

Project Name:	West Street, Havant
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Document Name:	Transport Note
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Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	19.08.25	FWS	Client Comments	JAM
3	11.11.25	FWS	Response to HCC Comments	MDS

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1. INTRODUCTION

- 1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of Richmond Motor Group (RMG) to support a live and retrospective planning application (planning reference: APP/23/00356) for the storage of cars (temporarily for 5 years) on land adjacent to 178a West Street, Havant, Hampshire. The site location can be seen in **Figure 1** and the site plan can be found in **Appendix A**.

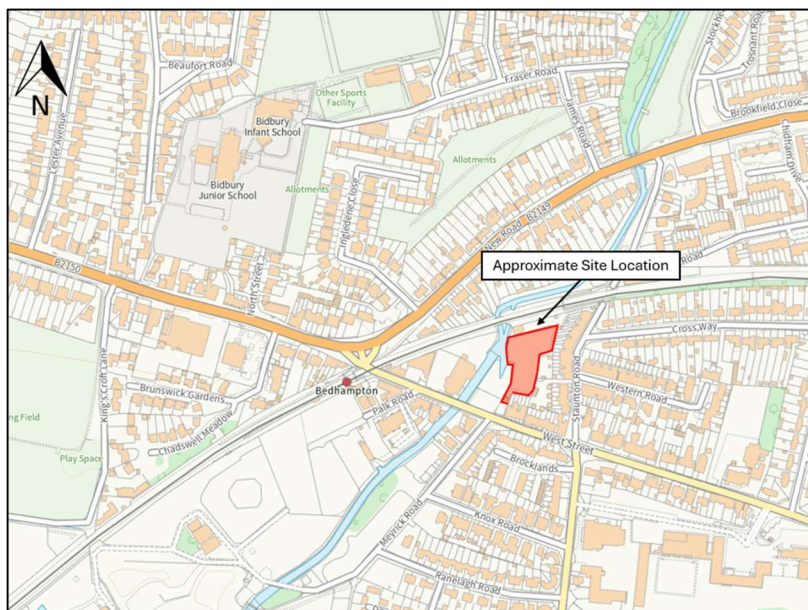


Figure 1: Approximate Site Location

- 1.2 The land to the west of the site is also owned by RMG and also functions as a car sales and storage facility. As such, this retrospective application serves as an extension to the existing site use.
- 1.3 The application for this development was validated in March 2023 and received comments from Hampshire County Council (HCC) Highways in July 2025. A copy of this response is attached in **Appendix B**, but in summary, they raised no concerns about the fencing and gates that had been installed as part of the development but requested more information in relation to the traffic impact of this use as additional car storage space.
- 1.4 A subsequent iteration of the TN was submitted in July 2025 in response to HCC's comments, to which HCC issued a response on 1st October 2025. This response requested further evidence on the existing operation of the site and recommended that survey data was obtained to confirm the vehicle trips associated with the site given it is currently in operation.
- 1.5 Therefore, following agreement with the highway officer at HCC, a two-day 24-hour CCTV survey of the site was undertaken on Wednesday 29th October and Thursday 30th October 2025. This survey was undertaken during school half-term holiday but as the purpose of the survey was to understand the existing operation of the site and the holiday period has no impact on the operation of the site it was agreed with HCC that this was acceptable.
- 1.6 This TN has been prepared / updated to outline the results of that survey and provide HCC with the information required to understand the existing operation of the site that is subject to this retrospective planning application.

2. EXISTING OPERATIONS

- 2.1 The site, known as Land adjacent to 178a West Street, is in Havant, Hampshire and measures 0.25 acres in area. It is bound by a railway line to the north, land also owned by RMG to the west and the south and a residential area to the east.
- 2.2 The land to the west and south of the site owned by RMG (as seen in **Appendix A**) is currently in use as a car dealership, car washing and car storage facility. As such, the site that is the subject of this retrospective planning application serves as an extension, providing increased storage facilities for up to 5 years.
- 2.3 The site has been in operation since 2023, acting as an extension of the existing RMG vehicle dealership and storage, which has been present on the land to the west and south of the site since 2012. Prior to this, it was a greenfield site.
- 2.4 The site simply consists of a hard surface suitable for the storage of motor vehicles, with no buildings. Gates and fencing were installed in 2023 along the eastern and northern boundaries as part of this extension, demarking the access and providing secure storage facilities. HCC raised no objection to this installation.
- 2.5 RMG's wider car dealership and car storage area adjoins West Street. West Street is a local road linking Havant Town Centre with the B2149. Urban in nature, it has a speed limit of 30mph, measures 7m wide, and has footways on both sides with varying widths between 1.5 - 2m. Roadside parking is prohibited in the immediate vicinity of the site access as denoted by the double yellow lines.
- 2.6 Meyrick Road meets West Street opposite the site at a bellmouth junction. Meyrick Road is a lightly trafficked residential road.

Access arrangements

- 2.7 Access to the site is achieved through land owned by the applicant (and in use as vehicle storage) which provides a connection to the local highway network via a 3.2m wide vehicle crossover onto West Street.
- 2.8 The access has been in use since the surrounding land received retrospective planning consent in 2012 (reference APP/12/00935) for a change of use to allow a hand wash car business and jet wash on the site.

- 2.9 To review the safety of the access, accident data was obtained from the DfT's Mapping Application for Visualising Road Injury Casualties (MAVRIC) portal, for the most recent five-year period (01/01/2019 – 31/12/2023) and this data is shown in **Figure 2**.

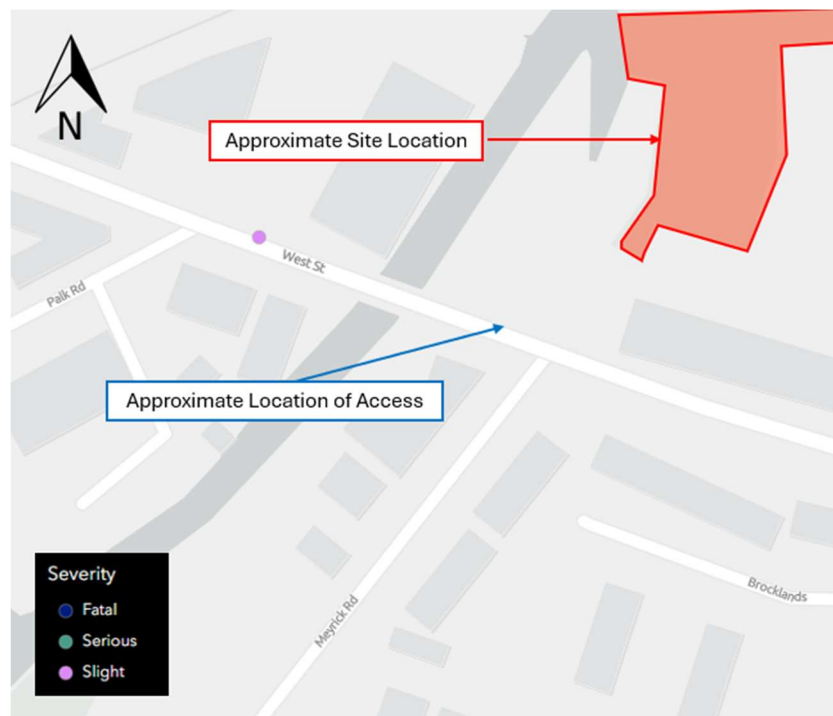


Figure 2: Personal Accident Injury (PIA) data. (Source: MAVRIC)

- 2.10 The accident data shows that there was one 'slight' accident in this 5-year period, c.65m west of the access. Whilst every accident is regrettable, one accident in five years on West Street and the immediate vicinity of the site suggests that this access and the immediate local highway network do not represent a safety concern, especially in the context of NPPF paragraph 116.

3. HIGHWAY IMPACT

3.1 In their most recent response to the submitted retrospective application, HCC indicated that they required further evidence of the level of trip generation associated with the operation of the site, including transporters for car deliveries.

3.2 This site is a sui generis development. There are very limited relevant surveyed sites available on TRICS, so a first principles approach was initially adopted using information from the client. As the site is currently in operation (and has been since 2023), the traffic generation of the development is existing and known. Information from the client in regard to the operation of the site since it expanded in 2023 suggests the following:

- Number of vehicles stored: up to 130
- Average length of storage: up to 1 week to 3 months (an average of c.1.5 months)
- Hours of use: 7:30am – 6pm (no change)
- Turnover of vehicles a day: 15 per day on average
- 3 staff (moved from wider site, not new)
- No new larger vehicles – the arrangement of 2-3 transporters a week has continued as it did before this new site was added to the overall RMG area, and these transporters do not traverse the boundary of the site

3.3 As mentioned, HCC's second response sought greater clarity on how transporters serve the site. The client has confirmed that transporters reverse from West Street into the approved Richmond Motor Group site that abuts the southern boundary of the retrospective application site. Once the transporter offloads the vehicles being delivered it then rejoins the public highway on West Street in a forward gear. This movement is therefore unchanged from the consented position.

3.4 HCC's second response also queried why there has been no increase in the average number of transporters associated with the retrospective site from the number of transporters prior to the wider site expansion. The client has confirmed that previously, and prior to the beginning of the period for which the retrospective application covers, the neighbouring site operated as a Suzuki franchise and therefore received a delivery of new cars from around the U.K. The site is now a used car dealership which has less frequent deliveries due to the nature of the product and the fact that the business is sourcing used stock locally to

sell on. The only difference in operation in terms of transporter deliveries will therefore be that the 2-3 transporter deliveries per week are now being delivered to the storage site that is the subject of this retrospective application rather than the showroom on the neighbouring site.

- 3.5 HCC also required survey evidence of the existing operation of the site. To address this, CCTV survey data was obtained from the site using 24-hour cameras at the site's boundary with the wider Richmond Motors site to the south. This was undertaken on Wednesday 29th and Thursday 30th October 2025, with the camera located at the internal gate shown in **Figure 3**.



Figure 3: CCTV Camera Location

- 3.6 The results of the survey are shown in full at **Appendix C**. This showed that on the Wednesday there were 12 vehicle movements northbound into the site from the neighbouring Richmond Motor Group site in a 24-hour period and 18 travelling southbound from the site to the neighbouring site, totalling 30 movements. On the Thursday, there

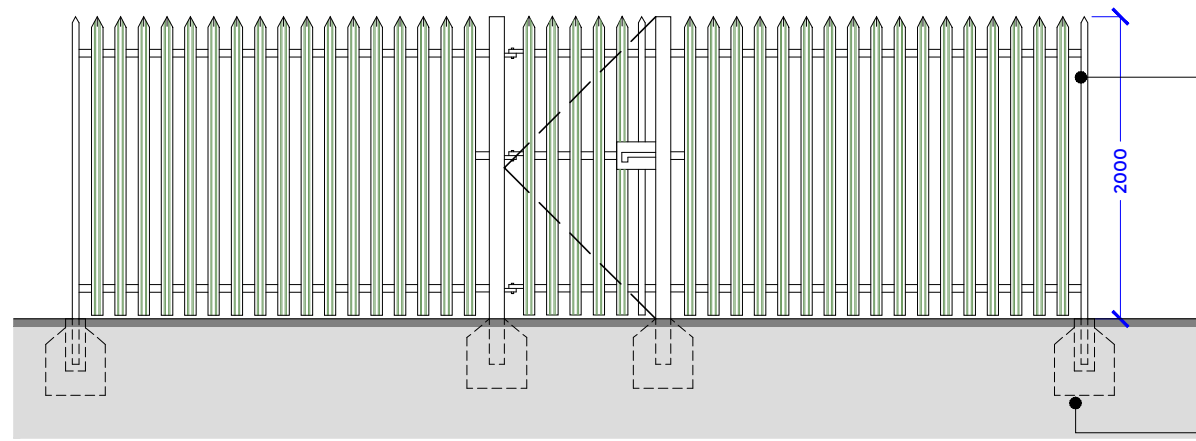
were 16 movements into the development site and 15 out of the site, totalling 31 movements.

- 3.7 The results of 30 and 31 vehicle movements per day reflect the information provided by the client that there is a turnover of 15 vehicles per day on average (15 in and 15 out). For robustness, the Thursday survey results of 31 vehicle movements should be applied to the proposed retrospective application.
- 3.8 The long-term nature of this vehicle storage means that whilst there is capacity for 130 vehicles, the number of vehicles entering and leaving the site for storage daily is considerably less. Additionally, the lack of any increase in staff associated with the area subject to the retrospective planning application means that there has been no increase in staff trips as a result of the change in operation from the number of staff trips prior to 2023.
- 3.9 Indeed, an average turnover of 15 vehicles a day represents a total number of 30 trips a day on average, supported by the CCTV survey results. Over the car dealership's opening hours (07:30-18:00) the peak hour was recorded as 11:00 -12:00 on the Wednesday and 15:00 – 16:00 on the Thursday, with 5 and 8 vehicle movements respectively.
- 3.10 In the traditional network AM and PM peak periods of 08:00 – 09:00 and 17:00 – 18:00, the CCTV footage recorded 4 AM peak and 0 PM peak vehicle movements on the Wednesday and 3 AM peak and 0 PM peak on the Thursday. Therefore, it is clear that the existing operation of the site has had a negligible impact on the operation of the local highway network. The information therefore presented in this section is not contrary to NPPF paragraph 116.

4. SUMMARY & CONCLUSIONS

- 4.1 This Transport Note has been prepared by Paul Basham Associates to provide the information requested by HCC in a response dated 1st October 2025 for a live and retrospective planning application (APP/23/00356) for the Land north of 178a West Street, Havant, Hampshire.
- 4.2 The land currently has an area of 0.25 acres and has been in use since 2023 (when this retrospective application dates from) as additional storage space for Richmond Motor Group's car dealership. RMG have operated a service related to motor vehicles since 2012 adjacent to this site.
- 4.3 The site consists simply of a hard surface for vehicle storage, with any ancillary buildings or customer facing infrastructure being located elsewhere within the RMG owned compound, and the nature and use of these is unaffected by this application.
- 4.4 The site is accessed via a pre-existing vehicle crossover from West Street, a local road linking Havant with the B2149. MAVRIC shows that there have been no incidents near to this access and only one 'slight' incident in the wider area in the most recent 5-year period (2019-2023) showing that there is no existing pattern of accidents that the extension could exacerbate.
- 4.5 Clarification has been provided regarding the 2-3 transporters that serve the site per week and the reason this has not increased given the additional storage area associated with the site that is subject to the retrospective application. It has been explained that this is due to the locally sourced second-hand nature of the neighbouring car dealership which forms part of the wider Richmond Motor Group site, compared to the previous Suzuki franchise operation. Therefore, there is no increase in transporter trips associated with the additional storage area of the wider site, with the only difference being that the transporters now deliver vehicles to the additional storage area rather than the neighbouring site.
- 4.6 Give the site is operational, a first principles approach has been adopted to understand the traffic generation of the development. Information supplied by the operator has confirmed an average vehicle turnover of 15 cars a day, which generates 30 trips, 3 an hour over the course of the car dealership's opening hours.

- 4.7 In order to further evidence the existing operation of the site HCC recommended that a survey of the site was conducted at the site boundary. A 2-day 24-hour CCTV survey was undertaken on Wednesday 29th and Thursday 30th October 2025 which showed that there were 30 vehicle movements on the Wednesday data and 31 on the Thursday date, validating the information provided by the client.
- 4.8 Indeed, an average turnover of 15 vehicles a day represents a total number of 30 trips a day on average, supported by the CCTV survey results. Over the car dealership's opening hours (07:30-18:00) this equates to 3 trips per hour, with an average of 4 trips in the traditional network AM peak and no trips in the PM peak
- 4.9 When considering the fact that this site has operated without issue since its extension in 2023; the lack of any safety concerns at the access or the local highway; and the negligible number of vehicle trips generated, we recommend with regards to NPPF paragraph 116 that Hampshire County Council look favourably at this retrospective application in regard to highways.

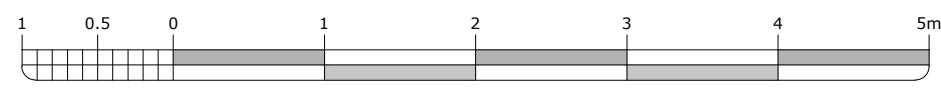


2000mm high steel palisade triple point splayed security fencing with powder coated finish, colour dark green.

NB: Matching swing gate to be provided in location shown on site plan.

Footings to engineer's size / specification

1 Palisade Fencing & Gate - Typical Extract
1:50



2 Proposed Site Plan
1:200



Gate Location
Gate for licensed access only to 12 Staunton Road, for delivery of building materials only between 9 - 5 Mon - Sat, and between 10 - 4 on Sunday, by prior agreement with the licensor for a 2 year period only, commencing 22/07/22 and concluding 22/07/24.

Notes

This drawing is © Boyle & Summers and may not be reproduced, copied or altered in any way without written authority.

Other than for the purposes of planning, do not scale these drawings. Use written dimensions only. All dimensions to be checked on site prior to commencement of work.

This drawing is based on the Sumo Services Ltd. 'Topographic Survey' drawing ref. SUMO-11770-1 & Richmond Motor Group 'Compound Drawing'. Site and plot boundaries are shown indicatively only and subject to confirmation.

- Site Boundary
- Other Land Owned by the Applicant
- Proposed 2m Palisade Fencing and gate
- Proposed surface:
50mm limestone topping over
100mm of 803 crush Type 1 over
Growivation Drainage Non-Woven Geotextile Fabric
- Indicative storage areas.
Vehicles left in 'Safe Mode'.

B	25-01-23	Updated following further consultation with Havant Borough Council Spoil notes added. Permeable surface area increased (previous bund and drainage omitted). Fencing line updated to reflect installed location. Indicative parking areas updated and 'Safe Mode' note added to stored vehicles.	SS	SS
A	15-05-23	Drawing scale amended. Additional gate detail added.	JL	SS

Proposed Site Plan

WSH-BSL-ZZ-XX-DR-A-2001-PL-B

Mar 2023

21055: Land at West Street

1:50 / 1:200 @ A1

Havant

Drawn IC

Client: Richmond Motor Group

Checked SS

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Boyle & Summers

North

PLANNING

1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20m

1:200

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PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
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Enquiries to	Jonny Elliott	My reference	057402
Direct Line	N/A	Your reference	APP/23/00356
Date	1 October 2025	Email	havantdc@hants.gov.uk

For attention of Ms Wells

Dear Madam,

Re: APP/23/00356 At Land adjacent to 178A, West Street, Havant

Retrospective application for a 2m high dark green palisade fence along the eastern and northern boundaries with a 1m wide gate for access on the eastern boundary. Retrospective application for resurfacing works, and approval of change of use (with associated drainage provisions) as open car storage for a period of up to five years.

I refer to your re-consultation for the above planning application, and would offer the following comments.

Additional information has been provided in relation to the use of the site. This based on a first principles approach, from information provided by the Applicant. This states that up to 130 vehicles are stored on-site, with the average length of storage being 1.5 months, and an average turnover of 15 vehicles per day.

No evidence has been provided to justify the average turnover of 15 vehicles a day. Given that the site is in operation, survey data is requested to show the actual vehicle turnover per day and over the course of a typical week.

In terms of deliveries, the supporting information states that there will not be an increase from current level of 2 to 3 transporters a week. Given that the development will result in a significant increase in the number of cars that can be stored on the sites, the reason why there would not be an increase in transporter trips is unclear, and it is expected that such an increase in vehicle storage would increase the number of transporter deliveries.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

The information also states that transporters do not traverse the vehicle crossover. On this basis, further information is requested regarding how vehicles are delivered to the site, and where the transporters park to offload the vehicles.

Additional information is requested to address the points which have been raised in this response.

Yours faithfully,

Jonny Elliott
Consultant Transport Planner - Highway Development Planning
Hampshire 2050

Site: Richmond Motor Group Business Centre Internal Gate

Location: West Street, Havant, PO9 1LT

Date: Wednesday 29th & Thursday 30th October 2025

Time: 00:00-00:00 (24 hrs) **x2 days**



Richmond Motor Group Business Centre Internal Gate (00:00-00:00) 15-minute intervals																			
	MOVEMENT 1									MOVEMENT 2									
	FROM RICHMOND MOTOR GROUP BUSINESS CENTRE (SOUTH)									FROM RICHMOND MOTOR GROUP BUSINESS CENTRE (NORTH)									
	NORTHBOUND THROUGH THE INTERNAL GATE TO									SOUTHBOUND THROUGH THE INTERNAL GATE TO									
	RICHMOND MOTOR GROUP BUSINESS CENTRE (NORTH)									RICHMOND MOTOR GROUP BUSINESS CENTRE (SOUTH)									
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	
0000-0015	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0015-0030	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0030-0045	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0045-0100	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0100-0115	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0115-0130	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0130-0145	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0145-0200	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0200-0215	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0215-0230	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0230-0245	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0245-0300	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0300-0315	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0315-0330	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0330-0345	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0345-0400	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0400-0415	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0415-0430	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0430-0445	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0445-0500	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0500-0515	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0515-0530	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0530-0545	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0545-0600	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0600-0615	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0615-0630	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0630-0645	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0645-0700	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0715-0730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0730-0745	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	
0745-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0800-0815	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	
0815-0830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0830-0845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
0845-0900	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	
0900-0915	1	0	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00	
0915-0930	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	
0930-0945	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	
0945-1000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1000-1015	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1015-1030	1	0	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00	
1030-1045	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1045-1100	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	
1100-1115	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1115-1130	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00	
1130-1145	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1145-1200	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00	
1200-1215	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1215-1230	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1230-1245	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	
1245-1300	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1300-1315	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1315-1330	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1330-1345	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	
1345-1400	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1400-1415	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	
1415-1430	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	
1430-1445	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	
1445-1500	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1500-1515	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1515-1530	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1530-1545	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	
1545-1600	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	
1600-1615	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1615-1630	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1630-1645	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1645-1700	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	
1700-1715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1715-1730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1730-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1745-1800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1800-1815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1815-1830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1830-1845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1845-1900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1900-1915	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1915-1930	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1930-1945	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
1945-2000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
2000-2015	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
2015-2030	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
2030-2045	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	
2045-2100	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0			

