

**Transport
Assessment**

**Land off
Scratchface Lane,
Bedhampton,
Havant**



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**On behalf of
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1. INTRODUCTION

Instruction

- 1.1. This Transport Assessment has been prepared by Stuart Michael Associates, consulting engineers, on behalf of Crayfern Homes Ltd (the Applicant) in support of an outline planning application for the development of 92 dwellings on land adjacent to Scratchface Lane (the 'site') located in Bedhampton, Havant, Hampshire (**Figure SMA1** refers).

Background

- 1.2. The Scratchface Lane site was identified in several versions of the Havant Borough Local Plan as a potential housing allocation but when the revised Deposit Havant Borough Council District Wide Local Plan (HBDWLP) (1996 – 2011) was published in 2002, the site was no longer proposed for allocation either as a baseline (Policy H4), or as a reserve (Policy H5) site for new housing.
- 1.3. In 2003 Crayfern Homes made representation to the Local Plan Inquiry in respect of the objections it had been lodged to the HBDWLP regarding the failure of the plan to allocate the Scratchface Lane site for development under Policy H4 or Policy H5 of the HBDWLP.
- 1.4. Prior to the Inquiry, all highway objections were resolved and it was agreed with the Borough Highway Engineer, that a suitable access into the site could be achieved from Brooklands Road. Furthermore, the Highway Authority was content that the traffic impact arising from the development had a minimal impact on the surrounding off-site junctions notably the Bedhampton Hill / Maylands Road mini-roundabout.
- 1.5. Following publication of the Inspector's report in 2004 the site was reinstated as a reserve housing site for up to 65 dwellings, under Policy H4.1

Consultation

- 1.6. A meeting was held on 5th January 2010 with officers from both Hampshire County Council and Havant Borough Council, to agree the scope of the Transport Assessment. A copy of the scoping meeting is attached as **Appendix 1**.

- 1.7. At the meeting it was agreed that the previous traffic surveys would be updated and that the junction of Maylands Roundabout would be retested for capacity. The officers also requested an on-street car parking survey should also be undertaken on both Maylands Road and Brooklands Road.
- 1.8. The applicants and their consultants made a presentation about their proposals for the development of the site, to the Developers Consultation Forum on 21 January 2010 at Havant Civic Offices. The forum enabled invited speakers and Councillors to ask questions about the proposed scheme.
- 1.9. The forum identified a number of issues related to highways and transport and these can be summarised as follows:
- Impact on local road network
 - Impact on off-site junctions
 - Existing residential roads are unsuitable to accommodate development traffic
 - Consideration should be given to a second access
 - The site is not accessible and will result only in car borne trips
 - There was concern that the development would lead to overspill parking on the existing residential roads.
- 1.10. A Public consultation was held on 16 June 2010 which local residents were invited to attend to give them the opportunity to raise any queries regarding the development proposals. One concern that was raised by residents' which was additional to those already raised (and identified in para 1.10) was that if the construction traffic routes were to include Penhurst Road the vehicles would impact with on-street car parking.

Report Outline

- 1.11. This Transport Assessment has been based upon the advice contained in the "Guidance on Transport Assessment" published by the Department for Transport in March 2007 and Manual for Streets published in March 2007.

1.12. The report will consider all the points which arose at the Forum and which are summarised above in paragraph 1.10 and 1.11.

Section 2: provides an overview of the relevant national and local transport policies;

Section 3: describes the existing conditions around the site including traffic flows, road safety and provision for walking, cycling and public transport;

Section 4: describes the proposed development, including parking provision and access.

Section 5: assesses the trip generating potential of the proposed development and the traffic impact upon the local highway network.

Section 6: calculates the highway contribution and suggests measures for improvement.

Section 7: concludes that the proposed development would not have an adverse impact on the local road network.

Assessment Methodology

1.13 Research undertaken in connection with this assessment has included:

- Site visits to assess local infrastructure and facilities;
- Assessment of existing public transport provision, timetable information, bus routes and rail services;
- Assessment of provision for pedestrians and cyclists;
- Consideration of appropriate measures to encourage modal shift away from the private car and towards the use of foot, cycle and public transport;
- Assessment of existing traffic levels on the local highway network;
- Assessment of the operation and capacity of off- site junctions;
- Assessment of the existing level and location of local on-street car parking;
- Review of national, regional and local government policy guidance;
- Assessment of the road safety implications of the proposed development.

2. POLICY CONTEXT

- 2.1. The Government's White Paper: "**The Future of Transport – a network for 2030**" (published July 2004) recognises the important role that transport networks play in terms of meeting the challenges of a growing economy and the increasing demand for travel. The White Paper emphasises the need to manage existing transport networks more effectively.
- 2.2. The White Paper encourages the use of travel plans and the creation of an environment where people have choices about how and when they travel. The White Paper gives support for creating a culture and improved quality of the local environment so that cycling and walking are seen as an attractive alternative to the car.

National Planning Policy

- 2.3. **Planning Policy Guidance (PPG13) – Transport** sets out the transport planning policy guidance at a national level and emphasises the integration of planning and transport. The PPG outlines three main objectives for integrating planning and transport:
- "promote more sustainable transport choices for both people and for moving freight;
 - promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
 - reduce the need to travel, especially by car."
- 2.4. With regard to managing travel demand, PPG13 (ref: paragraph 23) requires that significant developments are accompanied by Transport Assessments, which should illustrate accessibility to the site by all modes.
- 2.5. **Planning Policy Statement 3 (PPS3) – Housing**, encourages development which is "easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly."

Local Planning Policy

- 2.6 **Policy T1 of the Havant Borough District Wide Local Plan (HBDWLP)** states that: “Development will be permitted where it assists the implementation of an integrated transport network, a choice of transport modes, or the operation of efficient public transport.” In particular:
- (i) Improvement and extension of the footway, footpath, cycleway and bridleway networks;
 - (ii) New or improved bus and rail stations including better interchange facilities with other modes;
 - (iii) Measures to improve the capacity of the rail network;
 - (iv) Interchange and park and ride facilities; and
 - (v) Bus priority measures.
- 2.7 **Policy T6** of the HBDWLP states *“development will be permitted provided where it is, or could be, served efficiently by public transport, cycling and walking. New development likely to attract a large number of trips should be located to minimise travel demand and provide a choice of transport modes.”*
- 2.8 As discussed in previous and subsequent paragraphs, whilst the site is in a suburban location, opportunities do exist for increasing the use of public transport through improving existing facilities. Cycling and walking are currently popular modes of travel and various proposals and recommendations within this report would help to encourage their further use. Cycle parking, in line with HCC cycle parking standards, will provide secure, conveniently positioned cycle storage units. A travel plan has been submitted with this application to actively encourage sustainable travel options to residents of the proposed development.
- 2.9 **Policy T8** of the HBDWLP states *“development will be permitted provided that the site layout is designed to encourage low vehicle speeds and incorporates safe and convenient links and access to existing or proposed cycle or pedestrian routes.”*

- 2.10 The proposed internal site layout has been designed in accordance with adoptable standards as well as being sympathetic in terms of road alignment, in an attempt to keep actual vehicle speeds to 20mph or lower. The use of materials also assists in raising driver awareness throughout the site whilst pedestrian links meander throughout the site along the appropriate desire lines.
- 2.11 **Policy T11** of HBC LP states *“Where access by non-car modes is inadequate the Council will seek from the developer an agreement under Section 106 of the Town and Country Planning Act 1990 to make a financial contribution towards the provision of improved green transport infrastructure.”*
- 2.12 It is recognised that improvements to existing green transport infrastructure are required and these have been discussed. However, they are set out in more detail within **Section 3** of this report and the supporting Residential Travel Plan document.

3. EXISTING CONDITIONS

Location

- 3.1 The site is located approximately 2km west of Havant town centre. It comprises circa 3.6ha of unused, low grade agricultural land between the western edge of Bedhampton and the A3(M) motorway.
- 3.2 The northern boundary of the site abuts Scratchface Lane. The eastern boundary follows the edges of the curtilages to a large number of residential properties on Brooklands Road and Pennant Hills. The southern boundary is narrow and abuts Portsdown Hill Road.
- 3.3 It is proposed that the principal vehicular and pedestrian access would be onto Brooklands Road. Brooklands Road is a residential cul-de-sac which links into Maylands Road and then onto Bedhampton Hill (distributor road) via a mini-roundabout. All roads in the area are subject to a 30mph speed limit. Both Maylands Road and Brooklands Road are residential roads with a carriageway width of 5.5m with footways and street lighting to both sides.

Pedestrian and Cycle Accessibility

- 3.4 Manual for Streets design guidance (2007) considers that a “walkable neighbourhood” is defined by having a range of facilities within 10minutes (800m) walking distance of residential areas. The site is within a walkable (10 minutes / 800m) distance of the local convenience store and bus stops (**Figure SMA2** refers). PPG13 – Transport (ref: Paragraphs 75 & 78) recognises that trips up to 2km and 5km are reasonable distances for journeys to be made on foot and bicycle respectively.
- 3.5 Figure SMA2 demonstrates that the surrounding local facilities of Bedhampton are within 2km of the site and are therefore accessible on both foot and by bicycle. Havant town centre, the local rail stations and the local employment areas are considered to be a long walk from the site but are accessible by cycle and public bus services.

- 3.6 There is currently an adequate network of lit footways that offer, safe and direct access to the nearby bus stops on Bedhampton Road and Park Lane, located at 600m and 1.5km from the site respectively. A proposed pedestrian / cycle link will provide safe access to the bus stops located on Scratchface lane and Little Park Avenue, approximately 350m from the site.
- 3.7 The proposed pedestrian / cycle link will further enhance the accessibility to the ASDA superstore and the nearest college (South Downs College), approximately 800m north and west of the site respectively. The college can be accessed via Scratchface Lane and via a bridleway. Residents would be able to access the ASDA superstore on foot / bicycle via Scratchface Lane then Little Park Avenue and Hulbert Road. Are these “as the crow flies” distances or actual walking distances?
- 3.8 Cycle parking is available at both Bedhampton and Havant rail stations and in Havant town centre, enabling secure storage of cycles on reaching journey destinations.

Bus Services

- 3.9 The nearest bus stops are located on Scratchface Lane approximately 350m from the site (**Figure SMA3** refers). The number 36 operates 3 services per day, each way, along Scratchface Lane between Southbourne and the ASDA superstore north of the site (**Table 1** refers).

Table 1: Summary of Public Bus Services

No.	Route	Operating Hours	Typical Frequency	Notes
20	Havant - ASDA - Portsmouth	(M-S) 09:21 - 16:21	30mins	No Sunday service
21	Havant - Portchester	(M-F) 06:06 - 23:15	30mins until 15:15 15mins until 19:15 Hourly until 23:15	
		(Sat) 07:05 - 23:15	30mins until 20:15 Hourly until 23:15	
		(Sun) 08:03 - 21:10	Hourly	
23	Leigh Park - Havant - southsea	(M-F) 06:15 - 23:34	10mins	
		(Sat) 07:47 - 23:34	10mins	
		(Sun) 08:45 - 23:35	30mins	
36	Southbourne - ASDA via Havant Town Centre	(M-F) 09:47 - 13:17	2 hourly	No weekend services
39	Havant - Leigh Park - Wecock Farm	(M-S) 09:06 - 16:06	20mins	
		(Sun) 10:14 - 16:14	Hourly	
37	Havant - Petersfield - Liss via Waterloooville	(M-S) 06:13 - 19:27	Hourly	No Sunday service
63	Fareham - Poprtchester - Havant	(M-F) 07:17 - 18:40	Hourly	No Sunday service
		(Sat) 10:23 - 17:23	2 hourly	

- 3.10 Additional more frequent services are available from Bedhampton Road approximately 600m (5mins walk) from the site. These operate between Havant town centre and the ASDA superstore at a minimum half hour frequency Monday to Saturday (**Table 1** refers) from the bus stops on Bedhampton Road and Park Lane (**Figure SMA3** refers).

Rail services

- 3.11 The nearest rail station is Bedhampton station approximately 1.5km from the site. The station, managed by Southern Railway, has a number of services operating throughout the day and at weekends, accessible via both the number 36 and 23 bus services.
- 3.12 Southern Railway operates direct services from Bedhampton to Littlehampton and Chichester to the east and Portsmouth to the west. Connecting services to Brighton and Southampton are available at Havant as well as London Victoria, London Waterloo, Winchester and Guildford. **Table 2** provides a summary of these services.

Table 2: Summary of Rail Services

Destination	Service hours (departures)	Typical Frequency	AM peak period services (depat weekday 07:00 -	Journey Length (shortest)
Services from Bedhampton				
Portsmouth	06:15 – 19:35	Hourly	2	19mins
Littlehampton	05:01 – 23:27	Hourly	1	41mins
Services from Havant				
Chichester	05:01 to 23:36	20mins	9	20mins
Portsmouth & Southsea	04:40 to 01:42	20mins	10	15mins
London Waterloo	04:51 to 22:40	20mins	6	1hr 30mins
Guildford	04:51 to 23:40	10mins - 20mins	7	51mins
Brighton	05:30 to 23:05	30mins	4	1hr 5mins
London Victoria	05:01 to 19:52	Hourly	3	2hrs

- 3.13 The number 36 and 23 bus services provide access to both rail stations. It is possible to use the PLUS BUS scheme when travelling to / from Havant station. This scheme allows a discount price bus pass that you buy with your train ticket. It provides unlimited bus travel around the origin and/or destination town of your rail journey. PLUSBUS can be bought at the same time as purchasing a rail ticket at the station ticket office, by telephone or online.

- 3.14 For those residents accessing either Bedhampton or Havant stations by bicycle, cycle parking is available at both stations enabling the opportunity to conduct a linked trip. For those wishing to continue their journey by bicycle on reaching their destination Southern Railway permits standard-sized folded cycles on all services.
- 3.15 However, Southern currently do not permit ordinary cycles on trains travelling towards London or Brighton that are due to arrive at either destination between 07:00 and 10:00 and between 16:00 and 19:00. Ordinary bicycles are permitted on other non London and Brighton services.

Road Safety

- 3.16 In the three year period from 1/12/2006 to 30/11/2009, there have been twenty three accidents on the local road network. Six of these accidents have occurred at the Bedhampton Road roundabout and five have occurred at the Hulbert Road traffic signals, there have been four accidents in the vicinity of the site. **Figure SMA4** plots the location of the accidents and a full printout of the accident details is reproduced as **Appendix 2**.
- 3.17 At the Bedhampton junction, four of the accidents involved cars with the remaining two accidents, involved a moped and a cyclist. In both incidents, the moped and the cyclist were at fault. Two of the accidents were caused by rear end shunts whilst three of the incidents were as a result of the driver or cyclist failing to give way at the roundabout. The causation of the incident involving the moped is attributed to the driver of the moped losing control at the roundabout and colliding with a car.
- 3.18 The data indicates that there has only been one reported incident in the vicinity of the Scratchface Lane / Hulbert Road junction which was caused by a rear end shunt.
- 3.19 There have been no reported personal injury accidents on Brooklands Road, Maylands Road or other residential roads close to the proposed site.
- 3.20 Taking the above into account, it is considered that the accidents have been as a consequence of the highway conditions based upon the latest 3 year accident data record. This assessment indicates that there is a good accident record for the local highway network and does not suggest that there are any road safety issues.

4. DEVELOPMENT PROPOSALS

The Proposed Development

- 4.1 This application proposes circa 92 residential units (56 open market and 36 affordable) with associated landscaping and car parking. A detailed layout plan produced by Pro-Vision is included as **Appendix 3** and the unit breakdown is set out below.

Table 3: Proposed Housing Split

	Open Market	Affordable Housing
1 bed flat	4	-
2 bed flat	5	-
2 bed house	19	11
3 bed house	23	21
4 bed house	5	4

Road Access

- 4.2 The proposed site access junction will join onto the local highway network on Brooklands Road via an extension of Brooklands Way through the existing properties of numbers 34 and 36 Brooklands Way by way of a simple bell mouth junction (**Drawing 3356.006b** refers).
- 4.3 Brooklands Road is a 5.5m wide residential road with good footway provision and street lighting. Based upon the old DB32 guidance, a 5.5m wide road is capable of accommodating up to 300 dwellings and allows two HGV's to pass one another safely.
- 4.4 It is proposed that only the first 20m of the proposed access road into the development would be adopted and built to adoptable standard of 5.5m wide with a 2.0m footway to both sides (**Drawing 3356.006b** refers).
- 4.5 Brooklands Road is a residential road restricted at 30mph, therefore the new access junction onto Brooklands Road requires a visibility splay of 4.5m x 90m (ref: DMRB TD41/95) which Drawing 3356.006b demonstrates is achievable in both the leading and trailing directions.

4.6 Prior to agreeing with the local authority (Havant Borough council) that the site should be accessed from Brooklands Road a number of alternative access solutions were considered but ruled out for reasons set out below:

i. Scratchface Lane:

Where the site adjoining Scratchface Lane the corridor width is restricted to 7.5 metres. Scratchface Lane in this location forms part of a public bridleway. To accommodate a suitable access in this location requires a 9.5m wide (carriageway and footways) corridor together with a public bridleway provided alongside, clearly there is not sufficient width to achieve this.

ii. Hillmead Gardens:

Access onto Hillmead Gardens would require a 5.5m wide road, *Hillmead* Gardens measures only 4.8m wide. Therefore, this route would be unacceptable to the Highway Authority.

iii. Portsdown Hill Road:

The difficulty with achieving an access onto this road is that where the site frontage adjoining Portsdown Hill Road the motorway bridge is close by. This bridge structure is a constraint on the visibility achievable from the access point, this would not be acceptable to the Highway Authority

4.7 Separate pedestrian and cycle access points are proposed in the north eastern corner of the site onto Scratchface Lane and south of the site onto Portsdown Hill Road. An emergency link into the site would also be provided from Scratchface Lane as illustrated in Appendix 3.

4.8 Brooklands Road joins Maylands Road a 5.5m wide residential road before it connects into Bedhampton Road a 7.3m wide road in the form of a 4 arm mini-roundabout junction.

Car Parking Survey

Brooklands Road and Maylands Road

- 4.9 In response to concerns raised by residents at the community consultation regarding the manoeuvring of construction traffic along Brooklands Road and Maylands road in the presence of on street parked vehicles, a car parking survey has been undertaken and subsequent auto-track analysis done (**Drawings 3356.003** and **3356.004** refer) of a large tipper construction vehicle.
- 4.10 The parking survey was conducted both on a weekday (Friday 5th February, 15:00 – 20:00) and a weekend (Saturday, 6th February, 19:00 – 14:00). **Table 4** sets out the results of this survey, presenting the average number of vehicles present and the range of number of vehicles over each surveyed period.

Table 4: Parking Survey – Brooklands Road and Maylands Road

Location	Day	Average no. of parked vehicles	Range of parked vehicles
Brooklands Road	Friday	4	1-8
	Saturday	6	5-9
Maylands Road	Friday	6	4-9
	Saturday	10	9-11

- 4.11 Table 4 indicates that the presence of on street parking is less on a weekday than a weekend. Brooklands Road which provides direct access to the site has a lower level of on street parking than Maylands Road, with an average of 4 vehicles parked on a weekday and 6 vehicles on a weekend. Maylands Road experiences higher levels of on street parking with an average of 6 vehicles on a weekday and 10 vehicles on a weekend.
- 4.12 The auto-track analysis clearly demonstrates that construction traffic would still be able to access the site even if vehicles were parked on Brooklands Road or Maylands Road (Drawings 3356.003 and 3356.004 refer)

Penhurst Road

- 4.13 Whilst it is not intended that Penhurst Road would form a route for construction site traffic, a parking survey has been undertaken in response to residents' concerns raised at the pre-application public consultation meeting (16th June, 2010).

- 4.14 The parking survey was conducted on consecutive days incorporating a weekday (Friday 16th July, 15:00 – 20:00) and the weekend (Saturday 17th July, 09:00 – 14:00). **Table 5** presents the average number of vehicles and the range of number of vehicles parked on Penhurst Road during these times.

Table 5: Parking Survey –Penhurst Road

Location	Day	Average no. of parked vehicles	Range of parked vehicles
Penhurst Road	Friday	17	11-23
	Saturday	17	13-19

- 4.15 This analysis indicates that the average number of vehicles parked on Penhurst road is the same on a weekday and weekend; however there is a greater range in the number of parked vehicles on a weekday.
- 4.16 An Auto-Track analysis has been undertaken of a large tipper construction vehicle manoeuvring along Penhurst Road at observed locations where there is a reduced area for manoeuvring as a result of on-street parking (**Drawing 3356.008** and **3356.009** refer). The assessment has shown that at certain times, the presence of on-street parking would result in the construction traffic impacting on parked vehicle. For this reason, construction traffic will not be routed along Penhurst Road and will use Maylands Road and Brooklands Road.

On-Site Parking

- 4.17 The level of parking proposed accords with the Draft Havant Borough Council Residential Parking and Cycle Provision, Supplementary Planning Document (June 2009) which will supplement Saved Policy T9 of the Havant Borough District Wide Local Plan. These standards are based upon the Hampshire County Council (HCC) Residential parking standards and require the following provision (Table 6 refers).

Table 6: HBC Parking Standards and Proposed level of parking

Size of dwelling	HBC standards	Proposed
1 bed	1 space	4 units = 4 spaces
2 bed	2 spaces	35 units = 70 spaces
3 bed	2 spaces	44 units = 88 spaces
4+ bed	3 spaces	9 units = 27 spaces
Total		189aces

- 4.18 As Table 6, the proposed development car parking in line with the standards. All car parking spaces would be a minimum of 4.8m x 2.4m.
- 4.19 Cycle parking is also required for all new developments. HBC has adopted the minimum standards for long and short stay parking from the HCC Parking Strategy and Standards 2002.
- 4.20 The development will provide sufficient cycle parking for each dwelling. It is proposed the development would offer over sized garages of internal dimensions 6m x 3m to accommodate secure and covered cycle parking in accordance with MfS guidance (ref: paragraph 8.3.41 Manual for Streets). For those dwellings without garages, garden sheds would be provided to provide secure cycle storage.

Internal Road Layout

- 4.21 The internal layout has been designed according to the concept of the DfT guidance document, 'Manual for Streets' which places the user needs of pedestrian and cyclists above those of the motorist. The scheme layout supports this approach by proposing to restrict vehicle speeds to 20mph and incorporate shared surface zones within each respective cul-de-sac. A footway is proposed to the length of the main distributor road, linking with the proposed pedestrian / cycle access onto Scratchface Lane at the north eastern corner of the development (**Appendix 3** refers).
- 4.22 The internal roads will be 4.8m wide. Swept path analyses has been conducted of a fire tender and refuse vehicle manoeuvring within the site. **Drawing 3356.007** demonstrates that the proposed road layout provides sufficient room for these (and other similar) vehicles to manoeuvre within the development.

Travel Plan

- 4.23 The guidance provided within the Government publication: "Making Residential Travel Plans Work": Good Practice Guidelines (DfT) considers that a Residential Travel Plan (RTP) is an important tool for delivering accessible communities. At the scoping meeting with the HBC they indicated that a RTP would be required for the site (**Appendix 1** refers).
- 4.14 A draft Residential Travel Plan has been prepared and has been submitted as a separate supporting document to the Transport Assessment.

5. TRIP GENERATION AND TRAFFIC IMPACT

5.1 The TRICS database has been used to generate trip rates for the proposed development, based on similar sites elsewhere in the country. The TRICS categories “Houses Privately Owned” has been used within the development. The “multi-modal” assessment method of TRICS has been used.

5.2 It is proposed that the development would comprise both market and 40% affordable housing. Affordable dwellings typically generate fewer trips than private dwellings during the peak hours therefore the use of TRICS “Privately Owned” categories for houses represents a robust assessment.

5.3 The multi-modal TRICS site selection has been based upon the following parameters to better represent the development site’s location:

Survey Days:	Monday to Friday
Selected Locations:	Edge of Town, Suburban Area
Range:	10 to 196 units
Sites:	Sites removed if in Greater London, Scotland, Northern or Republic of Ireland

5.4 **Table 7** provides the potential trip rates generated per household for “Houses Privately Owned”, according to mode of travel. A copy of the TRICS output report is included under **Appendix 4**.

Table 7: TRICS Trip Rate - Houses (TRICS category “Houses Privately Owned”)

Mode of Travel	AM Peak Trip Rate per dwelling			PM Peak Trip Rate per dwelling		
	0800 - 0900			1700 - 1800		
	Arrivals	Departures	Total	Arrivals	Departures	Total
All People	0.256	0.914	1.17	0.656	0.39	1.046
Vehicles (car driver)	0.16	0.428	0.588	0.402	0.233	0.635
Car Passenger	0.195	0.641	0.836	0.535	0.318	0.853
Public Transport Users	0.008	0.039	0.047	0.021	0.004	0.025
Pedestrians	0.046	0.214	0.26	0.084	0.056	0.14
Cyclists	0.008	0.02	0.028	0.016	0.012	0.028

5.5 Applying the trip rates in Table 7 to the development proposals of 92 dwellings it has been possible to calculate the potential trip generation for the development site according to mode, set out in **Table 8** below.

Table 8: Predicted Trips – Houses

Mode of Travel	AM Peak Trip Rate per dwelling			PM Peak Trip Rate per dwelling		
	0800 - 0900			1700 - 1800		
	Arrivals	Departures	Total	Arrivals	Departures	Total
All People	24	84	108	60	36	96
Vehicles (car driver)	15	39	54	37	21	58
Car Passenger	18	59	77	49	29	78
Public Transport Users	1	4	4	2	0	2
Pedestrians	4	20	24	8	5	13
Cyclists	1	2	3	1	1	3

Vehicular Trip Distribution and Assignment

- 5.6 The software Census Matrix Tools (CMT) was used to obtain census journey to work data for Havant. This data was used to determine the trip distribution for vehicular trips from the proposed development. The distribution of arrival trips was taken as the reverse of departure trips.
- 5.7 **Table 9** shows the destination of trips from journey to work data from the Havant ward (where the development site is situated), showing the percentage of all trips to each destination and the typical trip direction from the site and onwards in order to reach the destination.

Table 9: Typical Vehicle Trip distribution within and from Havant Ward

Destination	Count	Percent	Typical trip distribution onto Bedhampton Road
Within Havant	1881	49%	50% East : 50% North
Portsmouth	1079	28%	100% West
Chichester / Brighton	197	5%	50% East : 50% West
East Hampshire	136	4%	100% North
Winchester	89	2%	100% West
Fareham / Gosport	175	5%	100% West
Southampton / Bournemouth	56	1%	100% West
Surrey / London	107	3%	100% North
Hampshire	62	2%	100% West
Sussex	16	0%	50% East : 50% West
Other	29	1%	50% East : 50% West

- 5.8 **Table 10** sets out the possible assignment of vehicular trips from the proposed site onto the local network, based upon the distribution as set out above in Table 9.

Table 10: Development Trip Distribution – Number of Vehicles

Destination	Percent	Typical trip distribution onto Bedhampton Road	arrivals	Departures	Arrivals	Departures
Havant	49%	<i>See Table 8</i>	7	19	18	11
Chichester / Brighton	5%	100% East	1	2	2	1
Southampton / Bournemouth	1%	100% East	0	1	1	0
Portsmouth	28%	100% West	4	11	10	6
East Hampshire	4%	100% West	1	1	1	1
Winchester	2%	100% West	0	1	1	0
Fareham / Gosport	5%	100% West	1	2	2	1
Surrey / London	3%	100% North East	0	1	1	1
Hampshire	2%	100% North west	0	1	1	0
Sussex	0%	100% North East	0	0	0	0
Other	1%	50% East : 50% West	0	0	0	0
Total			15	39	37	21

5.9 **Table 11** shows the destination of vehicle trips within Havant from the Bedhampton ward for journey to work, showing the percentage of vehicle trips to each destination and the typical trip direction from the site and onwards in order to reach the destination.

Table 11: Typical Vehicle Trip distribution within Havant, from Bedhampton

				AM		PM	
Area of workplace : 2003 CAS ward	Direction	Vehicle Distribution	cumulative distribution	Arrivals	Dep.	Arrivals	Dep.
Bedhampton	south	7%	30%	4	12	11	6
St Faith's	south east	14%					
Bondfields	east	5%					
Emsworth	east	2%					
Hayling East	south east	1%					
Hayling West	south east	1%					
Bedhampton	north	7%	20%	3	8	7	4
Waterloo	north	6%					
Battins	east	1%					
Barncroft	north	1%					
Purbrook	north	1%					
Warren Park	north east	1%					
Stakes	north west	1%					
Cowplain	north	1%					
Hart Plain	north	0%					
			Total	7	19	18	10

5.10 This data has enabled further analysis of the proposed development vehicle trip distribution within the Havant area from the proposed site. The assignment of trips data (**Table 11** refers) suggests that the majority of trips would occur between Bedhampton and the adjacent ward of St. Faiths. This presents the opportunity to encourage modal shift amongst residents to travel by alternative modes the private car.

- 5.11 **Figure SMA5** illustrates the potential additional peak hour trips (two-way movements) using Brooklands Road, Maylands Road and Scratchface Lane both in the AM and PM peak hour. These trips have been added to the network for junction testing purposes.

Traffic Surveys

- 5.13 A peak hour traffic turning count was undertaken at the Bedhampton roundabout junction on 28th January, 2010.
- 5.14 A peak hour survey was also carried out at the junction of Scratchface Lane and Hulbert Road on the same day.
- 5.15 The base year (2010) AM peak period (0800-0900) and evening peak (1700-1800) flows are shown in **Figure SMA6** for both junctions (Bedhampton Roundabout + Scratchface Lane/Hulbert Road). The full surveys are reproduced as **Appendix 5**.

Traffic Growth

- 5.16 Based upon the existing traffic flows, junction operational capacity tests were carried out for the base year (2010), the base year with development of 92 dwellings and the base year with development of 65 dwellings. The junctions that have been modelled include the Bedhampton Road Roundabout and the Scratchface lane / Hulbert Road junction.
- 5.17 Based on the census data and the above calculations it is anticipated that a small percentage of traffic will be travelling west (6%) and therefore it has not been considered necessary to model the Bedhampton Road junction with Maylands Road.
- 5.18 Consistent with the Guidelines for Transport Assessment (DfT, March 2007) capacity tests have been undertaken for the 2015 future scenario, based on 5 years after application submission. Growth was applied to network traffic flows using NRTF Low factored locally for Havant, using TEMPRO, to produce figures for 2015. The following growth factors were generated.

Traffic Growth Factors 2010 – 2015

AM Peak: $1.125 \times 1.044 / 1.051 = \mathbf{1.117}$

PM Peak: $1.125 \times 1.042 / 1.051 = \mathbf{1.115}$

Bedhampton Road Roundabout - Junction Capacity

- 5.19 It is expected that the majority of traffic would join the local primary network via the junction of Maylands Road / Bedhampton Hill / Bedhampton Road / Portsdown Hill Road. This four arm roundabout junction distributes traffic towards the A3(M) junction and the Havant bypass (A27).
- 5.20 Using the roundabout junction analysis software, ARCADY, the junction has been assessed with and without the development for the year 2010 (planning application year) and with natural growth only for the year 2015 (five years after application). Full prints out of the ARCADY results are included in **Appendix 6**, a summary of the results is provided under **Appendix 7**.
- 5.21 Turning movements into and out of the junction have been based on predicted development traffic (**Table 8** refers) distributed according to national census data for the AM and PM peak periods, as set out in Tables 9 to 11.

2010: Without Development

- 5.22 The ARCADY analysis of the current 2010 situation without development (Appendices 6 & 7 refer) shows that the priority junction has considerable reserve capacity in the AM peak periods, with a maximum RFC predicted to be 0.73. The analysis has indicated that the Portsdown Hill arm would be close to capacity in the PM peak hour with a maximum RFC predicted to be 0.98. All other remaining arms have reserve capacity during the PM peak hour with a maximum RFC of 0.53.

2015: Without Development

- 5.23 In order to understand the future capacity of the junction an ARCADY analysis (Appendices 6 & 7 refer) has been undertaken of the growth year, 2015, before development. This analysis predicts the maximum RFCs to be 0.85 in the AM peak hour and 1.17 in the PM peak hour. **Figure SMA7** illustrates the potential traffic flows at the Bedhampton Rbt for 2015.
- 5.24 This assessment indicates that the junction capacity will be affected as a result of natural traffic growth, before any vehicular trips associated with development are applied to the network.

2010: With Development (92 Dwellings)

- 5.25 Analysis has been undertaken of the potential traffic flows for the current 2010 situation with development of 92 dwellings (**Figure SMA8** refers). This analysis indicates that the priority junction has considerable reserve capacity in the AM peak periods, with a maximum RFC predicted to be 0.73 in the AM peak and 1.01 in the PM peak period (Appendices 6 & 7 refer).

2010: With Development (65 dwellings)

- 5.26 A comparative analysis can be drawn of the anticipated traffic flows for the 2010 baseline with 92 dwellings (**Figure SMA9** refers) and 2010 with 65 dwellings (Figure SMA9 refers), the number of dwellings allocated under the HBDWLP (**paragraph 1.6** refers). With the development of 65 dwellings the ARCADY analysis predicts that the maximum RFC during the AM peak hour to be 0.73 and 1.01 during the PM peak hour (Appendices 6 & 7 refer).

**Table 12: Comparison between 2010 plus 65 dwellings and
2010 with 92 dwellings**

	2010 (+ 65 dwellings)	2010 (+ 92 dwellings)
AM	0.73	0.73
PM	1.011	1.005

- 5.27 **Table 12** provides a comparative analysis of the maximum RFC's for both development options. This indicates that the additional proposed 30 dwellings would have an insignificant impact on the junction capacity.

2015: With Development (92 Dwellings)

- 5.28 Analysis has been undertaken of potential traffic flows the development year 2015 situation with the development of 92 dwellings (**Figure SMA10** refers). This analysis predicts the maximum RFC's to be 0.852 in the AM peak and 1.21 in the PM peak period (Appendices 6 & 7 refer).

- 5.29 **Table 13** below provides a comparison of 2015 with 2015 plus development. This indicates that the development would have minimal impact on the network following natural growth.

Table 13: Comparison of 2015 natural growth only and 2015 with development

	2015 (Natural Growth Only)	2015 (+ 92 dwellings)
AM	0.845	0.852
PM	1.17	1.206

Summary

- 5.30 Taking the above into consideration it is clear that the future capacity of the junction will be affected by natural growth irrespective of the proposed scheme. Furthermore the development of the proposed 92 dwellings would have an insignificant impact on the junction capacity above that of the allocated 65 dwellings.
- 5.31 HCC acknowledge that the above junction analysis has demonstrated that there is a need to improve the junction to increase capacity for natural growth. The Planning Authority and the Highway Authority will discuss potential improvements for the junction following submission of this application.
- 5.32 Notwithstanding the limited impact the development of the proposed scheme will have on the junction capacity of the roundabout, the applicants are willing to make a contribution towards the provision of traffic calming on Portsdown Hill Road, to improve the safety of the Bedhampton Road roundabout.

Scratchface Lane / Hulbert Road Junction – Junction Capacity

- 5.33 It is expected that the remaining traffic would join the local primary network via the junction of Scratchface Lane / Hulbert Road. This priority 'T' junction distributes traffic towards Bedhampton Road (south) and Purbrook Way (north) both of which offer access to the A3(M).
- 5.34 Using the priority junction analysis software, PICADY, the junction has been assessed with and without the development for the years 2010 (planning application year) and 2015 (five years after application). Full printouts of the PICADY analysis are included in **Appendix 8**, a summary of the results is provided under **Appendix 9**.

- 5.35 Turning movements into and out of the junction have been based on predicted development traffic travelling north, (**Table 8** refers) distributed according to national census data for the AM and PM peak periods as set out in Tables 9 to 11.

2010: Without Development

- 5.36 The PICADY analysis of the current 2010 situation without development (**Figure SMA6** refers) shows that the priority junction has considerable reserve capacity. The maximum RFC's are predicted to be 0.30 and 0.18 in the AM and PM peak periods respectively (Appendices 8 & 9 refer).

2015: Without Development

- 5.37 An analysis of the potential traffic flows (**Figure SMA11** refers) for the growth year 2015 without development has been conducted. The PICADY analysis shows that all of the arms at the priority junction would have considerable reserve capacity in both AM and PM peak periods in 2015. With maximum RFCs predicted to be 0.35 in the AM peak hour and 0.21 in the PM peak hour on Scratchface Lane (Appendices 8 & 9 refer).

2010: With development (92 dwellings)

- 5.38 Analysis of the junction has been undertaken for the base year 2010 with development of 92 dwellings (**Figure SMA12**). The PICADY analysis predicts that the maximum RFC in the AM peak hour to be 0.33 and during the PM peak hour 0.194 (Appendices 8 & 9 refer).

2015: With Development (92 dwellings)

- 5.39 An analysis has been conducted of the anticipated traffic flows for the growth year 2015, with development of 92 dwellings (**Figure SMA13**). The PICADY analysis indicates that all of the arms at the priority junction would have considerable reserve capacity in both the AM and PM peak periods. The maximum RFCs are predicted to be 0.35 in the AM peak hour and 0.21 in the PM peak hour on Scratchface Lane (Appendices 8 & 9 refer).

Summary

- 5.40 The above analysis has demonstrated that there will be sufficient reserve capacity at the junction following development of the proposed 92 dwellings and in the development year 2015.

Construction Traffic

- 5.41 Construction would require use of heavy excavation plant, lifting facilities, deliveries by HGVs and light vehicles transporting staff and workforce to the site. It is intended that routes for construction traffic would be established to avoid construction traffic passing through sensitive areas.
- 5.42 A parking survey and auto-track analysis of the construction traffic route (Drawings 3356.003 and 3356.004 refer) has been conducted (paragraphs 4.9 - 4.12 refer). The analysis has demonstrated that there would be minimal impact on the local highway conditions for the preferred route via Brooklands Road and Maylands Road. The survey confirmed that Penhurst Road would not be suitable for the use by construction traffic.
- 5.43 Within the site, a site specific speed limit would apply and designated areas would be set up for a delivery compound and parking for contractors. The site would be laid out so as to minimise the need for reversing of construction vehicles and provision would be made so that delivery vehicles can park and wait off the public highway to reduce impacts on local roads. All further issues related to construction traffic can be dealt with by planning condition.

6. HIGHWAY CONTRBUTION

- 6.1 In September 2007 Hampshire County Council published a document entitled “Transport Contribution Policy” which sets out a new approach for calculating the transport contributions in Hampshire.
- 6.2 For residential development the cost for a one bedroom dwelling equates to £1,980 per unit. The cost for two/three bed units is £3,745 per dwelling and for four+ beds the cost equates to £5,457 per unit.
- 6.3 The proposed development consists of 4 one bed units, 35 two bed units, 44 three bed units and 9 four bed units. Based upon the above costs (**paragraph 6.2** refers) the total highway contribution would equate to £352,888 (**Table 14** refers). However, on the basis that the existing development site has two large dwellings (£5,457 per dwelling) on the site it is reasonable to discount £10,914 from the £352,888 which leaves a highway contribution of £341,974 (**Table 14** refers).

Table 14: Highway Contributions

Unit Contribution	Proposed / Existing	Total
1 bed @ £1,980	4	£7,920
2 / 3 bed @ £3,745	79	£295,855
4+ bed @ £5,457	9	£49,113
Sub Total	-	£352,888
Deductions (4 + bed @ £5,457)	2	£10,914
Net Total	-	£341,974

- 6.4 The highways contribution sought from the County Council should be further discounted in view of the costs for the measures set out in the Travel Plan and the viability study submitted as part of the planning application.

7. SUMMARY AND CONCLUSION

- 7.1 Crayfern Homes Ltd. are proposing a residential development of 92 dwellings comprising a mix of 1 and 2 bed flats and 2, 3 and 4 bed houses. In accordance with HBC guidance 40% of the development has been allocated for affordable housing.
- 7.2 The proposed development site is allocated in the adopted Havant Borough Council District Wide Local Plan for housing development. The site is situated in an established residential area within walking distance of a local general store and nearby bus stops. Further services are available within walking and cycling distance of the site in Havant town centre.
- 7.3 The roads leading to the site primarily Maylands Drive, Brooklands Road and Scratchface Lane are 5.5m wide roads (or greater) with good footway provision, which are overlooked by residential dwellings and have street lighting throughout
- 7.4 The development will be constructed in accordance with the Department for Transport design guidance for residential developments, 'Manual for Streets,' ensuring the provision of pedestrian and cycle infrastructure. The development design has incorporated low vehicle speed restrictions, shared surface areas, footway provision and a separate pedestrian and cycle link to the north-eastern corner of the site onto Scratchface Lane.
- 7.5 Sufficient car and cycle parking is proposed according to the draft Havant Borough Council Residential Car and Cycle Parking provision standards (June 2009).
- 7.6 Swept path analysis of the internal layout has demonstrated that a fire tender and refuse vehicle can manoeuvre within the development without impacting on the development.
- 7.7 The site access junction is proposed from Brooklands way by way of a simple bell mouth junction. Sufficient inter-visibility can be achieved of 4.5m x 90m according with government guidance for residential roads restricted at 30mph (DMRB32 TD41/95).

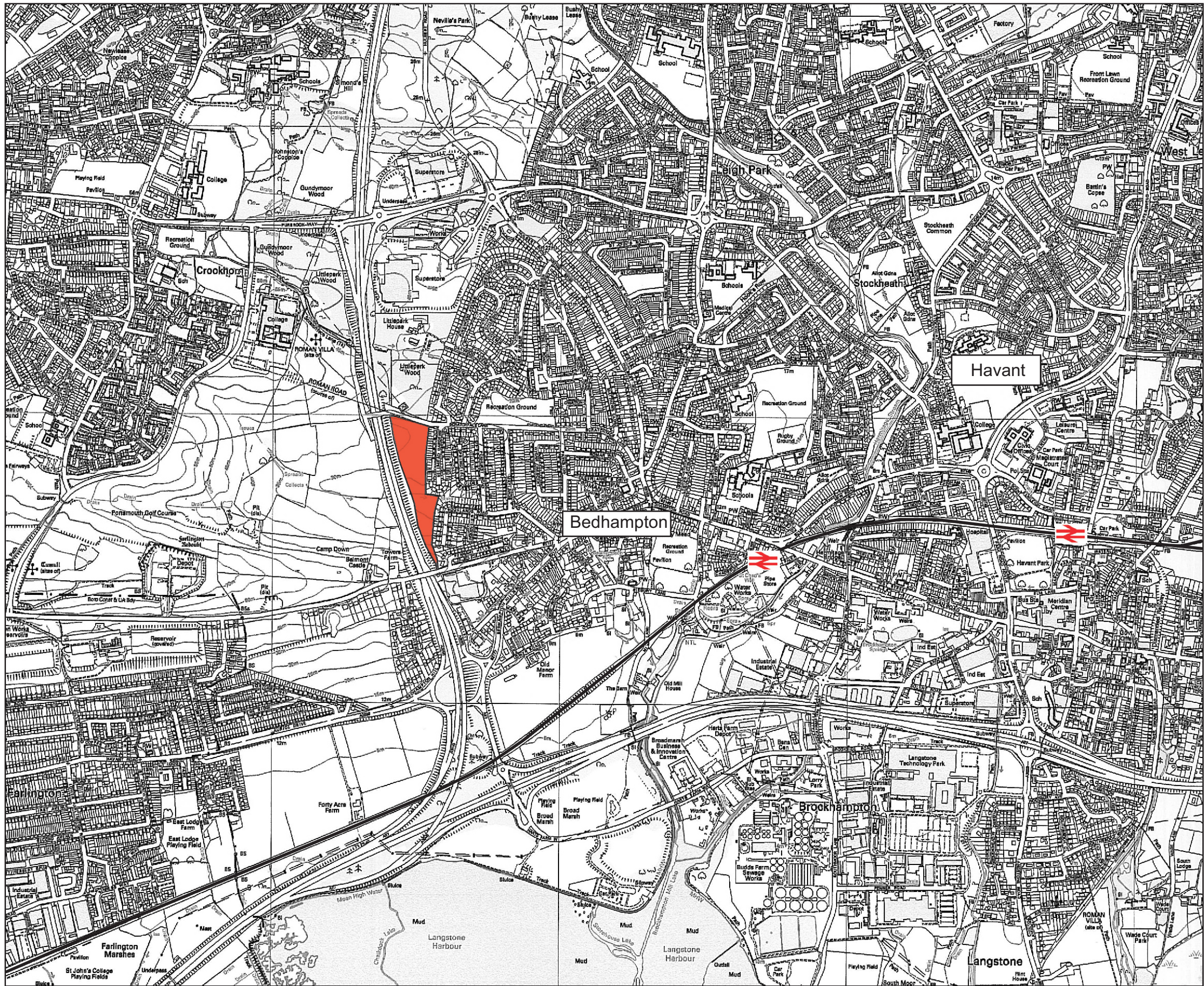
- 7.8 Analysis of the TRICS database has found the potential traffic generation for the proposed development. A development of circa 92 dwellings is likely to add no more than 56 vehicular trips to the local road network in the AM peak hour and 60 vehicular trips during the PM peak hour. As the roads in the vicinity of the site are relatively lightly trafficked, the proposed development will have a minimal impact on the local road network.
- 7.9 A junction capacity assessment has also been carried out at the junction of Scratchface Lane / Hulbert Road. This capacity analysis has shown that the junction will continue to operate well within capacity even after future projected traffic flows in 2015 and the proposed development have been taken into account.
- 7.10 A junction analysis has been conducted for the Maylands Road / Portsdown Hill Road / Bedhampton Hill / Bedhampton Road priority junction. This assessment indicates that with natural growth and no development the junction will exceed capacity in the year 2015 in any event. This analysis has demonstrated the need for mitigation at the Bedhampton Hill roundabout. HCC will discuss potential improvements to accommodate natural growth with the Highway Authority once the application has been submitted.
- 7.11 Further analysis undertaken has demonstrated that the additional vehicular trips that would be generated by the development will have a minimal effect on the capacity of the junction. Notwithstanding the limited impact that the proposed scheme will have on the capacity of the Bedhampton Road roundabout, the applicant has agreed (subject to planning consent being granted) to provide a financial contribution toward providing traffic calming on Portsdown Hill Road which would improve the safety of the junction.
- 7.12 In support of the national and local objectives of increasing travel by sustainable travel modes and reducing reliance on the private motor car the development will be supported by a Residential Travel Plan, submitted as a separate document. This has been prepared to promote more sustainable transport choices and encourage the use of walking, cycling and public transport to jobs, shopping, leisure facilities and services in accordance with Planning Policy Guidance (PPG13) – Transport.

- 7.13 Based upon the above it is considered that the proposed scheme is acceptable on highway grounds and would not have an unacceptable impact on the local highway network.

FIGURES



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JOB TITLE

Land off Scratchface Lane,
Bedhampton,
Havant

DRAWING TITLE

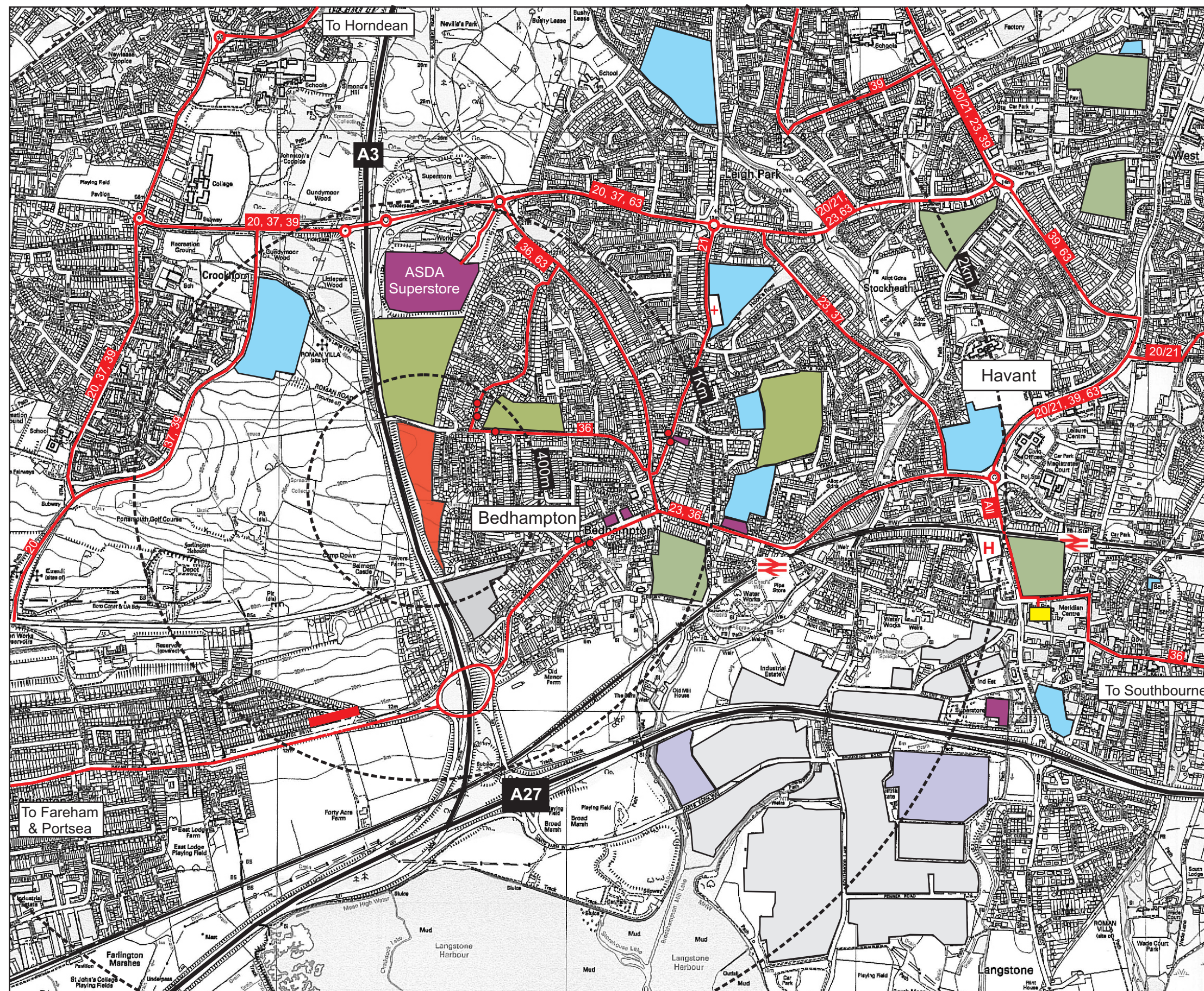
Location Plan

FIGURE NO.

SMA1

SCALE:

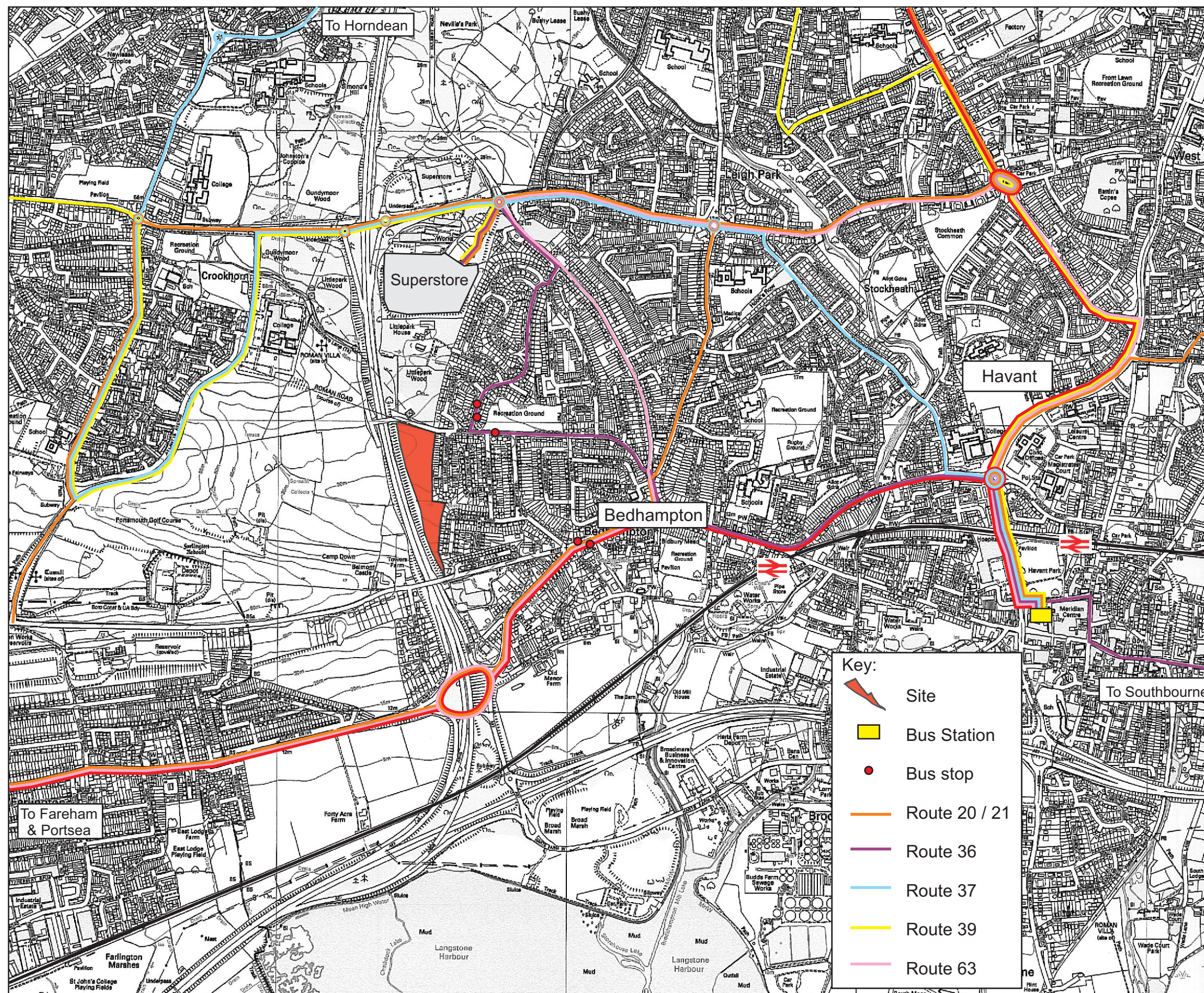
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Medical Centre



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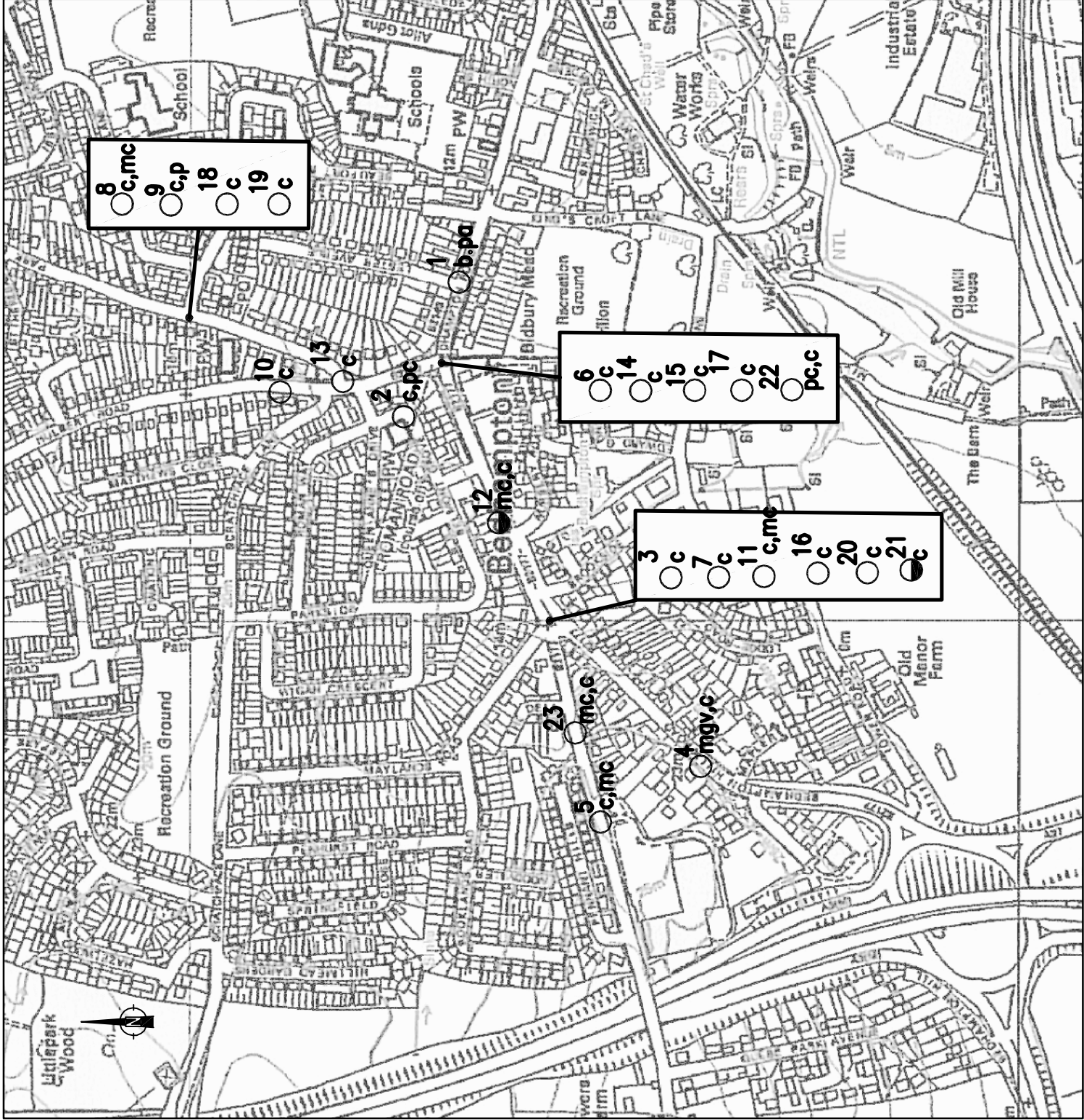


TABLE OF ACCIDENT DATA (FOR 3 YEAR PERIOD):

1. SLIGHT ACCIDENT 17/01/07 @ 09:08
BUS PULLED INTO BUS STOP AND APPLIED BRAKES
SUDDENLY TO AVOID CAR. PASSENGER HIT HEAD.

2. SLIGHT ACCIDENT 02/02/07 @ 14:40
CAR NEGOTIATING BEND AND OVERTAKING CARS
COLLIDED WITH CYCLIST TRAVELLING IN OPPOSITE DIRECTION

3. SLIGHT ACCIDENT 16/02/07 @ 12:53
REAR SHUNT ON APPROACH TO ROUNDABOUT

4. SLIGHT ACCIDENT 23/06/07 @ 15:45
REAR SHUNT AT TRAFFIC SIGNALS

5. SLIGHT ACCIDENT 11/07/07 @ 19:10
CAR TURNING RIGHT AT JUNCTION PULLS INTO PATH
OF ONCOMING MOTORCYCLE

6. SLIGHT ACCIDENT 26/10/07 @ 20:19
CAR PULLED INTO PATH OF ONCOMING CAR AT TRAFFIC
SIGNAL JUNCTION

7. SLIGHT ACCIDENT 31/10/07 @ 17:55
CAR COLLIDED WITH CAR WHILST ENTERING ROUNDABOUT

8. SLIGHT ACCIDENT 02/11/07 @ 13:55
MOTOR CYCLE OVERTOOK CAR AND COLLIDED
WITH CAR TRAVELLING IN THE OPPOSITE DIRECTION

9. SLIGHT ACCIDENT 08/12/07 @ 10:10
PEDESTRAIN RUNS INTO ROAD AND FALLS OVER BEFORE
HITTING CAR, BUT SUSTAINED MINOR INJURIES

10. SLIGHT ACCIDENT 16/01/08 @ 08:30
REAR SHUNT ON APPROACH TO JUNCTION

11. SLIGHT ACCIDENT 26/06/08 @ 16:20
MOPED LOST CONTROL AT ROUNDABOUT AND COLLIDED
WITH CAR

12. SERIOUS ACCIDENT 10/09/06 @ 22:58
MOTORCYCLIST BEING FOLLOWED BY POLICE LOST CONTROL
AND FELL
13. SLIGHT ACCIDENT 10/02/09 @ 08:35
REAR SHUNT AT JUNCTION

14. SLIGHT ACCIDENT 15/05/09 @ 14:45
CAR WAITING TO TURN RIGHT STRUCK IN REAR BY CAR,
REAR SHUNT AT JUNCTION

15. SLIGHT ACCIDENT 21/05/09 21:00
CAR TURNING RIGHT AT SIGNAL JUNCTION FAILED TO WAIT FOR
FILTER GREEN LIGHT AND COLLIDED WITH ONCOMING CAR

16. SLIGHT ACCIDENT 01/06/09 @ 19:50
REAR SHUNT

17. SLIGHT ACCIDENT 31/07/09 @ 17:20
CHILD RAN IN FRONT OF CAR PULLING AWAY AT LIGHTS

18. SLIGHT ACCIDENT 03/08/09 @ 16:00
REAR SHUNT

19. SLIGHT ACCIDENT 14/09/09 @ 11:58
CAR TURNED RIGHT AT JUNCTION INTO PATH OF ONCOMING CAR

20. SLIGHT ACCIDENT 12/09/09 @ 11:00
CAR FAILED TO GIVEWAY AT ROUNDABOUT AND COLLIDED WITH
ONCOMING CAR

21. SERIOUS ACCIDENT 14/09/09 @ 16:00
CYCLIST RODE STRAIGHT ACROSS JUNCTION AND COLLIDED
WITH CAR

22. SLIGHT ACCIDENT 08/10/09 @ 20:42
CAR TURNING RIGHT FAILED TO WAIT FOR GREEN FILTER LIGHT
AND COLLIDED WITH ONCOMING MOTORCYCLE

23. SLIGHT ACCIDENT 21/10/09 @ 08:45
MOTOR CYCLE SKIDDED ON OIL/WET DRAIN COVER AND COLLIDED
WITH CAR, REAR SHUNT

KEY:

- 1

2

3
- Accident Ref: 1, Fatal

Accident Ref: 2, Serious Casualty

Accident Ref: 3, Slight Casualty
- SUFFICES

c = Involved a car

m/c = Involved a motorcycle

b = Involved a bus/coach

pa = Involved a passenger

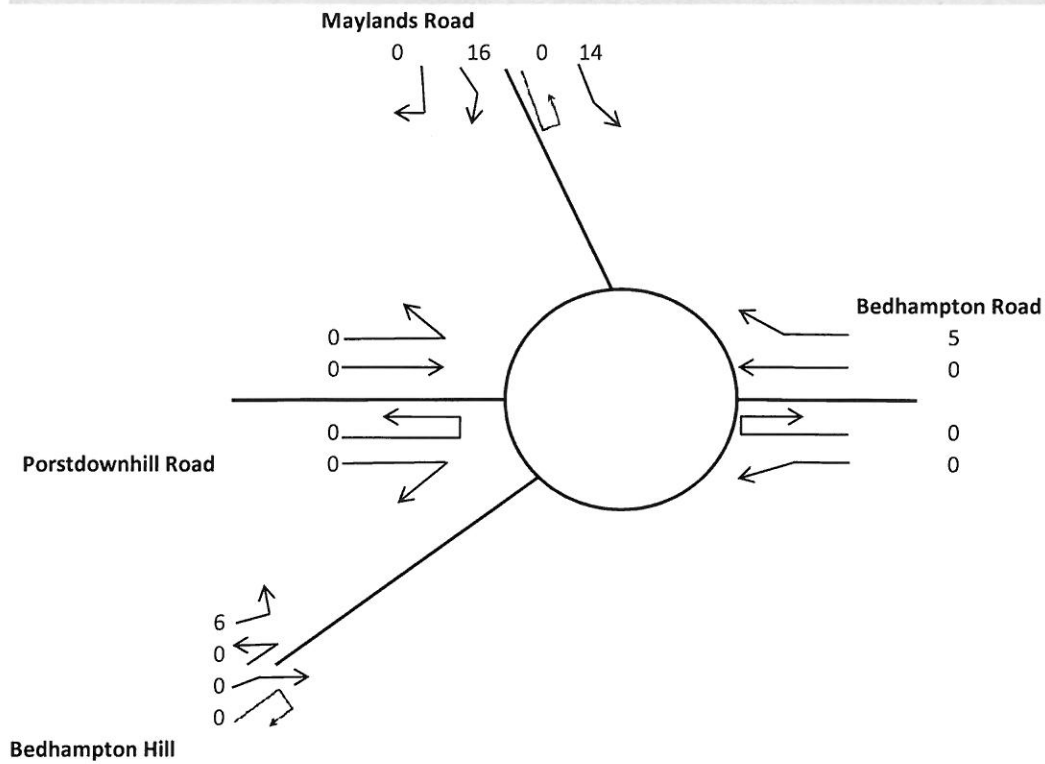
p = Involved a pedestrian

pc = Involved a cyclist

mgv = Involved a good vehicle

BEDHAMPTON ROUNDABOUT DEVELOPMENT (95 DWELLINGS)

AM 95 DWELLINGS



PM 95 DWELLINGS

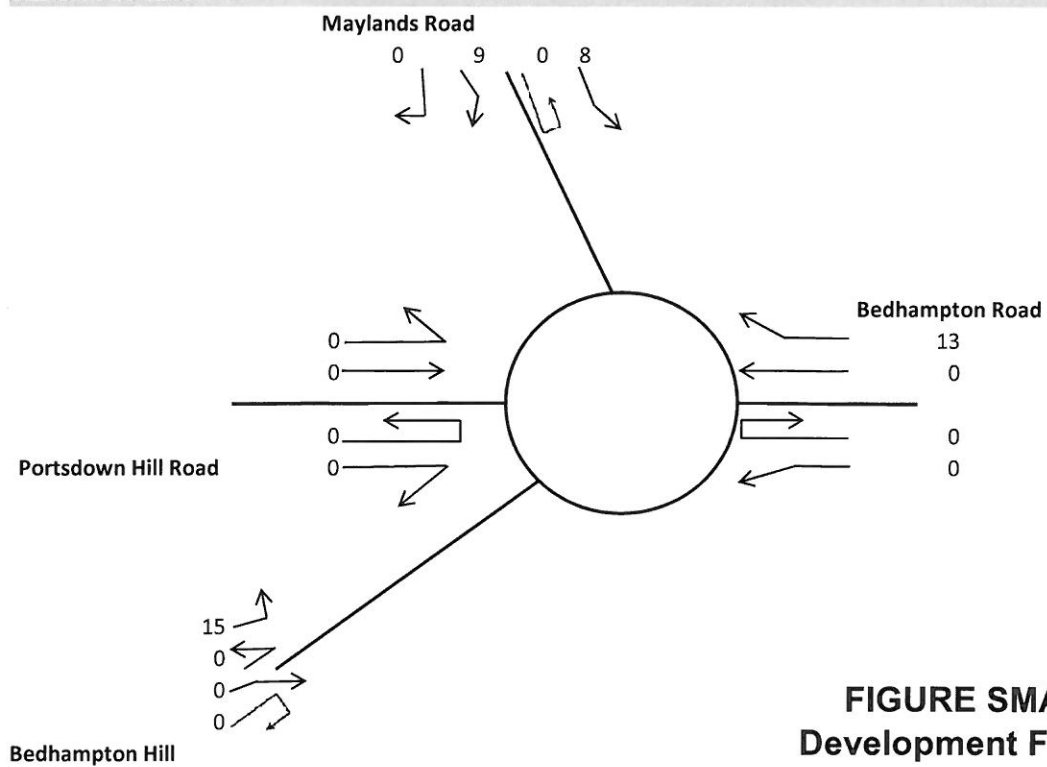
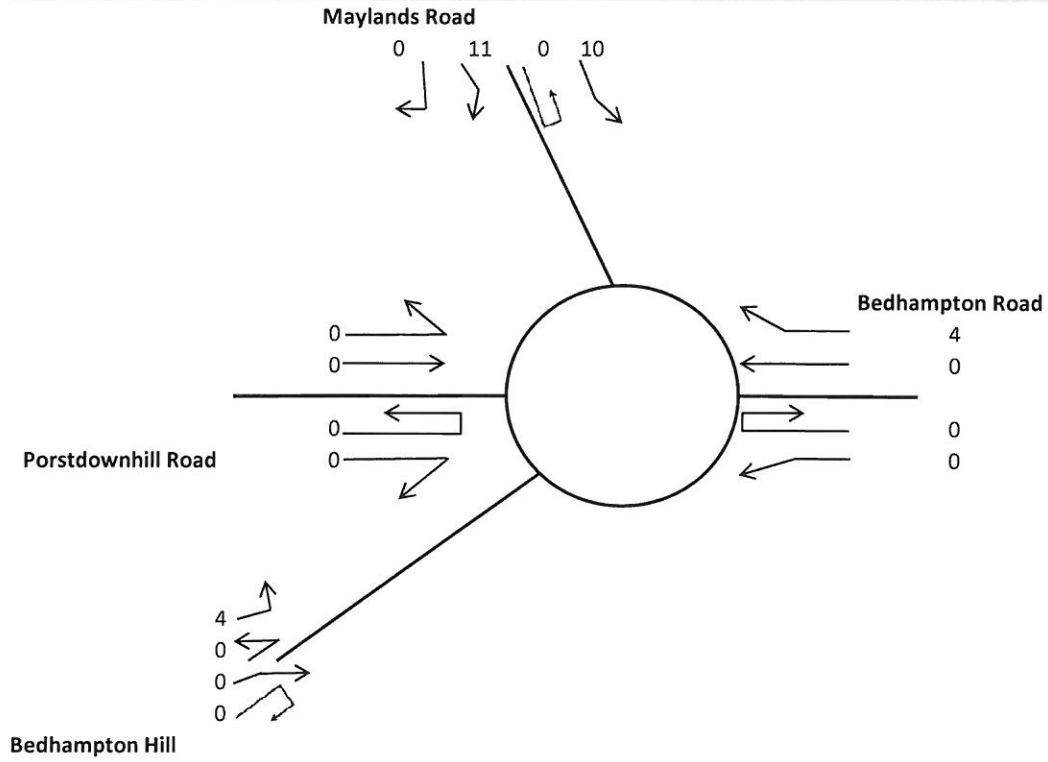


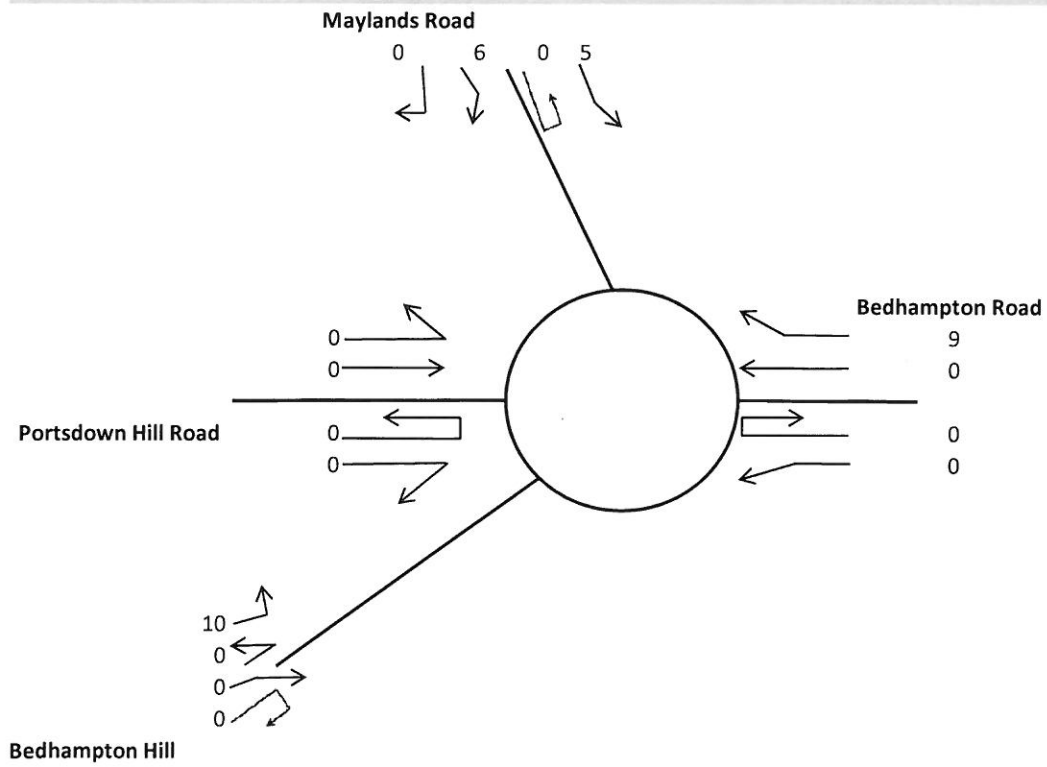
FIGURE SMA5
Development Flows

BEDHAMPTON ROUNDABOUT - DEVELOPMENT (65 DWELLINGS)

AM 65 DWELLINGS

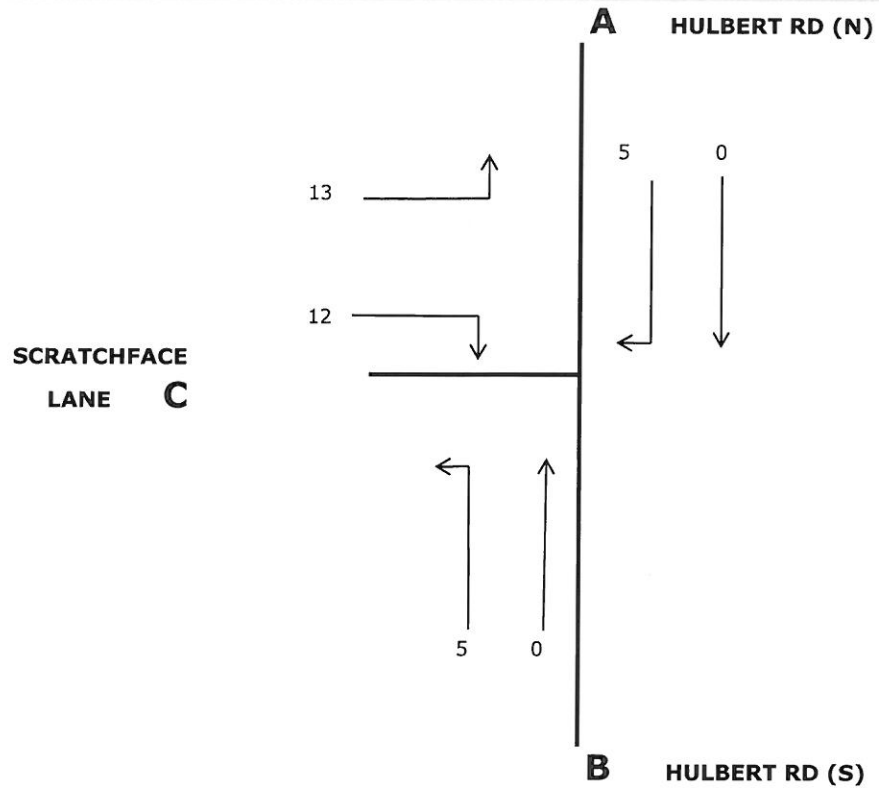


PM 65 DWELLINGS

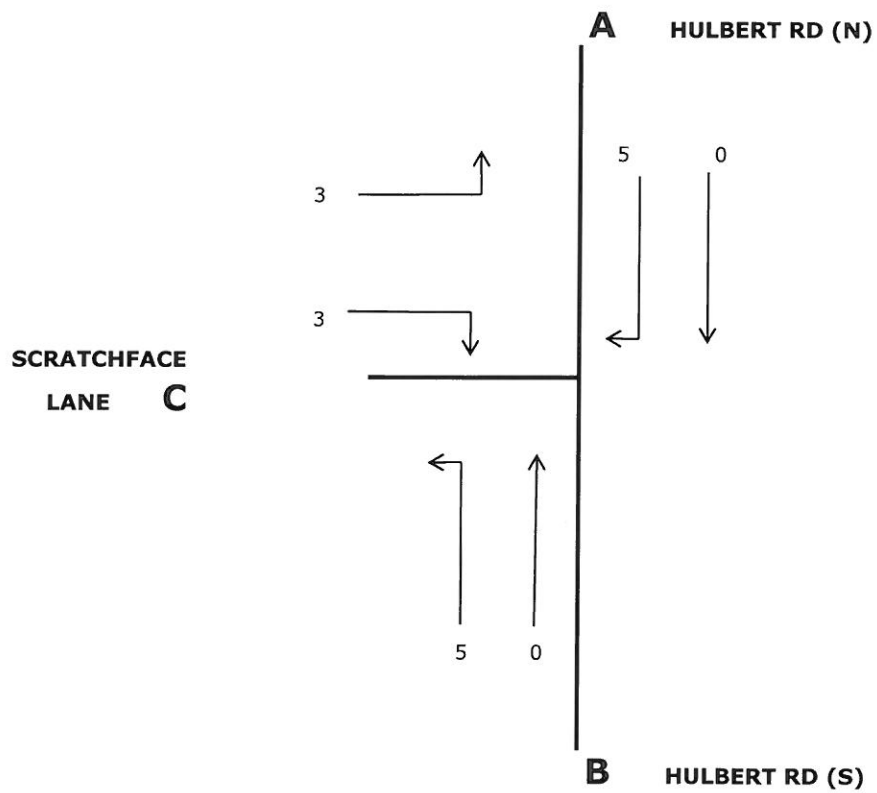


SCRATCHFACE LANE/HULBERT ROAD - DEVELOPMENT (95 DWELLINGS)

AM 95 DWELLINGS

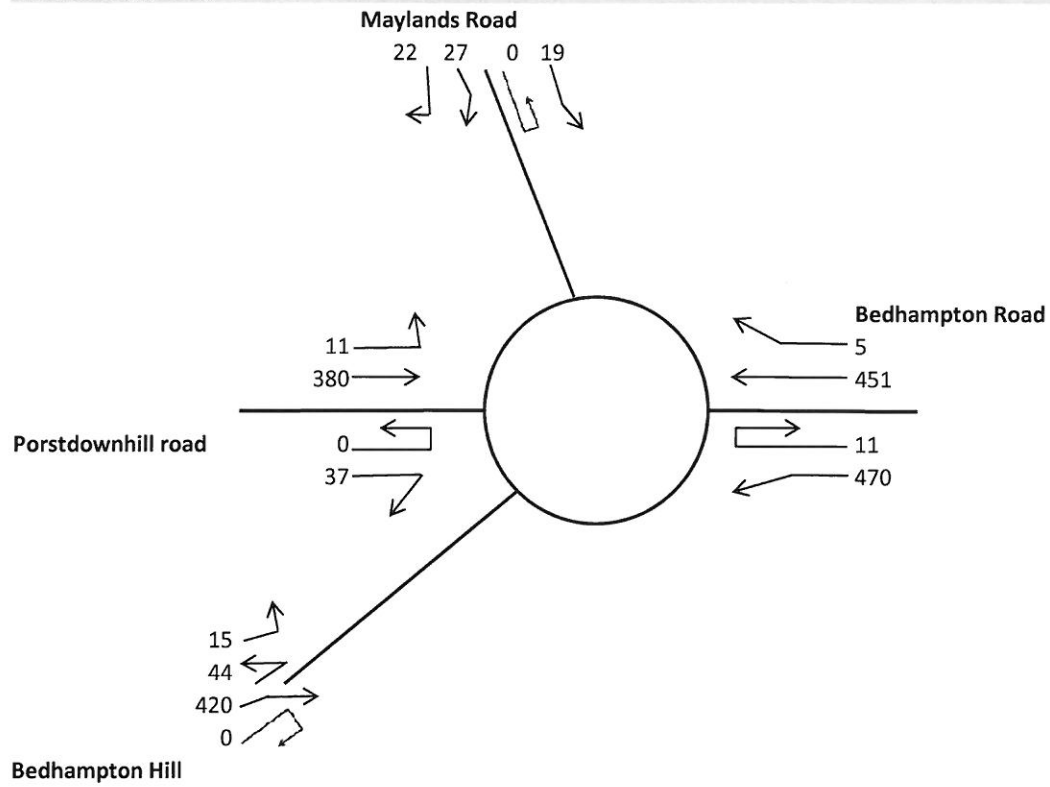


PM 95 DWELLINGS



BEDHAMPTON ROUNDABOUT 2010

AM Exisiting (2010)



PM Exisiting (2010)

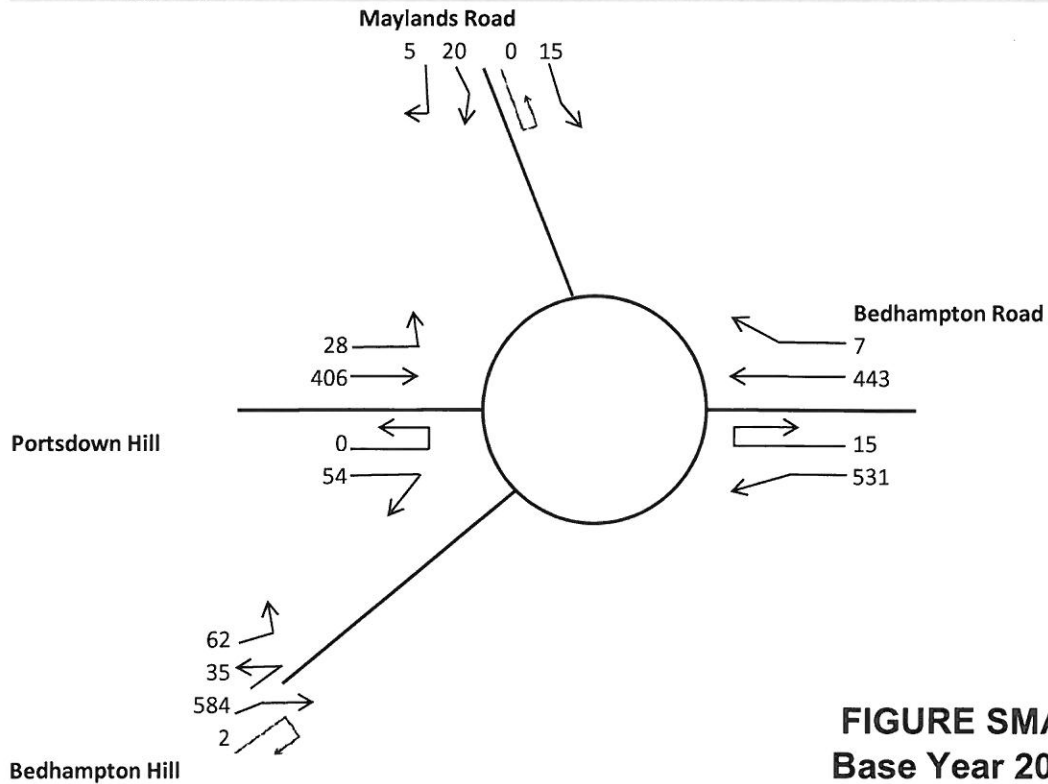
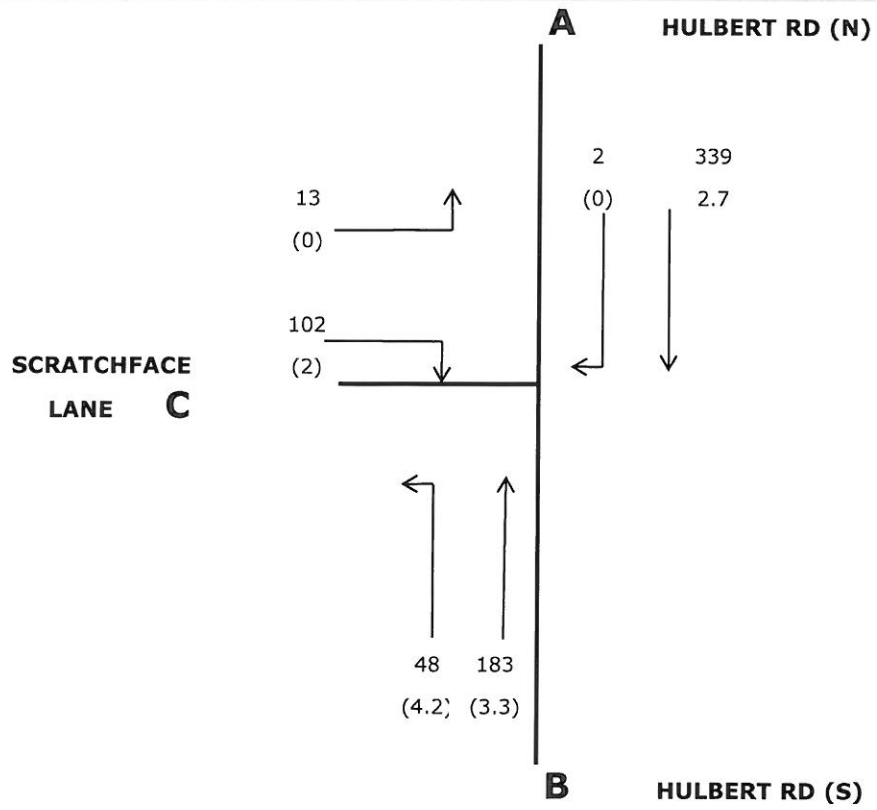


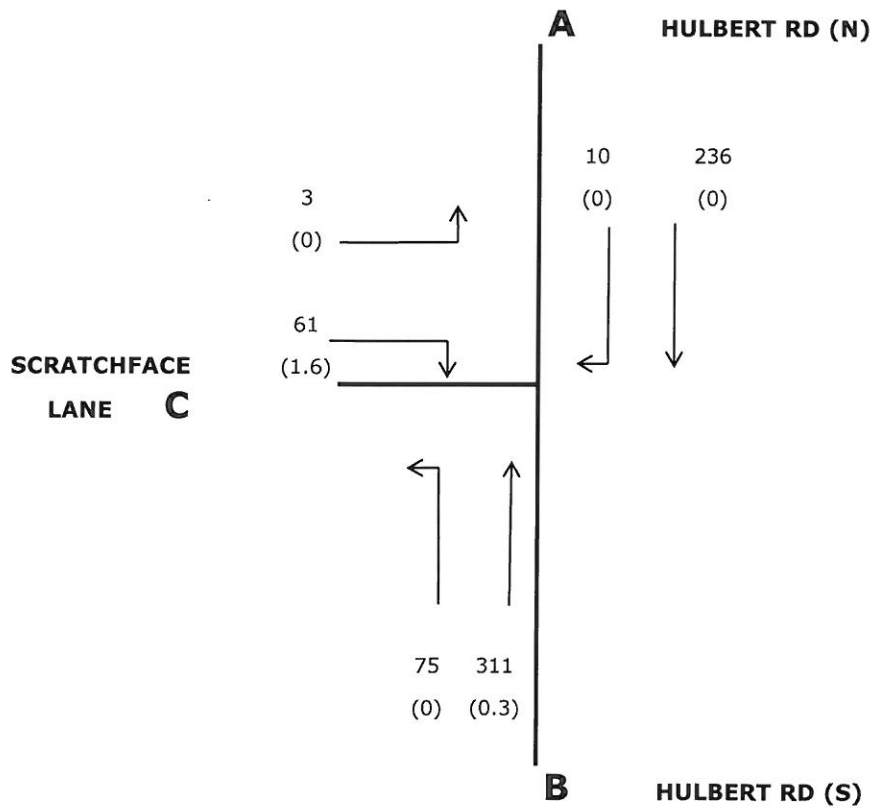
FIGURE SMA6
Base Year 2010

SCRATCHFACE LANE/HULBERT ROAD 2010

AM Exisiting (2010)

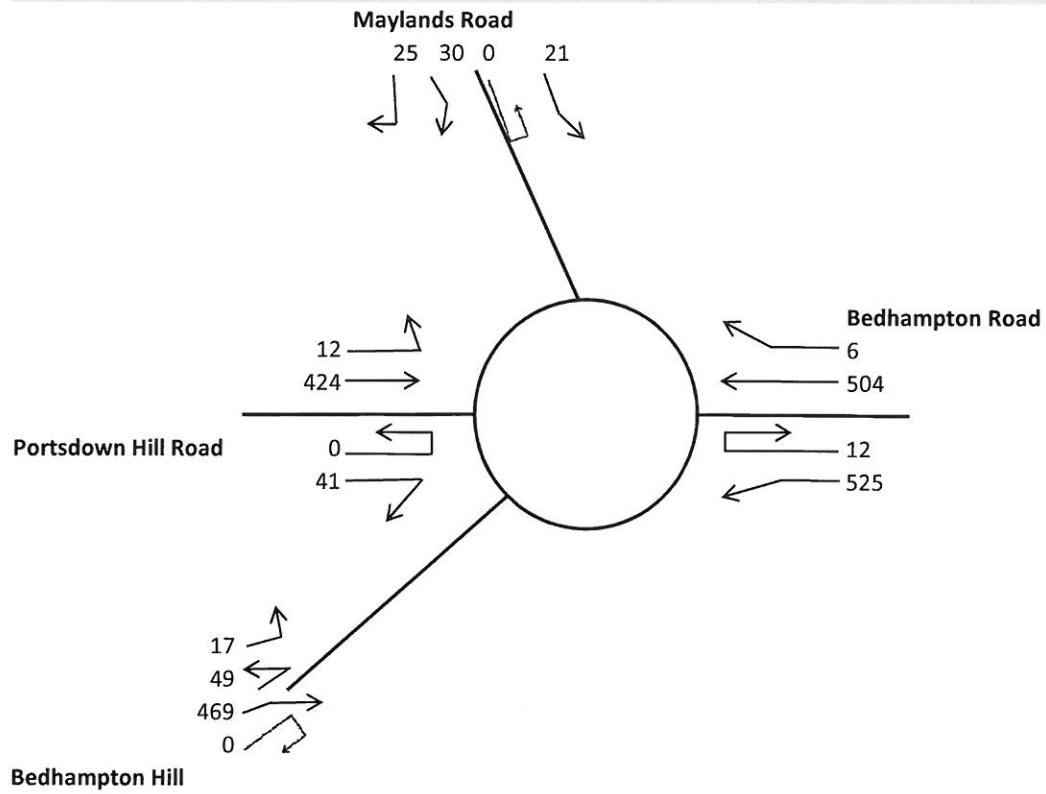


PM Exisiting (2010)

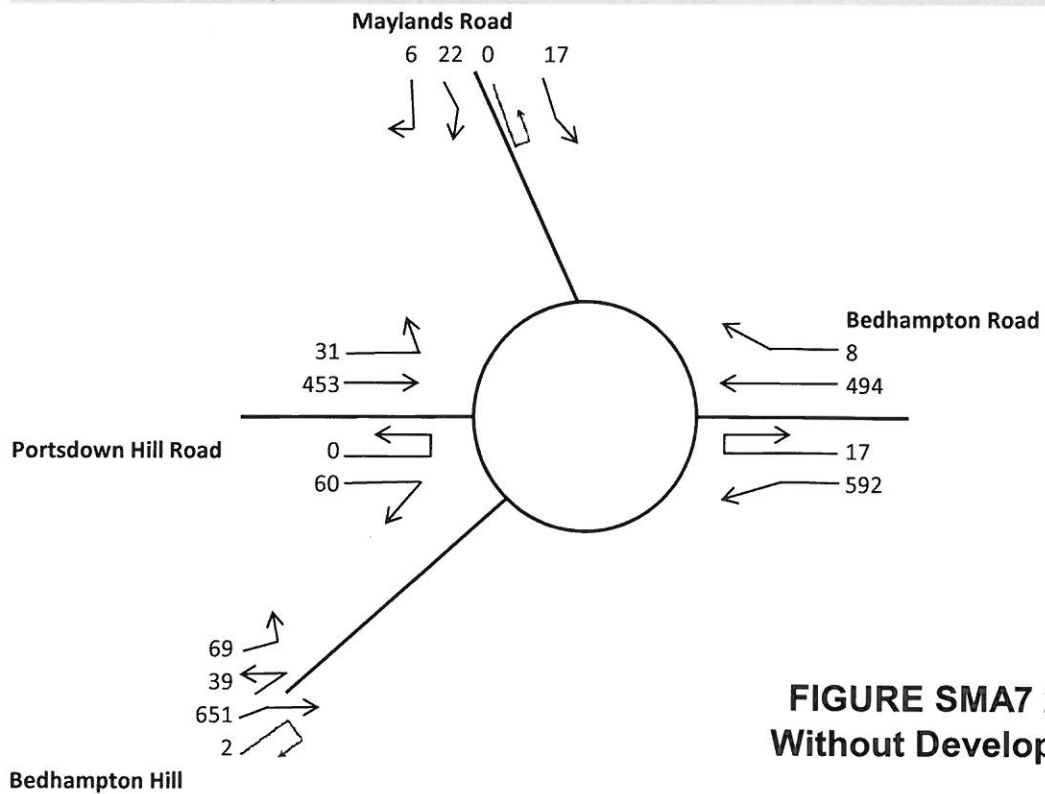


BEDHAMPTON ROUNDABOUT 2015 WITHOUT DEVELOPMENT

AM 2015 without development



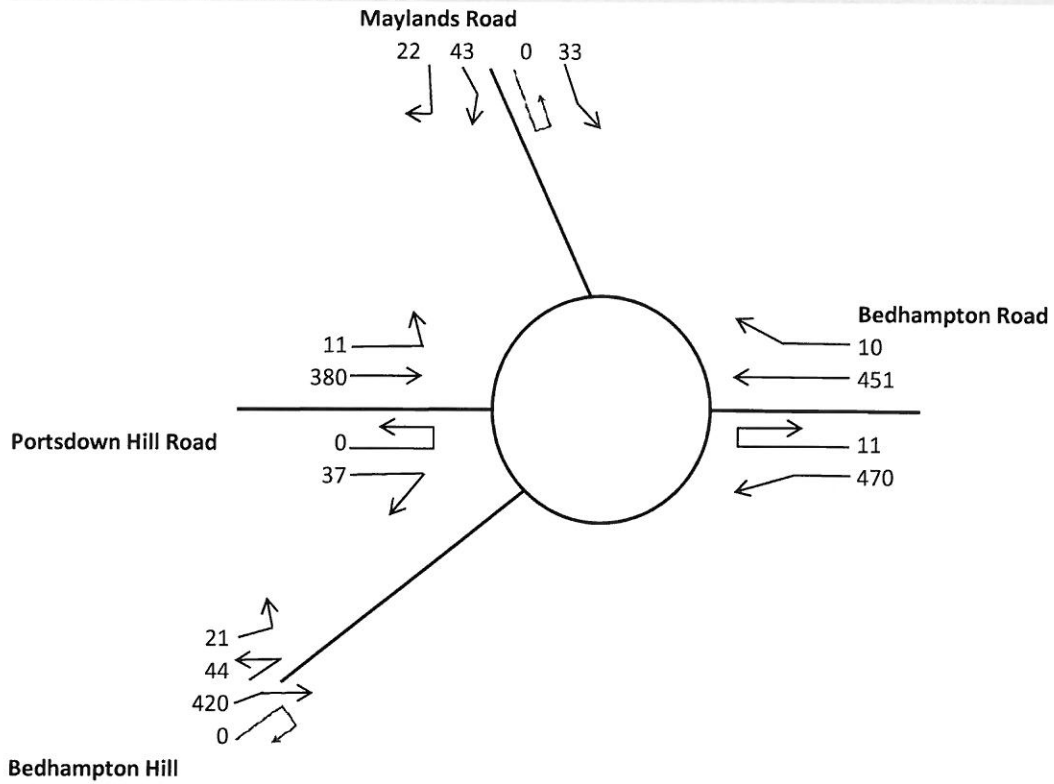
PM 2015 without development



**FIGURE SMA7 2015
Without Development**

BEDHAMPTON ROUNDABOUT 2010 + 95 DWELLINGS

AM 2010 + Development (95 dwellings)



PM 2010 + Development (95 dwellings)

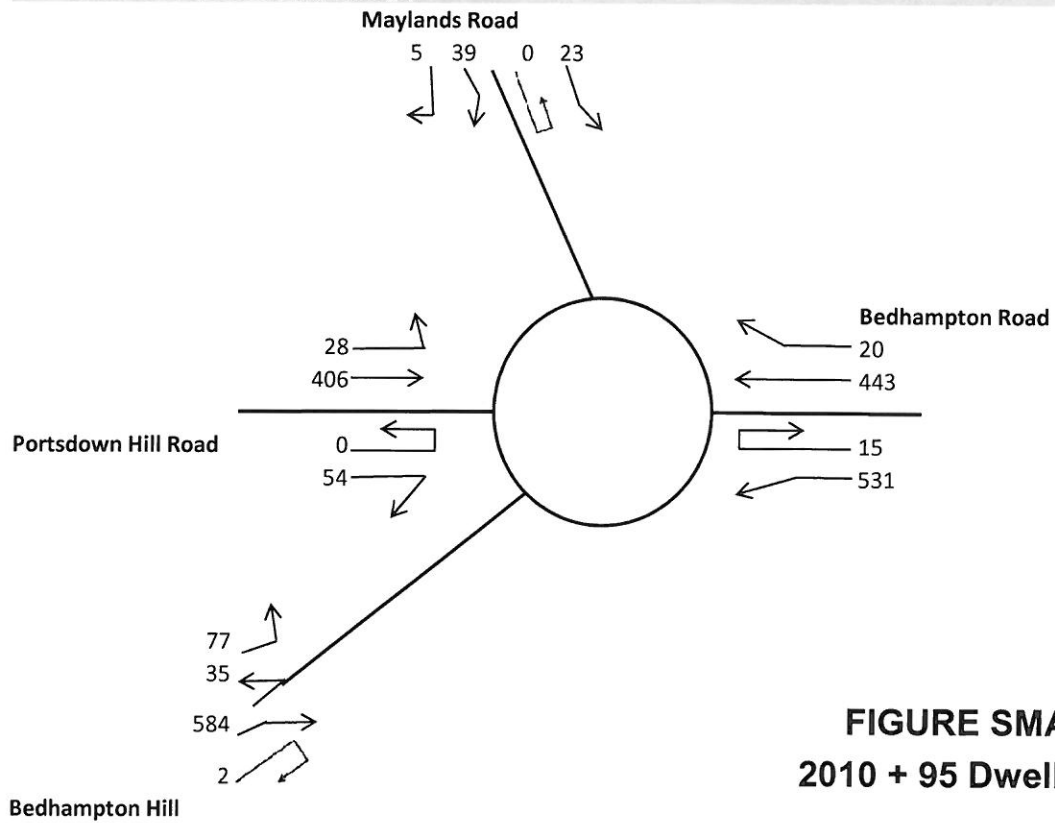
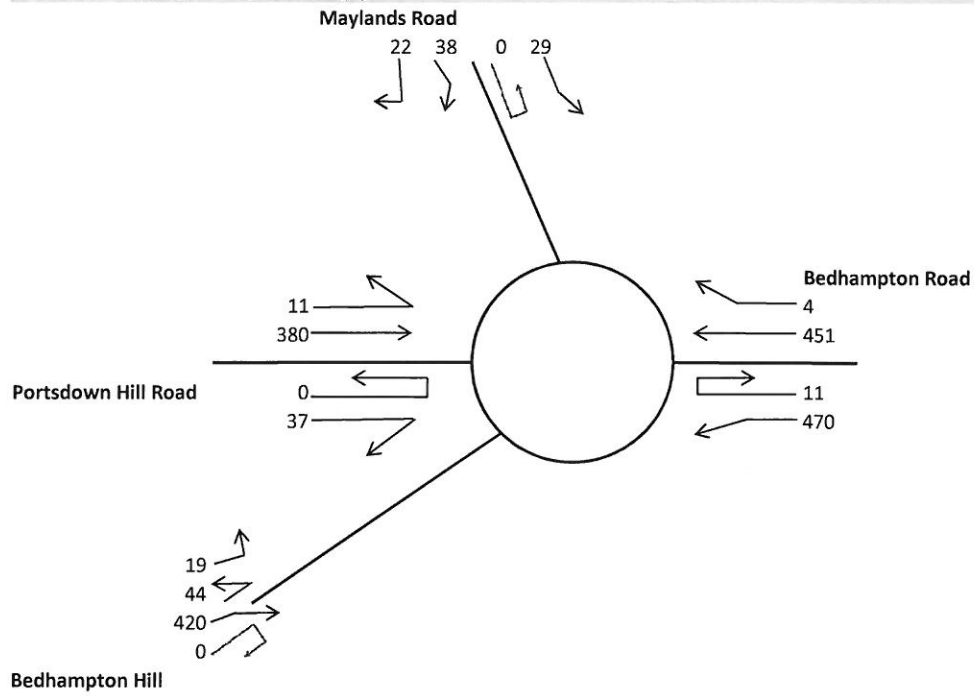


FIGURE SMA8
2010 + 95 Dwellings

BEDHAMPTON ROUNDABOUT 2010 + 65 DWELLINGS

AM 2010 + Development (65 dwellings)



PM 2010 + Development (65 dwellings)

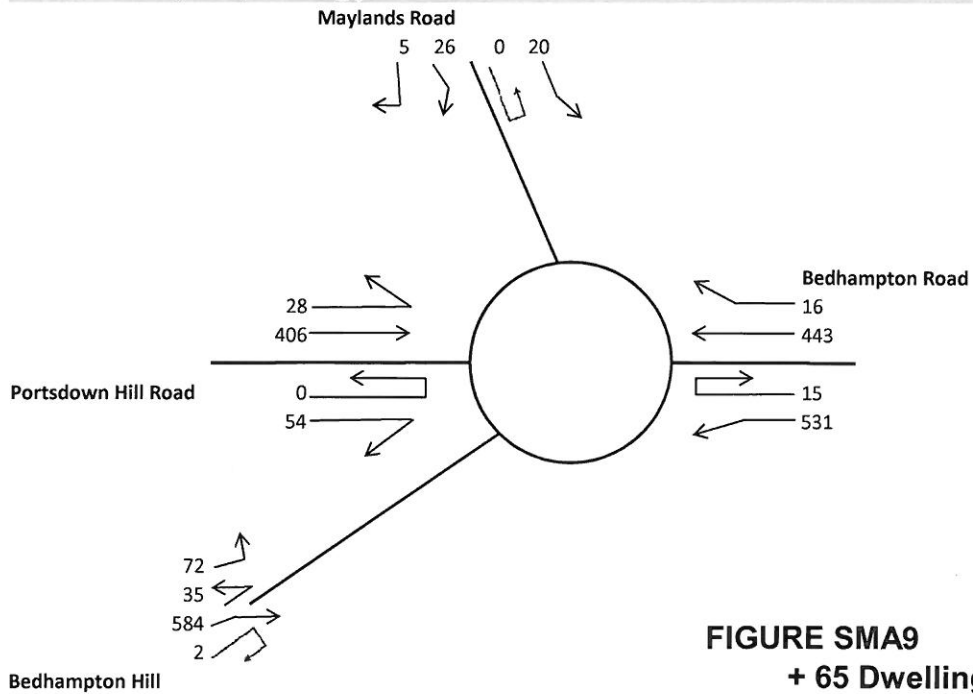
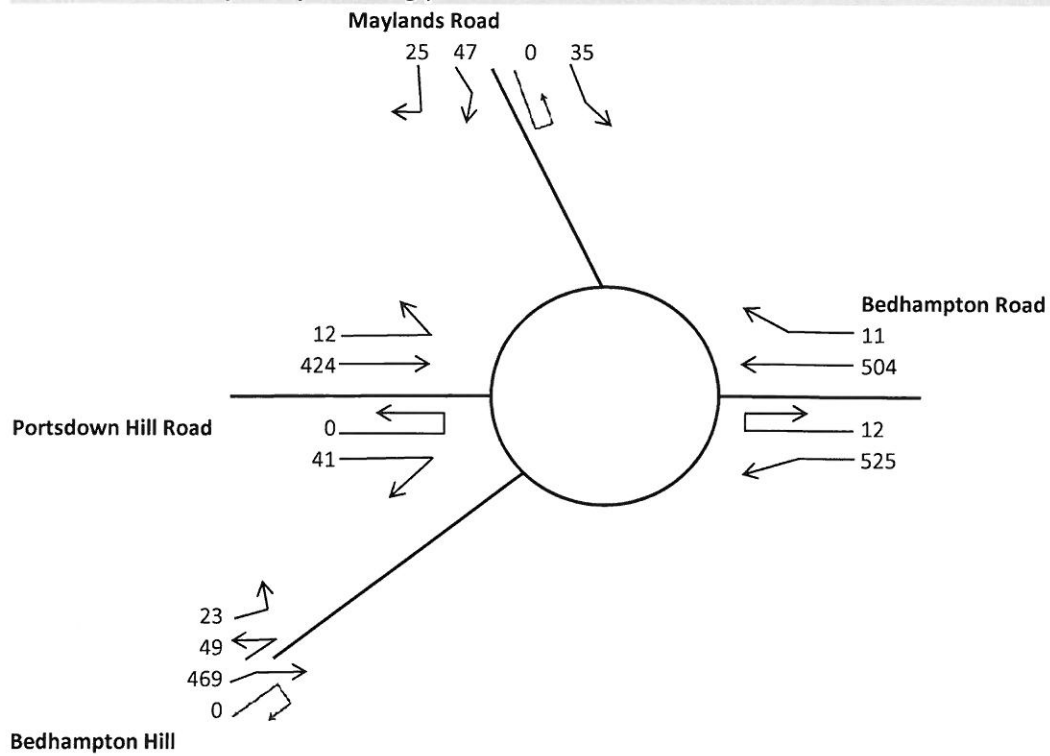


FIGURE SMA9 2010 + 65 Dwellings

BEDHAMPTON ROUNDABOUT 2015 + 95 DWELLINGS

AM 2015 with development (95 dwellings)



PM 2015 with development (95 dwellings)

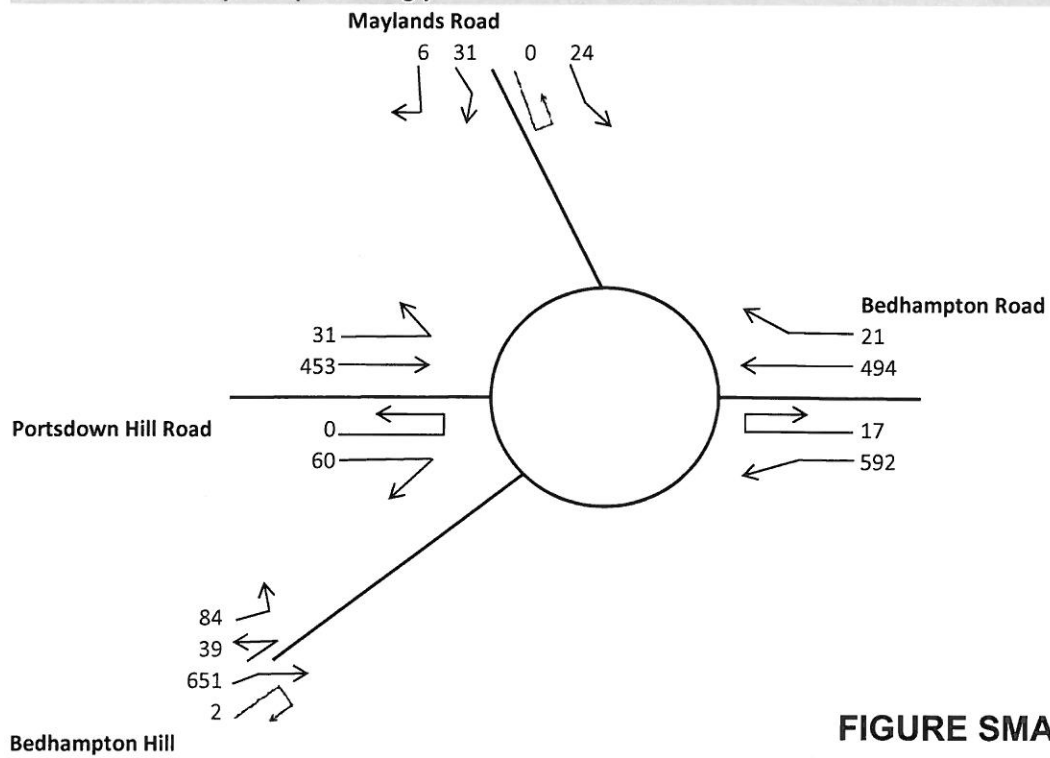
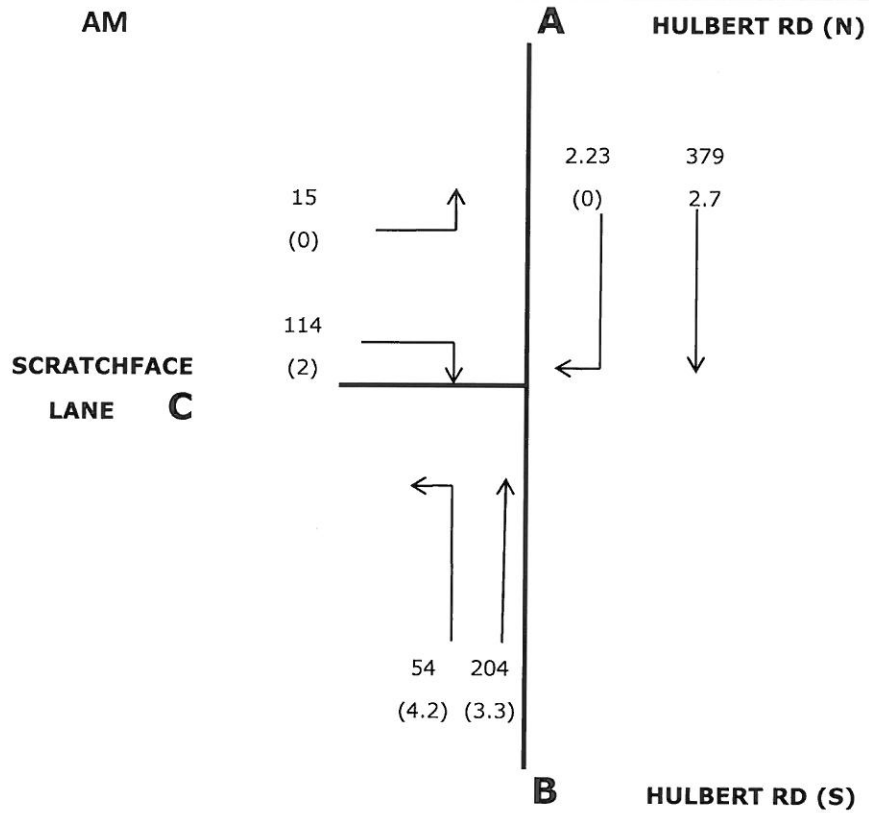


FIGURE SMA10
2015 + 95 Dwellings

SCRATCHFACELANE/HULBERT ROAD 2015 WITHOUT DEVELOPMENT

AM 2015 without development



PM 2015 without development

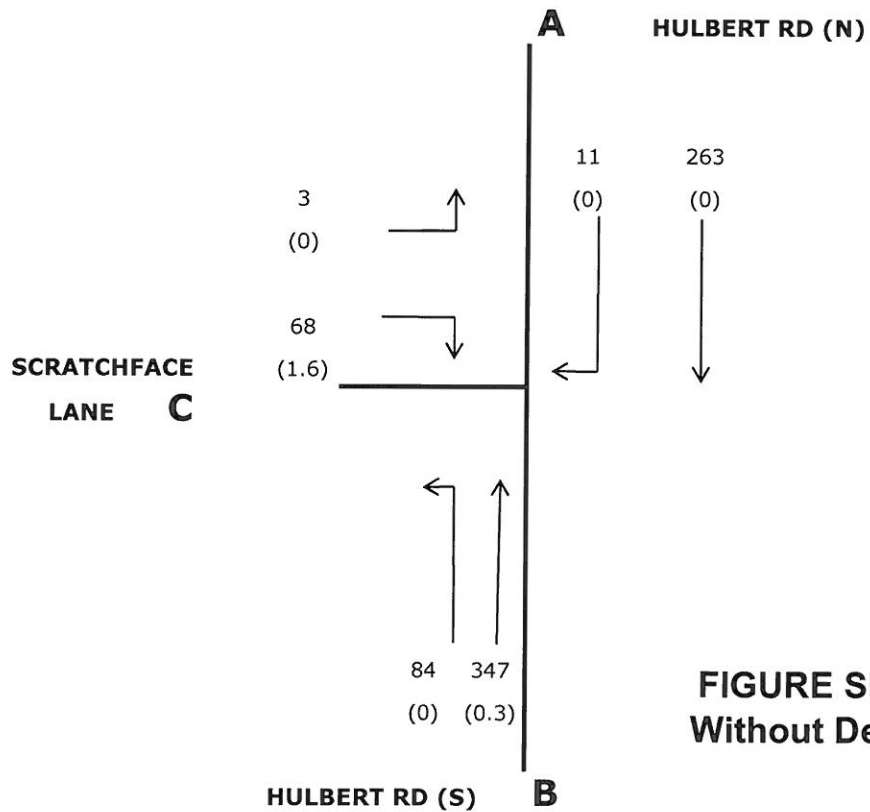
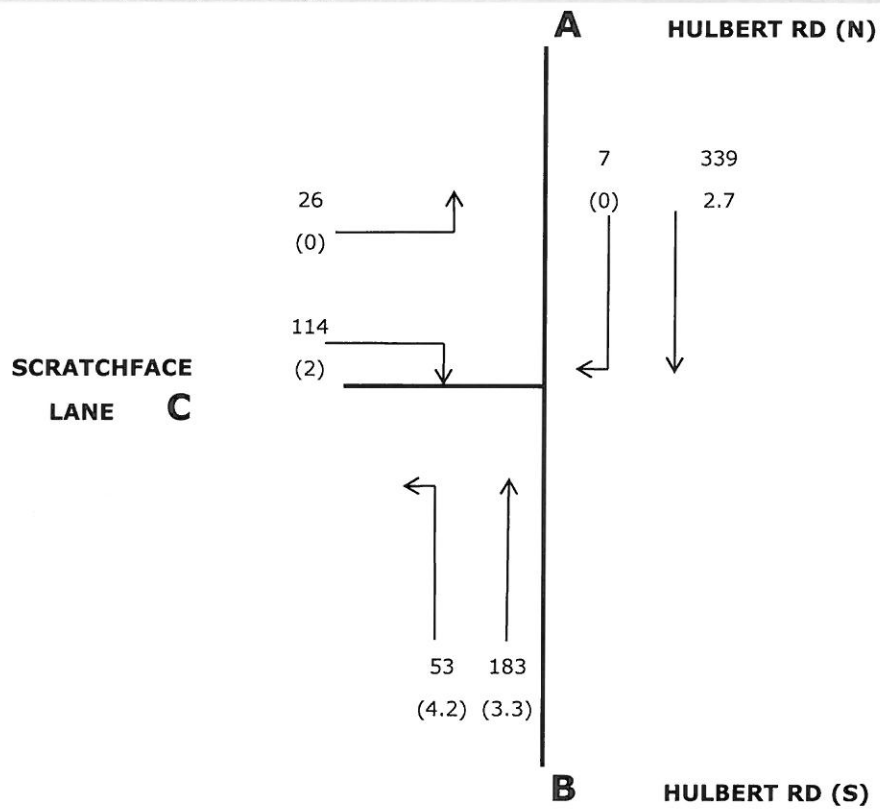


FIGURE SMA11 2015
Without Development

SCRATCHFACE LANE/HULBERT ROAD
 2010 + 95 DWELLINGS
 AM 2010 + Development (95 dwellings)



PM 2010 + Development (95 dwellings)

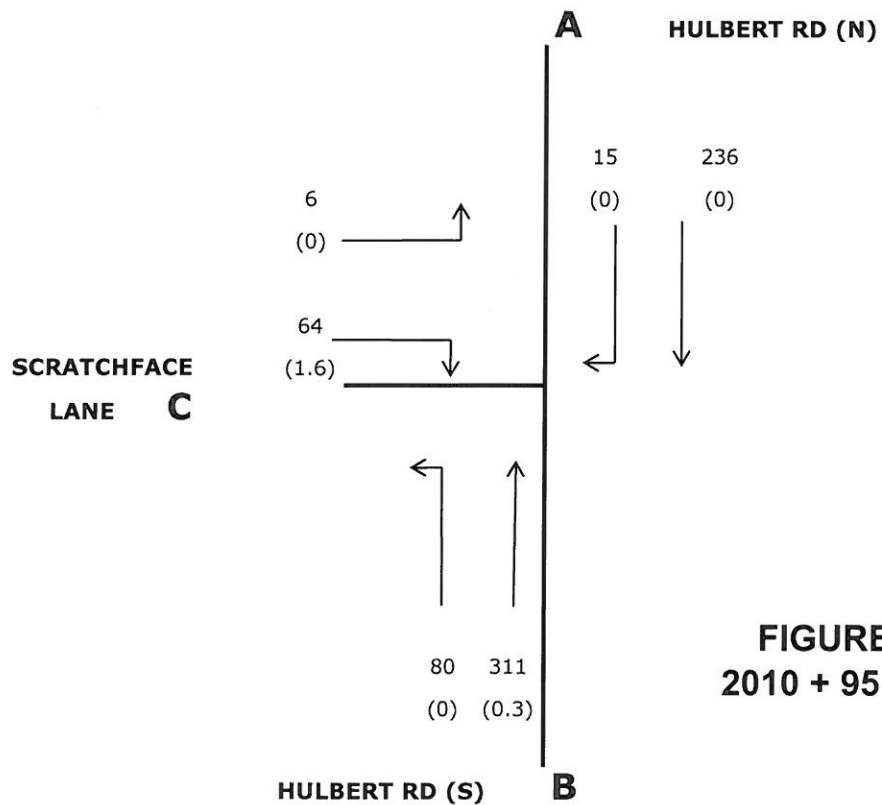
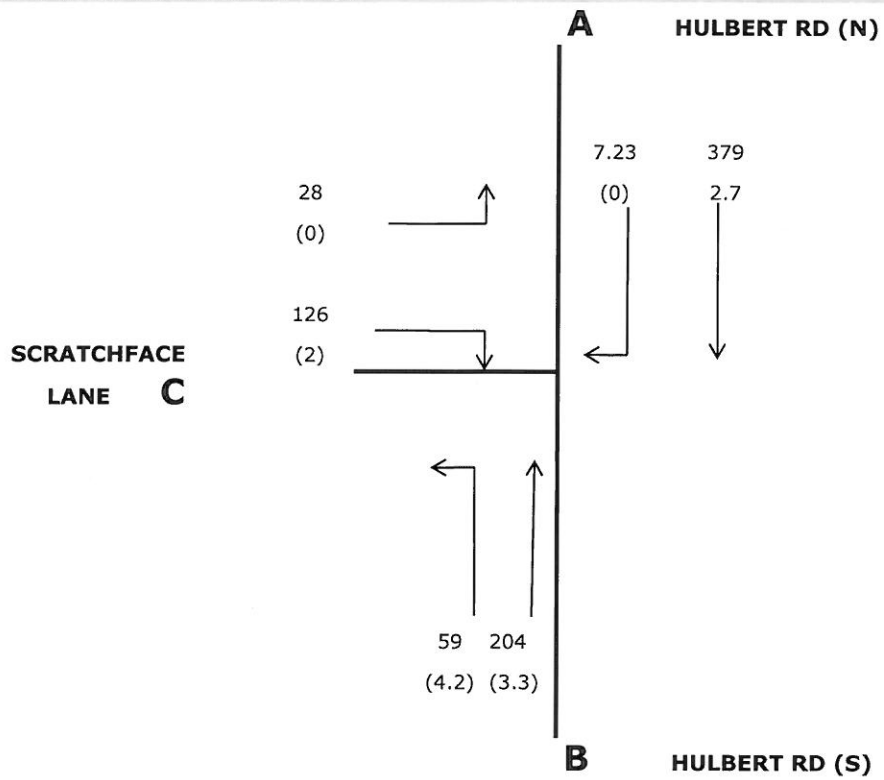


FIGURE SMA12
 2010 + 95 Dwellings

SCRATCHFACE LANE/HULBERT ROAD 2015 + 95 DWELLINGS
 AM 2015 with development (95 dwellings)



PM 2015 with development (95 dwellings)

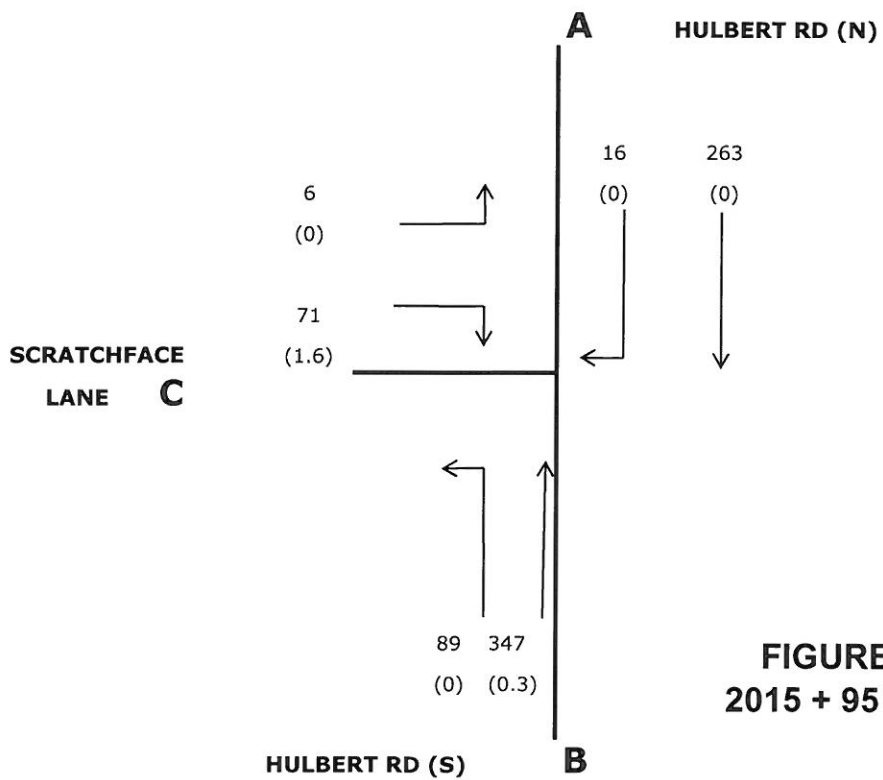
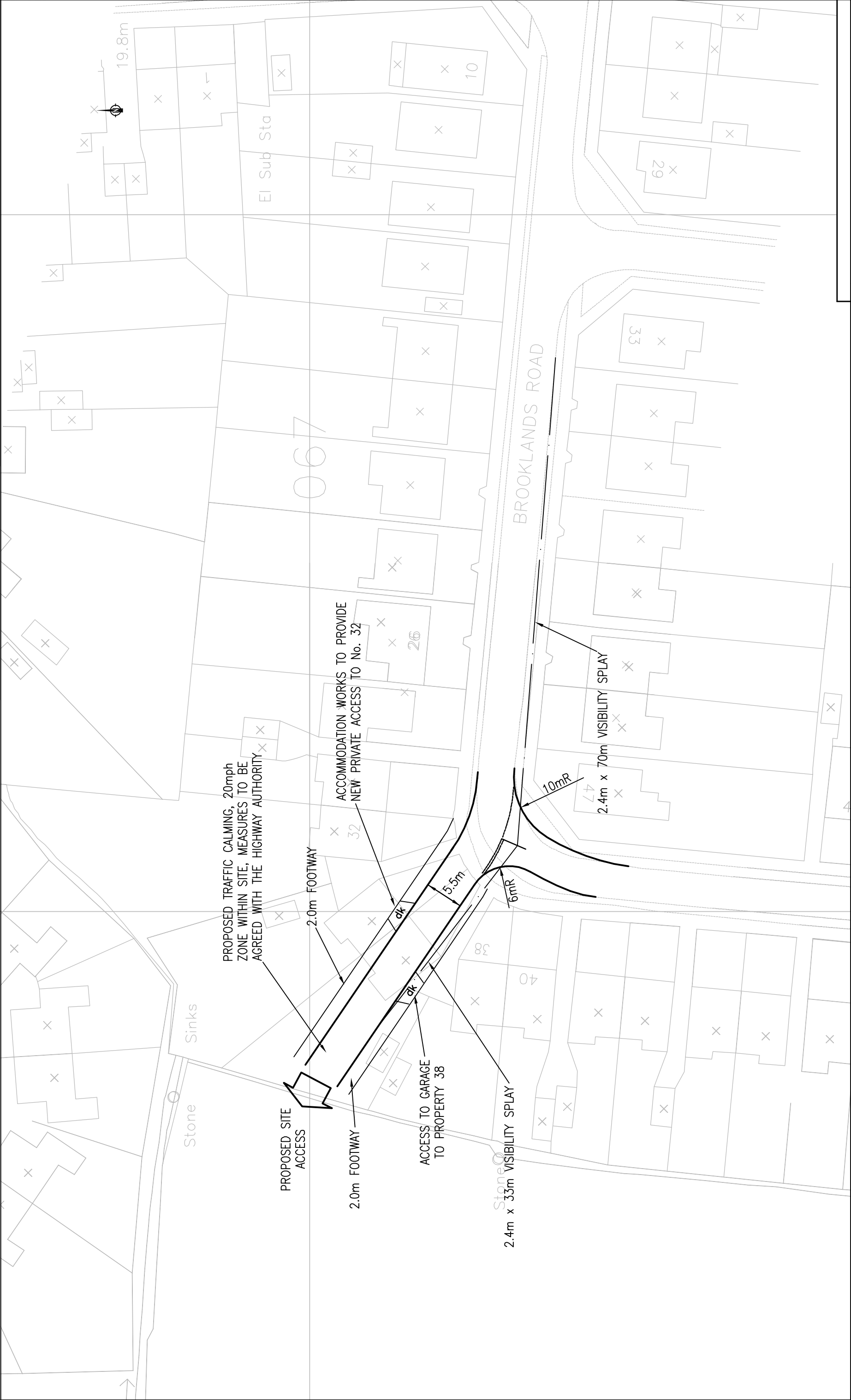


FIGURE SMA13
 2015 + 95 Dwellings

DRAWINGS



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CRAYFERN HOMES

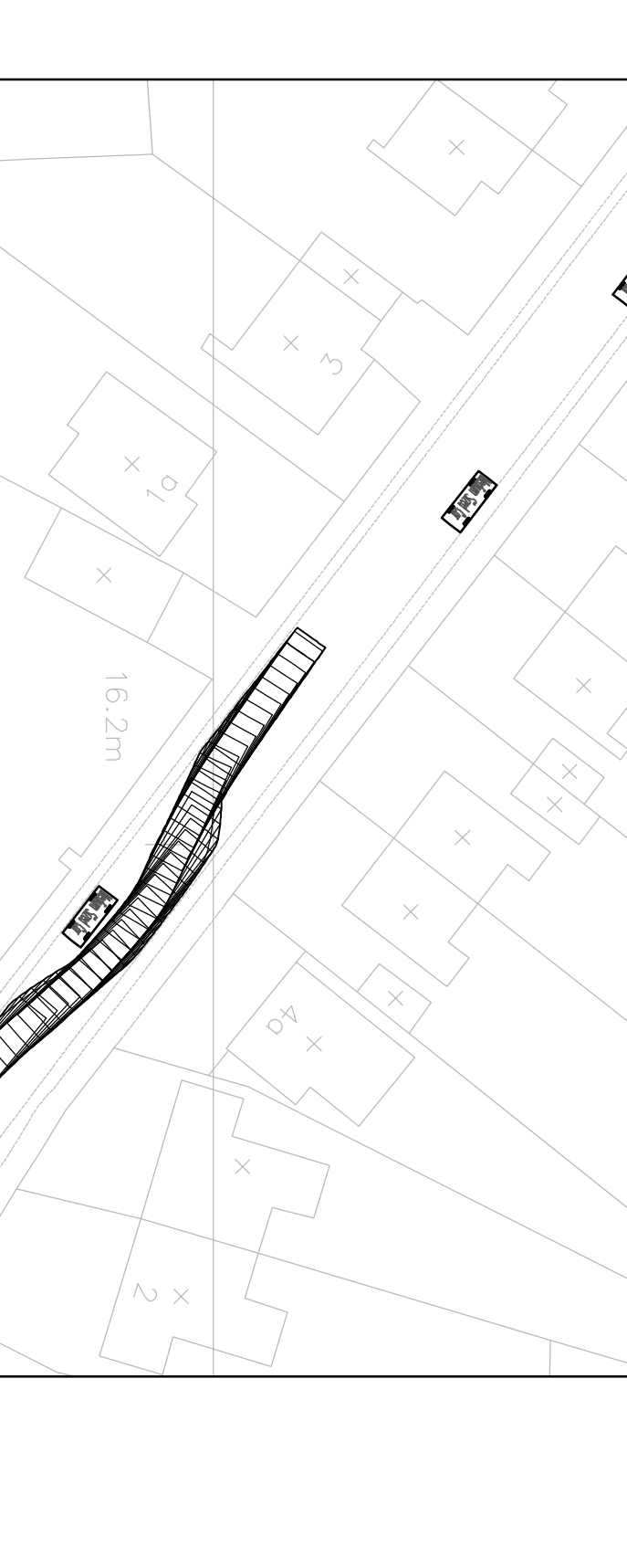
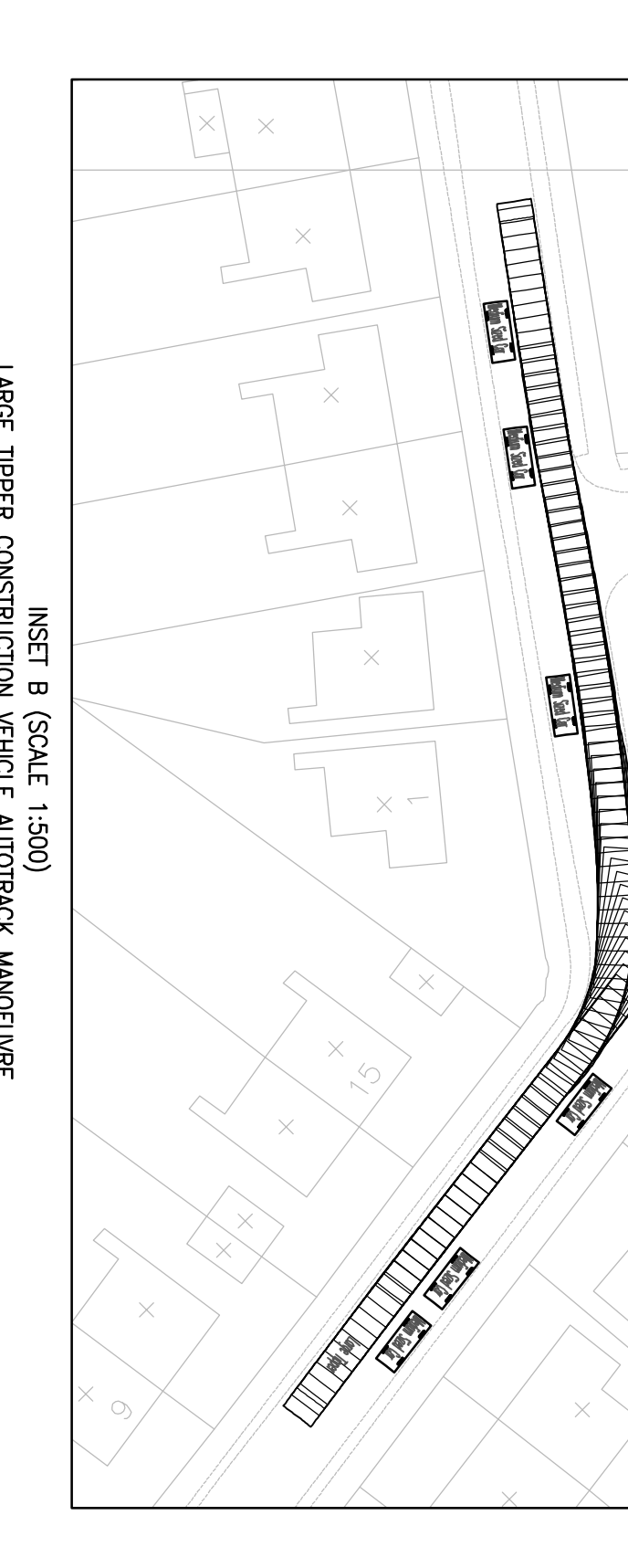
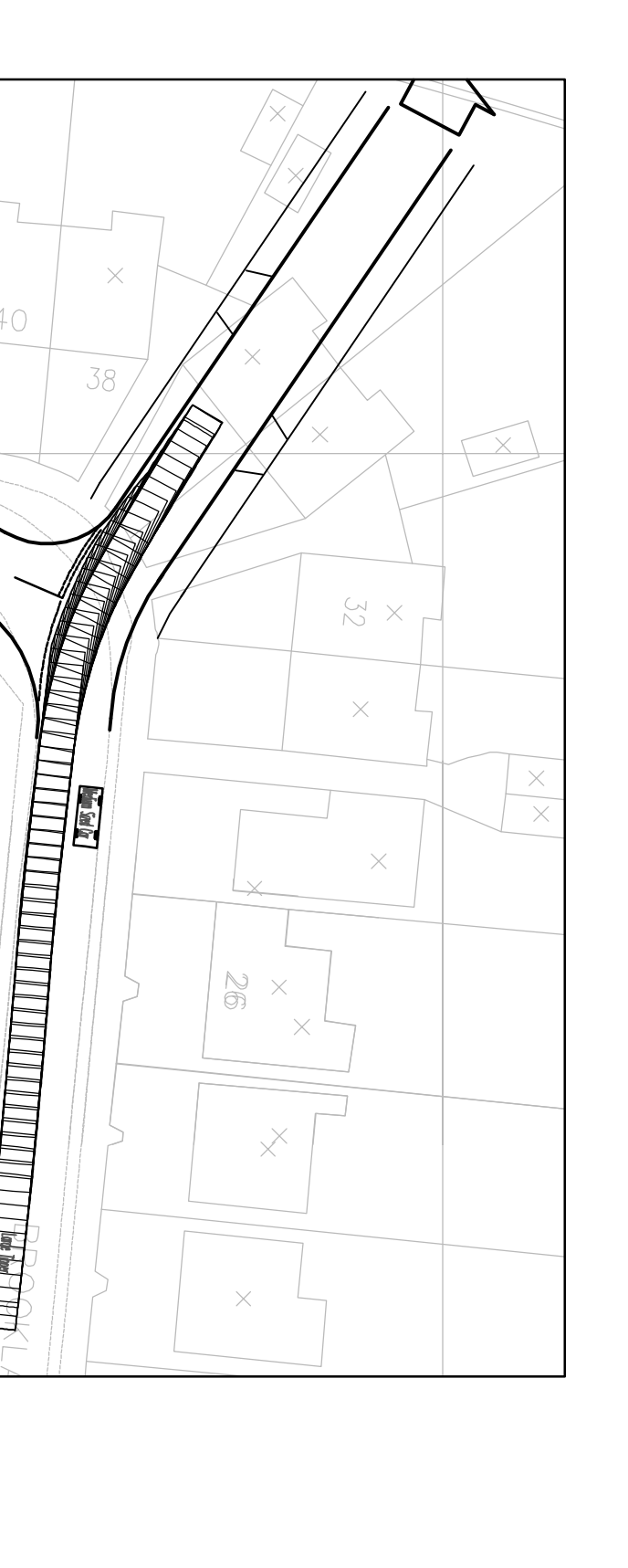
JOB TITLE

BROOKLANDS ROAD,
BEDHAMPTON

DRAWING TITLE

CONCEPT ACCESS ARRANGEMENTS

Rev	Description	Drn	Chk	Date
REVISIONS				
Preliminary	Approval	Tender	Const.	
DRAWING STATUS				
DATE	FEB '10	JGP	DLW	
ISSUE CHECKBOX				
DRAWING No.	3356.006	REV	B	SCALE 1:500 @ A3
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Rev	Description	Drn	Chk	Date
REVISIONS				

Preliminary Issue		Submitted for S104	
Planning Issue		Issued for Tender	
Submitted for \$38		Issued for Construction	
Submitted for \$278		As Built	
DRAWING STATUS			

DRAWING STATUS

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CRAYFERN HOMES

408 TITLE
BROOKLANDS ROAD,
BEDHAMPTON

ON-STREET PARKING SURVEY
FRIDAY 5TH FEBRUARY 2010

DATE	ORDER	SCALE
FEB '10	JGP DLW	
ORDER NO.	REV	SCALE
3356 003		1:2000 @ A1

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1) 0900 HOURS SATURDAY 6TH FEBRUARY 2010



6) 1130 HOURS SATURDAY 6TH FEBRUARY 2010



11) 1400 HOURS SATURDAY 6TH FEBRUARY 2010



2) 0930 HOURS SATURDAY 6TH FEBRUARY 2010



7) 1200 HOURS SATURDAY 6TH FEBRUARY 2010



3) 1000 HOURS SATURDAY 6TH FEBRUARY 2010



8) 1230 HOURS SATURDAY 6TH FEBRUARY 2010



4) 1030 HOURS SATURDAY 6TH FEBRUARY 2010



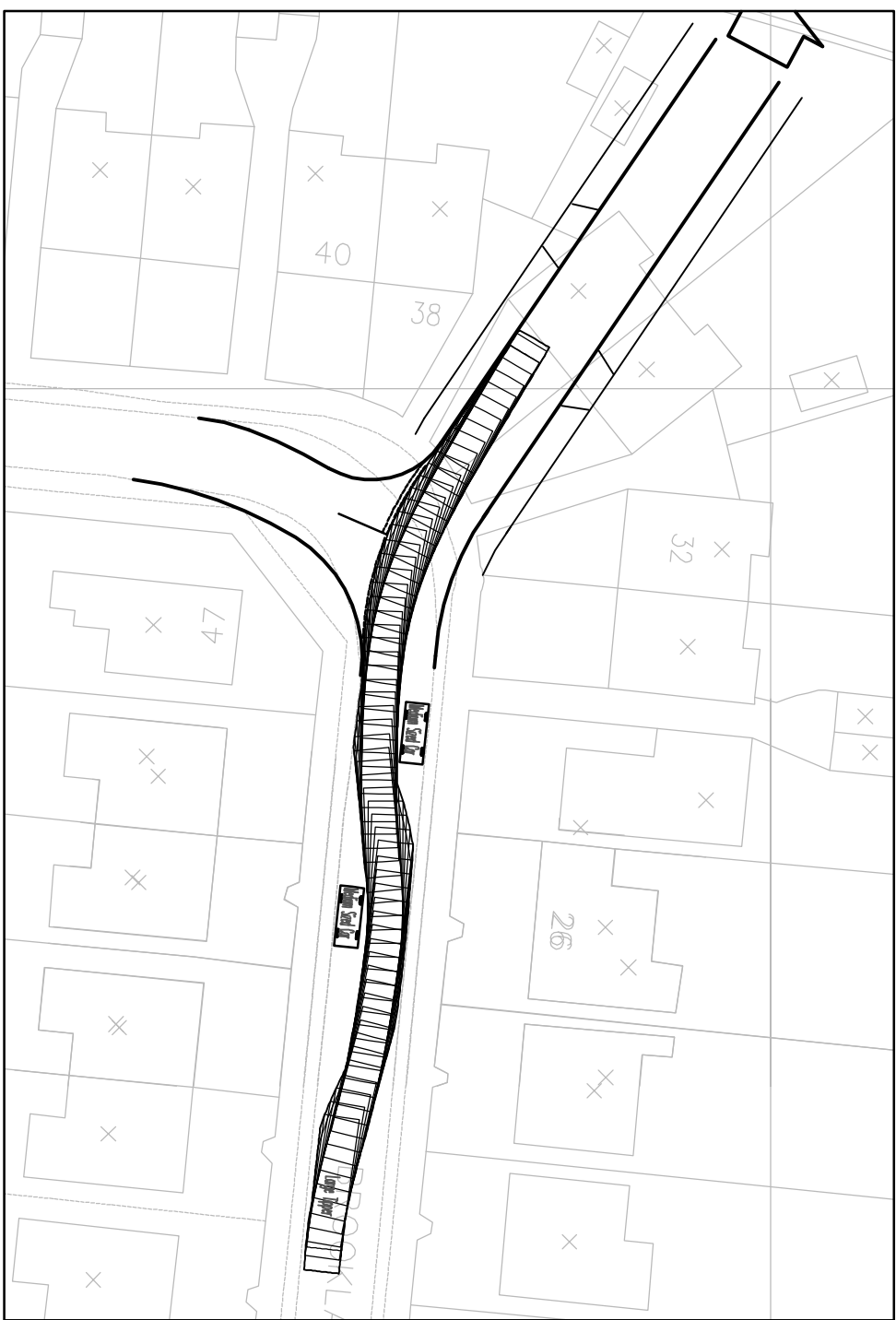
9) 1300 HOURS SATURDAY 6TH FEBRUARY 2010



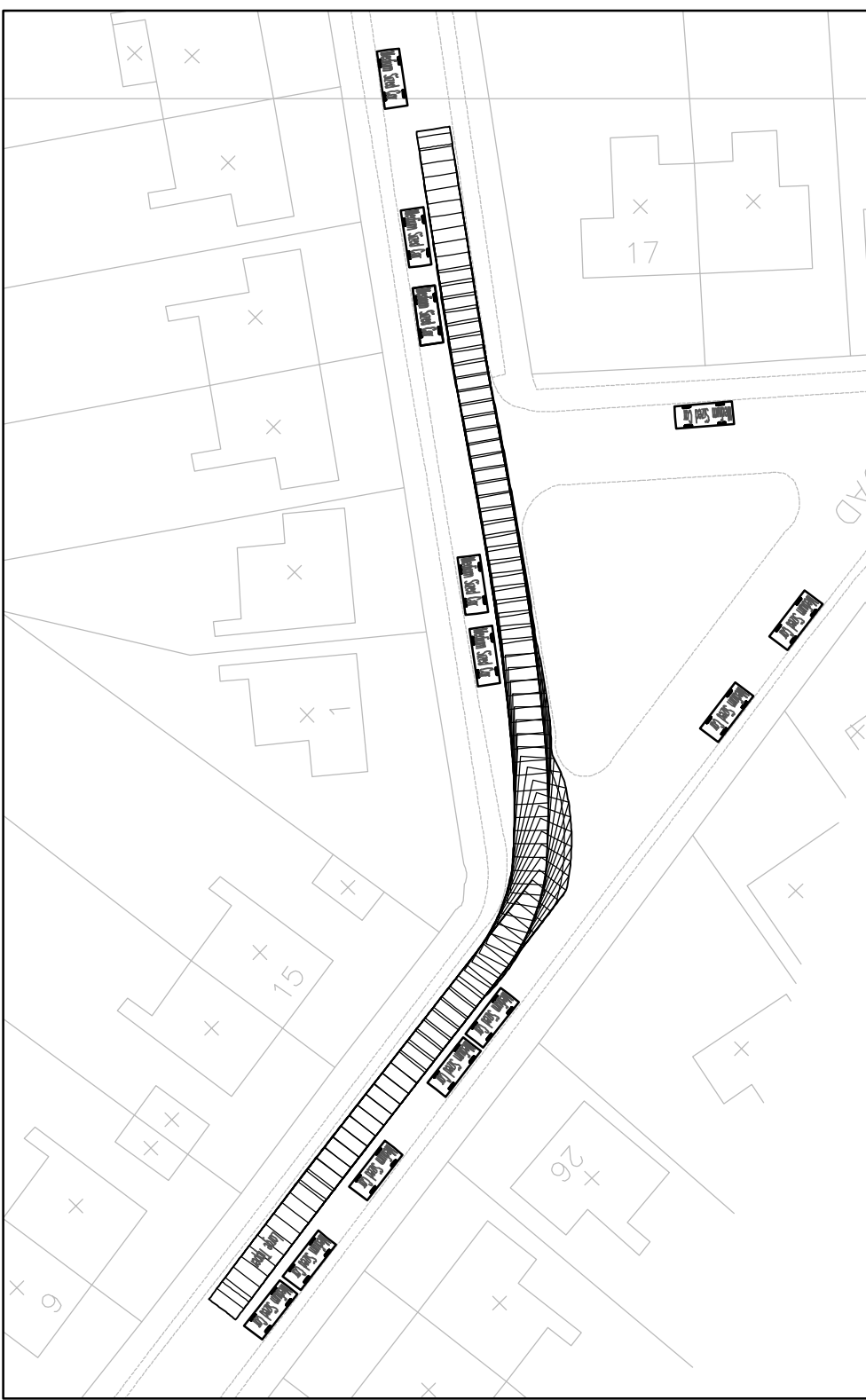
5) 1100 HOURS SATURDAY 6TH FEBRUARY 2010



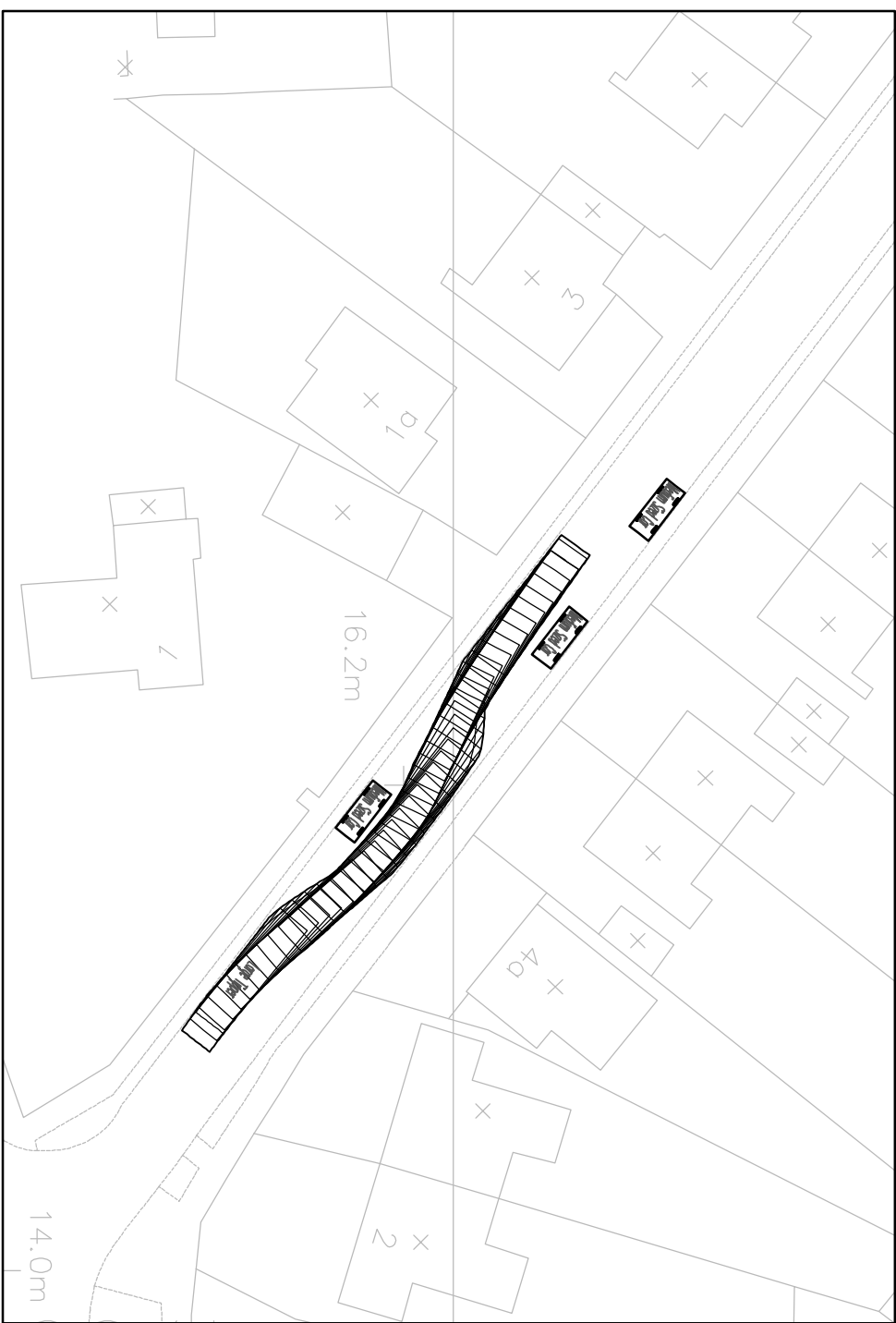
10) 1330 HOURS SATURDAY 6TH FEBRUARY 2010



INSET A (SCALE 1:500)
LARGE TIPPER CONSTRUCTION VEHICLE AUTOTRACK MANOEUVRE



INSET B (SCALE 1:500)
LARGE TIPPER CONSTRUCTION VEHICLE AUTOTRACK MANOEUVRE



INSET C (SCALE 1:500)
LARGE TIPPER CONSTRUCTION VEHICLE AUTOTRACK MANOEUVRE



Constructonline

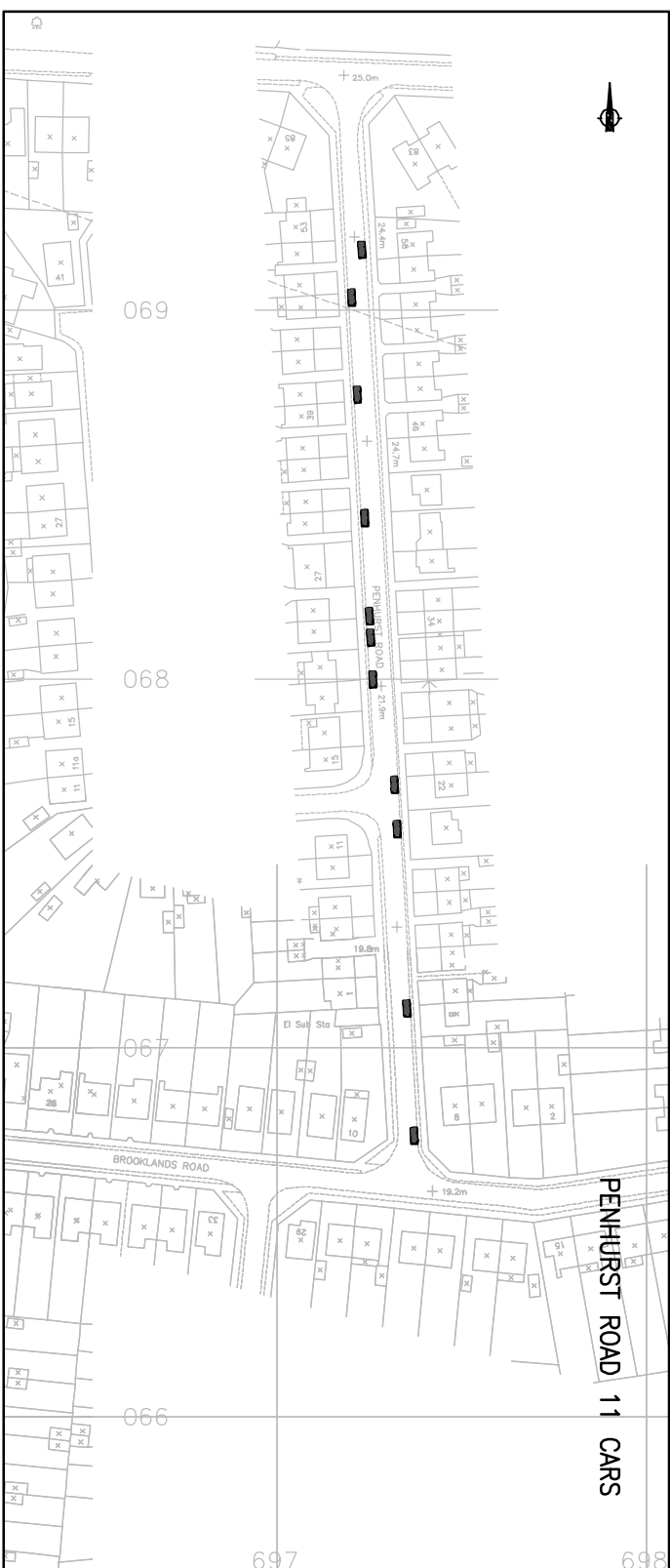
ON-STREET PARKING SURVEY
SATURDAY 6TH FEBRUARY 2010

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS

CRAYFERN HOMES

BROOKLANDS ROAD,
BEDHAMPTON

DATE: FEB '10
DRAWN: JCP
CHECKED: DLW
SCALE: 1:2000
SHEET: 01 OF 01



1) 1500 HOURS FRIDAY 16TH JULY 2010

This is a detailed street map of a residential area in Penhurst. The map shows a grid of streets and individual lots. Key streets include Woodlands Road, Penhurst Road, and several unnamed streets. Lots are numbered, and some are marked with 'R' or 'C'. A north arrow is located in the top right corner. The map is oriented with North at the top.

This is a detailed street map of a residential area in Penhurst. The map shows a grid of streets and individual lots. Key streets include Woodlands Road, Penhurst Road, and several unnamed streets. Lots are numbered, and some are marked with 'R' or 'C'. A north arrow is located in the top right corner. The map is oriented with North at the top.

The map shows a street grid with lot numbers and house numbers. A large black rectangle highlights a specific area labeled 'INSET C'. A north arrow is located in the top right corner. The map includes labels for 'PENURST ROAD 23 CARS' and 'BROADLANDS ROAD'.

The map shows a street grid with lot numbers and house numbers. A large black rectangle highlights a specific area labeled 'INSET C'. A north arrow is located in the top right corner. The map includes labels for 'PENURST ROAD 23 CARS' and 'BROADLANDS ROAD'.

069

068

066

INSET A

PENHURST ROAD 16 CARS

0 to 200 Feet

069

068

066

INSET A

PENHURST ROAD 16 CARS

0 to 200 feet

An aerial photograph of a residential street named Penhurst Road. The road runs vertically through the center of the frame. On the left side of the road, there are several black rectangular markers placed along the curb. A white box labeled "INSET B" highlights a section of the road between grid lines 069 and 068. To the right of the road, there are more houses and trees. At the bottom of the image, the road curves to the right and is labeled "PENURST ROAD 20 CARS". Grid lines 069, 068, 067, and 066 are visible on the left side of the map. A north arrow is located in the top right corner.

[illegible][illegible][illegible]

Architectural drawing of a building facade. The drawing shows a series of rectangular windows arranged in a row. The roofline is curved, and the building is labeled with dimensions and numbers. The dimensions are 24.4m and 24.7m. The numbers are 53, 58, 39, 46, and 27. The drawing is oriented vertically on the page.

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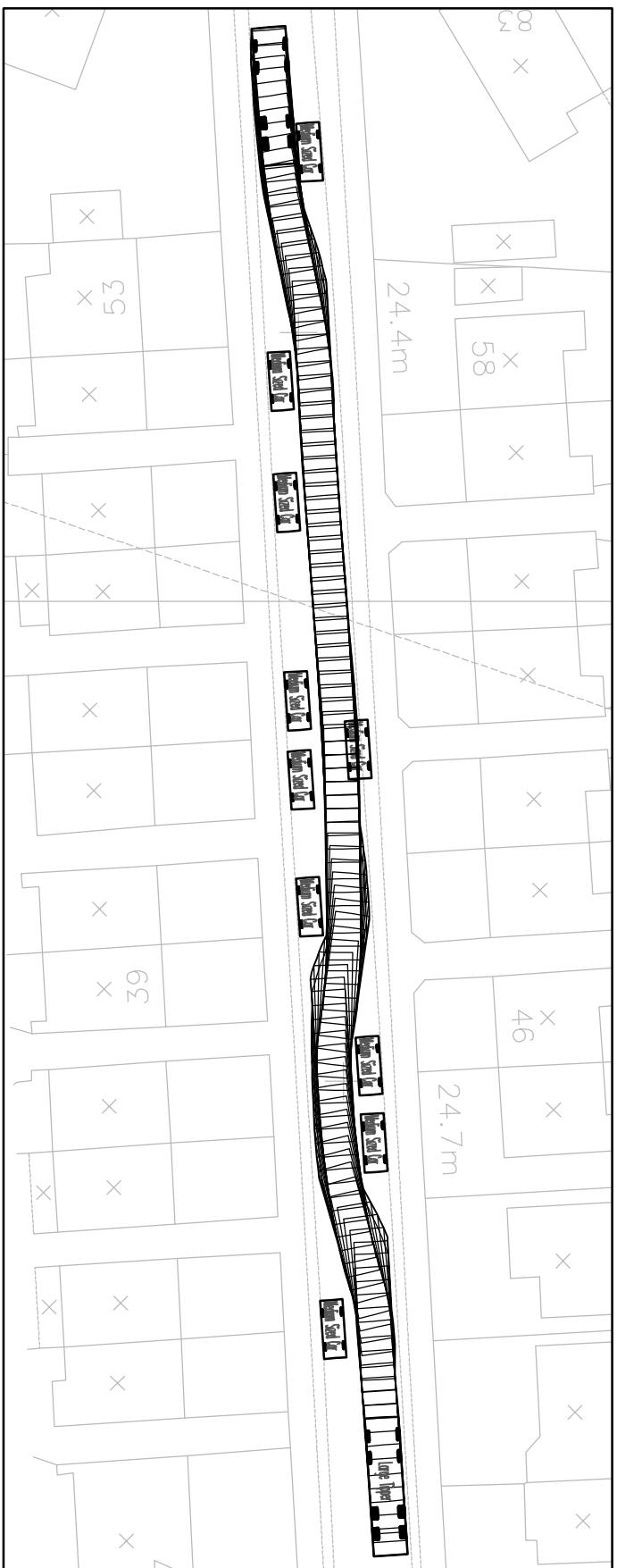
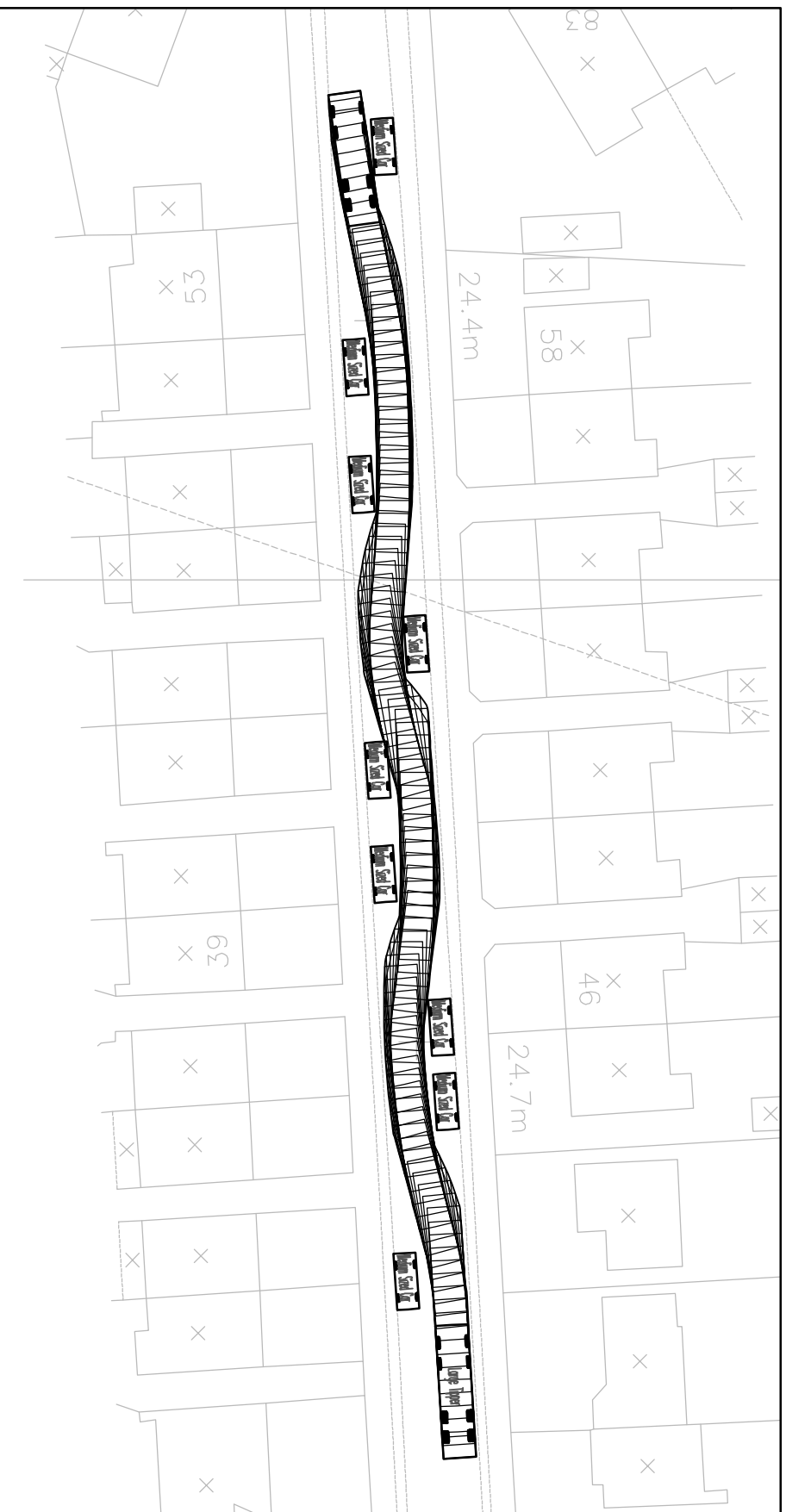
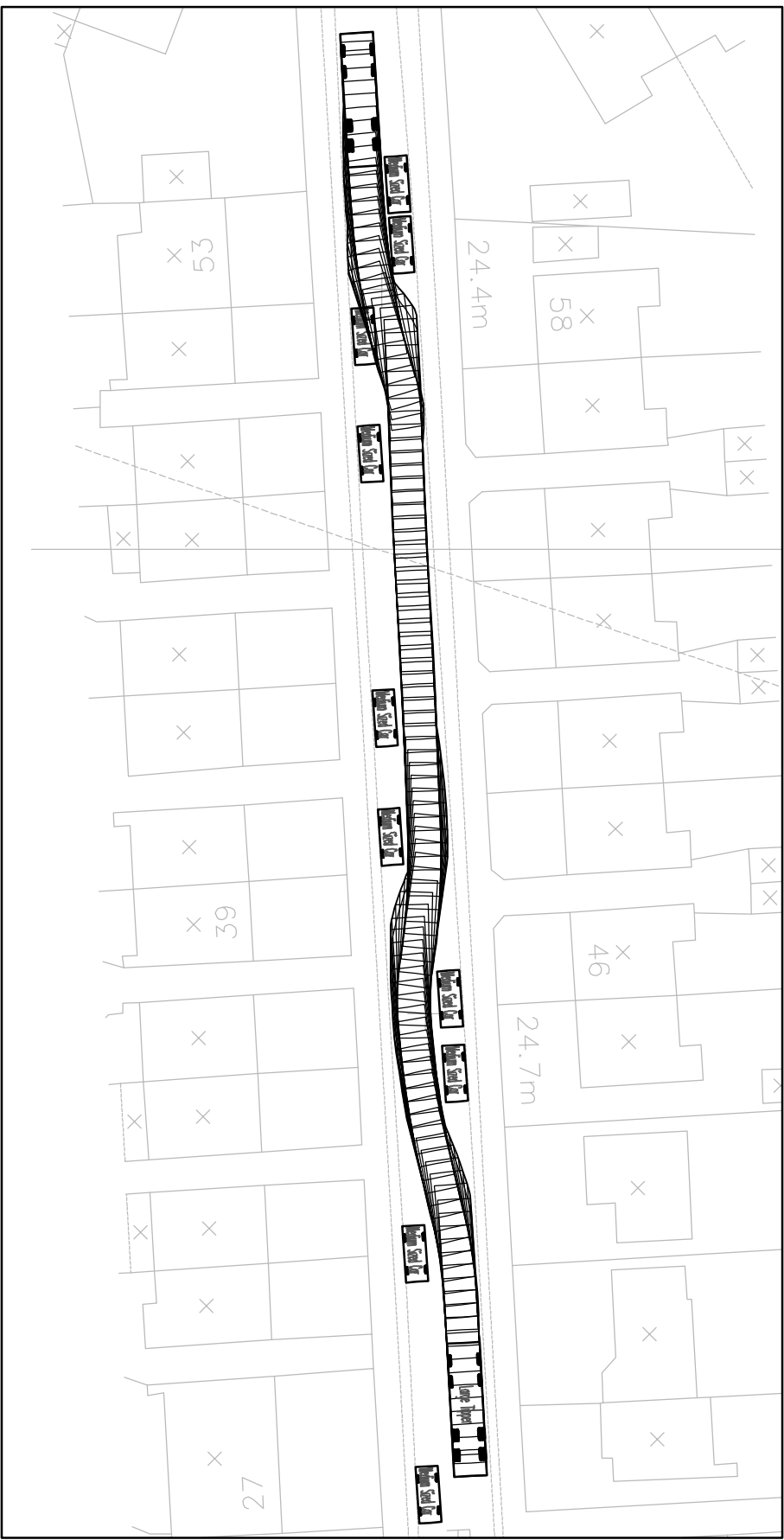
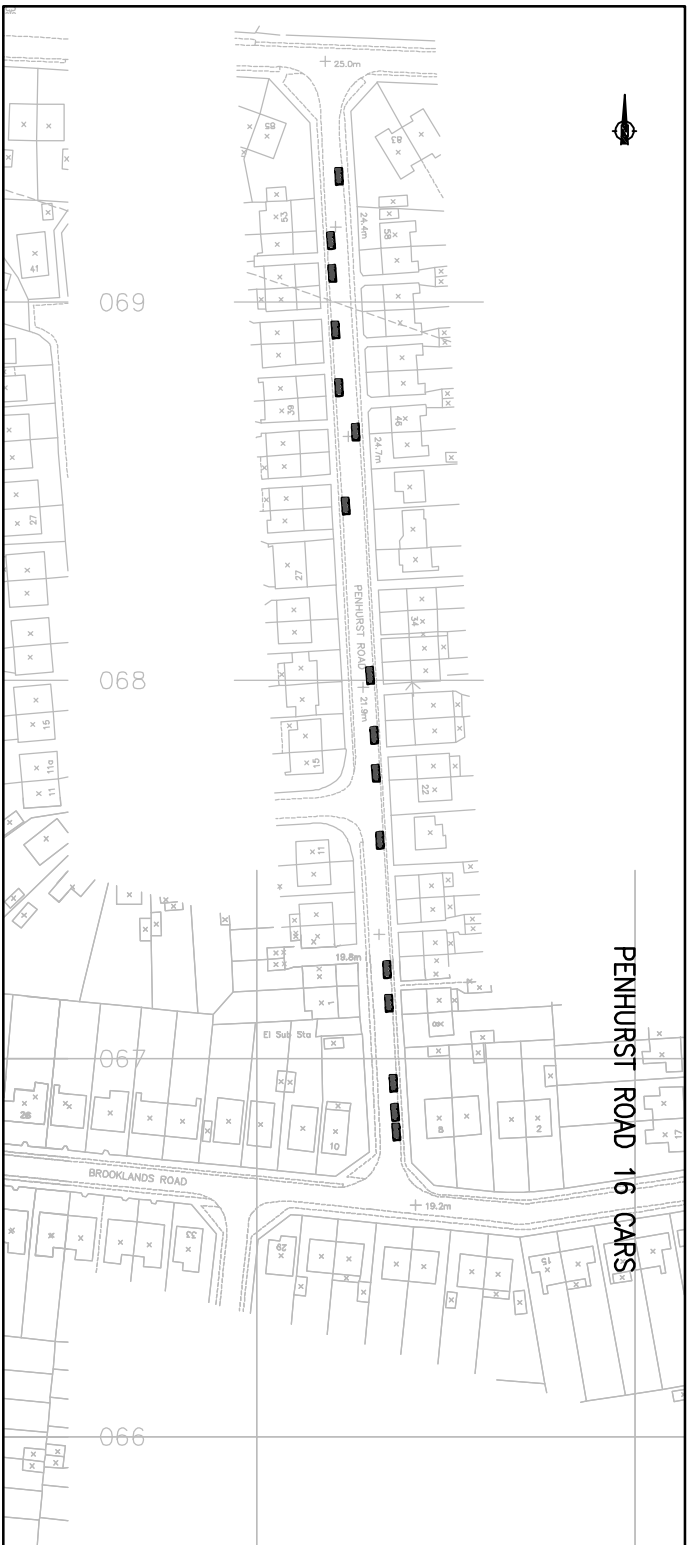
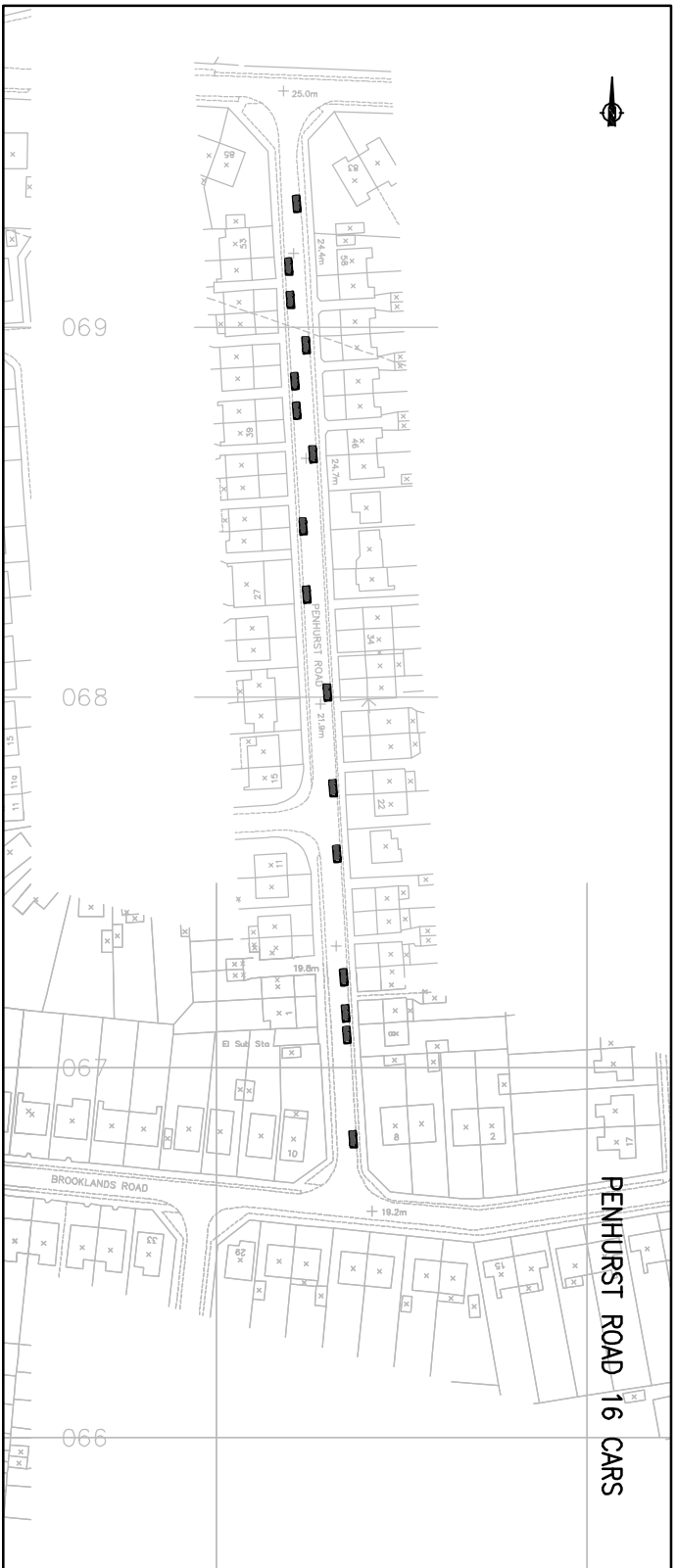
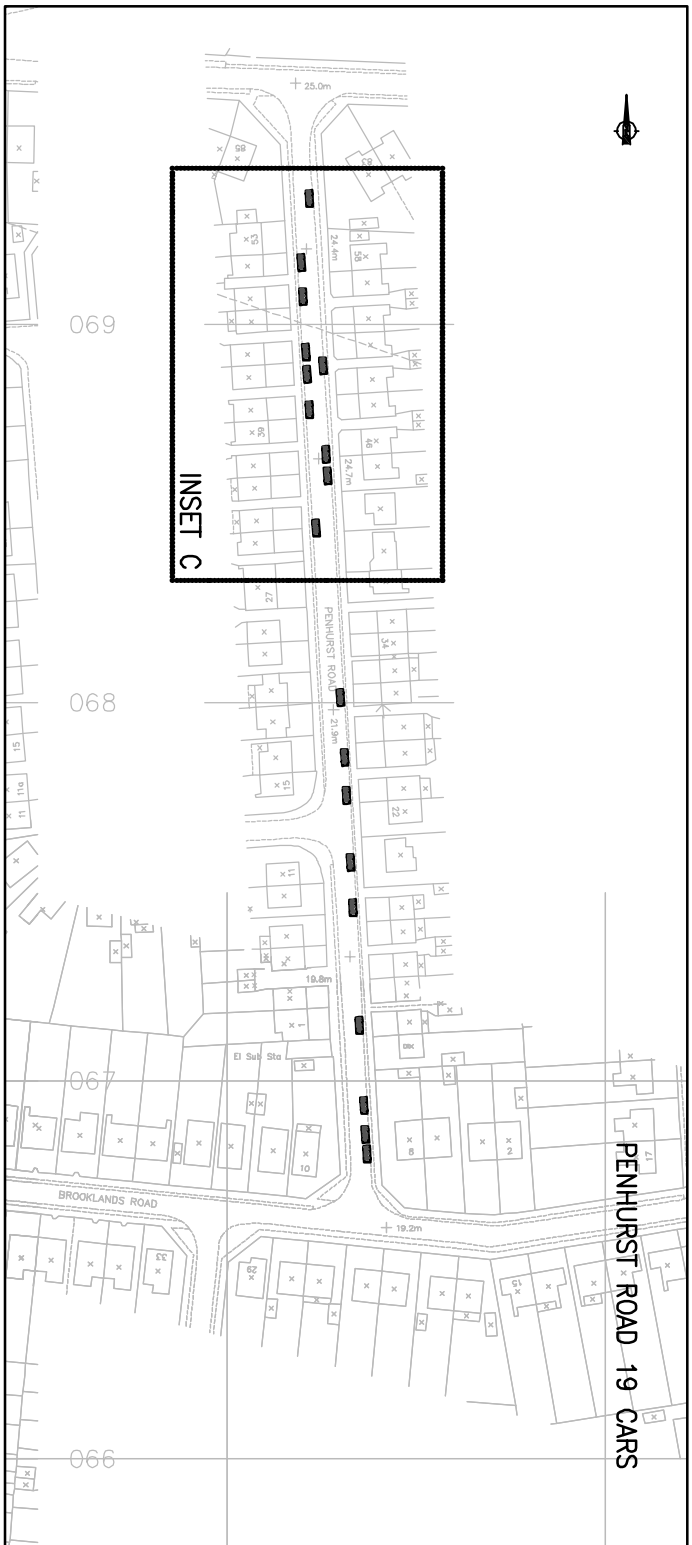
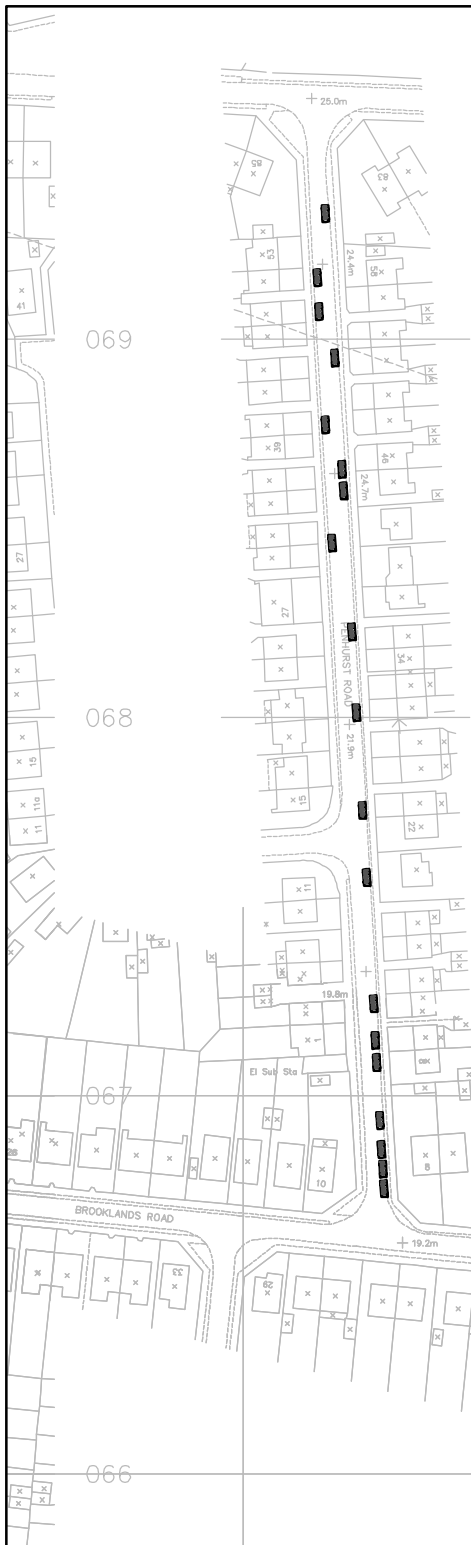
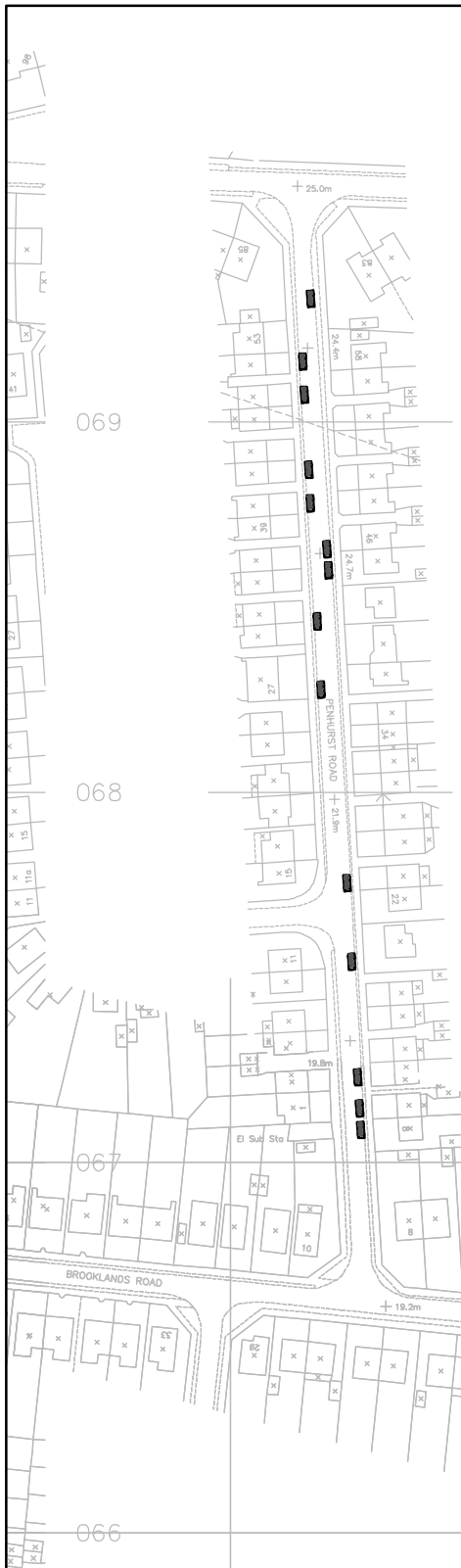
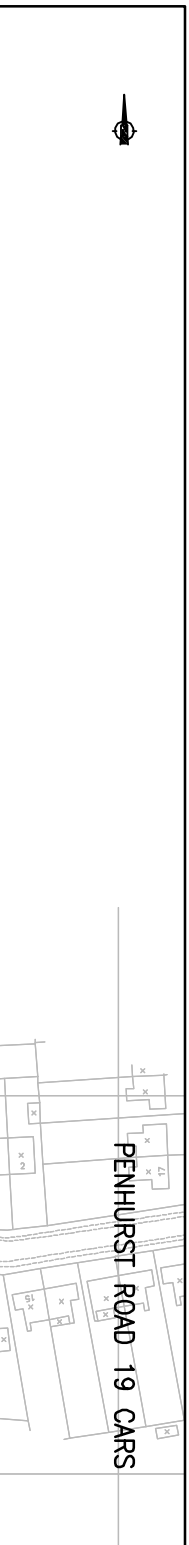
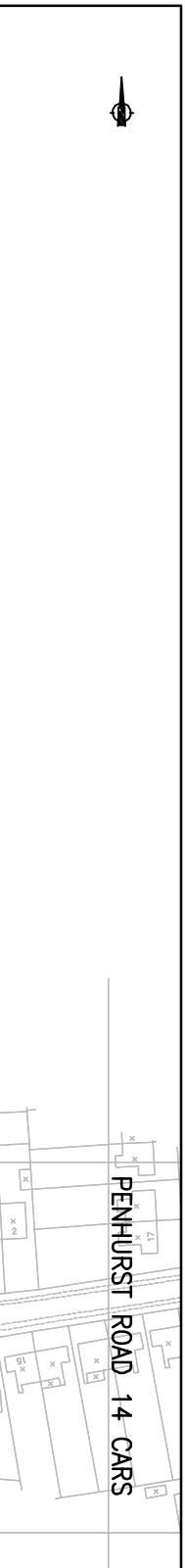
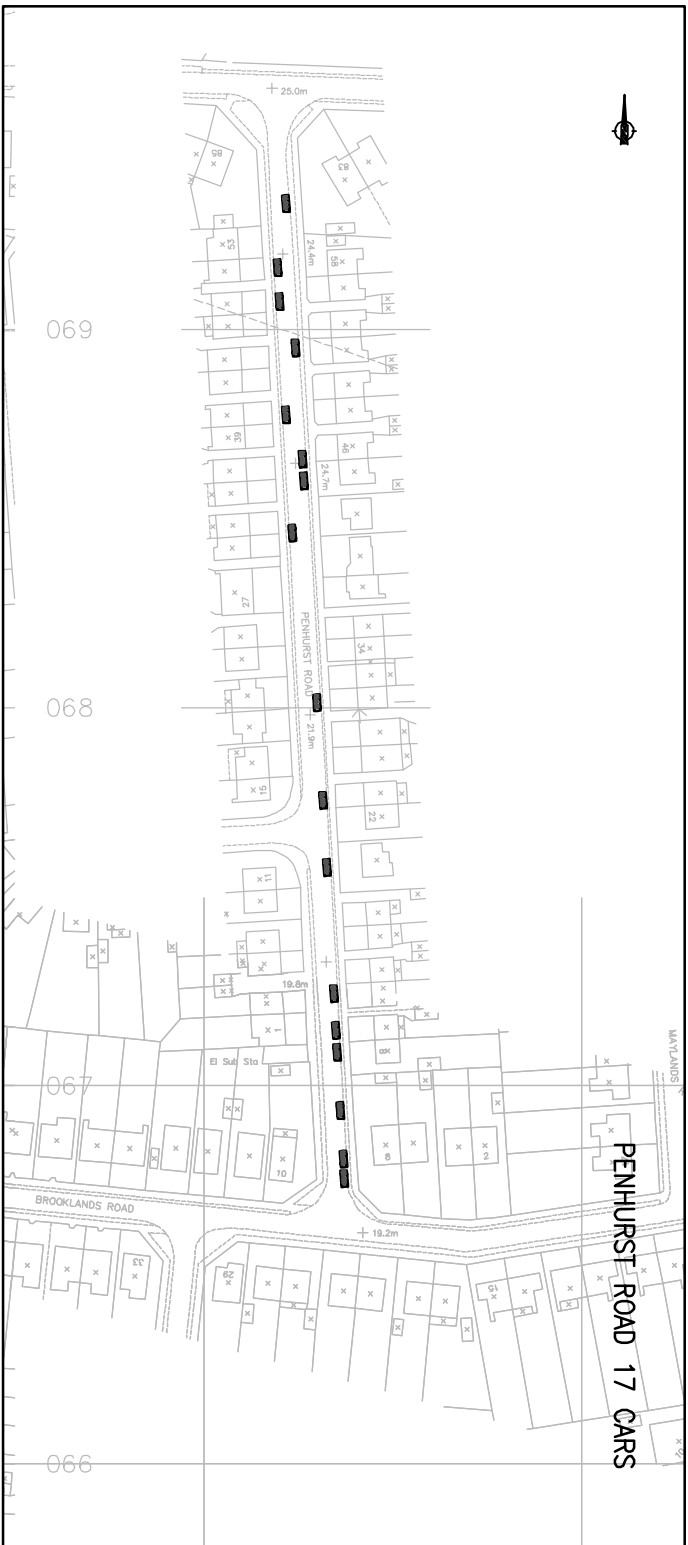
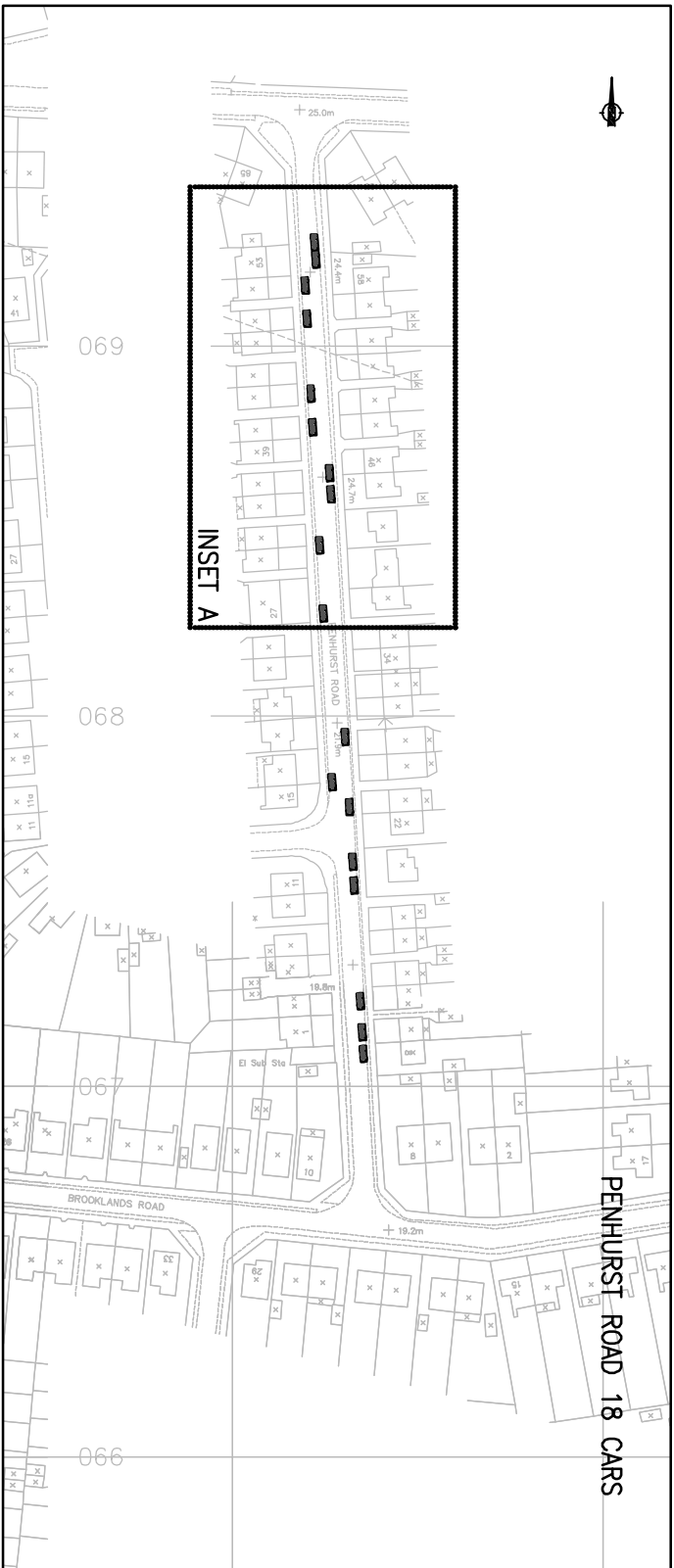
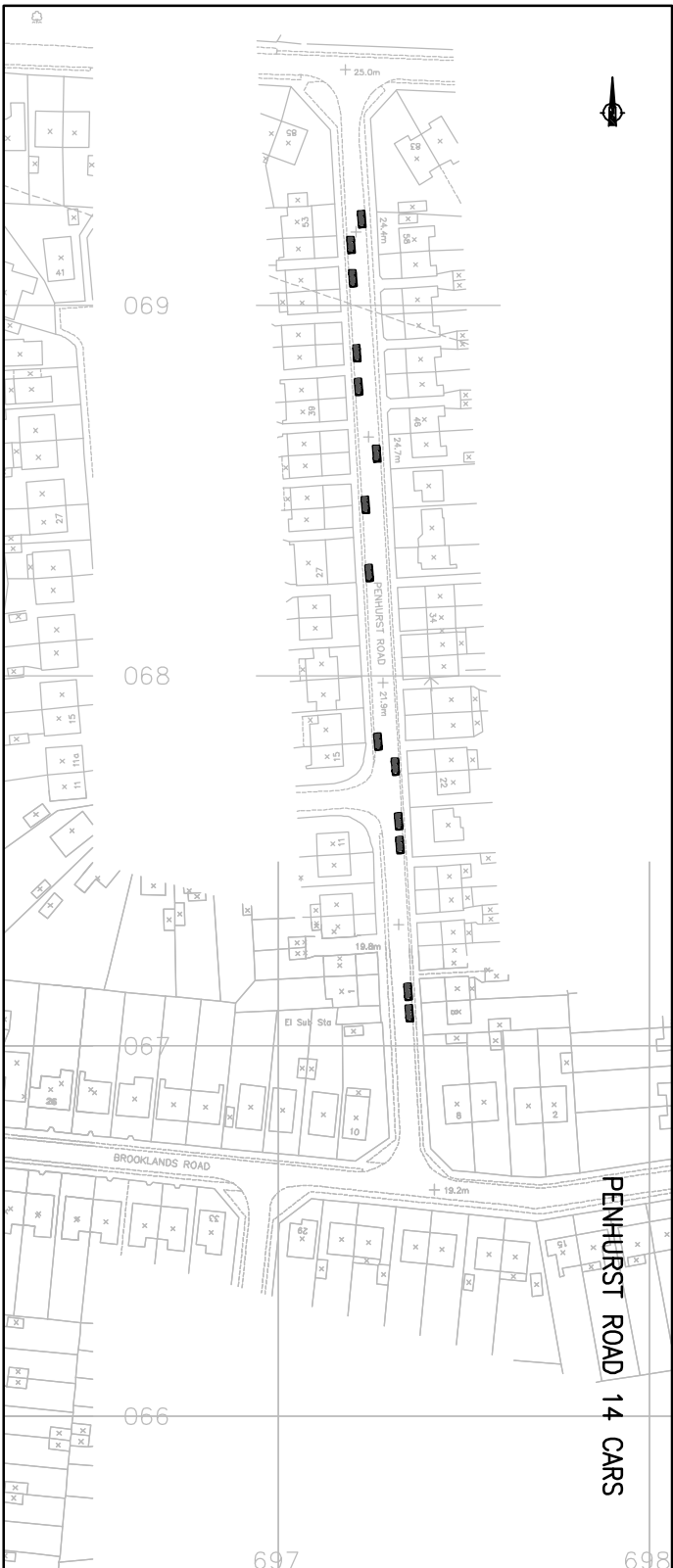


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APPENDICES

APPENDIX 1

SCOPING STUDY NOTES for: Scratchface Lane.....

Developer: Crayfern

NOTES OF MEETING 05/01/2010..... **Location:** HBC Office

Present: David Wiseman, Peter Marshall, Tracey Ford, Ben Howard, David Eaves

Ref	Item	Requirements
1. PROPOSED DEVELOPMENT		
1a	Development Location Description of existing land use	Scratchface Lane (Emergency access), Brooklands Road (Vehicle access) Open Space
1b	Size and description of development proposals	95 Dwellings, and an allotment area
1c	Does the development involve the relocation of an existing use?	No
1d	Is a new or modified highway access likely?	Yes
1e	What will be the area of traffic impact of the development?	Maylands Road Roundabout Scratchface Lane Junction Hulbert Road

2. TRAFFIC INFORMATION		
2a	Are traffic surveys of the existing conditions available	A previous assessment for 65 Dwellings? New up to date 2010
2b	Are further traffic surveys required?	Parking survey (locations of parked vehicles) Fri or Sat Evening. Brooklands Road, Maylands Road
2c	What will be the trip generation for the proposals?	TRICS (as previous)
2d	What will the trip distribution be?	2001 Census Data
2e	Will the site attract traffic from other adjacent sites? Pass-by Traffic?	Consider Allotments
2f	When is critical time period for assessments?	am /pm peak

2g	When will the site become fully operational?	Waiting details
2h	Are there significant phases to the development?	Waiting details
2i	What are the assessment years?	Waiting details But 5yrs
2j	Traffic growth factors to be used?	TEMPRO growth figures
2k	Details of any other committed developments to be taken into consideration.	<i>None</i>

3. TRAFFIC IMPACT

3a	Are adjacent links or junctions likely to become overloaded?	Maylands Road Roandabout
3b	Capacity tests for the existing and proposed junction proposals	Arcady Subject to traffic split Picady at Scratchface Lane junc Hulbert Road

4. ENGINEERING/ROAD SAFETY AUDIT

4a	What are visibility requirements? Are visibility requirements met?	MfS Swept path for refuse vehicle (Concept design for junction to HCC)
4b	Details of any adjacent highway improvement proposals and, if necessary, any proposals distant from the site.	
4c	Will the proposals have an impact on road safety?	

5. PARKING PROVISION

5a	What level of car-parking provision is required?	Levels as per SPD, (Local Plan) levels
----	--	--

5b	What parking dimensions are required?	As stated in SPD
----	---------------------------------------	------------------

6. PEDESTRIANS AND TWO-WHEELED VEHICLES

6a	Are special provisions required for pedestrians or disabled facilities?	Shared use throughout Ped route to be fully accessible, dropped kerbs etc.
6b	Are special provisions required for cyclists?	Allotment area will require some cycle parking All dwellings to meet cycle parking standards
6c	Are special provisions required for powered two-wheelers?	No

7. PUBLIC TRANSPORT

7a	Existing public transport facilities	Bedhampton Road, Park Lane, Hulbert Road
7b	Proposed public transport facilities	No

8. TRAVEL PLAN

8a	Travel Plan or Mobility Management Plan requirements	Residential Travel Plan Design and access Statement (These should work together)
----	--	---

9. ENVIRONMENTAL ISSUES

9a	What will be the environmental impact of traffic generated by the proposals?	Noise ?
----	--	---------

10. ANY OTHER ISSUES

10a	Are there any other issues that require consideration?	Construction Vehicle Route Lighting of Footway/ cycleway / Emergency access
-----	--	--

APPENDIX 2

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

060501212 SLIGHT 469508/106485 06/12/2006 22:31
LOCATION A3 M AT MARKER POST 1.2 AT JUNCTION WITH A2030 SLIP ROAD, BEDHAMPTON, HAMPSHIRE
DESCRIPTION A3M. DUE TO ROADWORKS, ONLY LANE 3 OUT OF 3 WAS OPENED TO TRAFFIC. SLIP ROAD FROM A2030 HAD ONLY ONE LANE. THE JUNCTION WAS JUST AFTER A BEND, RESTRICTING VISION OF VEHICLES ON A3M. A VEHICLE TRAVELLING NORTH ENTERED A3M FROM SLIP ROAD AND CAUSED VEH1 (CAR) TRAVELLING NORTH ALONG A3M TO BRAKE TO AVOID COLLISION. VEH2 (CAR) TRAVELLING NORTH ALONG A3M FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH1. VEH3 (VAN) TRAVELLING NORTH ALONG A3M COLLIDED WITH REAR OF VEH2. VEH4 (CAR) TRAVELLING NORTH ALONG A3M COLLIDED WITH REAR OF VEH3. VEH5 (CAR) TRAVELLING NORTH ALONG A3M SWERVED AND COLLIDED WITH REAR OF VEH5 AND OFFSIDE OF VEH6 (CAR) TRAVELLING NORTH ALONG A3M, IN LANE 2 WAITING AT GIVE WAY SIGN TO JOIN LANE3.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	51 1 Driver/Rider SLIGHT	1	Female	51
2 Car	Female	23 2 Driver/Rider SLIGHT	2	Female	23
3 Goods < 3.5t	Male	39			
4 Car	Female	21			
5 Car	Female	22			
6 Car	Male	59			

060502618 SLIGHT 469571/106257 07/12/2006 20:00
LOCATION A3 NORTHBOUND SLIP ON AT BEDHAMPTON, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1(VAN) TRAVELLING NORTH ON SLIP ON OF A3M JUNCTION 4 BEDHAMPTON, WHEN COLLIDED WITH REAR OF VEHICLE 2 (CAR) WHICH HAD BEEN FORCED TO STOP INFRONT OF ROADWORKS DUE TO TRAFFIC NO LETTING IT CHANGE LANE.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods 3.5 - 7.5t	Female	38 1 Driver/Rider SLIGHT	2	Male	34
2 Car	Male	34			

060508342 SLIGHT 470198/107220 11/12/2006 13:20
LOCATION HULBERT ROAD AT JUNCTION WITH JESSIE ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (TAXI) TRAV NORTHWEST ON B2150, STOPS AT JUNCTION WITH JESSIE ROAD AND WAITS TO TURN RIGHT. VEH 2 (CAR) TRAV BEHIND ALSO STOPS BUT VEH 3 (CAR) FAILS TO STOP AND COLLIDES WITH THE REAR OF VEH 2 WHICH IS SHUNTED INTO VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Taxi	Not traced	Unkr 1 Driver/Rider SLIGHT	3	Female	17
2 Car	Male	73 2 Passenger SLIGHT	3	Female	17
3 Car	Female	17 3 Passenger SLIGHT	3	Female	17

060516934 SLIGHT 469687/106165 16/12/2006 15:30
LOCATION A3M/A2030 FORTY ACRES RBT A3M S/BOUND APPROACH
DESCRIPTION STAT M/C AT RBT FACING SOUTHEAST FROM PETERSFIELD STRUCK IN REAR BY FOLLOWING CAR

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 M/cycle 125 - 500cc	Male	49 1 Passenger SLIGHT	1	Female	41
2 Car	Male	27			

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

060521479 SLIGHT 469750/107736 19/12/2006 15:20

LOCATION B2150 HULBER RD/PURBROOK WAY RBT JW ASDA ACCESS ROAD, HAVANT, HAMPSHIRE

DESCRIPTION PEDESTRIAN WAS STOOD ON THE ENTRANCE TO LARCHWOOD AVENUE DIRECTING TRAFFIC AWAY FROM SUPERSTORE. VEH1 (TAXI) TRAVELLING NORTHEAST ALONG LARCHWOOD AVENUE CROSSED ONTO THE OTHER SIDE OF CARRIAGEWAY TO AVOID A LONG QUEUE OF TRAFFIC WAITING TO EXIT LARCHWOOD AVENUE. PEDESTRIAN STOPPED VEH1 ADVISING VEH1 HAD TO JOIN THE QUEUE. PEDESTRIAN SUSTAINED MINOR INJURY WHEN VEH1 FORCED TO GO THROUGH.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Taxi	Male	42 1 Pedestrian	SLIGHT	1 Male	21

070002093 SLIGHT 470865/107402 02/01/2007 14:20

LOCATION BARNCROFT WAY J/W HAZELHOLT DR

DESCRIPTION CAR2 TRAV NORTHWEST COLLIDED WITH CAR1 TURNING LEFT FROM HAZELHOLT DR ALSO TO TRAV NORTHWEST

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	45 1 Driver/Rider	SLIGHT	1 Female	45
2 Car	Female	53 2 Driver/Rider	SLIGHT	2 Female	53

070004229 SERIOUS 469638/106131 03/01/2007 22:00

LOCATION A3 (M), BEDHAMPTON, HAMPSHIRE

DESCRIPTION VEH 1 (CAR) WITH 2 MALE OCCUPANTS TRAVELLING SOUTH ON THE A3M AT BEDHAMPTON. DRIVER LOST CONTROL OF THE VEHICLE FOR REASONS UNKNOWN, SKIDDED HITTING THE CRASH BARRIER OF THE OFFSIDE OF THE VEHICLE. FLIPPED THE VEHICLE ONTO ITS ROOF, AND SKIDDED INTO THE CRASH BARRIER, DROPPING 40 FEET ONTO THE ROUNDABOUT BELOW.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	28 1 Driver/Rider	SERIOUS	1 Male	28
		2 Passenger	SERIOUS	1 Male	31

070004259 SLIGHT 469500/106535 03/01/2007 23:00

LOCATION A3 (M) AT JUNCTION WITH A3 (M) SOUTHBOUND OFF SLIP ONTO A2030, HAVANT, HAMPSHIRE

DESCRIPTION VEH 2 (CAR) TRAVELLING S/BOUND SLOWED FOR PREVIOUS ACCIDENT. VEH 1 (CAR) FAILED TO JUDGE HIS SPEED & COLLIDED INTO REAR OF VEH 2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	19 1 Driver/Rider	SLIGHT	2 Male	46
2 Car	Male	46			

070004530 SLIGHT 470728/107564 04/01/2007 09:00

LOCATION BARNCROFT WAY J/W PRIORSDEAN CRESCENT HAVANT

DESCRIPTION CAR1 TRAV SOUTHEAST BARNCROFT WAY CLIPS A LOLLYPOP MAN WITH HIS WING MIRROR AS HE STEPS INTO ROAD

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	67 1 Pedestrian	SLIGHT	1 Male	72

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

070024668 SLIGHT 470760/106576 17/01/2007 09:40
LOCATION B2149 BEDHAMPTON RD JW WEST ST HAVANT
DESCRIPTION CAR1 QUEUING TO TURN RIGHT INTO WEST ST CHANGED MIND AND PULLED BACK INTO
STREAM OF TRAFFIC TO CONTINUE ALONG INTO NEW RD COLLIDED WITH OFFSIDE OF PC2
HEADING NORTHEAST INTO NEW ROAD

4

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	65 1 Driver/Rider	SLIGHT 2 Male	42
2 Pedal Cycle	Male	42		

070025698 SLIGHT 470414/106673 17/01/2007 09:08
LOCATION LESTER AVENUE, BEDHAMPTON, HAMPSHIRE
DESCRIPTION BUS HEADING EAST WENT TO PULL INTO BUS STOP, TRAFFIC INFRONT CAME TO A SUDDEN
AND UNEXPECTED HALT CAUSING BUS TO BRAKE SHARPLY TO AVOID VEHICLES INFRONT.
FEMALE PASSENGER HIT HER HEAD CAUSING A LUMP.

1

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VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Bus or Coach	Male	62 1 Passenger	SLIGHT 1 Female	82

070050418 SLIGHT 469694/107660 01/02/2007 21:40
LOCATION LARCHWOOD AVENUE AT JUNCTION WITH PETROL STATION ENTRANCE, HAVANT,
HAMPSHIRE
DESCRIPTION VEH1 (M/CYCLE) TRAVELLING NORTH ALONG LARCHWOOD AVENUE, OUT OF SUPERSTORES.
DRIVER LOST CONTROL ON SLIPPERY ROAD SURFACE WHEN LEAVING ROUNDABOUT WITH
ROAD TO PETROL STATION. NO OTHER VEHICLES INVOLVED.

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle 50 - 125cc	Male	49 1 Driver/Rider	SLIGHT 1 Male	49

070051899 SLIGHT 470250/106740 02/02/2007 14:40
LOCATION BELMONT GROVE OUTSIDE ST NICHOLAS CHURCH CENTRE, HAVANT, HAMPSHIRE
DESCRIPTION VEH1 (CAR) TRAVELLING SOUTHEAST ALONG BELMONT GROVE WAS NEGOTIATING SHARP
RIGHT HAND BEND AS WELL AS OVERTAKING STATIONARY VEHICLES, WHEN VEH1
COLLIDED WITH ONCOMING VEH2 (P/CYCLE) TRAVELLING NORTHEAST ALONG BELMONT
GROVE, SHARP LEFT HAND BEND. VEHICLES COLLIDED HEAD ON.

2

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X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	41 1 Driver/Rider	SLIGHT 2 Male	45
2 Pedal Cycle	Male	45		

070065248 SLIGHT 469747/106114 10/02/2007 12:00
LOCATION A3M/A2030 FORTY ACRES RBT B2177 BEDHAMPTON HILL RD APPROACH
DESCRIPTION STAT CAR1 AT RBT FACING SOUTHWEST FROM BEDHAMPTON HILL STRUCK IN REAR BY
FOLLOWING CAR2

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	18 1 Driver/Rider	SLIGHT 1 Female	18
2 Car	Female	40 2 Passenger	SLIGHT 2 Male	20

070074311 SLIGHT 469988/106547 16/02/2007 12:53
LOCATION B2177 PORTSDOWN HILL RD RBT B2177 BEDHAMPTON HILL APPROACH HAVANT
DESCRIPTION CAR1 TRAV NORTHEAST APPROACHING RBT FROM BEDHAMPTON HILL STRUCK IN REAR BY
FOLLOWING CAR2

3

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VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	35 1 Driver/Rider	SLIGHT 1 Female	35
2 Car	Male	49		

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

070074507 SLIGHT 469748/106116 15/02/2007 15:15
LOCATION A3M/A2030 FORTY ACRES RBT B2177 BEDHAMPTON HILL RD APPROACH
DESCRIPTION STAT CAR1 AT RBT FACING SOUTHWEST FROM BEDHAMPTON HILL STRUCK IN REAR BY FOLLOWING CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	22 1 Driver/Rider	SLIGHT 1 Female	22
2 Car	Female	49 2 Passenger	SLIGHT 1 Female	41

070126615 SLIGHT 469567/106380 19/03/2007 12:00
LOCATION A3 (M), BEDHAMPTON, HAMPSHIRE
DESCRIPTION VEH 3 (CAR) TRAV SOUTH ON A3(M) FOLLOWED BY VEH 2 (CAR) AND VEH 1 (CAR). VEH'S 3 AND 2 SLOW AND STOP IN A QUEUE OF TRAFFIC BUT VEH 1 COLLIDES WITH THE REAR OF VEH 2 WHICH IS SHUNTED INTO THE REAR OF VEH 3.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	26 1 Driver/Rider	SLIGHT 2 Male	59
2 Car	Male	59		
3 Car	Female	72		

070143237 SLIGHT 469317/107332 26/03/2007 19:00
LOCATION A3 SOUTHBOUND, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING SOUTH ALONG A3M JUST PAST JUNCTION 4 LOST CONTROL AND OVERTURNED.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	30 1 Driver/Rider	SLIGHT 1 Female	30

070156064 SLIGHT 469551/106059 05/04/2007 14:00
LOCATION A3M/A2030 FORTY ACRES RBT A2030 HAVANT RD APPROACH
DESCRIPTION STAT CAR1 AT RBT FACING NORTHEAST FROM FARLINGTON STRUCK IN REAR BY FOLLOWING CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	45 1 Driver/Rider	SLIGHT 1 Female	45
2 Car	Female	46 2 Driver/Rider	SLIGHT 2 Female	46
		3 Passenger	SLIGHT 1 Female	84

070161749 SLIGHT 469753/106302 09/04/2007 11:50
LOCATION BEDHAMPTON HILL 35 METRES SOUTH WEST OF THE MAIN PART OF BEDHAMPTON HILL ROAD (B2177), HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (M/CYCLE) TRAV NORTHEAST ON BEDHAMPTON HILL ROAD (ON THE SIDE ROAD TOWARDS THE B2177 MAIN BEDHAMPTON HILL ROAD), FOLLOWED BY VEH 2 (M/CYCLE). VEH 2 CLIPS THE BACK WHEEL OF VEH 1 CAUSING BOTH RIDERS TO FALL OFF. VEH 2 FALLS AGAINST VEH 3 (CAR) WHICH IS PARKED AND UNATTENDED.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle > 500cc	Male	27 1 Driver/Rider	SLIGHT 1 Male	27
2 M/cycle > 500cc	Male	27		
3 Car	Not traced	Unkr		

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

070181432 SLIGHT 469360/106411 18/04/2007 08:20
LOCATION B2177 PORTSDOWN HILL ROAD 80 METRES WEST OF GLEBE PARK AVENUE, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAV EAST ON B2177, SLOWS AND STOPS DUE TO VEHICLE AHEAD WAITING TO TURN RIGHT. VEH 2 (CAR) FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	45 1 Driver/Rider	SLIGHT 1 Female	45
2 Car	Female	18		

070186272 SLIGHT 470995/107758 22/04/2007 20:18
LOCATION BOTLEY AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING EAST ALONG PURBROOK WAY, TURNS LEFT INTO BOTLEY DRIVE CROSSING CENTRAL ROAD MARKING AND COLLIDES WITH VEH 2 (CAR) WHICH IS TRAV SOUTHEAST ON BOTLEY DRIVE INTO THE PATH OF ONCOMING VEHICLE

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Not traced	Unkr 1 Driver/Rider	SLIGHT 2 Male	43
2 Taxi	Male	43 2 Passenger	SLIGHT 2 Female	32

070192520 SLIGHT 470629/106001 26/04/2007 13:00
LOCATION A27 AT MARKER POST 52.0 HAVANT
DESCRIPTION GV1 TRAV W/BOUND A27 COLLIDED WITH REAR CAR2 SHUNTING INTO REAR CAR3 CAR2 LEAVES CARRIAGEWAY TO N/SIDE HEDGEROW CARS1 AND 3 SPIN COME TO STOP IN LANE1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Goods < 3.5t	Male	46 1 Driver/Rider	SLIGHT 1 Male	46
2 Car	Female	64		
3 Car	Female	36		

070210416 SLIGHT 470458/107245 06/05/2007 18:23
LOCATION PARK LN J/W HAZELHOLT DR
DESCRIPTION CAR TRAV NORTH APPROACHING JUNCTION FROM BEDHAMPTON PASSENGER ALIGHTED WHILST VEH WAS STILL MOVING CAUSING INJURY (CONTRIBUTORY FACTOR 999: PASSENGER EXITING VEHICLE WHILE IT WAS STILL MOVING).

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	35 1 Passenger	SLIGHT 1 Male	42

070230037 SLIGHT 470986/107392 18/05/2007 18:10
LOCATION PRIORSDEAN CRESCENT 80 METRES NORTH EAST OF BARNCROFT WAY, HAVANT, HAMPSHIRE
DESCRIPTION VEH1 (CAR) TRAVELLING FROM NORTHWEST ALONG PRIORSDEAN CRESCENT ON RIGHT HAND BEND, COLLIDED WITH PEDESTRIAN WHO RUN OUT TO CROSS PRIORSDEAN CRESCENT FROM DRIVER'S NEAR SIDE MASKED BY PARKED VEHICLES, SOUTHWEST BOUND DIRECTION. PEDESTRIAN SUSTAINED MINOR INJURY.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	38 1 Pedestrian	SLIGHT 1 Female	10

070232945 SLIGHT 470713/106003 20/05/2007 11:07
LOCATION A27 WESTBOUND AT MARKER POST 50.1, SOUTHAMPTON, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING WEST ALONG A27 LOSES CONTROL, LEAVES CARRIAGEWAY NEAR SIDE, COLLIDING WITH SIGN.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	24 1 Driver/Rider	SLIGHT 1 Male	24

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

070251068 SLIGHT 470750/106562 31/05/2007 21:45
LOCATION C428 WEST ST JW B2149 BEDHAMPTON ROAD HAVANT
DESCRIPTION VAN1 STAT ON SLIP ROAD BETWEEN RAILWAY CROSSING AND BEDHAMPTON ROAD FACING
NORTHWEST WAITING TO ENTER BEDHAMPTON ROAD CAR2 HAD BEEN PARKED ON
RAILING CROSSING AS A SUICIDE ATTEMPT WHEN NO TRAINS CAME DRIVER ACCELERATED
AND COLLIDED INTO REAR OF VAN1

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods < 3.5t	Male	32 1 Passenger	SLIGHT	1 Female	30
2 Car	Female	41			

070264826 SLIGHT 469550/106057 08/06/2007 17:15
LOCATION A3M/A2030 FORTY ACRES RBT A2030 HAVANT RD APPROACH
DESCRIPTION STAT CAR1 AT RBT FACING NORTHEAST FROM FARLINGTON STRUCK IN REAR BY
FOLLOWING CAR2

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	51 1 Passenger	SLIGHT	1 Male	11
2 Car	Female	61			

070266303 SLIGHT 470752/106561 09/06/2007 13:30
LOCATION C428 WEST ST JW BEDHAMPTON RD HAVANT
DESCRIPTION CAR2 STAT WAITING TO TURN LEFT ONTO BEDHAMPTON ROAD CAR1 COLLIDED WITH REAR
OF CAR2

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	24 1 Driver/Rider	SLIGHT	2 Female	30
2 Car	Female	30			

070272048 SLIGHT 469748/106116 12/06/2007 16:48
LOCATION A3M/A2030 FORTY ACRES RBT B2177 BEDHAMPTON HILL RD APPROACH
DESCRIPTION STAT CAR1 AT RBT FACING SOUTHWEST FROM BEDHAMPTON HILL STRUCK IN REAR BY
FOLLOWING CAR2

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	46 1 Driver/Rider	SLIGHT	1 Male	46
2 Car	Female	22 2 Passenger	SLIGHT	1 Female	38

070287159 SLIGHT 469752/107737 21/06/2007 12:17
LOCATION B2150 HULBERT RD/PURBROOK WAY RBT JW ASDA ACCESS RD, HAVANT
DESCRIPTION HGV TRAVELLING NORTH EAST TOWARDS ROUNDABOUT IN RIGHTHAND LANE BUT
INDICATING LEFT DUE TO LENGTH OF VEHICLE M/C THEN ATTEMPTED TO COME UP THE
INSIDE AS THE VEHICLE IS TURNING LEFT M/C COLLIDES WITH NEARSIDE OF HGV

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods > 7.5t	Male	56 1 Driver/Rider	SLIGHT	2 Male	70
2 M/cycle 50 - 125cc	Male	70			

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

070291010 SLIGHT 469825/106379 23/06/2007 15:45
LOCATION B2177 BEDHAMPTON HILL 50 METRES EAST OF MAPLE WOOD, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 2 (VAN) TRAVELLING NORTHEAST ALONG BEDHAMPTON HILL COLLIDES WITH VEHICLE 1 (CAR) STATIONARY WAITING FOR TRAFFIC AHEAD. VEHICLE 3 (CAR) STOPS BEHIND VEH 2 BUT VEHICLE 4 (CAR) COLLIDES WITH REAR OF VEH 3.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Not traced	Unkr 1 Passenger	SLIGHT 3 Female	83
2 Goods < 3.5t	Male	20		
3 Car	Male	33		
4 Car	Male	24		

070320547 SLIGHT 470999/107751 11/07/2007 14:40
LOCATION PURBROOK WAY AT JUNCTION WITH BOTLEY ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAV NORTHEAST ON PURBROOK WAY, ACROSS ROUNDABOUT AT THE JUNCTION WITH BOTLEY DRIVE. VEH 2 (CAR) FAILS TO STOP AT THE JUNCTION AND COLLIDES WITH VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	45 1 Driver/Rider	SLIGHT 1 Female	45
2 Car	Male	41		

070321091 SLIGHT 469757/106501 11/07/2007 19:10
LOCATION B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH AMF BOWLING CAR PARK, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAV EAST B2177 WAITING TO TURN RIGHT INTO CAR PARK M/C2 TRAV WEST B2177 CAR1 TURNS AND STOPS IN PATH OF M/C2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	17 1 Driver/Rider	SLIGHT 2 Male	51
2 M/cycle > 500cc	Male	51		

070321758 SLIGHT 469555/106390 12/07/2007 08:55
LOCATION A3 (M) SOUTH BOUND AT MARKER POST 1.1, HAVANT, HAMPSHIRE
DESCRIPTION VEH1 (CAR) WAS TRAVELLING SOUTH ALONG A3(M) IN LANE 2 OF 2 AND SWERVED TO AVOID QUEUE OF TRAFFIC IN FRONT. VEH3 (CAR) TRAVELLING SOUTH ALONG A3(M) IN LANE 2 OF 2 FAILED TO REACT IN TIME AND COLLIDED WITH REAR OF VEH2 (CAR) TRAVELLING SOUTH ALONG A3(M) IN LANE 2 OF 2, SLOWING IN QUEUE OF TRAFFIC.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	30 1 Driver/Rider	SLIGHT 2 Female	44
2 Car	Female	44		
3 Car	Female	17		

070324442 SLIGHT 470897/107873 13/07/2007 18:25
LOCATION BOTLEY DRIVE WATERLOOVILLE
DESCRIPTION VEH 1 (CAR) TRAVELLING SOUTH EAST ON BOTLEY DRIVE COLLIDES WITH CHILD PEDESTRIAN RUNS INTO ROAD FROM BETWEEN PARKED CARS

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	24 1 Pedestrian	SLIGHT 1 Male	8

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACDATE between {01/12/2006} AND {30/11/2009}

070359086 SLIGHT 469660/106219 03/08/2007 14:00

LOCATION A3 SOUTHBOUND SLIP OFF JUNC 5, PORTSMOUTH, HAMPSHIRE

DESCRIPTION VEHICLE 1 (CAR) TRAVELLING SOUTH ALONG A3M EXITS AT JUNCTION 5. AS VEH 1 GOES ALONG SLIP ROAD FAILS TO REALISE THAT TRAFFIC AHEAD HAD STOPPED AND COLLIDES INTO REAR OF VEHICLE 2 (CAR).

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	33 1 Passenger SLIGHT	1 Male	7
2 Car	Male	51 2 Passenger SLIGHT	1 Male	10

070376112 SLIGHT 469993/107795 13/08/2007 18:00

LOCATION PURBROOK WAY 85M E OF PARK HOUSE FARM WAY HAVANT

DESCRIPTION STAT CAR2 FACING WEST IN HEAVY TRAFFIC STRUCK IN REAR BY CAR1 WHICH WAS SHUNTED BY FOLLOWING CAR3

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	29 1 Driver/Rider SLIGHT	1 Female	29
2 Car	Female	48		
3 Car	Male	18		

070413665 SLIGHT 469686/106162 05/09/2007 22:23

LOCATION A3M/A2030 FORTY ACRES RBT A3M S/BOUND APPROACH

DESCRIPTION STAT CAR2 AT RBT IN O/S LANE FACING SOUTH FROM PETERSFIELD STRUCK IN REAR BY FOLLOWING CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	29 1 Driver/Rider SLIGHT	2 Female	55
2 Car	Female	55		

070434032 SERIOUS 469577/107743 18/09/2007 08:15

LOCATION PURBROOK WAY HAVANT

DESCRIPTION P/C2 TRAV EAST ON CYCLE PATH PURBROOK WAY 2 YOUNG LADS ON P/CS APPROACH HER P/C1 STOPS TO LETS THEM PASS AS THEY PASS THEY KNOCK P/C1 CAUSING BACK WHEEL TO ENTER RD STRUCK BY CAR1 TRAV EAST

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	45 1 Driver/Rider SERIOUS	2 Female	21
2 Pedal Cycle	Female	21		

070473774 SLIGHT 470674/107671 13/10/2007 14:05

LOCATION PURBROOK WAY AT JUNCTION WITH BARNCROFT WAY, HAVANT, HAMPSHIRE

DESCRIPTION VEH 1 (M/CYCLE) TRAVELLING NORTH ALONG BARNCROFT WAY, APPROACHES JUNCTION WITH PURBROK WAY & WAITS TO TURN LEFT. VEH 2 (CAR) FAILED TO STOP INTIME AND COLLIDED INTO REAR OF VEH 1 KNOCKING RIDER OFF MACHINE. DRIVER VEH 2 TURNED LEFT INTO PURBROOK WAY, STOPPED, GOT OUT OF VEH LOOKED AT RIDER THEN GOT BACK INTO VEH & DROVE OFF.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle 50 - 125cc	Female	59 1 Driver/Rider SLIGHT	1 Female	59
2 Car	Male	40		

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

070482942 SLIGHT 470540/107681 19/10/2007 07:55
LOCATION PURBROOK WAY AT JUNCTION WITH PARK LANE, HAVANT, HAMPSHIRE
DESCRIPTION VEH1 (AMBULANCE) WAS ON CALL TRAVELLING WEST ALONG PURBROOK WAY. VEH2 (CAR) WAS TRAVELLING WEST ALONG PURBROOK WAY IN FRONT OF VEH1. VEH2 MOVED OVER TO NEAR SIDE, THEN PULLED BACK OUT AND BRAKED HARD. VEH1 FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH2.

X

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Other M.veh	Male	28 1 Driver/Rider	SLIGHT	2 Female	26
2 Car	Female	26			

070493528 SLIGHT 470319/107710 25/10/2007 17:30
LOCATION PURBROOK WAY PELICAN XING E OF LINKENHOLT WAY
DESCRIPTION CAR TRAV WEST FROM HAVANT COLLIDED WITH PED CROSSING FROM N/S ON PELICAN XING

X

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	64 1 Pedestrian	SLIGHT	1 Male	18

(6)

070495310 SLIGHT 470309/106700 26/10/2007 20:19
LOCATION B2177 BEDHAMPTON ROAD AT J/W B2150 HULBERT ROAD
DESCRIPTION CAR1 TURNING RIGHT TO TRAV NORTH INTO HULBERT RD DRIVER FAILED TO WAIT FOR FILTER LIGHT CAR1 THEN COLLIDED WITH CAR2 TRAV EAST NEG RH BEND ENTERING JUNCTION THROUGH GREEN LIGHT

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VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	17 1 Driver/Rider	SLIGHT	2 Female	29
2 Car	Female	29			

070496853 SLIGHT 470710/107286 27/10/2007 17:02
LOCATION HAZELHOLT DRIVE AT JUNCTION WITH HOOK'S FARM WAY, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (MOTORBIKE), TRAVELLING WEST ALONG HAZELHOLT DRIVE, WAS OVERTAKING STATIONARY PARKED VEHICLES TO THE NEAR SIDE AND INTENDING TO TURN LEFT INTO HOOK'S FARM WAY. VEH 2 (VAN), WAS TRAVELLING IN THE OPPOSITE DIRECTION AND WAITING TO TURN RIGHT INTO HOOK'S FARM WAY. VEH 1 MANOUEVERED AROUND VEH 2 AND FAILED TO NOTICE VEH 3 (CAR) WHICH WAS STATIONARY AND PARKED ON THE OFFSIDE. VEH 1 COLLIDED WITH THE FRONT WING OF VEH 3.

X

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 M/cycle > 500cc	Male	31 1 Driver/Rider	SLIGHT	1 Male	31
2 Goods < 3.5t	Male	40			
3 Car	Male	49			

070497036 SLIGHT 470940/107338 27/10/2007 19:39
LOCATION BARNCROFT WAY J/W PRIORSDEAN CRESCENT HAVANT
DESCRIPTION P/C1 TRAV NORTHWEST BARNCROFT WAY ON PAVEMENT CROSSES PRIORSDEAN CRESCENT MOUNTING PAVEMENT ON NW SIDE REAR WHEEL STILL IN C/WAY CLIPPED BY PASSING CAR2 TRAV NORTHWEST BARNCROFT WAY TURNING RIGHT INTO PRIORSDEAN CRESCENT

X

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Pedal Cycle	Male	15 1 Driver/Rider	SLIGHT	1 Male	15
2 Car	Not traced	Unkr			

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

070503253 SLIGHT 470006/106559 31/10/2007 17:55
LOCATION B2177 BEDHAMPTON HILL RBT J/W BEDHAMPTON RD HAVANT
DESCRIPTION CAR2 TRAV SOUTH NEG RBT STRUCK BY CAR1 TRAV SOUTHWEST ENTERING RBT FROM EDHAMPTON RD

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	53 1 Driver/Rider	SLIGHT 2 Female	25
2 Car	Female	25		

070506618 SLIGHT 470355/106946 02/11/2007 13:55
LOCATION PARK LANE AT BEDHAMPTON CHURCH, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (MOTORCYCLE), TRAVELLING SOUTH ALONG PARK LANE, WAS OVERTAKING VEHICLES PARKED ON THE NEAR SIDE. VEH 2 (CAR), TRAVELLING NORTH, THEN PULLED OUT FROM THE OPPOSITE SIDE OF THE ROAD FROM A ROW OF PARKED VEHICLES AND COLLIDED WITH THE FRONT OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle > 500cc	Male	67 1 Driver/Rider	SLIGHT 1 Male	67
2 Car	Female	48		

070512620 SLIGHT 469353/107691 05/11/2007 23:14
LOCATION A3 M J4 AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE
DESCRIPTION VEH1 (CAR) WAS TRAVELLING EAST ALONG PURBROOK WAY AND IN A SUICIDAL ATTEMPT ENTERED ROUNDABOUT, WENT STRAIGHT AHEAD ONTO CENTRAL ISLAND, COLLIDED WITH NUMEROUS ROAD SIGNS, THEN LEFT CARRIAGEWAY NEAR SIDE, OVER CRASH BARRIER AND INTO TREES. NO OTHER VEHICLES INVOLVED.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	21 1 Driver/Rider	SLIGHT 1 Female	21

070516658 SLIGHT 469770/107735 29/10/2007 15:15
LOCATION B2150 HULBERT ROAD/PURBROOK WAY RBT, HULBERT RD NW BOUND APPROACH, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAV NORTHWEST ON THE B2150, STOPS AT ROUNDABOUT AND IS HIT IN THE REAR BY VEH 2 (CAR).

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	39 1 Passenger	SLIGHT 1 Male	15
2 Car	Male	-1		

070526570 SERIOUS 469618/107747 14/11/2007 15:24
LOCATION PURBROOK WAY 125 METRES WEST OF B1250 HULBERT ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEH1 (CAR) WAS TRAVELLING WEST ALONG PURBROOK WAY IN SLOW MOVING TRAFFIC WHEN PEDESTRIAN WALKED OUT IN FRONT OF VEH1 TO CROSS PURBROOK WAY FROM DRIVER'S OFFSIDE, SOUTH BOUND DIRECTION. PEDESTRIAN WAS LOOKING THE WRONG WAY WHILST CROSSING AND DID NOT SEE ONCOMING VEH1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	67 1 Pedestrian	SERIOUS 1 Male	18

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

070537074 SLIGHT 469118/107652 21/11/2007 17:25
LOCATION PURBROOK WAY 100 METRES WEST OF A3M, HAVANT, HAMPSHIRE
DESCRIPTION VEH1 (CAR), VEH2 (CAR) AND VEH3 (CAR) WERE TRAVELLING WEST ALONG PURBROOK WAY, VEH1 AT THE FRONT. VEH1 BRAKED FOR TRAFFIC AHEAD, VEH2 SLOWED DOWN AND VEH3 COLLIDED WITH REAR OF VEH2. VEH2 THEN HIT THE BACK OF VEH1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	43 1 Driver/Rider SLIGHT	2	Male	50
2 Car	Male	50 2 Driver/Rider SLIGHT	3	Male	44
3 Car	Male	44			

070557430 SERIOUS 469704/106160 05/12/2007 06:50
LOCATION A3M/A2030 FORTY ACRES RBT BETWEEN A3M S/BOUND APPROACH AND BEDHAMPTON HILL
DESCRIPTION P/C TRAV SOUTHEAST NEG RBT COLLIDED WITH BROKEN DOWN CAR WITH HAZARD LIGHTS ACTIVATED

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	54 1 Driver/Rider SERIOUS	2	Male	56
2 Pedal Cycle	Male	56			

070562608 SLIGHT 470364/106973 08/12/2007 10:10
LOCATION PARK LANE OUTSIDE THE POST OFFICE, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAV SOUTHWEST ON PARK LANE WHEN A YOUNG PEDESTRIAN RUNS OUT IN FRONT OF THE VEHICLE. VEH 1 DOES NOT HIT THE CHILD BUT SHE FALLS OVER AND SUSTAINS MINOR INJURIES.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	30 1 Pedestrian SLIGHT	1	Female	10

080009574 SLIGHT 469189/107668 08/01/2008 09:32
LOCATION PURBROOK WAY JW A3 NORTHBOUND SLIP OFF HAVANT
DESCRIPTION CAR2 EASTBOUND CAR2 TRAVELLING EAST ALONG PURBROOK WAY SLOWED ON APPROACH TO RBT WITH A3. CAR1 BEHIND CAR2 BRAKED TOO HARD GOING INTO A SKID AND COLLIDED INTO REAR OF CAR2.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	57 1 Driver/Rider SLIGHT	2	Female	32
2 Car	Female	32			

080016021 SLIGHT 470492/107659 12/01/2008 17:10
LOCATION PURBROOK WAY AT JUNCTION WITH PARK LANE, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR), TRAVELLING NORTH ALONG PARK LANE, SLOWED FOR A PEDESTRIAN WHO RAN ACROSS THE ROUNDABOUT FROM THE OFFSIDE WITHOUT LOOKING. THE PEDESTRIAN CONTINUED ACROSS, AND RAN INTO THE OFFSIDE OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	35 1 Pedestrian SLIGHT	1	Male	12

080021833 SLIGHT 470280/106890 16/01/2008 08:30
LOCATION PARK LANE AT JUNCTION WITH HULBERT ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING SOUTH ALONG PARK LANE, ON APPROACH TO JUNCTION WITH HULBERT ROAD SLOWED DOWN. VEHICLE 2 (CAR) BEHIND VEH 1 FAILED TO SLOW AND COLLIDED INTO REAR OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	26 1 Driver/Rider SLIGHT	1	Female	26
2 Car	Not traced	-1			

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

080042772 SLIGHT 470526/106637 30/01/2008 12:55
LOCATION B2149 BEDHAMPTON RD PELICAN XING E OF KINGS CROFT LN
DESCRIPTION CAR TRAV EAST FROM BEDHAMPTON THROUGH GREEN LIGHT COLLIDED WITH PED
CROSSING FROM N/S ON PELICAN XING

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	56 1 Pedestrian	SLIGHT 1 Male	17

080072103 SLIGHT 470977/106191 18/02/2008 10:50
LOCATION BROCKHAMPTON ROAD 100 METRES NORTH EAST OF MARPLES WAY, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING NORTH, ALONG BROCKHAMPTON LANE, FAILS TO
NEGOTIATE SLIGHT L/H/BEND, CLIPS KERB TO NEAR SIDE, SWERVES ACROSS
CARRIAGEWAY, HITS OPPOSITE KERB, ROLLS AND COMES TO REST AGAINST GARDEN BRICK
WALL OF #6 ON NEAR SIDE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	19 1 Driver/Rider	SLIGHT 1 Male	19
		2 Passenger	SLIGHT 1 Male	22

080080510 SLIGHT 469750/106122 22/02/2008 22:15
LOCATION A3M/A2030 FORTY ACRES RBT B2177 BEDHAMPTON HILL RD APPROACH
DESCRIPTION CAR TRAV SOUTHWEST APPROACHING RBT FROM BEDHAMPTON HILL DRIVER LOST
CONTROL CAUSING VEH TO COLLIDE WITH BOLLARD

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	30 1 Driver/Rider	SLIGHT 1 Male	30

080084553 SLIGHT 470497/107706 25/02/2008 15:32
LOCATION MIDDLE PARK WAY AT JUNCTION WITH PARK LANE, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING SOUTH ALONG MIDDLE PARK ROAD, STATIONARY WAITING
TO ENTER RBT WITH PARK ROAD. VEHICLE 2 (VAN) BEHIND FAILS TO SLOW INTIME AND
COLLIDES INTO REAR OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	38 1 Driver/Rider	SLIGHT 1 Female	38
2 Goods < 3.5t	Male	-1		

080109617 SLIGHT 470498/107646 13/03/2008 07:06
LOCATION PURBROOK WAY AT JUNCTION WITH PARK LANE, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (M/CYCLE) TRAVELLING EAST ALONG PURBROOK WAY ENTERED RBT AND TURNED
RIGHT INTO PARK LANE. RIDER LOST CONTROL ON EXITING RBT FOR UNKNOWN REASON
FALLING FROM BIKE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle 50 - 125cc	Male	33 1 Driver/Rider	SLIGHT 1 Male	33

080110695 SLIGHT 470100/107398 13/03/2008 17:45
LOCATION B2150 HULBERT ROAD OUTSIDE NUMBER 74, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING SOUTHEAST ALONG HULBERT ROAD LOST CONTROL ON
SLIGHT BEND, LEFT CARRIAGEWAY TO NEAR SIDE COLLIDING WIHT A LAMPOST OUTSIDE
NUMBER 74.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	19 1 Driver/Rider	SLIGHT 1 Female	19

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

080128891 SLIGHT 470046/107254 26/03/2008 11:38
LOCATION NEWBARN ROAD OUTSIDE NUMBER 60, BEDHAMPTON, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING SOUTH ALONG NEWBARN ROAD STARTS TO OVERTAKE
STATIONARY VEHICLES ON HIS NEAR SIDE THINKING VEH 2 (CAR) TRAVELLING IN OPPOSITE
DIRECTION WITH GIVE WAY. HOWEVER VEH 2 THINKS VEH 1 WILL GIVE WAY SO BOTH
PROCEED AND COLLIDE HEAD ON.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	17 1 Driver/Rider	SLIGHT 2 Female	54
2 Car	Female	54		

080138133 SLIGHT 469748/106116 18/03/2008 15:00
LOCATION A3M/A2030 FORTY ACRES RBT B2177 BEDHAMPTON HILL RD APPROACH
DESCRIPTION STAT CAR1 AT RBT FACING SOUTHWEST FROM BEDHAMPTON HILL STRUCK IN REAR BY
FOLLOWING CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	40 1 Driver/Rider	SLIGHT 1 Female	40
2 Car	Female	45		

080168012 SLIGHT 470951/107720 19/04/2008 13:45
LOCATION PURBROOK WAY NR J/W BOTLEY DRIVE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING EAST ALONG PURBROOK WAY, TRAVELLING SAFE
DISTANCE/SPEED BEHIND BUS, BUS SLOWS FOR STOP. FOR U/K REASON VEHICLE 1 VEERS
OFF CARRIAGEWAY AND HITS P & U VEHICLE 2 (CAR).

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	35 1 Driver/Rider	SLIGHT 1 Female	35
2 Car	Male	44		

080174414 SLIGHT 470326/107280 23/04/2008 09:00
LOCATION JESSIE ROAD AT JUNCTION WITH PRIVATE DRIVE, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING EAST ALONG JESSIE ROAD, VEHICLE 2 (CAR) REVERSES FROM
PRIVATE DRIVE INTO JESSIE ROAD, VEHICLE 1 UNABLE TO AVOID COLLISION .

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	37 1 Driver/Rider	SLIGHT 1 Female	37
2 Car	Female	30		

080183490 SLIGHT 470320/107999 28/04/2008 17:30
LOCATION U COLBURY GROVE AT JUNCTION WITH U KEYHAVEN DRIVE, HAVANT, Hampshire
DESCRIPTION VEHICLE 1 (CAR) EXITS NEAR SIDE LAY-BY, COLBURY GROVE INTO PATH OF VEHICLE 2
(MOTORCYCLE) TRAVELLING NORTH. VEHICLE 2 SWERVES, LOSES CONTROL AND FALLS
FROM MACHINE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	21 1 Driver/Rider	SLIGHT 2 Male	18
2 M/cycle <= 50cc	Male	18		

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

080200492 SLIGHT 470889/106001 26/04/2008 10:30
LOCATION A27 EASTBOUND AT MARKER POST 52.3EB, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR), HEADING EAST ALONG THE A27, BEGAN OVERTAKING VEH 2 (4X4). VEH 2 THEN BEGAN MOVING INTO THE RIGHT-HAND LANE AS VEH 1 WAS OVERTAKING. VEH 1 BRAKED HARD TO AVOID A COLLISION, AND SUBSEQUENTLY ACCELERATED AS A VEHICLE WAS APPROACHING FAST FROM BEHIND. THIS CAUSED THE PASSENGER IN VEH 1 TO SUFFER INJURIES TO HER NECK DUE TO THE SUDDEN BRAKING A SUBSEQUENT ACCELERATION.

X

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	34 1 Passenger	SLIGHT	1 Female	33
2 Car	Not traced	35			

080205847 SLIGHT 469689/106163 12/05/2008 11:00
LOCATION A3M/A2030 FORTY ACRES RBT A3M S/BOUND APPROACH
DESCRIPTION STAT CAR AT RBT FACING SOUTHEAST FROM PETERSFIELD STRUCK IN REAR BY FOLLOWING VAN

X

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	45 1 Driver/Rider	SLIGHT	1 Male	45
2 Goods < 3.5t	Male	40			

080209269 SLIGHT 469550/106059 14/05/2008 08:44
LOCATION A3M/A2030 FORTY ACRES RBT A2030 HAVANT RD APPROACH
DESCRIPTION STAT MOPED AT RBT FACING NORTHEAST FROM FARLINGTON STRUCK IN REAR BY FOLLOWING CAR

X

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 M/cycle <= 50cc	Female	17 1 Driver/Rider	SLIGHT	1 Female	17
2 Car	Male	52			

080281337 SLIGHT 469987/106574 26/06/2008 16:20
LOCATION B2177 BEDHAMPTON HILL RBT MAYLANDS RD APPROACH HAVANT
DESCRIPTION MOPED TRAV SOUTHEAST APPROACHING RBT FROM MAYLANDS RD RIDER LOST CONTROL CAUSING MACHINE TO COLLIDE WITH REAR O/S OF CAR TRAV NORTHWEST FROM RBT

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VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 M/cycle <= 50cc	Male	17 1 Driver/Rider	SLIGHT	1 Male	17
2 Car	Female	45 2 Driver/Rider	SLIGHT	2 Female	45

080315883 SERIOUS 470121/106625 18/07/2008 00:25
LOCATION B2177 BEDHAMPTON ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (MOTORCYCLE) TRAVELLING NORTHEAST ALONG B2177 BEDHAMPTON ROAD, BEING FOLLOWED BY VEH 2 (POLICE CAR), LOST CONTROL OF VEH 1 AND FELL FROM VEH. CF: 999: VEH 1 BEING FOLLOWED BY POLICE CAR

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VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 M/cycle > 500cc	Male	35 1 Driver/Rider	SERIOUS	1 Male	35
2 Car	Male	28			

080325511 SLIGHT 469584/106102 23/07/2008 19:25
LOCATION A3M/A2030 FORTY ACRES RBT A3M N/BOUND EXIT
DESCRIPTION M/C TRAV NORTHEAST NEG RBT WITH TWO OTHERS RIDER LOST SIGHT OF COLLEAGUES ENTERED A3M N/BOUND ON SLIP CHANGED MIND THEN STRUCK KERB AND PARTED FROM MACHINE

X

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 M/cycle > 500cc	Male	58 1 Driver/Rider	SLIGHT	1 Male	58

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

080336598 SLIGHT 469902/107791 30/07/2008 09:30
LOCATION PURBROOK WAY JW PARK HOUSE FARM WAY HAVANT
DESCRIPTION CAR2 TRAV WEST PURBROOK WAY STATIONARY AT TEMPORARY TRAFFIC SIGNAL CAR1
TRAV BEHIND FAILED TO STOP COLLIDED WITH REAR CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	30 1 Driver/Rider	SLIGHT 2 Female	54
2 Car	Female	54		

080352008 SLIGHT 469496/106015 08/08/2008 12:50
LOCATION HAVANT ROAD AT JUNCTION WITH BEDHAMPTON HILL, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 2 (CAR) TRAVELLING EAST ALONG HAVANT ROAD. VEHICLE 1 (CAR) PULLS ACROSS
EASTBOUND HAVANT ROAD FROM WESTBOUND HAVANT ROAD INTO PATH OF VEHICLE 2
AND COLLIDES.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	59 1 Driver/Rider	SLIGHT 1 Female	59
2 Car	Male	22 2 Driver/Rider	SLIGHT 2 Male	22

080356693 SLIGHT 469688/106164 09/08/2008 10:00
LOCATION A3M/A2030 FORTY ACRES RBT A3M S/BOUND APPROACH
DESCRIPTION STAT CAR1 AT RBT FACING SOUTHEAST FROM PETERSFIELD STRUCK IN REAR BY
FOLLOWING CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	49 1 Driver/Rider	SLIGHT 1 Female	49
2 Car	Female	-1		

080440941 SLIGHT 469915/107800 03/10/2008 16:32
LOCATION PURBROOK WAY JW PARK HOUSE FARM WAY HAVANT
DESCRIPTION CAR1 TRAV EAST FROM PURBROOK COLLIDED WITH CAR2 TURNING RIGHT FROM PARK
HOUSE FARM WAY TO TRAV WEST DRIVER OF CAR2 FAILED TO GIVE WAY

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	57 1 Passenger	SLIGHT 1 Male	31
2 Car	Male	44		

080453430 SLIGHT 469705/106001 10/10/2008 15:30
LOCATION A3M/A2030 FORTY ACRES RBT A2030 BROADMARSH APPROACH
DESCRIPTION CAR1 STAT AT RBT FACING NORTHWEST CAR2 APPROACHED FROM BEHIND FAILING TO
BRAKE AND COLLIDED INTO REAR OF CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	34 1 Driver/Rider	SLIGHT 1 Female	34
2 Car	Male	Unkr		

080467876 SLIGHT 470526/106631 20/10/2008 17:50
LOCATION B2149 BEDHAMPTON RD APPROX 25M SE OF KINGS CROFT LN HAVANT
DESCRIPTION VEH 1 (MOTOR CYCLE) TRAVELLING WEST ALONG SOUTHAMPTON ROAD, LOST CONTROL
DUE TO SEVERE WEATHER CONDITIONS.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle 50 - 125cc	Female	40 1 Driver/Rider	SLIGHT 1 Female	40

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

080470802 SLIGHT 470857/107664 22/10/2008 15:30
LOCATION PURBROOK WAY NR ZEBRA XING SW OF BOTLEY DR LEIGH PARK
DESCRIPTION CAR TRAV EAST COLLIDED WITH CHILD P/C ENTERING C/WAY FROM N/S RIDER FAILED TO LOOK

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	71 1 Driver/Rider SLIGHT	2 Male	13
2 Pedal Cycle	Male	13		

080518650 SLIGHT 469552/106061 21/11/2008 13:32
LOCATION A3M/A2030 FORTY ACRES RBT A2030 HAVANT RD APPROACH
DESCRIPTION CAR1 TRAV NORTHEAST ON A2030 HAVANT ROAD SLOWED TO ENTER ROUNDABOUT WITH THE A3 CAR2 TRAV BEHIND IN SAME DIRECTION COLLIDED WITH THE REAR OF CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	61 1 Driver/Rider SLIGHT	1 Female	61
2 Car	Male	30		

080561334 SLIGHT 470167/107280 19/12/2008 13:40
LOCATION HULBERT ROAD OUTSIDE NURSING HOME, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING NORTH WEST ALONG HULBERT ROAD, SLOWED DOWN TO TURN LEFT IN TO NURSING HOME, VEH 2 (MOPED) TRAVELLING BEHIND VEH 1 FAILED TO SLOW AND COLLIDED WITH THE REAR OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle <= 50cc	Male	17 1 Driver/Rider SLIGHT	1 Male	17
2 Car	Male	25		

080562330 SERIOUS 469290/107391 19/12/2008 23:45
LOCATION A3(M) NORTHBOUND, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING NORTH ALONG A3(M) ON THE NORTHBOUND CARRAIGE WAY, VEH 1 GOES TO EXIT ON SLIP ROAD BUT REALISES WRONG EXIT, TRIES TO REGAIN MAIN CARRAIGWAY BUT COLLIDES WITH CRASH BARRIER AND OVERTURNS VEH.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	76 1 Driver/Rider SLIGHT	1 Male	76
		2 Passenger SERIOUS	1 Female	70

090007890 SLIGHT 470208/107207 07/01/2009 07:30
LOCATION B2149 HULBERT ROAD OUTSIDE NUMBER 47, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 TRAVELLING SOUTH ALONG HULBERT ROAD, CASUALTY RIDING A PEDAL CYCLE IN THE SAME DIRECTION, VEHICLE 1 BEGAN TO OVERTAKE THE CYCLIST BUT IT WOULD APPEAR THAT HE DID NOT LEAVE ENOUGH ROOM TO PASS AS HIS NEARSIDE WING MIRROR STRUCK THE CYCLIST CAUSING HIM TO FALL FROM HIS BIKE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Goods < 3.5t	Male	25 1 Driver/Rider SLIGHT	2 Male	38
2 Pedal Cycle	Male	38		

090029884 SLIGHT 469300/107671 21/01/2009 17:45
LOCATION A3M SOUTHBOUND UNDER JUNCTION 4 BRIDGE, WATERLOOVILLE, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING SOUTH ALONG A3M LOST CONTROL OF VEH FOR UNKNOWN REASON LEAVING CARRIAGEWAY TO OFFSIDE COLLIDING WITH CENTRAL RESERVATION.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	24 1 Driver/Rider SLIGHT	1 Female	24

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

090053058 SLIGHT 470208/107207 05/02/2009 15:45
LOCATION HULBERT ROAD, OUTSIDE HOUSE NO. 47, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) WAS HEADING SOUTH-EAST ALONG HULBERT ROAD WHEN A PEDESTRIAN GOT OFF A BUS AND RAN ACROSS THE ROAD FROM THE NEARSIDE. VEH 1 CONSEQUENTLY STRUCK THE PEDESTRIAN.

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	22 1 Pedestrian	SLIGHT 1 Male	15

090060020 SLIGHT 470293/106814 10/02/2009 08:35
LOCATION PARK LANE AT JUNCTION HOOKS LANE, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING SOUTH ALONG PARK LANE AND STOPS AT JUNCTION WAITING TO TURN LEFT ON TO HULBERT ROAD. VEH 2 (CAR) TRAVELLING BEHIND VEH 1 FAILS TO STOP AND COLLIDES WITH THE REAR OF VEH 1.

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VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	18 1 Driver/Rider	SLIGHT 1 Male	18
2 Car	Male	25		

090088109 SLIGHT 470932/106115 27/02/2009 14:50
LOCATION BROCKHAMPTON ROAD AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 3 (CAR) TRAVELLING NORTH ALONG BROCKHAMPTON ROAD GIVING WAY TO VAN TRAVELLING IN OPPOSITE DIRECTION. VEHICLE 2 (CAR) BEHIND ALSO STOPPED BUT VEHICLE 1 (CAR) THAT HAD JUST EXITED RBT HAD NOT NOTICED STATIONARY TRAFFIC AND COLLIDED INTO REAR OF VEH 2 SHUNTING IT INTO VEH 3.

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	45 1 Driver/Rider	SLIGHT 3 Female	28
2 Car	Male	51		
3 Car	Female	28		

090088255 SERIOUS 470208/107204 27/02/2009 18:20
LOCATION B2150 HULBERT ROAD 24 METRES SOUTH OF JESSIE ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING NORTH ALONG B2150 HULBERT ROAD OVERTAKING VEHs PARKED AGAINST WESTSIDE KERB WAS DISTRACTED WITH CD PLAYER IN VEH, LEAVING CARRIAGEWAY TO OFFSIDE COLLIDING WITH LAMP POST.

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	20 1 Passenger	SERIOUS 1 Female	19

090093720 SLIGHT 469684/106167 03/03/2009 09:15
LOCATION A3M/A2030 FORTY ACRES RBT A3M S/BOUND APPROACH
DESCRIPTION VAN1 TRAV SOUTHEAST ALONG A3M SLOWED ON APPROACH TO RBT FOLLOWING VAN2 TRAV IN SAME DIRECTION FAILED TO SLOW IN TIME AND HIT REAR OF VAN1

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Goods < 3.5t	Male	36 1 Driver/Rider	SLIGHT 1 Male	36
2 Goods < 3.5t	Male	-1		

090111702 SLIGHT 470511/107807 15/03/2009 16:15
LOCATION MIDDLE PARK WAY O/SIDE NO.28 HAVANT
DESCRIPTION CAR1 TRAV SOUTH MIDDLE PARK WAY P/C2 ALSO TRAV SOUTH CAR1 BEGINS TO OVERTAKE P/C2 RIDER FAILED TO LOOK AND PULLED IN TO CENTRE OF ROAD COLLIDED

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	23 1 Driver/Rider	SLIGHT 2 Male	12
2 Pedal Cycle	Male	12		

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

090137411 SERIOUS 470824/107459 30/03/2009 17:40
LOCATION BARNCROFT WAY OUTSIDE NO. 39 HAVANT
DESCRIPTION CAR1 TRAV SOUTHEAST BARNCROFT RD INDICATED AND STOPPED AT SIDE OF ROAD M/C2
DROVE INTO REAR OFFSIDE OF CAR1 WAS THROWN FROM BIKE

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	37 1 Driver/Rider	SERIOUS 2 Male	16
2 M/cycle <= 50cc	Male	16		

090158284 SLIGHT 469529/107730 13/04/2009 11:11
LOCATION PURBROOK WAY, 148 METRES EAST OF ROAD TO B&Q, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING EAST ALONG PURBROOK WAY DID NOT NOTICE VEH 2 (CAR)
WHICH WAS PARKED AND UNATTENDED AGAINST NORTHSIDE KERB OF PURBROOK WAY.
VEH 1 BRAKED AND SKIDDED, COLLIDING WITH VEH 2.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	36 1 Driver/Rider	SLIGHT 1 Female	36
2 Car	Male	77		

090165586 SLIGHT 470242/107726 17/04/2009 13:55
LOCATION PURBROOK WAY AT JUNCTION WITH AWBRIDGE ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING EAST ALONG PURBROOK WAY STOPPED WAITING TO TURN RIGHT
IN TO AWBRIDGE ROAD. VEH 2 (VAN) FAILED TO STOP AND COLLIDED WITH THE REAR OF
VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	49 1 Driver/Rider	SLIGHT 1 Female	49
2 Goods < 3.5t	Male	-1		

090178113 SERIOUS 470241/107130 25/04/2009 11:55
LOCATION HULBERT ROAD, OUTSIDE HOUSE NO. 35, BEDHAMPTON, HAMPSHIRE
DESCRIPTION VEH 1 (CAR), HEADING SOUTH ALONG HULBERT ROAD, SLOWED TO TURN RIGHT INTO A
DRIVEWAY. VEH 2 (MOTORBIKE), HEADING NORTH, BRAKED HARD AND LOST CONTROL,
CAUSING THE RIDER TO FALL FROM THE MACHINE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	61 1 Driver/Rider	SERIOUS 2 Male	79
2 M/cycle 125 - 500cc	Male	79		

090209280 SLIGHT 470322/106694 15/05/2009 14:45
LOCATION B1277 BEDHAMPTON RD J/W B2150 HULBERT RD HAVANT
DESCRIPTION STAT CAR1 FACING WEST WAITING TO TURN RIGHT INTO HULBERT RD STRUCK IN REAR BY
FOLLOWING CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	40 1 Driver/Rider	SLIGHT 1 Female	40
2 Car	Male	28 2 Passenger	SLIGHT 1 Female	31

090219039 SLIGHT 470310/106701 21/05/2009 21:00
LOCATION B2177 BEDHAMPTON RD J/W B2150 HULBERT RD HAVANT
DESCRIPTION CAR1 TURNING RIGHT TO TRAV NORTH INTO HULBERT RD DRIVER FAILED TO WAIT FOR
FILTER LIGHT CAR1 THEN COLLIDED WITH CAR2 TRAV EAST NEG RH BEND ENTERING
JUNCTION THROUGH GREEN LIGHT

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	19 1 Driver/Rider	SLIGHT 1 Male	19
2 Car	Female	47 2 Driver/Rider	SLIGHT 2 Female	47

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCTDATE between {01/12/2006} AND {30/11/2009}

090222327 SLIGHT 469554/106063 23/05/2009 21:30
LOCATION A3M/A2030 FORTY ACRES RBT A2030 HAVANT RD APPROACH
DESCRIPTION CAR2 TRAV NORTHEAST ALONG A2030 HAVANT RD FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR OF CAR1 TRAV NORTHEAST ALONG A2030 HAVANT RD WHICH WAS STATIONARY AT JUNCTION

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	42 1 Driver/Rider	SLIGHT 1 Female	42
2 Car	Female	44		

090224553 SLIGHT 469693/106163 25/05/2009 15:25
LOCATION A3M/A2030 FORTY ACRES RBT A3M S/BOUND APPROACH
DESCRIPTION CAR2 STAT ON OFFSLIP FROM A3M TO JOIN RBT WITH A2030 WHEN HGV1 APPROACHED FROM BEHIND AND NUDGED CAR2 THREE TIMES BEFORE OVERTAKING THEN DRIVING OFF TOWARDS A27

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Goods > 7.5t	Male	-1 1 Passenger	SLIGHT 2 Female	24
2 Car	Male	24		

090235990 SLIGHT 469992/106574 01/06/2009 19:50
LOCATION B2177 BEDHAMPTON RD RBT MAYLANDS RD APPROACH HAVANT
DESCRIPTION CAR1 TRAV SOUTHEAST APPROACHING RBT FROM MAYLANDS RD DRIVER SLOWED TO TURN LEFT CAR1 THEN STRUCK IN REAR BY FOLLOWING CAR2

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	-1 1 Passenger	SLIGHT 2 Male	40
2 Car	Male	46 2 Passenger	SLIGHT 2 Male	20

090250457 SERIOUS 470430/107697 10/06/2009 15:30
LOCATION PURBROOK WAY AT THE JUNCTION WITH PARK LANE, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING EAST ALONG PURBROOK WAY TOWARDS ROUNDABOUT WITH PARK WAY. VEH 1 APPROACHED LOLLIPOP LADY CROSSING, WHO WAS WALKING TOWARDS CENTRE OF ROAD. CAS 1 (PEDESTRIAN) TRAVELLING IN NORTHBOUND ACROSS PURBROOK ROAD RAN AHEAD OF LOLLIPOP LADY AND WAS STRUCK VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	21 1 Pedestrian	SERIOUS 1 Male	6

090251348 SLIGHT 470268/107264 11/06/2009 07:40
LOCATION JESSIE ROAD OUTSIDE NUMBER 3, HAVANT, HAMPSHIRE
DESCRIPTION VEH1 (CAR) TRAVELLING EAST ALONG JESSIE ROAD VIEW OF ROAD AHEAD OBSCURED BY PARKED VEHS. VEH 2 (CAR) TRAVELLING IN OPPOSITE DIRECTION ALSO WITH VISION OBSCURED. BOTH VEHS NOT SEEING EACH OTHER SLAM BRAKES UNABLE TO AVOID COLLIDED HEAD ON.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	20 1 Driver/Rider	SLIGHT 2 Female	28
2 Car	Female	28		

090270552 SLIGHT 469918/107797 22/06/2009 15:35
LOCATION PURBROOK WAY JW PARKHOUSE FARM WAY HAVANT
DESCRIPTION CAR TRAV EAST FROM PURBROOK COLLIDED WITH VAN TURNING RIGHT FROM PARK HOUSE FARM WAY TO TRAV WEST DRIVER OF VAN FAILED TO GIVE WAY

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Goods < 3.5t	Male	42 1 Driver/Rider	SLIGHT 2 Female	40
2 Car	Female	40		

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

090274315 SLIGHT 470154/107515 24/06/2009 18:15
LOCATION ST MICHAELS ROAD OUTSIDE NUMBER 20, BEDHAMPTON, HAMPSHIRE
DESCRIPTION CAS 1 (PEDESTRIAN) TRAVELLING NORTHEAST ACROSS ST MICHAELS ROAD FROM BETWEEN PARKED VEHS RAN OUT INTO PATH OF VEH 1 (CAR) TRAVELLING SOUTHEAST ALONG ST MICHAELS ROAD. VEH 1 COLLIDED WITH CAS 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	46 1 Pedestrian	SLIGHT 1 Male	8

090285058 SLIGHT 469552/106063 29/06/2009 17:40
LOCATION A3M/A2030 FORTY ACRES RBT A2030 HAVANT RD APPROACH
DESCRIPTION CAR1 STAT FACING NORTHEAST ON A2030 HAVANT RD AT RBT JUNCTION CAR2 FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR OF CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	59 1 Driver/Rider	SLIGHT 1 Male	59
2 Car	Not traced	-1		

090286072 SLIGHT 470474/107543 01/07/2009 19:58
LOCATION PARK LANE OUTSIDE NUMBER 81, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING NORTH ON PARK LANE FOR UNKNOWN REASON FAILED TO SEE VEHICLE 2 (CAR) WHICH WAS PARKED AND UNATTENDED. VEH 1 COLLIDED WITH VEH 2.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	17 1 Passenger	SLIGHT 1 Female	19
2 Car	Not traced	-1		

090311569 SLIGHT 469674/107651 16/07/2009 23:00
LOCATION LARCHWOOD AVENUE AT THE EXIT FROM ASDA, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (MOPED) TRAVELLING NORTH ALONG LARCHWOOD AVENUE, ENTERS THE ROUNDABOUT BY ASDA. VEH 2 WHITE VX CORSA ENTERS THE ROUNDABOUT AT THE NEXT TURNING, RIGHT IN FRONT OF VEH 1, CAUSING VEH 1 TO BRAKE, AND DUE TO WEATHER CONDITIONS VEH 1 SKIDS AND SLID ES INTO VEH 2.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle <= 50cc	Male	18 1 Driver/Rider	SLIGHT 1 Male	18
2 Car	Not traced	-1		

090322103 SLIGHT 469922/107799 24/07/2009 16:10
LOCATION PURBROOK WAY JW PARK HOUSE FARM WAY HAVANT
DESCRIPTION CAR1 TRAV EAST FROM PURBROOK DRIVER HAD FAILED TO CANCEL LEFT INDICATOR CAR1 THEN COLLIDED WITH CAR2 TURNING RIGHT FROM PARK HOUSE FARM WAY TO TRAV WEST

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	66 1 Passenger	SLIGHT 1 Female	13
2 Car	Male	22		

090329706 SLIGHT 470505/107727 30/07/2009 16:14
LOCATION MIDDLE PARK WAY JW PURBROOK WAY HAVANT
DESCRIPTION CAR1 TRAV SOUTH MIDDLE PARK WAY STATIONARY AT RBT WITH PURBROOK WAY CAR2 APPROACHES RBT BEHIND CAR1 FAILS TO BRAKE COLLIDIES REAR CAR1

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	53 1 Driver/Rider	SLIGHT 2 Female	39
2 Car	Female	39 2 Driver/Rider	SLIGHT 1 Male	53
		3 Passenger	SLIGHT 1 Female	53
		4 Passenger	SLIGHT 1 Male	12

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

090332971 SLIGHT 470318/106691 31/07/2009 17:20
LOCATION B2177 BEDHAMPTON RD J/W B2150 HULBERT RD HAVANT
DESCRIPTION STAT CAR FACING WEST FROM HAVANT AT RED LIGHT CAR MOVED OFF WHEN LIGHTS CHANGED TO GREEN CAR THEN STRUCK CHILD PED WHO RAN ACROSS C/WAY FROM O/S ATTEMPTING TO CATCH UP WITH FRIENDS

(17) ✓

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	61 1 Pedestrian	1 Female	7
		2 Driver/Rider	1 Male	61

090337133 SLIGHT 470370/107002 03/08/2009 16:00
LOCATION PARK LANE AT JUNCTION WITH HOOK'S LANE, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING NORTH ALONG PARK LANE, SLOWED TO A STOP FOR VEHICLE INFRONT TO TURN RIGHT INTO HOOK'S ROAD, VEH 2 (CAR) BEHIND VEH 1 FAILED TO JUDGE VEH 1 SLOWING AND COLLIDED INTO REAR OF VEH 1.

(18) ✓

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	41 1 Driver/Rider	1 Female	41
2 Car	Female	38		

090339766 SLIGHT 469555/106066 05/08/2009 10:08
LOCATION A2030 AT THE JUNCTION WITH A(M) 27, HAVANT, HAMPSHIRE
DESCRIPTION VEH 2 (CAR) TRAVELLING NORTH EAST ON A2030 HAVANT ROAD WAS STATIONARY AT THE ROUNDABOUT AT JUNCTION WITH A27. VEH 1 (CAR) TRAVELLING BEHIND VEH 2. DRIVER OF VEH 1 HAD A MEDICAL EPISODE AND COLLIDED WITH REAR OF VEH 2.

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	32 1 Driver/Rider	2 Female	54
2 Car	Female	54		

090349131 SLIGHT 469568/106082 11/08/2009 08:37
LOCATION A2030 HAVANT ROAD AT THE JUNCTION WITH B2177, HAVANT, HAMPSHIRE
DESCRIPTION VEH 2 (M/CYCLE) TRAVELLING NORTH EAST ALONG A2030 HAVANT ROAD AND JOINS JUNCTION 5 (BEDHAMPTON) ROUNDABOUT, WHILST ON THE ROUNDABOUT WAS STRUCK BY VEH 1 (CAR) TRAVELLING SAME DIRECTION AS VEH 2 BUT IN OUTER LANE. RIDER OF VEH 2 WAS KNOCKED OFF.

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Not traced	-1 1 Driver/Rider	2 Male	32
2 Pedal Cycle	Male	32		

090356457 SLIGHT 470529/107679 10/08/2009 22:00
LOCATION PURBROOK WAY AT JUNCTION WITH PARK LANE, HAVANT, HAMPSHIRE
DESCRIPTION BOTH VEHS TRAVELLING WEST ALONG PURBROOK WAY. VEH 2 (CAR) FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR OF VEH 1 (CAR) WHICH WAS STATIONARY AT ROUNDABOUT.

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	30 1 Driver/Rider	1 Female	30
2 Car	Male	19		

090369227 SLIGHT 470522/107866 23/08/2009 19:30
LOCATION MIDDLE PARK WAY JW FINCHDEAN RD HAVANT
DESCRIPTION CAR1 TRAV NORTH MIDDLE PARK WAY TURNS RIGHT INTO FINCHDEAN RD PED1 RUNS NORTH FROM BETWEEN TWO PARKED VEHS ON DRIVERS O/SIDE PED1 COLLIDES WITH CAR1

X

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	56 1 Pedestrian	1 Male	11

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

090392826 SLIGHT 469382/106946 09/09/2009 08:45
LOCATION A3(M) SOUTHBOUND AT MARKER POST 1.6, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (LORRY) TRAVELLING SOUTH ON THE A3M BETWEEN JUNCTION 4 AND 5, FAILS TO SEE TRAFFIC STOPPED AHEAD AND COLLIDES WITH THE REAR OF VEHICLE 2 (CAR), WHICH IN TURN COLLIDED WITH THE REAR OF VEHICLE 3 (CAR), WHICH COLLIDED WITH THE REAR OF VEHICLE 4 (CAR), WHICH COLLIDED WITH THE REAR OF VEHICLE 5 (CAR)

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Goods > 7.5t	Male	30 1 Driver/Rider SLIGHT	2	Male	32
2 Car	Male	32 2 Driver/Rider SLIGHT	3	Male	29
3 Car	Male	29			
4 Car	Male	45			
5 Car	Female	49			

090393275 SLIGHT 470320/107709 08/09/2009 19:00
LOCATION PURBROOK WAY PELICAN XING O/S NO 331
DESCRIPTION CAR TRAV WEST FROM HAVANT COLLIDED WITH PED CROSSING FROM N/S WHO FAILED TO WAIT FOR GREEN MAN

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	22 1 Pedestrian SLIGHT	1	Female	15

090395752 SERIOUS 469217/107668 10/09/2009 14:19
LOCATION A3M J4 NORTH BOUND OFF SLIP RBT PURBROOK WAY EAST BOUND APPROACH PURBROOK
DESCRIPTION CAR1 TRAV NORTH A3M ON SLIP ROAD JUNCTION 4 WITH PURBROOK WAY CAR2 FACING EAST PURBROOK WAY JUST SHORT OF GIVE WAY LINES ON ROUNDABOUT CAR1 CONTINUED STRAIGHT ACROSS TRAFFIC ISLAND COLLIDED INTO OFFSIDE OF CAR2 THE IMPACT FORCED CAR2 OFF THE ROAD TO THE NEARSIDE AND MOUNTED THE KERB

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Female	42 1 Driver/Rider SLIGHT	1	Female	42
2 Car	Female	49 2 Driver/Rider SERIOUS	2	Female	49

090401673 SLIGHT 470372/107001 14/09/2009 11:58
LOCATION PARK LANE AT THE JUNCTION WITH HOOK'S LANE, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING NORTH ON PARK LANE APPROACHED JUNCTION WITH HOOK'S LANE. VEHICLE 2 (CAR) WAS TRAVELLING SOUTH ON PARK LANE WHEN VEH 1 TURNED RIGHT ACROSS THE PATH OF VEH 2 INTO HOOKS' LANE.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	26 1 Passenger SLIGHT	2	Male	2
2 Car	Female	35 2 Driver/Rider SLIGHT	2	Female	35

090401921 SLIGHT 469789/106276 13/09/2009 01:00
LOCATION BEDHAMPTON HILL ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING NORTH ALONG BEDHAMPTON HILL ROAD WHEN SUPPOSIDLY A FOX JUMPED OUT IN FRONT OF VEH 1 CAUSING THE DRIVER TO SWERVE, LOSE CONTROL AND ROLL VEHICLE INTO A DITCH.

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	18 1 Passenger SLIGHT	1	Female	14

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

090402079 SLIGHT 469986/106572 12/09/2009 11:00
LOCATION B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH MAYLANDS ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING NORTHEAST ALONG B2177 PORTSDOWN HILL ROAD, ENTERS RBT AT J/W MAYLANDS ROAD. VEHICLE 2 (CAR) TRAVELLING SOUTHEAST ALONG MAYLANDS ROAD ENTERS RBT, FAILING TO GIVE WAY TO VEHICLE 1 ALREADY NEGOTIATING RBT.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	19 1 Driver/Rider	SLIGHT 1 Female	19
2 Car	Female	-1		

090402141 SERIOUS 470031/106565 14/09/2009 16:00
LOCATION BROOKSIDE ROAD AT THE JUNCTION WITH B2177 BEDHAMPTON ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING NORTH ON BROOKSIDE ROAD APPROACHED JUNCTION WITH B2177 BEDHAMPTON HILL WHEN VEHICLE 2 (PEDAL CYCLE) WHICH WAS TRAVELLING NORTH EAST ON THE PAVEMENT OF BEDHAMPTON HILL, RODE STRAIGHT ACROSS THE JUNCTION OF BROOKSIDE ROAD INTO PATH OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	42 1 Driver/Rider	SERIOUS 2 Male	13
2 Pedal Cycle	Male	13		

090433987 SLIGHT 469740/107739 04/10/2009 13:45
LOCATION B2150 HULBERT ROAD AT JUNCTION WITH LARCHWOOD AVENUE, HAVANT, HAMPSHIRE
DESCRIPTION BOTH VEHs (CARS) TRAVELLING NORTHEAST ALONG LARCHWOOD AVENUE FROM ASDA SUPERSTORE. VEH 1 WAITING AT JUNCTION WITH B2150 HULBERT ROAD ROUNDABOUT. VEH 2 FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR OF VEH 1. DETAILS NOT EXCHANGED AT SCENE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	30 1 Driver/Rider	SLIGHT 1 Female	30
2 Car	Not traced	-1		

090438995 SLIGHT 470309/106701 08/10/2009 20:42
LOCATION B2177 BEDHAMPTON RD J/W B2150 HULBERT RD HAVANT
DESCRIPTION CAR TURNING RIGHT TO TRAV NORTH INTO HULBERT RD DRIVER FAILED TO WAIT FOR FILTER LIGHT CAR THEN COLLIDED WITH MOPED TRAV EAST NEG RH BEND ENTERING JUNCTION THROUGH GREEN LIGHT

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle 50 - 125cc	Male	17 1 Driver/Rider	SLIGHT 1 Male	17
2 Car	Female	17		

090441257 SLIGHT 469748/106118 10/10/2009 10:00
LOCATION B2177 BEDHAMPTON HILL AT JUNCTION WITH A2030 HAVANT ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING SOUTHWEST ALONG BEDHAMPTON HILL ROAD, SLOWED AND STOPPED AT RBT WITH A2030 HAVANT ROAD WHEN VEH 2 (CAR) BEHIND NOT PAYING ATTENTION COLLIDED INTO REAR OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	32 1 Driver/Rider	SLIGHT 2 Male	48
2 Car	Male	48		

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

090442775 SLIGHT 469603/107743 11/10/2009 13:35
LOCATION B2150 PURBROOK WAY, HAVANT, HAMPSHIRE
DESCRIPTION CAS 1 (PEDESTRIAN) ATTEMPTS TO CROSS PURBROOK ROAD FROM NORTH PAVEMENT TO SOUTH, DUE TO HEAVY & SLOW TRAFFIC A VEHICLE ALLOWS HER TO CROSS, CAS 1 RAN OUT INTO LANE 1 AND THEN INTO LANE 2 WITHOUT LOOKING AND IS STRUCK BY VEH 1 (CAR).

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	26 1 Pedestrian	SLIGHT 1 Female	16

090456074 SLIGHT 469407/107703 20/10/2009 11:00
LOCATION PURBROOK WAY, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 () TRAVELLING EAST ALONG PURBROOK ROAD WHEN DOG RAN INTO ROAD, VEH 1 SWERVED TO AVOID DOG BUT HIT NEARSIDE KERB FORCING VEH 1 TO OFFSIDE AND COLLIDING WITH ROAD SIGN ON CENTRAL ISLAND.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	17 1 Driver/Rider	SLIGHT 1 Female	17
		2 Passenger	SLIGHT 1 Female	18

090457270 SLIGHT 469864/106531 21/10/2009 08:45
LOCATION B2177 PORTSDOWN HILL ROAD OUTSIDE HOUSE NO 1B, BEDHAMPTON, HAMPSHIRE
DESCRIPTION VEH 2 (CAR) TRAVELLING EAST ALONG PORTSDOWN HILL ROAD, VEH 1 (M/CYCLE) TRAVELLING BEHIND VEH 2. BOTH VEHICLES SLOWING TO A STOP. VEH 1 SKIDDED UPON BRAKING ON OIL/WET DRAIN COVER AND COLLIDED WITH THE REAR OF VEH 2.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 M/cycle <= 50cc	Female	16 1 Driver/Rider	SLIGHT 1 Female	16
2 Car	Male	63		

090457840 SLIGHT 469547/106057 21/10/2009 11:30
LOCATION A3M NORTHBOUND JUNCTION 5 ONSLIP AT JUNCTION WITH A2030 HAVANT ROAD, BEDHAMPTON, HAMPSHIRE
DESCRIPTION BOTH VEHS (CARS) TRAVELLING NORTHEAST ALONG A2030 HAVANT ROAD. VEH 2 FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR OF VEH 1 WHICH WAS STATIONARY IN TRAFFIC.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	44 1 Driver/Rider	SLIGHT 1 Female	44
2 Car	Female	-1		

090472203 SLIGHT 469553/106056 30/10/2009 16:30
LOCATION A2030, HAVANT ROAD, AT JUNCTION WITH A27/A3M ROUNDABOUT
DESCRIPTION VEH 1 (CAR) TRAVELLING EAST ALONG A2030, HAVANT ROAD, PORTSMOUTH AND APPROACHES JUNCTION WITH A27/A3M. IN HEAVY TRAFFIC, VEH 1 TURNS INTO HATCHED AREA TO EASE CONGESTION AND COLLIDES WITH VEH 2 (M/CYCLE) TRAVELLING IN SAME DIRECTION IN HATCHED AREA ALREADY.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	27 1 Driver/Rider	SLIGHT 2 Male	57
2 M/cycle <= 50cc	Male	57		

090473220 SLIGHT 470310/106700 31/10/2009 09:45
LOCATION B2177 BEDHAMPTON RD J/W B2150 HULBERT RD HAVANT
DESCRIPTION CAR1 TURNING RIGHT TO TRAV NORTH INTO HULBERT RD DRIVER FAILED TO WAIT FOR FILTER LIGHT CAR1 THEN COLLIDED WITH CAR2 TRAV EAST NEG RH BEND ENTERING JUNCTION THROUGH GREEN LIGHT

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	66 1 Driver/Rider	SLIGHT 1 Male	66
2 Car	Male	65 2 Passenger	SLIGHT 1 Female	78

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000 AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

090478942 SLIGHT 469209/107666 04/11/2009 09:15
LOCATION B2150 PURBROOK WAY AT THE ROUNDAABOUT JUNCTION WITH THE A3(M) OFFSLIP JUNCTION 4, WATERLOOVILLE, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING EAST ON B2150 PURBROOK WAY SLOWED FOR ROUNDAABOUT AHEAD WHEN VEHICLE 2 (CAR) FOLLOWING FAILED TO SLOW IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	19 1 Driver/Rider	SLIGHT 1 Female	19
2 Car	Female	57		

090480990 SLIGHT 469765/107734 04/11/2009 13:45
LOCATION HULBERT ROAD AT THE JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR), HEADING NORTH-WEST ALONG HULBERT ROAD, STOPPED FOR THE ROUNDAABOUT AT PURBROOK WAY AND WAS STRUCK FROM BEHIND BY VEH 2 (CAR).

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	45 1 Driver/Rider	SLIGHT 1 Female	45
2 Car	Male	-1		

090490570 SLIGHT 469556/107735 12/11/2009 07:45
LOCATION PURBROOK WAY, OUTSIDE B&Q, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR), HEADING EAST ALONG PURBROOK WAY, STRUCK A PEDESTRIAN WHO WALKED OOUT FROM THE NEARSIDE WITHOUT LOOKING.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Male	42 1 Pedestrian	SLIGHT 1 Female	14

090492803 SERIOUS 469677/107644 13/11/2009 14:40
LOCATION LARCHWOOD AVENUE AT JUNCTION WITH LARCHWOOD AVENUE, HAVANT, HAMPSHIRE
DESCRIPTION VEH 1 (CAR) TRAVELLING NORTHWEST AROUND ROUNDAABOUT OF LARCHWOOD AVENUE TO EXIT ROUNDAABOUT IN ORDER TO VISIT ASDA. VEH 1 LOST CONTROL COLLIDING WITH VEH 2 (CAR) TRAVELLING NORTHEAST ALONG LARCHWOOD AVENUE AND WAITING AT JUNCTION TO ENTER ROUNDAABOUT.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	21 1 Passenger	SERIOUS 1 Female	21
2 Car	Male	23		

090506450 SLIGHT 470473/107297 23/11/2009 10:28
LOCATION PARK LANE AT THE JUNCTION WITH JESSIE ROAD, HAVANT, HAMPSHIRE
DESCRIPTION VEHICLE 1 (CAR) TRAVELLING NORTH ON PARK LANE HAVING JUST EXITED HAZLEHOLT DRIVE, CANCELLED RIGHT INDICATOR BUT PLACED LEFT INDICATOR ON BY ACCIDENT. VEHICLE 2 (CAR) ON JESSIE ROAD INTENDING TO TURN RIGHT ONTO PARK LANE AND HEAD SOUTH ASSUMED VEH 1 WAS TURNING LEFT INTO JESSIE ROAD BECAUSE OF THE INDICATION, SO PULLED OUT. VEH 1 COLLIDED WITH THE OFFSIDE OF VEH 2.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	39 1 Driver/Rider	SLIGHT 1 Female	39
2 Car	Male	42		

090512399 SLIGHT 470622/106011 27/11/2009 11:40
LOCATION A27, NEAR THE 'FAT FACE' CLOTHING FACTORY, PORTSMOUTH, HAMPSHIRE
DESCRIPTION VEH 1 (CAR), HEADING EAST ALONG THE A27, BEGAN CHANGING LANES FROM THE OUTSIDE LANE TO THE INSIDE LANE. UPON REALISING ANOTHER VEHICLE WAS ALREADY IN THE INSIDE LANE, VEH 1 LOST CONTROL AND LEFT THE CARRIAGEWAY TO THE OFFSIDE.

VEHICLES	DRIVER	CASUALTIES	VEH SEX	AGE
1 Car	Female	19 1 Driver/Rider	SLIGHT 1 Female	19

Havant including Maylands Rd Brooklands Rd and Scratchface Ln

Database: "m:\main database"

Query Conditions: a.EASTING between 469000 AND 471000 AND a.NORTHING between 106000
AND 108000 AND a.ACCDATE between {01/12/2006} AND {30/11/2009}

090514904

SLIGHT 469626/106151 29/11/2009 02:12

LOCATION

A3M NORTHBOUND AT MARKER POST 0.9, HAVANT, HAMPSHIRE

DESCRIPTION

ALL VEHS (CARS) TRAVELLING NORTH ALONG A3M. VEH 1 MOVED TO LANE 2 AND LOST
CONTROL COLLIDING WITH VEH 2 TRAVELLING IN LANE 1 CAUSING VEH 1 TO SPIN, LEAVE
CARRIAGEWAY TO NEAR SIDE COLLIDING WITH BARRIER BEFORE COMING TO REST IN LANE
1. VEH 2 COLLIDES WITH CENTRAL BARRIER BEFORE COMING TO REST IN LANE 1. VEH 3
COLLIDES WITH DEBRIS LOSING CONTROL AND COLLIDING WITH CENTRAL BARRIER. VEH 4
FAILED TO BRAKE AND COLLIDES WITH REAR OF VEH 3.

X

VEHICLES	DRIVER	CASUALTIES	VEH	SEX	AGE
1 Car	Male	17 1 Driver/Rider	SLIGHT	1 Male	17
2 Car	Male	50 2 Passenger	SLIGHT	1 Female	15
3 Car	Female	17 3 Passenger	SLIGHT	1 Female	14
4 Car	Male	52 4 Passenger	SLIGHT	4 Female	48

APPENDIX 3



Key

House/Flat Symbol

Schedule

4 x 1 Bed Flat	(51 sq m GIA)
5 x 2 Bed Flat	(66 sq m GIA)
15 x 2 Bed	(69.2 sq m GIA)
23 x 3 Bed	(80-94.4 sq m GIA)
9 x 4 Bed	(116 sq m GIA)
Sub Total: 56 Units	
11 x 2 Bed	(67 sq m GIA)
21 x 3 Bed	(82-94.4 sq m GIA)
4 x 3 Bed	(108 sq m GIA)
Sub Total: 36 Units	
Total: 92 Units	

garage or covered car port

Open Market

Affordable

Scale

Preliminary

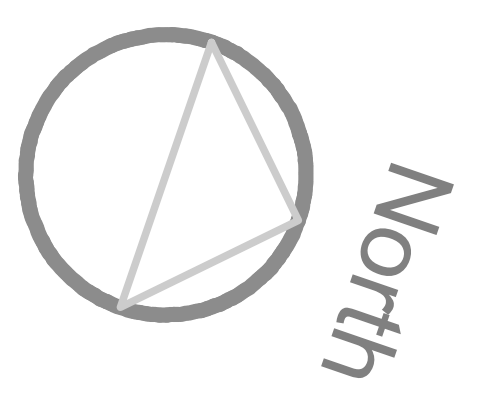
CLIENT:
Crayfern Homes

PROJECT:
**Land off Scratchface Lane,
Bedhampton**

DRAWING:
**Proposed Site Layout Plan
(LPA Feedback included).**

SCALE: 1:750 @ A1 DWG NO: 9982/SK 14

DATE: July 10 REV: #



● Grosvenor Court, Winchester Road, Ampfield, Winchester, Hants. SO51 9BD
Tel: 01794 368 698 Fax: 01794 368 637
○ Ancient House, Cornmarket, Wincborne, Dorset, BH21 1JL
Tel: 01202 840405 Fax: 01202 840406
○ The High House, 37 Oxford Street, Newbury, Berkshire, RG14 1JG
Tel: 01635 40164 Fax: 01635 41469

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	2 days
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	4 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	2 days
09	NORTH	
	CB CUMBRIA	3 days
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	3 days
	CP CAERPHILLY	1 days
	WR WREXHAM	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Range: 10 to 491 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 21/06/09

Selected survey days:

Monday	9 days
Tuesday	12 days
Wednesday	5 days
Thursday	11 days
Friday	6 days

Selected survey types:

Manual count	43 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	20
Edge of Town	23

Selected Location Sub Categories:

Residential Zone	32
Out of Town	1
No Sub Category	10

LIST OF SITES relevant to selection parameters

1	BD-03-A-01 SEMI DETACHED, LUTON NEW BEDFORD ROAD	BEDFORDSHIRE
	LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 131	
2	BD-03-A-02 SEMI DETACHED, LUTON RIDDY LANE	BEDFORDSHIRE
	LUTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 82	
3	CA-03-A-01 SEMI D./TERRACED, CAMBRIDGE FALLOWFIELD CHESTERTON CAMBRIDGE Edge of Town Residential Zone Total Number of dwellings: 124	CAMBRIDGESHIRE
4	CB-03-A-02 SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
	WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
5	CB-03-A-03 SEMI DETACHED, WORKINGTON HAWKSHEAD AVENUE	CUMBRIA
	WORKINGTON Edge of Town Residential Zone Total Number of dwellings: 40	
6	CB-03-A-04 SEMI DETACHED, WORKINGTON MOORCLOSE ROAD SALTERBACK WORKINGTON Edge of Town No Sub Category Total Number of dwellings: 82	CUMBRIA
7	CF-03-A-01 MIXED HOUSES, CARDIFF VIRGIL STREET NINIAN PARK CARDIFF Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 222	CARDIFF
8	CF-03-A-02 MIXED HOUSES, CARDIFF DROPE ROAD	CARDIFF
	CARDIFF Edge of Town Residential Zone Total Number of dwellings: 196	
9	CF-03-A-03 DETACHED, CARDIFF LLANTRISANT ROAD	CARDIFF
	CARDIFF Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 29	

LIST OF SITES relevant to selection parameters (Cont.)

10	CH-03-A-05	DETACHED, CREWE	CHESHIRE
	SYDNEY ROAD SYDNEY CREWE Edge of Town Residential Zone Total Number of dwellings: 17		
11	CH-03-A-06	SEMI-DET./BUNGALOWS, CREWE	CHESHIRE
	CREWE ROAD CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 129		
12	CP-03-A-02	SEMI DETACHED, PENGAM	CAERPHILLY
	THE RISE PENGAM Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 41		
13	CW-03-A-01	TERRACED, PENZANCE	CORNWALL
	ALVERTON ROAD PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 13		
14	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL
	BOSVEAN GARDENS TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73		
15	ES-03-A-01	MIXED HOUSES/FLATS, LEWES	EAST SUSSEX
	OLD MALLING WAY SOUTH MALLING LEWES Edge of Town Residential Zone Total Number of dwellings: 491		
16	EX-03-A-01	SEMI-DET., STANFORD-LE-HOPE	ESSEX
	MILTON ROAD CORRINGHAM STANFORD-LE-HOPE Edge of Town Residential Zone Total Number of dwellings: 237		
17	GM-03-A-07	SEMI DETACHED, MANCHESTER	GREATER MANCHESTER
	MILFORD DRIVE LEVENSULME MANCHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 138		
18	GM-03-A-08	SEMI DETACHED, STOCKPORT	GREATER MANCHESTER
	ELM TREE ROAD LOWER BREDBURY STOCKPORT Edge of Town Residential Zone Total Number of dwellings: 247		

LIST OF SITES relevant to selection parameters (Cont.)

19	LC-03-A-22	BUNGALOWS, BLACKPOOL	LANCASHIRE
		CLIFTON DRIVE NORTH	
		BLACKPOOL	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	98
20	LC-03-A-29	DETACHED/SEMI D., BLACKBURN	LANCASHIRE
		REVIDGE ROAD	
		FOUR LANE ENDS	
		BLACKBURN	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	185
21	LE-03-A-01	DETACHED, MELTON MOWBRAY	LEICESTERSHIRE
		REDWOOD AVENUE	
		MELTON MOWBRAY	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	11
22	LN-03-A-01	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
		BRANT ROAD	
		BRACEBRIDGE	
		LINCOLN	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	150
23	LN-03-A-02	MIXED HOUSES, LINCOLN	LINCOLNSHIRE
		HYKEHAM ROAD	
		LINCOLN	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	186
24	NT-03-A-03	SEMI DETACHED,KIRKBY-IN-ASHFD	NOTTINGHAMSHIRE
		B6018 SUTTON ROAD	
		KIRKBY-IN-ASHFIELD	
		Edge of Town	
		Residential Zone	
		Total Number of dwellings:	166
25	NY-03-A-01	MIXED HOUSES,NORTHALLERTON	NORTH YORKSHIRE
		GRAMMAR SCHOOL LANE	
		NORTHALLERTON	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	52
26	NY-03-A-05	HOUSES AND FLATS, RIPON	NORTH YORKSHIRE
		BOROUGHBRIDGE ROAD	
		RIPON	
		Edge of Town	
		No Sub Category	
		Total Number of dwellings:	71
27	SC-03-A-03	DETACHED, EAST MOLESEY	SURREY
		A3050 HURST ROAD	
		HURST PARK	
		EAST MOLESEY	
		Suburban Area (PPS6 Out of Centre)	
		Residential Zone	
		Total Number of dwellings:	54

LIST OF SITES relevant to selection parameters (Cont.)

28	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK
	A1156 FELIXSTOWE ROAD		
	RACECOURSE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	77	
29	SF-03-A-02	SEMI DET./TERRACED, IPSWICH	SUFFOLK
	STOKE PARK DRIVE		
	MAIDENHALL		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	230	
30	SF-03-A-03	MIXED HOUSES, BURY ST EDMDS	SUFFOLK
	BARTON HILL		
	FORNHAM ST MARTIN		
	BURY ST EDMUNDS		
	Edge of Town		
	Out of Town		
	Total Number of dwellings:	101	
31	SH-03-A-04	TERRACED, SHREWSBURY	SHROPSHIRE
	ST MICHAEL'S STREET		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	108	
32	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
33	TV-03-A-01	MIXED HOUSES/FLATS, HARTLEPL	TEES VALLEY
	POWLETT ROAD		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of dwellings:	225	
34	TW-03-A-01	SEMI DETACHED, SUNDERLAND	TYNE & WEAR
	LEECHMERE ROAD		
	HILLVIEW		
	SUNDERLAND		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	81	
35	WL-03-A-01	SEMI D./TERRACED W. BASSETT	WILTSHIRE
	MAPLE DRIVE		
	WOOTTON BASSETT		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	99	
36	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS
	FOLESHILL ROAD		
	FOLESHILL		
	COVENTRY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	79	

LIST OF SITES relevant to selection parameters (Cont.)

37	WM-03-A-02	DETACHED/SEMI D., STRBRIDGE	WEST MIDLANDS
	HEATH STREET		
	STOURBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	12	
38	WM-03-A-03	MIXED HOUSING, COVENTRY	WEST MIDLANDS
	BASELEY WAY		
	ROWLEYS GREEN		
	COVENTRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	84	
39	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE
	MARLBOROUGH AVENUE		
	ASTON FIELDS		
	BROMSGROVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
40	WO-03-A-02	SEMI DETACHED, REDDITCH	WORCESTERSHIRE
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
41	WO-03-A-03	DETACHED, KIDDERMINSTER	WORCESTERSHIRE
	BLAKEBROOK		
	BLAKEBROOK		
	KIDDERMINSTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	138	
42	WO-03-A-06	DET./TERRACED, BROMSGROVE	WORCESTERSHIRE
	ST GODWALDS ROAD		
	ASTON FIELDS		
	BROMSGROVE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	232	
43	WR-03-A-01	SEMI DETACHED, WREXHAM	WREXHAM
	MOLD ROAD		
	RHOSDDU		
	WREXHAM		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	82	

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

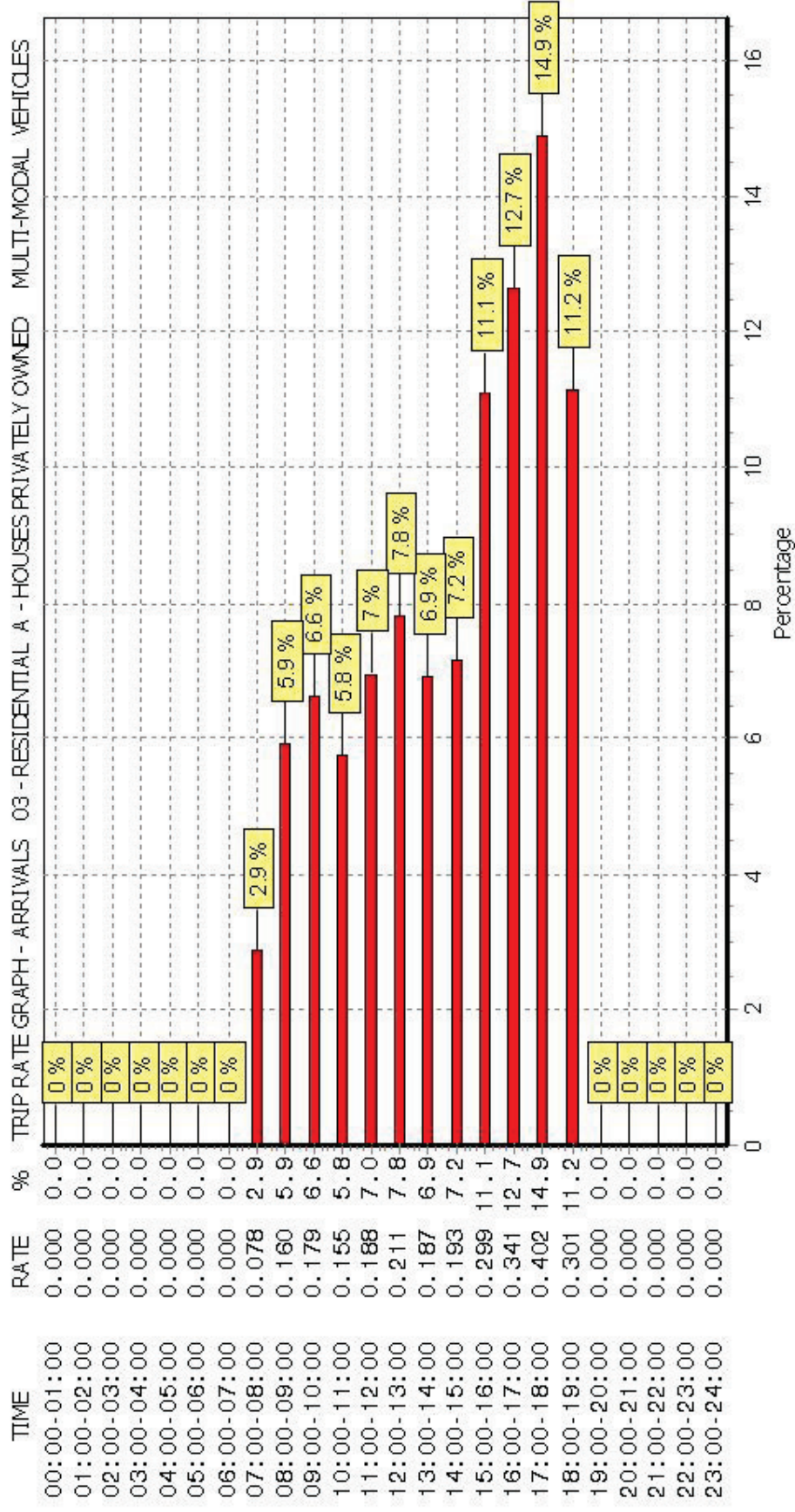
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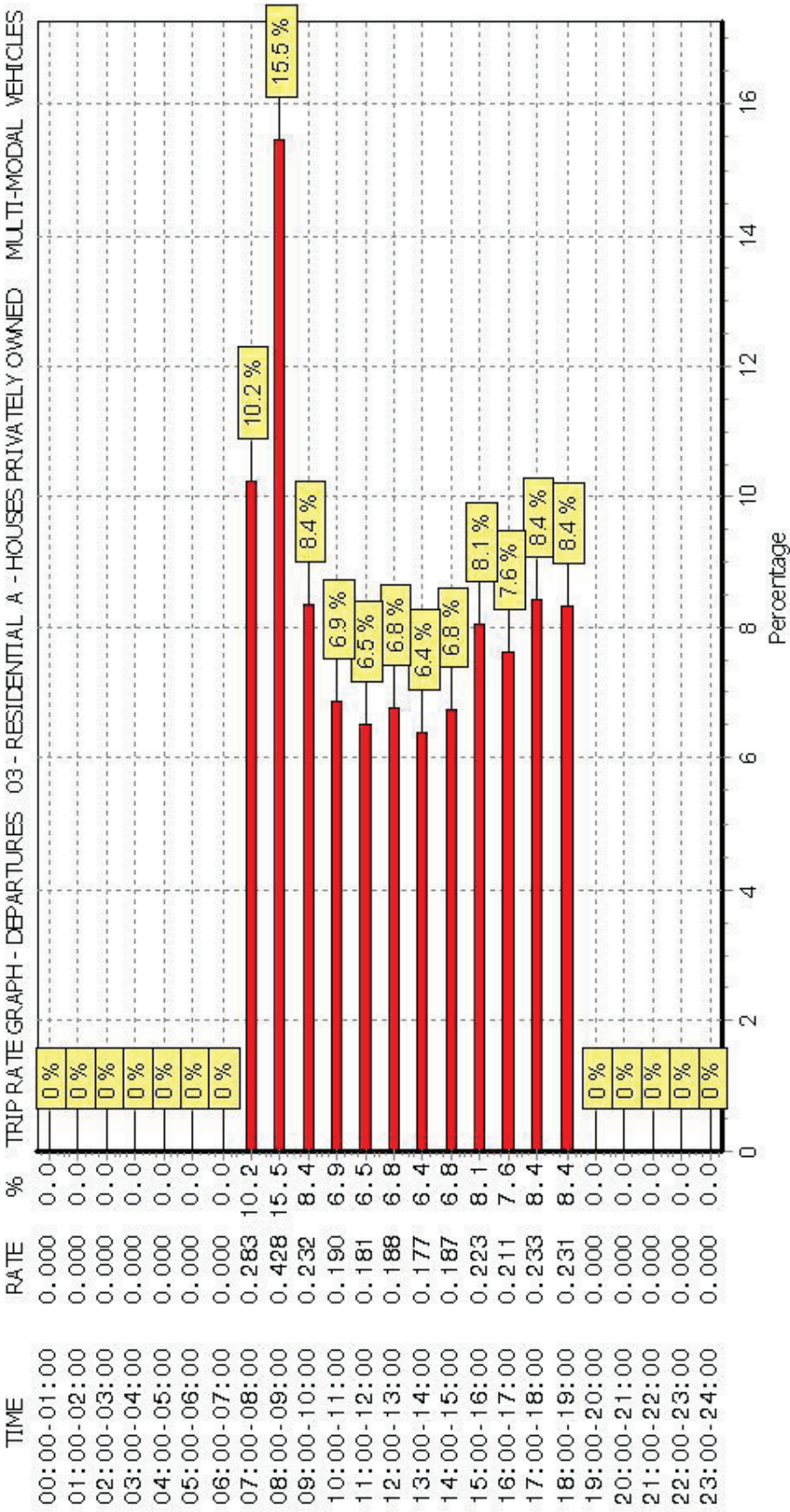
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	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	43	115	0.078	43	115	0.283	43	115	0.361
08:00 - 09:00	43	115	0.160	43	115	0.428	43	115	0.588
09:00 - 10:00	43	115	0.179	43	115	0.232	43	115	0.411
10:00 - 11:00	43	115	0.155	43	115	0.190	43	115	0.345
11:00 - 12:00	43	115	0.188	43	115	0.181	43	115	0.369
12:00 - 13:00	43	115	0.211	43	115	0.188	43	115	0.399
13:00 - 14:00	43	115	0.187	43	115	0.177	43	115	0.364
14:00 - 15:00	43	115	0.193	43	115	0.187	43	115	0.380
15:00 - 16:00	43	115	0.299	43	115	0.223	43	115	0.522
16:00 - 17:00	43	115	0.341	43	115	0.211	43	115	0.552
17:00 - 18:00	43	115	0.402	43	115	0.233	43	115	0.635
18:00 - 19:00	43	115	0.301	43	115	0.231	43	115	0.532
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
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:			2.694			2.764			5.458

Parameter summary

Trip rate parameter range selected: 10 - 491 (units:)
Survey date date range: 01/01/01 - 21/06/09
Number of weekdays (Monday-Friday): 43
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0





TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

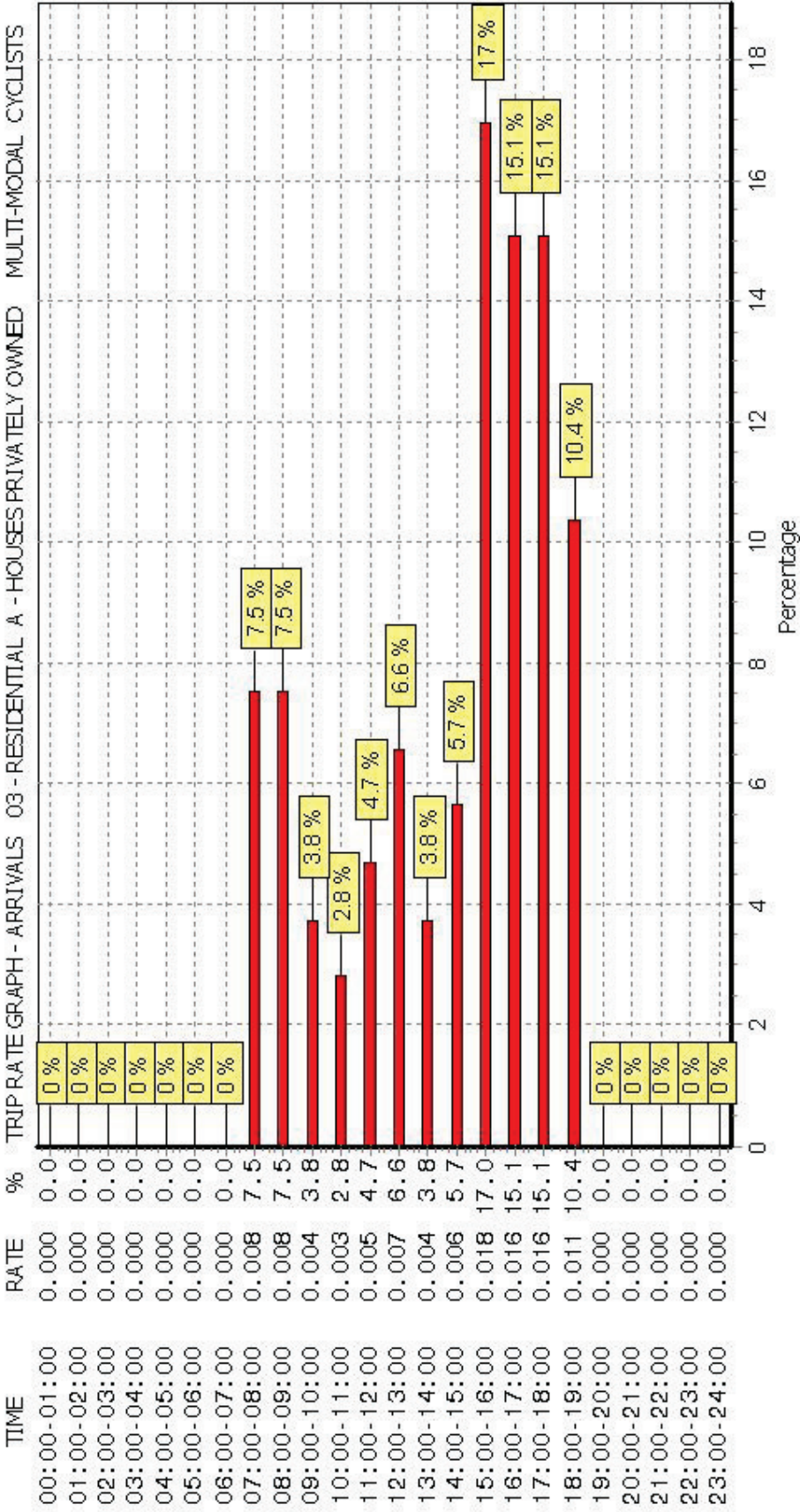
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

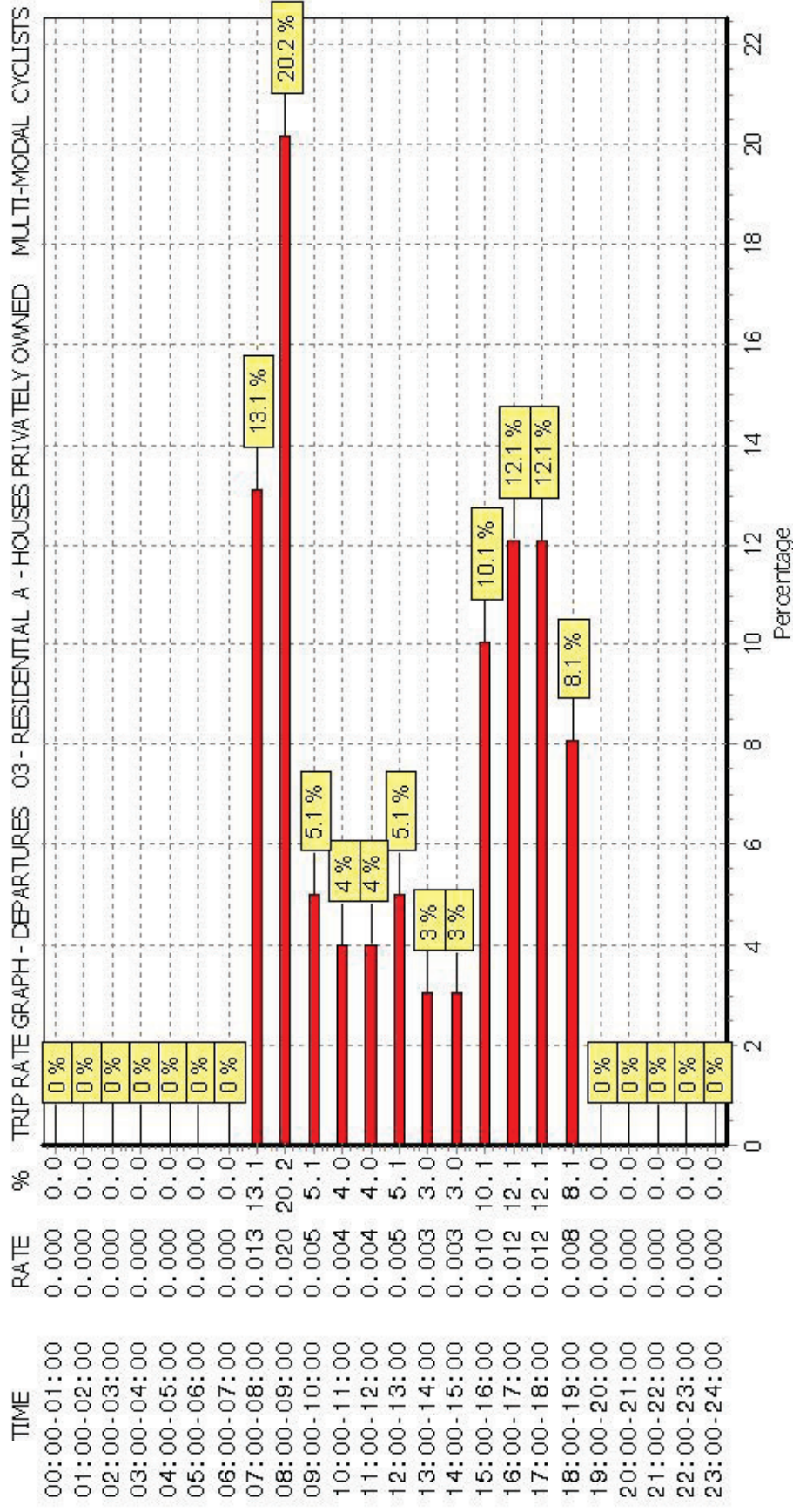
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	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	43	115	0.008	43	115	0.013	43	115	0.021
08:00 - 09:00	43	115	0.008	43	115	0.020	43	115	0.028
09:00 - 10:00	43	115	0.004	43	115	0.005	43	115	0.009
10:00 - 11:00	43	115	0.003	43	115	0.004	43	115	0.007
11:00 - 12:00	43	115	0.005	43	115	0.004	43	115	0.009
12:00 - 13:00	43	115	0.007	43	115	0.005	43	115	0.012
13:00 - 14:00	43	115	0.004	43	115	0.003	43	115	0.007
14:00 - 15:00	43	115	0.006	43	115	0.003	43	115	0.009
15:00 - 16:00	43	115	0.018	43	115	0.010	43	115	0.028
16:00 - 17:00	43	115	0.016	43	115	0.012	43	115	0.028
17:00 - 18:00	43	115	0.016	43	115	0.012	43	115	0.028
18:00 - 19:00	43	115	0.011	43	115	0.008	43	115	0.019
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
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:			0.106	0.099			0.205		

Parameter summary

Trip rate parameter range selected: 10 - 491 (units:)
Survey date range: 01/01/01 - 21/06/09
Number of weekdays (Monday-Friday): 43
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0



Licence No: 812401



TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

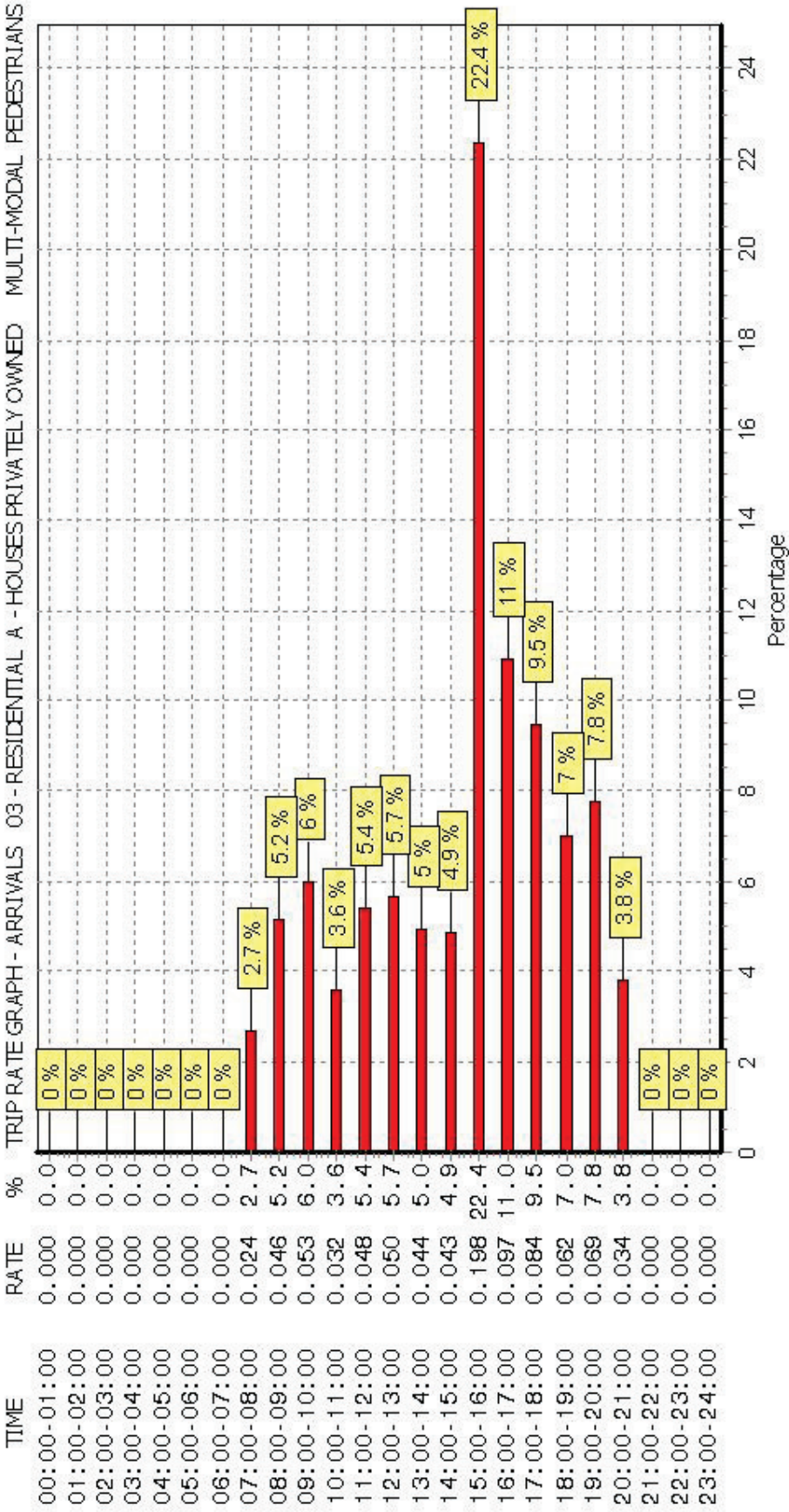
Calculation factor: 1 DWELLS

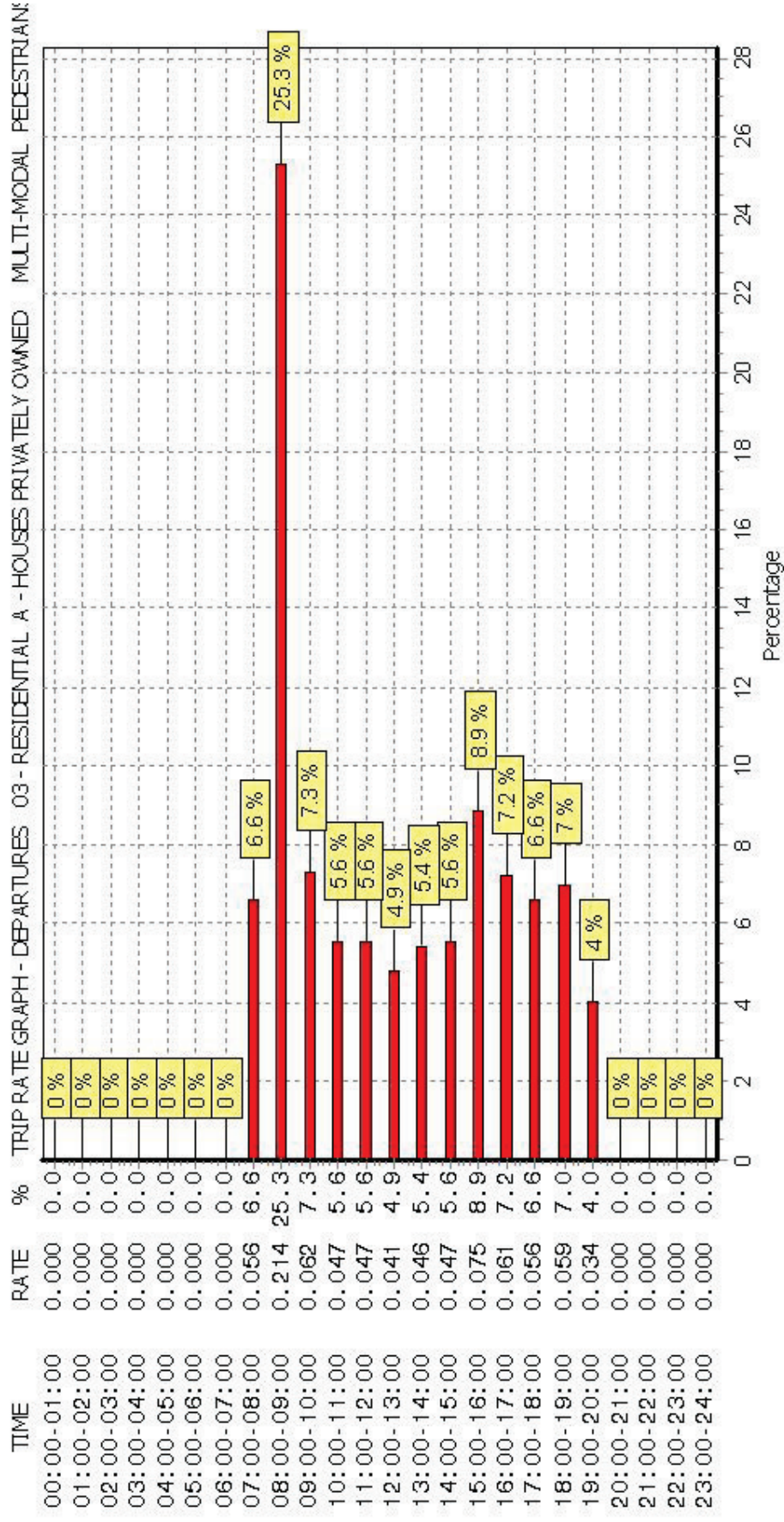
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	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	43	115	0.024	43	115	0.056	43	115	0.080
08:00 - 09:00	43	115	0.046	43	115	0.214	43	115	0.260
09:00 - 10:00	43	115	0.053	43	115	0.062	43	115	0.115
10:00 - 11:00	43	115	0.032	43	115	0.047	43	115	0.079
11:00 - 12:00	43	115	0.048	43	115	0.047	43	115	0.095
12:00 - 13:00	43	115	0.050	43	115	0.041	43	115	0.091
13:00 - 14:00	43	115	0.044	43	115	0.046	43	115	0.090
14:00 - 15:00	43	115	0.043	43	115	0.047	43	115	0.090
15:00 - 16:00	43	115	0.198	43	115	0.075	43	115	0.273
16:00 - 17:00	43	115	0.097	43	115	0.061	43	115	0.158
17:00 - 18:00	43	115	0.084	43	115	0.056	43	115	0.140
18:00 - 19:00	43	115	0.062	43	115	0.059	43	115	0.121
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
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:			0.884				0.845	1.729	

Parameter summary

Trip rate parameter range selected: 10 - 491 (units:)
Survey date range: 01/01/01 - 21/06/09
Number of weekdays (Monday-Friday): 43
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0





TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

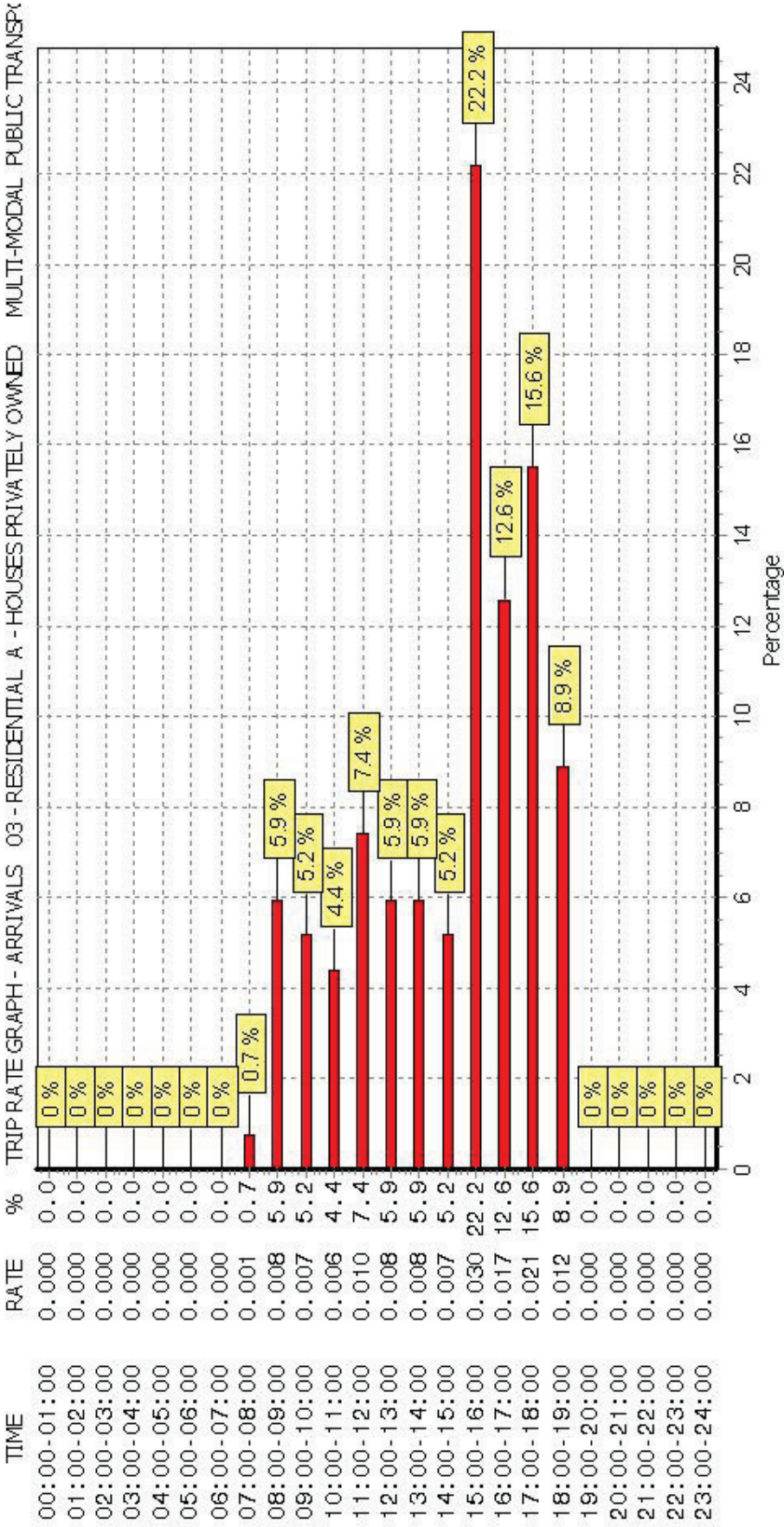
Calculation factor: 1 DWELLS

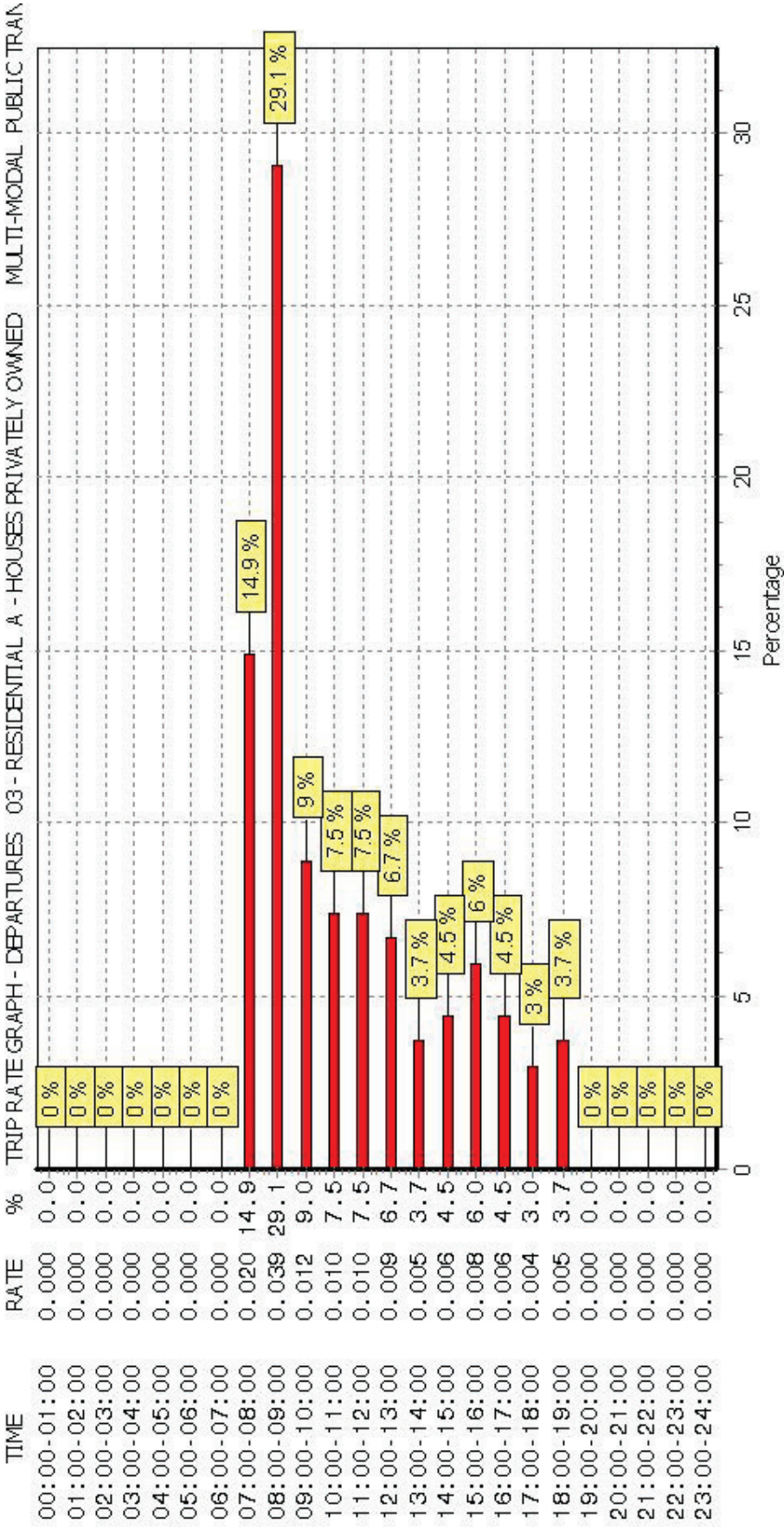
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	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	43	115	0.001	43	115	0.020	43	115	0.021
08:00 - 09:00	43	115	0.008	43	115	0.039	43	115	0.047
09:00 - 10:00	43	115	0.007	43	115	0.012	43	115	0.019
10:00 - 11:00	43	115	0.006	43	115	0.010	43	115	0.016
11:00 - 12:00	43	115	0.010	43	115	0.010	43	115	0.020
12:00 - 13:00	43	115	0.008	43	115	0.009	43	115	0.017
13:00 - 14:00	43	115	0.008	43	115	0.005	43	115	0.013
14:00 - 15:00	43	115	0.007	43	115	0.006	43	115	0.013
15:00 - 16:00	43	115	0.030	43	115	0.008	43	115	0.038
16:00 - 17:00	43	115	0.017	43	115	0.006	43	115	0.023
17:00 - 18:00	43	115	0.021	43	115	0.004	43	115	0.025
18:00 - 19:00	43	115	0.012	43	115	0.005	43	115	0.017
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
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:			0.135				0.134	0.269	

Parameter summary

Trip rate parameter range selected: 10 - 491 (units:)
 Survey date range: 01/01/01 - 21/06/09
 Number of weekdays (Monday-Friday): 43
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0





TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

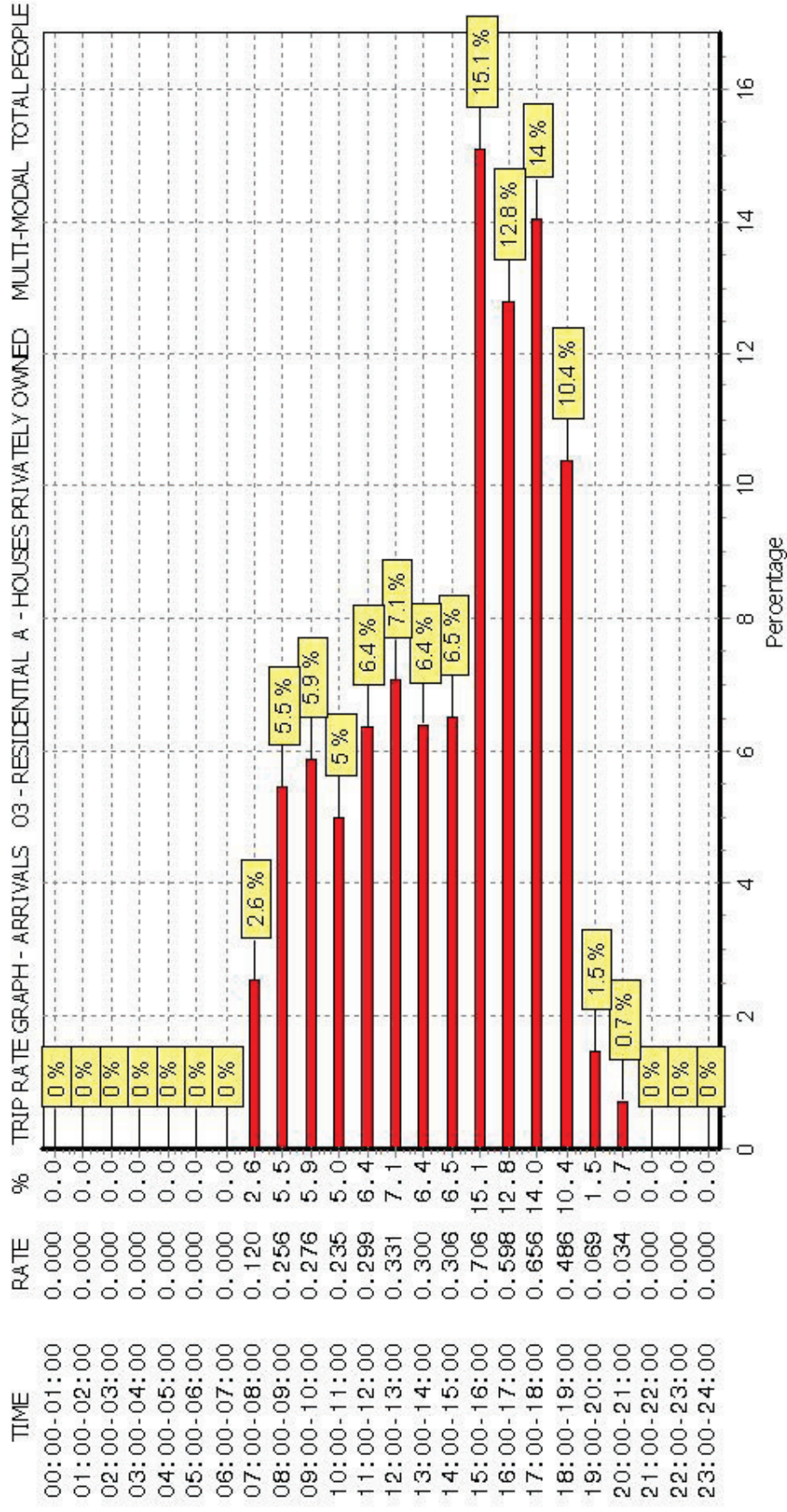
BOLD print indicates peak (busiest) period

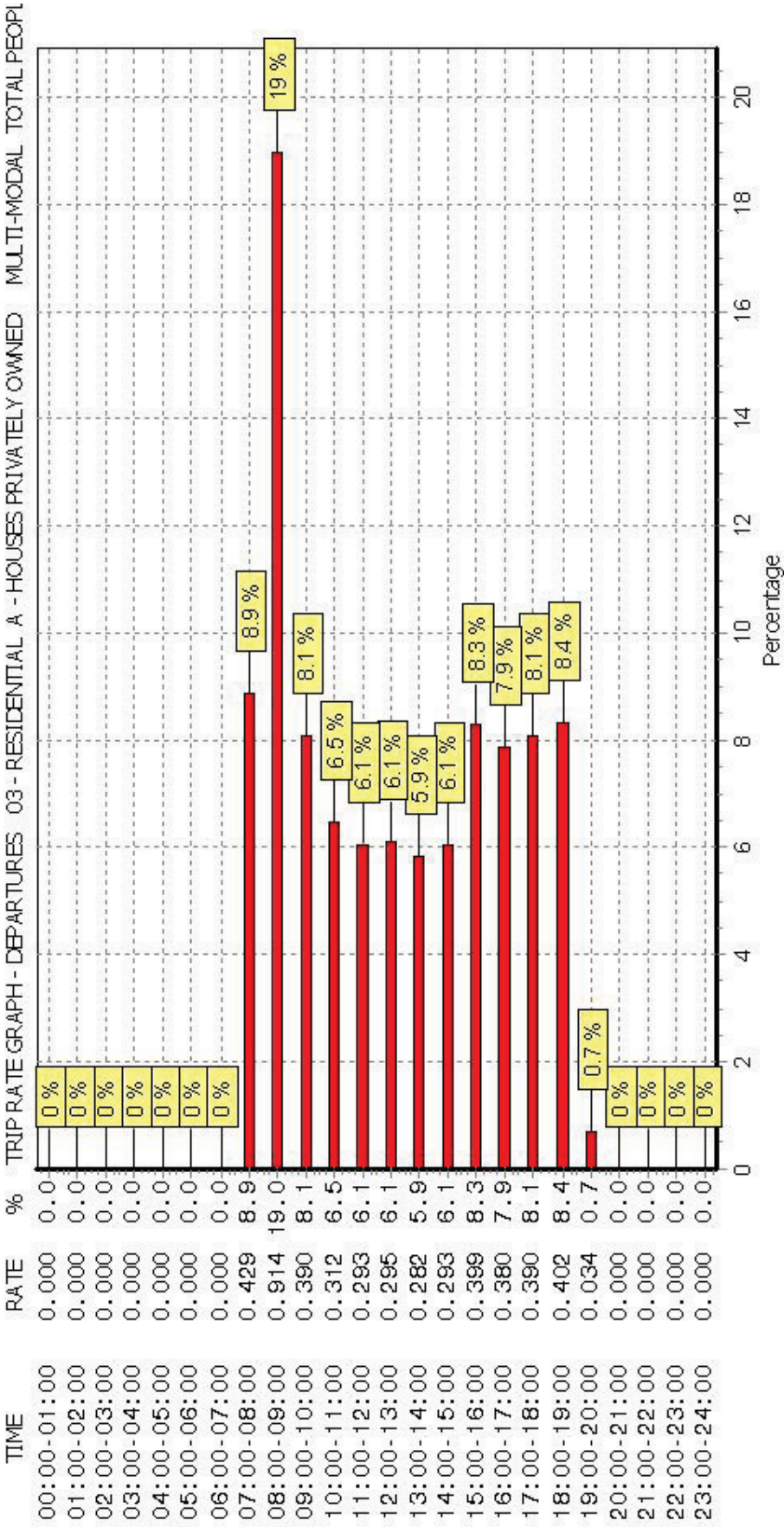
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	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	43	115	0.120	43	115	0.429	43	115	0.549
08:00 - 09:00	43	115	0.256	43	115	0.914	43	115	1.170
09:00 - 10:00	43	115	0.276	43	115	0.390	43	115	0.666
10:00 - 11:00	43	115	0.235	43	115	0.312	43	115	0.547
11:00 - 12:00	43	115	0.299	43	115	0.293	43	115	0.592
12:00 - 13:00	43	115	0.331	43	115	0.295	43	115	0.626
13:00 - 14:00	43	115	0.300	43	115	0.282	43	115	0.582
14:00 - 15:00	43	115	0.306	43	115	0.293	43	115	0.599
15:00 - 16:00	43	115	0.706	43	115	0.399	43	115	1.105
16:00 - 17:00	43	115	0.598	43	115	0.380	43	115	0.978
17:00 - 18:00	43	115	0.656	43	115	0.390	43	115	1.046
18:00 - 19:00	43	115	0.486	43	115	0.402	43	115	0.888
19:00 - 20:00	1	29	0.069	1	29	0.034	1	29	0.103
20:00 - 21:00	1	29	0.034	1	29	0.000	1	29	0.034
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:			4.672				4.813	9.485	

Parameter summary

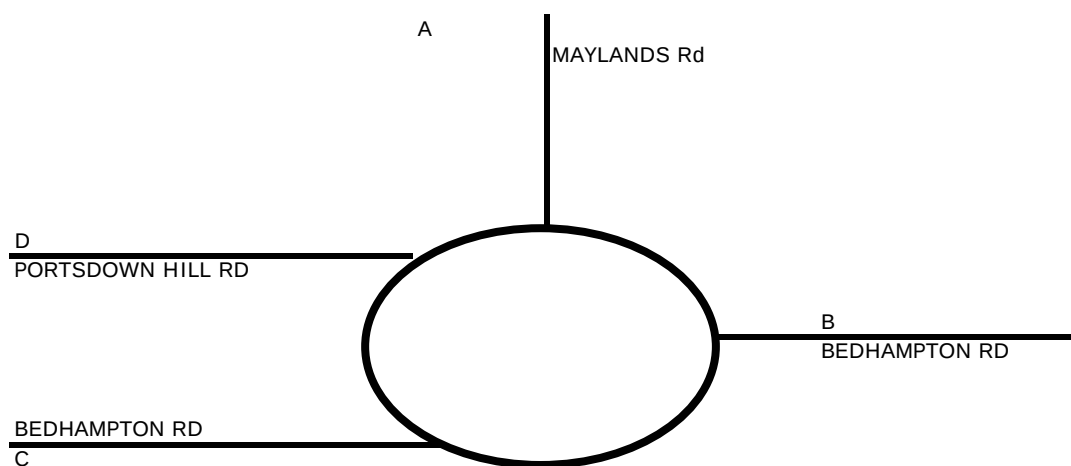
Trip rate parameter range selected: 10 - 491 (units:)
Survey date date range: 01/01/01 - 21/06/09
Number of weekdays (Monday-Friday): 43
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Licence No: 812401





BEDHAMPTON RD / PORTSDOWN HILL RD / MAYLANDS RD, HAVANT
DATE: 28 / 1 / 2010
TRAFFIC SURVEY
SITE MAP



BEDHAMPTON RD/PORTSDOWN HILL RD/MAYLANDS RD, HAVANT
DATE:28/1/2010
TRAFFIC SURVEY
JUNCTION 1 SUMMARY

TIME	A											B											C											D											TOTAL										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	FEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	FEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	FEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	FEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS											
07:30 - 07:45	13	1	14	0	0	0	0	0	0	0.0	14	199	46	245	4	0	7	11	5	4	4.3	265	118	15	131	2	0	3	5	0	3	3.7	139	57	7	64	1	0	0	1	0	5	1.5	79	385	69	454	7	0	10	17	5	12	3.6	488
07:45 - 08:00	23	4	27	0	0	0	0	0	0	0.0	27	168	23	191	3	0	5	8	3	3	4.0	295	75	15	90	1	0	3	4	1	1	4.3	96	90	11	101	0	0	0	0	0	3	0.0	104	356	53	409	4	0	8	12	4	7	2.9	432
08:00 - 08:15	13	6	19	0	0	0	0	0	1	0.0	20	194	34	228	2	0	4	6	1	2	2.6	237	77	21	98	3	0	1	4	2	1	3.9	105	80	5	85	0	0	0	0	1	0	0.0	86	364	66	430	5	0	5	10	4	4	2.3	448
08:15 - 08:30	13	2	15	0	0	0	0	0	0	0.0	15	198	24	222	1	0	1	2	0	2	0.9	226	104	5	109	1	0	3	4	2	3	3.5	128	109	10	119	0	0	1	1	0	3	0.8	123	424	41	465	2	0	6	7	2	8	1.5	482
08:30 - 08:45	19	1	20	0	0	0	0	0	0	0.0	20	189	32	221	3	0	3	6	0	4	2.6	231	121	15	136	1	0	2	3	1	3	2.2	143	104	9	113	2	0	4	2	3	3.4	122	433	57	490	6	0	7	13	3	10	2.6	526	
08:45 - 09:00	19	0	19	0	0	0	0	0	0	0.0	19	191	42	233	3	0	5	8	0	2	3.3	243	88	20	108	1	0	2	3	0	2	2.7	113	86	7	93	1	0	1	2	2	0	2.1	97	378	69	447	5	0	8	13	2	4	2.8	466
09:00 - 09:15	11	0	11	1	0	0	1	0	0	8.3	12	149	26	175	2	0	5	7	1	6	3.8	189	100	11	111	2	0	2	4	0	1	3.5	116	65	7	72	1	0	2	3	0	1	4.0	76	325	44	369	6	0	9	15	1	8	3.9	393
09:15 - 09:30	16	0	16	0	0	0	0	0	0	0.0	16	87	13	100	1	0	3	4	0	0	3.8	104	82	17	99	0	0	2	2	0	0	2.0	101	73	5	78	1	0	0	1	0	0	1.3	79	258	35	293	2	0	5	7	0	0	2.3	388

HOUR TOTALS	A											B											C											D											TOTAL										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS											
07:30 - 08:30	62	13	75	0	0	0	0	0	1	0.0	76	759	127	886	10	0	17	27	9	11	3.0	933	372	56	428	7	0	10	17	5	8	3.8	468	336	33	369	1	0	1	2	1	11	0.6	383	1529	229	1758	18	0	28	46	15	31	2.5	1899
07:45 - 08:45	68	13	81	0	0	0	0	0	1	0.0	82	749	113	862	9	0	13	22	4	11	2.5	899	377	56	433	6	0	9	15	6	8	3.3	462	383	35	418	2	0	3	5	3	9	1.2	435	1577	217	1794	17	0	25	42	13	29	2.3	1878
08:00 - 09:00	58	9	67	0	0	0	0	0	1	0.0	68	772	132	904	9	0	13	22	1	10	2.4	937	390	61	451	6	0	8	14	5	9	3.0	479	379	31	410	3	0	4	7	5	6	1.7	428	1599	233	1832	18	0	25	43	11	26	2.3	1912
08:15 - 09:15	56	3	59	1	0	0	1	0	0	1.7	60	727	124	851	9	0	14	23	1	14	2.6	899	413	51	464	5	0	9	14	3	9	2.9	490	364	33	397	4	0	6	10	4	7	2.5	418	1560	211	1771	19	0	29	48	8	30	2.6	1857
08:30 - 09:30	59	1	60	1	0	0	1	0	0	1.6	61	616	113	729	9	0	16	25	1	12	3.3	767	391	63	454	4	0	8	12	1	6	2.6	473	328	28	356	5	0	5	10	4	4	2.7	374	1394	205	1599	19	0	29	48	6	22	2.9	1675

A	LEFT										THROUGH										RIGHT										U-TURN															
	A-B										A-C										A-D										A-A															
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS		
TIME																																														
07:30 - 07:45	3	1	4				0			0.0	4	6		6				0			0.0	6	4		4				0			0.0	4				0				0.0	0			0.0	0
07:45 - 08:00	6		6				0			0.0	6	9	4	13				0			0.0	13	8		8				0			0.0	8			0				0			0.0	0		
08:00 - 08:15	3		3				0			0.0	3	6	4	10				0			0.0	10	4	2	6				0			0.0	7			0				0			0.0	0		
08:15 - 08:30	3	1	4				0			0.0	4	5		5				0			0.0	5	5	1	6				0			0.0	6			0				0			0.0	0		
08:30 - 08:45	8		8				0			0.0	8	8	1	9				0			0.0	9	3		3				0			0.0	3			0				0			0.0	0		
08:45 - 09:00	4		4				0			0.0	4	3		3				0			0.0	3	6		6				0			0.0	6			0				0			0.0	0		
09:00 - 09:15	3		3				0			0.0	3	7		7	1			1			12.5	8	1		1				0			0.0	1			0				0			0.0	0		
09:15 - 09:30	2		2				0			0.0	2	10		10				0			0.0	10	4		4				0			0.0	4			0				0			0.0	0		

A	LEFT											THROUGH											RIGHT											U-TURN										
	A-B											A-C											A-D											A-A										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
Hour Totals	15	2	17	0	0	0	0	0	0	0.0	17	26	8	34	0	0	0	0	0	0	0.0	34	21	3	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 08:30	15	2	17	0	0	0	0	0	0	0.0	17	26	8	34	0	0	0	0	0	0	0.0	34	21	3	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:45	20	1	21	0	0	0	0	0	0	0.0	21	28	9	37	0	0	0	0	0	0	0.0	37	20	3	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
08:00 - 09:00	18	1	19	0	0	0	0	0	0	0.0	19	22	5	27	0	0	0	0	0	0	0.0	27	18	3	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
08:15 - 09:15	18	1	19	0	0	0	0	0	0	0.0	19	23	1	24	1	0	0	1	0	0	4.0	25	15	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	
08:30 - 09:30	17	0	17	0	0	0	0	0	0	0.0	17	28	1	29	1	0	0	1	0	0	3.3	30	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	

B	LEFT											THROUGH											RIGHT											U-TURN											
	B-C											B-D											B-A											B-B											
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	
TIME																																													
07:30 - 07:45	113	30	143	3		5	8	4	1	5.3	156	86	16	102	1		1	2	1	3	1.9	108			0				0			0.0	0			0			1	1			##		1
07:45 - 08:00	80	17	97	1		4	5	2	1	4.9	105	81	6	87	2		1	3	1	2	3.3	93			0				0			0.0	0		7			7			0		7		
08:00 - 08:15	100	26	126	2		3	5		2	3.8	133	93	7	100			1	1	1		1.0	102		1	1				0			0.0	1		1			1			0		1		
08:15 - 08:30	78	18	96	1		1	2		2	2.0	100	118	5	123				0			0.0	123		1	1				0			0.0	1		2			2			0.0	2			
08:30 - 08:45	87	16	103	3		2	5		2	4.6	110	98	14	112			1	1		2	0.9	115	1	1	2				0			0.0	2		3	1			0		0.0	4			
08:45 - 09:00	95	23	118	3		4	7		2	5.6	127	93	17	110			1	1			0.9	111		1	1				0			0.0	1		3	1			0		0.0	4			
09:00 - 09:15	85	20	105	2		4	6		2	5.4	113	61	4	65			1	1	1	4	1.5	71			0				0			0.0	0		3	2			5			0.0	5		
09:15 - 09:30	58	9	67	0		3	3			4.3	70	24	4	28	1			1			3.4	29	2		2				0			0.0	2		3			3			0.0	3			

B	LEFT											THROUGH											RIGHT											U-TURN											
	B-C											B-D											B-A											B-B											
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	
Hour Totals	371	91	462	7	0	13	20	6	6	4.1	494	378	34	412	3	0	3	6	3	5	1.4	426	0	2	2	0	0	0	0	0	0	0	0	2	10	0	10	0	0	1	1	0	0	9.1	11
07:30 - 08:30	345	77	422	7	0	10	17	2	7	3.9	448	390	32	422	2	0	3	5	2	4	1.2	433	1	3	4	0	0	0	0	0	0	0	4	13	1	14	0	0	0	0	0	0.0	14		
08:00 - 09:00	360	83	443	9	0	10	19	0	8	4.1	470	402	43	445	0	0	3	3	1	2	0.7	451	1	4	5	0	0	0	0	0	0	5	9	2	11	0	0	0	0	0	0	0.0	11		
08:15 - 09:15	345	77	422	9	0	11	20	0	8	4.5	450	370	40	410	0	0	3	3	1	6	0.7	420	1	3	4	0	0	0	0	0	0	4	11	4	15	0	0	0	0	0	0	0.0	15		
08:30 - 09:30	325	68	393	8	0	13	21	0	6	5.1	420	276	39	315	1	0	3	4	1	6	1.3	326	3	2	5	0	0	0	0	0	0	5	12	4	16	0	0	0	0	0	0	0.0	16		

BEDHAMPTON RD/PORTSDOWN HILL RD/MAYLANDS RD, HAVANT

DATE:28/1/2010

TRAFFIC SURVEY

OBSERVATIONS

ROAD WORKS:

NONE RECORDED ON SITE

ILLEGAL MOVEMENTS:

NONE RECORDED ON SITE

EMERGENCY VEHICLES TRAVELLING THROUGH JUNCTION (RESPONSE ONLY):

NONE RECORDED ON SITE

BREAKDOWN:

NONE RECORDED ON SITE

BEDHAMPTON RD / PORTSDOWN HILL RD / MAYLANDS RD RBT HAVANT
28 / 01 / 2010
 QUEUE LENGTHS

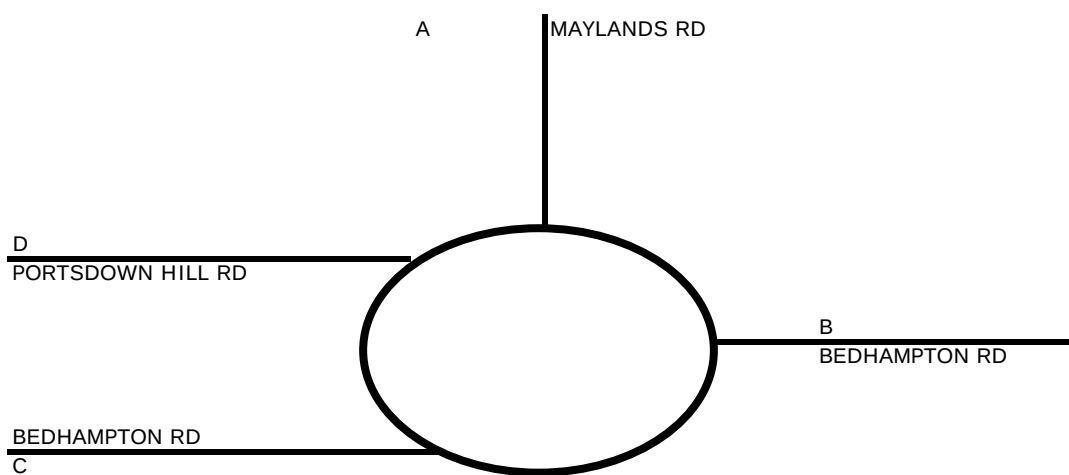
AM

	MAYLANDS	BEDHAMPTON EAST		BEDHAMPTON W	PORTSDOWN HILL
TIME	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1
07:30 - 07:35	0	2	2	4	2
07:35 - 07:40	0	0	0	2	0
07:40 - 07:45	4	1	2	4	2
07:45 - 07:50	1	2	2	7	4
07:50 - 07:55	1	1	2	2	2
07:55 - 08:00	1		1	3	5
08:00 - 08:05	1	1	0	2	2
08:05 - 08:10	2	0	3	2	4
08:10 - 08:15	0	2	4	4	3
08:15 - 08:20	3	1	0	2	2
08:20 - 08:25	3	0	3	8	7
08:25 - 08:30	1	2	0	3	4
08:30 - 08:35	3	0	2	4	3
08:35 - 08:40	3	2	1	8	3
08:40 - 08:45	3	3	1	3	4
08:45 - 08:50	2	4	1	9	4
08:50 - 08:55	0	4	0	3	4
08:55 - 09:00	3	0	0	9	4
09:00 - 09:05	0	0	0	4	3
09:05 - 09:10	0	0	4	3	3
09:10 - 09:15	2	2	0	6	3
09:15 - 09:20	0	0	0	0	2
09:20 - 09:25	2	0	0	2	3
09:25 - 09:30	3	0	0	3	3

BEDHAMPTON RD / PORTSDOWN HILL RD / MAYLANDS RD RBT HAVANT
28/01/2010
 QUEUE LENGTHS

pm	MAYLANDS	BEDHAMPTON RD E		BEDHAMPTON RD W	PORTSDOWN HILL RD
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1
TIME					
16:30 - 16:35	0	0	0	6	4
16:35 - 16:40	0	0	0	8	4
16:40 - 16:45	2	0	0	13	6
16:45 - 16:50	0	2	6	16	11
16:50 - 16:55	0	0	0	9	6
16:55 - 17:00	0	2	2	19	6
17:00 - 17:05	2	2	3	18	13
17:05 - 17:10	2	2	2	9	7
17:10 - 17:15	0	0	0	6	5
17:15 - 17:20	0	0	0	10	4
17:20 - 17:25	0	2	3	20	4
17:25 - 17:30	0	0	0	20	15
17:30 - 17:35	0	1	3	20	8
17:35 - 17:40	2	0	0	20	15
17:40 - 17:45	0	0	0	20	0
17:45 - 17:50	0	2	3	9	11
17:50 - 17:55	4	4	0	6	8
17:55 - 18:00	3	0	0	4	3
18:00 - 18:05	0	2	1	7	3
18:05 - 18:10	0	1	2	4	3
18:10 - 18:15	0	0	0	0	2
18:15 - 18:20	0	0	0	3	0
18:20 - 18:25	0	0	0	6	3
18:25 - 18:30	3	0	2	10	3

BEDHAMPTON RD / PORTSDOWN HILL RD / MAYLANDS RD, HAVANT
DATE: 28 / 1 / 2010
TRAFFIC SURVEY
SITE MAP



BEDHAMPTON RD/PORTSDOWN HILL RD/MAYLANDS RD, HAVANT
DATE:28/1/20
TRAFFIC SURVEY
JUNCTION 1 SUMMARY

TIME	A											B											C											D											TOTAL											
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV1	OGV2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV1	OGV2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV1	OGV2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV1	OGV2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS												
16:30 - 16:45	3	0	3	0	0	0	0	0	0	0.0	3	221	29	250	0	0	0	0	0	0	0.0	221	142	34	176	0	0	0	0	0	0	0	0.0	176	54	13	67	1	0	0	0	0.0	92	450	76	526	1	0	0	0	0.0	544				
16:45 - 17:00	0	0	0	0	0	0	0	1	0	0.0	1	185	22	207	1	0	2	3	0	0	0.0	210	150	19	169	0	0	0	0	0	0	0	0.0	169	50	10	105	0	0	0	0	0.0	110	430	51	481	1	0	4	5	6	12	0.0	564		
17:00 - 17:15	5	2	7	0	0	0	0	0	0	0.0	7	254	31	285	1	0	5	6	2	5	2.1	298	129	17	146	0	0	1	1	2	2	0.7	151	138	13	151	0	0	0	0	0	0.0	155	526	63	589	1	0	6	7	4	11	1.2	611		
17:15 - 17:30	8	0	8	0	0	0	0	0	0	0.0	8	214	31	245	1	0	2	3	3	2	1.2	253	143	13	156	0	0	3	3	4	1	1.9	164	94	4	98	1	0	0	0	0	1.0	99	459	48	507	2	0	5	7	7	3	1.4	524		
17:30 - 17:45	12	2	14	0	0	0	0	0	0	0.0	14	226	22	248	2	0	5	7	2	1	2.7	259	177	16	193	1	0	4	5	2	3	2.5	263	113	5	118	0	0	0	0	0	1	3	0.0	122	528	45	573	3	0	9	12	5	7	2.1	597
17:45 - 18:00	11	0	11	6	6	6	6	5	0	0.0	11	166	13	179	0	0	1	1	1	3	0.6	184	146	12	158	0	0	2	2	3	3	1.3	165	59	5	108	0	0	2	2	1	1.5	112	422	34	456	0	0	0	0	0	0.0	472			
18:00 - 18:15	7	2	9	0	0	0	0	0	0	0.0	9	163	18	181	0	0	3	3	0	1	1.6	185	125	11	136	0	0	2	2	2	2	1.4	145	79	4	83	0	0	0	0	0	1	1	0.0	85	374	35	409	0	0	0	0	0	0.0	424	
18:15 - 18:30	7	3	10	0	0	0	0	1	2	0.0	13	135	21	156	0	0	1	1	1	1	0.6	159	135	6	141	0	0	4	4	2	2	2.8	149	57	2	59	0	0	0	0	0	0.0	61	334	32	366	0	0	5	5	6	5	1.3	382		

	A											B											C											D											TOTAL										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS											
16:30 - 17:30	16	2	18	0	0	0	0	1	0	0.0	19	874	113	987	3	0	13	16	7	17	1.6	1027	564	83	647	0	0	8	8	14	6	1.2	675	411	40	451	2	0	0	2	1	8	0.4	462	1865	238	2103	5	0	21	26	23	31	1.2	2183
16:45 - 17:45	25	4	29	0	0	0	0	1	0	0.0	30	879	106	985	5	0	14	19	7	14	1.9	1025	599	65	664	1	0	10	11	12	8	1.6	695	440	32	472	1	0	0	1	2	11	0.2	486	1943	207	2150	7	0	24	31	22	33	1.4	2236
17:00 - 18:00	36	4	40	0	0	0	0	0	0	0.0	40	860	97	957	4	0	13	17	8	11	1.7	993	595	58	653	1	0	10	11	10	9	1.7	702	444	31	475	1	0	2	3	2	8	0.6	486	1935	190	2125	6	0	25	31	20	28	1.4	2284
17:15 - 18:15	38	4	42	0	0	0	0	0	0	0.0	42	769	84	853	3	0	11	14	6	7	1.6	890	591	52	643	1	0	11	12	10	12	1.0	677	385	22	407	1	0	2	3	3	5	0.7	418	1783	162	1945	5	0	24	29	19	24	1.5	2017
17:30 - 18:30	37	7	44	0	0	0	0	1	2	0.0	47	690	74	764	2	0	10	12	4	6	1.6	786	583	45	628	1	0	12	13	8	13	2.0	662	348	20	368	0	0	2	2	5	5	0.5	380	1658	146	1804	3	0	24	27	18	26	1.5	1878

BEDHAMPTON RD/PORTSDOWN HILL RD/MAYLANDS RD, HAVANT
DATE:28/1/201
TRAFFIC SURVEY
JUNCTION 1

[illegible]

A	LEFT										THROUGH										RIGHT										U-TURN											
	A-B										A-C										A-D										A-A											
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS									
Hour Totals	6	0	6	0	0	0	0	1	0	0.0	7	6	2	8	0	0	0	0	0	0	0.0	8	4	0	4	0	0	0	0	0	0	0	0.0	4	0	0	0	0	0	0	0.0	6
16:30 - 17:30	9	1	10	0	0	0	0	1	0	0.0	11	13	3	16	0	0	0	0	0	0	0.0	16	3	0	3	0	0	0	0	0	0	0	0.0	3	0	0	0	0	0	0	0.0	6
16:45 - 17:45	9	1	10	0	0	0	0	1	0	0.0	11	13	3	16	0	0	0	0	0	0	0.0	16	3	0	3	0	0	0	0	0	0	0	0.0	3	0	0	0	0	0	0	0.0	6
17:00 - 18:00	14	1	15	0	0	0	0	0	0	0.0	15	17	3	20	0	0	0	0	0	0	0.0	20	5	0	5	0	0	0	0	0	0	0	0.0	5	0	0	0	0	0	0	0.0	6
17:15 - 18:15	17	2	19	0	0	0	0	0	0	0.0	19	19	2	21	0	0	0	0	0	0	0.0	21	2	0	2	0	0	0	0	0	0	0	0.0	2	0	0	0	0	0	0	0.0	6
17:30 - 18:30	17	3	20	0	0	0	0	0	0	0.0	20	18	2	21	0	0	0	0	1	2	0.0	24	2	1	3	0	0	0	0	0	0	0	0.0	3	0	0	0	0	0	0	0.0	6

B	LEFT										THROUGH										RIGHT										U-TURN													
	B-C										B-D										B-A										B-B													
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
TIME	16:30 - 16:45	124	19	143			3	3	2	2.1	150	96	9	105			1	1		2	0.9	108			1	1				0			0.0	1	1				0			0.0	1	
16:45 - 17:00	95	18	113	1			2	3	2	2.6	121	85	4	89				0		1	0.0	90							0			0.0	0	1				0			0.0	1		
17:00 - 17:15	145	19	164				4	4	1	2.4	171	105	12	117	1		1	2		1	3	1.7	123	1						0			0.0	1	3				0			0.0	4	
17:15 - 17:30	92	11	103	1			2	3	3	2.8	116	117	20	137				0			1	0.0	138							0			0.0	0	5				0			0.0	5	
17:30 - 17:45	122	10	132	1			4	5	2	3.6	140	97	12	109	1		1	2				1.8	111	5						0			0.0	5	2				0			0.0	2	
17:45 - 18:00	98	7	105				1	1	1	3	0.9	110	65	6	71			0				0.0	71	1					0			0.0	1	2				0			0.0	2		
18:00 - 18:15	97	11	108				3	3		1	2.7	112	57	7	64			0				0.0	64	4					0			0.0	4	5				0			0.0	5		
18:15 - 18:30	74	7	81				1	1		1	1.2	83	60	12	72			0	1			0.0	73	1	1	2			0			0.0	2			1	1				0		0.0	1

C	LEFT											THROUGH											RIGHT											U-TURN										
	C-D											C-A											C-B											C-C										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
Hour Totals																																												
16:30 - 17:30	23	7	30	0	0	0	0	1	0	0.0	31	56	8	64	0	0	0	0	1	0	0.0	65	485	66	551	0	0	8	8	12	6	1.4	577	0	2	2	0	0	0	0	0	0.0	2	
16:45 - 17:45	26	6	32	1	0	0	1	1	0	3.0	34	52	4	56	0	0	0	0	1	0	0.0	57	520	54	574	0	0	10	10	8	1.7	602	1	1	2	0	0	0	0	0	0.0	2		
17:00 - 18:00	31	3	34	1	0	0	1	1	0	2.9	35	58	4	62	0	0	0	0	0	0	0.0	62	504	51	555	0	0	10	11	10	9	1.8	584	2	0	2	0	0	0	0	0	0.0	2	
17:15 - 18:15	30	3	33	1	0	0	1	0	0	2.9	34	53	3	56	0	0	0	0	0	0	0.0	56	505	46	551	0	0	11	11	10	12	2.0	584	3	0	3	0	0	0	0	0	0.0	3	
17:30 - 18:30	34	4	38	1	0	0	1	0	0	2.6	39	47	2	49	0	0	0	0	0	0	0.0	49	497	39	536	0	0	12	12	8	13	2.2	569	5	0	5	0	0	0	0	0	0.0	5	

BEDHAMPTON RD/PORTSDOWN HILL RD/MAYLANDS RD, HAVANT

DATE:28/1/2010

TRAFFIC SURVEY

OBSERVATIONS

ROAD WORKS:

NONE RECORDED ON SITE

ILLEGAL MOVEMENTS:

NONE RECORDED ON SITE

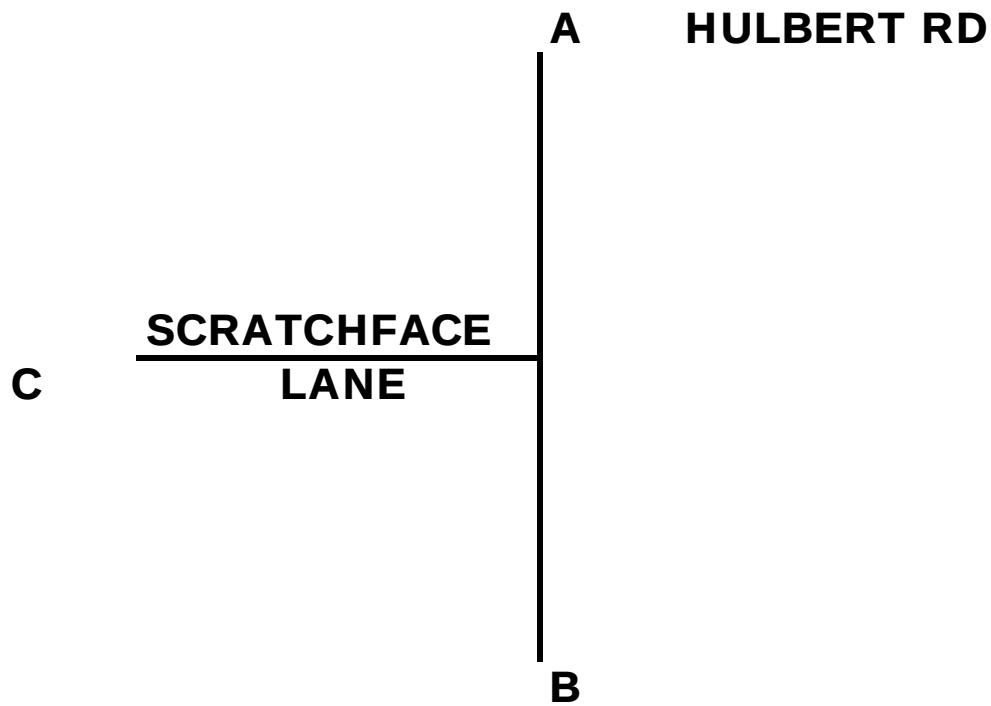
EMERGENCY VEHICLES TRAVELLING THROUGH JUNCTION (RESPONSE ONLY):

NONE RECORDED ON SITE

BREAKDOWN:

NONE RECORDED ON SITE

Hulbert Rd / Scratchface Lane, Havant
DATE: 28/1/2010
TRAFFIC SURVEY
SITE MAP



Hulbert Rd / Scratchface Lane, Havant

DATE:28/1/20:

TRAFFIC SURVEY

JUNCTION 1 SUMMARY

TIME	A											B											C											TOTAL											
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	
07:30 - 07:45	42	2	44	0	0	0	0	0	0	0.0	44	13	1	14	0	0	1	1	2	0	6.7	17	15	2	17	0	0	0	0	0	0	0	0.0	17	70	5	75	0	0	1	1	2	0	1.3	78
07:45 - 08:00	95	16	111	0	0	0	0	2	0	0.0	113	28	3	31	0	0	0	0	2	0	0.0	33	19	0	19	0	0	0	0	0	0	0.0	19	142	19	161	0	0	0	0	4	0	0.0	165	
08:00 - 08:15	116	12	128	2	0	1	3	2	0	2.3	133	52	7	59	2	0	2	4	0	0	6.3	63	29	1	30	2	0	0	2	0	0	6.3	32	197	20	217	6	0	3	9	2	0	4.0	228	
08:15 - 08:30	53	5	58	1	0	0	1	1	0	1.7	60	33	3	36	0	0	1	1	1	0	2.7	38	23	1	24	0	0	0	0	3	1	0.0	28	109	9	118	1	0	1	2	5	1	1.7	126	
08:30 - 08:45	80	2	82	0	0	1	1	0	0	1.2	83	50	11	61	0	0	1	1	0	2	1.6	64	35	2	37	0	0	0	0	0	1	0.0	38	165	15	180	0	0	2	2	0	3	1.1	185	
08:45 - 09:00	61	3	64	2	0	2	4	1	1	5.9	70	65	2	67	0	0	2	2	3	1	2.9	73	20	2	22	0	0	0	0	1	0	0.0	23	146	7	153	2	0	4	6	5	2	3.8	166	
09:00 - 09:15	47	5	52	1	0	2	3	0	0	5.5	55	48	6	54	0	0	0	0	0	1	0.0	55	13	2	15	0	0	0	0	1	1	0.0	17	108	13	121	1	0	2	3	1	2	2.4	127	
09:15 - 09:30	36	8	44	1	0	0	1	0	0	2.2	45	46	4	50	1	0	1	2	0	0	3.8	52	8	1	9	0	0	1	1	0	0	10.0	10	90	13	103	2	0	2	4	0	0	3.7	107	

	A										B										C										TOTAL													
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS											
Hour Totals	306	35	341	3	0	1	4	5	0	1.2	350	126	14	140	2	0	4	6	5	0	4.1	151	86	4	90	2	0	0	2	3	1	2.2	96	518	53	571	7	0	5	12	13	1	2.1	597
07:30 - 08:30	344	35	379	3	0	2	5	5	0	1.3	389	163	24	187	2	0	4	6	3	2	3.1	198	106	4	110	2	0	0	2	3	2	1.8	117	613	63	676	7	0	6	13	11	4	1.9	704
07:45 - 08:45	310	22	332	5	0	4	9	4	1	2.6	346	200	23	223	2	0	6	8	4	3	3.5	238	107	6	113	2	0	0	2	4	2	1.7	121	617	51	668	9	0	10	19	12	6	2.8	705
08:00 - 09:00	241	15	256	4	0	5	9	2	1	3.4	268	196	22	218	0	0	4	4	4	4	1.8	230	91	7	98	0	0	0	0	5	3	0.0	106	528	44	572	4	0	9	13	11	8	2.2	604
08:15 - 09:15	224	18	242	4	0	5	9	1	1	3.6	253	209	23	232	1	0	4	5	3	4	2.1	244	76	7	83	0	0	1	1	2	2	1.2	88	509	48	557	5	0	10	15	6	7	2.6	585
08:30 - 09:30																																												

Hulbert Rd/Scratchface Lane, Havant
DATE:28/1/201
TRAFFIC SURVEY
JUNCTION 1

	THROUGH										RIGHT												
A	A-B										A-C												
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	
	TIME																						
	07:30 - 07:45	41	2	43			0			0.0	43	1		1				0			0.0	1	
	07:45 - 08:00	95	16	111			0	2		0.0	113			0				0			0.0	0	
	08:00 - 08:15	115	12	127	2		1	3	2	2.3	132	1		1				0			0.0	1	
	08:15 - 08:30	53	5	58	1			1	1	1.7	60			0				0			0.0	0	
	08:30 - 08:45	80	2	82			1	1		1.2	83			0				0			0.0	0	
	08:45 - 09:00	60	3	63	2		2	4	1	1	6.0	69	1		1				0			0.0	1
	09:00 - 09:15	46	5	51	1		2	3		5.6	54	1		1				0			0.0	1	
09:15 - 09:30	35	7	42				0		0.0	42	1	1	2	1				1			33.3	3	

A	THROUGH											RIGHT										
	A-B											A-C										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
HOUR TOTALS																						
07:30 - 08:30	304	35	339	3	0	1	4	5	0	1.2	348	2	0	2	0	0	0	0	0	0	0.0	2
07:45 - 08:45	343	35	378	3	0	2	5	5	0	1.3	388	1	0	1	0	0	0	0	0	0	0.0	1
08:00 - 09:00	308	22	330	5	0	4	9	4	1	2.7	344	2	0	2	0	0	0	0	0	0	0.0	2
08:15 - 09:15	239	15	254	4	0	5	9	2	1	3.4	266	2	0	2	0	0	0	0	0	0	0.0	2
08:30 - 09:30	221	17	238	3	0	5	8	1	1	3.3	248	3	1	4	1	0	0	1	0	0	20.0	5

B	LEFT											THROUGH										
	B-C											B-A										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
TIME																						
07:30 - 07:45	2	0	2				0			0.0	2	11	1	12			1	1	2		7.7	15
07:45 - 08:00	8	0	8				0	1		0.0	9	20	3	23				0	1		0.0	24
08:00 - 08:15	11	1	12	1		1	2			14.3	14	41	6	47	1		1	2			4.1	49
08:15 - 08:30	8	3	11				0			0.0	11	25	0	25			1	1	1		3.8	27
08:30 - 08:45	4	1	5				0			0.0	5	46	10	56			1	1		2	1.8	59
08:45 - 09:00	16	2	18				0	2		0.0	20	49	0	49			2	2	1	1	3.9	53
09:00 - 09:15	13	1	14				0			0.0	14	35	5	40				0		1	0.0	41
09:15 - 09:30	9	1	10				0			0.0	10	37	3	40	1		1	2			4.8	42

B	LEFT											THROUGH										
	B-C											B-A										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
HOOR TOTALS																						
07:30 - 08:30	29	4	33	1	0	1	2	1	0	5.7	36	97	10	107	1	0	3	4	4	0	3.6	115
07:45 - 08:45	31	5	36	1	0	1	2	1	0	5.3	39	132	19	151	1	0	3	4	2	2	2.6	159
08:00 - 09:00	39	7	46	1	0	1	2	2	0	4.2	50	161	16	177	1	0	5	6	2	3	3.3	188
08:15 - 09:15	41	7	48	0	0	0	0	2	0	0.0	50	155	15	170	0	0	4	4	2	4	2.3	180
08:30 - 09:30	42	5	47	0	0	0	0	2	0	0.0	49	167	18	185	1	0	4	5	1	4	2.6	195

C	LEFT											RIGHT										
	C-A											C-B										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
	TIME																					
07:30 - 07:45	4		4				0			0.0	4	11	2	13				0			0.0	13
07:45 - 08:00	1		1				0			0.0	1	18		18				0			0.0	18
08:00 - 08:15	6	1	7				0			0.0	7	23		23	2			2			8.0	25
08:15 - 08:30	3	1	4				0			0.0	4	20		20				0	3	1	0.0	24
08:30 - 08:45	0		0				0			0.0	0	35	2	37				0		1	0.0	38
08:45 - 09:00	2		2				0			0.0	2	18	2	20				0	1		0.0	21
09:00 - 09:15	2		2				0	1	1	0.0	4	11	2	13				0			0.0	13
09:15 - 09:30	0		0				0			0.0	0	8	1	9			1	1			10.0	10

C	LEFT											RIGHT										
	C-A											C-B										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
HOUR TOTALS																						
07:30 - 08:30	14	2	16	0	0	0	0	0	0	0.0	16	72	2	74	2	0	0	2	3	1	2.6	80
07:45 - 08:45	10	2	12	0	0	0	0	0	0	0.0	12	96	2	98	2	0	0	2	3	2	2.0	105
08:00 - 09:00	11	2	13	0	0	0	0	0	0	0.0	13	96	4	100	2	0	0	2	4	2	2.0	108
08:15 - 09:15	7	1	8	0	0	0	0	1	1	0.0	10	84	6	90	0	0	0	0	4	2	0.0	96
08:30 - 09:30	4	0	4	0	0	0	0	1	1	0.0	6	72	7	79	0	0	1	1	1	1	1.3	82

Hulbert Rd / Scratchface Lane, Havant

DATE: 28 / 1 / 2010

TRAFFIC SURVEY

OBSERVATIONS

ROAD WORKS:

NONE RECORDED ON SITE

ILLEGAL MOVEMENTS:

NONE RECORDED ON SITE

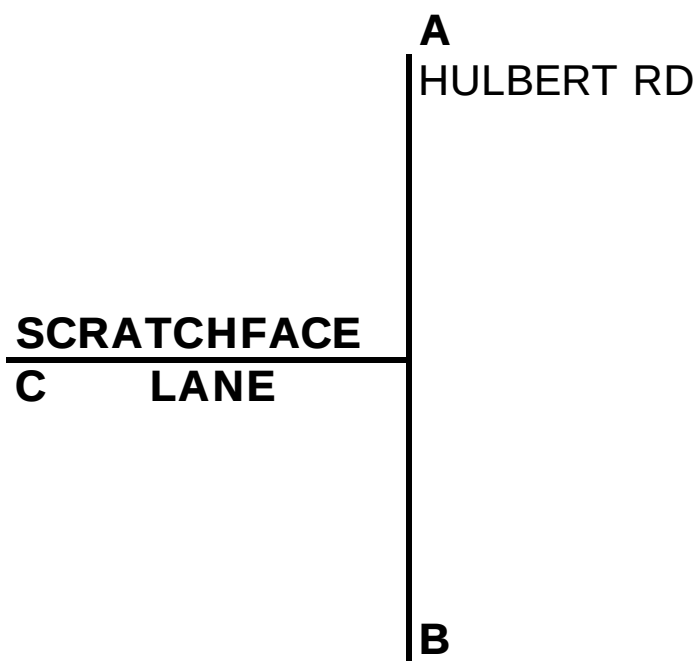
EMERGENCY VEHICLES TRAVELLING THROUGH JUNCTION (RESPONSE ONLY):

NONE RECORDED ON SITE

BREAKDOWN:

NONE RECORDED ON SITE

Hulbert Rd / Scratchface Lane, Havant
DATE: 28 / 1 / 2010
TRAFFIC SURVEY
SITE MAP



Hulbert Rd / Scratchface Lane, Havant

DATE:28/1/20:

TRAFFIC SURVEY

JUNCTION SUMMARY

TIME	A											B											C											TOTAL										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
16:30 - 16:45	44	4	48	0	0	1	1	1	2	2.0	52	94	11	105	0	0	1	1	3	1	0.9	110	16	2	18	1	0	1	2	0	0	10.0	20	154	17	171	1	0	3	4	4	3	2.3	182
16:45 - 17:00	48	8	56	0	0	1	1	4	1	1.8	62	90	8	98	0	0	1	1	4	1	1.0	104	16	0	16	0	0	0	0	0	0.0	16	154	16	170	0	0	2	2	8	2	1.2	182	
17:00 - 17:15	59	11	70	0	0	0	0	2	4	0.0	76	97	11	108	0	0	0	0	2	1	0.0	111	19	0	19	1	0	0	1	0	0	5.0	20	175	22	197	1	0	0	1	4	5	0.5	207
17:15 - 17:30	57	3	60	0	0	0	0	0	0	0.0	60	92	14	106	0	0	0	0	2	1	0.0	109	13	1	14	0	0	0	0	0	0.0	14	162	18	180	0	0	0	0	2	1	0.0	183	
17:30 - 17:45	46	4	50	0	0	0	0	0	2	0.0	52	78	5	83	0	0	1	1	3	0	1.2	87	19	2	21	0	0	0	0	0	0.0	21	143	11	154	0	0	1	1	3	2	0.6	160	
17:45 - 18:00	57	1	58	0	0	0	0	0	0	0.0	58	76	3	79	0	0	0	0	0	0	0.0	79	9	0	9	0	0	0	0	0	0.0	9	142	4	146	0	0	0	0	0	0	0.0	146	
18:00 - 18:15	53	3	56	0	0	1	1	0	1	1.8	58	73	6	79	0	0	0	0	2	0	0.0	81	11	1	12	0	0	0	0	0	0.0	12	137	10	147	0	0	1	1	2	1	0.7	151	
18:15 - 18:30	47	7	54	0	0	0	0	0	0	0.0	54	56	5	61	0	0	1	1	1	0	1.6	63	14	0	14	0	0	0	0	0	0.0	14	117	12	129	0	0	1	1	1	1	0.8	131	

	A										B										C										TOTAL													
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS											
Hour Totals	208	26	234	0	0	2	2	7	7	0.8	250	373	44	417	0	0	2	2	11	4	0.5	434	64	3	67	2	0	1	3	0	0	4.3	70	645	73	718	2	0	5	7	18	11	1.0	754
16:30 - 17:30	210	26	236	0	0	1	1	6	7	0.4	250	357	38	395	0	0	2	2	11	3	0.5	411	67	3	70	1	0	0	1	0	0	1.4	71	634	67	701	1	0	3	4	17	10	0.6	732
17:00 - 18:00	219	19	238	0	0	0	0	2	6	0.0	246	343	33	376	0	0	1	1	7	2	0.3	386	60	3	63	1	0	0	1	0	0	1.6	64	622	55	677	1	0	1	2	9	8	0.3	696
17:15 - 18:15	213	11	224	0	0	1	1	0	3	0.4	228	319	28	347	0	0	1	1	7	1	0.3	356	52	4	56	0	0	0	0	0	0.0	56	584	43	627	0	0	2	2	7	4	0.3	640	
17:30 - 18:30	203	15	218	0	0	1	1	0	3	0.5	222	283	19	302	0	0	2	2	6	0	0.7	310	53	3	56	0	0	0	0	0	0.0	56	539	37	576	0	0	3	3	6	3	0.5	588	

Hulbert Rd/Scratchface Lane, Havant
DATE:28/1/201
TRAFFIC SURVEY

A	THROUGH											RIGHT										
	A-B											A-C										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
TIME																						
16:30 - 16:45	40	4	44			1	1	1	2	2.2	48	4		4				0			0.0	4
16:45 - 17:00	45	8	53			1	1	4	1	1.9	59	3		3				0			0.0	3
17:00 - 17:15	57	11	68				0	2	3	0.0	73	2		2				0		1	0.0	3
17:15 - 17:30	56	3	59				0			0.0	59	1		1				0			0.0	1
17:30 - 17:45	42	4	46				0		2	0.0	48	4		4				0			0.0	4
17:45 - 18:00	55	1	56				0			0.0	56	2		2				0			0.0	2
18:00 - 18:15	52	3	55			1	1		1	1.8	57	1		1				0			0.0	1
18:15 - 18:30	45	7	52				0			0.0	52	2		2				0			0.0	2

A	THROUGH											RIGHT										
	A-B											A-C										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
HOUR TOTALS																						
16:30 - 17:30	198	26	224	0	0	2	2	7	6	0.9	239	10	0	10	0	0	0	0	0	1	0.0	11
16:45 - 17:45	200	26	226	0	0	1	1	6	6	0.4	239	10	0	10	0	0	0	0	0	1	0.0	11
17:00 - 18:00	210	19	229	0	0	0	0	2	5	0.0	236	9	0	9	0	0	0	0	0	1	0.0	10
17:15 - 18:15	205	11	216	0	0	1	1	0	3	0.5	220	8	0	8	0	0	0	0	0	0	0.0	8
17:30 - 18:30	194	15	209	0	0	1	1	0	3	0.5	213	9	0	9	0	0	0	0	0	0	0.0	9

B	LEFT											THROUGH										
	B-C											B-A										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
TIME																						
16:30 - 16:45	24	1	25				0			0.0	25	70	10	80			1	1	3	1	1.2	85
16:45 - 17:00	28	3	31				0	1		0.0	32	62	5	67			1	1	3	1	1.5	72
17:00 - 17:15	19	4	23				0		1	0.0	24	78	7	85				0	2		0.0	87
17:15 - 17:30	12	0	12				0			0.0	12	80	14	94				0	2	1	0.0	97
17:30 - 17:45	15	3	18				0	1		0.0	19	63	2	65			1	1	2		1.5	68
17:45 - 18:00	18	2	20				0			0.0	20	58	1	59				0			0.0	59
18:00 - 18:15	13	4	17				0			0.0	17	60	2	62				0	2		0.0	64
18:15 - 18:30	16	2	18				0	1		0.0	19	40	3	43			1	1			2.3	44

B	LEFT											THROUGH										
	B-C											B-A										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
Hour Totals																						
16:30 - 17:30	83	8	91	0	0	0	0	1	1	0.0	93	290	36	326	0	0	2	2	10	3	0.6	341
16:45 - 17:45	74	10	84	0	0	0	0	2	1	0.0	87	283	28	311	0	0	2	2	9	2	0.6	324
17:00 - 18:00	64	9	73	0	0	0	0	1	1	0.0	75	279	24	303	0	0	1	1	6	1	0.3	311
17:15 - 18:15	58	9	67	0	0	0	0	1	0	0.0	68	261	19	280	0	0	1	1	6	1	0.4	288
17:30 - 18:30	62	11	73	0	0	0	0	2	0	0.0	75	221	8	229	0	0	2	2	4	0	0.9	235

C	LEFT											RIGHT										
	C-A											C-B										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
TIME																						
16:30 - 16:45	1		1				0			0.0	1	15	2	17	1		1	2			10.5	19
16:45 - 17:00			0				0			0.0	0	16		16				0			0.0	16
17:00 - 17:15			0				0			0.0	0	19		19	1			1			5.0	20
17:15 - 17:30	1		1				0			0.0	1	12	1	13				0			0.0	13
17:30 - 17:45	1		1				0			0.0	1	18	2	20				0			0.0	20
17:45 - 18:00	1		1				0			0.0	1	8		8				0			0.0	8
18:00 - 18:15			0				0			0.0	0	11	1	12				0			0.0	12
18:15 - 18:30	1		1				0			0.0	1	13		13				0			0.0	13

C	LEFT											RIGHT										
	C-A											C-B										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
Hour Totals																						
16:30 - 17:30	2	0	2	0	0	0	0	0	0	0.0	2	62	3	65	2	0	1	3	0	0	4.4	68
16:45 - 17:45	2	0	2	0	0	0	0	0	0	0.0	2	65	3	68	1	0	0	1	0	0	1.4	69
17:00 - 18:00	3	0	3	0	0	0	0	0	0	0.0	3	57	3	60	1	0	0	1	0	0	1.6	61
17:15 - 18:15	3	0	3	0	0	0	0	0	0	0.0	3	49	4	53	0	0	0	0	0	0	0.0	53
17:30 - 18:30	3	0	3	0	0	0	0	0	0	0.0	3	50	3	53	0	0	0	0	0	0	0.0	53

Hulbert Rd / Scratchface Lane, Havant

DATE: 28 / 1 / 2010

TRAFFIC SURVEY

OBSERVATIONS

ROAD WORKS:

NONE RECORDED ON SITE

ILLEGAL MOVEMENTS:

NONE RECORDED ON SITE

EMERGENCY VEHICLES TRAVELLING THROUGH JUNCTION (RESPONSE ONLY):

NONE RECORDED ON SITE

BREAKDOWN:

NONE RECORDED ON SITE

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\ARCADY\2010\J1Ex AM.vai"
(drive-on-the-left) at 11:16:07 on Monday, 14 June 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

															T5	
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I INTERCEPT (PCU/MIN) I
I	ARM	A	I	4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I	0.773 I 36.195 I
I	ARM	B	I	4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I	0.669 I 29.910 I
I	ARM	C	I	2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I	0.444 I 14.743 I
I	ARM	D	I	2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I	0.494 I 16.220 I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: Traffic

T15									
I	I		I			I			I
ARM	I	NUMBER OF	MINUTES FROM	START WHEN	I	RATE OF FLOW (VEH/MIN)	I	I	I
	I	FLOW STARTS	I TOP OF PEAK	I FLOW STOPS	I	BEFORE	I AT TOP	I AFTER	I
	I		I	I	I		I	I	I
	I	TO RISE	I IS REACHED	I FALLING	I	PEAK	I OF PEAK	I PEAK	I
I ARM	A	I 15.00	I 45.00	I 75.00	I	11.71	I 17.57	I 11.71	I
I ARM	B	I 15.00	I 45.00	I 75.00	I	5.99	I 8.98	I 5.99	I
I ARM	C	I 15.00	I 45.00	I 75.00	I	5.35	I 8.02	I 5.35	I
I ARM	D	I 15.00	I 45.00	I 75.00	I	0.85	I 1.28	I 0.85	I

DEMAND SET TITLE: Traffic

										T33			
I	TURNING PROPORTIONS									I			
I	TURNING COUNTS									I			
I	(PERCENTAGE OF H.V.S)									I			
I										I			
I	TIME	I	FROM/TO	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I	
I													I
I	07.45 - 09.15	I		I		I		I		I		I	
I		I	ARM A	I	0.012	I	0.502	I	0.481	I	0.005	I	
I		I		I	11.0	I	470.0	I	451.0	I	5.0	I	
I		I		I	(0.0)	I	(4.1)	I	(0.7)	I	(0.0)	I	
I		I		I		I		I		I		I	
I		I	ARM B	I	0.877	I	0.000	I	0.092	I	0.031	I	
I		I		I	420.0	I	0.0	I	44.0	I	15.0	I	
I		I		I	(2.7)	I	(0.0)	I	(6.8)	I	(0.0)	I	
I		I		I		I		I		I		I	
I		I	ARM C	I	0.888	I	0.086	I	0.000	I	0.026	I	
I		I		I	380.0	I	37.0	I	0.0	I	11.0	I	
I		I		I	(1.6)	I	(2.7)	I	(0.0)	I	(0.0)	I	
I		I		I		I		I		I		I	
I		I	ARM D	I	0.279	I	0.397	I	0.324	I	0.000	I	
I		I		I	19.0	I	27.0	I	22.0	I	0.0	I	
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I	
I		I		I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

	T70
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I	
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I	
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN)	
-	-
I 07.45-08.00	I
I ARM A 11.76 34.53 0.340 - - - 0.0 0.5 7.6 - 0.044 I	I
I ARM B 6.01 25.04 0.240 - - - 0.0 0.3 4.6 - 0.052 I	I
I ARM C 5.37 11.98 0.448 - - - 0.0 0.8 11.3 - 0.149 I	I
I ARM D 0.85 10.88 0.078 - - - 0.0 0.1 1.2 - 0.100 I	I
I	I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	14.04	34.37	0.408	- -	-	0.5	10.1	-	0.049
ARM B	7.18	24.25	0.296	- -	-	0.3	6.2	-	0.059
ARM C	6.41	11.48	0.559	- -	-	0.8	17.5	-	0.195
ARM D	1.02	9.82	0.104	- -	-	0.1	1.7	-	0.114

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	17.19	34.15	0.503	- -	-	0.7	14.8	-	0.059
ARM B	8.79	23.18	0.379	- -	-	0.4	8.9	-	0.069
ARM C	7.85	10.80	0.727	- -	-	1.2	33.6	-	0.321
ARM D	1.25	8.41	0.148	- -	-	0.1	2.5	-	0.139

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	17.19	34.15	0.504	- -	-	1.0	15.1	-	0.059
ARM B	8.79	23.17	0.379	- -	-	0.6	9.1	-	0.069
ARM C	7.85	10.80	0.728	- -	-	2.5	38.0	-	0.338
ARM D	1.25	8.37	0.149	- -	-	0.2	2.6	-	0.140

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	14.04	34.36	0.409	- -	-	1.0	10.6	-	0.049
ARM B	7.18	24.24	0.296	- -	-	0.6	6.5	-	0.059
ARM C	6.41	11.47	0.559	- -	-	2.6	20.9	-	0.204
ARM D	1.02	9.76	0.104	- -	-	0.2	1.8	-	0.114

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	11.76	34.52	0.341	- -	-	0.7	7.9	-	0.044
ARM B	6.01	25.02	0.240	- -	-	0.4	4.8	-	0.053
ARM C	5.37	11.97	0.449	- -	-	1.3	13.0	-	0.153
ARM D	0.85	10.83	0.079	- -	-	0.1	1.3	-	0.100

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.5 *
08.15	0.7 *
08.30	1.0 *
08.45	1.0 *
09.00	0.7 *
09.15	0.5 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.3
08.15	0.4
08.30	0.6 *
08.45	0.6 *
09.00	0.4
09.15	0.3

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.8 *
08.15	1.2 *
08.30	2.5 **
08.45	2.6 ***
09.00	1.3 *
09.15	0.8 *

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.2
08.45	0.2
09.00	0.1
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
ARM	TOTAL DEMAND	* QUEUEING * * DELAY *	* INCLUSIVE QUEUEING * * DELAY *							
(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)					
A	1289.7	859.8	66.1	0.05	66.1	0.05				
B	659.3	439.5	40.1	0.06	40.1	0.06				
C	589.1	392.7	134.3	0.23	134.3	0.23				
D	93.6	62.4	11.2	0.12	11.2	0.12				
ALL	2631.7	1754.5	251.7	0.10	251.7	0.10				

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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RG40 3GA, UK

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\J1Ex PM rev.1.vai"
(drive-on-the-left) at 11:50:25 on Wednesday, 26 May 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

															T5	
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I INTERCEPT (PCU/MIN) I
I	ARM	A	I	4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I 0.773	I 36.195 I
I	ARM	B	I	4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I 0.669	I 29.910 I
I	ARM	C	I	2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I 0.444	I 14.743 I
I	ARM	D	I	2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I 0.494	I 16.220 I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

I ARM	I	FLOW SCALE (%)	I
I A	I	100	I
I B	I	100	I
I C	I	100	I
I D	I	100	I

TIME PERIOD BEGINS(16.45)AND ENDS(18.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: TRAFFIC

T15

		NUMBER OF MINUTES FROM START WHEN					RATE OF FLOW (VEH/MIN)							
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I
I		I		I		I		I		I		I		I
I		I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK	I	PEAK	I

I	ARM A	I	15.00	I	45.00	I	75.00	I	12.41	I	18.62	I	12.41	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	8.54	I	12.81	I	8.54	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	6.10	I	9.15	I	6.10	I
I	ARM D	I	15.00	I	45.00	I	75.00	I	0.50	I	0.75	I	0.50	I

DEMAND SET TITLE: TRAFFIC

T33

		TURNING PROPORTIONS								
		TURNING COUNTS								
		(PERCENTAGE OF H.V.S)								
TIME		FROM/TO	ARM A	ARM B	ARM C	ARM D				
16.45 - 18.15		ARM A	0.012	0.535	0.446	0.007				
			12.0	531.0	443.0	7.0				
			(0.0)	(2.5)	(0.9)	(0.0)				
		ARM B	0.855	0.003	0.051	0.091				
			584.0	2.0	35.0	62.0				
			(1.8)	(0.0)	(2.9)	(0.0)				
		ARM C	0.832	0.111	0.000	0.057				
			406.0	54.0	0.0	28.0				
			(0.5)	(1.9)	(0.0)	(0.0)				
		ARM D	0.375	0.500	0.125	0.000				
			15.0	20.0	5.0	0.0				
			(0.0)	(0.0)	(0.0)	(0.0)				

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	14.88	34.65	0.429	-	0.6	0.7	11.0	-	0.050
ARM B	10.23	24.77	0.413	-	0.5	0.7	10.3	-	0.069
ARM C	7.31	10.18	0.719	-	1.2	2.4	32.3	-	0.331
ARM D	0.60	8.33	0.072	-	0.1	0.1	1.1	-	0.129

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	18.22	34.48	0.528	-	0.7	1.1	16.3	-	0.061
ARM B	12.53	23.73	0.528	-	0.7	1.1	16.1	-	0.089
ARM C	8.95	9.17	0.976	-	2.4	9.9	105.7	-	1.005
ARM D	0.73	6.76	0.109	-	0.1	0.1	1.7	-	0.166

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	18.22	34.45	0.529	-	1.1	1.1	16.7	-	0.062
ARM B	12.53	23.73	0.528	-	1.1	1.1	16.6	-	0.089
ARM C	8.95	9.16	0.977	-	9.9	13.3	175.9	-	1.538
ARM D	0.73	6.60	0.111	-	0.1	0.1	1.8	-	0.170

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	14.88	34.58	0.430	-	1.1	0.8	11.6	-	0.051
ARM B	10.23	24.76	0.413	-	1.1	0.7	10.9	-	0.069
ARM C	7.31	10.16	0.720	-	13.3	2.8	70.4	-	0.580
ARM D	0.60	7.95	0.075	-	0.1	0.1	1.3	-	0.136

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	12.46	34.79	0.358	-	0.8	0.6	8.5	-	0.045
ARM B	8.57	25.52	0.336	-	0.7	0.5	7.8	-	0.059
ARM C	6.12	10.89	0.562	-	2.8	1.3	21.4	-	0.218
ARM D	0.50	9.53	0.053	-	0.1	0.1	0.9	-	0.111

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.6 *
17.15	0.7 *
17.30	1.1 *
17.45	1.1 *
18.00	0.8 *
18.15	0.6 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.1	*
17.45	1.1	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.2	*
17.15	2.4	**
17.30	9.9	*****
17.45	13.3	*****
18.00	2.8	***
18.15	1.3	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.1	
17.45	0.1	
18.00	0.1	
18.15	0.1	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
ARM	TOTAL DEMAND	* QUEUEING	* INCLUSIVE QUEUEING							
		DELAY	DELAY							
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)				
A	1366.8	911.2	72.4	0.05	72.4	0.05				
B	940.1	626.7	69.0	0.07	69.0	0.07				
C	671.7	447.8	422.8	0.63	422.9	0.63				
D	55.1	36.7	7.6	0.14	7.6	0.14				
ALL	3033.6	2022.4	571.8	0.19	571.9	0.19				

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\ARCADY\2015\J1 2015 AM rev.1.vai"
(drive-on-the-left) at 10:30:57 on Monday, 14 June 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

															T5	
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I INTERCEPT (PCU/MIN) I
I	ARM	A	I	4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I	36.195 I
I	ARM	B	I	4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I	29.910 I
I	ARM	C	I	2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I	14.743 I
I	ARM	D	I	2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I	16.220 I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

```

-----
I ARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I
-----

```

TIME PERIOD BEGINS(07.45)AND ENDS(09.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: Traffic

T15

```

-----
I NUMBER OF MINUTES FROM START WHEN I RATE OF FLOW (VEH/MIN) I
I ARM I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER I
I I I I I I I I I I
I I TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK I
-----
I ARM A I 15.00 I 45.00 I 75.00 I 13.09 I 19.63 I 13.09 I
I ARM B I 15.00 I 45.00 I 75.00 I 6.69 I 10.03 I 6.69 I
I ARM C I 15.00 I 45.00 I 75.00 I 5.96 I 8.94 I 5.96 I
I ARM D I 15.00 I 45.00 I 75.00 I 0.95 I 1.42 I 0.95 I
-----

```

DEMAND SET TITLE: Traffic

T33

```

-----
I TURNING PROPORTIONS I
I TURNING COUNTS I
I (PERCENTAGE OF H.V.S) I
I
I TIME I FROM/TO I ARM A I ARM B I ARM C I ARM D I
-----
I 07.45 - 09.15 I I I I I I
I I ARM A I 0.011 I 0.501 I 0.481 I 0.006 I
I I I 12.0 I 525.0 I 504.0 I 6.0 I
I I I ( 0.0) I ( 4.1) I ( 0.7) I ( 0.0) I
I I I I I I
I I ARM B I 0.877 I 0.000 I 0.092 I 0.032 I
I I I 469.0 I 0.0 I 49.0 I 17.0 I
I I I ( 2.7) I ( 0.0) I ( 6.8) I ( 0.0) I
I I I I I I
I I ARM C I 0.889 I 0.086 I 0.000 I 0.025 I
I I I 424.0 I 41.0 I 0.0 I 12.0 I
I I I ( 1.6) I ( 2.7) I ( 0.0) I ( 0.0) I
I I I I I I
I I ARM D I 0.276 I 0.395 I 0.329 I 0.000 I
I I I 21.0 I 30.0 I 25.0 I 0.0 I
I I I ( 0.0) I ( 0.0) I ( 0.0) I ( 0.0) I
I I I I I I
-----

```

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

```

-----
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 07.45-08.00 I
I ARM A 13.14 34.44 0.381 - - - 0.0 0.6 9.0 - 0.047 I
I ARM B 6.71 24.57 0.273 - - - 0.0 0.4 5.5 - 0.056 I
I ARM C 5.99 11.68 0.512 - - - 0.0 1.0 14.4 - 0.171 I
I ARM D 0.95 10.27 0.093 - - - 0.0 0.1 1.5 - 0.107 I
I I
-----

```

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I	
I											I	
I											I	
I											I	
I	08.00-08.15										I	
I	ARM A	15.69	34.26	0.458	- -	-	0.6	0.8	12.4	-	0.054	I
I	ARM B	8.02	23.69	0.338	- -	-	0.4	0.5	7.5	-	0.064	I
I	ARM C	7.15	11.12	0.642	- -	-	1.0	1.7	24.1	-	0.245	I
I	ARM D	1.14	9.09	0.125	- -	-	0.1	0.1	2.1	-	0.126	I
I											I	

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	19.21	34.02	0.565	- -	-	0.8	1.3	18.8	0.067
ARM B	9.82	22.49	0.437	- -	-	0.5	0.8	11.2	0.079
ARM C	8.75	10.37	0.844	- -	-	1.7	4.5	56.1	0.510
ARM D	1.39	7.56	0.185	- -	-	0.1	0.2	3.2	0.162

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I											I
I											I
I	08.30-08.45										I
I	ARM A	19.21	34.01	0.565	- -	1.3	1.3	19.3	-	0.068	I
I	ARM B	9.82	22.48	0.437	- -	0.8	0.8	11.6	-	0.079	I
I	ARM C	8.75	10.36	0.845	- -	4.5	4.9	70.5	-	0.592	I
I	ARM D	1.39	7.47	0.187	- -	0.2	0.2	3.4	-	0.165	I
I											I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	15.69	34.24	0.458	- -	-	1.3	0.9	13.1	0.054
ARM B	8.02	23.67	0.339	- -	-	0.8	0.5	7.9	0.064
ARM C	7.15	11.11	0.643	- -	-	4.9	1.9	32.0	0.278
ARM D	1.14	8.96	0.127	- -	-	0.2	0.1	2.3	0.128

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.14	34.43	0.382	- -	-	0.9	0.6	9.5	0.047
ARM B	6.71	24.55	0.273	- -	-	0.5	0.4	5.8	0.056
ARM C	5.99	11.67	0.513	- -	-	1.9	1.1	17.1	0.179
ARM D	0.95	10.20	0.094	- -	-	0.1	0.1	1.6	0.108

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.6 *
08.15	0.8 *
08.30	1.3 *
08.45	1.3 *
09.00	0.9 *
09.15	0.6 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.4
08.15	0.5 *
08.30	0.8 *
08.45	0.8 *
09.00	0.5 *
09.15	0.4

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	1.0 *
08.15	1.7 **
08.30	4.5 ****
08.45	4.9 *****
09.00	1.9 **
09.15	1.1 *

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.1
08.15	0.1
08.30	0.2
08.45	0.2
09.00	0.1
09.15	0.1

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
ARM	TOTAL DEMAND	* QUEUEING *	* INCLUSIVE QUEUEING *							
		DELAY								
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)				
A	1441.1	960.7	82.0	0.06	82.0	0.06				
B	736.4	490.9	49.4	0.07	49.4	0.07				
C	656.6	437.7	214.3	0.33	214.3	0.33				
D	104.6	69.7	14.1	0.13	14.1	0.13				
ALL	2938.7	1959.1	359.7	0.12	359.8	0.12				

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\ARCADY\2015\J1 2015 PM rev.1.vai"
(drive-on-the-left) at 10:29:27 on Monday, 14 June 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I	0.773	I	36.195	I
I	ARM B	I	4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I	0.669	I	29.910	I
I	ARM C	I	2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I	0.444	I	14.743	I
I	ARM D	I	2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I	0.494	I	16.220	I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

```

-----
I ARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I
-----

```

TIME PERIOD BEGINS(16.45)AND ENDS(18.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: TRAFFIC

T15

```

-----
I NUMBER OF MINUTES FROM START WHEN I RATE OF FLOW (VEH/MIN) I
I ARM I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER I
I I I I I I I I I I
I I TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK I
-----
I ARM A I 15.00 I 45.00 I 75.00 I 13.89 I 20.83 I 13.89 I
I ARM B I 15.00 I 45.00 I 75.00 I 9.51 I 14.27 I 9.51 I
I ARM C I 15.00 I 45.00 I 75.00 I 6.80 I 10.20 I 6.80 I
I ARM D I 15.00 I 45.00 I 75.00 I 0.56 I 0.84 I 0.56 I
-----

```

DEMAND SET TITLE: TRAFFIC

T33

```

-----
I TURNING PROPORTIONS I
I TURNING COUNTS I
I (PERCENTAGE OF H.V.S) I
-----
I TIME I FROM/TO I ARM A I ARM B I ARM C I ARM D I
-----
I 16.45 - 18.15 I I I I I I
I I ARM A I 0.015 I 0.533 I 0.445 I 0.007 I
I I I 17.0 I 592.0 I 494.0 I 8.0 I
I I I ( 0.0)I ( 2.5)I ( 0.9)I ( 0.0)I
I I I I I I
I I ARM B I 0.855 I 0.003 I 0.051 I 0.091 I
I I I 651.0 I 2.0 I 39.0 I 69.0 I
I I I ( 1.8)I ( 0.0)I ( 2.9)I ( 0.0)I
I I I I I I
I I ARM C I 0.833 I 0.110 I 0.000 I 0.057 I
I I I 453.0 I 60.0 I 0.0 I 31.0 I
I I I ( 0.5)I ( 1.9)I ( 0.0)I ( 0.0)I
I I I I I I
I I ARM D I 0.378 I 0.489 I 0.133 I 0.000 I
I I I 17.0 I 22.0 I 6.0 I 0.0 I
I I I ( 0.0)I ( 0.0)I ( 0.0)I ( 0.0)I
I I I I I I
-----

```

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

```

-----
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 16.45-17.00 I
I ARM A 13.94 34.72 0.401 - - - 0.0 0.7 9.8 - 0.048 I
I ARM B 9.55 25.06 0.381 - - - 0.0 0.6 8.9 - 0.064 I
I ARM C 6.83 10.47 0.652 - - - 0.0 1.8 24.1 - 0.258 I
I ARM D 0.56 8.87 0.064 - - - 0.0 0.1 1.0 - 0.120 I
I I
-----

```

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.00-17.15										I
I	ARM A	16.65	34.56	0.482	- -	0.7	0.9	13.6	-	0.056	I
I	ARM B	11.40	24.20	0.471	- -	0.6	0.9	12.9	-	0.078	I
I	ARM C	8.15	9.64	0.845	- -	1.8	4.4	55.8	-	0.548	I
I	ARM D	0.67	7.44	0.091	- -	0.1	0.1	1.4	-	0.148	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.15-17.30										I
I	ARM A	20.39	34.45	0.592	- -	0.9	1.4	20.9	-	0.071	I
I	ARM B	13.96	23.03	0.606	- -	0.9	1.5	21.8	-	0.109	I
I	ARM C	9.98	8.52	1.171	- -	4.4	28.8	256.4	-	2.300	I
I	ARM D	0.83	6.13	0.135	- -	0.1	0.2	2.2	-	0.188	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.30-17.45										I
I	ARM A	20.39	34.44	0.592	- -	1.4	1.4	21.6	-	0.071	I
I	ARM B	13.96	23.02	0.607	- -	1.5	1.5	22.8	-	0.110	I
I	ARM C	9.98	8.51	1.174	- -	28.8	51.3	601.3	-	4.855	I
I	ARM D	0.83	6.06	0.136	- -	0.2	0.2	2.3	-	0.191	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	ARM A	16.65	34.43	0.483	- -	1.4	0.9	14.5	-	0.056	I
I	ARM B	11.40	24.18	0.472	- -	1.5	0.9	13.9	-	0.079	I
I	ARM C	8.15	9.61	0.848	- -	51.3	32.1	626.1	-	4.440	I
I	ARM D	0.67	6.73	0.100	- -	0.2	0.1	1.7	-	0.165	I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	ARM A	13.94	34.54	0.404	- -	0.9	0.7	10.4	-	0.049	I
I	ARM B	9.55	25.04	0.381	- -	0.9	0.6	9.5	-	0.065	I
I	ARM C	6.83	10.44	0.654	- -	32.1	2.1	169.4	-	1.183	I
I	ARM D	0.56	7.85	0.072	- -	0.1	0.1	1.2	-	0.137	I
I											I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	0.9	*
17.30	1.4	*
17.45	1.4	*
18.00	0.9	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.5	**
17.45	1.5	**
18.00	0.9	*
18.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.8	**
17.15	4.4	****
17.30	28.8	*****
17.45	51.3	*****
18.00	32.1	*****
18.15	2.1	**

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.2	
17.45	0.2	
18.00	0.1	
18.15	0.1	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
ARM	TOTAL DEMAND	* QUEUEING *	* INCLUSIVE QUEUEING *							
		DELAY								
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)				
A	1529.2	1019.5	90.7	0.06	90.7	0.06				
B	1047.5	698.3	89.9	0.09	89.9	0.09				
C	748.8	499.2	1733.1	2.31	1733.3	2.31				
D	61.9	41.3	9.9	0.16	9.9	0.16				
ALL	3387.4	2258.3	1923.6	0.57	1923.8	0.57				

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\ARCADY\2010\
J1Ex + Dev AM + 92 dwellings.vai"
(drive-on-the-left) at 11:33:08 on Tuesday, 27 July 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I	0.773	I	36.195	I
I	ARM	B	I	4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I	0.669	I	29.910	I
I	ARM	C	I	2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I	0.444	I	14.743	I
I	ARM	D	I	2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I	0.494	I	16.220	I

V = approach half-width	L = effective flare length	D = inscribed circle diameter
E = entry width	R = entry radius	PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

----- T13			
I	ARM	I FLOW SCALE(%)	I
I	A	I 100	I
I	B	I 100	I
I	C	I 100	I
I	D	I 100	I

TIME PERIOD BEGINS(07.45)AND ENDS(09.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: Traffic

----- T15									
I	ARM	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)		
I		I	I FLOW STARTS	I TOP OF PEAK	I FLOW STOPS	I	I BEFORE	I AT TOP	I AFTER
I		I	I	I	I	I	I	I	I
I		I	I TO RISE	I IS REACHED	I FALLING	I	I PEAK	I OF PEAK	I PEAK
I	ARM A	I	15.00	I 45.00	I 75.00	I	11.77	I 17.66	I 11.77
I	ARM B	I	15.00	I 45.00	I 75.00	I	6.06	I 9.09	I 6.06
I	ARM C	I	15.00	I 45.00	I 75.00	I	5.35	I 8.02	I 5.35
I	ARM D	I	15.00	I 45.00	I 75.00	I	1.23	I 1.84	I 1.23

DEMAND SET TITLE: Traffic

----- T33									
I	TURNING PROPORTIONS								I
I	TURNING COUNTS								I
I	(PERCENTAGE OF H.V.S)								I
I	-----								I
I	TIME	I	FROM/TO	I	ARM A	I	ARM B	I	ARM C
I		I		I		I		I	ARM D
I	07.45 - 09.15	I		I		I		I	
I		I	ARM A	I	0.012	I	0.499	I	0.011
I		I		I	11.0	I	470.0	I	451.0
I		I		I	(0.0)	I	(4.1)	I	(0.7)
I		I		I		I		I	
I		I	ARM B	I	0.866	I	0.000	I	0.091
I		I		I	420.0	I	0.0	I	44.0
I		I		I	(2.7)	I	(0.0)	I	(6.8)
I		I		I		I		I	
I		I	ARM C	I	0.888	I	0.086	I	0.000
I		I		I	380.0	I	37.0	I	0.0
I		I		I	(1.6)	I	(2.7)	I	(0.0)
I		I		I		I		I	
I		I	ARM D	I	0.337	I	0.439	I	0.224
I		I		I	33.0	I	43.0	I	22.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
ARM A	11.82	34.39	0.344	- -	-	0.0	0.5	7.7	0.044
ARM B	6.09	25.01	0.243	- -	-	0.0	0.3	4.7	0.053
ARM C	5.37	11.92	0.451	- -	-	0.0	0.8	11.4	0.150
ARM D	1.23	10.88	0.113	- -	-	0.0	0.1	1.8	0.103

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	14.11	34.19	0.413	- -	-	0.5	0.7	10.3	0.050
ARM B	7.27	24.21	0.300	- -	-	0.3	0.4	6.3	0.059
ARM C	6.41	11.41	0.562	- -	-	0.8	1.2	17.8	0.198
ARM D	1.47	9.82	0.149	- -	-	0.1	0.2	2.6	0.120

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	17.29	33.94	0.509	- -	-	0.7	1.0	15.1	0.060
ARM B	8.90	23.13	0.385	- -	-	0.4	0.6	9.1	0.070
ARM C	7.85	10.71	0.733	- -	-	1.2	2.5	34.4	0.329
ARM D	1.80	8.41	0.214	- -	-	0.2	0.3	3.9	0.151

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	17.29	33.93	0.509	- -	-	1.0	1.0	15.5	0.060
ARM B	8.90	23.12	0.385	- -	-	0.6	0.6	9.3	0.070
ARM C	7.85	10.71	0.734	- -	-	2.5	2.6	39.0	0.347
ARM D	1.80	8.37	0.215	- -	-	0.3	0.3	4.1	0.152

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	14.11	34.18	0.413	- -	-	1.0	0.7	10.8	0.050
ARM B	7.27	24.20	0.300	- -	-	0.6	0.4	6.6	0.059
ARM C	6.41	11.40	0.563	- -	-	2.6	1.3	21.3	0.208
ARM D	1.47	9.76	0.150	- -	-	0.3	0.2	2.8	0.121

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	11.82	34.37	0.344	- -	-	0.7	0.5	8.0	0.044
ARM B	6.09	24.99	0.243	- -	-	0.4	0.3	4.9	0.053
ARM C	5.37	11.90	0.451	- -	-	1.3	0.8	13.1	0.155
ARM D	1.23	10.83	0.114	- -	-	0.2	0.1	2.0	0.104

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.5	*
08.15	0.7	*
08.30	1.0	*
08.45	1.0	*
09.00	0.7	*
09.15	0.5	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.3	
08.15	0.4	
08.30	0.6	*
08.45	0.6	*
09.00	0.4	
09.15	0.3	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.8	*
08.15	1.2	*
08.30	2.5	***
08.45	2.6	***
09.00	1.3	*
09.15	0.8	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.1	
08.15	0.2	
08.30	0.3	
08.45	0.3	
09.00	0.2	
09.15	0.1	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

----- T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I	-----							
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)

I	A	I	1296.6	I	864.4	I	67.4	I	0.05	I
I	B	I	667.6	I	445.0	I	41.0	I	0.06	I
I	C	I	589.1	I	392.7	I	137.0	I	0.23	I
I	D	I	134.9	I	89.9	I	17.1	I	0.13	I

I	ALL	I	2688.2	I	1792.1	I	262.5	I	0.10	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\ARCADY\2010\
J1Ex + Dev PM + 92 dwellings.vai"
(drive-on-the-left) at 11:33:37 on Tuesday, 27 July 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

															T5	
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I INTERCEPT (PCU/MIN) I
I	ARM	A	I 4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I	0.773	I 36.195 I
I	ARM	B	I 4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I	0.669	I 29.910 I
I	ARM	C	I 2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I	0.444	I 14.743 I
I	ARM	D	I 2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I	0.494	I 16.220 I

V = approach half-width	L = effective flare length	D = inscribed circle diameter
E = entry width	R = entry radius	PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13			
I ARM	I FLOW	SCALE (%)	I
I A	I	100	I
I B	I	100	I
I C	I	100	I
I D	I	100	I

TIME PERIOD BEGINS(16.45)AND ENDS(18.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: TRAFFIC

T15									
I	ARM	I	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	RATE OF FLOW (VEH/MIN) BEFORE AT TOP AFTER
I		I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK OF PEAK PEAK
I ARM A	I	15.00	I	45.00	I	75.00	I	12.61	I 18.92 I 12.61
I ARM B	I	15.00	I	45.00	I	75.00	I	8.73	I 13.09 I 8.73
I ARM C	I	15.00	I	45.00	I	75.00	I	6.10	I 9.15 I 6.10
I ARM D	I	15.00	I	45.00	I	75.00	I	0.70	I 1.05 I 0.70

DEMAND SET TITLE: TRAFFIC

T33												
		TURNING PROPORTIONS								I		
		TURNING COUNTS								I		
		(PERCENTAGE OF H.V.S)								I		
										I		
TIME		I	FROM/TO	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I
I	16.45 - 18.15	I		I		I		I		I		I
I		I	ARM A	I	0.015	I	0.526	I	0.439	I	0.020	I
I		I		I	15.0	I	531.0	I	443.0	I	20.0	I
I		I		I	(0.0)	I	(2.5)	I	(0.9)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM B	I	0.837	I	0.003	I	0.050	I	0.110	I
I		I		I	584.0	I	2.0	I	35.0	I	77.0	I
I		I		I	(1.8)	I	(0.0)	I	(2.9)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM C	I	0.832	I	0.111	I	0.000	I	0.057	I
I		I		I	406.0	I	54.0	I	0.0	I	28.0	I
I		I		I	(0.5)	I	(1.9)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM D	I	0.393	I	0.518	I	0.089	I	0.000	I
I		I		I	22.0	I	29.0	I	5.0	I	0.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	
I	18.00-18.15										I
I	ARM A	12.66	34.71	0.365	- -	0.8	0.6	8.8	-	0.045	I
I	ARM B	8.76	25.40	0.345	- -	0.7	0.5	8.1	-	0.060	I
I	ARM C	6.12	10.72	0.571	- -	3.1	1.4	22.4	-	0.228	I
I	ARM D	0.70	9.50	0.074	- -	0.1	0.1	1.2	-	0.114	I

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.8	*
17.30	1.2	*
17.45	1.2	*
18.00	0.8	*
18.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.5	*
17.15	0.7	*
17.30	1.2	*
17.45	1.2	*
18.00	0.7	*
18.15	0.5	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.3	*
17.15	2.5	***
17.30	11.7	*****
17.45	16.8	*****
18.00	3.1	***
18.15	1.4	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.2	
17.45	0.2	
18.00	0.1	
18.15	0.1	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

----- T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I	-----							
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)

I	A	I	1388.8	I	925.9	I	75.0	I	0.05	I
I	B	I	960.7	I	640.5	I	72.8	I	0.08	I
I	C	I	671.7	I	447.8	I	503.8	I	0.75	I
I	D	I	77.1	I	51.4	I	11.1	I	0.14	I

I	ALL	I	3098.3	I	2065.6	I	662.6	I	0.21	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\J12015 + Dev AM 65 dwellings.vai"
(drive-on-the-left) at 10:42:14 on Tuesday, 1 June 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

T5																		
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I
I	ARM A	I	4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I	0.773	I	36.195	I
I	ARM B	I	4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I	0.669	I	29.910	I
I	ARM C	I	2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I	0.444	I	14.743	I
I	ARM D	I	2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I	0.494	I	16.220	I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I
I	D	I	100	I

TIME PERIOD BEGINS(07.45)AND ENDS(09.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: Traffic

T15

I	ARM	I	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	RATE OF FLOW (VEH/MIN) BEFORE	I	AT TOP	I	AFTER	I
I		I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK	I	PEAK	I
I	ARM A	I	15.00	I	45.00	I	75.00	I	13.13	I	19.69	I	13.13	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	6.74	I	10.11	I	6.74	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	11.26	I	16.89	I	11.26	I
I	ARM D	I	15.00	I	45.00	I	75.00	I	1.21	I	1.82	I	1.21	I

DEMAND SET TITLE: Traffic

T33

I	TIME	I	FROM/TO	I	ARM A	I	ARM B	I	ARM C	I	ARM D	I
I	07.45 - 09.15	I		I		I		I		I		I
I		I	ARM A	I	0.011	I	0.500	I	0.480	I	0.009	I
I		I		I	12.0	I	525.0	I	504.0	I	9.0	I
I		I		I	(0.0)	I	(4.1)	I	(0.7)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM B	I	0.870	I	0.000	I	0.091	I	0.039	I
I		I		I	469.0	I	0.0	I	49.0	I	21.0	I
I		I		I	(2.7)	I	(0.0)	I	(6.8)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM C	I	0.471	I	0.046	I	0.471	I	0.013	I
I		I		I	424.0	I	41.0	I	424.0	I	12.0	I
I		I		I	(1.6)	I	(2.7)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I
I		I	ARM D	I	0.320	I	0.423	I	0.258	I	0.000	I
I		I		I	31.0	I	41.0	I	25.0	I	0.0	I
I		I		I	(0.0)	I	(0.0)	I	(0.0)	I	(0.0)	I
I		I		I		I		I		I		I

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

I	TIME	I	DEMAND (VEH/MIN)	I	CAPACITY (VEH/MIN)	I	DEMAND/CAPACITY (RFC)	I	PEDESTRIAN FLOW (PEDS/MIN)	I	START QUEUE (VEHS)	I	END QUEUE (VEHS)	I	DELAY (VEH.MIN/ TIME SEGMENT)	I	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	I	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	07.45-08.00	I		I		I		I		I		I		I		I		I		I
I	ARM A	I	13.17	I	30.58	I	0.431	I	- -	I	0.0	I	0.8	I	11.0	I	-	I	0.057	I
I	ARM B	I	6.76	I	21.30	I	0.318	I	- -	I	0.0	I	0.5	I	6.8	I	-	I	0.069	I
I	ARM C	I	11.31	I	11.73	I	0.963	I	- -	I	0.0	I	9.8	I	102.4	I	-	I	0.709	I
I	ARM D	I	1.22	I	7.94	I	0.153	I	- -	I	0.0	I	0.2	I	2.6	I	-	I	0.148	I

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
ARM A	15.73	30.28	0.520	- -	-	0.8	1.1	15.7	0.069
ARM B	8.08	20.28	0.398	- -	-	0.5	0.7	9.6	0.082
ARM C	13.50	11.17	1.209	- -	-	9.8	46.1	422.9	2.815
ARM D	1.45	7.12	0.204	- -	-	0.2	0.3	3.7	0.176

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
ARM A	19.27	30.39	0.634	- -	-	1.1	1.7	24.7	0.089
ARM B	9.89	19.28	0.513	- -	-	0.7	1.0	15.0	0.106
ARM C	16.53	10.39	1.591	- -	-	46.1	138.2	1382.4	9.049
ARM D	1.78	6.65	0.268	- -	-	0.3	0.4	5.2	0.205

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
ARM A	19.27	30.39	0.634	- -	-	1.7	1.7	25.7	0.090
ARM B	9.89	19.27	0.513	- -	-	1.0	1.0	15.7	0.106
ARM C	16.53	10.38	1.592	- -	-	138.2	230.5	2765.4	17.134
ARM D	1.78	6.64	0.268	- -	-	0.4	0.4	5.4	0.206

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
ARM A	15.73	30.25	0.520	- -	-	1.7	1.1	16.9	0.069
ARM B	8.08	20.23	0.399	- -	-	1.0	0.7	10.3	0.083
ARM C	13.50	11.15	1.211	- -	-	230.5	265.8	3721.9	22.017
ARM D	1.45	7.07	0.206	- -	-	0.4	0.3	4.1	0.179

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
ARM A	13.17	30.17	0.437	- -	-	1.1	0.8	12.0	0.059
ARM B	6.76	20.96	0.323	- -	-	0.7	0.5	7.3	0.071
ARM C	11.31	11.72	0.965	- -	-	265.8	260.3	3945.2	22.530
ARM D	1.22	7.41	0.164	- -	-	0.3	0.2	3.1	0.162

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.8 *
08.15	1.1 *
08.30	1.7 **
08.45	1.7 **
09.00	1.1 *
09.15	0.8 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.5
08.15	0.7 *
08.30	1.0 *
08.45	1.0 *
09.00	0.7 *
09.15	0.5

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	9.8
08.15	46.1
08.30	138.2
08.45	230.5
09.00	265.8
09.15	260.3

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.4
08.45	0.4
09.00	0.3
09.15	0.2

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
ARM	TOTAL DEMAND		* QUEUEING *		* INCLUSIVE QUEUEING *		* DELAY *		* DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
A	1445.2	963.5	105.9	0.07	105.9	0.07				
B	741.9	494.6	64.7	0.09	64.7	0.09				
C	1240.2	826.8	12340.2	9.95	15230.9	12.28				
D	133.5	89.0	24.0	0.18	24.0	0.18				
ALL	3560.8	2373.9	12534.8	3.52	15425.5	4.33				

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 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\J12015 + Dev PM 65 dwellings.vai"
(drive-on-the-left) at 10:48:20 on Tuesday, 1 June 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I	0.773	I	36.195	I
I	ARM	B	I	4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I	0.669	I	29.910	I
I	ARM	C	I	2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I	0.444	I	14.743	I
I	ARM	D	I	2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I	0.494	I	16.220	I

V = approach half-width L = effective flare length D = inscribed circle diameter
E = entry width R = entry radius PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13

```

-----
I ARM I FLOW SCALE(%) I
-----
I A I 100 I
I B I 100 I
I C I 100 I
I D I 100 I
-----

```

TIME PERIOD BEGINS(16.45)AND ENDS(18.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: TRAFFIC

T15

```

-----
I NUMBER OF MINUTES FROM START WHEN I RATE OF FLOW (VEH/MIN) I
I ARM I FLOW STARTS I TOP OF PEAK I FLOW STOPS I BEFORE I AT TOP I AFTER I
I I I I I I I I I I
I I TO RISE I IS REACHED I FALLING I PEAK I OF PEAK I PEAK I
-----
I ARM A I 15.00 I 45.00 I 75.00 I 14.00 I 21.00 I 14.00 I
I ARM B I 15.00 I 45.00 I 75.00 I 9.65 I 14.47 I 9.65 I
I ARM C I 15.00 I 45.00 I 75.00 I 6.80 I 10.20 I 6.80 I
I ARM D I 15.00 I 45.00 I 75.00 I 0.70 I 1.05 I 0.70 I
-----

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DEMAND SET TITLE: TRAFFIC

T33

```

-----
I TURNING PROPORTIONS I
I TURNING COUNTS I
I (PERCENTAGE OF H.V.S) I
-----
I TIME I FROM/TO I ARM A I ARM B I ARM C I ARM D I
-----
I 16.45 - 18.15 I I I I I I
I I ARM A I 0.015 I 0.529 I 0.441 I 0.015 I
I I I 17.0 I 592.0 I 494.0 I 17.0 I
I I I ( 0.0) I ( 2.5) I ( 0.9) I ( 0.0) I
I I I I I I
I I ARM B I 0.843 I 0.003 I 0.051 I 0.104 I
I I I 651.0 I 2.0 I 39.0 I 80.0 I
I I I ( 1.8) I ( 0.0) I ( 2.9) I ( 0.0) I
I I I I I I
I I ARM C I 0.833 I 0.110 I 0.000 I 0.057 I
I I I 453.0 I 60.0 I 0.0 I 31.0 I
I I I ( 0.5) I ( 1.9) I ( 0.0) I ( 0.0) I
I I I I I I
I I ARM D I 0.393 I 0.500 I 0.107 I 0.000 I
I I I 22.0 I 28.0 I 6.0 I 0.0 I
I I I ( 0.0) I ( 0.0) I ( 0.0) I ( 0.0) I
I I I I I I
-----

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QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

T70

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-----
I TIME DEMAND CAPACITY DEMAND/ PEDESTRIAN START END DELAY GEOMETRIC DELAY AVERAGE DELAY I
I (VEH/MIN) (VEH/MIN) CAPACITY FLOW QUEUE QUEUE (VEH.MIN/ (VEH.MIN/ PER ARRIVING I
I (RFC) (PEDS/MIN) (VEHS) (VEHS) TIME SEGMENT) TIME SEGMENT) VEHICLE (MIN) I
-----
I 16.45-17.00 I
I ARM A 14.05 34.67 0.405 - - - 0.0 0.7 9.9 - 0.048 I
I ARM B 9.69 24.99 0.388 - - - 0.0 0.6 9.2 - 0.065 I
I ARM C 6.83 10.36 0.659 - - - 0.0 1.8 24.7 - 0.266 I
I ARM D 0.70 8.87 0.079 - - - 0.0 0.1 1.2 - 0.122 I
I I
-----

```

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
ARM A	16.78	34.50	0.486	-	0.7	0.9	13.8	-	0.056
ARM B	11.57	24.12	0.480	-	0.6	0.9	13.3	-	0.079
ARM C	8.15	9.51	0.857	-	1.8	4.7	58.8	-	0.580
ARM D	0.84	7.45	0.113	-	0.1	0.1	1.8	-	0.151

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
ARM A	20.55	34.38	0.598	-	0.9	1.5	21.4	-	0.072
ARM B	14.17	22.93	0.618	-	0.9	1.6	22.8	-	0.113
ARM C	9.98	8.36	1.194	-	4.7	31.1	275.4	-	2.497
ARM D	1.03	6.20	0.166	-	0.1	0.2	2.8	-	0.193

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
ARM A	20.55	34.37	0.598	-	1.5	1.5	22.1	-	0.072
ARM B	14.17	22.92	0.618	-	1.6	1.6	23.9	-	0.114
ARM C	9.98	8.34	1.196	-	31.1	56.0	654.0	-	5.321
ARM D	1.03	6.14	0.167	-	0.2	0.2	3.0	-	0.196

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
ARM A	16.78	34.38	0.488	-	1.5	1.0	14.8	-	0.057
ARM B	11.57	24.10	0.480	-	1.6	0.9	14.4	-	0.080
ARM C	8.15	9.48	0.860	-	56.0	38.6	709.5	-	5.063
ARM D	0.84	6.79	0.124	-	0.2	0.1	2.2	-	0.168

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
ARM A	14.05	34.45	0.408	-	1.0	0.7	10.6	-	0.049
ARM B	9.69	24.97	0.388	-	0.9	0.6	9.8	-	0.066
ARM C	6.83	10.33	0.661	-	38.6	2.2	238.0	-	1.714
ARM D	0.70	7.65	0.092	-	0.1	0.1	1.6	-	0.144

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.7 *
17.15	0.9 *
17.30	1.5 *
17.45	1.5 *
18.00	1.0 *
18.15	0.7 *

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.6	**
17.45	1.6	**
18.00	0.9	*
18.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.8	**
17.15	4.7	*****
17.30	31.1	*****
17.45	56.0	*****
18.00	38.6	*****
18.15	2.2	**

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.2	
17.45	0.2	
18.00	0.1	
18.15	0.1	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

T75										
ARM	TOTAL DEMAND	* QUEUEING *	* INCLUSIVE QUEUEING *							
		DELAY	DELAY							
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)				
A	1541.6	1027.7	92.6	0.06	92.6	0.06				
B	1062.6	708.4	93.5	0.09	93.5	0.09				
C	748.8	499.2	1960.5	2.62	1960.7	2.62				
D	77.1	51.4	12.7	0.16	12.7	0.16				
ALL	3430.1	2286.7	2159.2	0.63	2159.5	0.63				

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD.
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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Crowthorne House	Fax: +44 (0) 1344 770356
Nine Mile Ride	Email: software@trl.co.uk
Wokingham, Berks.	Web: www.trlsoftware.co.uk
RG40 3GA, UK	

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\ARCADY\2015\
J12015 + Dev AM 92 dwellings.1.vai"
(drive-on-the-left) at 11:34:03 on Tuesday, 27 July 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I	0.773	I	36.195	I
I	ARM	B	I	4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I	0.669	I	29.910	I
I	ARM	C	I	2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I	0.444	I	14.743	I
I	ARM	D	I	2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I	0.494	I	16.220	I

V = approach half-width	L = effective flare length	D = inscribed circle diameter
E = entry width	R = entry radius	PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

----- T13			
I ARM	I FLOW	SCALE (%)	I
I A	I	100	I
I B	I	100	I
I C	I	100	I
I D	I	100	I

TIME PERIOD BEGINS (07.45) AND ENDS (09.15)

LENGTH OF TIME PERIOD - (90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: Traffic

----- T15									
I	ARM	I	NUMBER OF MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)		
I		I	FLOW STARTS	TOP OF PEAK	FLOW STOPS	I	BEFORE	AT TOP	AFTER
I		I				I			
I		I	TO RISE	IS REACHED	FALLING	I	PEAK	OF PEAK	PEAK
I ARM A	I	I	15.00	I 45.00	I 75.00	I	13.15	I 19.72	I 13.15
I ARM B	I	I	15.00	I 45.00	I 75.00	I	6.76	I 10.14	I 6.76
I ARM C	I	I	15.00	I 45.00	I 75.00	I	5.96	I 8.94	I 5.96
I ARM D	I	I	15.00	I 45.00	I 75.00	I	1.33	I 1.99	I 1.33

DEMAND SET TITLE: Traffic

----- T33									
		I	TURNING PROPORTIONS						I
		I	TURNING COUNTS						I
		I	(PERCENTAGE OF H.V.S)						I
		I	-----						I
I	TIME	I	FROM/TO	ARM A	ARM B	ARM C	ARM D	I	

I	07.45 - 09.15	I	I	I	I	I	I	I	
I		I	ARM A	I 0.011	I 0.499	I 0.479	I 0.010	I	
I		I		I 12.0	I 525.0	I 504.0	I 11.0	I	
I		I		I (0.0)	I (4.1)	I (0.7)	I (0.0)	I	
I		I		I	I	I	I	I	
I		I	ARM B	I 0.867	I 0.000	I 0.091	I 0.043	I	
I		I		I 469.0	I 0.0	I 49.0	I 23.0	I	
I		I		I (2.7)	I (0.0)	I (6.8)	I (0.0)	I	
I		I		I	I	I	I	I	
I		I	ARM C	I 0.889	I 0.086	I 0.000	I 0.025	I	
I		I		I 424.0	I 41.0	I 0.0	I 12.0	I	
I		I		I (1.6)	I (2.7)	I (0.0)	I (0.0)	I	
I		I		I	I	I	I	I	
I		I	ARM D	I 0.330	I 0.434	I 0.236	I 0.000	I	
I		I		I 35.0	I 46.0	I 25.0	I 0.0	I	
I		I		I (0.0)	I (0.0)	I (0.0)	I (0.0)	I	
I		I		I	I	I	I	I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.6	*
08.15	0.9	*
08.30	1.3	*
08.45	1.3	*
09.00	0.9	*
09.15	0.6	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.4	
08.15	0.5	*
08.30	0.8	*
08.45	0.8	*
09.00	0.5	*
09.15	0.4	

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	1.0	*
08.15	1.8	**
08.30	4.6	*****
08.45	5.1	*****
09.00	1.9	**
09.15	1.1	*

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
08.00	0.1	
08.15	0.2	
08.30	0.3	
08.45	0.3	
09.00	0.2	
09.15	0.2	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

----- T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I	-----							
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)

I	A	I	1448.0	I	965.3	I	83.7	I	0.06	I
I	B	I	744.6	I	496.4	I	50.5	I	0.07	I
I	C	I	656.6	I	437.7	I	220.9	I	0.34	I
I	D	I	145.9	I	97.3	I	21.0	I	0.14	I

I	ALL	I	2995.1	I	1996.7	I	376.1	I	0.13	I

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END OF JOB

===== end of file =====

A R C A D Y 6

ASSESSMENT OF ROUNDABOUT CAPACITY AND DELAY

Analysis Program: Release 5.0 (JANUARY 2009)

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IN NO WAY RELIEVED OF THEIR RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"m:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\ARCADY\2015\
J12015 + Dev PM 92 dwellings.vai"
(drive-on-the-left) at 11:34:29 on Tuesday, 27 July 2010

FILE PROPERTIES

RUN TITLE: 3356
LOCATION:
DATE: 10/02/10
CLIENT:
ENUMERATOR:
JOB NUMBER:
STATUS:
DESCRIPTION:

INPUT DATA

ARM A - Bedhampton Road
ARM B - Bedhampton Hill
ARM C - Portsdown Hill
ARM D - Maylands Road

GEOMETRIC DATA

T5																			
I	ARM	I	V (M)	I	E (M)	I	L (M)	I	R (M)	I	D (M)	I	PHI (DEG)	I	SLOPE	I	INTERCEPT (PCU/MIN)	I	
I	ARM	A	I	4.30	I	7.30	I	45.00	I	15.00	I	30.00	I	8.5	I	0.773	I	36.195	I
I	ARM	B	I	4.50	I	7.70	I	10.00	I	20.00	I	30.00	I	37.5	I	0.669	I	29.910	I
I	ARM	C	I	2.80	I	4.80	I	3.00	I	7.50	I	30.00	I	50.0	I	0.444	I	14.743	I
I	ARM	D	I	2.80	I	4.30	I	3.00	I	10.00	I	30.00	I	30.0	I	0.494	I	16.220	I

V = approach half-width	L = effective flare length	D = inscribed circle diameter
E = entry width	R = entry radius	PHI = entry angle

WARNING ARM A Effective flare length is outside normal range.
Treat capacities with increasing caution.

TRAFFIC DEMAND DATA

Only sets included in the current run are shown

SCALING FACTORS

T13			
I ARM	I FLOW	SCALE (%)	I
I A	I	100	I
I B	I	100	I
I C	I	100	I
I D	I	100	I

TIME PERIOD BEGINS(16.45)AND ENDS(18.15)

LENGTH OF TIME PERIOD -(90) MINUTES

LENGTH OF TIME SEGMENT - (15) MINUTES

DEMAND FLOW PROFILES ARE SYNTHESISED FROM THE TURNING COUNT DATA

DEMAND SET TITLE: TRAFFIC

T15									
I	ARM	I	NUMBER OF MINUTES FROM START WHEN FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	RATE OF FLOW (VEH/MIN) BEFORE
I		I		I		I		I	AT TOP
I		I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK
I		I		I		I		I	OF PEAK
I		I		I		I		I	PEAK
I ARM A	I	I	15.00	I	45.00	I	75.00	I	14.05
I ARM B	I	I	15.00	I	45.00	I	75.00	I	9.70
I ARM C	I	I	15.00	I	45.00	I	75.00	I	6.80
I ARM D	I	I	15.00	I	45.00	I	75.00	I	0.76

DEMAND SET TITLE: TRAFFIC

T33									
I	TURNING PROPORTIONS								I
I	TURNING COUNTS								I
I	(PERCENTAGE OF H.V.S)								I
I									I
I	TIME	I	FROM/TO	I	ARM A	I	ARM B	I	ARM C
I		I		I		I		I	ARM D
I	16.45 - 18.15	I		I		I		I	
I		I	ARM A	I	0.015	I	0.527	I	0.440
I		I		I	17.0	I	592.0	I	494.0
I		I		I	(0.0)	I	(2.5)	I	(0.9)
I		I		I		I		I	
I		I	ARM B	I	0.839	I	0.003	I	0.050
I		I		I	651.0	I	2.0	I	39.0
I		I		I	(1.8)	I	(0.0)	I	(2.9)
I		I		I		I		I	
I		I	ARM C	I	0.833	I	0.110	I	0.000
I		I		I	453.0	I	60.0	I	0.0
I		I		I	(0.5)	I	(1.9)	I	(0.0)
I		I		I		I		I	
I		I	ARM D	I	0.393	I	0.508	I	0.098
I		I		I	24.0	I	31.0	I	6.0
I		I		I	(0.0)	I	(0.0)	I	(0.0)
I		I		I		I		I	

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	
I	18.00-18.15										
I	ARM A	14.10	34.41	0.410	- -	1.0	0.7	10.7	-	0.049	
I	ARM B	9.74	24.94	0.390	- -	0.9	0.6	9.9	-	0.066	
I	ARM C	6.83	10.28	0.664	- -	41.2	2.3	270.5	-	1.958	
I	ARM D	0.77	7.57	0.101	- -	0.2	0.1	1.8	-	0.147	

QUEUE AT ARM A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.7	*
17.15	0.9	*
17.30	1.5	*
17.45	1.5	*
18.00	1.0	*
18.15	0.7	*

QUEUE AT ARM B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.6	*
17.15	0.9	*
17.30	1.6	**
17.45	1.6	**
18.00	0.9	*
18.15	0.6	*

QUEUE AT ARM C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	1.9	**
17.15	4.9	*****
17.30	32.1	*****
17.45	57.9	*****
18.00	41.2	*****
18.15	2.3	**

QUEUE AT ARM D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
17.00	0.1	
17.15	0.1	
17.30	0.2	
17.45	0.2	
18.00	0.2	
18.15	0.1	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

----- T75										
I	ARM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		I
I		I		I	* DELAY *	I	* DELAY *	I		I
I		I	-----							
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)

I	A	I	1547.1	I	1031.4	I	93.5	I	0.06	I
I	B	I	1068.1	I	712.1	I	94.9	I	0.09	I
I	C	I	748.8	I	499.2	I	2057.7	I	2.75	I
I	D	I	84.0	I	56.0	I	14.0	I	0.17	I

I	ALL	I	3447.9	I	2298.6	I	2260.0	I	0.66	I

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* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

===== end of file =====

**Bedhampton Rd /Bedhampton Hill Roundabout
Junction Testing**

2010 EXISTING -AM PEAK		Bedhampton	Bedhampton	Portsmouth	Maylands
Time Period		Road	Hill	Hill	Drive
Ending					
800	RFC's	0.34	0.24	0.448	0.078
	Veh Queues	0.5	0.3	0.8	0.1
815	RFC's	0.408	0.296	0.559	0.104
	Veh Queues	0.7	0.4	1.2	0.1
830	RFC's	0.503	0.379	0.727	0.148
	Veh Queues	1	0.6	2.5	0.2
845	RFC's	0.504	0.379	0.728	0.149
	Veh Queues	1	0.6	2.6	0.2
900	RFC's	0.409	0.296	0.559	0.104
	Veh Queues	0.7	0.4	1.3	0.1
915	RFC's	0.341	0.24	0.449	0.079
	Veh Queues	0.5	0.3	0.8	0.1

2010 EXISTING -PM PEAK		Bedhampton	Bedhampton	Portsmouth	Maylands
Time Period		Road	Hill	Hill	Drive
Ending					
1700	RFC's	0.358	0.336	0.561	0.052
	Veh Queues	0.6	0.5	1.2	0.1
1715	RFC's	0.429	0.413	0.719	0.072
	Veh Queues	0.7	0.7	2.4	0.1
1730	RFC's	0.528	0.528	0.976	0.109
	Veh Queues	1.1	1.1	9.9	0.1
1745	RFC's	0.529	0.528	0.977	0.111
	Veh Queues	1.1	1.1	13.3	0.1
1800	RFC's	0.43	0.413	0.72	0.075
	Veh Queues	0.8	0.7	2.8	0.1
1815	RFC's	0.358	0.336	0.562	0.053
	Veh Queues	0.6	0.5	1.3	0.1

**Bedhampton Rd /Bedhampton Hill Roundabout
Junction Testing**

2010 EXISTING + 92 DWELLINGS -AM PEAK

Time Period Ending		Bedhampton Road	Bedhampton Hill	Portsdown Hill	Maylands Drive
800	RFC's	0.344	0.243	0.451	0.113
	Veh Queues	0.5	0.3	0.8	0.1
815	RFC's	0.413	0.3	0.562	0.149
	Veh Queues	0.7	0.4	1.2	0.2
830	RFC's	0.509	0.385	0.733	0.214
	Veh Queues	1	0.6	2.5	0.3
845	RFC's	0.509	0.385	0.734	0.215
	Veh Queues	1	0.6	2.5	0.3
900	RFC's	0.413	0.3	0.563	0.15
	Veh Queues	0.7	0.4	1.3	0.2
915	RFC's	0.344	0.243	0.451	0.114
	Veh Queues	0.5	0.3	0.8	0.1

2010 EXISTING + 92 DWELLINGS -PM PEAK

Time Period Ending		Bedhampton Road	Bedhampton Hill	Portsdown Hill	Maylands Drive
1700	RFC's	0.365	0.345	0.57	0.074
	Veh Queues	0.6	0.5	1.3	0.1
1715	RFC's	0.437	0.425	0.733	0.103
	Veh Queues	0.8	0.7	2.5	0.1
1730	RFC's	0.539	0.544	1.003	0.154
	Veh Queues	1.2	1.2	11.7	0.2
1745	RFC's	0.539	0.544	1.005	0.158
	Veh Queues	1.2	1.2	16.8	0.2
1800	RFC's	0.439	0.425	0.735	0.109
	Veh Queues	0.8	0.7	3.1	0.1
1815	RFC's	0.365	0.345	0.571	0.075
	Veh Queues	0.6	0.5	1.4	0.1

**Bedhampton Rd /Bedhampton Hill Roundabout
Junction Testing**

2010 EXISTING + 65 DWELLINGS -AM PEAK

Time Period Ending		Bedhampton Road	Bedhampton Hill	Portsdown Hill	Maylands Drive
800	RFC's	0.343	0.242	0.45	0.103
	Veh Queues	0.5	0.3	0.8	0.1
815	RFC's	0.412	0.299	0.561	0.136
	Veh Queues	0.7	0.4	1.2	0.2
830	RFC's	0.508	0.383	0.731	0.194
	Veh Queues	1	0.6	2.5	0.2
845	RFC's	0.508	0.383	0.732	0.195
	Veh Queues	1	0.6	2.6	0.2
900	RFC's	0.412	0.299	0.562	0.137
	Veh Queues	0.7	0.4	1.3	0.2
915	RFC's	0.343	0.242	0.45	0.103
	Veh Queues	0.5	0.3	0.8	0.1

2010 EXISTING + 65 DWELLINGS -PM PEAK

Time Period Ending		Bedhampton Road	Bedhampton Hill	Portsdown Hill	Maylands Drive
1700	RFC's	0.366	0.345	0.575	0.067
	Veh Queues	0.6	0.5	1.3	0.1
1715	RFC's	0.439	0.425	0.739	0.093
	Veh Queues	0.8	0.7	2.6	0.1
1730	RFC's	0.54	0.544	1.01	0.014
	Veh Queues	1.2	1.2	12.2	0.2
1745	RFC's	0.54	0.544	1.011	0.143
	Veh Queues	1.2	1.2	17.7	0.2
1800	RFC's	0.44	0.425	0.74	0.099
	Veh Queues	0.8	0.7	3.2	0.1
1815	RFC's	0.366	0.345	0.576	0.068
	Veh Queues	0.6	0.5	1.4	0.1

**Bedhampton Rd /Bedhampton Hill Roundabout
Junction Testing**

2015 GROWTH -AM PEAK		Bedhampton	Bedhampton	Portsmouth	Maylands
Time Period		Road	Hill	Hill	Drive
Ending					
800	RFC's	0.381	0.273	0.512	0.093
	Veh Queues	0.6	0.4	1	0.1
815	RFC's	0.458	0.338	0.642	0.12
	Veh Queues	0.8	0.5	1.7	0.1
830	RFC's	0.565	0.437	0.844	0.185
	Veh Queues	1.3	0.8	4.5	0.2
845	RFC's	0.565	0.437	0.845	0.187
	Veh Queues	1.3	0.8	4.9	0.2
900	RFC's	0.458	0.339	0.643	0.127
	Veh Queues	0.9	0.5	1.9	0.1
915	RFC's	0.382	0.273	0.513	0.094
	Veh Queues	0.6	0.4	1.1	0.1

2015 GROWTH -PM PEAK		Bedhampton	Bedhampton	Portsmouth	Maylands
Time Period		Road	Hill	Hill	Drive
Ending					
1700	RFC's	0.401	0.381	0.652	0.064
	Veh Queues	0.7	0.6	1.8	0.1
1715	RFC's	0.481	0.471	0.845	0.091
	Veh Queues	0.9	0.9	4.4	0.1
1730	RFC's	0.591	0.606	1.171	0.135
	Veh Queues	1.4	1.5	28.8	0.2
1745	RFC's	0.591	0.606	1.174	0.136
	Veh Queues	1.4	1.5	51.3	0.2
1800	RFC's	0.483	0.471	0.848	0.1
	Veh Queues	0.9	0.9	32.1	0.1
1815	RFC's	0.403	0.381	0.654	0.072
	Veh Queues	0.7	0.6	2.1	0.1

**Bedhampton Rd /Bedhampton Hill Roundabout
Junction Testing**

2015 GROWTH + 65 DWELLINGS -AM PEAK

Time Period Ending		Bedhampton Road	Bedhampton Hill	Portsdown Hill	Maylands Drive
800	RFC's	0.431	0.315	0.963	0.153
	Veh Queues	0.8	0.5	9.8	0.2
815	RFC's	0.52	0.398	1.209	0.204
	Veh Queues	1.1	0.7	46.1	0.3
830	RFC's	0.634	0.513	1.591	0.268
	Veh Queues	1.7	1	138.2	0.4
845	RFC's	0.634	0.513	1.592	0.268
	Veh Queues	1.7	1	230.5	0.4
900	RFC's	0.52	0.399	1.211	0.206
	Veh Queues	1.1	0.7	265.8	0.3
915	RFC's	0.437	0.323	0.965	0.164
	Veh Queues	0.8	0.5	260.3	0.2

2015 GROWTH + 65 DWELLINGS -PM PEAK

Time Period Ending		Bedhampton Road	Bedhampton Hill	Portsdown Hill	Maylands Drive
1700	RFC's	0.405	0.388	0.659	0.079
	Veh Queues	0.7	0.6	1.8	0.1
1715	RFC's	0.486	0.48	0.857	0.113
	Veh Queues	0.9	0.9	4.7	0.1
1730	RFC's	0.598	0.618	1.194	0.166
	Veh Queues	1.5	1.6	31.1	0.2
1745	RFC's	0.598	0.618	1.196	0.167
	Veh Queues	1.5	1.6	56	0.2
1800	RFC's	0.488	0.48	0.86	0.124
	Veh Queues	1	0.9	38.6	0.1
1815	RFC's	0.408	0.388	0.661	0.092
	Veh Queues	0.7	0.6	2.2	0.1

**Bedhampton Rd /Bedhampton Hill Roundabout
Junction Testing**

2015 GROWTH + 92 DWELLINGS -AM PEAK

Time Period Ending		Bedhampton Road	Bedhampton Hill	Portsdown Hill	Maylands Drive
800	RFC's	0.385	0.277	0.515	0.129
	Veh Queues	0.6	0.4	1	0.1
815	RFC's	0.463	0.343	0.347	0.175
	Veh Queues	0.9	0.5	1.8	0.2
830	RFC's	0.571	0.442	0.852	0.257
	Veh Queues	1.3	0.8	4.6	0.3
845	RFC's	0.571	0.443	0.852	0.26
	Veh Queues	1.3	0.8	5.1	0.3
900	RFC's	0.463	0.343	0.347	0.177
	Veh Queues	0.9	0.5	1.9	0.2
915	RFC's	0.385	0.277	0.516	0.13
	Veh Queues	0.6	0.4	1.1	0.2

2015 GROWTH + 92 DWELLINGS -PM PEAK

Time Period Ending		Bedhampton Road	Bedhampton Hill	Portsdown Hill	Maylands Drive
1700	RFC's	0.407	0.39	0.662	0.086
	Veh Queues	0.7	0.6	1.9	0.1
1715	RFC's	0.489	0.483	0.862	0.123
	Veh Queues	0.9	0.9	4.9	0.1
1730	RFC's	0.601	0.622	1.203	0.18
	Veh Queues	1.5	1.6	32.1	0.2
1745	RFC's	0.601	0.623	1.206	0.182
	Veh Queues	1.5	1.6	57.9	0.2
1800	RFC's	0.49	0.483	0.865	0.134
	Veh Queues	1	0.9	41.2	0.2
1815	RFC's	0.41	0.39	0.664	0.101
	Veh Queues	0.7	0.6	2.3	0.1

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

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Run with file:-

"M:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\PICADY\
Sface Lane + Hulbert Rd. 2010 AM.vpi"
(drive-on-the-left) at 13:44:39 on Friday, 4 June 2010

RUN INFORMATION

RUN TITLE : Scatchface Lane / Hulbert Road
LOCATION : Havant
DATE : 03/06/10
CLIENT :
ENUMERATOR : njt [SMA546]
JOB NUMBER : 3356
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Hulbert Road (S)
ARM B IS Scratchface Lane
ARM C IS Hulbert Road (N)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

		NUMBER OF MINUTES FROM START WHEN			RATE OF FLOW (VEH/MIN)		
ARM		FLOW STARTS	TOP OF PEAK	FLOW STOPS	BEFORE	AT TOP	AFTER
		TO RISE	IS REACHED	FALLING	PEAK	OF PEAK	PEAK
		I	I	I	I	I	I
I	ARM A	I 15.00	I 45.00	I 75.00	I 2.89	I 4.33	I 2.89
I	ARM B	I 15.00	I 45.00	I 75.00	I 1.44	I 2.16	I 1.44
I	ARM C	I 15.00	I 45.00	I 75.00	I 4.26	I 6.39	I 4.26

Demand set: Scartchface Lane / Hulbert Road

TIME	TURNING PROPORTIONS							
	TURNING COUNTS							
	(PERCENTAGE OF H.V.S)							
	FROM/TO	ARM	A	ARM	B	ARM	C	
07.45 - 08.00	ARM A	I	0.000	I	0.208	I	0.792	I
		I	0.0	I	48.0	I	183.0	I
		I	(0.0)	I	(4.2)	I	(3.3)	I
		I		I		I		I
	ARM B	I	0.887	I	0.000	I	0.113	I
		I	102.0	I	0.0	I	13.0	I
		I	(2.0)	I	(0.0)	I	(0.0)	I
		I		I		I		I
	ARM C	I	0.994	I	0.006	I	0.000	I
		I	339.0	I	2.0	I	0.0	I
		I	(2.7)	I	(0.0)	I	(0.0)	I
		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	1.44	7.49	0.193		0.00	0.24	3.4		0.16
C-AB	0.04	12.57	0.003		0.00	0.00	0.0		0.08
C-A	4.24								
A-B	0.60								
A-C	2.30								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	1.72	7.28	0.237		0.24	0.31	4.4		0.18
C-AB	0.05	12.98	0.004		0.00	0.00	0.1		0.08
C-A	5.06								
A-B	0.72								
A-C	2.74								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	2.11	6.99	0.302		0.31	0.42	6.1		0.20
C-AB	0.06	13.54	0.005		0.00	0.00	0.1		0.07
C-A	6.19								
A-B	0.88								
A-C	3.36								

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.30-08.45										I
I	B-AC	2.11	6.99	0.302		0.42	0.43	6.4		0.20	I
I	C-AB	0.06	13.54	0.005		0.00	0.00	0.1		0.07	I
I	C-A	6.19									I
I	A-B	0.88									I
I	A-C	3.36									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-AC	1.72	7.28	0.237		0.43	0.31	4.9		0.18	I
I	C-AB	0.05	12.98	0.004		0.00	0.00	0.1		0.08	I
I	C-A	5.06									I
I	A-B	0.72									I
I	A-C	2.74									I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-AC	1.44	7.49	0.193		0.31	0.24	3.7		0.17	I
I	C-AB	0.04	12.57	0.003		0.00	0.00	0.0		0.08	I
I	C-A	4.24									I
I	A-B	0.60									I
I	A-C	2.30									I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.4
08.45	0.4
09.00	0.3
09.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	158.3	I 105.5	I	29.0	I 0.18	I	29.0	I 0.18	I
I	C-AB	I	4.4	I 3.0	I	0.4	I 0.08	I	0.4	I 0.08	I
I	C-A	I	464.9	I 309.9	I		I	I		I	I
I	A-B	I	66.1	I 44.0	I		I	I		I	I
I	A-C	I	251.9	I 167.9	I		I	I		I	I
I	ALL	I	945.6	I 630.4	I	29.3	I 0.03	I	29.3	I 0.03	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
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Run with file:-

"M:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\PICADY\
Sface Lane + Hulbert Rd. 2010 PM.vpi"
(drive-on-the-left) at 09:46:00 on Friday, 4 June 2010

RUN INFORMATION

RUN TITLE : Scatchface Lane / Hulbert Road
LOCATION : Havant
DATE : 03/06/10
CLIENT :
ENUMERATOR : njt [SMA546]
JOB NUMBER : 3356
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Hulbert Road (S)
ARM B IS Scratchface Lane
ARM C IS Hulbert Road (N)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.46 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 90.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 31.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 35.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.13 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.38	0.23		0.09		I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	511.41	0.21		0.08		0.13	0.30	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	626.08	0.22		0.22		I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: Scartchface Lane / Hulbert Road

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I		I	NUMBER OF	MINUTES FROM START WHEN			I	RATE OF FLOW (VEH/MIN)			I			
I	ARM	I	FLOW STARTS	I	TOP OF PEAK	I	FLOW STOPS	I	BEFORE	I	AT TOP	I	AFTER	I
I		I	TO RISE	I	IS REACHED	I	FALLING	I	PEAK	I	OF PEAK	I	PEAK	I
I		I		I		I		I		I		I		I
I	ARM A	I	15.00	I	45.00	I	75.00	I	4.82	I	7.24	I	4.82	I
I	ARM B	I	15.00	I	45.00	I	75.00	I	0.80	I	1.20	I	0.80	I
I	ARM C	I	15.00	I	45.00	I	75.00	I	3.08	I	4.61	I	3.08	I

Demand set: Scartchface Lane / Hulbert Road

TIME	TURNING PROPORTIONS							
	TURNING COUNTS							
	(PERCENTAGE OF H.V.S)							
	FROM/TO	ARM	A	ARM	B	ARM	C	
16.45 - 17.00	ARM A	0.000	0.194	0.806				
		0.0	75.0	311.0				
		(0.0)	(0.0)	(0.3)				
	ARM B	0.953	0.000	0.047				
		61.0	0.0	3.0				
		(1.6)	(0.0)	(0.0)				
	ARM C	0.959	0.041	0.000				
		236.0	10.0	0.0				
		(0.0)	(0.0)	(0.0)				

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.80	7.18	0.112		0.00	0.12	1.8		0.16
C-AB	0.17	11.40	0.015		0.00	0.02	0.2		0.09
C-A	2.92								
A-B	0.94								
A-C	3.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	0.96	6.92	0.139		0.12	0.16	2.3		0.17
C-AB	0.21	11.60	0.018		0.02	0.02	0.3		0.09
C-A	3.47								
A-B	1.12								
A-C	4.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.17	6.57	0.179		0.16	0.21	3.1		0.19
C-AB	0.28	11.89	0.024		0.02	0.03	0.4		0.09
C-A	4.23								
A-B	1.38								
A-C	5.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.17	6.57	0.179		0.21	0.22	3.2		0.19
C-AB	0.28	11.89	0.024		0.03	0.03	0.4		0.09
C-A	4.23								
A-B	1.38								
A-C	5.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	0.96	6.92	0.139		0.22	0.16	2.5		0.17
C-AB	0.21	11.60	0.018		0.03	0.02	0.3		0.09
C-A	3.47								
A-B	1.12								
A-C	4.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-AC	0.80	7.18	0.112		0.16	0.13	2.0		0.16
C-AB	0.17	11.40	0.015		0.02	0.02	0.3		0.09
C-A	2.92								
A-B	0.94								
A-C	3.90								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	88.1	I 58.7	I	14.9	I 0.17	I	14.9	I 0.17	I
I	C-AB	I	19.8	I 13.2	I	2.0	I 0.10	I	2.0	I 0.10	I
I	C-A	I	318.8	I 212.5	I		I	I		I	I
I	A-B	I	103.2	I 68.8	I		I	I		I	I
I	A-C	I	428.1	I 285.4	I		I	I		I	I
I	ALL	I	958.0	I 638.7	I	17.0	I 0.02	I	17.0	I 0.02	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

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EMAIL: Software@trl.co.uk

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Run with file:-

"M:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\PICADY\
Sface Lane + Hulbert Rd. 2015 AM.vpi"
(drive-on-the-left) at 09:43:51 on Friday, 4 June 2010

RUN INFORMATION

RUN TITLE : Scatchface Lane / Hulbert Road
LOCATION : Havant
DATE : 03/06/10
CLIENT :
ENUMERATOR : njt [SMA546]
JOB NUMBER : 3356
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Hulbert Road (S)
ARM B IS Scratchface Lane
ARM C IS Hulbert Road (N)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

Demand set: Scartchface Lane / Hulbert Road

TIME	TURNING PROPORTIONS							
	TURNING COUNTS							
	(PERCENTAGE OF H.V.S)							
	FROM/TO	ARM	A	ARM	B	ARM	C	
07.45 - 08.00	ARM A	I	0.000	I	0.209	I	0.791	I
		I	0.0	I	54.0	I	204.0	I
		I	(0.0)	I	(4.2)	I	(3.3)	I
		I		I		I		I
	ARM B	I	0.884	I	0.000	I	0.116	I
		I	114.0	I	0.0	I	15.0	I
		I	(2.0)	I	(0.0)	I	(0.0)	I
		I		I		I		I
	ARM C	I	0.995	I	0.005	I	0.000	I
		I	379.0	I	2.0	I	0.0	I
		I	(2.7)	I	(0.0)	I	(0.0)	I
		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	1.62	7.38	0.219		0.00	0.28	4.0		0.17
C-AB	0.04	12.82	0.003		0.00	0.00	0.0		0.08
C-A	4.74								
A-B	0.68								
A-C	2.56								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	1.93	7.14	0.271		0.28	0.37	5.3		0.19
C-AB	0.05	13.28	0.004		0.00	0.00	0.1		0.08
C-A	5.66								
A-B	0.81								
A-C	3.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	2.37	6.81	0.348		0.37	0.52	7.5		0.22
C-AB	0.07	13.90	0.005		0.00	0.01	0.1		0.07
C-A	6.92								
A-B	0.99								
A-C	3.74								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	2.37	6.81	0.348		0.52	0.53	7.9		0.23
C-AB	0.07	13.90	0.005		0.01	0.01	0.1		0.07
C-A	6.92								
A-B	0.99								
A-C	3.74								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	1.93	7.14	0.271		0.53	0.38	5.9		0.19
C-AB	0.05	13.28	0.004		0.01	0.00	0.1		0.08
C-A	5.66								
A-B	0.81								
A-C	3.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	1.62	7.38	0.219		0.38	0.29	4.4		0.17
C-AB	0.04	12.82	0.003		0.00	0.00	0.0		0.08
C-A	4.74								
A-B	0.68								
A-C	2.56								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.3
08.15	0.4
08.30	0.5 *
08.45	0.5 *
09.00	0.4
09.15	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	177.6	I 118.4	I	34.9	I 0.20	I	34.9	I 0.20	I
I	C-AB	I	4.7	I 3.1	I	0.4	I 0.08	I	0.4	I 0.08	I
I	C-A	I	519.7	I 346.5	I		I	I		I	I
I	A-B	I	74.3	I 49.6	I		I	I		I	I
I	A-C	I	280.8	I 187.2	I		I	I		I	I
I	ALL	I	1057.1	I 704.7	I	35.3	I 0.03	I	35.3	I 0.03	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
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 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
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Run with file:-

"M:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\PICADY\
Sface Lane + Hulbert Rd. 2015 PM.vpi"
(drive-on-the-left) at 09:30:31 on Friday, 4 June 2010

RUN INFORMATION

RUN TITLE : Scatchface Lane / Hulbert Road
LOCATION : Havant
DATE : 03/06/10
CLIENT :
ENUMERATOR : njt [SMA546]
JOB NUMBER : 3356
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Hulbert Road (S)
ARM B IS Scratchface Lane
ARM C IS Hulbert Road (N)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

Demand set: Scartchface Lane / Hulbert Road

I			I	TURNING PROPORTIONS								I		
I			I	TURNING COUNTS								I		
I			I	(PERCENTAGE OF H.V.S)								I		
I				-----										I
I	TIME		I	FROM/TO	I	ARM	A	I	ARM	B	I	ARM	C	I
I	16.45 - 17.00		I		I			I			I			I
I			I	ARM	A	I	0.000	I	0.195	I	0.805	I		I
I			I			I	0.0	I	84.0	I	347.0	I		I
I			I			I	(0.0)	I	(0.0)	I	(0.3)	I		I
I			I			I		I		I		I		I
I			I	ARM	B	I	0.958	I	0.000	I	0.042	I		I
I			I			I	68.0	I	0.0	I	3.0	I		I
I			I			I	(1.6)	I	(0.0)	I	(0.0)	I		I
I			I			I		I		I		I		I
I			I	ARM	C	I	0.960	I	0.040	I	0.000	I		I
I			I			I	263.0	I	11.0	I	0.0	I		I
I			I			I	(0.0)	I	(0.0)	I	(0.0)	I		I
I			I			I		I		I		I		I

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.89	7.02	0.127		0.00	0.14	2.1		0.16
C-AB	0.19	11.52	0.017		0.00	0.02	0.3		0.09
C-A	3.25								
A-B	1.05								
A-C	4.35								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	1.06	6.73	0.158		0.14	0.19	2.7		0.18
C-AB	0.24	11.75	0.021		0.02	0.02	0.4		0.09
C-A	3.86								
A-B	1.26								
A-C	5.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.30	6.34	0.205		0.19	0.25	3.7		0.20
C-AB	0.33	12.07	0.027		0.02	0.03	0.5		0.09
C-A	4.70								
A-B	1.54								
A-C	6.37								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.30	6.34	0.205		0.25	0.26	3.8		0.20
C-AB	0.33	12.07	0.027		0.03	0.03	0.5		0.09
C-A	4.70								
A-B	1.54								
A-C	6.37								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.06	6.73	0.158		0.26	0.19	2.9		0.18
C-AB	0.24	11.75	0.021		0.03	0.03	0.4		0.09
C-A	3.86								
A-B	1.26								
A-C	5.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-AC	0.89	7.02	0.127		0.19	0.15	2.3		0.16
C-AB	0.19	11.52	0.017		0.03	0.02	0.3		0.09
C-A	3.25								
A-B	1.05								
A-C	4.35								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I	-----I								
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I		I	-----I								
I	B-AC	I	97.7	I 65.2	I	17.5	I 0.18	I	17.5	I 0.18	I
I	C-AB	I	22.8	I 15.2	I	2.4	I 0.10	I	2.4	I 0.10	I
I	C-A	I	354.4	I 236.2	I		I	I		I	I
I	A-B	I	115.6	I 77.1	I		I	I		I	I
I	A-C	I	477.6	I 318.4	I		I	I		I	I
I		I	-----I								
I	ALL	I	1068.1	I 712.1	I	19.9	I 0.02	I	19.9	I 0.02	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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Run with file:-

"M:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\PICADY\
Sface Lane + Hulbert Rd. 2010 + 92 dwellings AM.vpi"
(drive-on-the-left) at 14:29:25 on Tuesday, 27 July 2010

RUN INFORMATION

RUN TITLE : Scatchface Lane / Hulbert Road
LOCATION : Havant
DATE : 03/06/10
CLIENT :
ENUMERATOR : njt [SMA546]
JOB NUMBER : 3356
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Hulbert Road (S)
ARM B IS Scratchface Lane
ARM C IS Hulbert Road (N)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.46 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 90.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 31.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 35.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.13 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.38		0.23		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	511.41		0.21		0.08		0.13	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	626.08		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: Scartchface Lane / Hulbert Road

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	TOP OF PEAK	I
I		I	TO RISE	I	IS REACHED	I
I		I		I	FALLING	I
I		I		I	PEAK	I
I		I		I	OF PEAK	I
I		I		I	PEAK	I
I	ARM A	I	15.00	I	45.00	I
I	ARM B	I	15.00	I	45.00	I
I	ARM C	I	15.00	I	45.00	I

Demand set: Scartchface Lane / Hulbert Road

TIME	TURNING PROPORTIONS							
	TURNING COUNTS							
	(PERCENTAGE OF H.V.S)							
	FROM/TO	ARM	A	ARM	B	ARM	C	
07.45 - 08.00	ARM A		0.000		0.215		0.785	
			0.0		50.0		183.0	
			(0.0)		(4.2)		(3.3)	
	ARM B		0.856		0.000		0.144	
			107.0		0.0		18.0	
			(2.0)		(0.0)		(0.0)	
	ARM C		0.988		0.012		0.000	
			339.0		4.0		0.0	
			(2.7)		(0.0)		(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	1.57	7.56	0.208		0.00	0.26	3.7		0.17
C-AB	0.07	12.56	0.006		0.00	0.01	0.1		0.08
C-A	4.23								
A-B	0.63								
A-C	2.30								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	1.87	7.34	0.255		0.26	0.34	4.9		0.18
C-AB	0.09	12.97	0.007		0.01	0.01	0.1		0.08
C-A	5.04								
A-B	0.75								
A-C	2.74								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	2.29	7.05	0.325		0.34	0.47	6.8		0.21
C-AB	0.13	13.53	0.009		0.01	0.01	0.2		0.07
C-A	6.17								
A-B	0.92								
A-C	3.36								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	2.29	7.05	0.325		0.47	0.48	7.1		0.21
C-AB	0.13	13.54	0.009		0.01	0.01	0.2		0.07
C-A	6.17								
A-B	0.92								
A-C	3.36								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	1.87	7.34	0.255		0.48	0.35	5.4		0.18
C-AB	0.09	12.97	0.007		0.01	0.01	0.1		0.08
C-A	5.04								
A-B	0.75								
A-C	2.74								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	1.57	7.56	0.208		0.35	0.27	4.1		0.17
C-AB	0.07	12.56	0.006		0.01	0.01	0.1		0.08
C-A	4.23								
A-B	0.63								
A-C	2.30								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.3
08.15	0.3
08.30	0.5
08.45	0.5
09.00	0.3
09.15	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	172.1	I 114.7	I	32.1	I 0.19	I	32.1	I 0.19	I
I	C-AB	I	8.9	I 5.9	I	0.7	I 0.08	I	0.7	I 0.08	I
I	C-A	I	463.2	I 308.8	I		I	I		I	I
I	A-B	I	68.8	I 45.9	I		I	I		I	I
I	A-C	I	251.9	I 167.9	I		I	I		I	I
I	ALL	I	964.9	I 643.2	I	32.8	I 0.03	I	32.8	I 0.03	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

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Run with file:-

"M:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\PICADY\
Sface Lane + Hulbert Rd. 2010 + 92 dwellings PM.vpi"
(drive-on-the-left) at 14:30:32 on Tuesday, 27 July 2010

RUN INFORMATION

RUN TITLE : Scatchface Lane / Hulbert Road
LOCATION : Havant
DATE : 03/06/10
CLIENT :
ENUMERATOR : njt [SMA546]
JOB NUMBER : 3356
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Hulbert Road (S)
ARM B IS Scratchface Lane
ARM C IS Hulbert Road (N)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.46 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 90.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 31.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 35.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.13 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.38		0.23		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	511.41		0.21		0.08		0.13	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	626.08		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: Scartchface Lane / Hulbert Road

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	TOP OF PEAK	I
I		I	TO RISE	I	IS REACHED	I
I		I		I	FALLING	I
I		I		I	BEFORE	I
I		I		I	AT TOP	I
I		I		I	AFTER	I
I		I		I	PEAK	I
I		I		I	OF PEAK	I
I		I		I	PEAK	I
I	ARM A	I	15.00	I	45.00	I
I	ARM B	I	15.00	I	45.00	I
I	ARM C	I	15.00	I	45.00	I
I		I		I	75.00	I
I		I		I	4.89	I
I		I		I	7.33	I
I		I		I	4.89	I
I		I		I	0.88	I
I		I		I	1.31	I
I		I		I	0.88	I
I		I		I	3.14	I
I		I		I	4.71	I
I		I		I	3.14	I

Demand set: Scartchface Lane / Hulbert Road

		TURNING PROPORTIONS							
		TURNING COUNTS							
		(PERCENTAGE OF H.V.S)							
TIME		FROM/TO	ARM	A	ARM	B	ARM	C	
16.45 - 17.00									
	ARM A		0.000		0.205		0.795		
			0.0		80.0		311.0		
			(0.0)		(0.0)		(0.3)		
	ARM B		0.914		0.000		0.086		
			64.0		0.0		6.0		
			(1.6)		(0.0)		(0.0)		
	ARM C		0.940		0.060		0.000		
			236.0		15.0		0.0		
			(0.0)		(0.0)		(0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.88	7.24	0.121		0.00	0.14	2.0		0.16
C-AB	0.25	11.39	0.022		0.00	0.03	0.4		0.09
C-A	2.90								
A-B	1.00								
A-C	3.90								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	1.05	6.98	0.150		0.14	0.17	2.6		0.17
C-AB	0.32	11.59	0.027		0.03	0.03	0.5		0.09
C-A	3.44								
A-B	1.20								
A-C	4.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.28	6.62	0.194		0.17	0.24	3.4		0.19
C-AB	0.42	11.87	0.036		0.03	0.05	0.7		0.09
C-A	4.18								
A-B	1.47								
A-C	5.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.28	6.62	0.194		0.24	0.24	3.6		0.19
C-AB	0.42	11.87	0.036		0.05	0.05	0.7		0.09
C-A	4.18								
A-B	1.47								
A-C	5.71								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.05	6.98	0.150		0.24	0.18	2.8		0.17
C-AB	0.32	11.59	0.027		0.05	0.04	0.5		0.09
C-A	3.44								
A-B	1.20								
A-C	4.66								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-AC	0.88	7.23	0.121		0.18	0.14	2.2		0.16
C-AB	0.25	11.39	0.022		0.04	0.03	0.4		0.09
C-A	2.90								
A-B	1.00								
A-C	3.90								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	96.3	I 64.2	I	16.5	I 0.17	I	16.5	I 0.17	I
I	C-AB	I	29.8	I 19.8	I	3.3	I 0.11	I	3.3	I 0.11	I
I	C-A	I	315.7	I 210.5	I		I	I		I	I
I	A-B	I	110.1	I 73.4	I		I	I		I	I
I	A-C	I	428.1	I 285.4	I		I	I		I	I
I	ALL	I	980.0	I 653.3	I	19.8	I 0.02	I	19.8	I 0.02	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

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Run with file:-

"M:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\PICADY\
Sface Lane + Hulbert Rd. 2015 + 92 Dwellings. AM.vpi"
(drive-on-the-left) at 14:31:44 on Tuesday, 27 July 2010

RUN INFORMATION

RUN TITLE : Scatchface Lane / Hulbert Road
LOCATION : Havant
DATE : 03/06/10
CLIENT :
ENUMERATOR : njt [SMA546]
JOB NUMBER : 3356
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)

I
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Hulbert Road (S)
ARM B IS Scratchface Lane
ARM C IS Hulbert Road (N)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

Demand set: Scartchface Lane / Hulbert Road

TIME	TURNING PROPORTIONS							
	TURNING COUNTS							
	(PERCENTAGE OF H.V.S)							
	FROM/TO	ARM	A	ARM	B	ARM	C	
07.45 - 08.00	ARM A		0.000		0.215		0.785	
			0.0		56.0		204.0	
			(0.0)		(4.2)		(3.3)	
	ARM B		0.869		0.000		0.131	
			119.0		0.0		18.0	
			(2.0)		(0.0)		(0.0)	
	ARM C		0.990		0.010		0.000	
			379.0		4.0		0.0	
			(2.7)		(0.0)		(0.0)	

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-AC	1.72	7.40	0.232		0.00	0.30	4.3		0.17
C-AB	0.08	12.81	0.006		0.00	0.01	0.1		0.08
C-A	4.73								
A-B	0.70								
A-C	2.56								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-AC	2.05	7.16	0.287		0.30	0.39	5.7		0.20
C-AB	0.10	13.27	0.008		0.01	0.01	0.1		0.08
C-A	5.64								
A-B	0.84								
A-C	3.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-AC	2.51	6.83	0.368		0.39	0.57	8.2		0.23
C-AB	0.14	13.89	0.010		0.01	0.01	0.2		0.07
C-A	6.89								
A-B	1.03								
A-C	3.74								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-AC	2.51	6.83	0.368		0.57	0.58	8.6		0.23
C-AB	0.14	13.89	0.010		0.01	0.01	0.2		0.07
C-A	6.89								
A-B	1.03								
A-C	3.74								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-AC	2.05	7.16	0.287		0.58	0.41	6.4		0.20
C-AB	0.10	13.27	0.008		0.01	0.01	0.1		0.08
C-A	5.64								
A-B	0.84								
A-C	3.06								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	1.72	7.40	0.232		0.41	0.31	4.8		0.18
C-AB	0.08	12.81	0.006		0.01	0.01	0.1		0.08
C-A	4.73								
A-B	0.70								
A-C	2.56								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.3
08.15	0.4
08.30	0.6 *
08.45	0.6 *
09.00	0.4
09.15	0.3

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	188.6	I 125.7	I	37.9	I 0.20	I	37.9	I 0.20	I
I	C-AB	I	9.4	I 6.2	I	0.8	I 0.08	I	0.8	I 0.08	I
I	C-A	I	517.8	I 345.2	I		I	I		I	I
I	A-B	I	77.1	I 51.4	I		I	I		I	I
I	A-C	I	280.8	I 187.2	I		I	I		I	I
I	ALL	I	1073.6	I 715.7	I	38.6	I 0.04	I	38.6	I 0.04	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 4.0 (SEPT 2008)

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Run with file:-

"M:\Project\3300 to 3399\3356 - Scratchface Lane Havant\TRAFFIC\May 2010\PICADY\
Sface Lane + Hulbert Rd. 2015 + 92 Dwellings. PM.vpi"
(drive-on-the-left) at 14:32:20 on Tuesday, 27 July 2010

RUN INFORMATION

RUN TITLE : Scatchface Lane / Hulbert Road
LOCATION : Havant
DATE : 03/06/10
CLIENT :
ENUMERATOR : njt [SMA546]
JOB NUMBER : 3356
STATUS :
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Hulbert Road (S)
ARM B IS Scratchface Lane
ARM C IS Hulbert Road (N)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 8.46 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 90.00 M.	I
I	- BLOCKS TRAFFIC	I	YES	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 31.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 35.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.13 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	654.38		0.23		0.09	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	I
I	511.41		0.21		0.08		0.13	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	626.08		0.22		0.22	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE(%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: Scartchface Lane / Hulbert Road

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	TOP OF PEAK	I
I		I	TO RISE	I	IS REACHED	I
I		I		I	FALLING	I
I		I		I	BEFORE	I
I		I		I	AT TOP	I
I		I		I	AFTER	I
I		I		I	PEAK	I
I		I		I	OF PEAK	I
I		I		I	PEAK	I
I	ARM A	I	15.00	I	45.00	I
I	ARM B	I	15.00	I	45.00	I
I	ARM C	I	15.00	I	45.00	I
I		I		I	75.00	I
I		I		I	5.45	I
I		I		I	8.17	I
I		I		I	5.45	I
I		I		I	0.96	I
I		I		I	1.44	I
I		I		I	0.96	I
I		I		I	3.49	I
I		I		I	5.23	I
I		I		I	3.49	I

Demand set: Scartchface Lane / Hulbert Road

TIME	TURNING PROPORTIONS								
	TURNING COUNTS								
	(PERCENTAGE OF H.V.S)								
	FROM/TO	ARM	A	ARM	B	ARM	C		
16.45 - 17.00	ARM A		0.000		0.204		0.796		
			0.0		89.0		347.0		
			(0.0)		(0.0)		(0.3)		
	ARM B		0.922		0.000		0.078		
			71.0		0.0		6.0		
			(1.6)		(0.0)		(0.0)		
	ARM C		0.943		0.057		0.000		
			263.0		16.0		0.0		
			(0.0)		(0.0)		(0.0)		

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
16.45-17.00									
B-AC	0.97	7.07	0.137		0.00	0.16	2.2		0.16
C-AB	0.28	11.51	0.024		0.00	0.03	0.4		0.09
C-A	3.22								
A-B	1.12								
A-C	4.35								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.00-17.15									
B-AC	1.15	6.78	0.170		0.16	0.20	2.9		0.18
C-AB	0.35	11.73	0.030		0.03	0.04	0.6		0.09
C-A	3.83								
A-B	1.33								
A-C	5.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.15-17.30									
B-AC	1.41	6.38	0.221		0.20	0.28	4.1		0.20
C-AB	0.47	12.05	0.039		0.04	0.05	0.8		0.09
C-A	4.65								
A-B	1.63								
A-C	6.37								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-AC	1.41	6.38	0.221		0.28	0.28	4.2		0.20
C-AB	0.47	12.05	0.039		0.05	0.06	0.8		0.09
C-A	4.65								
A-B	1.63								
A-C	6.37								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-AC	1.15	6.78	0.170		0.28	0.21	3.2		0.18
C-AB	0.35	11.73	0.030		0.06	0.04	0.6		0.09
C-A	3.83								
A-B	1.33								
A-C	5.20								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-AC	0.97	7.07	0.137		0.21	0.16	2.5		0.16
C-AB	0.28	11.51	0.024		0.04	0.03	0.5		0.09
C-A	3.22								
A-B	1.12								
A-C	4.35								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.2
17.15	0.2
17.30	0.3
17.45	0.3
18.00	0.2
18.15	0.2

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND		I	* QUEUEING *		I	* INCLUSIVE QUEUEING *		I
I		I			I	* DELAY *		I	* DELAY *		I
I		I			I			I			I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-AC	I	106.0	I 70.7	I	19.2	I 0.18	I	19.2	I 0.18	I
I	C-AB	I	33.1	I 22.1	I	3.7	I 0.11	I	3.7	I 0.11	I
I	C-A	I	350.9	I 233.9	I		I	I		I	I
I	A-B	I	122.5	I 81.7	I		I	I		I	I
I	A-C	I	477.6	I 318.4	I		I	I		I	I
I	ALL	I	1090.1	I 726.8	I	22.9	I 0.02	I	22.9	I 0.02	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

===== end of file =====

**Scratchface Lane / Hulbert Road
Junction Testing**

2010 EXISTING -AM PEAK		Scratchface Lane	Hulbert Road
Time Period			
Ending			
08:00	RFC's	0.193	0.003
	Veh Queues	0.24	0
08:15	RFC's	0.237	0.004
	Veh Queues	0.31	0
08:30	RFC's	0.302	0.005
	Veh Queues	0.42	0
08:45	RFC's	0.302	0.005
	Veh Queues	0.43	0
09:00	RFC's	0.237	0.004
	Veh Queues	0.31	0
09:15	RFC's	0.193	0.003
	Veh Queues	0.24	0

2010 EXISTING -PM PEAK		Scratchface Lane	Hulbert Road
Time Period			
Ending			
17:00	RFC's	0.112	0.015
	Veh Queues	0.12	0.02
17:15	RFC's	0.139	0.018
	Veh Queues	0.16	0.02
17:30	RFC's	0.179	0.024
	Veh Queues	0.21	0.03
17:45	RFC's	0.179	0.024
	Veh Queues	0.22	0.03
18:00	RFC's	0.139	0.018
	Veh Queues	0.16	0.02
18:15	RFC's	0.112	0.015
	Veh Queues	0.13	0.02

**Scratchface Lane / Hulbert Road
Junction Testing**

2015 GROWTH -AM PEAK

Time Period Ending		Scratchface Lane	Hulbert Road
08:00	RFC's	0.22	0.003
	Veh Queues	0.28	0
08:15	RFC's	0.27	0.004
	Veh Queues	0.37	0
08:30	RFC's	0.35	0.005
	Veh Queues	0.52	0.01
08:45	RFC's	0.35	0.005
	Veh Queues	0.53	0.01
09:00	RFC's	0.27	0.004
	Veh Queues	0.38	0
09:15	RFC's	0.22	0.003
	Veh Queues	0.29	0

2015 GROWTH -PM PEAK

Time Period Ending		Scratchface Lane	Hulbert Road
17:00	RFC's	0.127	0.017
	Veh Queues	0.14	0.02
17:15	RFC's	0.158	0.19
	Veh Queues	0.021	0.02
17:30	RFC's	0.205	0.25
	Veh Queues	0.027	0.03
17:45	RFC's	0.205	0.027
	Veh Queues	0.26	0.03
18:00	RFC's	0.158	0.21
	Veh Queues	0.19	0.03
18:15	RFC's	0.127	0.017
	Veh Queues	0.15	0.02

**Scratchface Lane / Hulbert Road
Junction Testing**

2015 GROWTH + 92 DWELLINGS -AM PEAK		Scratchface Lane	Hulbert Road
Time Period			
Ending			
08:00	RFC's	0.232	0.006
	Veh Queues	0.3	0.01
08:15	RFC's	0.287	0.008
	Veh Queues	0.39	0.01
08:30	RFC's	0.368	0.01
	Veh Queues	0.57	0.01
08:45	RFC's	0.368	0.01
	Veh Queues	0.58	0.01
09:00	RFC's	0.287	0.008
	Veh Queues	0.41	0.01
09:15	RFC's	0.232	0.006
	Veh Queues	0.31	0.01

2015 GROWTH + 92 DWELLINGS -PM PEAK		Scratchface Lane	Hulbert Road
Time Period			
Ending			
17:00	RFC's	0.137	0.024
	Veh Queues	0.16	0.03
17:15	RFC's	0.17	0.03
	Veh Queues	0.2	0.04
17:30	RFC's	0.221	0.039
	Veh Queues	0.28	0.05
17:45	RFC's	0.221	0.039
	Veh Queues	0.28	0.06
18:00	RFC's	0.17	0.03
	Veh Queues	0.21	0.04
18:15	RFC's	0.137	0.024
	Veh Queues	0.16	0.03

**Scratchface Lane / Hulbert Road
Junction Testing**

2010 EXISTING + 92 DWELLINGS -AM PEAK

Time Period Ending		Scratchface Lane	Hulbert Road
08:00	RFC's	0.21	0.06
	Veh Queues	0.26	0.01
08:15	RFC's	0.26	0.01
	Veh Queues	0.34	0.01
08:30	RFC's	0.33	0.01
	Veh Queues	0.47	0.01
08:45	RFC's	0.33	0.01
	Veh Queues	0.47	0.01
09:00	RFC's	0.26	0.01
	Veh Queues	0.35	0.01
09:15	RFC's	0.21	0.01
	Veh Queues	0.27	0.01

2010 EXISTING + 92 DWELLINGS -PM PEAK

Time Period Ending		Scratchface Lane	Hulbert Road
17:00	RFC's	0.121	0.022
	Veh Queues	0.14	0.03
17:15	RFC's	0.15	0.027
	Veh Queues	0.17	0.03
17:30	RFC's	0.194	0.036
	Veh Queues	0.24	0.05
17:45	RFC's	0.194	0.036
	Veh Queues	0.24	0.05
18:00	RFC's	0.15	0.027
	Veh Queues	0.18	0.04
18:15	RFC's	0.121	0.022
	Veh Queues	0.14	0.03