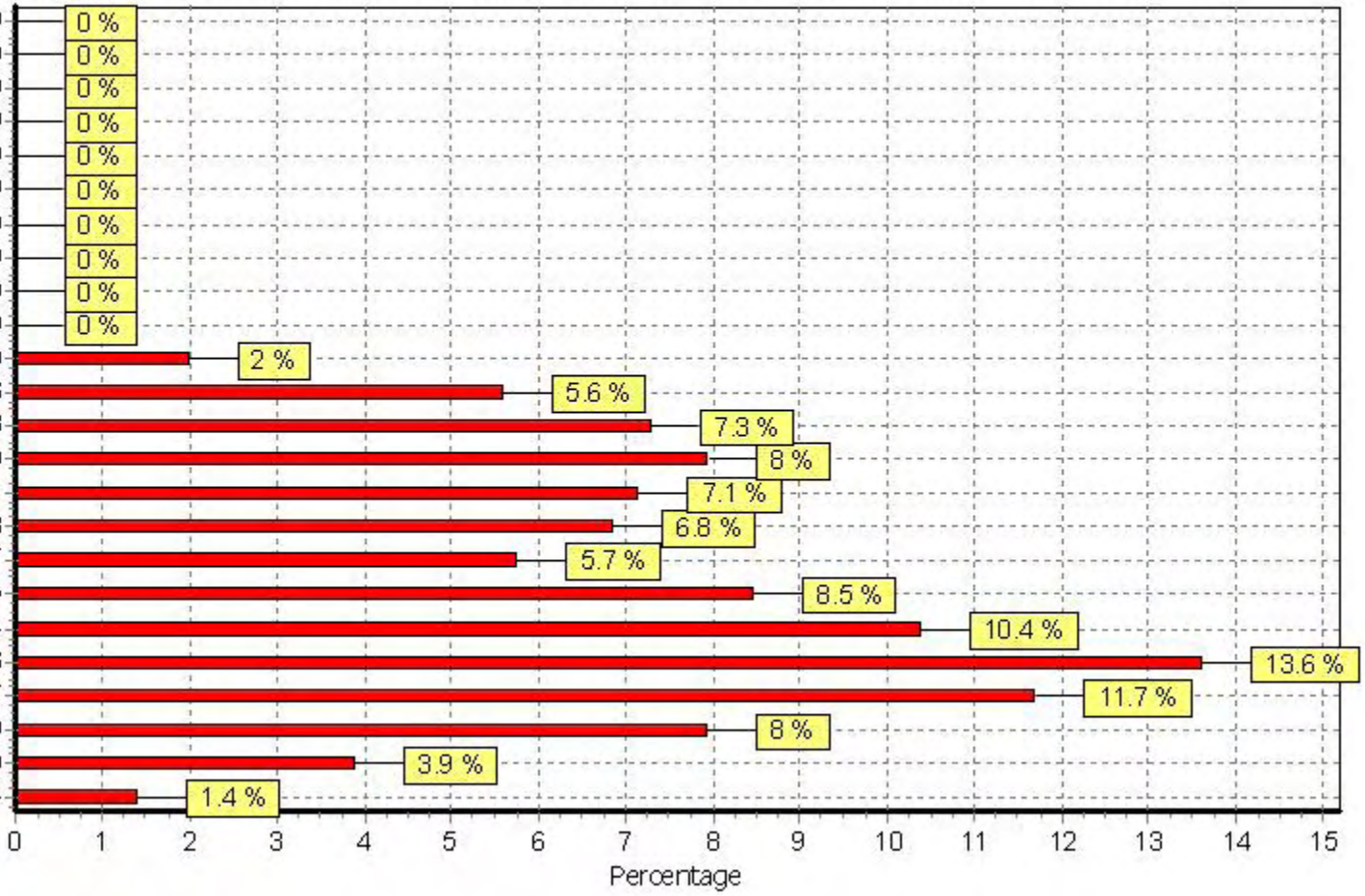
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	1	488	0.000	1	488	0.000	1	488	0.000
09:00 - 10:00	1	488	0.000	1	488	0.000	1	488	0.000
10:00 - 11:00	7	526	0.733	7	526	0.598	7	526	1.331
11:00 - 12:00	7	526	2.064	7	526	1.141	7	526	3.205
12:00 - 13:00	7	526	2.689	7	526	1.602	7	526	4.291
13:00 - 14:00	7	526	2.933	7	526	2.499	7	526	5.432
14:00 - 15:00	7	526	2.634	7	526	2.363	7	526	4.997
15:00 - 16:00	7	526	2.526	7	526	2.363	7	526	4.889
16:00 - 17:00	7	526	2.118	7	526	2.417	7	526	4.535
17:00 - 18:00	7	526	3.123	7	526	2.689	7	526	5.812
18:00 - 19:00	7	526	3.829	7	526	3.368	7	526	7.197
19:00 - 20:00	7	526	5.024	7	526	4.943	7	526	9.967
20:00 - 21:00	7	526	4.318	7	526	4.210	7	526	8.528
21:00 - 22:00	7	526	2.933	7	526	5.296	7	526	8.229
22:00 - 23:00	7	526	1.439	7	526	2.417	7	526	3.856
23:00 - 24:00	7	526	0.516	7	526	1.358	7	526	1.874
Total Rates:			36.879			37.264			74.143

Parameter summary

Trip rate parameter range selected:	270 - 1000 (units: sqm)
Survey date date range:	01/01/03 - 17/10/09
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	7
Number of Sundays:	0
Surveys manually removed from selection:	1

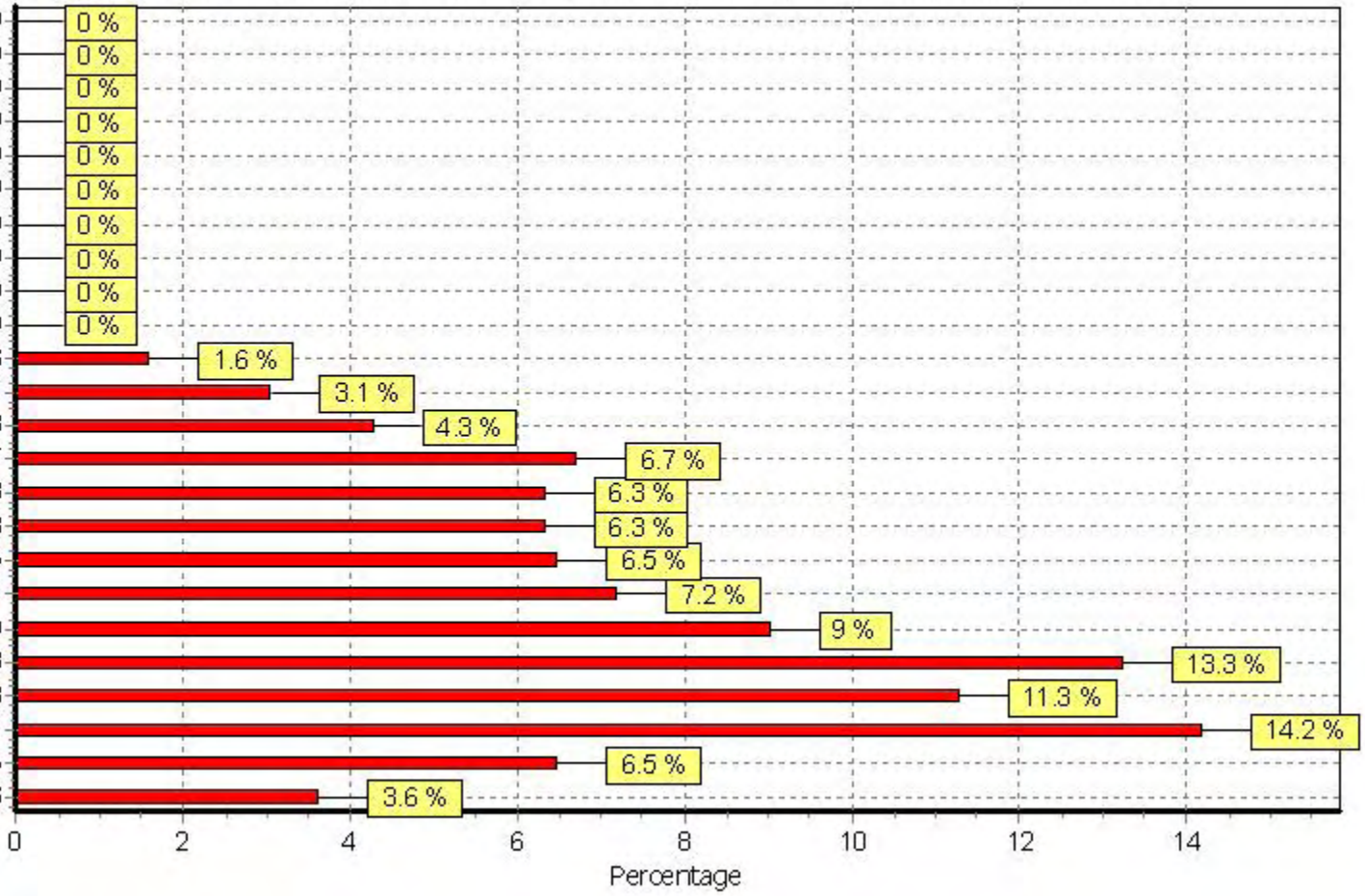
TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.733	2.0
11:00-12:00	2.064	5.6
12:00-13:00	2.689	7.3
13:00-14:00	2.933	8.0
14:00-15:00	2.634	7.1
15:00-16:00	2.526	6.8
16:00-17:00	2.118	5.7
17:00-18:00	3.123	8.5
18:00-19:00	3.829	10.4
19:00-20:00	5.024	13.6
20:00-21:00	4.318	11.7
21:00-22:00	2.933	8.0
22:00-23:00	1.439	3.9
23:00-24:00	0.516	1.4



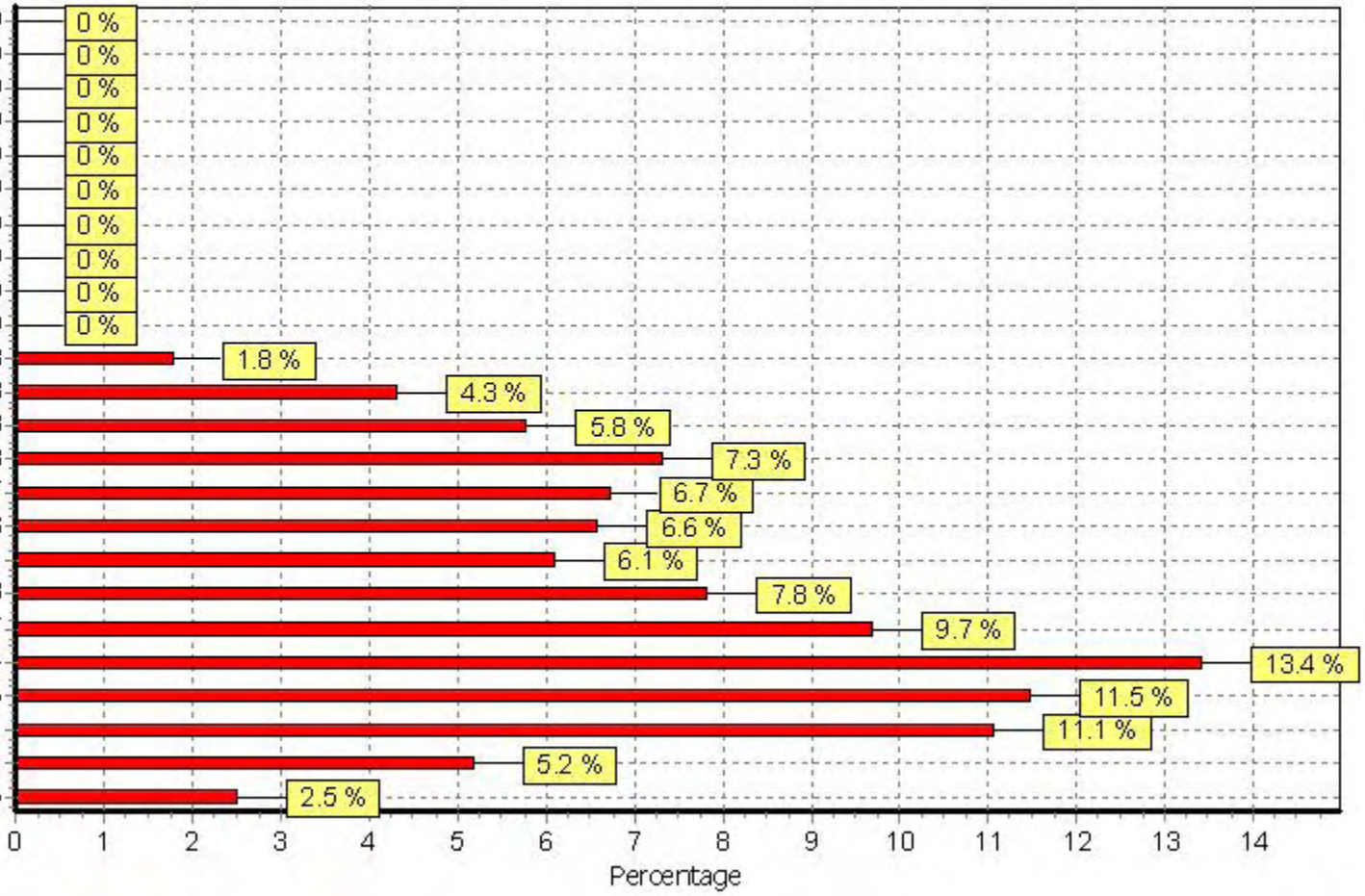
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.598	1.6
11:00-12:00	1.141	3.1
12:00-13:00	1.602	4.3
13:00-14:00	2.499	6.7
14:00-15:00	2.363	6.3
15:00-16:00	2.363	6.3
16:00-17:00	2.417	6.5
17:00-18:00	2.689	7.2
18:00-19:00	3.368	9.0
19:00-20:00	4.943	13.3
20:00-21:00	4.210	11.3
21:00-22:00	5.296	14.2
22:00-23:00	2.417	6.5
23:00-24:00	1.358	3.6



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	1.331	1.8
11:00-12:00	3.205	4.3
12:00-13:00	4.291	5.8
13:00-14:00	5.432	7.3
14:00-15:00	4.997	6.7
15:00-16:00	4.889	6.6
16:00-17:00	4.535	6.1
17:00-18:00	5.812	7.8
18:00-19:00	7.197	9.7
19:00-20:00	9.967	13.4
20:00-21:00	8.528	11.5
21:00-22:00	8.229	11.1
22:00-23:00	3.856	5.2
23:00-24:00	1.874	2.5



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT

VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 450 to 1400 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 17/10/09

Selected survey days:

Friday	3 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	3

Selected Location Sub Categories:

No Sub Category	3

Filtering Stage 3 selection:

Use Class:

A3	1 days
A4	2 days

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days
2.1 to 2.5	1 days

Travel Plan:

No	3 days

LIST OF SITES relevant to selection parameters

1 EX-06-C-01 HARVESTER, COLCHESTER ESSEX
LONDON ROAD
STANWAY
COLCHESTER
Edge of Town
No Sub Category
Total Gross floor area: 450 sqm
Survey date: FRIDAY 11/07/08 Survey Type: MANUAL

2 SH-06-C-01 TWO FOR ONE, SHREWSBURY SHROPSHIRE
WELSHPOOL ROAD
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Gross floor area: 892 sqm
Survey date: FRIDAY 10/06/05 Survey Type: MANUAL

3 SH-06-C-02 HUNGRY HORSE, SHREWSBURY SHROPSHIRE
WELSHPOOL ROAD
SHELTON
SHREWSBURY
Edge of Town
No Sub Category
Total Gross floor area: 1400 sqm
Survey date: FRIDAY 26/06/09 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

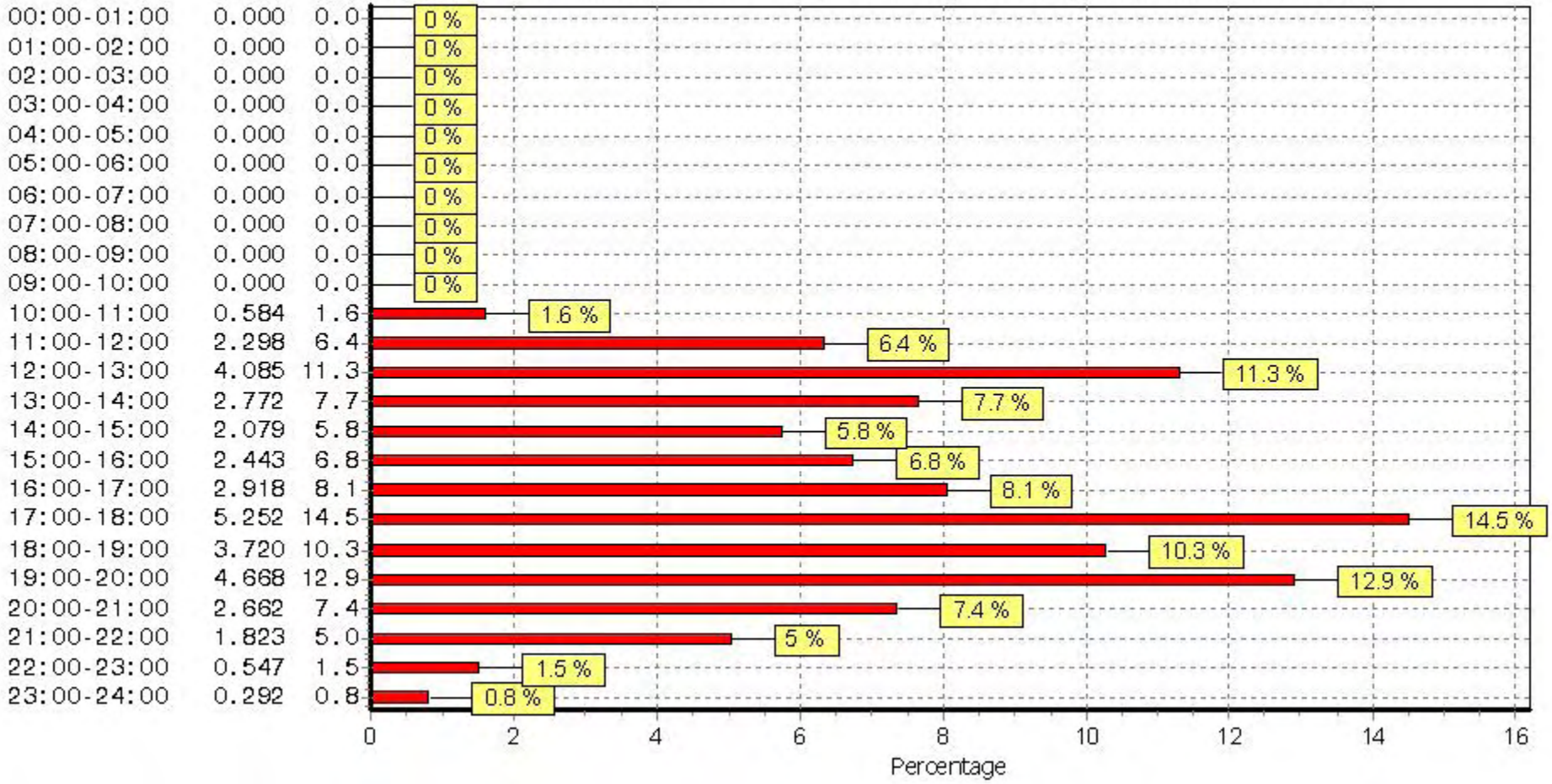
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	3	914	0.584	3	914	0.292	3	914	0.876
11:00 - 12:00	3	914	2.298	3	914	0.802	3	914	3.100
12:00 - 13:00	3	914	4.085	3	914	2.079	3	914	6.164
13:00 - 14:00	3	914	2.772	3	914	3.063	3	914	5.835
14:00 - 15:00	3	914	2.079	3	914	4.121	3	914	6.200
15:00 - 16:00	3	914	2.443	3	914	2.115	3	914	4.558
16:00 - 17:00	3	914	2.918	3	914	1.860	3	914	4.778
17:00 - 18:00	3	914	5.252	3	914	3.355	3	914	8.607
18:00 - 19:00	3	914	3.720	3	914	4.085	3	914	7.805
19:00 - 20:00	3	914	4.668	3	914	3.793	3	914	8.461
20:00 - 21:00	3	914	2.662	3	914	2.735	3	914	5.397
21:00 - 22:00	3	914	1.823	3	914	3.501	3	914	5.324
22:00 - 23:00	3	914	0.547	3	914	2.334	3	914	2.881
23:00 - 24:00	3	914	0.292	3	914	1.751	3	914	2.043
Total Rates:			36.143			35.886			72.029

Parameter summary

Trip rate parameter range selected:	450 - 1400 (units: sqm)
Survey date date range:	01/01/03 - 17/10/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

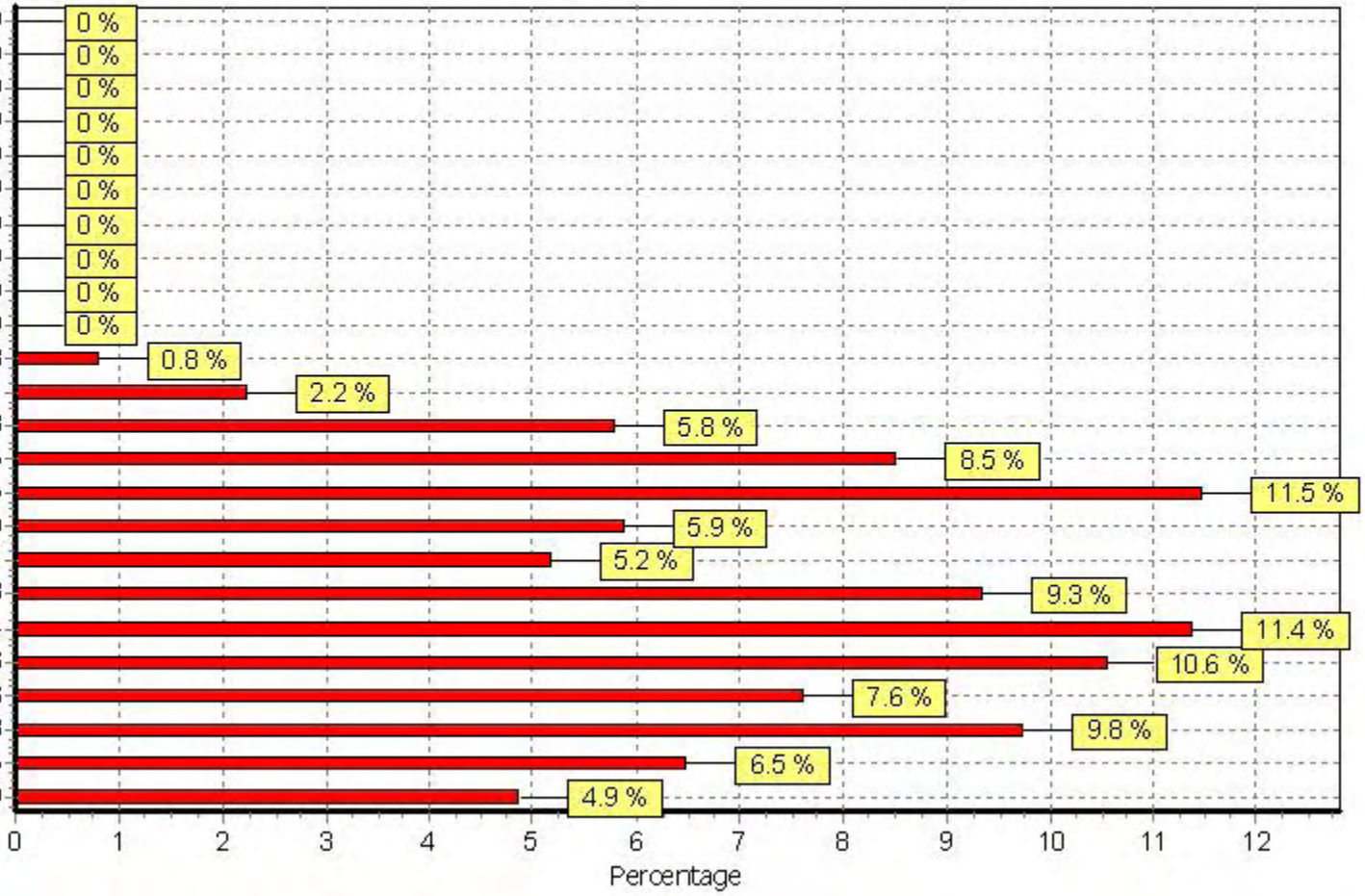
TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.584	1.6
11:00-12:00	2.298	6.4
12:00-13:00	4.085	11.3
13:00-14:00	2.772	7.7
14:00-15:00	2.079	5.8
15:00-16:00	2.443	6.8
16:00-17:00	2.918	8.1
17:00-18:00	5.252	14.5
18:00-19:00	3.720	10.3
19:00-20:00	4.668	12.9
20:00-21:00	2.662	7.4
21:00-22:00	1.823	5.0
22:00-23:00	0.547	1.5
23:00-24:00	0.292	0.8



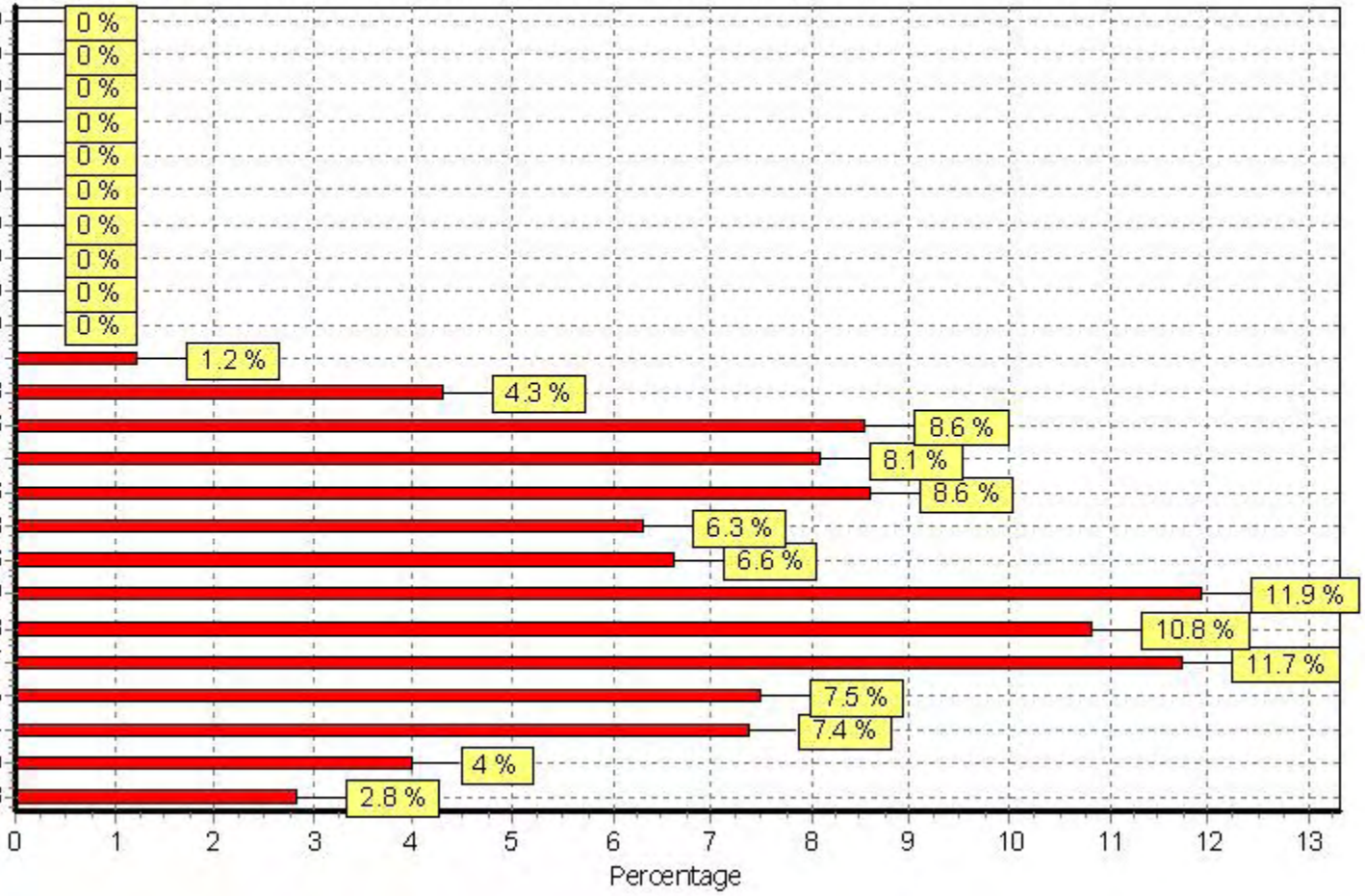
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.292	0.8
11:00-12:00	0.802	2.2
12:00-13:00	2.079	5.8
13:00-14:00	3.063	8.5
14:00-15:00	4.121	11.5
15:00-16:00	2.115	5.9
16:00-17:00	1.860	5.2
17:00-18:00	3.355	9.3
18:00-19:00	4.085	11.4
19:00-20:00	3.793	10.6
20:00-21:00	2.735	7.6
21:00-22:00	3.501	9.8
22:00-23:00	2.334	6.5
23:00-24:00	1.751	4.9



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.876	1.2
11:00-12:00	3.100	4.3
12:00-13:00	6.164	8.6
13:00-14:00	5.835	8.1
14:00-15:00	6.200	8.6
15:00-16:00	4.558	6.3
16:00-17:00	4.778	6.6
17:00-18:00	8.607	11.9
18:00-19:00	7.805	10.8
19:00-20:00	8.461	11.7
20:00-21:00	5.397	7.5
21:00-22:00	5.324	7.4
22:00-23:00	2.881	4.0
23:00-24:00	2.043	2.8



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	CW	CORNWALL	1 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 285 to 1185 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 17/10/09

Selected survey days:

Friday	3 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	2

Filtering Stage 3 selection:

Use Class:

A3	1 days
A4	2 days

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

Population within 5 miles:

50,001 to 75,000	1 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No	3 days

LIST OF SITES relevant to selection parameters

1 CW-06-C-01 PUB/RESTAURANT, CAMBORNE CORNWALL
FORE STREET
POOL
CAMBORNE
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 285 sqm
Survey date: FRIDAY 21/09/07 Survey Type: MANUAL

2 HC-06-C-02 BEEFEATER, EASTLEIGH HAMPSHIRE
BOURNEMOUTH ROAD
AMPFIELD
EASTLEIGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 450 sqm
Survey date: FRIDAY 16/11/07 Survey Type: MANUAL

3 NT-06-C-02 PUB/RESTAURANT, NOTTINGHAM NOTTINGHAMSHIRE
MANSFIELD ROAD
DAYBROOK
NOTTINGHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1185 sqm
Survey date: FRIDAY 18/05/07 Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

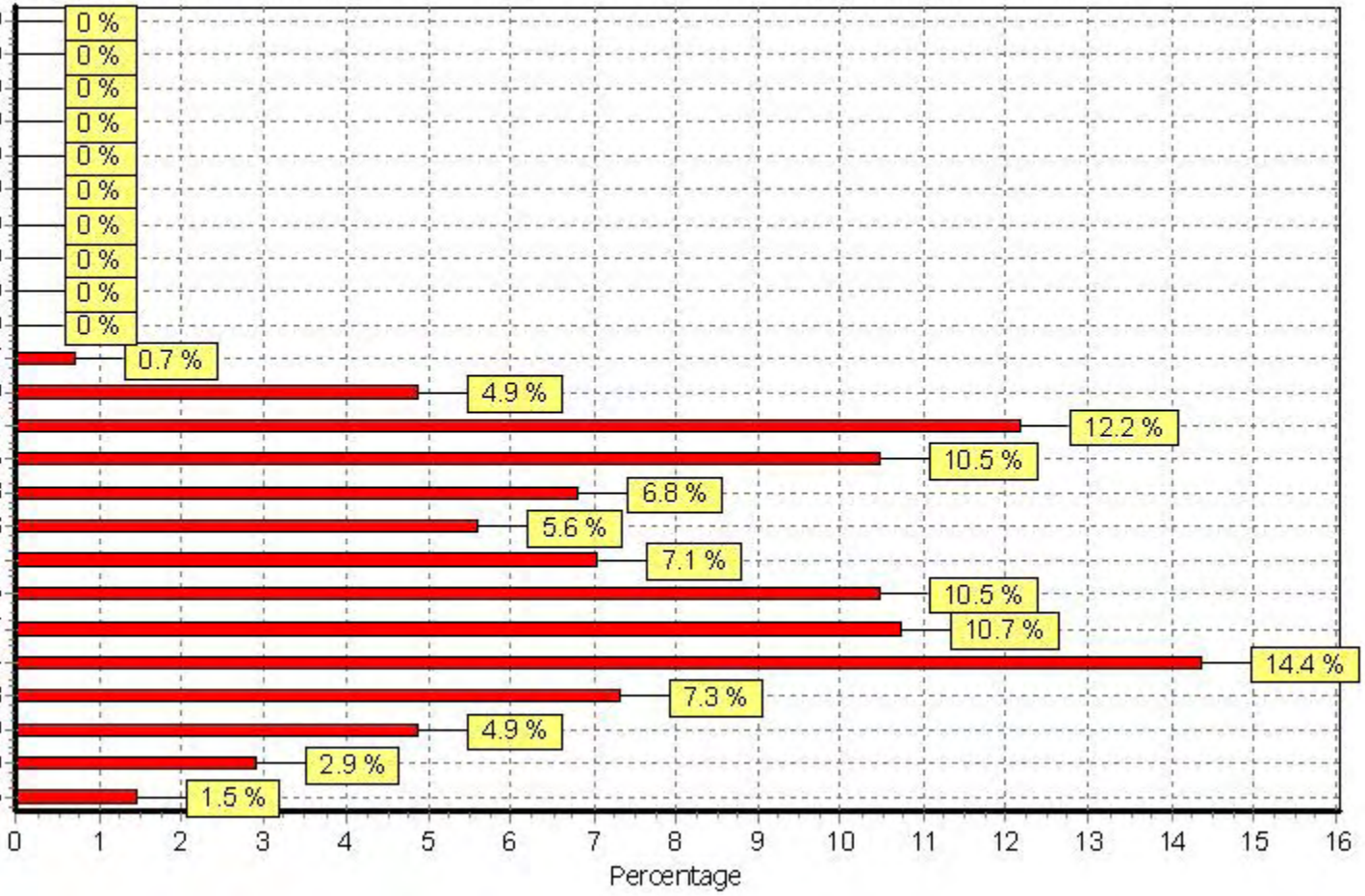
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	3	640	0.156	3	640	0.104	3	640	0.260
11:00 - 12:00	3	640	1.042	3	640	0.365	3	640	1.407
12:00 - 13:00	3	640	2.604	3	640	1.302	3	640	3.906
13:00 - 14:00	3	640	2.240	3	640	2.292	3	640	4.532
14:00 - 15:00	3	640	1.458	3	640	2.188	3	640	3.646
15:00 - 16:00	3	640	1.198	3	640	1.406	3	640	2.604
16:00 - 17:00	3	640	1.510	3	640	1.094	3	640	2.604
17:00 - 18:00	3	640	2.240	3	640	1.979	3	640	4.219
18:00 - 19:00	3	640	2.292	3	640	1.510	3	640	3.802
19:00 - 20:00	3	640	3.073	3	640	2.083	3	640	5.156
20:00 - 21:00	3	640	1.563	3	640	1.823	3	640	3.385
21:00 - 22:00	3	640	1.042	3	640	1.615	3	640	2.657
22:00 - 23:00	3	640	0.625	3	640	1.563	3	640	2.187
23:00 - 24:00	3	640	0.313	3	640	1.667	3	640	1.979
Total Rates:			21.354			20.990			42.344

Parameter summary

Trip rate parameter range selected:	285 - 1185 (units: sqm)
Survey date date range:	01/01/03 - 17/10/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

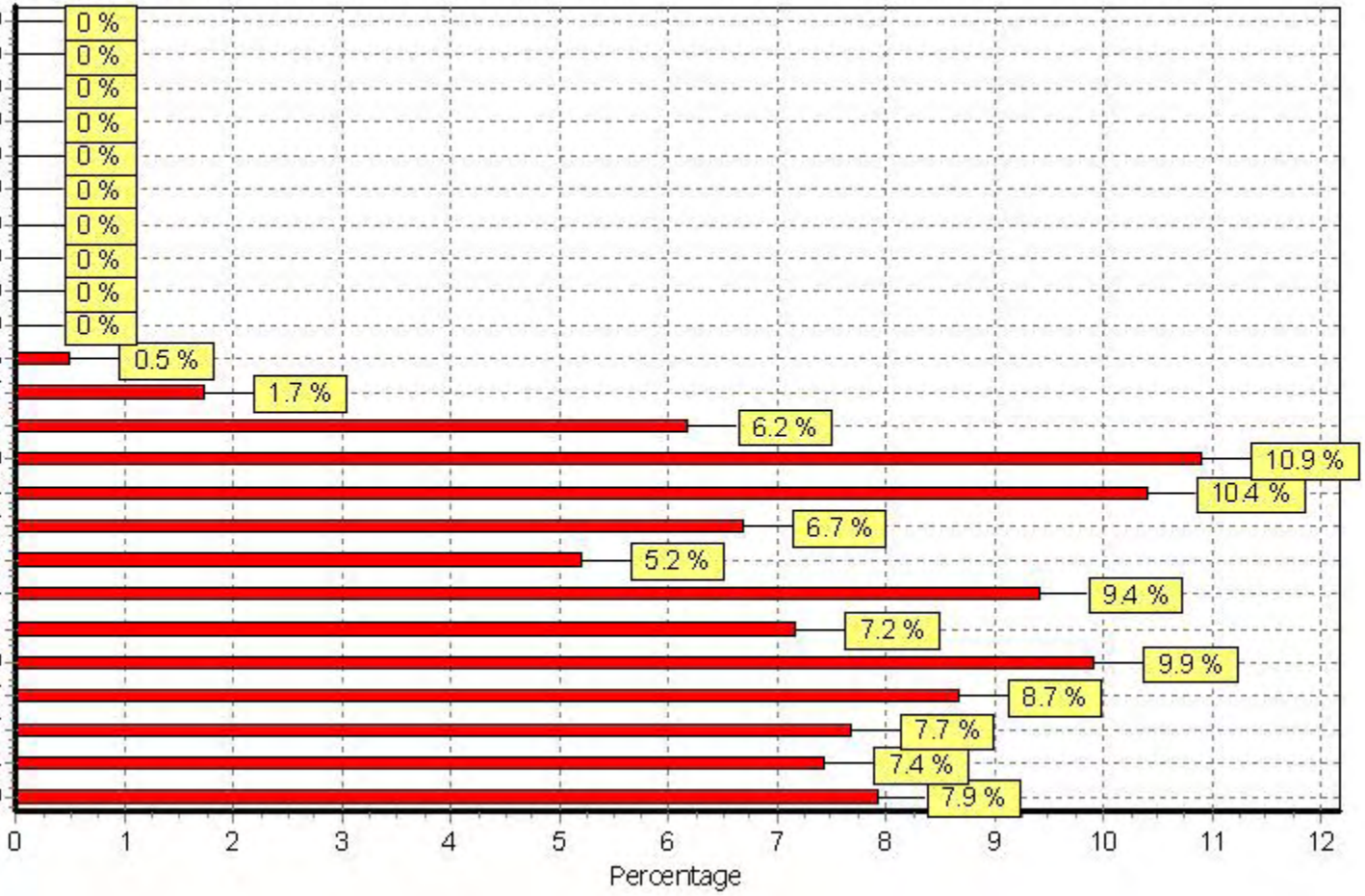
TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.156	0.7
11:00-12:00	1.042	4.9
12:00-13:00	2.604	12.2
13:00-14:00	2.240	10.5
14:00-15:00	1.458	6.8
15:00-16:00	1.198	5.6
16:00-17:00	1.510	7.1
17:00-18:00	2.240	10.5
18:00-19:00	2.292	10.7
19:00-20:00	3.073	14.4
20:00-21:00	1.563	7.3
21:00-22:00	1.042	4.9
22:00-23:00	0.625	2.9
23:00-24:00	0.313	1.5



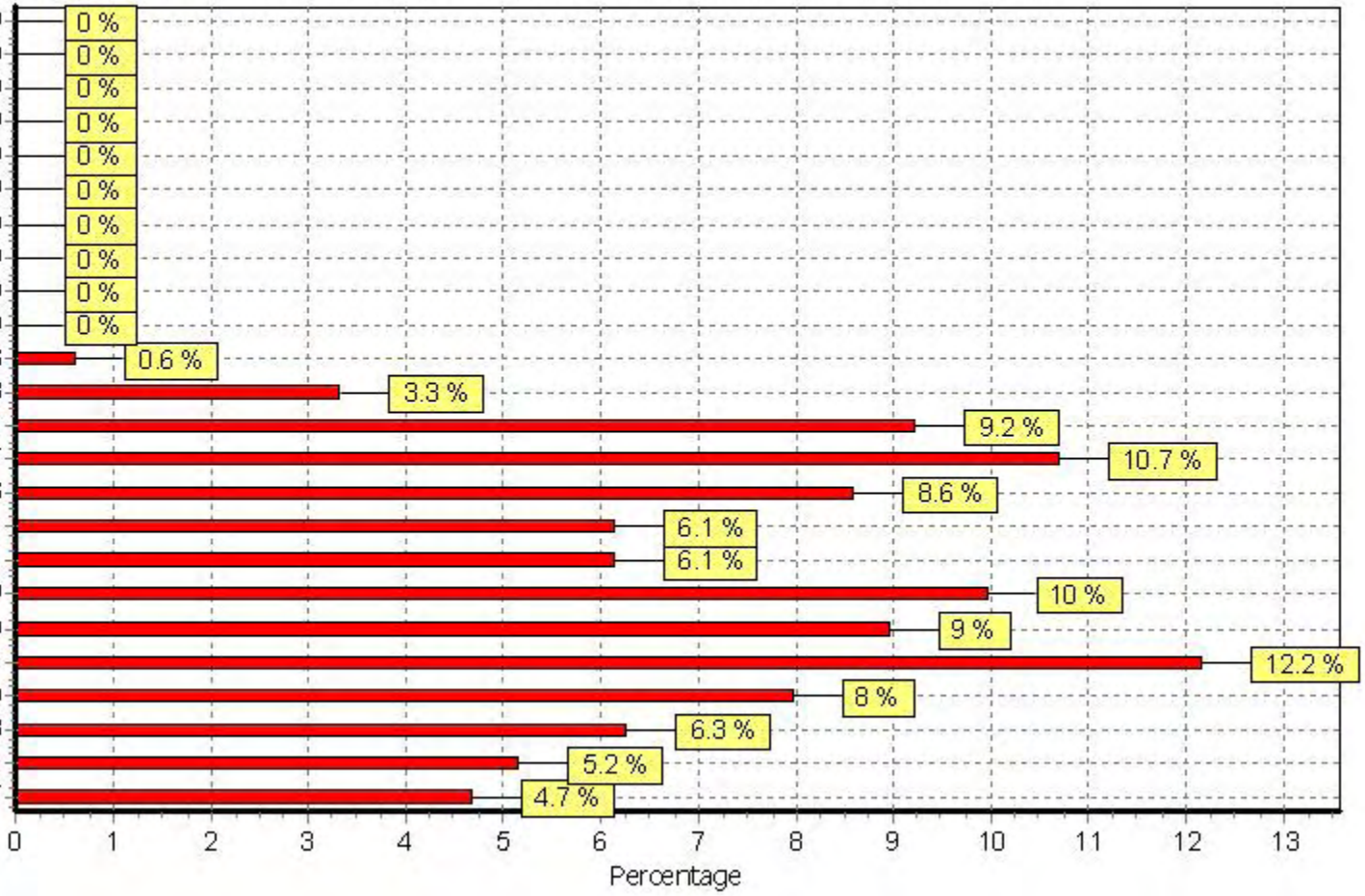
TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
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01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.104	0.5
11:00-12:00	0.365	1.7
12:00-13:00	1.302	6.2
13:00-14:00	2.292	10.9
14:00-15:00	2.188	10.4
15:00-16:00	1.406	6.7
16:00-17:00	1.094	5.2
17:00-18:00	1.979	9.4
18:00-19:00	1.510	7.2
19:00-20:00	2.083	9.9
20:00-21:00	1.823	8.7
21:00-22:00	1.615	7.7
22:00-23:00	1.563	7.4
23:00-24:00	1.667	7.9



TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK C - PUB/RESTAURANT VEHICLES

TIME	RATE	%
00:00-01:00	0.000	0.0
01:00-02:00	0.000	0.0
02:00-03:00	0.000	0.0
03:00-04:00	0.000	0.0
04:00-05:00	0.000	0.0
05:00-06:00	0.000	0.0
06:00-07:00	0.000	0.0
07:00-08:00	0.000	0.0
08:00-09:00	0.000	0.0
09:00-10:00	0.000	0.0
10:00-11:00	0.260	0.6
11:00-12:00	1.407	3.3
12:00-13:00	3.906	9.2
13:00-14:00	4.532	10.7
14:00-15:00	3.646	8.6
15:00-16:00	2.604	6.1
16:00-17:00	2.604	6.1
17:00-18:00	4.219	10.0
18:00-19:00	3.802	9.0
19:00-20:00	5.156	12.2
20:00-21:00	3.385	8.0
21:00-22:00	2.657	6.3
22:00-23:00	2.187	5.2
23:00-24:00	1.979	4.7



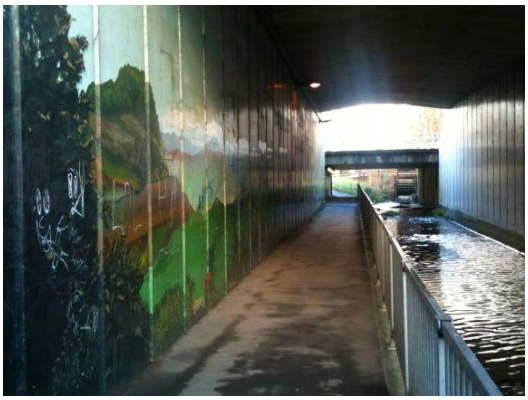
Appendix J

Existing Pedestrian Facilities

APPENDIX J – EXISTING PEDESTRIAN FACILITIES



Public footpath on west side of watercourse adjacent to the site



Pedestrian subway under the A27, to the north of Langstone Technology Park



Gap in guard railing in central reserve on Langstone Road, just south of the A27



Splitter island on Langstone Road, just south of Langstone Technology Park



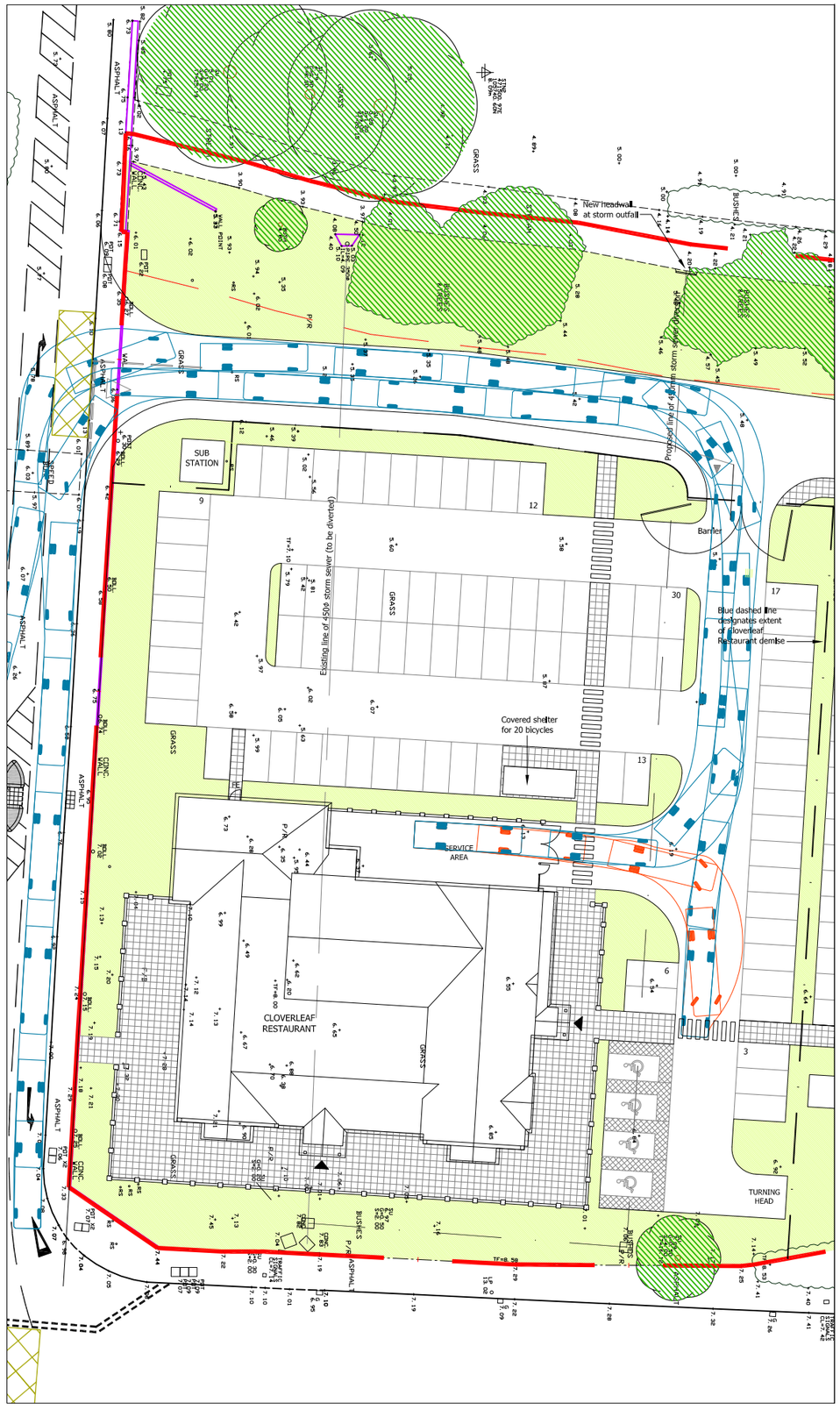
Pedestrian refuge on Langstone Road, south of Woodbury Avenue



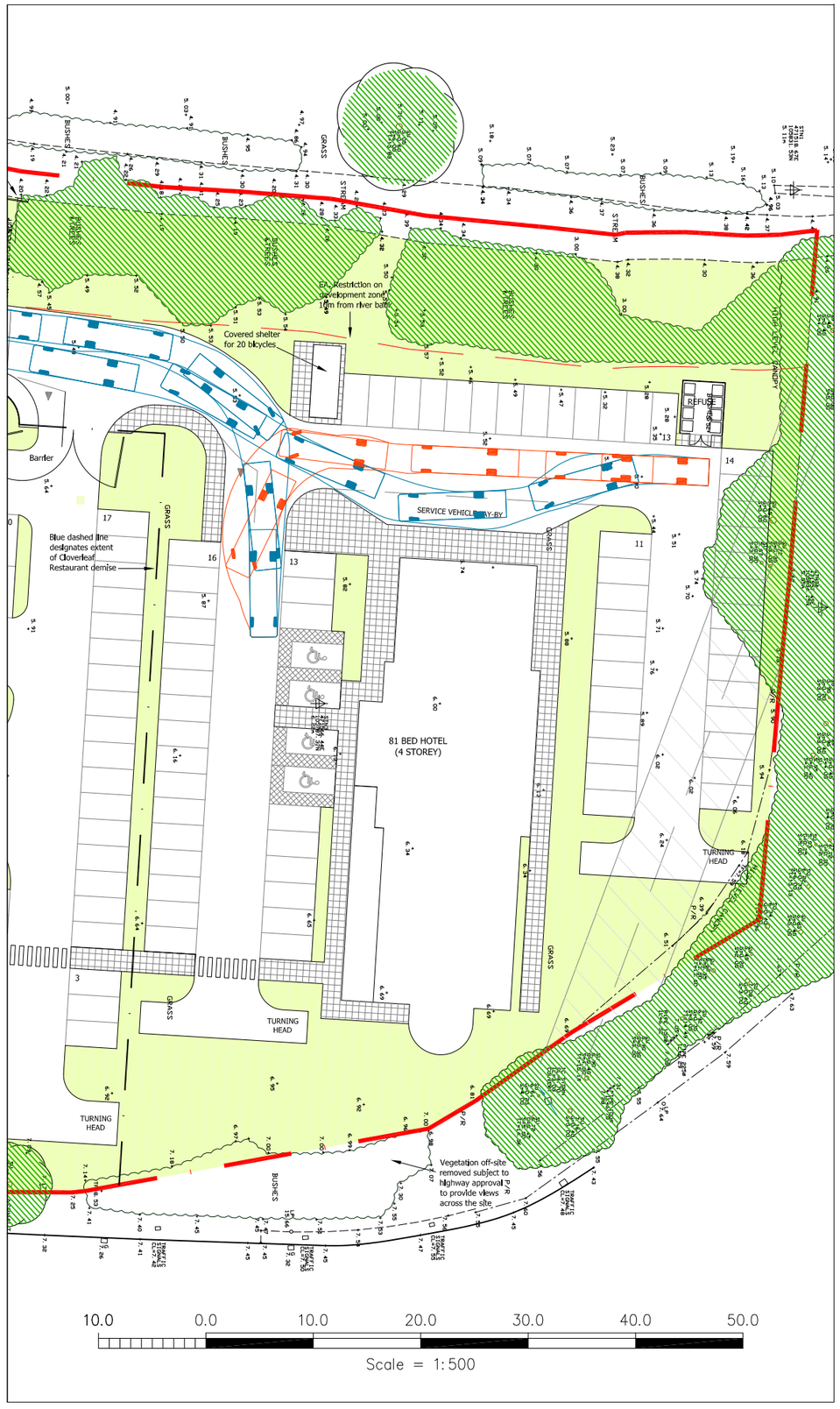
Pedestrian refuge on exit from Langstone Technology Park

Appendix K

Swept Path Drawings



RESTAURANT SERVICE YARD



HOTEL DELIVERY BAY

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Head, Roberts & Associates drawing number 3956/105-G

KEY

10m rigid lorry – forward gear

10m rigid lorry – reverse gear

N

Rev.	Description	Date	Chkd
C	Architects layout updated. Swept paths revised to suit.	27/04/12 J.Blenkinsop	J.Bi
B	Architects layout updated. Swept paths revised to suit.	24/04/12 J.Blenkinsop	J.Bi
A	Architects layout updated. Swept paths revised to suit.	16/03/12 J.Blenkinsop	J.Bi

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Cornerstone House
62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

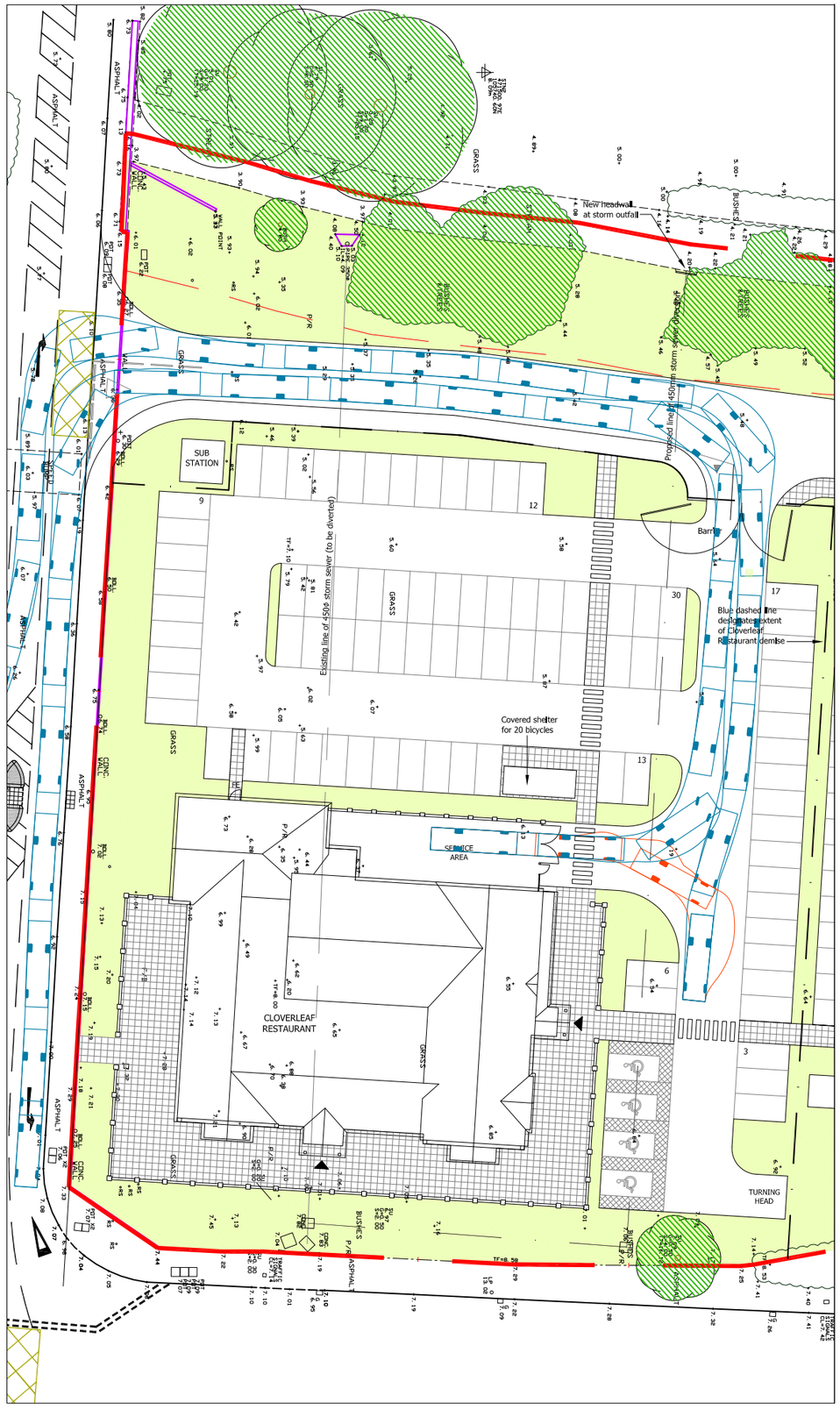
Client : Fasset

Project : Proposed Hotel & Family Restaurant
Bosemere, Havant

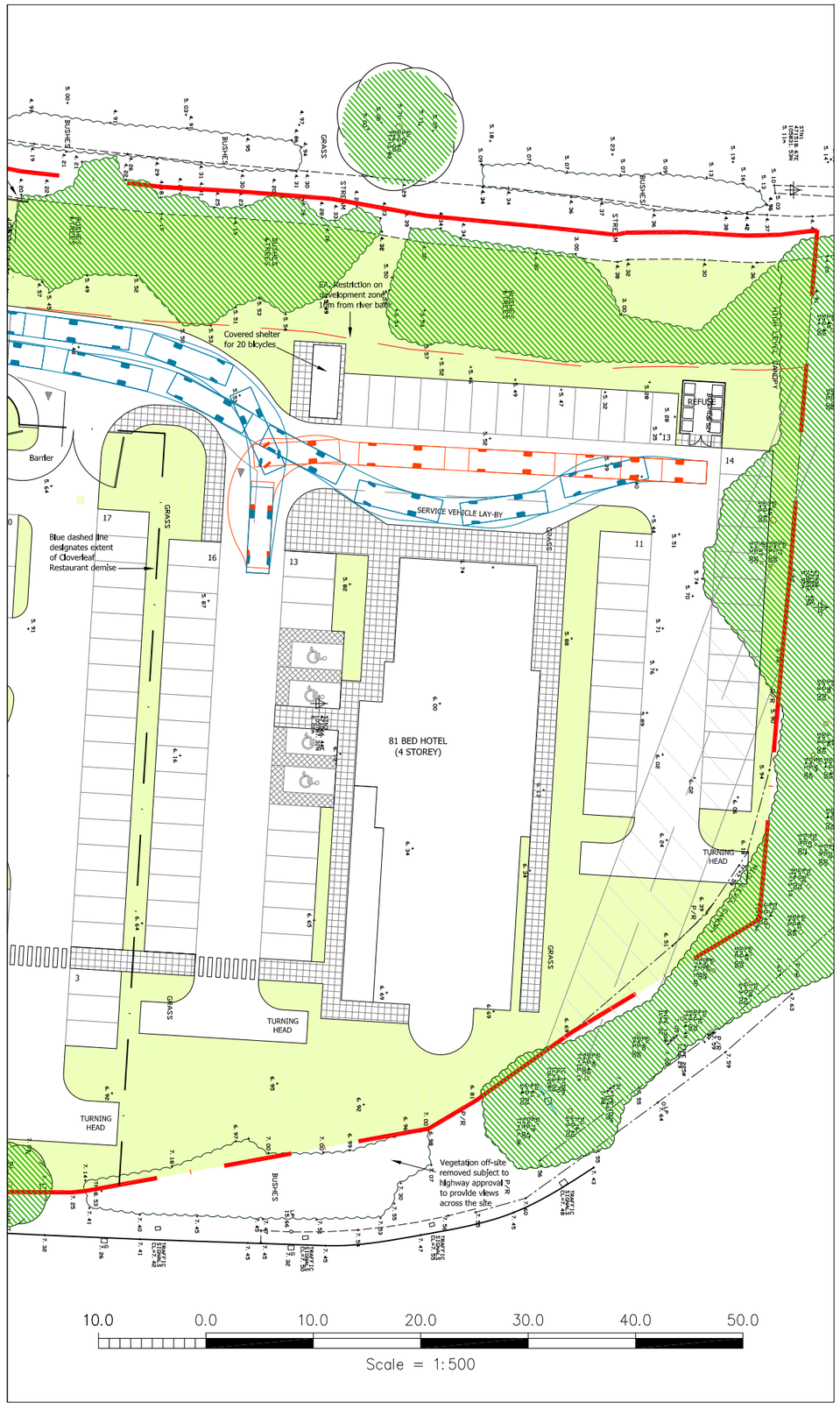
Title : Delivery Vehicle Swept Paths
10m Rigid Lorry

Project Engineer :	D. Strange	Scale :	1:500 @ A3
Project Director :	J. Birch	Date :	February 2012
Status :			

Drawing No. TR8111009/SP01 Rev C



RESTAURANT SERVICE YARD



HOTEL DELIVERY BAY

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Head, Roberts & Associates drawing number 3956/105-G

KEY

7.5t box van – forward gear

7.5t box van – reverse gear

N

Rev.	Description	Date	Chkd
B	Architects layout updated. Swept paths revised to suit.	27/04/12 J.Blenkinsop	J.Bi
A	Architects layout updated. Swept paths revised to suit.	24/04/12 J.Blenkinsop	J.Bi

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62 Foxhall Road, Didcot
Oxon, OX11 7AD
Tel: (01235) 515550 Fax: (01235) 817799
postbox@glanvillegroup.com www.glanvillegroup.com

Client : Fasset

Project : Proposed Hotel & Family Restaurant
Bosemere, Havant

Title : Delivery Vehicle Swept Paths
7.5t Box Van

Project Engineer :	D. Strange	Scale :	1:500 @ A3
Project Director :	J. Birch	Date :	March 2012
Status :			

Drawing No. TR8111009/SP02 Rev B

Glanville

Cornerstone House, 62 Foxhall Road,
Didcot, Oxon OX11 7AD

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- Transport Planners
- Land Surveyors
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