APPENDIX A. TRANSPORT ASSESSMENT SCOPING REPORT



TRANSPORT ASSESSMENT SCOPING REPORT

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QUALITY MANAGEMENT

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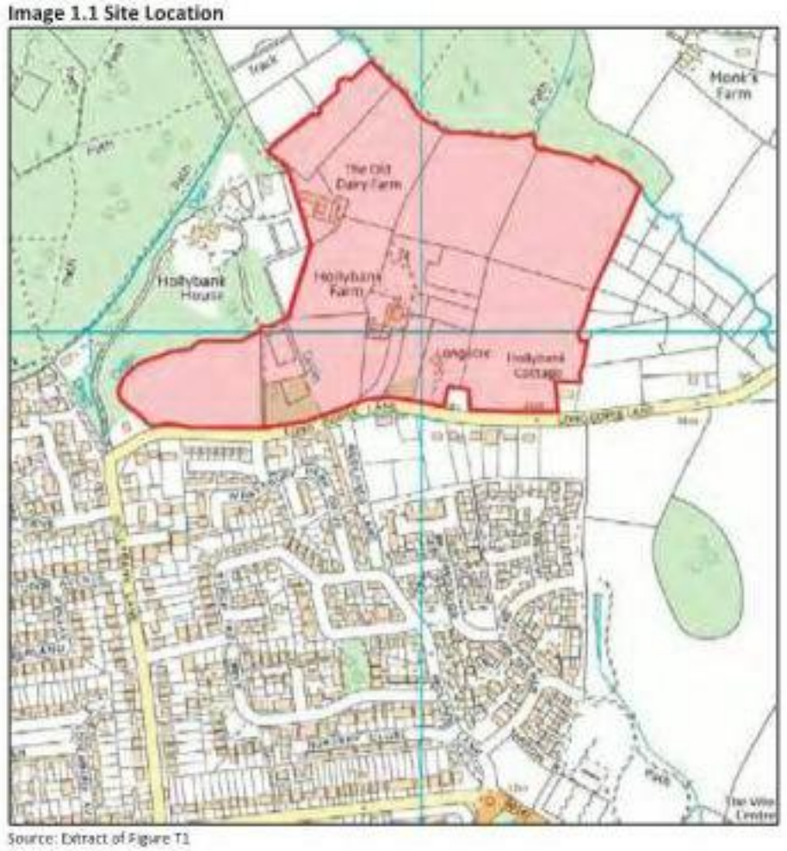
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SECTION 1 INTRODUCTION

1.1 Introduction

1.1.1 i-Transport LLP has been appointed to provide highways and transport advice in relation to an outline planning application for a mixed use residential development on land at Long Copse Lane, Emsworth. The development will consist of up to 260 dwellings. The site is an allocation in the Draft Havant Borough Council Local Plan and the allocation includes a potential small convenience store, this is not proposed as part of the Planning application and thus will not be covered within this report. The site location is illustrated on **Figure T1**, extracted below at **Image 1.1**.

Image 1.1 Site Location



Source: Extract of Figure T1

1.1.2 In line with the National Planning Policy Framework (NPPF), to support the application a Transport Assessment (TA) and Travel Plan (TP) is needed.

1.1.3 The content of this note is for discussion and agreement with Hampshire County Council (HCC) who are the Local Highway Authority. It sets out the proposed scope of the transport work to be submitted with the planning application and the key parameters that will be used.

1.2 Scope and Structure

1.2.1 The remainder of this report follows the same proposed structure as the TA:

- Section 2 – Proposed Development;
- Section 3 – Policy Context;
- Section 4 – Existing Conditions;
- Section 5 – Site Access, Parking and Servicing Arrangements;
- Section 6 – Promoting Sustainable Transport;
- Section 7 – Traffic Impact; and
- Section 8 – Summary.

SECTION 2 PROPOSED DEVELOPMENT

2.1 Introduction

2.1.1 It is proposed to develop land at Long Copse Lane, Emsworth for up to 260 new dwellings with associated car parking, vehicular access and pedestrian/cycle access. The site is located to north of Long Copse Lane, Emsworth.

2.1.2 The application will be in outline and therefore the detailed development mix at this stage is unknown. The proposed site layout provides an indication of the development proposals in order to demonstrate the site can accommodate up to 260 dwellings. The illustrative site layout is shown on **Drawing 170116/SL/SK1**, extracted below at **Image 2.1**.

Image 2.1 – Illustrative site layout



Source: Extract of drawing 170116/SL/SK1

SECTION 3 POLICY CONTEXT

3.1 The TA will provide a brief overview of national and local policies contained in the following documents:

- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance (NPPG);
- Hampshire County Council Local Transport Plan;
- Havant Borough Council's Adopted Local Plan (2011);
- Havant Borough Council's Local Plan Allocations (2014);
- Havant Borough Council Local Housing Statement (2016);
- Havant Borough Council's Draft Local Plan (2018-2036); and
- Havant Borough Council's Parking Supplementary Planning Document.

3.1.1 The review will provide the context for assessing the development proposal in transport and highway terms. The TA will demonstrate that the proposed development appropriately accords with the highway and transport requirements identified in these policy documents.

SECTION 4 EXISTING CONDITIONS

4.1 Introduction

4.1.1 This section of the TA will identify and describe the existing transport conditions in the vicinity of the site, including opportunities for walking, cycling and the use of public transport.

4.2 Walking and Cycling Facilities

4.2.1 A review will be undertaken of the existing walking and cycling facilities in the local area. The review will include the following roads and pedestrian / cycle links:

- Long Copse Lane;
- Hollybank Lane;
- Wraysbury Park Drive;
- Southleigh Road;
- Redlands Lane;
- Horndean Road;
- New Brighton Road;
- North Street; and
- Any further 'quiet' routes which provide access to local services and facilities.

4.3 Public Transport

Bus

4.3.1 The nearest bus stops are located to the east of the site on Southleigh Road, North Street and Westbourne Road, which are approximately 750m from the site. **Table 4.1** summarises the bus services which operate from these stops.

Table 4.1: Local Bus Services

Bus Stop	Service No.	Route	Frequency		
			Mon-Fri	Sat	Sun
Southleigh Road / Hollybank Lane Junction	27	Rowlands Castle- Havant – Emsworth	Every 2 hours. First service to Emsworth 08.43, last return 17.00	Every 2 hours. First service to Emsworth 08.43, last return 17.00	-
Southbourne Adj Manor Road	28	Southbourne - Emsworth - Denvilles - Havant	3 services. First service to Havant 08.05, last return 16.00.	2 services. First to Havant 09.30, last return 16.00.	-
	28A	Southbourne - Horndean School	1 service. First service to Horndean School 07.15, last return 15.15.	-	-

Source: Traveline South East

4.3.2 As shown in **Table 4.1**, existing bus services near the site provide opportunities to travel to key destinations including Chichester, Havant and Emsworth. An assessment of the routes to the bus stops and the facilities at the bus stops will be carried out in the TA.

Rail

4.3.3 The nearest rail station to the site is Emsworth Station which is located approximately 1.9km to the south of the site. Emsworth rail station is therefore located within a walking and cycling distance of the site and can also be accessed via the 27/28 bus service operating via the Southleigh Roundabout approximately 600m south of the site.

4.3.4 **Table 4.2** provides a summary of the rail services which operate from Emsworth rail station.

Table 4.2: Emsworth Rail Station – Rail Services

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
Southampton Central	3	2	50 mins
Brighton	2	2	58 mins
London Victoria	2	2	1hr 40 mins
Horsham	3	2	50 mins
Portsmouth Harbour	3	2	20 – 30 mins
Chichester	4	3	30 – 45 mins

Source: National Rail Enquiries

4.3.5 **Table 4.2** demonstrates that Emsworth rail station provides frequent rail services to a number of destinations including London Victoria, Brighton, Southampton Central and Portsmouth Harbour. This provides the opportunity for future residents to travel further afield for leisure, employment and retail opportunities via direct connections. This will be further assessed in the TA.

4.4 Local and Strategic Highway Network

4.4.1 The site location plan, **Figure T1** shows the local highway network in the vicinity of the site. A narrative describing the local and strategic highway network will be provided including identification of key local junctions and any improvement schemes that are planned in the local area. It is proposed that the review of the local highway network will include the following links and junctions:

- Long Copse Lane;
- Hollybank Lane;
- Wraysbury Park Drive;
- Southleigh Road/Horndean Road junction;
- Hollybank Lane/Southleigh Road junction;
- Long Copse Lane/North Street Junction;
- Southleigh Road/New Brighton Road Roundabout;
- New Brighton Road/Horndean Road junction;

- A259/North Street Junction; and
- Horndean Road/Bartons Road Junction

4.4.2 Traffic surveys have been undertaken in February 2018 (outside half term) to understand traffic conditions within the local highway network. The data collection covers the above links and junctions.

4.4.3 Personal Injury Accident (PIA) Data will be obtained from Hampshire Constabulary for the most recent five-year period for the area identified in **Image 4.1.** A review of the data will be undertaken to understand the safety record of the local highway network.

Image 4.1: PIA Study Area



Source: i-Transport and Google

4.5 Summary

4.5.1 The existing conditions will provide the context for the assessment of the development proposal and confirmation of the proposed scope of review and analysis is sought.

SECTION 5 SITE ACCESS, PARKING AND SERVICING ARRANGEMENTS

5.1 Introduction

5.1.1 This section of the TA will describe the proposed access, parking and servicing arrangements.

5.2 Vehicular Access and surrounding improvements

5.2.1 To deliver vehicular access to the proposed development, two simple priority junctions are proposed from Long Copse Lane which will be designed in accordance with the Manual for Streets and the recorded 85th percentile wet weather vehicle speeds. Wider improvement works are also proposed for Long Copse Lane between the eastern most site access and Hollybank Lane.

5.2.2 In summary, the following vehicular works are proposed:

- An eastern site access with 43m visibility splays (or commensurate with recorded speeds when known);
- Works to the carriageway edge to achieve a 5.5m width with some limited sections at a 4.8m width;
- The formalisation of an existing layby parking area;
- A western site access with 43m visibility splays or commensurate with recorded speeds;
- Further local road widening to 5.5m but avoiding Category A and B trees;
- Widening of the bend on the approach to Hollybank Lane; and
- Improved forward visibility around the bend on the approach to Hollybank Lane with a potential option to retain an existing highway tree within part of the forward visibility curve.

5.2.3 The above scheme of works to Long Copse Lane has been submitted to HCC for an early conceptual review and is summarised on **Drawing ITB13525-SK-006.**

5.3 Pedestrian Access

5.3.1 It is proposed to provide a pedestrian/cycle link from the development at the dairy access to connect to Wraysbury Park Drive. The scheme also includes a footway on the Long Copse Lane bend, to the rear of the existing trees, this will form a secondary pedestrian access into the site via a new 1.8m footway on Long Copse Lane to provide a continuous footway link to Hollybank Lane. These proposals are also shown on **Drawing ITB13525-SK-006**.

5.4 Parking Provision

Car Parking

5.4.1 A future Reserved Matters application would deal with the provision of car parking, which will be provided in accordance with HBC's Residential Parking Standards (July 2015) or any other relevant guidance at the time the application is submitted. **Table 5.1** summarises the HBC's residential parking standards.

Table 5.1: Havant Borough Council's Car Parking Standards

Property Size	Car Parking Standard	
	Minimum car parking requirement	Additional note
1 bed	1	With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated.
2/3 bed	2	
4+ bed	3	

Source: Havant Borough Council's Residential Parking Standards SPD (July 2015)

Cycle Parking

5.4.2 Cycle parking will also be determined as part of a future Reserved Matters application. **Table 5.2** summarises the current cycle parking standards identified in HBC's Residential Parking Standards.

Table 5.2: Havant Borough Council's Cycle Parking Standards

Property Size	Cycle Parking Standard	
	Individual Storage	Communal Storage
1 bed	1	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard
2/3 bed	2	
4+ bed	2	

Source: Havant Borough Council's Residential Parking Standards SPD (July 2015)

5.5 Street Hierarchy

5.5.1 The suggested street hierarchy within the site should be based on current best practice and design guidance as set out in Manual for Streets (MfS), for example:

- **Main Streets** – i.e. the approaches to the proposed site accesses:
  - Design speed 20mph;
  - Width – 5.5m – 4.8m (assumes bus access not required);
  - Pedestrian provision – 1.8m - 2.0m footways on at least one side of the carriageway; and
  - Refuse vehicle access.
- **Secondary Streets** – i.e. from the first main internal junction within the site:
  - Design Speed 20mph;
  - Width – 4.8m or less;
  - Pedestrian provision – generally 1.8m - 2.0m footways on at least one side of the carriageway; and
  - Refuse vehicle access.
- **Shared Surface Streets** – i.e. cul-de-sacs serving up to circa 25 dwellings:
  - Design speed 5mph to 10mph, lowest possible vehicle speed, where pedestrians and vehicles can co-exist;

  - Width – 4.8m or less;
  - Pedestrian provision – on-carriageway or separate footway if there is a route linking through the street to the wider footway/footpath network;
  - Margins – typically 0.5m on one side and a 2m service margin on the other; however, widths may be determined on utility companies' requirements and highway adoption requirements; and
  - Refuse vehicle access – if necessary.
- **Mews / Courtyard Squares** – i.e. short cul-de-sacs serving up to six dwellings:
  - Design speed 10mph;
  - Width 4.1m to 4.8m;
  - Shared surfaces – or separate footway if there is a linking route through the street to the wider footway/footpath network;
  - No refuse vehicle access; and
  - Unlikely to be 'adopted'.

5.6 Refuse and Emergency Vehicle Access

5.6.1 The TA will include swept path analysis for refuse and emergency vehicles to demonstrate that these vehicles can safely enter and exit the site and manoeuvre within the site with minimal turning movements.

5.7 Summary

5.7.1 Agreement is sought that these arrangements are acceptable in principle for the proposed development.

SECTION 6 PROMOTING SUSTAINABLE TRANSPORT

6.1 Introduction

6.1.1 This section of the TA will consider the accessibility of the site by various modes of sustainable travel including walking, cycling and the use of public transport to access local services and facilities, including education, health, leisure and retail. The TA will also identify if any improvements are required.

6.2 Links to Local Facilities

6.2.1 The TA will review the key local facilities and their location in relation to the site as well as the best routes available to access the facilities by walking, cycling and public transport. **Figure T2** identifies some of the existing facilities within the vicinity of the site. **Table 6.1** provides a summary of the local services and facilities located within walking and cycling distance of the site.

Table 6.1: Local Services and Facilities

Purpose	Destination	Approx Distance from Site	Walk Journey Time	Cycle Journey Time
Education	Children's Learning Centre	1000	✓✓	✓✓✓
	Westbourne Primary School	1200	✓✓	✓✓✓
	Daisy Chain Nursery	1200	✓✓	✓✓✓
	Saint James CEC Primary School	1600	✓✓	✓✓✓
	Emsworth Primary School	2800	✓✓	✓✓
Retail	Co-op Food	850	✓✓	✓✓✓
	The Cooperative Westbourne	1400	✓✓	✓✓✓
Train Station	Emsworth Train Station	1900	✓✓	✓✓✓
Leisure	Westbourne Parish Hall	1200	✓✓	✓✓✓
	The Westbourne Club	1200	✓✓	✓✓✓
	The Cricketers	1300	✓✓	✓✓✓
	Spice Cottage	1400	✓✓	✓✓✓
	The White Horse	1400	✓✓	✓✓✓
Health	Westbourne Osteopathic Clinic	1100	✓✓	✓✓✓
	George and Dragon Surgery	1400	✓✓	✓✓✓

✓✓✓ = Comfortable walking distance (800m)/ short cycle distance (2km)
✓✓ = Preferred walking distance (2km)/ preferred cycle distance (5km)
✓ = Acceptable walking distance (3.2km)/ commuter cycle distance (8km)

6.2.2 The TA will review the opportunities to walk and cycle to these local facilities and services.

6.3 Framework Travel Plan

6.3.1 A Framework Travel Plan (FTP) will be prepared to support the planning application and will be summarised in the TA. As set out above, it will be demonstrated that the site is located in an accessible location, with genuine opportunities to make journeys on foot, by bicycle and by public transport.

6.3.2 The FTP will focus on promoting sustainable lifestyles amongst new residents, through reducing the need for travel by private car, providing non-car mode travel options for local journeys and influencing modal choice. The FTP will also provide an initial framework for implementation, management and review of the full Travel Plan.

6.3.3 To achieve the overarching aim of encouraging and facilitating journeys by future residents by non-car modes of transport it is proposed to issue all new residents with a 'Welcome Pack', which will include details of journey planning websites, walking and cycle maps, local shops and bus timetable information. Consideration will also be given to providing free or discounted use of public transport to future residents for a limited time.

6.4 Summary

6.4.1 There are a number of services and facilities located within walking and cycling of the proposed development. A detailed review of the walking and cycling routes to these destinations will be undertaken as part of the TA.

6.4.2 A Framework Travel Plan will be prepared to encourage the uptake of sustainable travel by residents of the proposed development.

6.4.3 Agreement is sought that in principle the site is well located for promoting sustainable transport.

SECTION 7 TRAFFIC IMPACT

7.1 Introduction

7.1.1 This section identifies the traffic parameters that will be used to assess the traffic impact of the proposed development on the local highway network.

7.2 Trip Generation

7.2.1 It is proposed to calculate trip rates for the proposed development using the approach previously agreed with HCC for the site. This approach uses multi-modal privately-owned trip rates for derived from the TRICS trip generation database which are then adjusted using the car driver modal split obtained for the Middle Super Output Area (MSOA) that the site lies within, in this instance Havant 013. This has been calculated as 73% of journeys to work and therefore this has been used to scale the multi-modal trip rate. (**Appendix A**)

7.2.2 The proposed methodology is very robust as it makes no allowance for the 40% affordable housing that will be required by Havant Borough Council (HBC). Affordable housing is proven to generate less vehicle traffic then private housing (ref: TRICS). The resultant residential morning and evening peak hour trip rates are set out in **Table 7.1** with an estimate of the likely traffic generation of the proposed development of up to 260 dwellings.

Table 7.1: Houses Privately Owned Vehicular Trip Rates and Traffic Generation

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 -18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Multi-Modal Trip Rate (per Dwelling)	0.174	0.643	0.817	0.491	0.274	0.765
Vehicular Trip Rate (per Dwelling)	0.127	0.469	0.596	0.358	0.200	0.558
Traffic Generation (260 Dwellings)	33	122	155	93	52	145

Source: TRICS

7.3 Convenience Store

7.3.1 As part of the draft allocation for the site a desire for convenience store is identified by HBC. Viability work undertaken as part of the site promotion has failed to identify a commercial need for providing a convenience store on the site and it will not form part of the planning application or traffic assessment work.

7.4 Traffic data

7.4.1 Two-way flows on Long Copse Lane in the morning and evening peak hours have been summarised in **Table 7.2**.

Table 7.2: Long Copse Lane (5 day) Traffic Flows (West of Wraysbury Park Drive)

Location	Time Period	West Bound Existing (Three axles plus)	East Bound Existing (Three axles plus)	Total Two-way flows
Long Copse Lane/ Hollybank Lane	Morning Peak (0800-0900)	18 (0)	18 (0)	36 (0)
	Evening Peak (1630-1730)	23 (0)	22 (0)	45 (0)

Source: February 2018 ATC Surveys and consultant calculation

Table 7.3: Long Copse Lane (5 day) Traffic Flows (East of Redlands Lane)

Location	Time Period	West Bound Existing (Three axles plus)	East Bound Existing (Three axles plus)	Total Two-way flows
Long Copse Lane	Morning Peak (0800-0900)	5 (<1*)	13(0)	18 (0)
	Evening Peak (1630-1730)	19 (0)	14 (<1*)	33 (0)

Source: February 2018 ATC Surveys and consultant calculation. * A single three-axle vehicle was captured in the period on one survey day

7.4.2 **Table 7.2** demonstrates that the two-way flows on Long Copse Lane equate to less than one car every minute in the morning and evening peak hours.

7.5 Distribution

Journey Purpose

7.5.1 The likely journey purpose for the generated car driver residential peak hour trips has been determined using data derived from the National Travel Survey (NTS) 2016 (DfT) and the proportion of peak hour trips by journey purpose by car is presented in **Table 7.3.**

Table 7.3: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (0800-0900)	PM Peak (1700-1800)
Commuting/Business	40%	45%
All Other Journey Purposes	60%	55%
Total	**100%**	**100%**

Source: Table 8.2 Trip start time by time of day and trip purpose: National Travel Survey DfT, 2016

7.5.2 For the purpose of this assessment, the analysis has been undertaken on the basis that 45% of the total vehicular trips generated by the residential development will be for employment journeys and the remaining 55% of the vehicle trips will be all other purposes for both the morning and evening peak hour periods (this is a worst case as employment journeys on average are longer and therefore will have a greater impact on the wider highway network).

Distribution method

7.5.3 To provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting / business trips and other trip purposes.

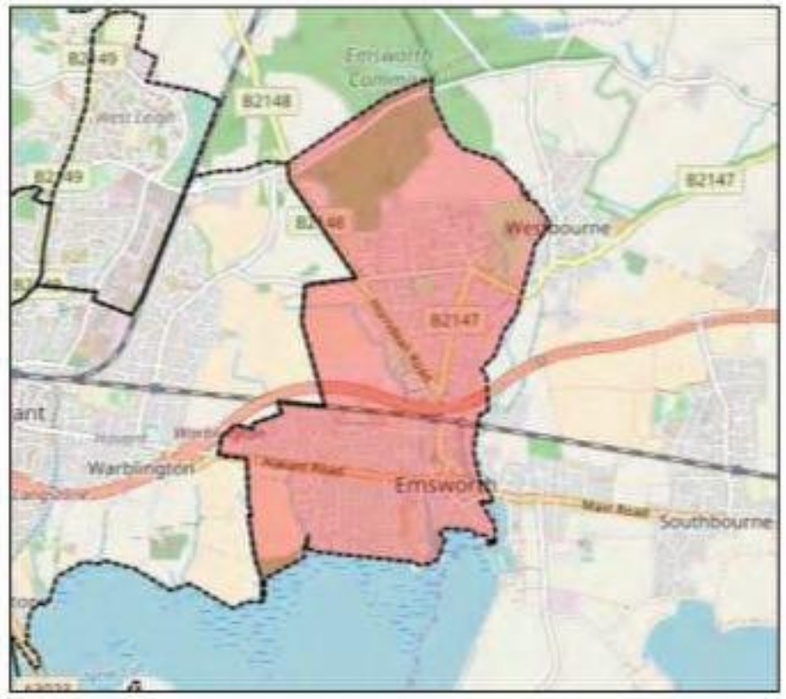
7.5.4 In summary, the traffic generation has been assigned to the local and strategic highway network using a distribution derived as follows:

- For the proportion of peak hour trips that are work journeys, the 2011 Census Journey to Work data for the Havant middle layer super output area (MSOA) ref: 013 has been used as it is directly comparable to the development in terms of location. This area encompasses all of Emsworth and has been used derive the likely workplace destinations for future residents of the site and so identify existing commuting patterns; and

- For other journey purpose trips a P/T^2 gravity model has been undertaken using the population of key urban areas (from the 2011 census) within a 30-minute drive from the site (estimated from Google Maps Directions facility).

7.5.5 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment and is presented in **Table 7.4.** The full analysis is provided at **Appendix B.** An extract showing the extent of Havant 013 is provided at **Image 7.1** below.

Image 7.1: Havant 013 Mid-Layer Super Output Area



Source: Nomis Web

Table 7.4: Summary of Development Trip Distribution (Travel by Car)

Destination	Percentage of Work Trips	Percentage of Non-Work Trips	Percentage of All Trips
Arundel/Westergate	0.2%	-	0.2%
Basingstoke	0.2%	-	0.2%
Bedhampton (Havant)	0.7%	-	0.7%
Chichester	10.3%	2.0%	12.3%
East Hampshire	2.4%	-	2.4%
Eastleigh	1.0%	-	1.0%
Emsworth	2.7%	2.4%	5.1%
Fareham	2.0%	2.8%	4.8%
Gosport	0.6%	-	0.6%
Havant	0.4%	14.1%	14.5%
Hayling Island	0.4%	-	0.4%
Leigh Park (Havant)	0.2%	2.4%	2.6%
London	0.4%	-	0.4%
Portsmouth	9.1%	25.0%	34.1%
Purbrook/ Widley	1.1%	-	1.1%
Bognor Regis	0.6%	-	0.6%
Southampton	0.9%	-	0.9%
Warblington (Havant)	4.2%	-	4.2%
Waterlooville	0.9%	6.3%	7.2%
West Leigh (Havant)	1.9%	-	1.9%
Winchester	1.7%	-	1.7%
Other	3.6%	-	3.6%
Total	45%	55%	100%

Source: Consultant's Gravity Model and Census 2011 Data

Assignment

7.5.6 The expected traffic that would be generated by the development has been distributed onto the local network to the destinations identified in **Table 7.4** has been distributed onto the local highway network.

7.5.7 To determine the routing of trips to these destinations, trips were assigned to the road network based on the quickest route from the site to the destination location using the Google Maps 'Directions' Facility. Within the Directions facility, a start time for journeys of 08:00 was utilised to reflect peak period traffic conditions. In some cases, there was a single route option identified by the assessment, however for the majority of destinations the assessment identified multiple routes. In these cases, the estimated development trips were distributed amongst the routes based upon the journey times identified, with the quickest route assigned a larger number of trips than slower comparable routes. **Appendix B** presents the full assignment and distribution model and describes the route choice assumptions.

7.5.8 Figures TF17-18 and TF25-26 present the traffic distribution diagrams for development generated traffic for the western and eastern parcels respectively. Figures TF33 and TF34 present the forecast development traffic assignment in the morning and evening peak hours for both the western and eastern parcels.

7.6 Wraybury Park Drive Sensitivity Test

7.6.1 The development traffic assignment set out in Figures TF33 and TF34 suggests that the development is likely to have very limited impact on Wraybury Park Drive, with approximately one additional vehicle using it every ten minutes in the busiest hour of the day. However, following correspondence with HCC, it is understood that it is a future aspiration of the local highway authority to prevent vehicle access to Long Copse Lane from Wraysbury Park Drive. Whilst the planning application will not propose to implement this, it does not prejudice this being implemented later by the local highway authority.

7.6.2 The TA will include a sensitivity test to inform HCC of the likely re-assignment of traffic on the local highway network were access to Wraybury Park Drive to be closed to vehicle traffic. This will focus on the following junctions:

- Wraysbury Park Drive;
- Long Copse Lane / Site Access Junctions;
- Redlands Lane / B2147 Westbourne Road / B2147 New Brighton Road / Southleigh Road Roundabout; and
- Hollybank Lane / Southleigh Road junction.

7.6.3 Following a re-assignment exercise an appropriate assessment will be undertaken to determine the impact of closing Wraysbury Park Drive at its junction with Long Copse Lane on the operation of the local highway network.

7.7 Assessment Years and Scenarios

7.7.1 The opening year is assumed to be 2023 based upon the development timeline set out at **Image 7.2**.

Image 7.2: Development Timeline



7.7.2 On this basis it is proposed that the following scenarios will be assessed:

- 2018 Observed;
- 2023 'without development' i.e. allowing for traffic growth and committed developments; and
- 2023 'with full development' i.e. allowing for traffic growth, committed developments and the development proposal.

7.8 Traffic Growth

Committed Development

7.8.1 The traffic impact of the proposed development will be considered alongside the following committed developments:

- Bartons Road, Havant – 55 Dwellings (planning application ref: 14/00863); and
- South of Bartons Road, Havant – 175 Dwellings (planning application ref: 15/01435)

7.8.2 HCC are requested to advise on any other committed developments that need to be considered within the Transport Assessment.

7.9 Traffic Growth

7.9.1 Factors to allow for background traffic growth from 2018 (the year the traffic surveys were undertaken) to 2023 have been derived from the National Transport Model (NTM) for the Havant 013 MSOA within the TEMPRO v.7.2 dataset.

7.9.2 Using this methodology, **Table 7.5** below summarises the growth factors which will be applied to the 2018 observed traffic flows to derive the 2023 peak hour traffic flows.

Table 7.5: Traffic Growth Factors

Growth Period	Time Period	Growth Rate
2018 - 2023	AM Peak	1.0773
	PM Peak	1.0736

Source: TEMPRO (version 7.2)
Note: Havant 013 MSOA

7.10 Traffic Assessment Study Area

7.10.1 Based on the forecast assignment of development generated traffic, it is proposed to assess the weekday morning and evening peak hour impacts at the following junctions in the TA to understand the impact of the development:

- Western Site Access / Long Copse Lane;
- Eastern Site Access / Long Copse Lane;
- Wraysbury Park / Long Copse Lane;
- Redlands Lane / Westbourne Road / New Brighton Road / Southleigh Road Roundabout;
- Hollybank Lane / Southleigh Road junction;
- Southleigh Road / Horndean Road staggered crossroads; and
- Emsworth Common Road / Bartons Road / Horndean Road staggered crossroads;

7.10.2 Agreement is sought from HCC that this study area is acceptable.

7.10.3 It is also intended to seek pre-application engagement with West Sussex County Council (WSCC) and Highways England (HE) in respect of their local interests.

7.11 Summary

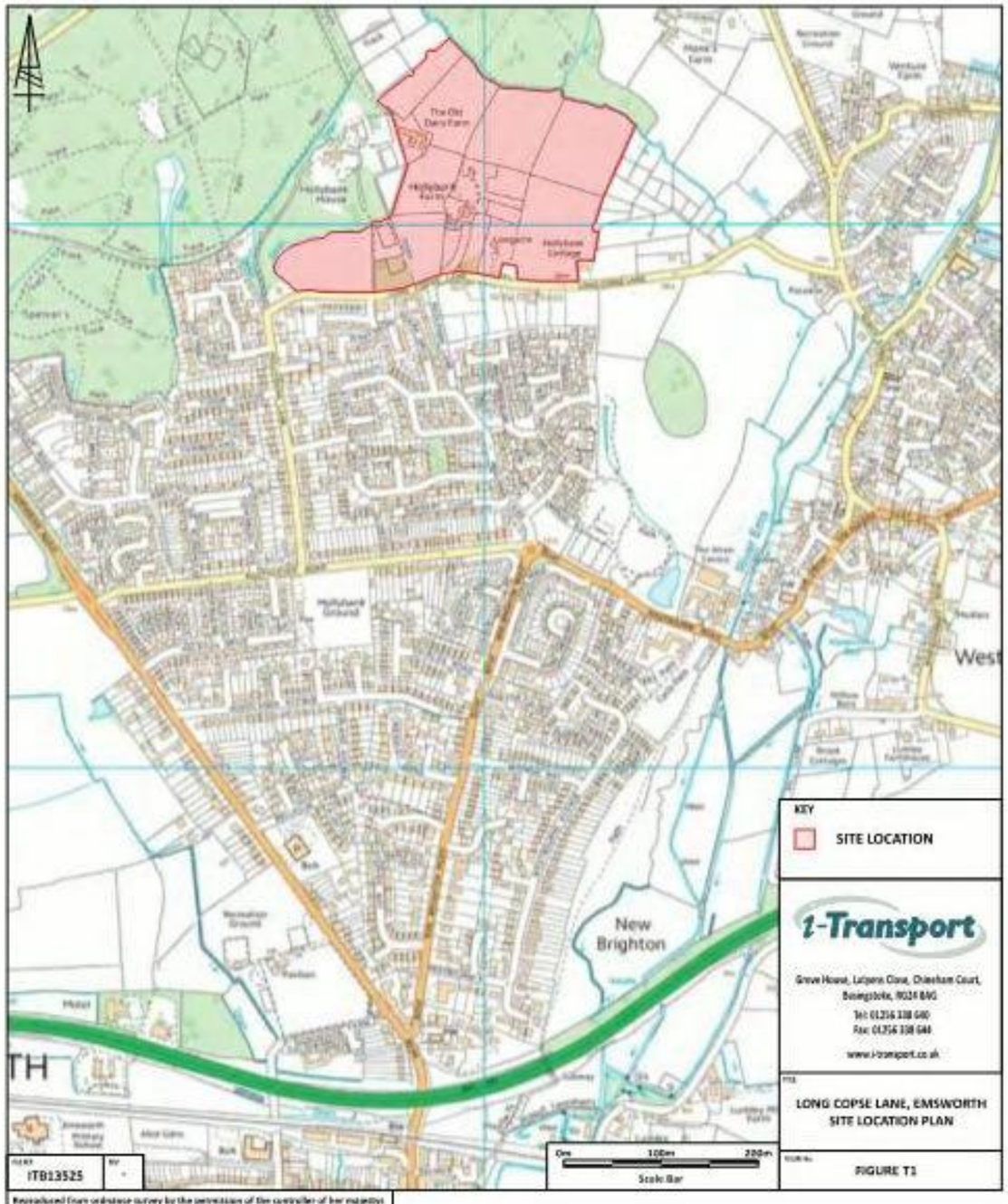
7.11.1 Agreement is sought that the methodology, parameters and scope of the traffic assessment is acceptable.

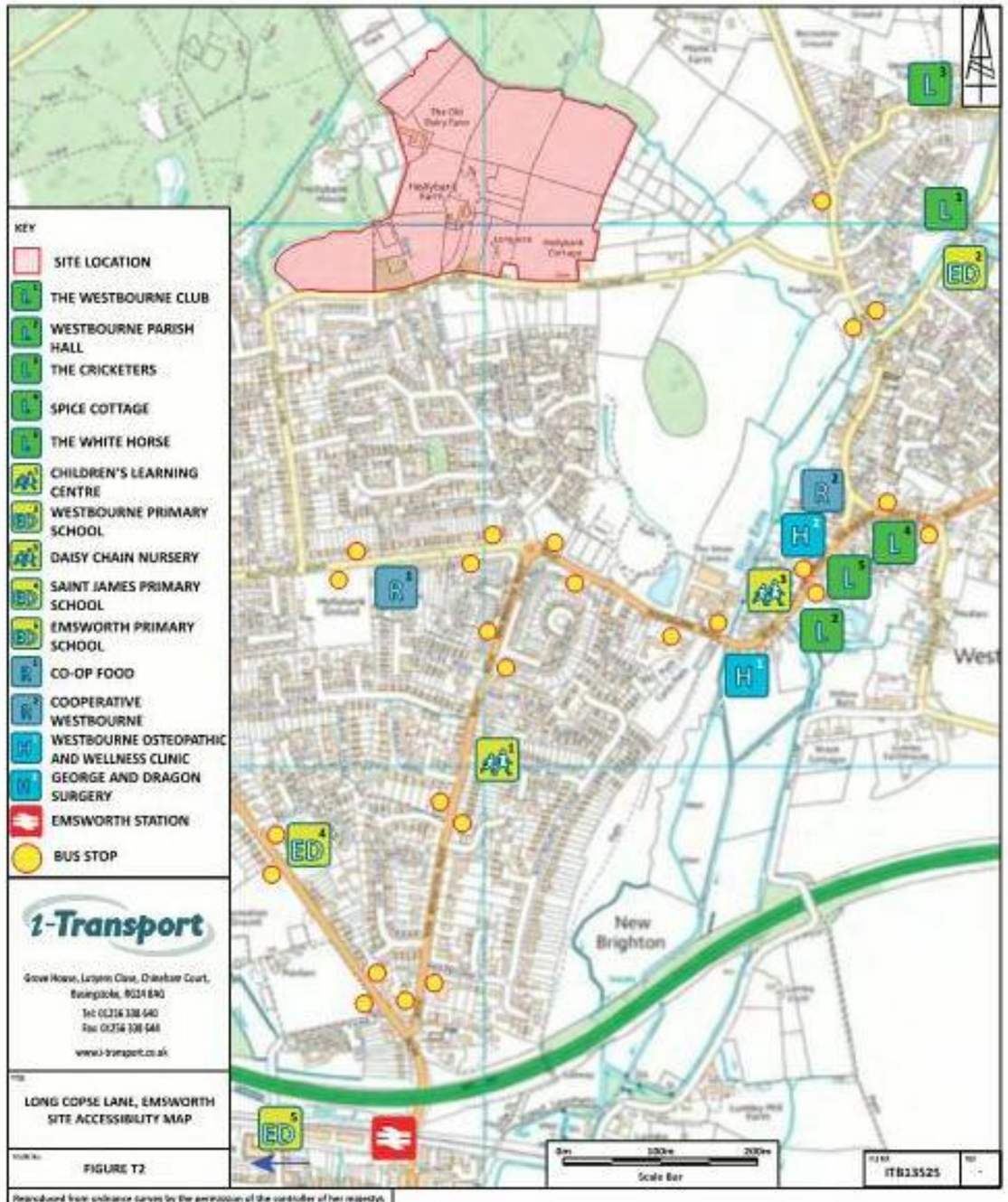
SECTION 8 SUMMARY

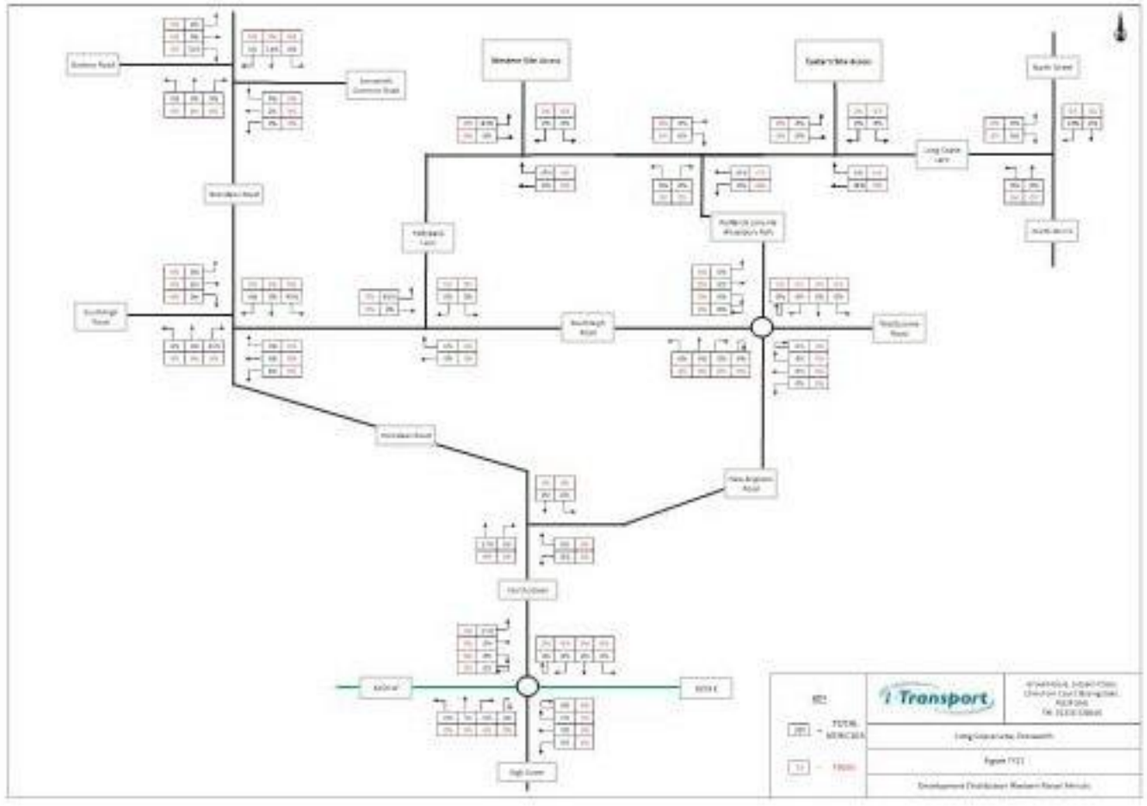
8.1 This Transport Assessment Scoping Note sets out the proposed methodology and parameters for a Transport Assessment to assess the transport and highways implications of a development of up to 260 dwellings north of Long Copse Lane, Emsworth.

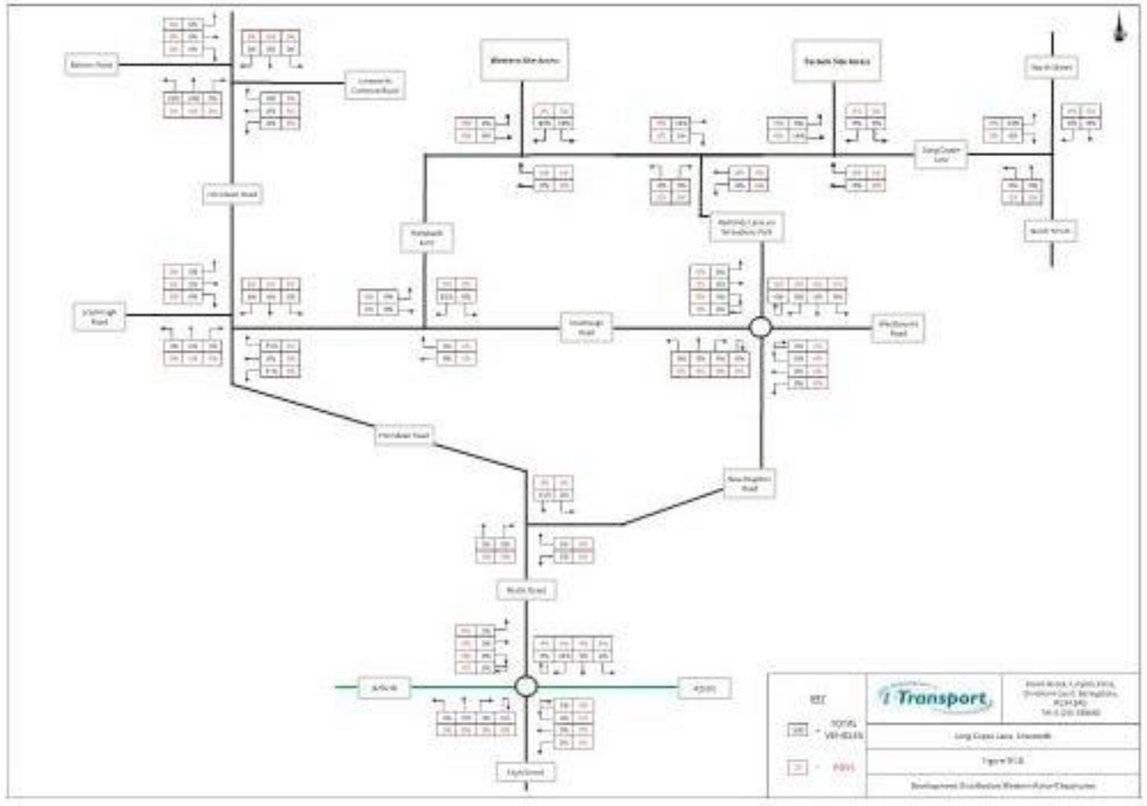
8.2 Agreement is sought from the Local Highway Authority, Hampshire County Council, that the parameters and suggested approach identified in this report are acceptable to enable production of the TA on an agreed basis.

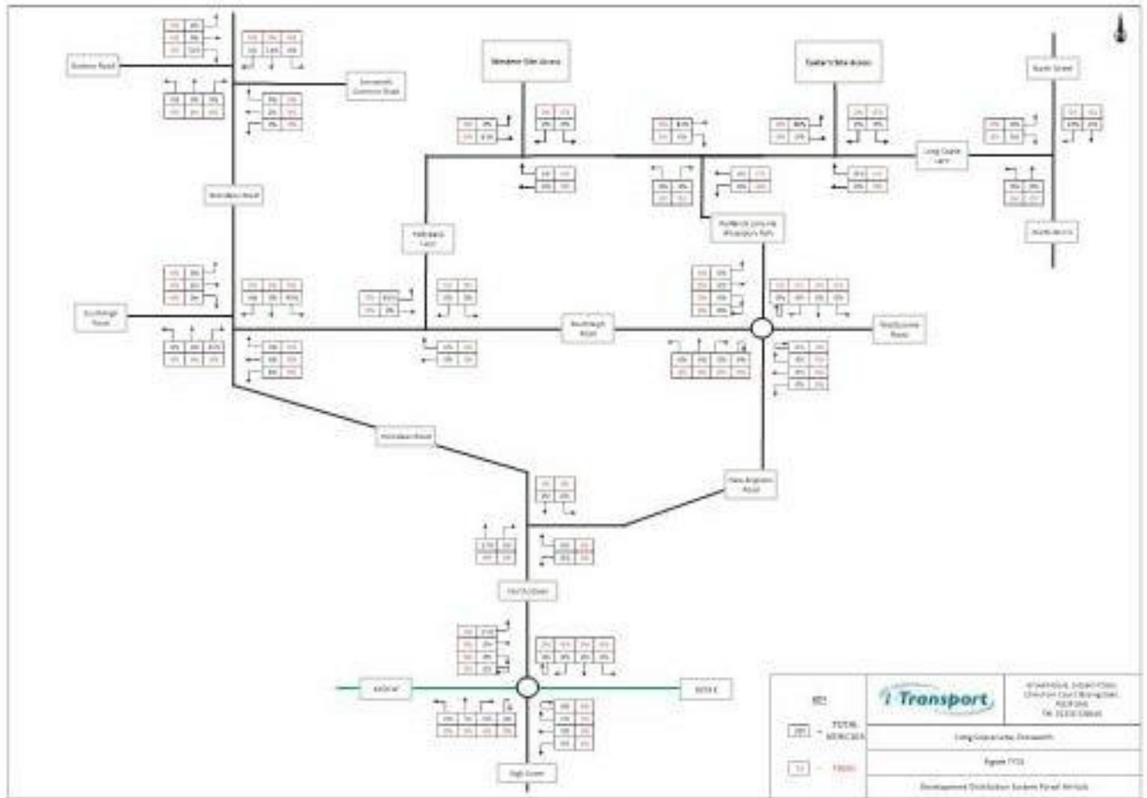
FIGURES

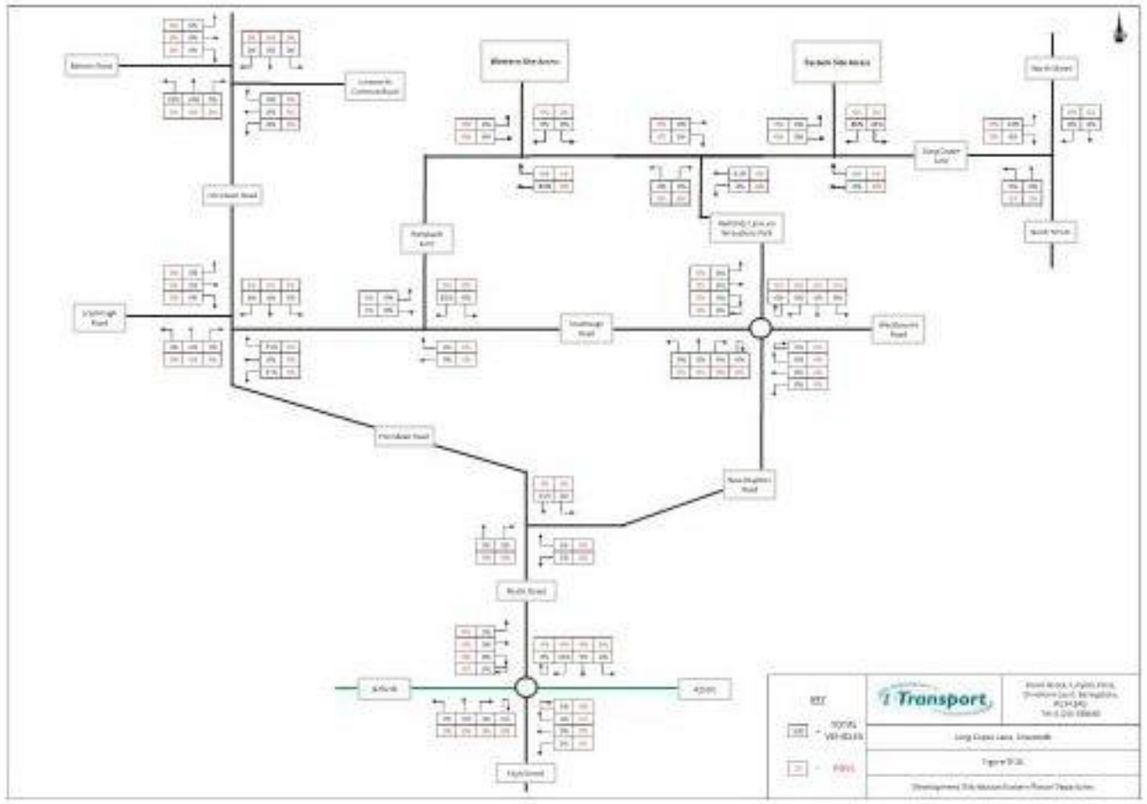

KEY
SITE LOCATION
New Brighton
Scale Bar
1-Transport
Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk
LONG COPSE LANE, EMSWORTH
SITE LOCATION PLAN
FIGURE T1
ITB13525

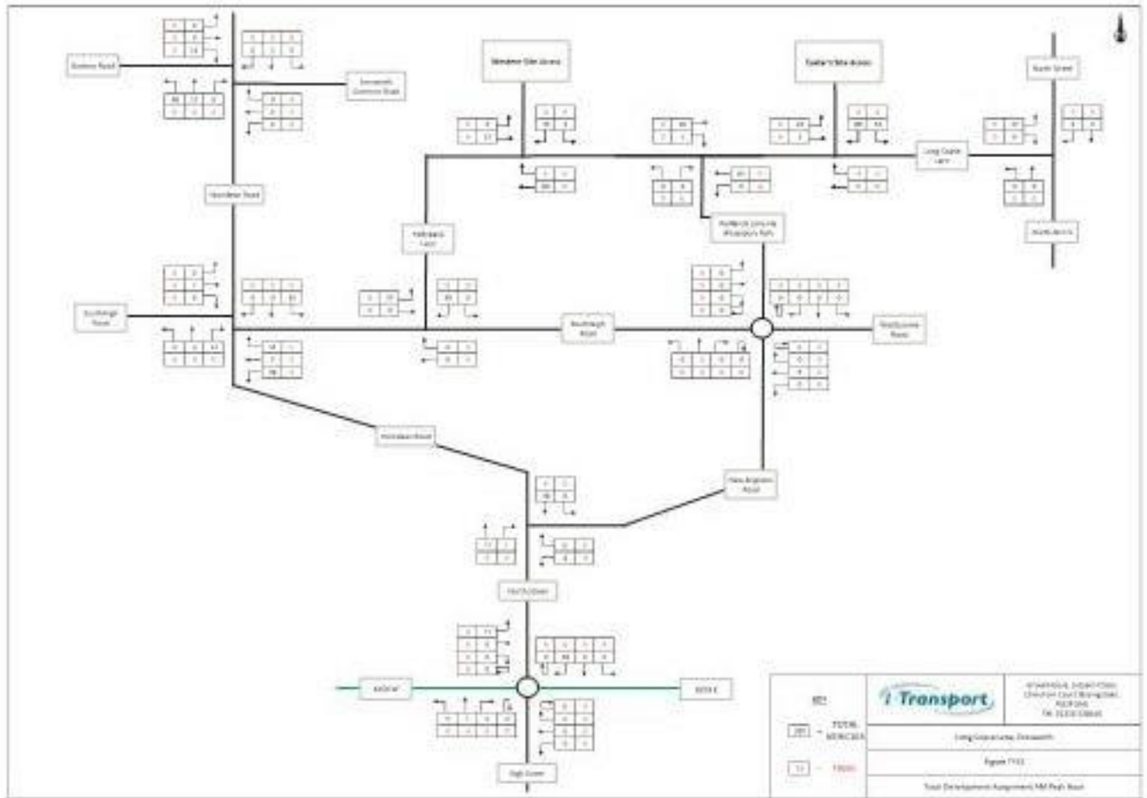

KEY
SITE LOCATION
THE WESTBOURNE CLUB
WESTBOURNE PARISH HALL
THE CRICKETERS
SPICE COTTAGE
THE WHITE HORSE
CHILDREN'S LEARNING CENTRE
WESTBOURNE PRIMARY SCHOOL
DAISY CHAIN NURSERY
SAINT JAMES PRIMARY SCHOOL
EMSWORTH PRIMARY SCHOOL
CO-OP FOOD
COOPERATIVE WESTBOURNE
WESTBOURNE OSTEOPATHIC AND WELLNESS CLINIC
GEORGE AND DRAGON SURGERY
EMSWORTH STATION
BUS STOP
New Brighton
Scale Bar
1-Transport
Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk
LONG COPSE LANE, EMSWORTH
SITE ACCESSIBILITY MAP
FIGURE T2
ITB13525

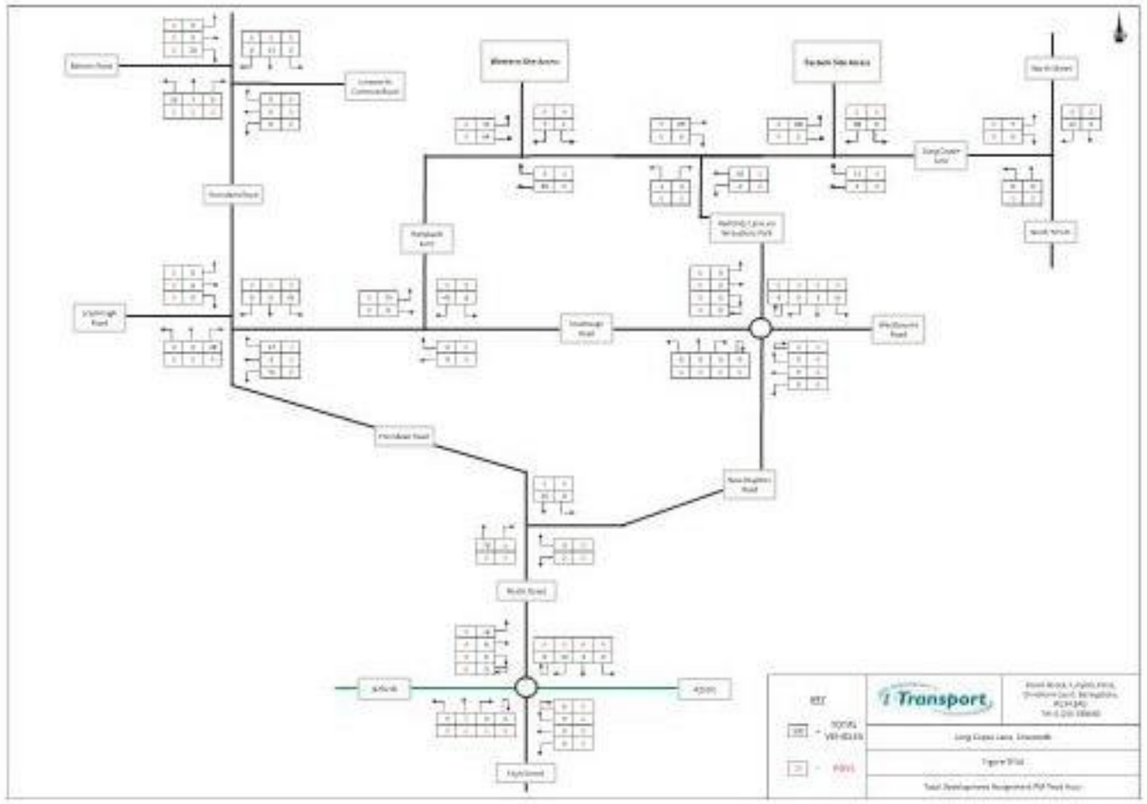

Transport


Transport


Transport

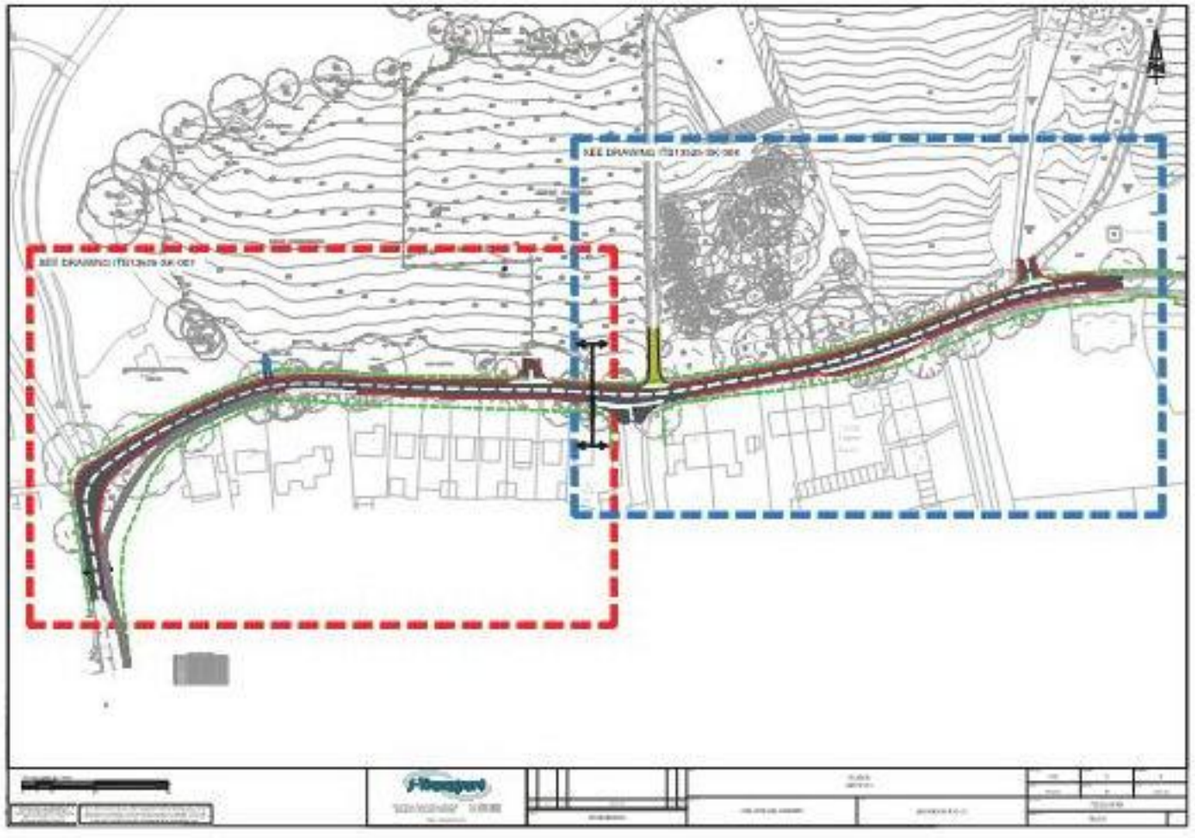

Transport


Business Road
Innovation Commons Road
Wimborne Side Access
Eastern Side Access
North Street
Long Course Lane
Hornbeam Road
Parkbench Lane
Southleigh Road
Westbourne Road
Fern Avenue Road
New Kingsbere Road
Park Farm Close
A3214
A3214
High Street
Transport

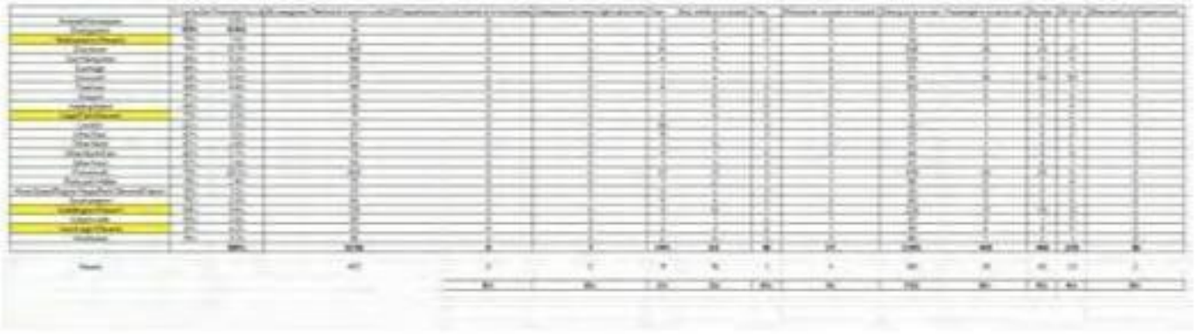

Business Road
Innovation Commons Road
Wimborne Side Access
Eastern Side Access
North Street
Long Course Lane
Hornbeam Road
Parkbench Lane
Southleigh Road
Westbourne Road
Fern Avenue Road
New Kingsbere Road
North Road
A3214
A3214
High Street
Transport

DRAWINGS





APPENDIX A **Private Residential Trip Rates Methodology**



APPENDIX B **Distribution and Gravity Model**

APPENDIX B **Distribution and Gravity Model**

Contestant	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total Score	Total Score (Excluding Lowest Score)	Placement	Prize Money	Prize Money (Excluding Lowest Score)
Ava Chen	85	88	92	90	87	91	89	622	533	1st	$5,000	$5,000
Ben Carter	78	82	80	85	79	83	81	568	488	2nd	$3,000	$3,000
Chloe Davis	90	91	93	92	94	90	92	642	552	3rd	$2,000	$2,000
Daniel Evans	75	77	79	76	78	80	74	539	465	4th	$1,000	$1,000
Emily Foster	88	86	85	87	89	88	90	613	525	5th	$500	$500
Finn Gallagher	82	84	83	81	85	86	87	588	504	6th	$250	$250
Grace Hall	79	80	78	82	81	79	83	562	483	7th	$100	$100
Henry Ivanov	91	89	90	88	92	93	91	634	543	8th	$100	$100
Isla Jackson	76	78	77	79	75	77	76	538	462	9th	$100	$100
Jack Kim	84	85	86	84	83	85	84	591	507	10th	$100	$100
Kara Lopez	87	90	88	91	90	89	88	623	534	11th	$100	$100
Liam Martin	73	75	74	76	72	74	73	517	444	12th	$100	$100
Mia Nguyen	89	87	91	89	88	90	89	623	534	13th	$100	$100
Noah Olsen	80	81	82	80	81	82	80	566	486	14th	$100	$100
Olivia Patel	92	93	94	93	95	92	93	652	559	15th	$100	$100
Paul Quinn	74	76	75	77	74	75	76	527	453	16th	$100	$100
Quinn Rivera	86	85	87	86	84	87	85	600	515	17th	$100	$100
Ryan Scott	77	79	76	78	77	76	77	540	463	18th	$100	$100
Sophia Turner	83	82	84	83	82	84	82	580	498	19th	$100	$100
Tyler Underwood	81	83	80	82	80	81	81	568	488	20th	$100	$100
Total	1600	1600	1600	1600	1600	1600	1600	11200	9600		$13,250	$13,250

Rank	Contestant Name	Age
1st	Ava Chen	24
2nd	Ben Carter	27
3rd	Chloe Davis	22

Rank	Contestant Name	Age
4th	Daniel Evans	29
5th	Emily Foster	25
6th	Finn Gallagher	31
7th	Grace Hall	26

Rank	Contestant Name	Age
8th	Henry Ivanov	23
9th	Isla Jackson	28
10th	Jack Kim	30
11th	Kara Lopez	24
12th	Liam Martin	27

Rank	Contestant Name	Age
13th	Mia Nguyen	22
14th	Noah Olsen	29
15th	Olivia Patel	25
16th	Paul Quinn	31

Rank	Contestant Name	Age
17th	Quinn Rivera	26
18th	Ryan Scott	23
19th	Sophia Turner	28
20th	Tyler Underwood	30

Contestant Placements – 2024 Nationwide Pageant

Competition: All Rounds

Contestant	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total Score	Age	Hometown	Evening Gown	Interview	Talent
Ava Chen	9.2	9.4	9.1	9.3	9.5	9.2	9.4	65.1	24	Austin, TX	9.3	9.5	9.4
Ben Carter	8.8	8.9	8.7	9.0	8.8	8.9	8.8	61.9	27	Denver, CO	8.9	8.8	8.7
Chloe Davis	9.5	9.6	9.4	9.5	9.6	9.5	9.6	67.2	22	Miami, FL	9.6	9.4	9.5
Daniel Evans	8.5	8.6	8.4	8.7	8.5	8.6	8.5	59.3	29	Seattle, WA	8.6	8.5	8.6
Emily Foster	9.0	8.9	9.1	8.8	9.0	9.1	9.0	63.0	25	Chicago, IL	9.0	9.1	8.9
Finn Gallagher	8.7	8.8	8.6	8.9	8.7	8.8	8.7	61.2	31	Boston, MA	8.8	8.7	8.8
Grace Hall	8.4	8.5	8.3	8.6	8.4	8.5	8.4	59.1	26	Portland, OR	8.5	8.4	8.5
Henry Ivanov	9.3	9.2	9.4	9.1	9.3	9.2	9.3	65.1	23	Las Vegas, NV	9.2	9.3	9.2
Isla Jackson	8.6	8.7	8.5	8.8	8.6	8.7	8.6	60.5	28	Nashville, TN	8.7	8.6	8.7
Jack Kim	8.9	9.0	8.8	9.1	8.9	9.0	8.9	62.6	30	Phoenix, AZ	9.0	8.9	9.0
Kara Lopez	9.1	9.3	9.0	9.2	9.1	9.0	9.1	63.8	24	Dallas, TX	9.1	9.2	9.1
Liam Martin	8.3	8.4	8.2	8.5	8.3	8.4	8.3	58.4	27	Atlanta, GA	8.4	8.3	8.4
Mia Nguyen	9.4	9.2	9.5	9.3	9.2	9.4	9.3	65.3	22	San Diego, CA	9.3	9.4	9.3
Noah Olsen	8.8	8.9	9.0	8.8	8.9	9.0	8.8	62.2	29	Minneapolis, MN	8.9	8.8	8.9
Olivia Patel	9.6	9.7	9.8	9.7	9.9	9.6	9.7	68.0	25	Houston, TX	9.7	9.6	9.7
Paul Quinn	8.2	8.3	8.1	8.4	8.2	8.3	8.2	57.7	31	Detroit, MI	8.3	8.2	8.3
Quinn Rivera	8.7	8.6	8.8	8.7	8.6	8.8	8.6	60.8	26	Orlando, FL	8.7	8.6	8.7
Ryan Scott	8.5	8.6	8.4	8.6	8.5	8.4	8.5	59.5	23	Salt Lake City, UT	8.5	8.4	8.5
Sophia Turner	8.9	8.8	9.0	8.9	8.8	9.0	8.8	62.2	28	Charlotte, NC	8.9	8.8	8.9
Tyler Underwood	8.7	8.8	8.6	8.8	8.7	8.6	8.7	61.9	30	Kansas City, MO	8.8	8.7	8.8
Total	172.2	173.1	172.0	173.5	172.2	173.0	172.2	1208.2			173.1	172.2	173.0

Rank	Contestant Name	Age
1st	Olivia Patel	25
2nd	Chloe Davis	22
3rd	Mia Nguyen	22

Rank	Contestant Name	Age
4th	Henry Ivanov	23
5th	Ava Chen	24
6th	Kara Lopez	24
7th	Jack Kim	30

Rank	Contestant Name	Age
8th	Emily Foster	25
9th	Noah Olsen	29
10th	Isla Jackson	28
11th	Sophia Turner	28
12th	Ben Carter	27

Rank	Contestant Name	Age
13th	Quinn Rivera	26
14th	Tyler Underwood	30
15th	Grace Hall	26
16th	Ryan Scott	23

Rank	Contestant Name	Age
17th	Daniel Evans	29
18th	Finn Gallagher	31
19th	Liam Martin	27
20th	Paul Quinn	31

APPENDIX C

TEMPRO Growth Rate Calculations

GROWTH FACTORS Havant 013 - All Roads

	AM	PM
2018 - 2023	1.0773	1.0736
2018 - 2036	1.1808	1.1799

Source: TEMPRO 7.2

i-Transport

E enquiries@i-transport.co.uk
W www.i-transport.co.uk

Grove House, Lutyens Close
Chineham Court, Basingstoke
Hampshire RG24 8AG
T 01256 338 640
F 01256 338 644

Centurion House
129 Deansgate
Manchester M3 3WR
T 0161 830 2172
F 0161 830 2173

4 Lombard Street
London
EC3V 9HD
T 020 7190 2820
F 020 7190 2821

APPENDIX B. ILLUSTRATIVE MASTERPLAN

Ancient Woodland
Woodland
Ancient Woodland
Woodland
Field Access
Woodland Access
SuDS
Inaccessible Buffer
SuDS
Open Space
Bat Corridor
Open Space
SuDS
Open Space
Inaccessible Buffer
SuDS
Bat Corridor
SuDs
Open Space
Bat Corridor
Open Space
Bat Corridor
Play
Open Space
Bat Corridor
Play
Open Space
SuDS
SuDS
SuDS
Bat Corridor
Open Space
SuDS
Long Copse Lane
Woodland
N
1:1000 0 10 20 40 70 100.M.

Drawn by : Checked by :

Date:

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Revisions

Rev	Date	Drawn	Checked

Project:
LAND NORTH OF LONG COPSE LANE
EMSWORTH

Drawing Title:
SKETCH MASTERPLAN

LAND & PARTNERS
Promoting strategic housing land & building communities
by creating spaces & places to live, work & play

carlton
design partnership
Selwyn House, 32a Castle Way, Southampton, SO14 2AW
023 8011 8866 www.carltondesignpartnership.com

Scale: 1:1000 @ A1

Drg No: 170116/SL/SK1 Rev: M

X:\CURRENT PROJECTS\LAND AND PARTNERS\LONG COPSE LANE EMSWORTH\SITE LAYOUT\LAYOUT 26

APPENDIX C. PERSONAL INJURY ACCIDENT DATA

Accidents between dates **30/07/2018 and 31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

Selected Polygon:HR HORNDEAN ROAD

44180392119 18/10/2018 Time 1231 Vehicles 1 Casualties 1 Fatal
E:474838 N: 107234 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) REVERSES ALONG FAIRLEA ROAD IN A S DIRECTION AND COLLIDES WITH CAS 1 (PEDESTRIAN) TRAVELLING BEHIND VEH 1 IN UNKNOWN DIRECTION, CAUSING CAS 1 TO FALL OVER.
Occurred on FAIRLEA ROAD AT JUNCTION WITH FAIRLEA ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 78 Male Pedestrian Severity: Fatal
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere Direction Unknown

Movement U/K

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

44180428335 14/11/2018 Time 2034 Vehicles 2 Casualties 1 Slight
E:473949 N: 107773 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Possible
2nd:	Not displaying lights at night or in poor visibility	Vehicle 1	Possible
3rd:	Cyclist wearing dark clothing at night	Vehicle 1	Possible
4th:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING SE ALONG B2148 HORNDEAN ROAD IS CLIPPED ON THE HANDLEBARS BY VEH2 (CAR) TRAVELLING SE ALONG B2148 HORNDEAN ROAD ON THE OFFSIDE.

Occurred on B2148 HORNDEAN ROAD, 547 METERS N OF JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **30/07/2018 and 31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

44190031850 26/01/2019 Time 1640 Vehicles 1 Casualties 1 Serious
E:473885 N: 108141 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG EMSWORTH COMMON ROAD. DRIVER IS DISTRACTED BY SOMETHING FALLING OFF THE DASHBOARD. VEH DRIFTS TO THE NEARSIDE AND DRIVER OVER STEERS TO THE RIGHT, CAUSING VEH TO OVERTURNED.

Occurred on EMSWORTH COMMON ROAD, 145 METERS NE OF HORNDEAN ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Tree
Nearside Age of Driver 48 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 48 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **30/07/2018 and 31/12/2020** (29) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

44190091840 15/03/2019 Time 2209 Vehicles 2 Casualties 1 Slight
E:474587 N: 106878 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Darkness: street lights present and lit Fine with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG HORNDEAN ROAD AT SPEED. VEH2 (CAR) TRAVELLING SW ALONG BELLEVUE LANE TURNED LEFT ONTO HORNDEAN ROAD. VEH1 COLLIDED WTIH THE REAR OF VEH2.
Occurred on B2149 HORNDEAN ROAD AT JUNCTIL WIHT BELLVEVUE ROAD, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 87 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 89 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

44190186511 31/05/2019 Time 1015 Vehicles 3 Casualties 1 Slight
E:474576 N: 107352 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG SOUTHLEIGH ROAD, DRIVER BECOMES UNWELL AND COLLIDES WITH BOLLARDS DISLODGING 1 WHICH CAUSES DAMAGE TO VEH 2 (CAR) PARKED ON A DRIVEWAY. VEH 1 THEN COLLIDES WITH REAR OF VEH 3 (CAR) PARKED AND UNATTENDED ON NEARSIDE

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH ADDERBURY AVENUE, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside Age of Driver 78 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 78 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **30/07/2018 and 31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

Vehicle Reference 3 Car Parked
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

44190233444 05/07/2019 Time 1720 Vehicles 3 Casualties 1 Slight
E:474242 N: 107321 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled B 2148
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 3	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 3	Possible
3rd:			
4th:			
5th:			
6th:			

VEH3 (CAR) TRAVELLING E ALONG SOUTH LEIGH ROAD FAILED TO SLOW IN TIME FOR TRAFFIC AHEAD AND COLLIDED WITH THE REAR OF VEH2 (CAR) IN FRONT, SHUNTING IT FORWARD INTO THE REAR OF VEH1 (CAR) STATIONARY AT THE JUNCTION.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH B2148 HORNDEAN ROAD, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 24 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

Vehicle Reference 3 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

44190374825 19/10/2019 Time 1624 Vehicles 2 Casualties 2 Serious
E:474293 N: 107296 First Road: B 2148 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG SOUTHLEIGH ROAD TURNS LEFT FAILING TO GIVE WAY TO VEHICLE 2 TRAVELLING SE ALONG B2148 HORNDEAN ROAD AND COLLIDES.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 83 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 83 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 38 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

44190398663 06/11/2019 Time 1430 Vehicles 2 Casualties 2 Slight
E:474857 N: 106505 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2147
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Uncorrected, defective eyesight	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG B2148 HORNDEAN ROAD TURNS RIGHT TO TRAVEL NE ALONG B2147 NEW BRIGHTON ROAD INTO THE PATH OF VEH2 (CAR) TRAVELLING SE ALONG HORNDEAN ROAD.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH B2147 NEW BRIGHTON ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 84 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 84 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 73 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **30/07/2018 and 31/12/2020** (29) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

44200005029 03/01/2020 Time 1720 Vehicles 2 Casualties 1 Slight
E:473757 N: 108066 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING W ALONG EMSWORTH COMMON ROAD GOES TO TURN RIGHT TO TRAVEL N ALONG B2148 HORNDEAN ROAD BUT FAILS TO GIVE WAY TO VEH1 (CAR) TRAVELLING S ALONG HORNDEAN ROAD.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH EMSWORTH COMMON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

44200184460 24/05/2020 Time 1232 Vehicles 2 Casualties 2 Slight
E:474647 N: 107359 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: Any animal in carriageway (except r
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG SOUTHLEIGH ROAD BRAKED HEAVILY TO AVOID A DOG WHICH RAN ACROSS THE ROAD. VEH2 (CAR) TRAVELLING W ALONG SOUTHELIGH ROAD BEHIND COLLIDED WITH THE REAR OF VEH1.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH HOLLYBANK LANE, HAVANT, HAMPSHRIE.

Vehicle Reference 1 Car Stopping
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 1 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

44200470235 05/12/2020 Time 1853 Vehicles 2 Casualties 2 Serious
E:474704 N: 106716 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG HORNDEAN ROAD DRIFTS INTO OPPOSITE SIDE OF ROAD COLLIDING WITH VEH 2 (CAR) TRAVELLING SE ALONG HORNDEAN ROAD.
Occurred on HORNDEAN ROAD, OUTSIDE NUMBER 38, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 37 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **30/07/2018** **and** **31/12/2020** (29) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR HORNDEAN ROAD")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	3	6	10
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	1	3	7	11

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	3	9	12
Passenger	0	0	1	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	1	1
Pedestrian	1	0	0	1
Other	0	0	0	0
Total	1	3	11	15

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

Selected Polygon:CS WESTBOURNE

140168783 14/05/2014 Time 1345 Vehicles 2 Casualties 1 Slight
E:474965 N: 107018 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG NEW BRIGHTON WAY COLLIDED WITH VEH 2 (VAN) PARKED AND UNATTENDED AGAINST WEST KERB CAUSING VEH 1 TO OVERTURN.
Occurred on NEW BRIGHTON WAY AT JUNCTION WITH WICKOR WAY, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 85 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 85 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

140207539 12/06/2014 Time 1730 Vehicles 2 Casualties 2 Slight
E:473735 N: 108104 First Road: B 2149 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG BARTONS ROAD, FAILS TO GIVE WAY AND TURNS RIGHT ONTO B2149 HORNDEAN ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING NW ON HORNDEAN ROAD AND COLLIDES.

Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 19 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

140227499 20/06/2014 Time 1630 Vehicles 2 Casualties 1 Slight
E:474958 N: 106972 First Road: B 2147 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle door opened or closed negligently	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS PARKED FACING S ALONG B2147 NEW BRIGHTON ROAD. THE DRIVER OPENED THE DOOR INTO THE PATH OF VEH 2 (P/CYCLE) TRAVELLING S, CAUSING THE RIDER TO FALL.

Occurred on B2147 NEW BRIGHTON ROAD AT JUNCTION WITH WENSLEY GARDENS, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Parked
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 11 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 11 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

140221689 23/06/2014 Time 0840 Vehicles 2 Casualties 1 Slight
E:473984 N: 107721 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Illness or disability, mental or physical	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING SE ALONG B2148 HORNDEAN ROAD, CROSSES OVER THE CENTRAL LINE TO THE LAYBY ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING IN THE OPPOSITE DIRECTION AND COLLIDES.

Occurred on B2148 HORNDEAN ROAD 408 METRES SE OF EMSWORTH COMMON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 53 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

140330783 12/09/2014 Time 1600 Vehicles 2 Casualties 1 Slight
E:474907 N: 107393 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) WAS REVERSING W ALONG SOUTHLEIGH ROAD WHILST MANOEUVRING INTO A DRIVEWAY. VEH 2 (CAR) TRAVELLING E FAILED TO NOTICE THIS AND COLLIDED WITH THE REAR OF VEH 1, WHICH THEN JUMPED FORWARDS AND COLLIDED WITH A BRICK WALL.
Occurred on SOUTHLEIGH ROAD AT JUNCTINO WITH NUMBER 607 DRIVEWAY, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Reversing
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: Wall or fence
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

140351445 28/09/2014 Time 2004 Vehicles 1 Casualties 1 Slight
E:473832 N: 108108 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG EMSWORTH COMMON ROAD CLIPPED CAS 1 (PEDESTRIAN) WITH THE NEARSIDE WING MIRROR WHO WAS WALKING NE, FACING AWAY FROM THE TRAFFIC.
Occurred on EMSWORTH COMMON ROAD OUTSIDE GRAVEL PIT COTTAGES, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr not crossing NE bound

In carr back to traffic

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

140376679 18/10/2014 Time 2321 Vehicles 2 Casualties 1 Slight
E:473761 N: 108062 First Road: B 2158 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG EMSWORTH COMMON ROAD FAILED TO GIVE WAY AND TURNED LEFT ONTO B2158 HORNDEAN ROAD COLLIDING WITH VEH 2 (CAR) TRAVELLING SE ALONG B2158 HORNDEAN ROAD.

Occurred on B2158 HORNDEAN ROAD AT JUNCTION WITH EMSWORTH COMMON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 81 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 81 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

140404796 10/11/2014 Time 1600 Vehicles 2 Casualties 1 Slight
E:473619 N: 108078 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG EASTLEIGH ROAD TURNED RIGHT ONTO BARTONS ROAD INTO PATH OF VEH 2 (CAR) TRAVELLING W ALONG BARTONS ROAD. VEH 1 STATED VEH 2 WAS INDICATING LEFT FOR EASTLEIGH ROAD.

Occurred on BARTONS ROAD AAT JUNCTION WITH EASTLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 58 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

150019891 19/01/2015 Time 0750 Vehicles 2 Casualties 1 Slight
E:473760 N: 108064 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV W EMSWORTH COMMON ROAD TURNED RIGHT INTO B2148 HORNDEAN ROAD AND COLLIDED WITH THE NEARSIDE OF VEH 2 (CAR) TRAV S HORNDEAN ROAD, CAUSING VEH 2 TO LEAVE THE CARRIAGEWAY TO THE NEARSIDE AND HIT A LAMP POST.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH EMSWORTH COMMON ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

150084597 12/03/2015 Time 0830 Vehicles 2 Casualties 1 Serious
E:475078 N: 107395 First Road: B 2147 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2147
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING N ALONG B2147 NEW BRIGHTON ROAD ENTERED RBT AND COLLIDED WITH VEH 2 (P/CYCLE) TRAVELLING W ALONG B2147 WESTBOURNE ROAD AND AROUND RBT CAUSING RIDER TO BE KNOCKED OFF.

Occurred on B2147 NEW BRIGHTON ROAD AT JUNCTION WITH B2147 WESTBOURNE ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

150148852 03/05/2015 Time 1330 Vehicles 2 Casualties 1 Slight
E:474502 N: 107341 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG SOUTHLEIGH ROAD TURNS LEFT INTO LONGFIELD ROAD AND CLIPS VEH 2 (P/CYCLE) TRAVELLING IN FRONT KNOCKING RIDER OFF.
Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH LONGFIELD ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from E to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 66 Female
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

150339479 30/09/2015 Time 1511 Vehicles 2 Casualties 1 Slight
E:475076 N: 107395 First Road: B 2147 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG B2147 NEW BRIGHTON ROAD ENTERED THE RBT AT SOUTHLEIGH ROAD AND COLLIDED WITH VEH 2 (P/CYCLE) TRAVELLING W ACROSS THE RBT.

Occurred on B2147 NEW BRIGHTON ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

150369871 24/10/2015 Time 1155 Vehicles 1 Casualties 1 Serious
E:475154 N: 107372 First Road: B 2147 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) CAME OUT OF THE BUSHES ALONG THE NORTH EDGE OF B2147 WESTBOURNE ROAD AND STEPPED INTO THE ROAD AND WAS HIT BY VEH 1 (CAR) TRAVELLING SE ALONG B2147 WESTBOURNE ROAD. VEH 1 HAD NO CHANCE TO REACT.

Occurred on B2147 WESTBOURNE ROAD 40 METRES NORTHWEST OF LEWIS ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 61 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere S bound

Driver's nearside

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

150398918 16/11/2015 Time 1910 Vehicles 2 Casualties 1 Slight
E:474285 N: 107300 First Road: B 2148 Road Type Dual carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING W ALONG SOUTHLEIGH ROAD, ENTERS JUNCTION AT B2148 HORDEAN ROAD TO TURN RIGHT FAILING TO SEE VEH 1 (M/CYCLE) RESULTING IN VEH 1 COLLIDING INTO OFFSIDE OF VEH 2.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

150400647 18/11/2015 Time 0850 Vehicles 2 Casualties 1 Slight
E:475076 N: 107464 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG SKYLARK AVENUE, DRIVER FAILS TO SEE AND TURNS RIGHT ONTO REDLANDS LANE ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING SE ALONG REDLANDS LANE AND COLLIDES, KNOCKING THE RIDER OFF

Occurred on REDLANDS LANE AT JUNCTION WITH SKYLARK AVENUE, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 65 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

160021718 15/01/2016 Time 1150 Vehicles 1 Casualties 1 Slight
E:474808 N: 106548 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2148
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disability or illness, mental or physical	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING NE ALONG COLDHARBOUR FARM ON THE PAVEMENT FALLS OVER AND ONTO VEH 1 (VAN) STATIONARY AT JUNCTION WAITING TO TURN LEFT ONTO B2148 HORNDEAN ROAD

Occurred on COLDHARBOUR FARM ROAD AT JUNCTION WITH B2148 HORNDEAN ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Waiting to turn left
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 57 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On footpath / verge NW bound

Movement U/K

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

160066180 14/02/2016 Time 1130 Vehicles 3 Casualties 3 Slight
E:474660 N: 107361 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SW ALONG HOLLYBANK LANE, TURNS RIGHT ONTO SOUTHLEIGH ROAD AND COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING SW ALONG SOUTHLEIGH ROAD, CAUSING VEH 2 TO COLLIDE WITH VEH 3 (P/CYCLE) TRAVELLING ALONGSIDE VEH 2.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH HOLLYBANK LANE, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Motorcycle - unknown cc Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 46 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

Vehicle Reference 3 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 3 Vehicle: 3 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

160225104 16/06/2016 Time 1629 Vehicles 2 Casualties 1 Slight
E:473747 N: 108102 First Road: B 2149 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Uncorrected, defective eyesight	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG BARTONS ROAD, TURNS RIGHT ONTO B2149 HORNDEAN ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING SE ALONG B2149 HORNDEAN ROAD AND COLLIDES.
Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 93 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 62 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

160274493 23/07/2016 Time 0700 Vehicles 2 Casualties 1 Slight
E:473713 N: 108105 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG BARTONS ROAD, FAILS TO SEE AND COLLIDES WITH THE REAR OF VEH 2 (P/CYCLE) APPROACHING THE JUNCTION WITH B2149 HORNDEAN ROAD, CAUSING THE RIDER TO FALL OFF.

Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 63 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

160322353 27/08/2016 Time 1220 Vehicles 2 Casualties 1 Serious
E:474579 N: 106887 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Uncorrected, defective eyesight	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG B2148 HORNDEAN ROAD COLLIDED WITH REAR WHEEL OF VEH 2 (P/CYCLE) TRAVELLING IN FRONT CAUSING RIDER TO FALL OFF AND HIT HEAD.
Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH BELLEVUE LANE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 89 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 55 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

160387708 13/10/2016 Time 2000 Vehicles 2 Casualties 1 Slight
E:473815 N: 108095 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING NE ALONG EMSWORTH COMMON ROAD PERFORMED A UTURN IN THE ROAD ACROSS PATH OF VEH 1 (CAR) TRAVELLING BEHIND CAUSING VEH 1 TO COLLIDE WITH OFFSIDE VEH 2.
Occurred on EMSWORTH COMMON ROAD OUTSIDE GRAVEL PIT COTTAGE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 73 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under U-turn
Vehicle movement from SW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

Notes:

160429511 14/11/2016 Time 0910 Vehicles 2 Casualties 1 Slight
E:474281 N: 107296 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG B2148 HORNDEAN ROAD TURNING RIGHT ONTO SOUTHLEIGH ROAD AND COLLIDES WITH THE REAR OF VEH 2 (P/CYCLE) TRAVELLING IN THE SAME DIRECTION MAKING THE SAME MANOEUVRE

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE

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

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

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

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

160464114 09/12/2016 Time 1615 Vehicles 2 Casualties 2 Slight
E:473735 N: 108107 First Road: B 2149 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING E ALONG BARTONS ROAD, FAILS TO GIVE WAY AND ENTERS B2149 HORNDEAN ROAD ACROSS THE PATH OF VEH 1 (PICK-UP) TRAVELLING N ALONG B2149 HORNDEAN ROAD AND COLLIDES.

Occurred on B2149 HORNDEAN ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road Bollard / Refuge Off road: Road sign / ATS
O/S & rebounded Age of Driver 24 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 24 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44170039663 31/01/2017 Time 1703 Vehicles 2 Casualties 2 Slight
E:474971 N: 107398 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inadequate/Masked signs or road markings	Vehicle 1	Possible
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING EAST ON SOUTHLEIGH ROAD MOVES ACROSS THE ROAD AND COLLIDES HEAD ON WITH VEH 2 (CAR) TRAVELLING WEST ON SOUTHLEIGH ROAD.
Occurred on SOUTHLEIGH ROAD OUTSIDE NUMBER 621, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 81 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 81 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44170091983 11/03/2017 Time 1450 Vehicles 2 Casualties 1 Slight
E:474294 N: 107305 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG SOUTHLEIGH ROAD COLLIDES WITH THE REAR OF VEH 2 (CAR) STATIONARY AT THE JUNCTION WITH B2148 HORDEAN ROAD WAITING TO TURN LEFT.
Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Waiting to turn left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44170125748 04/04/2017 Time 1610 Vehicles 2 Casualties 2 Slight
E:475192 N: 107349 First Road: B 2147 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG LEWIS ROAD, ENTERS ONTO B2147 WESTBOURNE ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING NW ALONG B2147 WESTBOURNE ROAD AND COLLIDES.
Occurred on B2147 WESTBOURNE ROAD AT JUNCTION WITH LEWIS ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from S to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from Park to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 2 Vehicle: 2 Age: 58 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

Notes:

44170265975 07/07/2017 Time 1800 Vehicles 2 Casualties 1 Slight
E:474811 N: 106546 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2148
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SW ALONG COLDHARBOUR FARM ROAD OVERTAKES VEH 1 (P/CYCLE) TRAVELLING IN THE SAME DIRECTION MOVES BACK IN TO SOON AND COLLIDES, CAUSING THE RIDER TO BE KNOCKED OFF.

Occurred on COLDHARBOUR FARM ROAD AT JUNCTION WITH B2148 HORNDEAN ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Overtaking moving vehicle O/S
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44170379691 30/09/2017 Time 1800 Vehicles 2 Casualties 1 Slight
E:474282 N: 107297 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 2	Possible
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Possible
3rd:	Junction restart	Vehicle 2	Possible
4th:	Failed to look properly	Vehicle 1	Possible
5th:	Inexperienced or learner driver/rider	Vehicle 1	Possible
6th:			

VEH 1 PULLING OUT OF SOUTHLEIGH ROAD ONTO HORNDEAN ROAD. VEH 2 TRAVELLING NORTH ON HORNDEAN ROAD. VEH 1 HAS HIT OFFSIDE OF VEH 2.
Occurred on HORNDEAN ROAD JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

Notes:

44170389140 07/10/2017 Time 1345 Vehicles 3 Casualties 1 Slight
E:473750 N: 108064 First Road: B 2148 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG EMSWORTH COMMON ROAD TURNED RIGHT ONTO B2148 HORNDEAN ROAD HITTING OFFSIDE VEH 2 (CAR) TRAVELLING N ALONG B2148 HORNDEAN ROAD. VEH 2 IS PUSHED INTO VEH 3 (CAR) TRAVELLING E ALONG BARTONS ROAD WAITING AT JUNCTION.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH EMSWORTH COMMON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 75 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 9 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

Notes:

Vehicle Reference 3 Car Waiting to turn right
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 70 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44170484717 14/12/2017 Time 1320 Vehicles 3 Casualties 3 Slight
E:474363 N: 107609 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING AROUND R/H BEND ON WOOLMER STREET COLLIDES WITH VEH2 (CAR) THAT WAS PARKED ON THE NEARSIDE AND WAS PUSHED INTO VEH3 (CAR). OCCUPANTS OF VEH1 SUFFERED MINOR IINJURIES.

Occurred on WOOLMER STREET AT JUNCTION WITH DIANA CLOSE, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 16 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Casualty Reference: 3 Vehicle: 1 Age: 16 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 3 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44170484080 14/12/2017 Time 0847 Vehicles 2 Casualties 1 Slight
E:474858 N: 106507 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2147
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG B2147 NEW BRIGHTON ROAD ENTERS B2148 HORNDEAN ROAD ACROSS THE PATH VEH 1 (P/CYCLE) TRAVELLING NW ALONG B2148 HORNDEAN ROAD TURNING RIGHT ONTO B2147 NEW BRIGHTON ROAD AND COLLIDES. VEH 2 FAILED TO STOP

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH B2147 NEW BRIGHTON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

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

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44180138627 15/04/2018 Time 2002 Vehicles 2 Casualties 2 Slight
E:473754 N: 108072 First Road: B 2148 Road Type Dual carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SW ALONG EMSWORTH COMMON ROAD TURNS RIGHT ONTO B2148 WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING SE ALONG B2148.

Occurred on B2148, HORNDEAN ROAD, AT JUNCTION WITH EMSWORTH COMMON ROAD, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 55 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44180171919 09/05/2018 Time 1811 Vehicles 1 Casualties 1 Serious
E:474841 N: 107387 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
4th:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
5th:			
6th:			

CAS1 (PEDESTRIAN) LEAVES CO OP AND HURRIES NORTH ACROSS SOUTHLEIGH ROAD, FAILING TO NOTICE VEH1 (CAR) TRAVELLING E ALONG SOUTHLEIGH ROAD.
Occurred on SOUTHLEIGH ROAD, OUTSIDE THE CO OP, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 14 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's offside masked

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44180245712 01/07/2018 Time 0900 Vehicles 2 Casualties 1 Slight
E:475093 N: 107396 First Road: B 2147 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (VAN) PULLS OUT ONTO THE RBT TO GO STRAIGHT OVER TRAVELLING W AND DOESN'T GIVE WAY TO VEH1 (P/CYCLE) THAT WAS TRAVELLING S ON THE RBT CAUSING A COLLISION.
Occurred on B2147 WESTBOURNE ROAD AT JUNCTION WITH REDLANDS LANE, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead right bend
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from SE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/08/2013** **and** **30/07/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

44180264269 13/07/2018 Time 1830 Vehicles 2 Casualties 1 Slight
E:475027 N: 107714 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (TAXI) TRAVELLING W OUT OF NUMBER 18, TURNED LEFT ONTO BRUSHWOOD GROVE AND CLIPPED WHEEL OF VEH 2 (P/CYCLE) TRAVELLING S ALONG BRUSHWOOD GROVE. RIDER OF VEH 2 FELL OFF ONTO PAVEMENT AND VEH 1 DROVE OFF.

Occurred on BRUSHWOOD GROVE AT JUNCTION WITH NUMBER 18, EMSWORTH, HAMPSHIRE

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 11 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 11 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates **01/08/2013 and 30/07/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS WESTBOURNE")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	19	21
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	2	11	13
Horses & other	0	0	0	0
Total	0	4	31	35

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	18	18
Passenger	0	0	7	7
Motorcycle rider	0	0	1	1
Cyclist	0	2	12	14
Pedestrian	0	2	2	4
Other	0	0	0	0
Total	0	4	40	44

Project Number **ITB13525**

Reference	Easting	Northing	Date	Location	Description	Severity	Involving Motorcyle, Cyclist or Pedestrian?
140168783	474965	107018	14/05/2014	New Brighton Road / Wickor Way Junction	Car travelling N on New Brighton Way collided with a parked van	Slight	No
140207539	473735	108104	12/06/2014	Emsworth Common Road / Horndean Road Crossroads	Car travelling NE on Bartons Road turned right onto Horndean Road across parth of car travelling NW on Horndean Road	Slight	No
140227499	474958	106972	20/06/2014	New Brighton Road / Wensley Gardens Junction	Parked car opened door into path of pedal cycle travelling S causing rider to fall off	Slight	Yes
140221689	473984	107721	23/06/2014	Horndean Road	Van travelling SE on Horndean Road crossed over central line to layby across path of a car travelling in opposite direction	Slight	No
140330783	474907	107393	12/09/2014	Southleigh Road	Car reversing W on Southleigh Road into driveway and struck by car travelling east on Southleigh Road	Slight	No
140351445	473832	108108	28/09/2014	Emsworth Common Road / Horndean Road Crossroads	Car travelling NE on Emsworth Common Road clipped Pedestrian walking NE (facing away from traffic)	Slight	Yes
140376679	473761	108062	18/10/2014	Emsworth Common Road / Horndean Road Crossroads	Car travelling SW along Emsworth Common Road turned left onto Horndean Road and collided with a car travelling SE	Slight	No
140404796	473619	108078	10/11/2014	Bartons Road / Eastleigh Road Junction	Car travelling N on Eastleigh Road turned right onto Bartons Road into the path of car travelling W on Bartons Road	Slight	No
150019891	473760	108064	19/01/2015	Emsworth Common Road / Horndean Road Crossroads	Car travelling W on Emsworth Common Road turned right into Horndean Road and collided with car travelling sotuh on Horndean Road	Slight	No
150084597	475078	107395	12/03/2015	Redlands Lane / Westbourne Road / Southleigh Road Rbt	Van travelling N on New Brighton Roiad entered RBT and collided with Pedal Cycle travelling W on Westbourne Road	Serious	Yes
150148852	474502	107341	03/05/2015	Southleigh Road / Longfield Road Junction	Car travelling W on Southleigh Road turns left into Longfield Road and clips Pedal Cycle travelling in front	Slight	Yes
150339479	475076	107395	30/09/2015	Redlands Lane / Westbourne Road / Southleigh Road Rbt	Car travelling N on New Brighton Road entered RBT and collided with Pedal Cycle travelling W	Slight	Yes
150369871	475154	107372	24/10/2015	Westbourne Road	Person emerged from bushes and was struck by car travelling SE on Westbourne Road	Serious	Yes
150398918	474285	107300	16/11/2015	Southleigh Road / Horndean Road Crossroads	Car travelling W on Southleigh Road entered junction at Horndean Road to turn right, struck motorcycle	Slight	Yes
150400647	475076	107464	18/11/2015	Redlands Lane / Skylark Avenue	Car travelling SW on Skylark Avenue, turns across path of pedal cycle travelling SE on Redlands Lane	Slight	Yes
160021718	474808	106548	15/01/2016	Horndean Road / Coldharbour Farm Road	Pedestrian travelling NE on Coldharbour Farm fell over onto stationary vehicle waiting +F21:I22to turn left	Slight	Yes
160066180	474660	107361	14/02/2016	Southleigh Road / Hollybank Lane Junction	Motorcycle travelling SW on Hollybank Lane turned right on Southleigh Road into the path of a pedeal cycle travelling SW	Slight	Yes
160225104	473747	108102	16/06/2016	Emsworth Common Road / Horndean Road Crossroads	Car travelling NE on Bartons Road turned right onto Horndean Road across path of car travelling SE	Slight	No
160274493	473713	108105	23/07/2016	Emsworth Common Road / Horndean Road Crossroads	Car travelling E on Bartons Road failed to see pedal cycle and collided with rear approaching Horndean Road junction	Slight	Yes
160322353	474579	106887	27/08/2016	Horndean Road / Bellevue Lane	Car travelling NW on Horndean Road collided with rear of Pedal Cycle	Serious	Yes
160387708	473815	108095	13/10/2016	Emsworth Common Road / Horndean Road Crossroads	Van travelling NE on Emsworth Common Road performed U-turn across path of car travelling behind	Slight	No
160429511	474281	107296	14/11/2016	Southleigh Road / Horndean Road Crossroads	Car travelling NW on Horndean Road turned right into Southleigh Road and collided with rear of pedal cycle making same manouvre	Slight	Yes
160464114	473735	108107	09/12/2016	Emsworth Common Road / Horndean Road Crossroads	Car travelling E on Bartons Road entered Horndean Road across path ofr vehicle travelling N on Horndean Road and collided	Slight	No
44170039663	474971	107398	31/01/2017	Southleigh Road	Car travelling E on Southleigh Road moved across road anmd collided with car travelling W on Southleigh Road	Slight	No
44170091983	474294	107305	11/03/2017	Southleigh Road / Horndean Road Crossroads	Car travelling SW on Southleigh Road collides with rar of car stationary at the junction of Horndean Road	Slight	No
44170125748	475192	107349	04/04/2017	Westbourne Road	Car travelling N on Lewis Road entered Westbourne Road across path of car travelling NW on Westbourne Road	Slight	No
44170265975	474811	106546	07/07/2017	Horndean Road / Coldharbour Farm Road	Car travelling SW on Coldharbour Farm Road overtook Pedal Cycle travelling in same direction	Slight	Yes
44170379691	474282	107297	30/09/2017	Southleigh Road / Horndean Road Crossroads	Car pulling out of Southleigh Road onto Horndean Road into the path of an oncoming car	Slight	No
44170389140	473750	108064	07/10/2017	Emsworth Common Road / Horndean Road Crossroads	A car travelling south west on Emsworth Comon Road turned right onto Horndean Road hitting offside of vehicle travelling north	Slight	No
44170484080	474858	106507	14/12/2017	New Brighton Road / Horndean Road Junction	A car travelling south west along New Brighton Road turned right onto Horndean Road into the path of a pedal cycle travelling north west turning right into the junction	Slight	Yes
44170484717	474363	107609	14/12/2017	Woolmer Street	A car travelling around corner on Woolmer Street collided with parked car pushing it into the path of another vehicle	Slight	No
44180138627	473754	108072	15/04/2018	Emsworth Common Road / Horndean Road Crossroads	A car travelling sotuh west along Emsworth Common Road turned right onto B2148 into the path of a vehicle travelling sotuh east on B2148	Slight	No
44180171919	474841	107387	09/05/2018	Southleigh Road	A pedestrian left the co-op and ran across the road into the path of a vehicle travelling east on Southleigh Road	Serious	Yes
44180245712	475093	107396	01/07/2018	Redlands Lane / Westbourne Road / Southleigh Road Rbt	A van pulled out onto the roundabout travelling west into the pathj of a pedal cycle travelling south	Slight	Yes
44180264269	475027	107714	13/07/2018	Brushwood Grove	A taxi travelling west turned left onto Brushwood Grove and clipped the wheel of a pedal cycle resulting in the rider falling off	Slight	Yes
44180392119	474838	107234	18/10/2018	Fairlea Road	A van reversed along Farlea Road southbound and collided with a pedestrian	Fatal	Yes
44180428335	473949	107773	14/11/2018	Horndean Road	Pedal Cycle travelling southeast on Horndean Road clipped by car passing	Slight	Yes
44190031850	473885	108141	26/01/2019	Emsworth Common Road / Horndean Road Crossroads	Car travelling northeast on Emsworth Common Roaad drifted across road and lost control	Serious	No
44190091840	474587	106878	15/03/2019	Horndean Road	Car travelling southeast on Horndean Road collided with rear of slowing vehicle	Slight	No
44190186511	474576	107352	31/05/2019	Southleigh Road	Car travelling west lost control on Southleigh Road collided with bollards and parked cars	Slight	No
44190233444	474242	107321	05/07/2019	Southleigh Road	Car travelling east along Southleigh Road failed to slow for slowing vehicles	Slight	No
44190374825	474293	107296	19/10/2019	Southleigh Road	Car travelling southwest on Southleigh Road turned left into path of oncoming vehicle	Serious	No
44190398663	474857	106505	06/11/2019	Horndean Road	Car travelling northwest along Horndean Road turned right into path of oncoming car	Slight	No
44200005029	473757	108066	03/01/2020	Emsworth Common Road / Horndean Road Crossroads	Car travelling west on Emsworth Common Road failed to give way to oncoming car	Slight	No
44200184460	474647	107359	24/05/2020	Southleigh Road	Car travelling west on Southeligh Road braked heavily for an obstruction and was hit from behind	Slight	No
44200470235	474704	106716	05/12/2020	Horndean Road	Car travelling northwest on Horndean Road drifted onto opposite side of the road colliding with an oncoming car	Serious	No

APPENDIX D. STAGE ONE ROAD SAFETY AUDIT

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design;
Design Team Response to items raised; and
Audit Team road safety view of response in respect of design change.

Proposed Highway Access and Works
Long Copse Lane, Emsworth

Client:
i-Transport

Client reference:
ITB13525-003-TN

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Report Status 4

Job no	RSA-17-135	**Issue no**	4	**Date**	April 2018
Prepared by	JJF	**Verified by**	AJB	**Approved by**	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-17/RSA-17-135-4				

document control sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussion	JJF			1st March 2018
1	Stage 1 Road Safety Audit finalised and issued to the Design Team	JJF	AJB	JJF	6th March 2018
2	Report Format amended to incorporate row for Design Team Response in order to maintain an easy record of items raised	JJF	AJB	JJF	6th March 2018
3	Design Team Response Incorporated	Steve Jenkins on behalf of i-Transport			19th April 2018
4	Audit Team road safety view of response in respect of design change	JJF	AJB	JJF	20th April 2018

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	A.3	Junctions	
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Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Photographs taken during site visit
	A3	Drawing associated with the Design Team Response

1.0 INTRODUCTION

1.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposal to provide two simple priority accesses off the north side and highway works along Long Copse Lane to the north of Emsworth. The request for the Audit was made by the Design Team, i-Transport. The Road Safety Audit was carried out during February 2018.

1.2 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of HD19/15 and were approved by the Senior Engineer in the Highway Advanced section of Hampshire County Council for undertaking Road Safety Audits of all stages on the highway network within County under section 4.9 of the HCC S278 Technical Submission Requirements. The Audit Team consists of the following members:

Audit Team Leader
Jamie Fenning *BSc (Hons), MSoRSA, MIHE, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member
Angharad Bradley *BEng (Hons), MSoRSA, MCIHT, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Others in attendance
Farouk Bhatti
Trainee Road Safety Auditor

1.3 The Road Safety Audit took place at the Reading Office of Fenley Road Safety Limited during the week commencing 26th February 2018. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by i-Transport in an email dated the 26th February 2018.

1.4 The Road Safety Audit comprised an examination of the documents provided and these are listed in **Appendix A1**. The documents consisted of a preliminary design drawings of the eastern and western sections of Long Copse Lane, where highway works are proposed, at a scale of 1 in 250 and swept path analyses as well as the Audit Brief that included general details of the scheme, vehicle speed data, observed and forecast traffic flows, details of the expected non-motorised user desire lines, environmental constrains and personal injury collision data. The site of the proposed works was visited on Monday 26th February 2018 between 3:50pm and 4:30pm. During the site visit the sky was clear with scattered clouds, the road surface was dry, albeit surface water ponding was observed, and visibility was good.

1.5 Cyclists and pedestrians as well as an equestrian on a lead rein were observed during the site visit travelling along the Long Copse Lane carriageway. Vehicular traffic including domestic and Light Goods Vehicles, was also observed. The traffic flow was light and free flowing, speeds were not recorded by the Audit Team.

1.6 The terms of reference of the Road Safety Audit are as described in HD 19/15 Incorporating Amendment dated May 2017 except where Hampshire County Council require local variations as detailed within their Road Safety Audit Procedures. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may, in some instances, have referred to a design standard or document without touching on technical audit.

1.7 All comments and recommendations are referenced to the preliminary design drawings supplied with the Audit Brief and the locations of items raised have been illustrated adjacent to the items along with relevant photographs for clarity, where appropriate

1.8 The proposals subject to this Road Safety Audit include the provision of two simple priority bell mouth accesses off the north side of Long Copse Lane to a residential development to 260 dwellings. Both of the proposed accesses benefit from equestrian give-way and road centreline markings and meet Long Copse Lane perpendicular to the carriageway allowing for 2.4x43 metre visibility splays to be provided in either direction.

1.9 As part of the proposals, Long Copse Lane is to be widened to 5.5 metres between a point approximately 20 metres east of the eastern access and Hollybank Lane to the west, with localised sections narrowing to 4.8 metres wide. The scheme drawings illustrate that the carriageway is to be widened on the northern side with minor works to the carriageway edge on the southern side.

1.10 During the site visit associated with this Road Safety Audit site visit, it was noted that the surface water ponds in proximity of the Wraysbury Park Drive junction with Long Copse Lane, that Redlands Lane has recently been surfaced and that a number of vehicles park on-street alongside Long Copse Court.

Design Team Response

1.11 In accordance with national and local standards, this Road Safety Audit was finalised and issued to the Design Team as per the illustrative example within HD19/15. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 3, for the inclusion of a Design Team Response. This is generally contained within a separate Design Team Response Report, however is included in order to maintain a record of all problems, recommendations and responses for a clear and concise Road Safety Audit trail. The Design Team Response has been prepared by:

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Position:	Associate Partner
Organisation:	i-Transport
Address:	Grove House Lutyens Close Basingstoke RG24 8AG
Tel:	01256 338 640

1.12 Any drawings or documents associated with the Design Team Response are attached at **Appendix A3**.

1.13 In accordance with Hampshire County Council requirements, this document also includes an "Audit Team road safety view of response in respect of design change" that has been prepared following receipt of the Design Team Response.

1.14 This Road Safety Audit has been undertaken by an Audit Team independent of the Design Team that were not involved in this Road Safety Audit and did not have any influence on the findings.

2.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

2.1 The Audit Team have not been made aware that the proposed access or highway works have been subject to a Road Safety Audit previously.

3.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

A.1	**GENERAL**
A.1.1	**PROBLEM**
Location:	Long Copse Lane
Summary:	Existing ditch is present within the northern
Acc. Type:	Loss of control

A ditch runs alongside Long Copse Lane within the northern verge which incorporates the drainage requirements of the existing carriageway. The proposals are to widen the existing carriageway along the northern side, and as such the ditch and associated drainage channels will be obsolete. This is likely to result in surface water ponding which could give rise to loss of control type incidents or collisions where a vehicle swerves to avoid surface water.

RECOMMENDATION:

It is recommended that the proposals include surface water drainage infrastructure.

Location Plan:









DESIGN TEAM RESPONSE PROVIDED BY i-Transport on the 19th April 2018

Existing Surface water network to be modified accordingly. The proposed scheme has benefited from specialist drainage and engineering consultancy inputs that have confirmed this can be and will be addressed as part of the detailed design process.

AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:

Confirmation that surface water drainage will be addressed at detailed design addresses the concern raised at this stage.

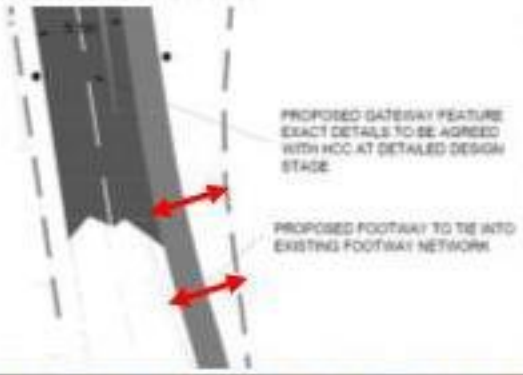
A.2	LOCAL ALIGNMENT
A.2.1	PROBLEM
Location:	Hollybank Lane
Summary:	Proposed widening restricts access to existing driveways
Acc. Type:	Vehicle loss of control

The scheme drawings illustrate that the width of Hollybank Lane is to be increased to 5.5 metres with a 1.8 metre footway provided along the eastern side of the carriageway. The existing driveways off the eastern side of Hollybank Lane fall towards the carriageway. The provision of the road widening and footway will impact upon the vehicular crossovers such that the driveways become inaccessible due to steep gradients.

RECOMMENDATION:

It is recommended that vehicular crossovers to driveways are incorporated within the design considerations.

Location Plan:





DESIGN TEAM RESPONSE PROVIDED BY i-Transport on the 19th April 2018

It has been identified that there is an existing tree in third party land, that would be impacted on with the proposed footway on the eastern side of Hollybank Lane.

Therefore, Hollybank Lane has been revised to provide a 5.5m wide carriageway until south of the junction with Oak Tree Drive. This allows the footway to tie into the existing footway network.

As part of the detailed design process, vehicular crossovers will be incorporated within the design to ensure that appropriate gradients are retained.

AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:

Confirmation that vehicular crossovers with appropriate gradients will be provided addresses the concern raised at this stage.

A.2.2	PROBLEM
Location:	West of Wraysbury Park Drive
Summary:	Proposed carriageway allows vehicles to pass in close proximity to existing street furniture
Acc. Type:	Vehicle collision with street furniture

There are currently a number of wooden telegraph / electric poles and lighting columns within the verge of Long Copse Lane. These features will be situated either within the carriageway or within close proximity of vehicles travelling along Long Copse Lane following implementation of the proposals. Vehicles passing within 450mm of street furniture raise the risk of collisions with the street furniture and / or loss of control type incidents where the street furniture is not clearly visible during the hours of darkness. Illustrated below is an example of the scenario and is not exhaustive.

RECOMMENDATION:

It is recommended that all street furniture is no less than 450mm from the proposed edge of carriageway

Location Plan:



DESIGN TEAM RESPONSE PROVIDED BY i-Transport on the 19th April 2018

Existing street furniture will be relocated accordingly. Details in relation to the relocation will be addressed as part of the detailed design process.

AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:

Relocating street furniture within the carriageway addresses the concerns raised at this stage.

A.2.3	PROBLEM
Location:	Long Copse Lane
Summary:	Trunks of existing trees will be within close proximity to traffic
Acc. Type:	Vehicle collision with existing trees

The scheme drawings illustrate that a number of trees are accommodated within the verge of Long Copse Lane, are to be retained. Whilst the topographical survey illustrates the presence of the trees, the precise diameter of each trunk and height of branches overhanging the proposed carriageway is not accurately represented. Should the proposals be implemented as illustrated, it

is likely that existing tree trunks will be close to passing traffic and that branches will overhang the carriageway at a low level. Illustrated below is an example of the scenario and is not exhaustive.

RECOMMENDATION:

It is recommended that a minimum of 450mm clearance is maintained between tree trunks and the edge of carriageway, and canopies allow for vertical clearance above height of anticipated traffic.

Location Plan:



DESIGN TEAM RESPONSE PROVIDED BY i-Transport on the 19th April 2018

A minimum clearance of 450mm will be maintained between tree trunks and edge of carriageway. Where trees are within 0mm to 449mm from the edge of carriageway these will be investigated for removal as part of detailed design process. Specialist arboriculture input has already begun.

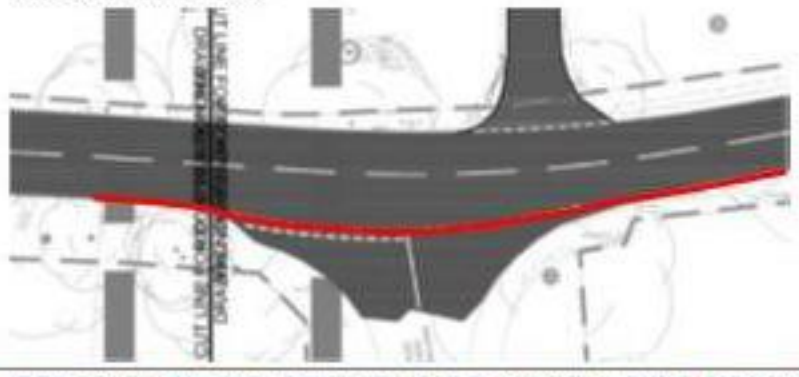
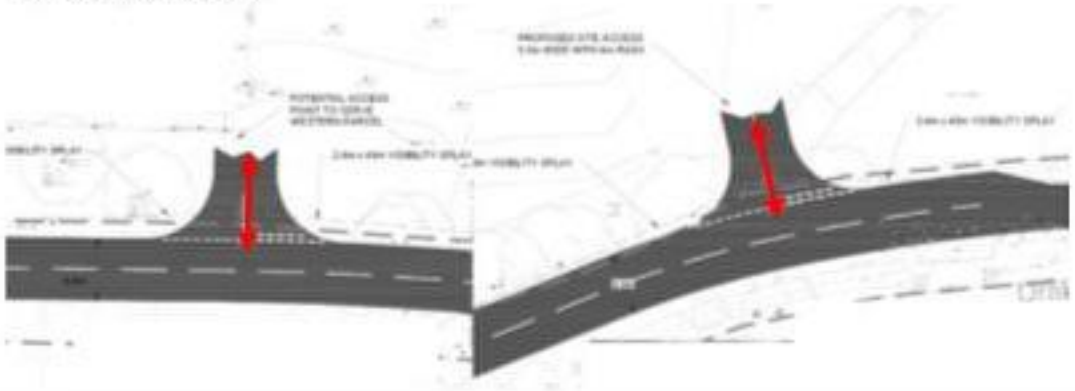
At detailed design stage should crown lifting be required then this will be undertaken to ensure that branches do not overhang the carriageway at a low level.

AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:

Confirmation that the existing trees will be further assessed during the detailed design process addresses the concerns raised at this stage.

A.3	**JUNCTIONS**
A.3.1	**PROBLEM**
Location:	Wraysbury Park Drive
Summary:	Edge of carriageway guides traffic towards the vehicles egressing Wraysbury Park Drive and parked vehicles
Acc. Type:	Side impact and shunts

The proposed widening of the westbound lane and resulting alignment of Long Copse Lane in proximity of Wraysbury Park Drive, is such that traffic is guided towards vehicles egressing Wraysbury Park Drive, as well as towards the southern verge (to the west of the junction) where vehicles were observed to park. The proposed alignment coupled with the recessed Wraysbury Park Road give-way road marking, could therefore give rise to side impact and shunt type collisions.

RECOMMENDATION:	
It is recommended that the give-way road marking of Wraysbury Park Drive is amended to allow for a smooth alignment	
Location Plan: 	
DESIGN TEAM RESPONSE PROVIDED BY i-Transport on the 19th April 2018	
To alignment and road markings of the proposed widening has been realigned to allow for a smoother alignment through the junction with Wraysbury Park Drive. The alignment now ensures that traffic will be guided along Long Copse Lane and away from the southern verge and those vehicles egressing Wraysbury Park Drive.	
AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:	
Realigning the give-way line of Wraysbury Park Drive addresses the concern raised at this stage	
A.4	**NON-MOTORISED USER (NMU) PROVISION**
A.4.1	**PROBLEM**
Location:	Proposed vehicular accesses
Summary:	No pedestrian facilities are provided
Acc. Type:	Vehicle pedestrian collision
The two vehicular accesses proposed do not include pedestrian facilities and therefore it is likely that any pedestrians wishing to travel from within the site to Long Copse lane will walk within the carriageway at risk of vehicles accessing the site.	
RECOMMENDATION:	
It is recommended that pedestrian facilities are provided.	
Location Plan: 	

DESIGN TEAM RESPONSE PROVIDED BY i-Transport on the 19th April 2018

The site access to the east, has been revised, which locates the junction further west by circa 23m with a footway provided on the eastern side of the access to a proposed new section of footway on the southern side of Long Copse Lane, to provide a pedestrian connectivity to Redlands Lane.

The western site access will not include any specific pedestrian facilities as the internal layout will include high quality pedestrian routes to both the (central) Old Diary Access and the eastern pedestrian only access. To support this, the scheme has been revised to provide an additional section of footway to the east of the Old Diary Farm Access, providing an uncontrolled crossing point with dropped kerbs and tactile paving to provide connections to Wraysbury Park Drive.

AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:

The provision of a footway alongside the relocated eastern access and adjacent to Old Dairy Farm access to allow for a dropped kerb crossing point with tactile paving to be provided to the existing footway network and the inclusion of an on-site network of footpaths along desire lines, address the concerns raised at this stage.

A.4.2	**PROBLEM**
Location:	The Old Dairy Farm Access
Summary:	No pedestrian link to the existing footway network is provided
Acc. Type:	Vehicle non-motorised user collision

The proposals retain the access to The Old Dairy Farm that observes minimal traffic and is to be enhanced to "provide main pedestrian/cycle link to site and Wraysbury Park Drive". As such, the footfall between the proposed footpath / cyclepath link and Wraysbury Park Drive is likely to be significant. However, visibility to the access from the west is restricted, and no measures are proposed to ensure that pedestrians and cyclists are aware of the Long Copse Lane carriageway. This could result in non-motorised users stepping into or attempting to cross Long Copse Lane when it is not safe to do so.

RECOMMENDATION:

It is recommended that a crossing point with adequate visibility and physical warning is provided.

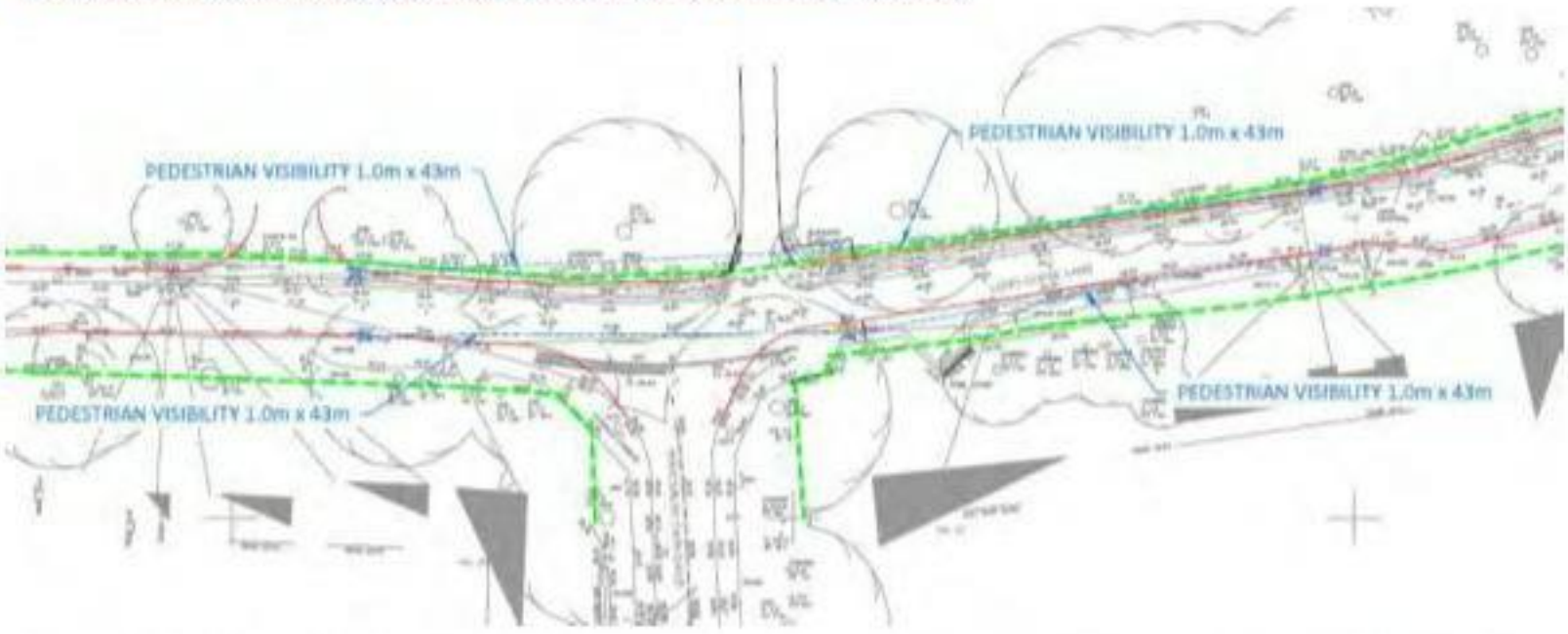
Location Plan:



DESIGN TEAM RESPONSE PROVIDED BY i-Transport on the 19th April 2018

A vehicle crossover and appropriate signage is to be provided at the end of the Old Dairy Farm access, this will assist pedestrians and cyclists that they are approaching Long Copse Lane.

Pedestrian visibility of 1.0m x 43m can be achieved to the east and west from the location of the uncontrolled crossing point as shown on the extract below.



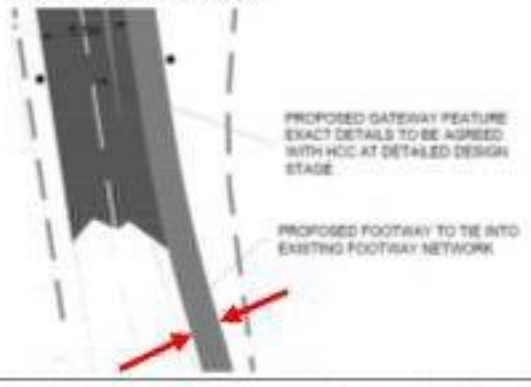
To enhance the crossing location and to assist the mobility impaired, a section of footway to the east of the Old Dairy Farm access has been provided, with tactile paving.

Exact details to form part of the detailed design process.

AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:

The provision of a crossing point between Old Dairy Farm access and the existing footway network to the south, addresses the concern raised.

A.4.3	PROBLEM
Location:	Hollybank Lane
Summary:	A street lighting column is present within existing steep verge
Acc. Type:	Vehicle / pedestrian collision or Pedestrian / wheelchair / buggy user fall

The existing verge along the eastern side of Hollybank Lane rises away from the carriageway with the land alongside the illustrated highway boundary approximately 0.5m higher than the top of kerb. This crossfall of approximately 1 in 4 will be uncomfortable for pedestrians as well as wheelchair / buggy users and could result in pedestrians entering the live carriageway, or give rise to trips and falls. The presence of a street lighting column and boundary hedge will become obstructions to pedestrians.
RECOMMENDATION:
It is recommended that the cross fall of the proposed footway does not exceed 1 in 40, and is kept clear of obstructions.
Location Plan:  
DESIGN TEAM RESPONSE PROVIDED BY i-Transport on the 19th April 2018
Proposed cross fall to not exceed 1 in 40 and is to be kept clear of obstruction. This will be addressed as part of the detailed design process.
AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:
Confirmation that the proposed footway will be set at a max. crossfall of 1 in 40 and that it will be kept clear addresses the concern raised.

A.5	**ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING**
A.5.1	**PROBLEM**
Location:	Long Copse Lane east
Summary:	Carriageway width reduces suddenly without warning
Acc. Type:	Vehicle loss of control

The proposals include the widening of Long Copse Lane to between 4.8 and 5.5 metres up to a point approximately 20 metres to the east of the proposed eastern access where no street lighting is present. The reduction in carriageway width is formed with a taper than is approximately 6 metres in length. Eastbound traffic travelling along Long Copse Lane may not become aware of the reduction in carriageway width at a safe distance and continue into the verge just beyond the taper or swerve into the path of an oncoming vehicle.
RECOMMENDATION:

It is recommended that warning signage, bollards and street lighting is provided

Location Plan:



DESIGN TEAM RESPONSE PROVIDED BY i-Transport on the 19th April 2018

The design has been revised, which locates the junction further west by circa 23m with a footway provided on the eastern side of the access to a proposed small section of footway on the southern side of Long Copse Lane, to provide a pedestrian connectivity to Redlands Lane. As part of the revision, the taper has been increased to approximately 15m in length to provide a smoother alignment.

As part of the detailed design process, appropriate signage, bollards and street lighting will be considered.

AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:

The revised scheme and confirmation that signage, bollards and street lighting will be considered at the detailed design stage addresses the concern raised.

A.6.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

A.6.1 We certify that this Road Safety Audit has been carried out in accordance with Road Safety Audit Procedures published by Hampshire County Council.

Audit Team Leader

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Tel: 07929 857 229
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Signe [redacted]

Date: 20th April 2018

Audit Team Member

Name: **Angharad Bradley**
BEng (Hons), MSoRSA, MCIHT, HE Certificate of Competency
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Signed: [redacted]

Date: 20th April 2018

Others in attendance

Farouk Bhatti
Trainee Road Safety Auditor

Appendix A1

Drawings and Documents provided for this Stage 1 Road Safety Audit

Audit Stage	Drawing No.	Rev	Title
Stage 1	ITB13525-003 TN	-	Road Safety Audit Brief
	ITB13525-Figure T1	-	Long Copse Lane, Emsworth Site Location Plan
	ITB13525-SK-006	-	Overview (attached)
	ITB13525-SK-007	-	Western Part
	ITB13525-SK-008	-	Eastern Part
	ITB13525-SK-012	-	Refuse Vehicle
	ITB13525-SK-013	-	Refuse Vehicle
	ITB13525-SK-014	-	Two Transit Vans


SEE DRAWING ITB13525-SK-008
SEE DRAWING ITB13525-SK-007

Appendix A2

Photographs taken during the site visit on

Monday 26th February 2018 between 3:50pm and 4:30pm






























White Lodge















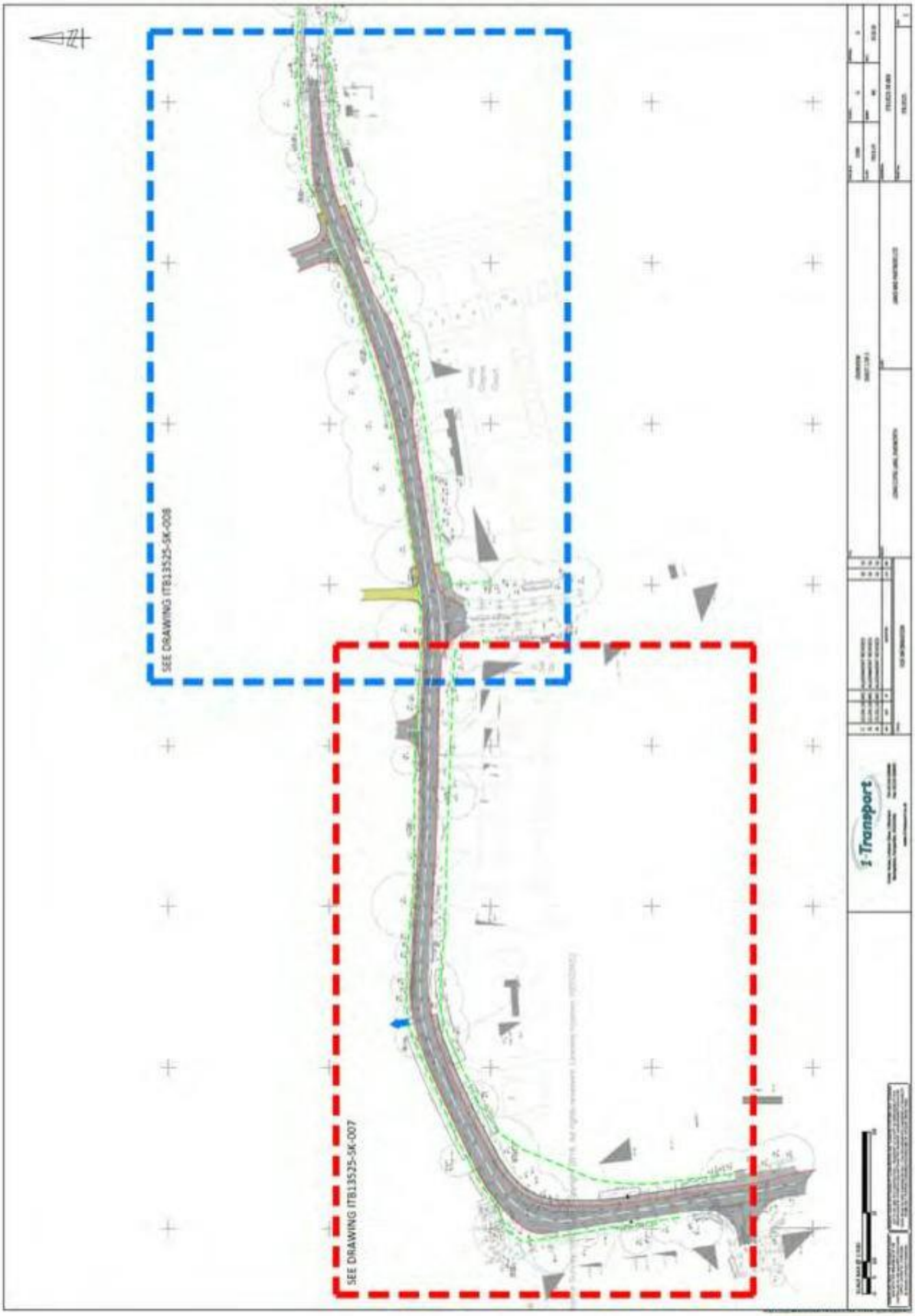




Appendix A3

Drawings or Documents associated with the Design Team Response

Audit Stage	Drawing No.	Rev	Title
Stage 1	ITB13525-SK-006	C	Overview Sheet 1 of 3 (Attached)
	ITB13525-SK-007	C	Potential Site Access Arrangements Sheet 2 of 3
	ITB13525-SK-008	C	Potential Site Access Arrangements Sheet 3 of 3
	ITB13525-SK-012	C	Vehicle Swept Path Analysis – Refuse Vehicle and Private Car
	ITB13525-SK-013	C	Vehicle Swept Path Analysis – Refuse Vehicle and Private Car
	ITB13525-SK-014	C	Vehicle Swept Path Analysis – Transit Van


SEE DRAWING ITB13525-SK-008
SEE DRAWING ITB13525-SK-007

fenley

APPENDIX E. DISTRIBUTION AND ASSIGNMENT MODEL

Destination	Total		Proportion per route	By Route	Route 1 (Site Access)	Route 2	Route 3	Route 4	Route 5	Route 6
	Proportion by car	Driving a car (# veh)		Proportion by car						
Arundel/Rewbridge	0.5%	12	100%	0.5%	Long Copse Lane E	North St N	Lost in Network	Lost in Network	Lost in Network	Lost in Network
Basingstoke	0.6%	14	100%	0.6%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Conley Hill N	Lost in Network
Bethampton (Havant)	1.4%	34	100%	1.4%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlows Road W	Lost in Network
Chichester	12.9%	306	100%	12.9%	Long Copse Lane E	North St N	Lost in Network	Lost in Network	Lost in Network	Lost in Network
East Hampshire	5.2%	124	100%	5.2%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Conley Hill N	Lost in Network
Eastleigh	2.2%	51	60%	1.3%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W
			40%	0.87%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlows Road W	Lost in Network
Emsworth	0.8%	141	0%	0.0%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	High Street
			100%	0.8%	Long Copse Lane W	Shrubbery Park Drive S	Richards Lane S	New Brighton Road S	North Street S	High Street
Fareham	0.8%	100	60%	0.8%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W
			40%	1.8%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlows Road W	Lost in Network
Gosport	1.3%	31	70%	0.7%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W
			30%	0.7%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlows Road W	Lost in Network
Hayling Island	1.8%	33	50%	0.5%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W
			50%	0.9%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Southleigh Rd W	Southleigh Rd W	Emsworth Road E
Leigh Park (Havant)	0.3%	6	100%	0.3%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlows Road W	Lost in Network
Londlon	0.5%	10	100%	0.5%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Conley Hill N	Lost in Network
Other East	1.2%	23	100%	1.2%	Long Copse Lane E	North St N	Lost in Network	Lost in Network	Lost in Network	Lost in Network
Other North	1.8%	37	100%	1.8%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Conley Hill N	Lost in Network
Other North East	2.7%	64	100%	2.7%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Conley Hill N	Lost in Network
Other West	2.8%	47	100%	2.8%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W
Portsmouth	30.8%	476	70%	14.4%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W
			30%	6.2%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlows Road W	Lost in Network
Portsmouth/ Widley	2.4%	56	100%	2.4%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlows Road W	Lost in Network
Rest Events/Register Reps/North Gerrard/Visitors	1.3%	30	100%	1.3%	Long Copse Lane E	North St N	Lost in Network	Lost in Network	Lost in Network	Lost in Network
Southampton	2.8%	48	100%	2.8%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W
Wadebridge (Havant)	9.8%	218	100%	9.8%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Southleigh Rd W	Lost in Network	Lost in Network
Waterlooville	1.8%	37	100%	1.8%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Conley Hill N	Lost in Network
West Leigh (Havant)	4.2%	93	100%	4.2%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlows Road W	Lost in Network
Winchester	3.7%	86	100%	3.7%	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Conley Hill N	Lost in Network
Total	**100.0%**	**2195**		**100.0%**						

Route 1 (Site Access)	Proportion of Cars	45%
Long Copse Lane E	26%	11.6%
Long Copse Lane W	74%	33.4%
Total	100%	45%

Route 2	Proportion of Cars	45%
Hollybank Lane S	68%	30.6%
North St N	26%	11.6%
Shrubbery Park Drive S	6%	2.7%
Total	100%	45%

Route 3	Proportion of Cars	45%
Lost in Network	35.9%	16.1%
Padwick Lane S	6.4%	2.7%
Southleigh Rd W	68.7%	30.9%
Total	100%	45%

Route 4	Proportion of Cars	45%
Horndean Road N	34.9%	15.7%
Horndean Road S	23.4%	10.5%
Lost in Network	35.9%	16.1%
New Brighton Road S	6.0%	2.7%
Southleigh Rd W	9.8%	4.4%
Total	100%	45%

Route 5	Proportion of Cars	45%
Barlows Road W	17.9%	8.0%
Conley Hill N	17.1%	7.7%
Lost in Network	35.3%	15.9%
North Street S	29.4%	13.2%
Southleigh Rd W	0.4%	0.2%
Total	100%	45%

Route 6	Proportion of Cars	45%
A259 W	33.4%	15.0%
Emsworth Road E	0.5%	0.2%
High Street	6.0%	2.7%
Lost in Network	60.1%	27.0%
Total	100%	45%

Transport Project Title - Long Copse Lane Extension
Gravity Model **30 Minute JT**

Location	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Time (mins)	2011 Census Total Population	PIT	PIT*JT	% of total	Car driver mode split		% of Car Driver	% By Route	% of Car Driver
Havant	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlaes Road W	Lost in Network	-	30	40,035	4,503	451	25.3%	72.0%	18.3%	25.7%	100.0%	25.7%
Chidmere	Long Copse Lane E	North St N	Lost in Network	Lost in Network	Lost in Network	Lost in Network	-	33	28,857	1,888	189	8.4%	71.8%	6.0%	8.6%	100.0%	8.6%
Emsworth	Long Copse Lane W	Wraysbury Park Drive S	Redlands Lane S	New Brighton Road S	North Street S	High Street	-	6	9,492	1,167	140	8.5%	57.6%	5.3%	8.4%	100.0%	8.4%
Farlington	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W	A27 W	24	41,230	1,756	71	4.2%	88.9%	3.7%	5.1%	68.0%	3.1%
	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Barlaes Road W	Lost in Network	-		-	-	-	-	-	-	-	46.0%	2.0%
Hayling Island	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W	A27 W	32	17,339	1,261	89	5.3%	83.9%	4.4%	6.4%	68.0%	2.7%
	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Southleigh Rd W	Southleigh Rd W	Emsworth Road E	A27 W									58.0%	2.7%
Portsmouth	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road S	North Street S	A259 W	A27 W	38	168,107	11,230	715	42.3%	78.9%	33.4%	45.4%	76.0%	31.8%
	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Rowlands Road N	Barlaes Road W	Lost in Network	-									56.0%	13.0%
Waterlooville	Long Copse Lane W	Hollybank Lane S	Southleigh Rd W	Horndean Road N	Cowplain Hill N	Lost in Network	-	36	46,924	2,939	183	10.9%	79.1%	8.4%	11.4%	100.0%	11.4%
									417,504	26,164	1,756	100.0%			100.0%		100.0%

Route 1 (Site Access)	Proportion of Cars	55%
Long Copse Lane E	4%	2.8%
Long Copse Lane W	96%	53.0%
Total	100%	55%

Route 2	Proportion of Cars	55%
Hollybank Lane S	92%	50.6%
North St N	6%	3.8%
Wraysbury Park Drive S	4%	2.4%
Total	100%	55%

Route 3	Proportion of Cars	55%
Lost in Network	4%	2.8%
Redlands Lane S	4%	2.4%
Southleigh Rd W	92%	50.6%
Total	100%	55%

Route 4	Proportion of Cars	55%
Horndean Road N	59%	19.0%
Horndean Road S	37%	34.4%
Lost in Network	4%	2.8%
New Brighton Road S	4%	2.8%
Southleigh Rd W	2%	1.2%
Total	100%	55%

Route 5	Proportion of Cars	55%
Barlaes Road W	40%	12.7%
Cowplain Hill N	12%	6.4%
Lost in Network	6%	2.8%
North Street S	40%	12.8%
Southleigh Rd W	2%	1.2%
Total	100%	55%

Route 6	Proportion of Cars	55%
A27 W	37%	22.4%
Emsworth Road E	4%	1.2%
Lost in Network	56%	31.0%
High Street	4%	2.4%
Total	100%	55%

Route 1 (Site Access)	Journey to Work	Gravity	Combined
Long Copse Lane E	11.6%	2.0%	13.6%
Long Copse Lane W	33.4%	53.0%	86.4%
Total	46.0%	54%	100.0%

Route 2	Journey to Work	Gravity	Combined
Hollybank Lane S	30.6%	50.6%	81.3%
North St N	11.6%	2.0%	13.6%
Wraysbury Park Drive S	2.7%	2.4%	5.1%
Total	45.0%	55.0%	100.0%

Route 3	Journey to Work	Gravity	Combined
Lost in Network	11.6%	2.0%	13.6%
Redlands Lane S	2.7%	2.4%	5.1%
Southleigh Rd W	30.6%	50.6%	81.3%
Total	45.0%	55.0%	100.0%

Route 4	Journey to Work	Gravity	Combined
Horndean Road N	15.7%	29.0%	44.7%
Horndean Road S	10.5%	20.4%	30.9%
Lost in Network	11.6%	2.0%	13.6%
New Brighton Road S	2.7%	2.4%	5.1%
Southleigh Rd W	4.4%	1.2%	5.7%
Total	45.0%	55.0%	100.0%

Route 5	Journey to Work	Gravity	Combined
Bartons Road W	8.0%	22.7%	30.7%
Comley Hill N	7.7%	6.3%	14.0%
Lost in Network	15.9%	2.0%	17.9%
North Street S	13.2%	22.8%	36.0%
Southleigh Rd W	0.2%	1.2%	1.4%
Total	45.0%	55.0%	100.0%

Route 6	Journey to Work	Gravity	Combined
A259 W	10.5%	20.4%	30.9%
Emsworth Road E	0.2%	1.2%	1.4%
High Street	2.7%	2.4%	5.1%
Lost in Network	31.6%	31.0%	62.6%
Total	45.0%	55.0%	100.0%

APPENDIX F. JUNCTION MODELLING OUTPUTS

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Eastern Site Access Long Copse Lane Junction.j9
Path: T:\Projects\13000 Series\13525ITB Long Copse Lane, Emsworth\Tech\Junction Assessments\Picady
Report generation date: 12/10/2018 14:14:41

»2023 'with development', AM
»2023 'with development', PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2023 'with development'							
Stream B-AC	0.3	8.24	0.21	A	0.1	7.27	0.09	A
Stream C-AB	0.0	5.84	0.01	A	0.0	5.98	0.02	A

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

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

File summary

File Description

Title	Eastern Site Access Junction
Location	Emsworth
Site number	ITB13525
Date	12/02/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 'with development'	AM	ONE HOUR	07:45	09:15	15
D2	2023 'with development'	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 'with development', AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way		4.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Long Copse Lane W		Major
B	Eastern Site Access		Minor
C	Long Copse Lane E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Long Copse Lane E	6.00			75.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Eastern Site Access	One lane	3.60	55	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	550	0.100	0.253	0.159	0.362
1	B-C	693	0.106	0.269	-	-
1	C-B	617	0.239	0.239	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 'with development'	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane W		✓	53	100.000
B - Eastern Site Access		✓	103	100.000
C - Long Copse Lane E		✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane W	B - Eastern Site Access	C - Long Copse Lane E
From	A - Long Copse Lane W	0	24	29
	B - Eastern Site Access	89	0	14
	C - Long Copse Lane E	24	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane W	B - Eastern Site Access	C - Long Copse Lane E
From	A - Long Copse Lane W	0	0	0
	B - Eastern Site Access	0	0	0
	C - Long Copse Lane E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	8.24	0.3	A
C-AB	0.01	5.84	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	555	0.140	77	0.2	7.518	A
C-AB	3	620	0.005	3	0.0	5.836	A
C-A	18			18			
A-B	18			18			
A-C	22			22			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	553	0.167	92	0.2	7.814	A
C-AB	4	620	0.006	4	0.0	5.837	A
C-A	21			21			
A-B	22			22			
A-C	26			26			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	550	0.206	113	0.3	8.236	A
C-AB	5	621	0.007	5	0.0	5.839	A
C-A	26			26			
A-B	26			26			
A-C	32			32			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	113	550	0.206	113	0.3	8.244	A
C-AB	5	621	0.007	5	0.0	5.842	A
C-A	26			26			
A-B	26			26			
A-C	32			32			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	93	553	0.167	93	0.2	7.826	A
C-AB	4	620	0.006	4	0.0	5.840	A
C-A	21			21			
A-B	22			22			
A-C	26			26			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	555	0.140	78	0.2	7.544	A
C-AB	3	620	0.005	3	0.0	5.836	A
C-A	18			18			
A-B	18			18			
A-C	22			22			

2023 'with development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Eastern Site Access	T-Junction	Two-way		2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 'with development'	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane W		✓	90	100.000
B - Eastern Site Access		✓	44	100.000
C - Long Copse Lane E		✓	40	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane W	B - Eastern Site Access	C - Long Copse Lane E
From	A - Long Copse Lane W	0	68	22
	B - Eastern Site Access	38	0	6
	C - Long Copse Lane E	29	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane W	B - Eastern Site Access	C - Long Copse Lane E
From	A - Long Copse Lane W	0	0	0
	B - Eastern Site Access	0	0	0
	C - Long Copse Lane E	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	7.27	0.1	A
C-AB	0.02	5.98	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	551	0.060	33	0.1	6.947	A
C-AB	9	616	0.014	9	0.0	5.930	A
C-A	22			22			
A-B	51			51			
A-C	17			17			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	548	0.072	40	0.1	7.082	A
C-AB	10	615	0.017	10	0.0	5.950	A
C-A	26			26			
A-B	61			61			
A-C	20			20			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	544	0.089	48	0.1	7.268	A
C-AB	13	615	0.021	13	0.0	5.978	A
C-A	31			31			
A-B	75			75			
A-C	24			24			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	544	0.089	48	0.1	7.268	A
C-AB	13	615	0.021	13	0.0	5.979	A
C-A	31			31			
A-B	75			75			
A-C	24			24			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	548	0.072	40	0.1	7.084	A
C-AB	10	615	0.017	10	0.0	5.952	A
C-A	26			26			
A-B	61			61			
A-C	20			20			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	551	0.060	33	0.1	6.957	A
C-AB	9	616	0.014	9	0.0	5.932	A
C-A	22			22			
A-B	51			51			
A-C	17			17			

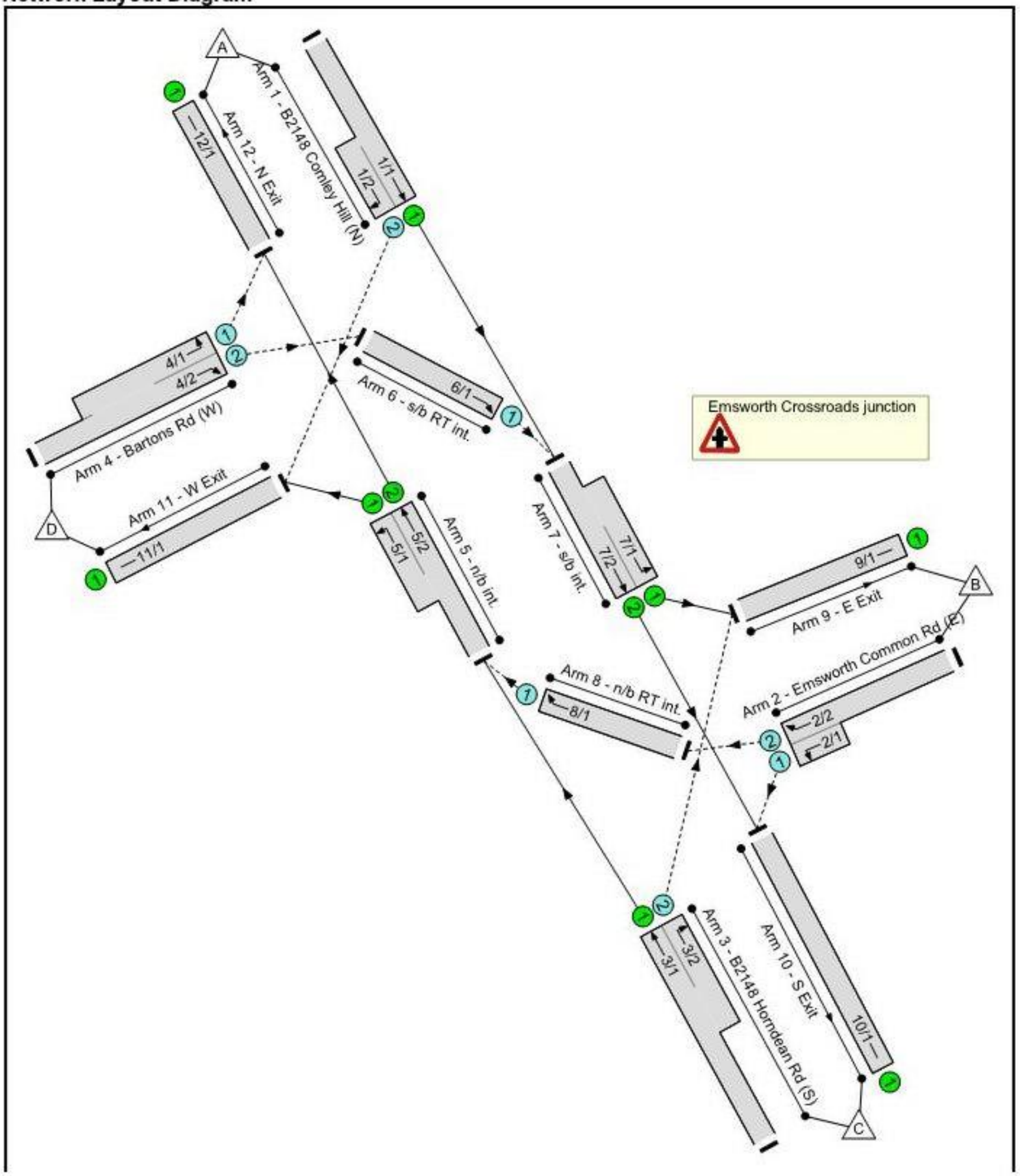
Full Input Data And Results

User and Project Details

Project:	**ITB13535 Emsworth**
Title:	**Emsworth Common Crossroads junction**
Location:	
Additional detail:	
File name:	Emsworth Common Crossroads ic.lsg3x
Author:	
Company:	
Address:	

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Give-Way Lane Input Data

Junction: Emsworth Crossroads junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B2148 Comley Hill (N))	11/1 (Right)	672	0	5/2	0.25	All	-	-	-	-	-
				5/1	0.25	All					
2/1 (Emsworth Common Rd (E))	10/1 (Left)	637	0	7/2	0.23	All	-	-	-	-	-
				7/1	0.09	All					
2/2 (Emsworth Common Rd (E))	8/1 (Ahead)	659	0	7/2	0.25	All	-	-	-	-	-
				3/2	0.36	All					
				7/1	0.10	All					
3/2 (B2148 Horndean Rd (S))	9/1 (Right)	669	0	7/2	0.24	All	-	-	-	-	-
4/1 (Bartons Rd (W))	12/1 (Left)	667	0	5/2	0.16	All	-	-	-	-	-
				5/1	0.10	All					
4/2 (Bartons Rd (W))	6/1 (Right)	643	0	1/2	0.36	All	-	-	-	-	-
				5/2	0.25	All					
				5/1	0.10	All					
6/1 (s/b RT int.)	7/2 (Ahead)	620	0	1/1	0.16	All	-	-	-	-	-
8/1 (n/b RT int.)	5/2 (Ahead)	626	0	3/1	0.16	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Emsworth Crossroads junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B2148 Comley Hill (N))	U		2	3	60.0	User	1900	-	-	-	-	-
1/2 (B2148 Comley Hill (N))	O		2	3	5.2	User	1900	-	-	-	-	-
2/1 (Emsworth Common Rd (E))	O		2	3	3.5	User	1900	-	-	-	-	-
2/2 (Emsworth Common Rd (E))	O		2	3	60.0	User	1900	-	-	-	-	-
3/1 (B2148 Horndean Rd (S))	U		2	3	60.0	User	1900	-	-	-	-	-
3/2 (B2148 Horndean Rd (S))	O		2	3	7.8	User	1900	-	-	-	-	-
4/1 (Bartons Rd (W))	O		2	3	9.6	User	1900	-	-	-	-	-
4/2 (Bartons Rd (W))	O		2	3	60.0	User	1900	-	-	-	-	-
5/1 (n/b int.)	U		2	3	6.4	User	1900	-	-	-	-	-
5/2 (n/b int.)	U		2	3	6.4	User	1900	-	-	-	-	-
6/1 (s/b RT int.)	O		2	3	1.9	User	1900	-	-	-	-	-
7/1 (s/b int.)	U		2	3	7.3	User	1900	-	-	-	-	-
7/2 (s/b int.)	U		2	3	7.3	User	1900	-	-	-	-	-
8/1 (n/b RT int.)	O		2	3	2.1	User	1900	-	-	-	-	-
9/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Observed'	08:00	09:00	01:00	
2: '2018 PM Observed'	17:00	18:00	01:00	
3: '2023 AM Without Development'	08:00	09:00	01:00	
4: '2023 PM Without Development'	17:00	18:00	01:00	
5: '2023 AM With Development'	08:00	09:00	01:00	
6: '2023 PM With Development'	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2018 AM Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	150	175	75	400
	B	54	0	22	168	244
	C	201	67	0	276	544
	D	39	260	167	0	466
	Tot.	294	477	364	519	1654

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: Emsworth Crossroads junction	
1/1 (with short)	400(In) 325(Out)
1/2 (short)	75
2/1 (short)	22
2/2 (with short)	244(In) 222(Out)
3/1 (with short)	544(In) 477(Out)
3/2 (short)	67
4/1 (short)	39
4/2 (with short)	466(In) 427(Out)
5/1 (short)	444
5/2 (with short)	699(In) 255(Out)
6/1	427
7/1 (short)	410
7/2 (with short)	752(In) 342(Out)
8/1	222
9/1	477
10/1	364
11/1	519
12/1	294

Full Input Data And Results

Lane Saturation Flows

Junction: Emsworth Crossroads junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2148 Comley Hill (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B2148 Comley Hill (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Emsworth Common Rd (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Emsworth Common Rd (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2148 Horndean Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2148 Horndean Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Bartons Rd (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Bartons Rd (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (n/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (n/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (s/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (s/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (s/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (n/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2' (FG2: '2018 PM Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	74	214	80	368
	B	95	0	63	351	509
	C	180	18	0	251	449
	D	63	149	179	0	391
	Tot.	338	241	456	682	1717

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: Emsworth Crossroads junction	
1/1 (with short)	368(In) 288(Out)
1/2 (short)	80
2/1 (short)	63
2/2 (with short)	509(In) 446(Out)
3/1 (with short)	449(In) 431(Out)
3/2 (short)	18
4/1 (short)	63
4/2 (with short)	391(In) 328(Out)
5/1 (short)	602
5/2 (with short)	877(In) 275(Out)
6/1	328
7/1 (short)	223
7/2 (with short)	616(In) 393(Out)
8/1	446
9/1	241
10/1	456
11/1	682
12/1	338

Full Input Data And Results

Lane Saturation Flows

Junction: Emsworth Crossroads junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2148 Comley Hill (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B2148 Comley Hill (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Emsworth Common Rd (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Emsworth Common Rd (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2148 Horndean Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2148 Horndean Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Bartons Rd (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Bartons Rd (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (n/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (n/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (s/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (s/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (s/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (n/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '3' (FG3: '2023 AM Without Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	161	188	80	429
	B	58	0	24	182	264
	C	217	72	0	298	587
	D	54	286	183	0	523
	Tot.	329	519	395	560	1803

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: Emsworth Crossroads junction	
1/1 (with short)	429(In) 349(Out)
1/2 (short)	80
2/1 (short)	24
2/2 (with short)	264(In) 240(Out)
3/1 (with short)	587(In) 515(Out)
3/2 (short)	72
4/1 (short)	54
4/2 (with short)	523(In) 469(Out)
5/1 (short)	480
5/2 (with short)	755(In) 275(Out)
6/1	469
7/1 (short)	447
7/2 (with short)	818(In) 371(Out)
8/1	240
9/1	519
10/1	395
11/1	560
12/1	329

Full Input Data And Results

Lane Saturation Flows

Junction: Emsworth Crossroads junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2148 Comley Hill (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B2148 Comley Hill (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Emsworth Common Rd (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Emsworth Common Rd (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2148 Horndean Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2148 Horndean Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Bartons Rd (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Bartons Rd (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (n/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (n/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (s/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (s/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (s/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (n/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '4' (FG4: '2023 PM Without Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	79	230	86	395
	B	102	0	68	381	551
	C	193	19	0	272	484
	D	75	163	193	0	431
	Tot.	370	261	491	739	1861

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: Emsworth Crossroads junction	
1/1 (with short)	395(In) 309(Out)
1/2 (short)	86
2/1 (short)	68
2/2 (with short)	551(In) 483(Out)
3/1 (with short)	484(In) 465(Out)
3/2 (short)	19
4/1 (short)	75
4/2 (with short)	431(In) 356(Out)
5/1 (short)	653
5/2 (with short)	948(In) 295(Out)
6/1	356
7/1 (short)	242
7/2 (with short)	665(In) 423(Out)
8/1	483
9/1	261
10/1	491
11/1	739
12/1	370

Full Input Data And Results

Lane Saturation Flows

Junction: Emsworth Crossroads junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2148 Comley Hill (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B2148 Comley Hill (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Emsworth Common Rd (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Emsworth Common Rd (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2148 Horndean Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2148 Horndean Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Bartons Rd (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Bartons Rd (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (n/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (n/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (s/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (s/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (s/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (n/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '5' (FG5: '2023 AM With Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	161	193	80	434
	B	58	0	24	182	264
	C	234	72	0	336	642
	D	54	286	194	0	534
	Tot.	346	519	411	598	1874

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: Emsworth Crossroads junction	
1/1 (with short)	434(In) 354(Out)
1/2 (short)	80
2/1 (short)	24
2/2 (with short)	264(In) 240(Out)
3/1 (with short)	642(In) 570(Out)
3/2 (short)	72
4/1 (short)	54
4/2 (with short)	534(In) 480(Out)
5/1 (short)	518
5/2 (with short)	810(In) 292(Out)
6/1	480
7/1 (short)	447
7/2 (with short)	834(In) 387(Out)
8/1	240
9/1	519
10/1	411
11/1	598
12/1	346

Full Input Data And Results

Lane Saturation Flows

Junction: Emsworth Crossroads junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2148 Comley Hill (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B2148 Comley Hill (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Emsworth Common Rd (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Emsworth Common Rd (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2148 Horndean Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2148 Horndean Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Bartons Rd (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Bartons Rd (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (n/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (n/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (s/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (s/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (s/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (n/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '6' (FG6: '2023 PM With Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	79	243	86	408
	B	102	0	68	381	551
	C	200	19	0	288	507
	D	75	163	221	0	459
	Tot.	377	261	532	755	1925

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: Emsworth Crossroads junction	
1/1 (with short)	408(In) 322(Out)
1/2 (short)	86
2/1 (short)	68
2/2 (with short)	551(In) 483(Out)
3/1 (with short)	507(In) 488(Out)
3/2 (short)	19
4/1 (short)	75
4/2 (with short)	459(In) 384(Out)
5/1 (short)	669
5/2 (with short)	971(In) 302(Out)
6/1	384
7/1 (short)	242
7/2 (with short)	706(In) 464(Out)
8/1	483
9/1	261
10/1	532
11/1	755
12/1	377

Full Input Data And Results

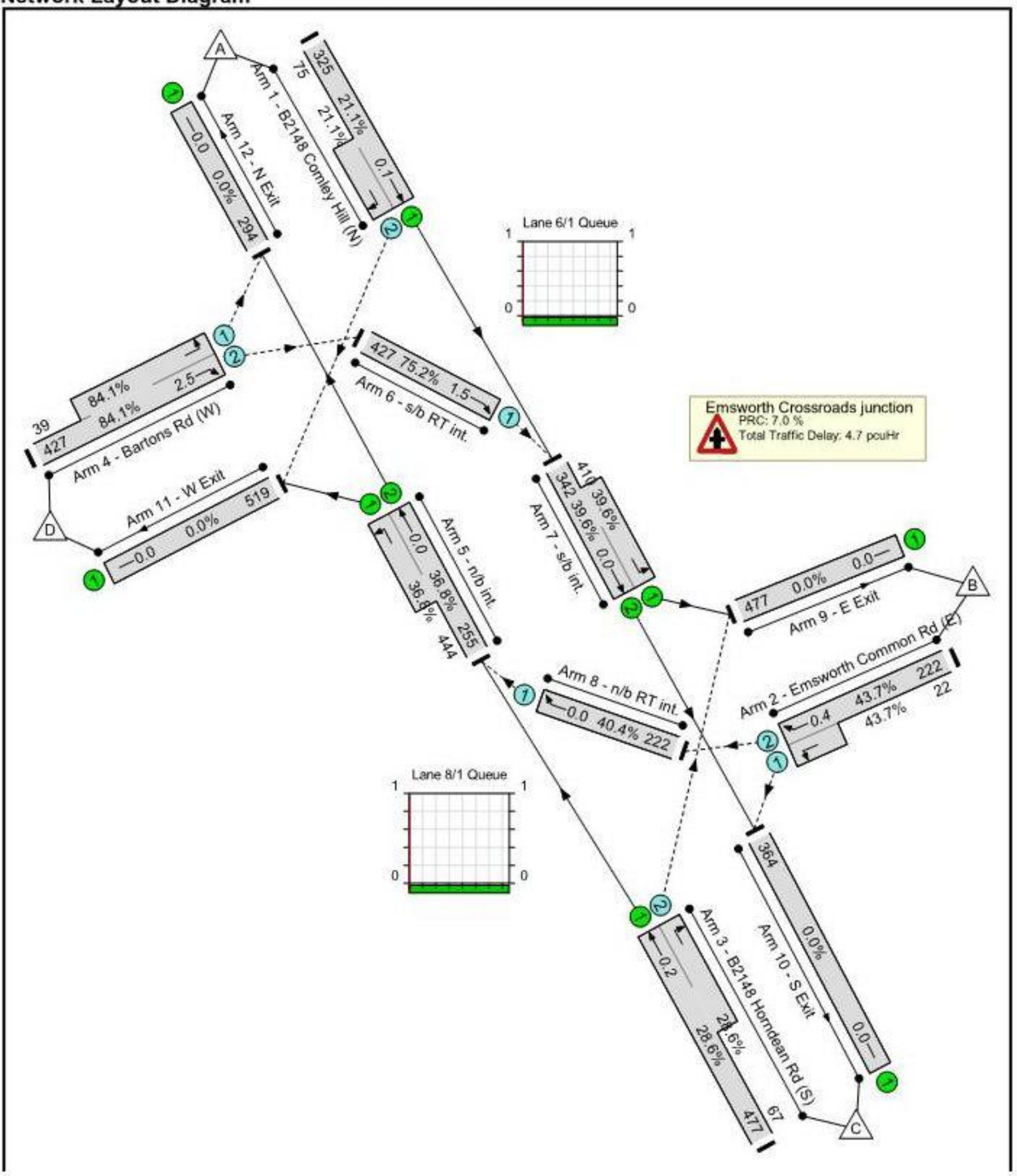
Lane Saturation Flows

Junction: Emsworth Crossroads junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B2148 Comley Hill (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (B2148 Comley Hill (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Emsworth Common Rd (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (Emsworth Common Rd (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (B2148 Horndean Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B2148 Horndean Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (Bartons Rd (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (Bartons Rd (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (n/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (n/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (s/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (s/b int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (s/b int. Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (n/b RT int. Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '1' (FG1: '2018 AM Observed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Emsworth Common Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
Emsworth Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.1%**
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	400	1900:1900	1544+356	21.1 : 21.1%
2/2+2/1	Emsworth Common Rd (E) Ahead Left	O	N/A	N/A	-		-	-	-	244	1900:1900	508+50	43.7 : 43.7%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	544	1900:1900	1666+234	28.6 : 28.6%
4/2+4/1	Bartons Rd (W) Right Left	O	N/A	N/A	-		-	-	-	466	1900:1900	508+46	84.1 : 84.1%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	699	1900:1900	693+1207	36.8 : 36.8%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	427	1900	568	75.2%
7/2+7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	752	1900:1900	864+1036	39.6 : 39.6%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	222	1900	549	40.4%
9/1	E Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Emsworth Common Crossroads junction	-	-	**2211**	**0**	**0**	**0.0**	**4.7**	**0.0**	**4.7**	-	-	-	-
Emsworth Crossroads junction	-	-	**2211**	**0**	**0**	**0.0**	**4.7**	**0.0**	**4.7**	-	-	-	-
1/1+1/2	400	400	75	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
2/2+2/1	244	244	488	0	0	0.0	0.4	-	0.4 (0.4+0.0)	5.7 (5.7:5.7)	0.0	0.4	0.4
3/1+3/2	544	544	67	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2
4/2+4/1	466	466	932	0	0	0.0	2.5	-	2.5 (2.3+0.2)	19.3 (19.3:19.3)	0.0	2.5	2.5
5/2+5/1	699	699	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/1	427	427	427	0	0	0.0	1.5	-	1.5	12.5	0.0	1.5	1.5
7/2+7/1	752	752	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
8/1	222	222	222	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): 7.0

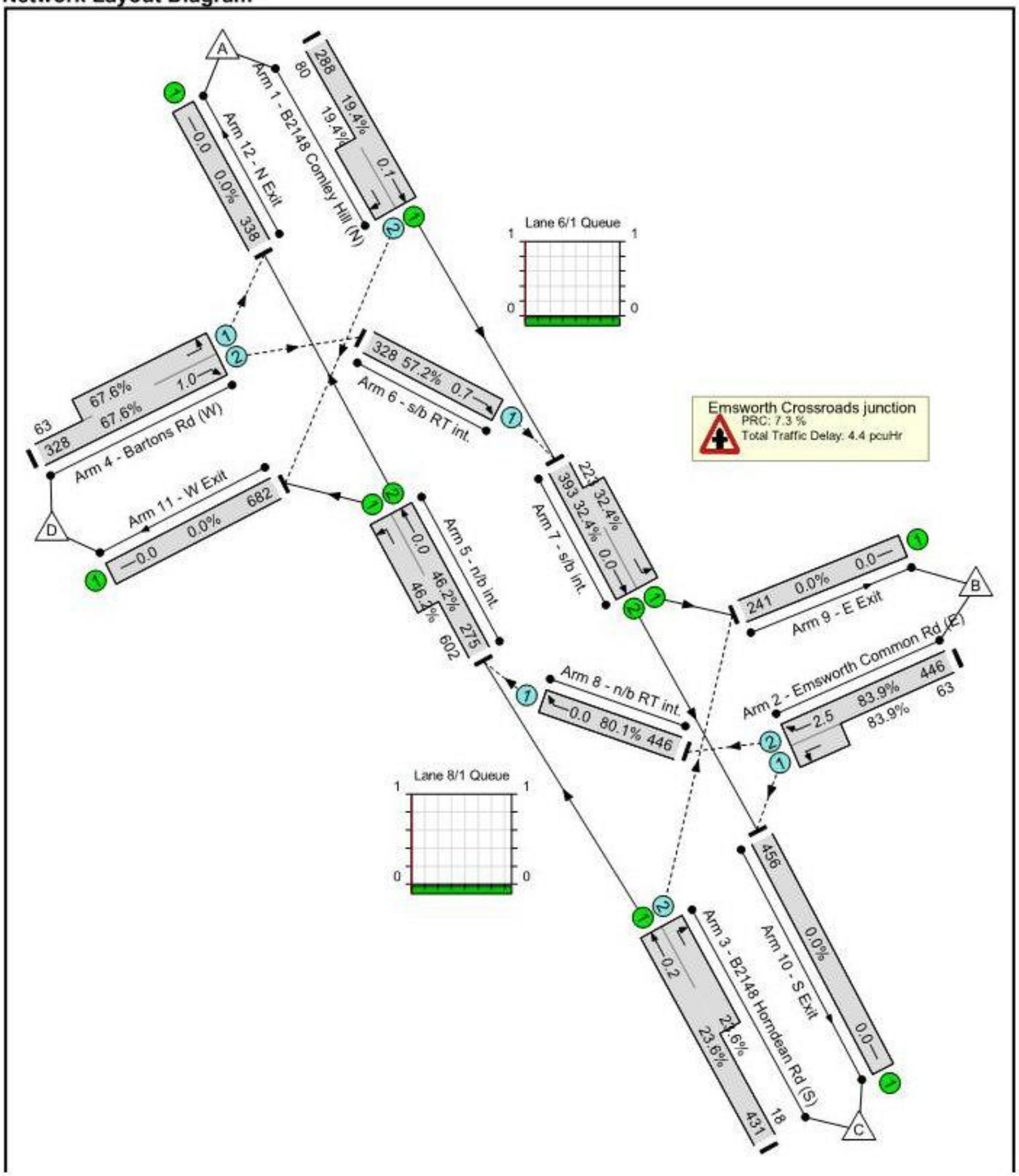
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 4.70

Cycle Time (s): 90

Full Input Data And Results

Scenario 2: '2' (FG2: '2018 PM Observed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Emsworth Common Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.9%**
Emsworth Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.9%**
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	368	1900:1900	1487+413	19.4 : 19.4%
2/2+2/1	Emsworth Common Rd (E) Ahead Left	O	N/A	N/A	-		-	-	-	509	1900:1900	532+75	83.9 : 83.9%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	449	1900:1900	1824+76	23.6 : 23.6%
4/2+4/1	Bartons Rd (W) Right Left	O	N/A	N/A	-		-	-	-	391	1900:1900	485+93	67.6 : 67.6%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	877	1900:1900	596+1304	46.2 : 46.2%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	328	1900	574	57.2%
7/2+7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	616	1900:1900	1212+688	32.4 : 32.4%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	446	1900	557	80.1%
9/1	E Exit	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%

Full Input Data And Results

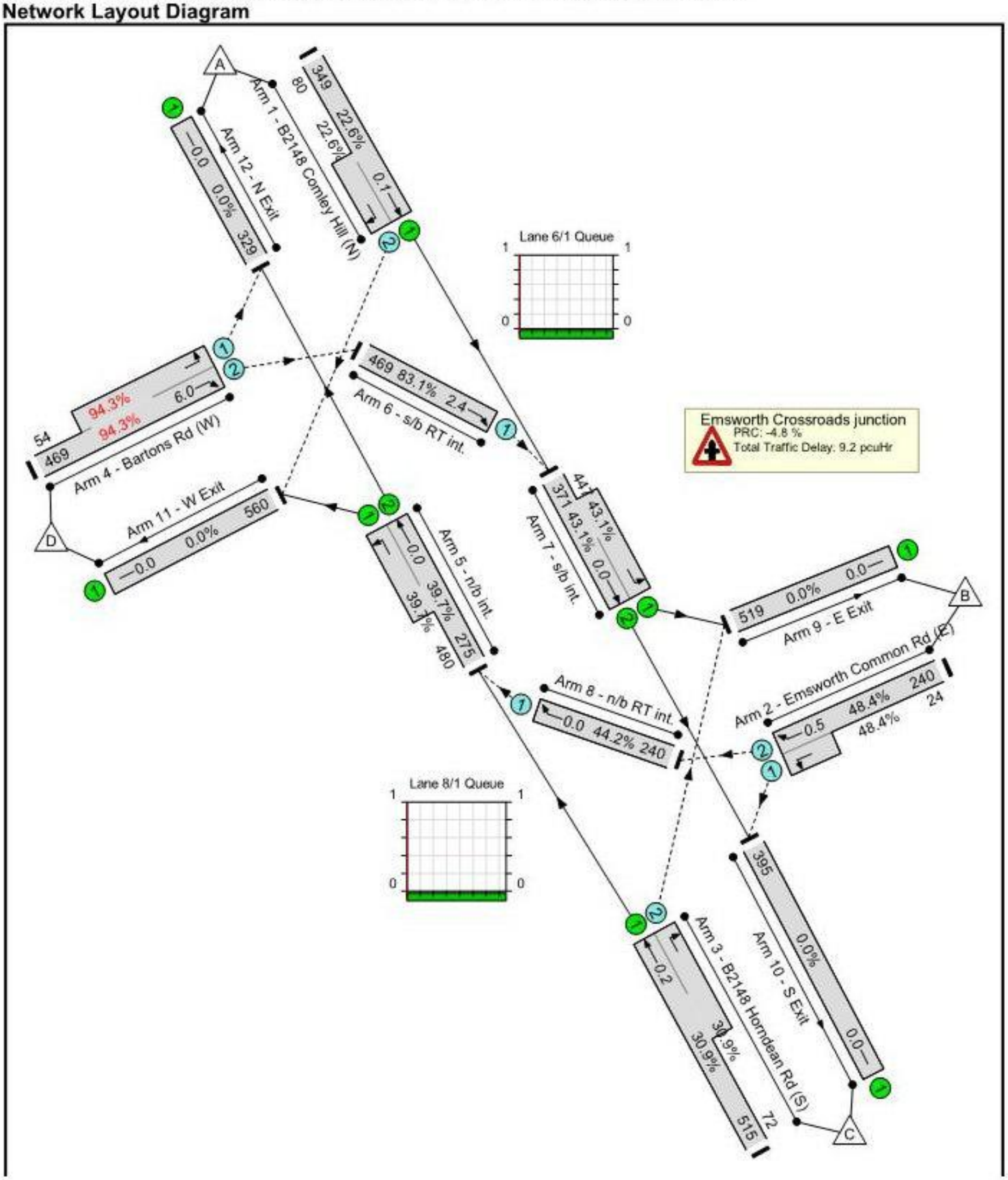
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Emsworth Common Crossroads junction	-	-	**2672**	**0**	**0**	**0.0**	**4.4**	**0.0**	**4.4**	-	-	-	-
Emsworth Crossroads junction	-	-	**2672**	**0**	**0**	**0.0**	**4.4**	**0.0**	**4.4**	-	-	-	-
1/1+1/2	368	368	80	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
2/2+2/1	509	509	1018	0	0	0.0	2.5	-	2.5 (2.2+0.3)	17.5 (17.5:17.5)	0.0	2.5	2.5
3/1+3/2	449	449	18	0	0	0.0	0.2	-	0.2 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.2	0.2
4/2+4/1	391	391	782	0	0	0.0	1.0	-	1.0 (0.9+0.2)	9.5 (9.5:9.5)	0.0	1.0	1.0
5/2+5/1	877	877	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/1	328	328	328	0	0	0.0	0.7	-	0.7	7.3	0.0	0.7	0.7
7/2+7/1	616	616	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
8/1	446	446	446	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 7.3 Total Delay Over All Lanes(pcuHr): 4.44

Full Input Data And Results

Scenario 3: '3' (FG3: '2023 AM Without Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Emsworth Common Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.3%**
Emsworth Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.3%**
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	429	1900:1900	1546+354	22.6 : 22.6%
2/2+2/1	Emsworth Common Rd (E) Ahead Left	O	N/A	N/A	-		-	-	-	264	1900:1900	495+50	48.4 : 48.4%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	587	1900:1900	1667+233	30.9 : 30.9%
4/2+4/1	Bartons Rd (W) Right Left	O	N/A	N/A	-		-	-	-	523	1900:1900	497+57	94.3 : 94.3%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	755	1900:1900	692+1208	39.7 : 39.7%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	469	1900	564	83.1%
7/2+7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	818	1900:1900	862+1038	43.1 : 43.1%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	240	1900	543	44.2%
9/1	E Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	560	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%

Full Input Data And Results

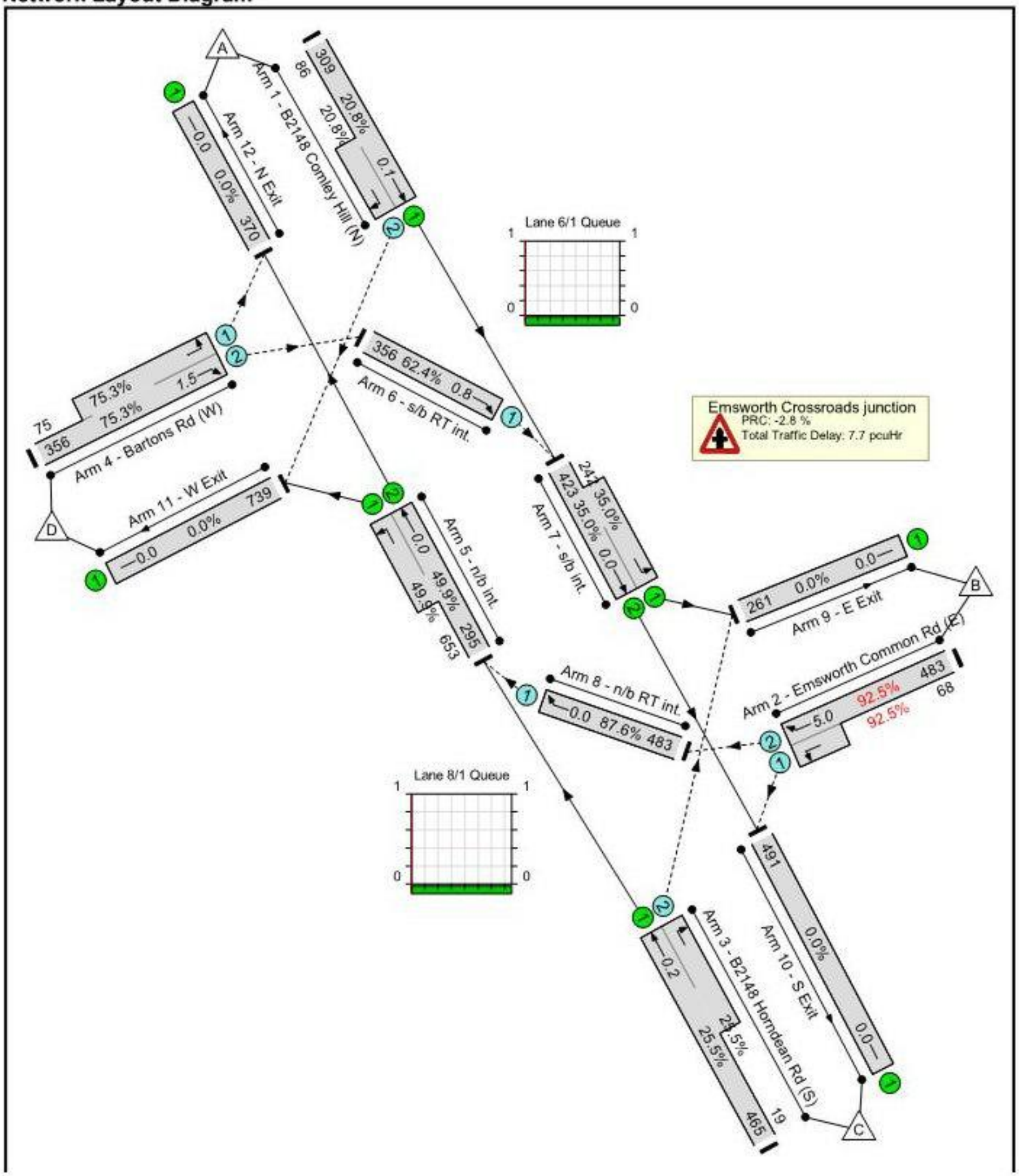
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Emsworth Common Crossroads junction	-	-	**2435**	**0**	**0**	**0.0**	**9.2**	**0.0**	**9.2**	-	-	-	-
Emsworth Crossroads junction	-	-	**2435**	**0**	**0**	**0.0**	**9.2**	**0.0**	**9.2**	-	-	-	-
1/1+1/2	429	429	80	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
2/2+2/1	264	264	528	0	0	0.0	0.5	-	0.5 (0.4+0.0)	6.4 (6.4:6.4)	0.0	0.5	0.5
3/1+3/2	587	587	72	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.4 (1.4:1.4)	0.0	0.2	0.2
4/2+4/1	523	523	1046	0	0	0.0	6.0	-	6.0 (5.4+0.6)	41.2 (41.2:41.2)	0.0	6.0	6.0
5/2+5/1	755	755	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/1	469	469	469	0	0	0.0	2.4	-	2.4	18.0	0.0	2.4	2.4
7/2+7/1	818	818	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
8/1	240	240	240	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -4.8 Total Delay Over All Lanes(pcuHr): 9.18

Full Input Data And Results

Scenario 4: '4' (FG4: '2023 PM Without Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Emsworth Common Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.5%**
Emsworth Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.5%**
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	395	1900:1900	1486+414	20.8 : 20.8%
2/2+2/1	Emsworth Common Rd (E) Ahead Left	O	N/A	N/A	-		-	-	-	551	1900:1900	522+73	92.5 : 92.5%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	484	1900:1900	1825+75	25.5 : 25.5%
4/2+4/1	Bartons Rd (W) Right Left	O	N/A	N/A	-		-	-	-	431	1900:1900	473+100	75.3 : 75.3%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	948	1900:1900	591+1309	49.9 : 49.9%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	356	1900	570	62.4%
7/2+7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	665	1900:1900	1209+691	35.0 : 35.0%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	483	1900	551	87.6%
9/1	E Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%

Full Input Data And Results

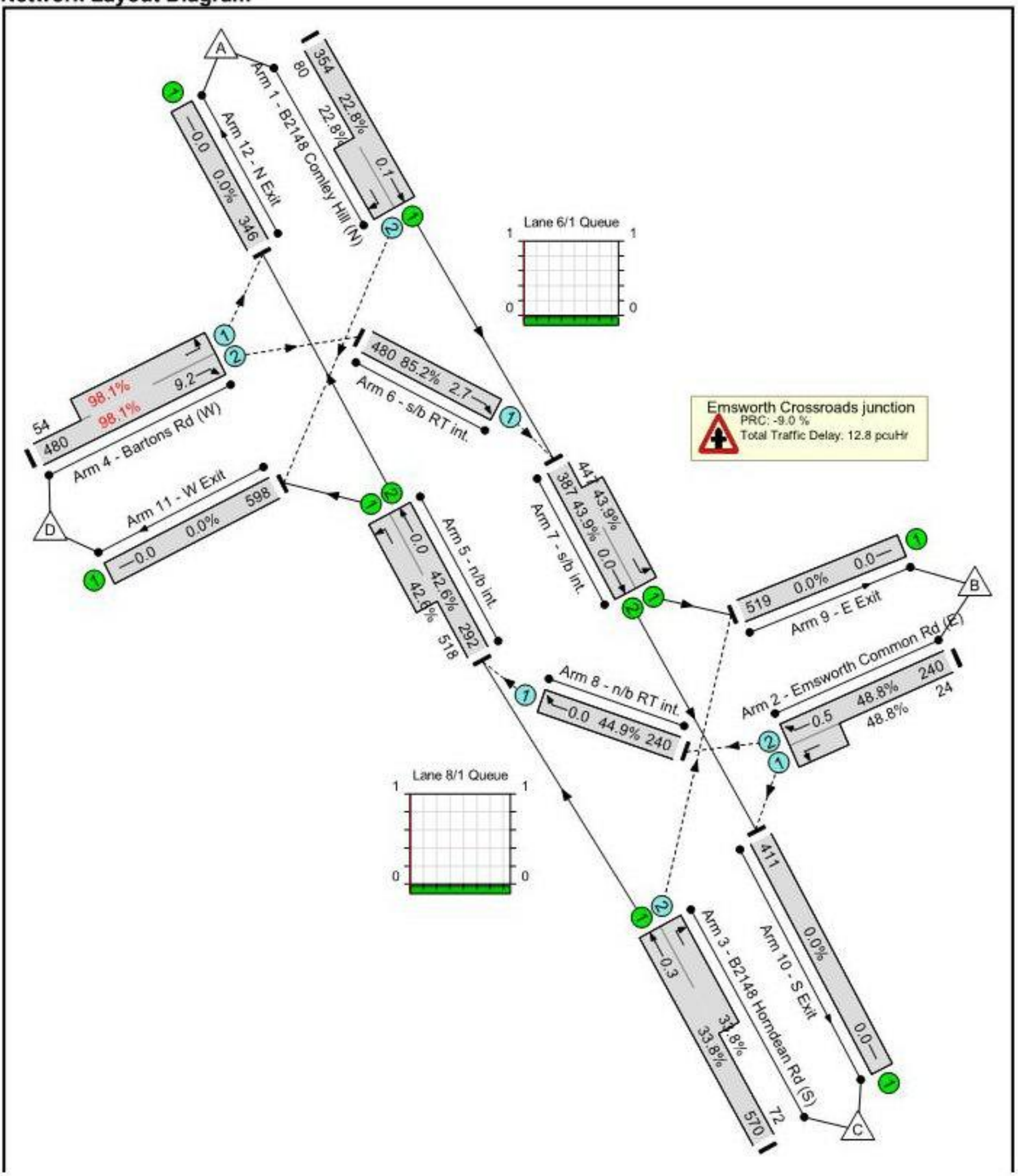
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Emsworth Common Crossroads junction	-	-	**2908**	**0**	**0**	**0.0**	**7.7**	**0.0**	**7.7**	-	-	-	-
Emsworth Crossroads junction	-	-	**2908**	**0**	**0**	**0.0**	**7.7**	**0.0**	**7.7**	-	-	-	-
1/1+1/2	395	395	86	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
2/2+2/1	551	551	1102	0	0	0.0	5.0	-	5.0 (4.4+0.6)	33.0 (33.0:33.0)	0.0	5.0	5.0
3/1+3/2	484	484	19	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2
4/2+4/1	431	431	862	0	0	0.0	1.5	-	1.5 (1.2+0.3)	12.5 (12.5:12.5)	0.0	1.5	1.5
5/2+5/1	948	948	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/1	356	356	356	0	0	0.0	0.8	-	0.8	8.3	0.0	0.8	0.8
7/2+7/1	665	665	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
8/1	483	483	483	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -2.8 Total Delay Over All Lanes(pcuHr): 7.66

Full Input Data And Results

Scenario 5: '5' (FG5: '2023 AM With Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Emsworth Common Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.1%**
Emsworth Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.1%**
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	434	1900:1900	1550+350	22.8 : 22.8%
2/2+2/1	Emsworth Common Rd (E) Ahead Left	O	N/A	N/A	-		-	-	-	264	1900:1900	491+49	48.8 : 48.8%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	642	1900:1900	1687+213	33.8 : 33.8%
4/2+4/1	Bartons Rd (W) Right Left	O	N/A	N/A	-		-	-	-	534	1900:1900	489+55	98.1 : 98.1%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	810	1900:1900	685+1215	42.6 : 42.6%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	480	1900	563	85.2%
7/2+7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	834	1900:1900	882+1018	43.9 : 43.9%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	240	1900	534	44.9%
9/1	E Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Emsworth Common Crossroads junction	-	-	**2468**	**0**	**0**	**0.0**	**12.8**	**0.0**	**12.8**	-	-	-	-
Emsworth Crossroads junction	-	-	**2468**	**0**	**0**	**0.0**	**12.8**	**0.0**	**12.8**	-	-	-	-
1/1+1/2	434	434	80	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
2/2+2/1	264	264	528	0	0	0.0	0.5	-	0.5 (0.4+0.0)	6.5 (6.5:6.5)	0.0	0.5	0.5
3/1+3/2	642	642	72	0	0	0.0	0.3	-	0.3 (0.2+0.0)	1.4 (1.4:1.4)	0.0	0.3	0.3
4/2+4/1	534	534	1068	0	0	0.0	9.2	-	9.2 (8.3+0.9)	62.3 (62.3:62.3)	0.0	9.2	9.2
5/2+5/1	810	810	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/1	480	480	480	0	0	0.0	2.7	-	2.7	20.3	0.0	2.7	2.7
7/2+7/1	834	834	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
8/1	240	240	240	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 0.0
PRC Over All Lanes (%): -9.0

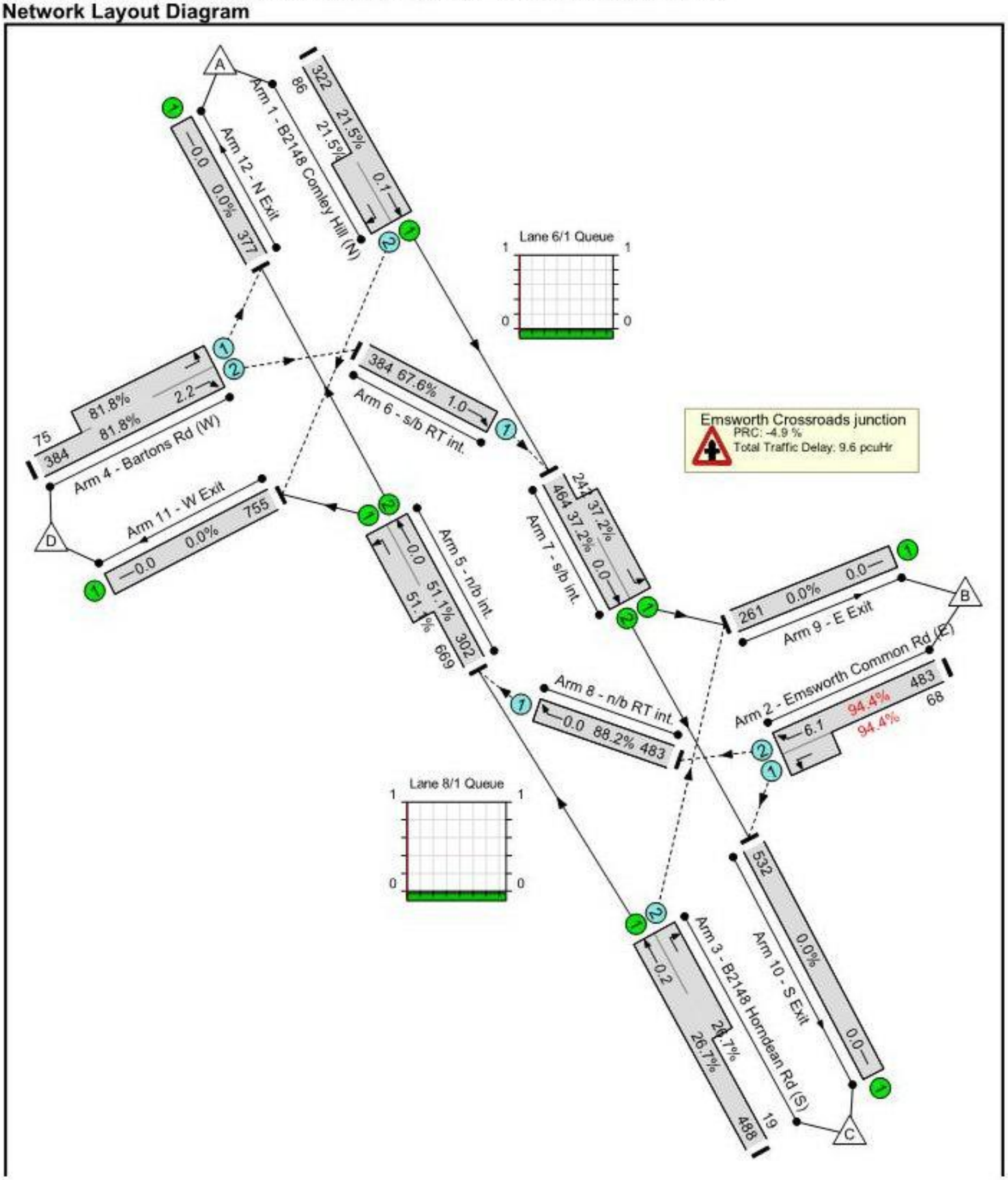
Total Delay for Signalled Lanes (pcuHr): 0.00
Total Delay Over All Lanes(pcuHr): 12.83

Cycle Time (s): 90

Full Input Data And Results

Scenario 6: '6' (FG6: '2023 PM With Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Emsworth Common Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
Emsworth Crossroads junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.4%**
1/1+1/2	B2148 Comley Hill (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	408	1900:1900	1500+400	21.5 : 21.5%
2/2+2/1	Emsworth Common Rd (E) Ahead Left	O	N/A	N/A	-		-	-	-	551	1900:1900	512+72	94.4 : 94.4%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	507	1900:1900	1829+71	26.7 : 26.7%
4/2+4/1	Bartons Rd (W) Right Left	O	N/A	N/A	-		-	-	-	459	1900:1900	470+92	81.8 : 81.8%
5/2+5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	971	1900:1900	591+1309	51.1 : 51.1%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	384	1900	568	67.6%
7/2+7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	706	1900:1900	1249+651	37.2 : 37.2%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	483	1900	548	88.2%
9/1	E Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Emsworth Common Crossroads junction	-	-	**2992**	**0**	**0**	**0.0**	**9.6**	**0.0**	**9.6**	-	-	-	-
Emsworth Crossroads junction	-	-	**2992**	**0**	**0**	**0.0**	**9.6**	**0.0**	**9.6**	-	-	-	-
1/1+1/2	408	408	86	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
2/2+2/1	551	551	1102	0	0	0.0	6.1	-	6.1 (5.4+0.8)	40.0 (40.0:40.0)	0.0	6.1	6.1
3/1+3/2	507	507	19	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2
4/2+4/1	459	459	918	0	0	0.0	2.2	-	2.2 (1.8+0.4)	16.9 (16.9:16.9)	0.0	2.2	2.2
5/2+5/1	971	971	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
6/1	384	384	384	0	0	0.0	1.0	-	1.0	9.7	0.0	1.0	1.0
7/2+7/1	706	706	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0
8/1	483	483	483	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

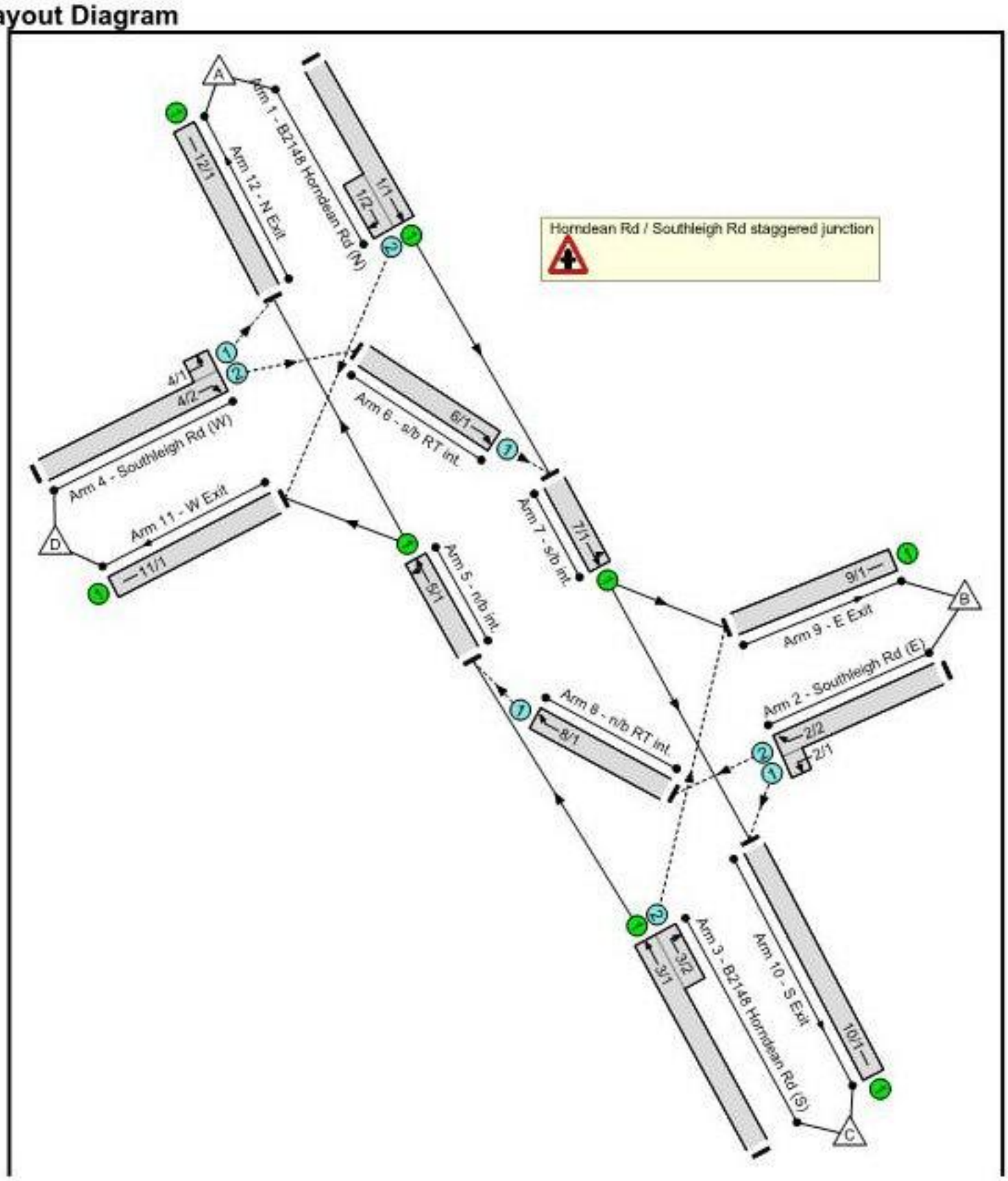
C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -4.9 Total Delay Over All Lanes(pcuHr): 9.62

Full Input Data And Results

User and Project Details

Project:	**ITB13535 Emsworth**
Title:	**Horndean Rd / Southleigh Rd staggered junction**
Location:	
Additional detail:	
File name:	Horndean Rd_Southleigh Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Give-Way Lane Input Data

Junction: Horndean Rd / Southleigh Rd staggered junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B2148 Horndean Rd (N))	11/1 (Right)	787	0	5/1	0.28	All	-	-	-	-	-
2/1 (Southleigh Rd (E))	10/1 (Left)	670	0	7/1	0.24	All	-	-	-	-	-
2/2 (Southleigh Rd (E))	8/1 (Right)	644	0	7/1	0.26	All	-	-	-	-	-
				3/2	0.37	All					
3/2 (B2148 Horndean Rd (S))	9/1 (Right)	772	0	7/1	0.28	All	-	-	-	-	-
4/1 (Southleigh Rd (W))	12/1 (Left)	694	0	5/1	0.25	All	-	-	-	-	-
4/2 (Southleigh Rd (W))	6/1 (Right)	657	0	1/2	0.37	All	-	-	-	-	-
				5/1	0.26	All					
6/1 (s/b RT int.)	7/1 (Ahead)	657	0	1/1	0.16	All	-	-	-	-	-
8/1 (n/b RT int.)	5/1 (Ahead)	644	0	3/1	0.16	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Horndean Rd / Southleigh Rd staggered junction

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B2148 Horndean Rd (N))	U		2	3	60.0	User	1900	-	-	-	-	-
1/2 (B2148 Horndean Rd (N))	O		2	3	4.0	User	1900	-	-	-	-	-
2/1 (Southleigh Rd (E))	O		2	3	1.4	User	1900	-	-	-	-	-
2/2 (Southleigh Rd (E))	O		2	3	60.0	User	1900	-	-	-	-	-
3/1 (B2148 Horndean Rd (S))	U		2	3	60.0	User	1900	-	-	-	-	-
3/2 (B2148 Horndean Rd (S))	O		2	3	4.0	User	1900	-	-	-	-	-
4/1 (Southleigh Rd (W))	O		2	3	1.7	User	1900	-	-	-	-	-
4/2 (Southleigh Rd (W))	O		2	3	60.0	User	1900	-	-	-	-	-
5/1 (n/b int.)	U		2	3	5.2	User	1900	-	-	-	-	-
6/1 (s/b RT int.)	O		2	3	2.4	User	1900	-	-	-	-	-
7/1 (s/b int.)	U		2	3	5.2	User	1900	-	-	-	-	-
8/1 (n/b RT int.)	O		2	3	2.4	User	1900	-	-	-	-	-
9/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2018 AM Observed'	08:00	09:00	01:00	
2: '2018 PM Observed'	17:00	18:00	01:00	
3: '2023 AM Without Development'	08:00	09:00	01:00	
4: '2023 PM Without Development'	17:00	18:00	01:00	
5: '2023 AM With Development'	08:00	09:00	01:00	
6: '2023 PM With Development'	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2018 AM Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	118	231	16	365
	B	231	0	101	80	412
	C	245	45	0	34	324
	D	65	93	63	0	221
	Tot.	541	256	395	130	1322

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: Horndean Rd / Southleigh Rd staggered junction	
1/1 (with short)	365(In) 349(Out)
1/2 (short)	16
2/1 (short)	101
2/2 (with short)	412(In) 311(Out)
3/1 (with short)	324(In) 279(Out)
3/2 (short)	45
4/1 (short)	65
4/2 (with short)	221(In) 156(Out)
5/1	590
6/1	156
7/1	505
8/1	311
9/1	256
10/1	395
11/1	130
12/1	541

Scenario 2: '2' (FG2: '2018 PM Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	185	220	51	456
	B	263	0	54	86	403
	C	273	66	0	59	398
	D	15	95	40	0	150
	Tot.	551	346	314	196	1407

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: Horndean Rd / Southleigh Rd staggered junction	
1/1 (with short)	456(In) 405(Out)
1/2 (short)	51
2/1 (short)	54
2/2 (with short)	403(In) 349(Out)
3/1 (with short)	398(In) 332(Out)
3/2 (short)	66
4/1 (short)	15
4/2 (with short)	150(In) 135(Out)
5/1	681
6/1	135
7/1	540
8/1	349
9/1	346
10/1	314
11/1	196
12/1	551

Scenario 3: '3' (FG3: '2023 AM Without Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	252	17	396
	B	249	0	109	86	444
	C	265	48	0	37	350
	D	70	100	68	0	238
	Tot.	584	275	429	140	1428

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: Horndean Rd / Southleigh Rd staggered junction	
1/1 (with short)	396(In) 379(Out)
1/2 (short)	17
2/1 (short)	109
2/2 (with short)	444(In) 335(Out)
3/1 (with short)	350(In) 302(Out)
3/2 (short)	48
4/1 (short)	70
4/2 (with short)	238(In) 168(Out)
5/1	637
6/1	168
7/1	547
8/1	335
9/1	275
10/1	429
11/1	140
12/1	584

Scenario 4: '4' (FG4: '2023 PM Without Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	199	237	55	491
	B	282	0	58	92	432
	C	296	71	0	63	430
	D	16	102	43	0	161
	Tot.	594	372	338	210	1514

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: Horndean Rd / Southleigh Rd staggered junction	
1/1 (with short)	491(In) 436(Out)
1/2 (short)	55
2/1 (short)	58
2/2 (with short)	432(In) 374(Out)
3/1 (with short)	430(In) 359(Out)
3/2 (short)	71
4/1 (short)	16
4/2 (with short)	161(In) 145(Out)
5/1	733
6/1	145
7/1	581
8/1	374
9/1	372
10/1	338
11/1	210
12/1	594

Scenario 5: '5' (FG5: '2023 AM With Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	142	252	17	411
	B	303	0	147	93	543
	C	265	59	0	37	361
	D	70	102	68	0	240
	Tot.	638	303	467	147	1555

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: Horndean Rd / Southleigh Rd staggered junction	
1/1 (with short)	411(In) 394(Out)
1/2 (short)	17
2/1 (short)	147
2/2 (with short)	543(In) 396(Out)
3/1 (with short)	361(In) 302(Out)
3/2 (short)	59
4/1 (short)	70
4/2 (with short)	240(In) 170(Out)
5/1	698
6/1	170
7/1	564
8/1	396
9/1	303
10/1	467
11/1	147
12/1	638

Scenario 6: '6' (FG6: '2023 PM With Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	240	237	55	532
	B	306	0	74	95	475
	C	296	99	0	63	458
	D	16	108	43	0	167
	Tot.	618	447	354	213	1632

Full Input Data And Results

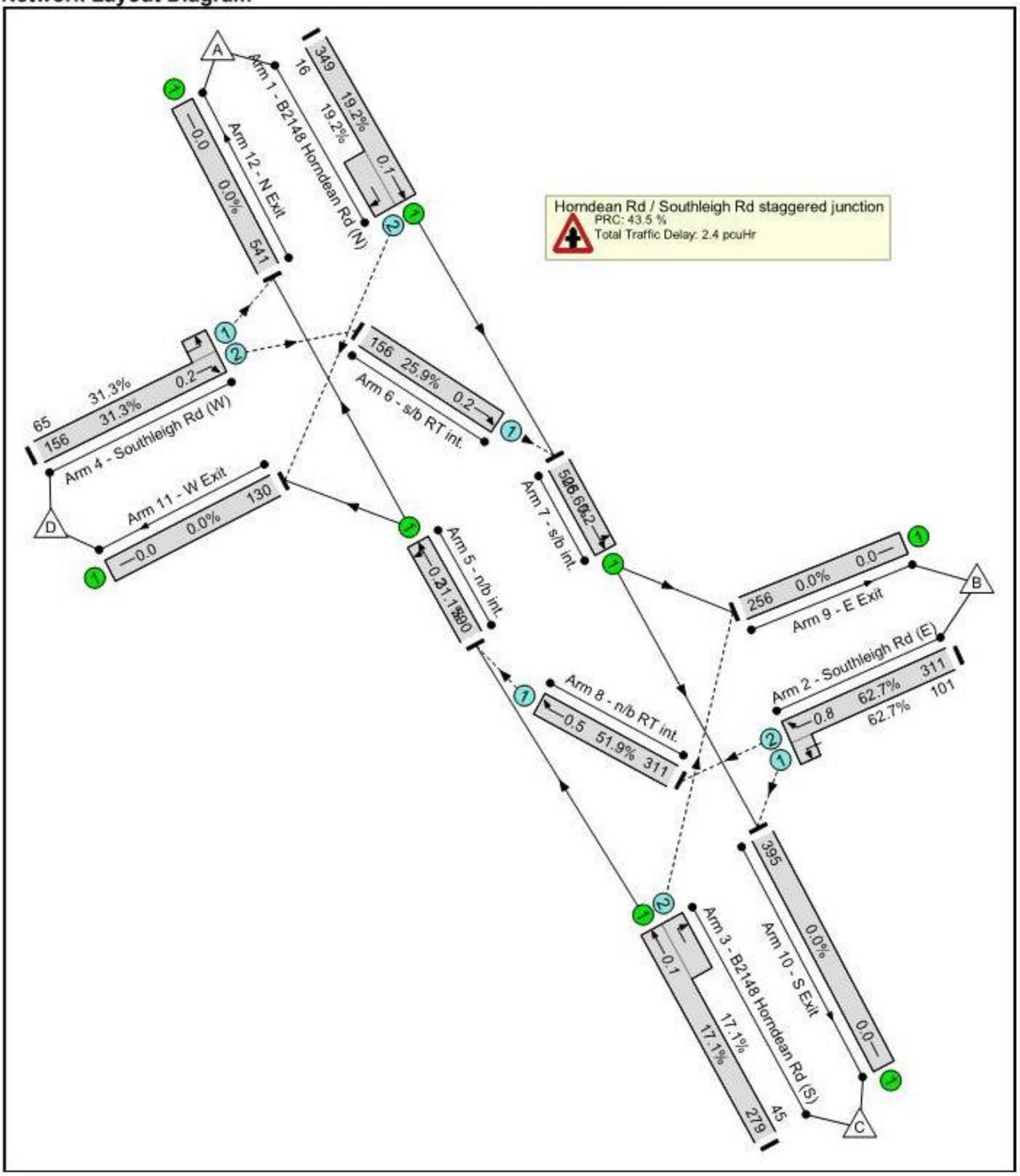
Traffic Lane Flows

Lane	Scenario 6: 6
Junction: Horndean Rd / Southleigh Rd staggered junction	
1/1 (with short)	532(In) 477(Out)
1/2 (short)	55
2/1 (short)	74
2/2 (with short)	475(In) 401(Out)
3/1 (with short)	458(In) 359(Out)
3/2 (short)	99
4/1 (short)	16
4/2 (with short)	167(In) 151(Out)
5/1	760
6/1	151
7/1	628
8/1	401
9/1	447
10/1	354
11/1	213
12/1	618

Full Input Data And Results

Scenario 1: '1' (FG1: '2018 AM Observed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.7%**
Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.7%**
1/1+1/2	B2148 Horndean Rd (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	365	1900:1900	1817+83	19.2 : 19.2%
2/2+2/1	Southleigh Rd (E) Right Left	O	N/A	N/A	-		-	-	-	412	1900:1900	496+161	62.7 : 62.7%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	324	1900:1900	1636+264	17.1 : 17.1%
4/2+4/1	Southleigh Rd (W) Right Left	O	N/A	N/A	-		-	-	-	221	1900:1900	498+207	31.3 : 31.3%
5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	590	1900	1900	31.1%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	156	1900	601	25.9%
7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	505	1900	1900	26.6%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	311	1900	599	51.9%
9/1	E Exit	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%

Full Input Data And Results

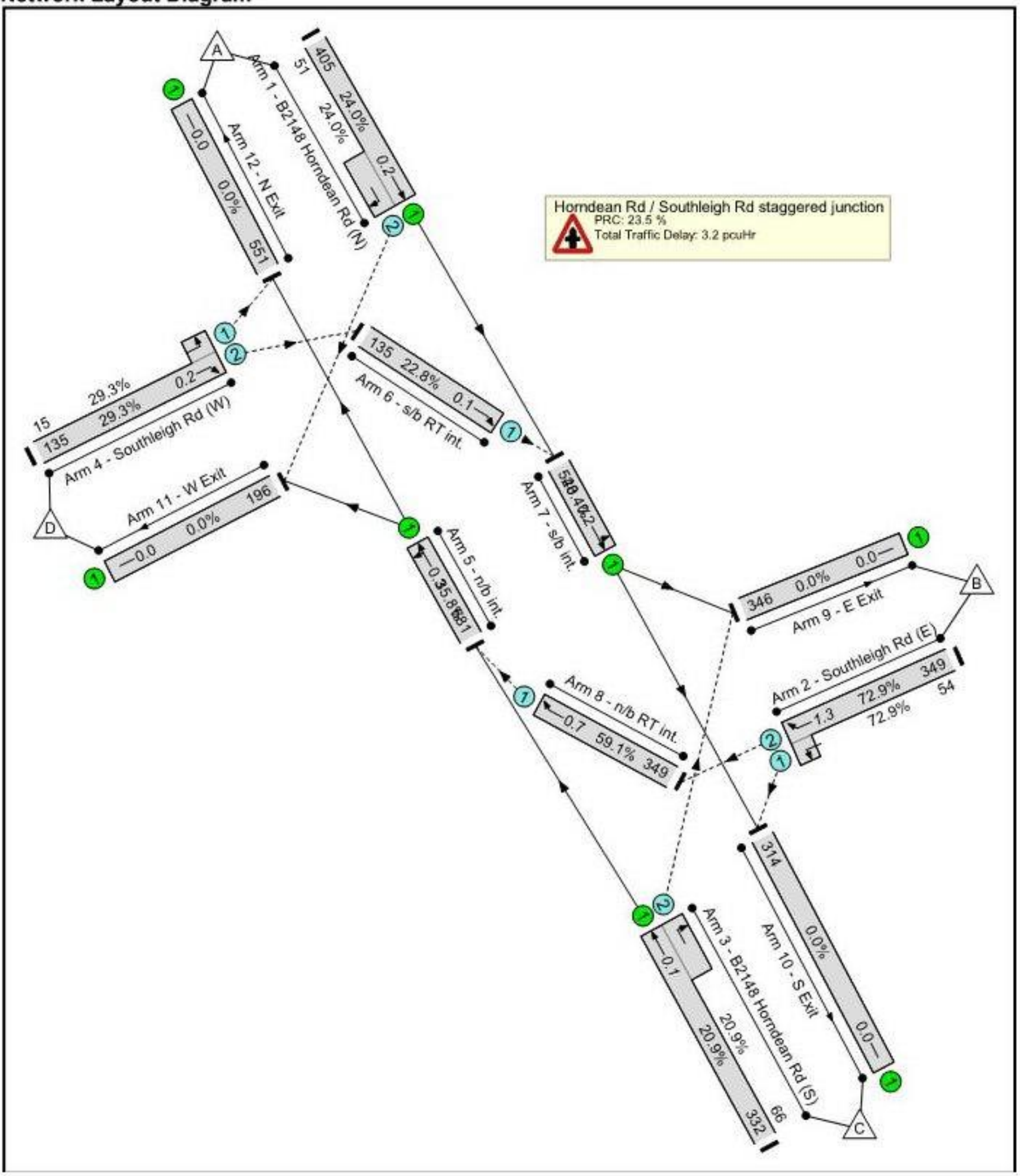
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**1794**	**0**	**0**	**0.0**	**2.4**	**0.0**	**2.4**	-	-	-	-
Horndean Rd / Southleigh Rd staggered junction	-	-	**1794**	**0**	**0**	**0.0**	**2.4**	**0.0**	**2.4**	-	-	-	-
1/1+1/2	365	365	16	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
2/2+2/1	412	412	824	0	0	0.0	0.8	-	0.8 (0.6+0.2)	7.3 (7.3:7.3)	0.0	0.8	0.8
3/1+3/2	324	324	45	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.1 (1.1:1.1)	0.0	0.1	0.1
4/2+4/1	221	221	442	0	0	0.0	0.2	-	0.2 (0.2+0.1)	3.7 (3.7:3.7)	0.0	0.2	0.2
5/1	590	590	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
6/1	156	156	156	0	0	0.0	0.2	-	0.2	4.0	0.0	0.2	0.2
7/1	505	505	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	311	311	311	0	0	0.0	0.5	-	0.5	6.2	0.0	0.5	0.5
9/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 43.5 Total Delay Over All Lanes(pcuHr): 2.40

Full Input Data And Results

Scenario 2: '2' (FG2: '2018 PM Observed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.9%**
Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.9%**
1/1+1/2	B2148 Horndean Rd (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	456	1900:1900	1688+213	24.0 : 24.0%
2/2+2/1	Southleigh Rd (E) Right Left	O	N/A	N/A	-		-	-	-	403	1900:1900	479+74	72.9 : 72.9%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	398	1900:1900	1585+315	20.9 : 20.9%
4/2+4/1	Southleigh Rd (W) Right Left	O	N/A	N/A	-		-	-	-	150	1900:1900	461+51	29.3 : 29.3%
5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	681	1900	1900	35.8%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	135	1900	592	22.8%
7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	540	1900	1900	28.4%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	349	1900	591	59.1%
9/1	E Exit	U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	196	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%

Full Input Data And Results

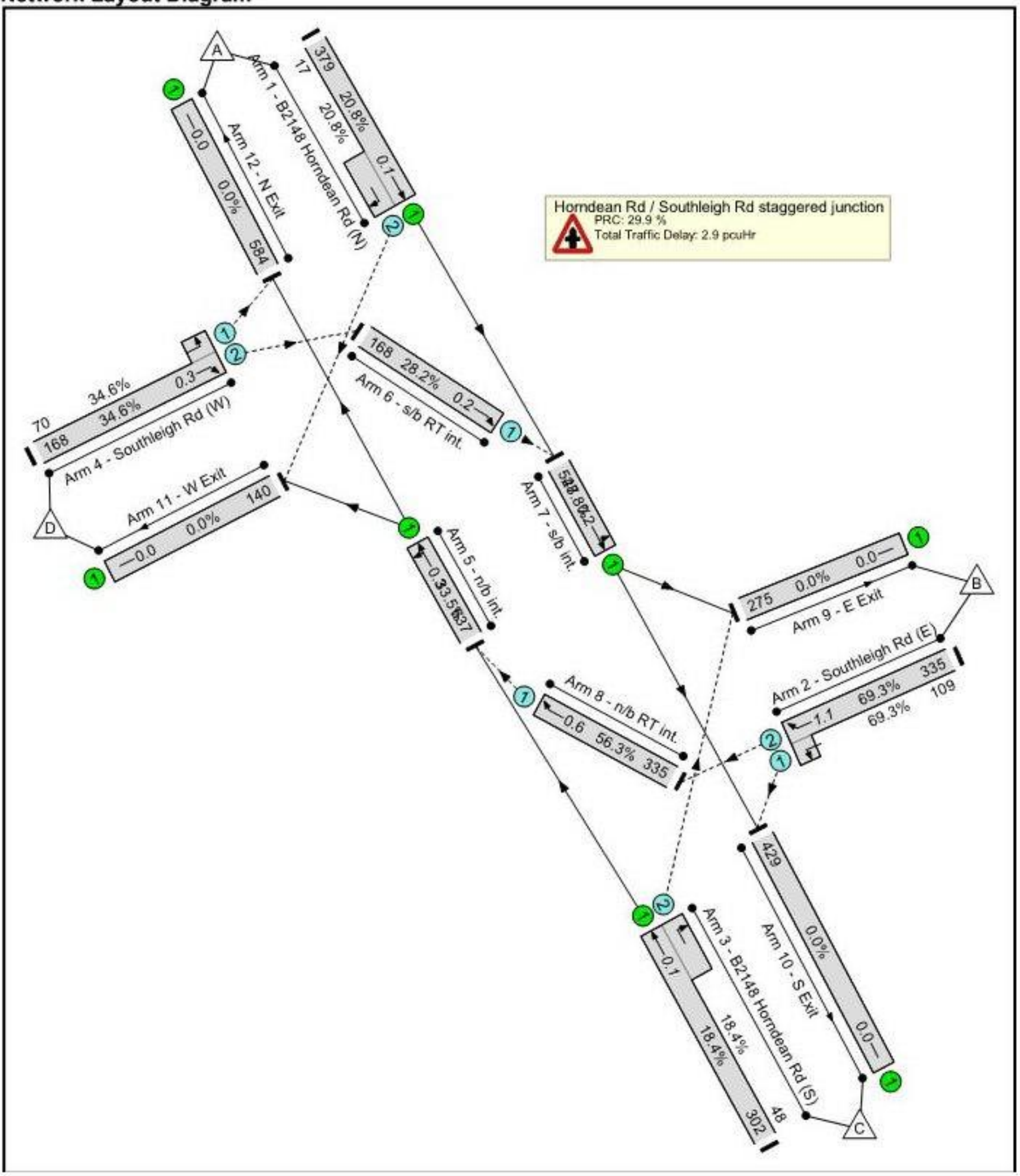
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**1707**	**0**	**0**	**0.0**	**3.2**	**0.0**	**3.2**	-	-	-	-
Horndean Rd / Southleigh Rd staggered junction	-	-	**1707**	**0**	**0**	**0.0**	**3.2**	**0.0**	**3.2**	-	-	-	-
1/1+1/2	456	456	51	0	0	0.0	0.2	-	0.2 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.2	0.2
2/2+2/1	403	403	806	0	0	0.0	1.3	-	1.3 (1.1+0.2)	11.8 (11.8:11.8)	0.0	1.3	1.3
3/1+3/2	398	398	66	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
4/2+4/1	150	150	300	0	0	0.0	0.2	-	0.2 (0.2+0.0)	5.0 (5.0:5.0)	0.0	0.2	0.2
5/1	681	681	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	135	135	135	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1
7/1	540	540	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	349	349	349	0	0	0.0	0.7	-	0.7	7.4	0.0	0.7	0.7
9/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 23.5 Total Delay Over All Lanes(pcuHr): 3.16

Full Input Data And Results

Scenario 3: '3' (FG3: '2023 AM Without Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.3%**
Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.3%**
1/1+1/2	B2148 Horndean Rd (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	396	1900:1900	1818+82	20.8 : 20.8%
2/2+2/1	Southleigh Rd (E) Right Left	O	N/A	N/A	-		-	-	-	444	1900:1900	484+157	69.3 : 69.3%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	350	1900:1900	1639+261	18.4 : 18.4%
4/2+4/1	Southleigh Rd (W) Right Left	O	N/A	N/A	-		-	-	-	238	1900:1900	485+202	34.6 : 34.6%
5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	637	1900	1900	33.5%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	168	1900	596	28.2%
7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	547	1900	1900	28.8%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	335	1900	595	56.3%
9/1	E Exit	U	N/A	N/A	-		-	-	-	275	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%

Full Input Data And Results

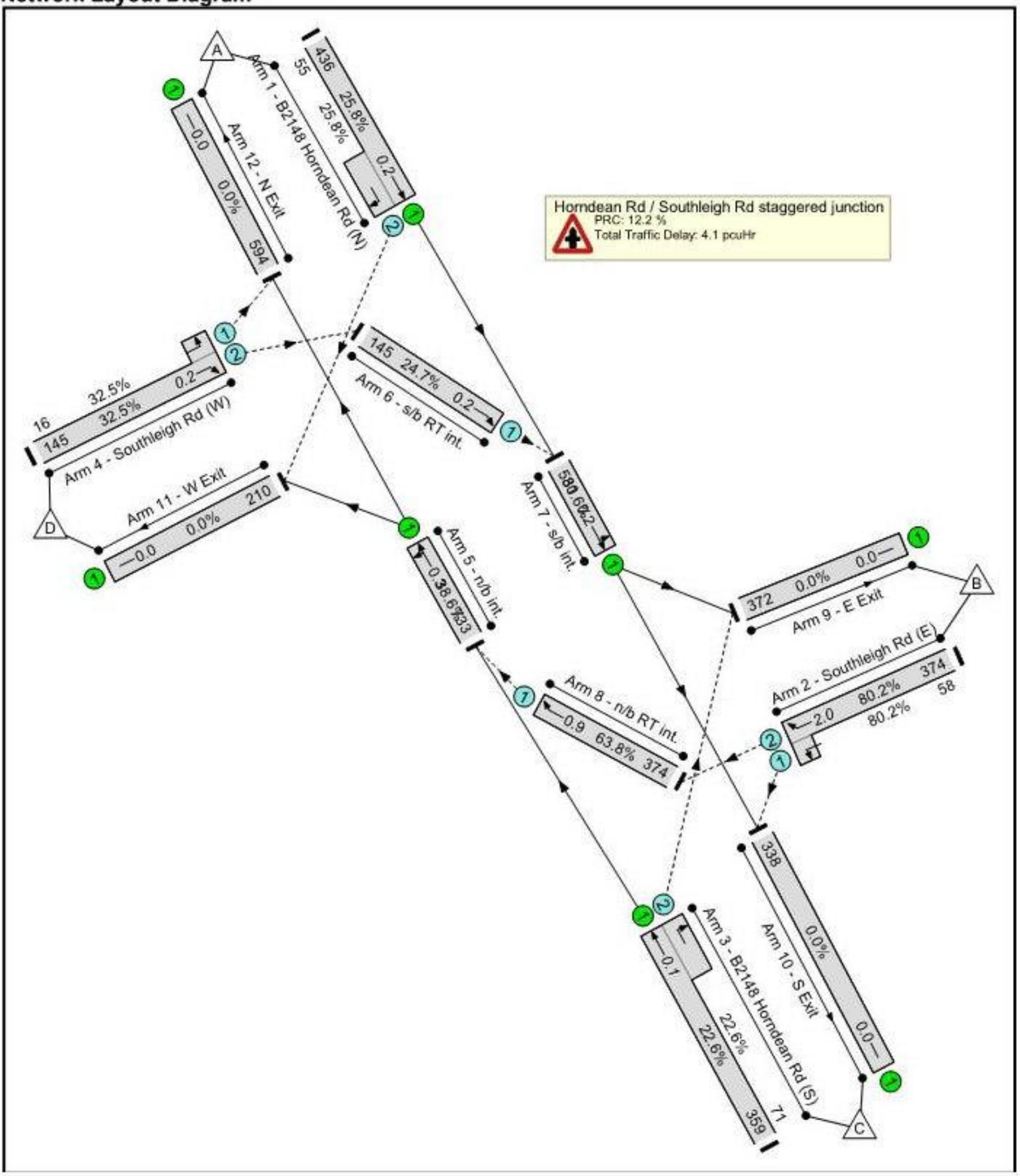
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**1932**	**0**	**0**	**0.0**	**2.9**	**0.0**	**2.9**	-	-	-	-
Horndean Rd / Southleigh Rd staggered junction	-	-	**1932**	**0**	**0**	**0.0**	**2.9**	**0.0**	**2.9**	-	-	-	-
1/1+1/2	396	396	17	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
2/2+2/1	444	444	888	0	0	0.0	1.1	-	1.1 (0.8+0.3)	9.0 (9.0:9.0)	0.0	1.1	1.1
3/1+3/2	350	350	48	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
4/2+4/1	238	238	476	0	0	0.0	0.3	-	0.3 (0.2+0.1)	4.0 (4.0:4.0)	0.0	0.3	0.3
5/1	637	637	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	168	168	168	0	0	0.0	0.2	-	0.2	4.2	0.0	0.2	0.2
7/1	547	547	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	335	335	335	0	0	0.0	0.6	-	0.6	6.9	0.0	0.6	0.6
9/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 29.9 Total Delay Over All Lanes(pcuHr): 2.91

Full Input Data And Results

Scenario 4: '4' (FG4: '2023 PM Without Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.2%**
Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.2%**
1/1+1/2	B2148 Horndean Rd (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	491	1900:1900	1687+213	25.8 : 25.8%
2/2+2/1	Southleigh Rd (E) Right Left	O	N/A	N/A	-		-	-	-	432	1900:1900	466+72	80.2 : 80.2%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	430	1900:1900	1586+314	22.6 : 22.6%
4/2+4/1	Southleigh Rd (W) Right Left	O	N/A	N/A	-		-	-	-	161	1900:1900	446+49	32.5 : 32.5%
5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	733	1900	1900	38.6%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	145	1900	587	24.7%
7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	581	1900	1900	30.6%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	374	1900	586	63.8%
9/1	E Exit	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%

Full Input Data And Results

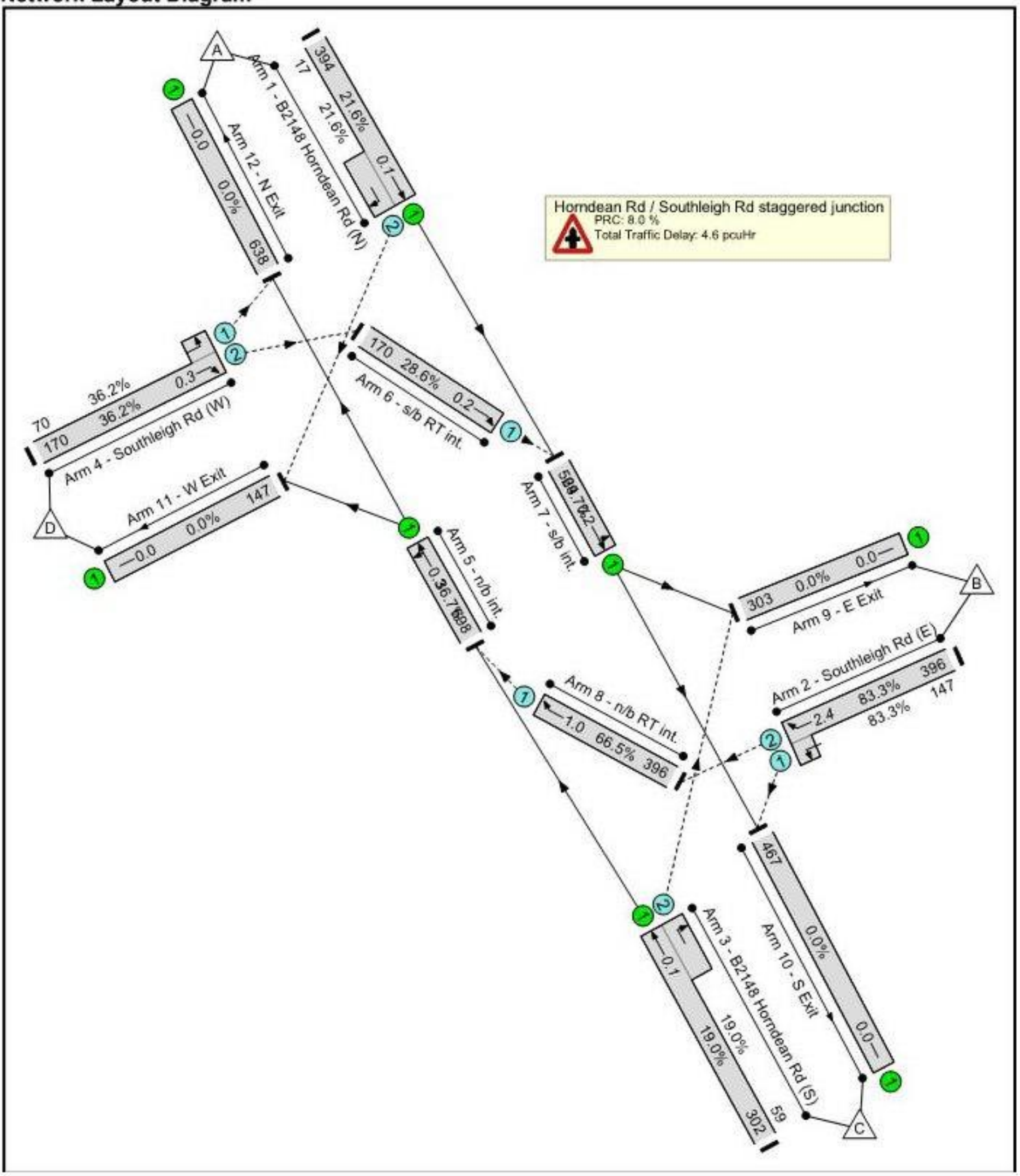
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**1831**	**0**	**0**	**0.0**	**4.1**	**0.0**	**4.1**	-	-	-	-
Horndean Rd / Southleigh Rd staggered junction	-	-	**1831**	**0**	**0**	**0.0**	**4.1**	**0.0**	**4.1**	-	-	-	-
1/1+1/2	491	491	55	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2
2/2+2/1	432	432	864	0	0	0.0	2.0	-	2.0 (1.7+0.3)	16.3 (16.3:16.3)	0.0	2.0	2.0
3/1+3/2	430	430	71	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
4/2+4/1	161	161	322	0	0	0.0	0.2	-	0.2 (0.2+0.0)	5.4 (5.4:5.4)	0.0	0.2	0.2
5/1	733	733	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	145	145	145	0	0	0.0	0.2	-	0.2	4.1	0.0	0.2	0.2
7/1	581	581	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/1	374	374	374	0	0	0.0	0.9	-	0.9	8.4	0.0	0.9	0.9
9/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 12.2 Total Delay Over All Lanes(pcuHr): 4.09

Full Input Data And Results

Scenario 5: '5' (FG5: '2023 AM With Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.3%**
Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.3%**
1/1+1/2	B2148 Horndean Rd (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	411	1900:1900	1821+79	21.6 : 21.6%
2/2+2/1	Southleigh Rd (E) Right Left	O	N/A	N/A	-		-	-	-	543	1900:1900	475+176	83.3 : 83.3%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	361	1900:1900	1589+311	19.0 : 19.0%
4/2+4/1	Southleigh Rd (W) Right Left	O	N/A	N/A	-		-	-	-	240	1900:1900	469+193	36.2 : 36.2%
5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	698	1900	1900	36.7%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	170	1900	594	28.6%
7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	564	1900	1900	29.7%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	396	1900	595	66.5%
9/1	E Exit	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%

Full Input Data And Results

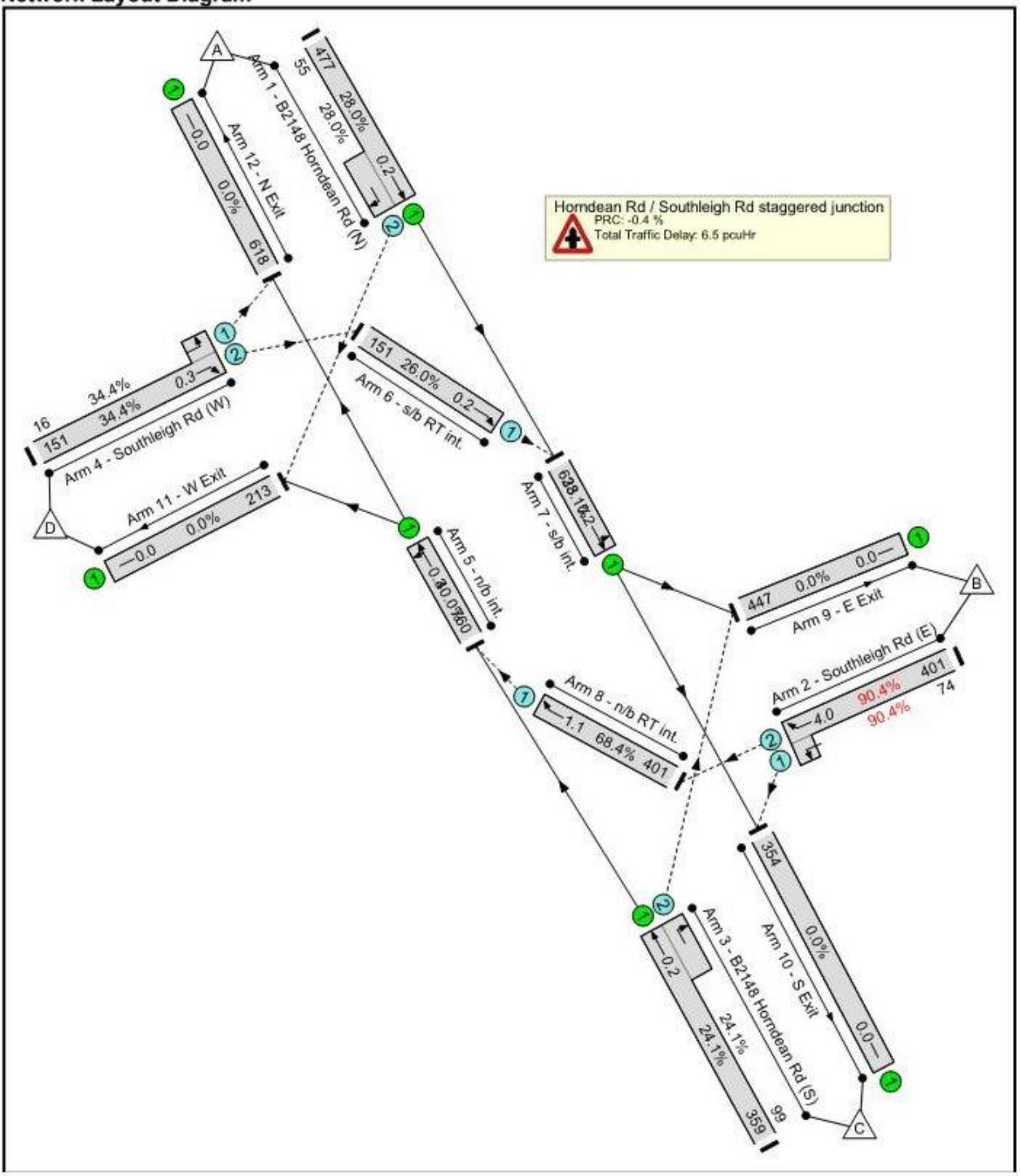
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd / Southleigh Rd staggered junction	**-**	**-**	**2208**	**0**	**0**	**0.0**	**4.6**	**0.0**	**4.6**	**-**	**-**	**-**	**-**
Horndean Rd / Southleigh Rd staggered junction	**-**	**-**	**2208**	**0**	**0**	**0.0**	**4.6**	**0.0**	**4.6**	**-**	**-**	**-**	**-**
1/1+1/2	411	411	17	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
2/2+2/1	543	543	1086	0	0	0.0	2.4	-	2.4 (1.7+0.6)	15.9 (15.9:15.9)	0.0	2.4	2.4
3/1+3/2	361	361	59	0	0	0.0	0.1	-	0.1 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.1	0.1
4/2+4/1	240	240	480	0	0	0.0	0.3	-	0.3 (0.2+0.1)	4.3 (4.3:4.3)	0.0	0.3	0.3
5/1	698	698	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	170	170	170	0	0	0.0	0.2	-	0.2	4.2	0.0	0.2	0.2
7/1	564	564	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
8/1	396	396	396	0	0	0.0	1.0	-	1.0	8.9	0.0	1.0	1.0
9/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 8.0 Total Delay Over All Lanes(pcuHr): 4.62

Full Input Data And Results

Scenario 6: '6' (FG6: '2023 PM With Development', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.4%**
Horndean Rd / Southleigh Rd staggered junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.4%**
1/1+1/2	B2148 Horndean Rd (N) Ahead Right	U+O	N/A	N/A	-		-	-	-	532	1900:1900	1704+196	28.0 : 28.0%
2/2+2/1	Southleigh Rd (E) Right Left	O	N/A	N/A	-		-	-	-	475	1900:1900	444+82	90.4 : 90.4%
3/1+3/2	B2148 Horndean Rd (S) Ahead Right	U+O	N/A	N/A	-		-	-	-	458	1900:1900	1489+411	24.1 : 24.1%
4/2+4/1	Southleigh Rd (W) Right Left	O	N/A	N/A	-		-	-	-	167	1900:1900	439+47	34.4 : 34.4%
5/1	n/b int. Left Ahead	U	N/A	N/A	-		-	-	-	760	1900	1900	40.0%
6/1	s/b RT int. Ahead	O	N/A	N/A	-		-	-	-	151	1900	581	26.0%
7/1	s/b int. Left Ahead	U	N/A	N/A	-		-	-	-	628	1900	1900	33.1%
8/1	n/b RT int. Ahead	O	N/A	N/A	-		-	-	-	401	1900	586	68.4%
9/1	E Exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
10/1	S Exit	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
11/1	W Exit	U	N/A	N/A	-		-	-	-	213	Inf	Inf	0.0%
12/1	N Exit	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Horndean Rd / Southleigh Rd staggered junction	**-**	**-**	**1990**	**0**	**0**	**0.0**	**6.5**	**0.0**	**6.5**	**-**	**-**	**-**	**-**
Horndean Rd / Southleigh Rd staggered junction	**-**	**-**	**1990**	**0**	**0**	**0.0**	**6.5**	**0.0**	**6.5**	**-**	**-**	**-**	**-**
1/1+1/2	532	532	55	0	0	0.0	0.2	-	0.2 (0.2+0.0)	1.3 (1.3:1.3)	0.0	0.2	0.2
2/2+2/1	475	475	950	0	0	0.0	4.0	-	4.0 (3.4+0.6)	30.6 (30.6:30.6)	0.0	4.0	4.0
3/1+3/2	458	458	99	0	0	0.0	0.2	-	0.2 (0.1+0.0)	1.2 (1.2:1.2)	0.0	0.2	0.2
4/2+4/1	167	167	334	0	0	0.0	0.3	-	0.3 (0.2+0.0)	5.6 (5.6:5.6)	0.0	0.3	0.3
5/1	760	760	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
6/1	151	151	151	0	0	0.0	0.2	-	0.2	4.2	0.0	0.2	0.2
7/1	628	628	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
8/1	401	401	401	0	0	0.0	1.1	-	1.1	9.6	0.0	1.1	1.1
9/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	213	213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): -0.4 Total Delay Over All Lanes(pcuHr): 6.48

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Redlands Roundabout.j9
Path: T:\Projects\13000 Series\13525ITB Long Copse Lane, Emsworth\Tech\Junction Assessments\Arcady
Report generation date: 19/06/2018 13:54:33

»2018 Observed, AM
»2018 Observed, PM
»2023 'without development', AM
»2023 'without development', PM
»2023 'with development', AM
»2023 'with development', PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2018 Observed								
1 - Redlands Lane	0.3	4.93	0.21	A	0.1	4.20	0.10	A
2 - Westbourne Road	0.4	3.89	0.27	A	0.5	4.05	0.33	A
3 - New Brighton Road	0.3	4.27	0.25	A	0.4	4.64	0.30	A
4 - Southleigh Road	0.4	6.09	0.30	A	0.4	6.09	0.28	A
2023 'without development'								
1 - Redlands Lane	0.3	5.15	0.23	A	0.1	4.31	0.11	A
2 - Westbourne Road	0.4	4.05	0.30	A	0.5	4.23	0.35	A
3 - New Brighton Road	0.4	4.43	0.28	A	0.5	4.85	0.33	A
4 - Southleigh Road	0.5	6.37	0.32	A	0.4	6.44	0.31	A
2023 'with development'								
1 - Redlands Lane	0.3	5.19	0.24	A	0.1	4.32	0.11	A
2 - Westbourne Road	0.4	4.06	0.30	A	0.5	4.23	0.35	A
3 - New Brighton Road	0.4	4.44	0.28	A	0.5	4.89	0.33	A
4 - Southleigh Road	0.5	6.24	0.32	A	0.4	6.41	0.30	A

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

File summary

File Description

Title	Redlands Lane / Westbourne Road / Southleigh Road Roundabout
Location	Emsworth
Site number	ITB13525
Date	07/02/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Observed	AM	ONE HOUR	07:45	09:15	15
D2	2018 Observed	PM	ONE HOUR	16:15	17:45	15
D3	2023 'without development'	AM	ONE HOUR	07:45	09:15	15
D4	2023 'without development'	PM	ONE HOUR	16:15	17:45	15
D5	2023 'with development'	AM	ONE HOUR	07:45	09:15	15
D6	2023 'with development'	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Redlands Roundabout	Standard Roundabout		1, 2, 3, 4	4.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Redlands Lane	
2	Westbourne Road	
3	New Brighton Road	
4	Southleigh Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Redlands Lane	2.75	5.00	19.0	8.7	28.0	48.0	
2 - Westbourne Road	3.05	5.86	15.6	16.0	28.0	39.0	
3 - New Brighton Road	3.05	6.20	12.6	9.0	28.0	54.0	
4 - Southleigh Road	3.34	4.12	3.2	9.5	28.0	56.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Redlands Lane	0.510	1160
2 - Westbourne Road	0.585	1401
3 - New Brighton Road	0.522	1246
4 - Southleigh Road	0.467	980

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Observed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Redlands Lane		✓	179	100.000
2 - Westbourne Road		✓	317	100.000
3 - New Brighton Road		✓	260	100.000
4 - Southleigh Road		✓	230	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	1	55	79	44
	2 - Westbourne Road	14	3	175	125
	3 - New Brighton Road	27	178	1	54
	4 - Southleigh Road	18	168	38	6

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	2	0	2
	2 - Westbourne Road	0	0	1	2
	3 - New Brighton Road	0	0	0	2
	4 - Southleigh Road	6	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Redlands Lane	0.21	4.93	0.3	A
2 - Westbourne Road	0.27	3.89	0.4	A
3 - New Brighton Road	0.25	4.27	0.3	A
4 - Southleigh Road	0.30	6.09	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	135	295	997	0.135	134	0.2	4.169	A
2 - Westbourne Road	239	127	1308	0.182	238	0.2	3.359	A
3 - New Brighton Road	196	145	1165	0.168	195	0.2	3.708	A
4 - Southleigh Road	173	168	880	0.197	172	0.2	5.081	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	161	354	967	0.166	161	0.2	4.462	A
2 - Westbourne Road	285	152	1293	0.220	285	0.3	3.568	A
3 - New Brighton Road	234	173	1149	0.203	234	0.3	3.929	A
4 - Southleigh Road	207	201	865	0.239	206	0.3	5.466	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	197	433	927	0.213	197	0.3	4.932	A
2 - Westbourne Road	349	186	1274	0.274	349	0.4	3.890	A
3 - New Brighton Road	286	212	1129	0.254	286	0.3	4.268	A
4 - Southleigh Road	253	246	844	0.300	253	0.4	6.088	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	197	434	926	0.213	197	0.3	4.935	A
2 - Westbourne Road	349	186	1273	0.274	349	0.4	3.894	A
3 - New Brighton Road	286	212	1129	0.254	286	0.3	4.272	A
4 - Southleigh Road	253	247	844	0.300	253	0.4	6.093	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	161	355	967	0.166	161	0.2	4.470	A
2 - Westbourne Road	285	152	1293	0.220	285	0.3	3.575	A
3 - New Brighton Road	234	174	1149	0.203	234	0.3	3.936	A
4 - Southleigh Road	207	202	864	0.239	207	0.3	5.482	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	135	297	996	0.135	135	0.2	4.182	A
2 - Westbourne Road	239	127	1308	0.183	239	0.2	3.370	A
3 - New Brighton Road	196	145	1164	0.168	196	0.2	3.720	A
4 - Southleigh Road	173	169	879	0.197	173	0.2	5.100	A

2018 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Redlands Roundabout	Standard Roundabout		1, 2, 3, 4	4.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018 Observed	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Redlands Lane		✓	84	100.000
2 - Westbourne Road		✓	395	100.000
3 - New Brighton Road		✓	307	100.000
4 - Southleigh Road		✓	208	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	17	48	19
	2 - Westbourne Road	28	2	204	161
	3 - New Brighton Road	66	188	0	53
	4 - Southleigh Road	29	129	48	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	0	0	0
	2 - Westbourne Road	0	0	0	0
	3 - New Brighton Road	0	1	0	2
	4 - Southleigh Road	0	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Redlands Lane	0.10	4.20	0.1	A
2 - Westbourne Road	0.33	4.05	0.5	A
3 - New Brighton Road	0.30	4.64	0.4	A
4 - Southleigh Road	0.28	6.09	0.4	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	63	276	1018	0.062	63	0.1	3.771	A
2 - Westbourne Road	297	88	1349	0.221	296	0.3	3.418	A
3 - New Brighton Road	231	159	1152	0.201	230	0.2	3.900	A
4 - Southleigh Road	157	213	866	0.181	156	0.2	5.061	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	76	331	989	0.076	75	0.1	3.940	A
2 - Westbourne Road	355	105	1338	0.265	355	0.4	3.661	A
3 - New Brighton Road	276	190	1136	0.243	276	0.3	4.183	A
4 - Southleigh Road	187	255	847	0.221	187	0.3	5.455	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	92	406	951	0.097	92	0.1	4.194	A
2 - Westbourne Road	435	129	1324	0.328	434	0.5	4.044	A
3 - New Brighton Road	338	233	1114	0.303	338	0.4	4.633	A
4 - Southleigh Road	229	312	820	0.279	229	0.4	6.081	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	92	406	950	0.097	92	0.1	4.195	A
2 - Westbourne Road	435	129	1324	0.328	435	0.5	4.048	A
3 - New Brighton Road	338	233	1114	0.303	338	0.4	4.640	A
4 - Southleigh Road	229	313	820	0.279	229	0.4	6.091	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	76	332	989	0.076	76	0.1	3.944	A
2 - Westbourne Road	355	105	1338	0.265	356	0.4	3.685	A
3 - New Brighton Road	276	191	1136	0.243	276	0.3	4.190	A
4 - Southleigh Road	187	256	846	0.221	187	0.3	5.465	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	63	278	1017	0.062	63	0.1	3.778	A
2 - Westbourne Road	297	88	1348	0.221	298	0.3	3.429	A
3 - New Brighton Road	231	160	1152	0.201	231	0.3	3.913	A
4 - Southleigh Road	157	214	866	0.181	157	0.2	5.082	A

2023 'without development', AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Redlands Roundabout	Standard Roundabout		1, 2, 3, 4	4.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 'without development'	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Redlands Lane		✓	192	100.000
2 - Westbourne Road		✓	342	100.000
3 - New Brighton Road		✓	280	100.000
4 - Southleigh Road		✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	1	59	85	47
	2 - Westbourne Road	15	3	189	135
	3 - New Brighton Road	29	192	1	58
	4 - Southleigh Road	19	181	41	6

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	2	0	2
	2 - Westbourne Road	0	0	1	2
	3 - New Brighton Road	0	0	0	2
	4 - Southleigh Road	5	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Redlands Lane	0.23	5.15	0.3	A
2 - Westbourne Road	0.30	4.05	0.4	A
3 - New Brighton Road	0.28	4.43	0.4	A
4 - Southleigh Road	0.32	6.37	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	145	318	986	0.147	144	0.2	4.271	A
2 - Westbourne Road	257	136	1303	0.198	256	0.2	3.436	A
3 - New Brighton Road	211	155	1159	0.182	210	0.2	3.789	A
4 - Southleigh Road	186	181	876	0.212	185	0.3	5.201	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	173	381	954	0.181	172	0.2	4.606	A
2 - Westbourne Road	307	163	1287	0.239	307	0.3	3.672	A
3 - New Brighton Road	252	186	1143	0.220	251	0.3	4.038	A
4 - Southleigh Road	222	216	860	0.258	222	0.3	5.639	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	211	466	910	0.232	211	0.3	5.146	A
2 - Westbourne Road	377	199	1266	0.297	376	0.4	4.043	A
3 - New Brighton Road	308	228	1121	0.275	308	0.4	4.427	A
4 - Southleigh Road	272	265	838	0.325	271	0.5	6.353	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	211	467	910	0.232	211	0.3	5.153	A
2 - Westbourne Road	377	199	1266	0.297	377	0.4	4.047	A
3 - New Brighton Road	308	228	1121	0.275	308	0.4	4.431	A
4 - Southleigh Road	272	265	837	0.325	272	0.5	6.365	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	173	382	953	0.181	173	0.2	4.615	A
2 - Westbourne Road	307	163	1287	0.239	308	0.3	3.677	A
3 - New Brighton Road	252	186	1143	0.220	252	0.3	4.044	A
4 - Southleigh Road	222	217	860	0.258	223	0.4	5.657	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	145	320	985	0.147	145	0.2	4.285	A
2 - Westbourne Road	257	136	1303	0.198	258	0.2	3.445	A
3 - New Brighton Road	211	156	1159	0.182	211	0.2	3.799	A
4 - Southleigh Road	186	182	876	0.212	186	0.3	5.225	A

2023 'without development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Redlands Roundabout	Standard Roundabout		1, 2, 3, 4	4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 'without development'	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Redlands Lane		✓	90	100.000
2 - Westbourne Road		✓	424	100.000
3 - New Brighton Road		✓	330	100.000
4 - Southleigh Road		✓	223	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	18	52	20
	2 - Westbourne Road	30	2	219	173
	3 - New Brighton Road	71	202	0	57
	4 - Southleigh Road	31	138	52	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	0	0	0
	2 - Westbourne Road	0	0	0	0
	3 - New Brighton Road	0	1	0	2
	4 - Southleigh Road	0	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Redlands Lane	0.11	4.31	0.1	A
2 - Westbourne Road	0.35	4.23	0.5	A
3 - New Brighton Road	0.33	4.85	0.5	A
4 - Southleigh Road	0.31	6.44	0.4	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	68	297	1007	0.067	67	0.1	3.833	A
2 - Westbourne Road	319	94	1345	0.237	318	0.3	3.502	A
3 - New Brighton Road	248	170	1146	0.217	247	0.3	3.999	A
4 - Southleigh Road	168	229	854	0.197	167	0.2	5.234	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	81	356	976	0.083	81	0.1	4.021	A
2 - Westbourne Road	381	113	1333	0.286	381	0.4	3.779	A
3 - New Brighton Road	297	204	1129	0.263	296	0.4	4.323	A
4 - Southleigh Road	200	274	833	0.241	200	0.3	5.688	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	99	435	935	0.106	99	0.1	4.308	A
2 - Westbourne Road	467	139	1318	0.354	466	0.5	4.222	A
3 - New Brighton Road	363	250	1105	0.329	363	0.5	4.845	A
4 - Southleigh Road	246	335	805	0.305	245	0.4	6.429	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	99	436	934	0.106	99	0.1	4.310	A
2 - Westbourne Road	467	139	1318	0.354	467	0.5	4.228	A
3 - New Brighton Road	363	250	1105	0.329	363	0.5	4.851	A
4 - Southleigh Road	246	336	804	0.305	246	0.4	6.441	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	81	357	975	0.083	81	0.1	4.027	A
2 - Westbourne Road	381	113	1333	0.286	382	0.4	3.788	A
3 - New Brighton Road	297	204	1129	0.263	297	0.4	4.332	A
4 - Southleigh Road	200	275	832	0.241	201	0.3	5.706	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	68	299	1006	0.067	68	0.1	3.841	A
2 - Westbourne Road	319	95	1344	0.237	320	0.3	3.513	A
3 - New Brighton Road	248	171	1146	0.217	249	0.3	4.014	A
4 - Southleigh Road	168	230	853	0.197	168	0.2	5.258	A

2023 'with development', AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Redlands Roundabout	Standard Roundabout		1, 2, 3, 4	4.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 'with development'	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Redlands Lane		✓	198	100.000
2 - Westbourne Road		✓	342	100.000
3 - New Brighton Road		✓	281	100.000
4 - Southleigh Road		✓	247	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	1	59	91	47
	2 - Westbourne Road	15	3	189	135
	3 - New Brighton Road	30	192	1	58
	4 - Southleigh Road	19	181	41	6

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	2	0	2
	2 - Westbourne Road	0	0	1	2
	3 - New Brighton Road	0	0	0	2
	4 - Southleigh Road	5	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Redlands Lane	0.24	5.19	0.3	A
2 - Westbourne Road	0.30	4.06	0.4	A
3 - New Brighton Road	0.28	4.44	0.4	A
4 - Southleigh Road	0.32	6.24	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	149	318	988	0.151	148	0.2	4.286	A
2 - Westbourne Road	257	140	1300	0.198	256	0.2	3.445	A
3 - New Brighton Road	212	155	1159	0.183	211	0.2	3.792	A
4 - Southleigh Road	186	181	889	0.209	185	0.3	5.109	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	178	381	956	0.186	178	0.2	4.626	A
2 - Westbourne Road	307	168	1284	0.239	307	0.3	3.684	A
3 - New Brighton Road	253	186	1143	0.221	252	0.3	4.042	A
4 - Southleigh Road	222	217	872	0.255	222	0.3	5.535	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	218	466	913	0.239	218	0.3	5.178	A
2 - Westbourne Road	377	206	1262	0.298	376	0.4	4.060	A
3 - New Brighton Road	309	228	1121	0.276	309	0.4	4.433	A
4 - Southleigh Road	272	266	849	0.320	271	0.5	6.225	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	218	467	912	0.239	218	0.3	5.185	A
2 - Westbourne Road	377	206	1262	0.298	377	0.4	4.064	A
3 - New Brighton Road	309	228	1121	0.276	309	0.4	4.437	A
4 - Southleigh Road	272	266	849	0.320	272	0.5	6.236	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	178	382	955	0.186	178	0.2	4.636	A
2 - Westbourne Road	307	168	1284	0.239	308	0.3	3.691	A
3 - New Brighton Road	253	186	1143	0.221	253	0.3	4.048	A
4 - Southleigh Road	222	218	872	0.255	223	0.3	5.549	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	149	320	987	0.151	149	0.2	4.300	A
2 - Westbourne Road	257	141	1300	0.198	258	0.2	3.454	A
3 - New Brighton Road	212	156	1159	0.183	212	0.2	3.804	A
4 - Southleigh Road	186	182	888	0.209	186	0.3	5.131	A

2023 'with development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Redlands Roundabout	Standard Roundabout		1, 2, 3, 4	4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 'with development'	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Redlands Lane		✓	92	100.000
2 - Westbourne Road		✓	424	100.000
3 - New Brighton Road		✓	335	100.000
4 - Southleigh Road		✓	223	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	18	54	20
	2 - Westbourne Road	30	2	219	173
	3 - New Brighton Road	76	202	0	57
	4 - Southleigh Road	31	138	52	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	0	0	0
	2 - Westbourne Road	0	0	0	0
	3 - New Brighton Road	0	1	0	2
	4 - Southleigh Road	0	1	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Redlands Lane	0.11	4.32	0.1	A
2 - Westbourne Road	0.35	4.23	0.5	A
3 - New Brighton Road	0.33	4.89	0.5	A
4 - Southleigh Road	0.30	6.41	0.4	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	69	297	1007	0.069	69	0.1	3.837	A
2 - Westbourne Road	319	96	1344	0.238	318	0.3	3.505	A
3 - New Brighton Road	252	170	1147	0.220	251	0.3	4.015	A
4 - Southleigh Road	168	232	857	0.196	167	0.2	5.208	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	83	356	977	0.085	83	0.1	4.026	A
2 - Westbourne Road	381	115	1332	0.286	381	0.4	3.783	A
3 - New Brighton Road	301	204	1129	0.267	301	0.4	4.342	A
4 - Southleigh Road	200	278	836	0.240	200	0.3	5.661	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	101	435	935	0.108	101	0.1	4.315	A
2 - Westbourne Road	467	141	1317	0.354	466	0.5	4.229	A
3 - New Brighton Road	369	250	1106	0.334	368	0.5	4.880	A
4 - Southleigh Road	246	341	807	0.304	245	0.4	6.402	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	101	436	935	0.108	101	0.1	4.317	A
2 - Westbourne Road	467	141	1317	0.355	467	0.5	4.234	A
3 - New Brighton Road	369	250	1105	0.334	369	0.5	4.887	A
4 - Southleigh Road	246	341	807	0.304	246	0.4	6.414	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	83	357	976	0.085	83	0.1	4.030	A
2 - Westbourne Road	381	115	1332	0.286	382	0.4	3.789	A
3 - New Brighton Road	301	204	1129	0.267	302	0.4	4.355	A
4 - Southleigh Road	200	279	835	0.240	201	0.3	5.679	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	69	299	1006	0.069	69	0.1	3.844	A
2 - Westbourne Road	319	96	1343	0.238	320	0.3	3.517	A
3 - New Brighton Road	252	171	1146	0.220	253	0.3	4.031	A
4 - Southleigh Road	168	234	856	0.196	168	0.2	5.231	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Southleigh Road Hollybank Junction.j9
Path: T:\Projects\13000 Series\13525ITB Long Copse Lane, Emsworth\Tech\Junction Assessments\Picady
Report generation date: 19/06/2018 13:48:00

»2018 Observed, AM
»2018 Observed, PM
»2023 'without development', AM
»2023 'without development', PM
»2023 'with development', AM
»2023 'with development' , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018 Observed							
Stream B-C	0.0	6.56	0.03	A	0.0	6.34	0.01	A
Stream B-A	0.2	9.27	0.19	A	0.2	9.14	0.14	A
Stream C-AB	0.0	5.36	0.02	A	0.1	5.48	0.04	A
	2023 'without development'							
Stream B-C	0.0	6.67	0.03	A	0.0	6.42	0.02	A
Stream B-A	0.3	9.64	0.20	A	0.2	9.42	0.16	A
Stream C-AB	0.0	5.32	0.03	A	0.1	5.44	0.05	A
	2023 'with development'							
Stream B-C	0.0	7.78	0.04	A	0.0	6.79	0.02	A
Stream B-A	0.8	13.77	0.44	B	0.3	10.74	0.26	B
Stream C-AB	0.0	5.36	0.03	A	0.1	5.54	0.05	A

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

File summary

File Description

Title	Southleigh Road / Hollybank Lane Junction
Location	Emsworth
Site number	ITB13525
Date	13/06/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Observed	AM	ONE HOUR	07:45	09:15	15
D2	2018 Observed	PM	ONE HOUR	16:15	17:45	15
D3	2023 'without development'	AM	ONE HOUR	07:45	09:15	15
D4	2023 'without development'	PM	ONE HOUR	16:15	17:45	15
D5	2023 'with development'	AM	ONE HOUR	07:45	09:15	15
D6	2023 'with development'	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southleigh Road / Hollybank Lane	T-Junction	Two-way		1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Southleigh Road (W)		Major
B	Hollybank Lane		Minor
C	Southleigh Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Southleigh Road (E)	7.46			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hollybank Lane	One lane plus flare	10.00	6.00	4.00	3.50	3.50	✓	1.00	74	58

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	594	0.101	0.256	0.161	0.366
1	B-C	660	0.095	0.240	-	-
1	C-B	612	0.222	0.222	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Observed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Road (W)		✓	257	100.000
B - Hollybank Lane		✓	97	100.000
C - Southleigh Road (E)		✓	235	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	44	213
	B - Hollybank Lane	81	0	16
	C - Southleigh Road (E)	225	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	2	3
	B - Hollybank Lane	1	0	0
	C - Southleigh Road (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.56	0.0	A
B-A	0.19	9.27	0.2	A
C-AB	0.02	5.36	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	598	0.020	12	0.0	6.138	A
B-A	61	513	0.119	60	0.1	7.953	A
C-AB	10	682	0.015	10	0.0	5.353	A
C-A	167			167			
A-B	33			33			
A-C	160			160			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	585	0.025	14	0.0	6.305	A
B-A	73	498	0.146	73	0.2	8.461	A
C-AB	13	697	0.018	13	0.0	5.257	A
C-A	199			199			
A-B	40			40			
A-C	191			191			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	566	0.031	18	0.0	6.559	A
B-A	89	478	0.187	89	0.2	9.254	A
C-AB	17	718	0.023	17	0.0	5.131	A
C-A	242			242			
A-B	48			48			
A-C	235			235			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	566	0.031	18	0.0	6.560	A
B-A	89	478	0.187	89	0.2	9.265	A
C-AB	17	718	0.023	17	0.0	5.136	A
C-A	242			242			
A-B	48			48			
A-C	235			235			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14	585	0.025	14	0.0	6.307	A
B-A	73	498	0.146	73	0.2	8.475	A
C-AB	13	697	0.018	13	0.0	5.263	A
C-A	199			199			
A-B	40			40			
A-C	191			191			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	598	0.020	12	0.0	6.144	A
B-A	61	513	0.119	61	0.1	7.975	A
C-AB	10	682	0.015	10	0.0	5.358	A
C-A	167			167			
A-B	33			33			
A-C	160			160			

2018 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southleigh Road / Hollybank Lane	T-Junction	Two-way		1.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018 Observed	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Road (W)		✓	279	100.000
B - Hollybank Lane		✓	67	100.000
C - Southleigh Road (E)		✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	81	198
	B - Hollybank Lane	60	0	7
	C - Southleigh Road (E)	215	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	0	2
	B - Hollybank Lane	5	0	0
	C - Southleigh Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.34	0.0	A
B-A	0.14	9.14	0.2	A
C-AB	0.04	5.48	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	604	0.009	5	0.0	6.015	A
B-A	45	493	0.092	45	0.1	8.017	A
C-AB	18	675	0.026	18	0.0	5.473	A
C-A	158			158			
A-B	61			61			
A-C	149			149			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	592	0.011	6	0.0	6.146	A
B-A	54	479	0.113	54	0.1	8.460	A
C-AB	23	689	0.033	22	0.0	5.402	A
C-A	187			187			
A-B	73			73			
A-C	178			178			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	575	0.013	8	0.0	6.340	A
B-A	66	460	0.144	66	0.2	9.136	A
C-AB	30	708	0.042	30	0.1	5.308	A
C-A	227			227			
A-B	89			89			
A-C	218			218			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8	575	0.013	8	0.0	6.341	A
B-A	66	460	0.144	66	0.2	9.143	A
C-AB	30	708	0.042	30	0.1	5.311	A
C-A	227			227			
A-B	89			89			
A-C	218			218			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	592	0.011	6	0.0	6.147	A
B-A	54	479	0.113	54	0.1	8.470	A
C-AB	23	689	0.033	23	0.0	5.403	A
C-A	187			187			
A-B	73			73			
A-C	178			178			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	5	603	0.009	5	0.0	6.017	A
B-A	45	493	0.092	45	0.1	8.038	A
C-AB	18	675	0.026	18	0.0	5.476	A
C-A	158			158			
A-B	61			61			
A-C	149			149			

2023 'without development', AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southleigh Road / Hollybank Lane	T-Junction	Two-way		1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 'without development'	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Road (W)		✓	276	100.000
B - Hollybank Lane		✓	104	100.000
C - Southleigh Road (E)		✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	47	229
	B - Hollybank Lane	87	0	17
	C - Southleigh Road (E)	242	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	2	3
	B - Hollybank Lane	1	0	0
	C - Southleigh Road (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.67	0.0	A
B-A	0.20	9.64	0.3	A
C-AB	0.03	5.32	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	593	0.022	13	0.0	6.198	A
B-A	65	507	0.129	65	0.1	8.133	A
C-AB	11	688	0.016	11	0.0	5.318	A
C-A	179			179			
A-B	35			35			
A-C	172			172			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	579	0.026	15	0.0	6.384	A
B-A	78	491	0.159	78	0.2	8.710	A
C-AB	14	704	0.020	14	0.0	5.216	A
C-A	213			213			
A-B	42			42			
A-C	206			206			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	558	0.034	19	0.0	6.670	A
B-A	96	469	0.204	96	0.3	9.624	A
C-AB	19	727	0.026	19	0.0	5.084	A
C-A	259			259			
A-B	52			52			
A-C	252			252			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	558	0.034	19	0.0	6.672	A
B-A	96	469	0.204	96	0.3	9.638	A
C-AB	19	727	0.026	19	0.0	5.086	A
C-A	259			259			
A-B	52			52			
A-C	252			252			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	579	0.026	15	0.0	6.386	A
B-A	78	491	0.159	78	0.2	8.730	A
C-AB	14	704	0.020	14	0.0	5.222	A
C-A	213			213			
A-B	42			42			
A-C	206			206			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	593	0.022	13	0.0	6.204	A
B-A	65	507	0.129	66	0.1	8.162	A
C-AB	11	688	0.016	11	0.0	5.321	A
C-A	179			179			
A-B	35			35			
A-C	172			172			

2023 'without development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southleigh Road / Hollybank Lane	T-Junction	Two-way		1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 'without development'	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Road (W)		✓	300	100.000
B - Hollybank Lane		✓	72	100.000
C - Southleigh Road (E)		✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	87	213
	B - Hollybank Lane	64	0	8
	C - Southleigh Road (E)	231	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	0	1
	B - Hollybank Lane	5	0	0
	C - Southleigh Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.42	0.0	A
B-A	0.16	9.42	0.2	A
C-AB	0.05	5.44	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	600	0.010	6	0.0	6.063	A
B-A	48	488	0.099	48	0.1	8.163	A
C-AB	19	681	0.028	19	0.0	5.440	A
C-A	169			169			
A-B	65			65			
A-C	160			160			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	587	0.012	7	0.0	6.207	A
B-A	58	473	0.122	57	0.1	8.654	A
C-AB	24	695	0.035	24	0.0	5.364	A
C-A	200			200			
A-B	78			78			
A-C	191			191			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	569	0.015	9	0.0	6.422	A
B-A	70	452	0.156	70	0.2	9.415	A
C-AB	33	716	0.045	32	0.1	5.265	A
C-A	243			243			
A-B	96			96			
A-C	235			235			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	569	0.015	9	0.0	6.423	A
B-A	70	452	0.156	70	0.2	9.423	A
C-AB	33	716	0.045	33	0.1	5.266	A
C-A	243			243			
A-B	96			96			
A-C	235			235			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	587	0.012	7	0.0	6.208	A
B-A	58	473	0.122	58	0.1	8.666	A
C-AB	24	695	0.035	24	0.0	5.366	A
C-A	200			200			
A-B	78			78			
A-C	191			191			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	600	0.010	6	0.0	6.067	A
B-A	48	488	0.099	48	0.1	8.184	A
C-AB	19	681	0.028	19	0.0	5.442	A
C-A	169			169			
A-B	65			65			
A-C	160			160			

2023 'with development', AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southleigh Road / Hollybank Lane	T-Junction	Two-way		3.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 'with development'	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Road (W)		✓	303	100.000
B - Hollybank Lane		✓	203	100.000
C - Southleigh Road (E)		✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	74	229
	B - Hollybank Lane	186	0	17
	C - Southleigh Road (E)	242	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	1	3
	B - Hollybank Lane	1	0	0
	C - Southleigh Road (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.04	7.78	0.0	A
B-A	0.44	13.77	0.8	B
C-AB	0.03	5.36	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	559	0.023	13	0.0	6.593	A
B-A	140	505	0.277	139	0.4	9.786	A
C-AB	11	684	0.017	11	0.0	5.349	A
C-A	179			179			
A-B	56			56			
A-C	172			172			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	530	0.029	15	0.0	6.993	A
B-A	167	489	0.342	167	0.5	11.160	B
C-AB	14	699	0.021	14	0.0	5.252	A
C-A	213			213			
A-B	67			67			
A-C	206			206			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	482	0.039	19	0.0	7.768	A
B-A	205	466	0.439	204	0.8	13.664	B
C-AB	19	721	0.027	19	0.0	5.124	A
C-A	259			259			
A-B	81			81			
A-C	252			252			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	481	0.039	19	0.0	7.784	A
B-A	205	466	0.439	205	0.8	13.767	B
C-AB	19	721	0.027	19	0.0	5.127	A
C-A	259			259			
A-B	81			81			
A-C	252			252			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	529	0.029	15	0.0	7.009	A
B-A	167	489	0.342	168	0.5	11.267	B
C-AB	14	699	0.021	14	0.0	5.260	A
C-A	213			213			
A-B	67			67			
A-C	206			206			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13	558	0.023	13	0.0	6.608	A
B-A	140	505	0.277	141	0.4	9.898	A
C-AB	11	684	0.017	11	0.0	5.355	A
C-A	179			179			
A-B	56			56			
A-C	172			172			

2023 'with development' , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southleigh Road / Hollybank Lane	T-Junction	Two-way		1.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 'with development'	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Road (W)		✓	375	100.000
B - Hollybank Lane		✓	115	100.000
C - Southleigh Road (E)		✓	250	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	162	213
	B - Hollybank Lane	107	0	8
	C - Southleigh Road (E)	231	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	0	1
	B - Hollybank Lane	3	0	0
	C - Southleigh Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.79	0.0	A
B-A	0.26	10.74	0.3	B
C-AB	0.05	5.54	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	583	0.010	6	0.0	6.242	A
B-A	81	492	0.164	80	0.2	8.711	A
C-AB	19	670	0.029	19	0.0	5.536	A
C-A	169			169			
A-B	122			122			
A-C	160			160			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	565	0.013	7	0.0	6.451	A
B-A	96	476	0.202	96	0.3	9.470	A
C-AB	25	682	0.036	25	0.0	5.474	A
C-A	200			200			
A-B	146			146			
A-C	191			191			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	539	0.016	9	0.0	6.789	A
B-A	118	453	0.260	117	0.3	10.715	B
C-AB	33	700	0.047	33	0.1	5.392	A
C-A	242			242			
A-B	178			178			
A-C	235			235			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	539	0.016	9	0.0	6.792	A
B-A	118	453	0.260	118	0.3	10.735	B
C-AB	33	700	0.047	33	0.1	5.395	A
C-A	242			242			
A-B	178			178			
A-C	235			235			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7	565	0.013	7	0.0	6.457	A
B-A	96	476	0.202	97	0.3	9.500	A
C-AB	25	682	0.036	25	0.1	5.478	A
C-A	200			200			
A-B	146			146			
A-C	191			191			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6	582	0.010	6	0.0	6.249	A
B-A	81	492	0.164	81	0.2	8.755	A
C-AB	19	670	0.029	19	0.0	5.539	A
C-A	169			169			
A-B	122			122			
A-C	160			160			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Western Site Access Long Copse Lane Junction.j9
Path: T:\Projects\13000 Series\13525ITB Long Copse Lane, Emsworth\Tech\Junction Assessments\Picady
Report generation date: 12/10/2018 14:13:29

»2023 'with development', AM
»2023 'with development', PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2023 'with development'							
Stream B-AC	0.0	7.07	0.04	A	0.0	7.17	0.02	A
Stream C-AB	0.0	5.43	0.00	A	0.0	5.72	0.01	A

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

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

File summary

File Description

Title	Western Site Access Junction
Location	Emsworth
Site number	ITB13525
Date	12/02/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 'with development'	AM	ONE HOUR	07:45	09:15	15
D2	2023 'with development'	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 'with development', AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way		0.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Long Copse Lane W		Major
B	Western Site Access		Minor
C	Long Copse Lane E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Long Copse Lane E	6.00			75.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Western Site Access	One lane	3.70	32	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	535	0.097	0.246	0.155	0.352
1	B-C	685	0.105	0.265	-	-
1	C-B	617	0.239	0.239	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 'with development'	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane W		✓	52	100.000
B - Western Site Access		✓	19	100.000
C - Long Copse Lane E		✓	114	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane W	B - Western Site Access	C - Long Copse Lane E
From	A - Long Copse Lane W	0	4	48
	B - Western Site Access	15	0	4
	C - Long Copse Lane E	113	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane W	B - Western Site Access	C - Long Copse Lane E
From	A - Long Copse Lane W	0	0	0
	B - Western Site Access	0	0	0
	C - Long Copse Lane E	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	7.07	0.0	A
C-AB	0.00	5.43	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	540	0.026	14	0.0	6.845	A
C-AB	0.86	664	0.001	0.86	0.0	5.425	A
C-A	85			85			
A-B	3			3			
A-C	36			36			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	536	0.032	17	0.0	6.939	A
C-AB	1	674	0.002	1	0.0	5.352	A
C-A	101			101			
A-B	4			4			
A-C	43			43			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	530	0.039	21	0.0	7.068	A
C-AB	1	686	0.002	1	0.0	5.254	A
C-A	124			124			
A-B	4			4			
A-C	53			53			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	530	0.039	21	0.0	7.068	A
C-AB	1	686	0.002	1	0.0	5.256	A
C-A	124			124			
A-B	4			4			
A-C	53			53			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	536	0.032	17	0.0	6.939	A
C-AB	1	674	0.002	1	0.0	5.354	A
C-A	101			101			
A-B	4			4			
A-C	43			43			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	540	0.026	14	0.0	6.848	A
C-AB	0.86	664	0.001	0.87	0.0	5.427	A
C-A	85			85			
A-B	3			3			
A-C	36			36			

2023 'with development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Western Site Access	T-Junction	Two-way		0.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 'with development'	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane W		✓	108	100.000
B - Western Site Access		✓	8	100.000
C - Long Copse Lane E		✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane W	B - Western Site Access	C - Long Copse Lane E
From	A - Long Copse Lane W	0	11	97
	B - Western Site Access	7	0	1
	C - Long Copse Lane E	67	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane W	B - Western Site Access	C - Long Copse Lane E
From	A - Long Copse Lane W	0	0	0
	B - Western Site Access	0	0	0
	C - Long Copse Lane E	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	7.17	0.0	A
C-AB	0.01	5.72	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	523	0.012	6	0.0	6.959	A
C-AB	2	631	0.004	2	0.0	5.722	A
C-A	50			50			
A-B	8			8			
A-C	73			73			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	518	0.014	7	0.0	7.047	A
C-AB	3	634	0.005	3	0.0	5.701	A
C-A	60			60			
A-B	10			10			
A-C	87			87			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	511	0.017	9	0.0	7.172	A
C-AB	4	638	0.006	4	0.0	5.671	A
C-A	73			73			
A-B	12			12			
A-C	107			107			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	511	0.017	9	0.0	7.172	A
C-AB	4	638	0.006	4	0.0	5.674	A
C-A	73			73			
A-B	12			12			
A-C	107			107			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	518	0.014	7	0.0	7.048	A
C-AB	3	634	0.005	3	0.0	5.704	A
C-A	60			60			
A-B	10			10			
A-C	87			87			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	523	0.012	6	0.0	6.962	A
C-AB	2	631	0.004	2	0.0	5.725	A
C-A	50			50			
A-B	8			8			
A-C	73			73			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Wraysbury Park Drive Long Copse Lane Junction.j9
Path: T:\Projects\13000 Series\13525ITB Long Copse Lane, Emsworth\Tech\Junction Assessments\Picady
Report generation date: 19/06/2018 13:37:52

»2018 Observed, AM
»2018 Observed, PM
»2023 'without development', AM
»2023 'without development', PM
»2023 'with development' , AM
»2023 'with development', PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2018 Observed							
Stream B-AC	0.0	6.35	0.03	A	0.0	6.06	0.03	A
Stream C-AB	0.0	5.86	0.01	A	0.0	5.99	0.03	A
	2023 'without development'							
Stream B-AC	0.0	6.38	0.04	A	0.0	6.05	0.04	A
Stream C-AB	0.0	5.87	0.02	A	0.0	6.00	0.03	A
	2023 'with development'							
Stream B-AC	0.0	6.77	0.04	A	0.0	6.48	0.05	A
Stream C-AB	0.0	5.93	0.02	A	0.0	5.71	0.03	A

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

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

File summary

File Description

Title	Wraysbury Park Drive / Long Copse Lane Junction
Location	Emsworth
Site number	ITB13525
Date	09/02/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Observed	AM	ONE HOUR	07:45	09:15	15
D2	2018 Observed	PM	ONE HOUR	16:45	18:15	15
D3	2023 'without development'	AM	ONE HOUR	07:45	09:15	15
D4	2023 'without development'	PM	ONE HOUR	16:45	18:15	15
D5	2023 'with development'	AM	ONE HOUR	07:45	09:15	15
D6	2023 'with development'	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wraysbury Park Junction	T-Junction	Two-way		2.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Long Copse Lane E		Major
B	Wraysbury Park		Minor
C	Long Copse Lane W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Long Copse Lane W	6.00			75.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Wraysbury Park	One lane	3.56	27	32

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	530	0.097	0.244	0.154	0.349
1	B-C	680	0.104	0.264	-	-
1	C-B	617	0.239	0.239	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018 Observed	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane E		✓	21	100.000
B - Wraysbury Park		✓	18	100.000
C - Long Copse Lane W		✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	3	18
	B - Wraysbury Park	9	0	9
	C - Long Copse Lane W	15	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	0	0
	B - Wraysbury Park	0	0	0
	C - Long Copse Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	6.35	0.0	A
C-AB	0.01	5.86	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	590	0.023	13	0.0	6.246	A
C-AB	6	621	0.010	6	0.0	5.853	A
C-A	11			11			
A-B	2			2			
A-C	14			14			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	589	0.027	16	0.0	6.288	A
C-AB	7	622	0.012	7	0.0	5.858	A
C-A	13			13			
A-B	3			3			
A-C	16			16			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	587	0.034	20	0.0	6.347	A
C-AB	9	623	0.015	9	0.0	5.865	A
C-A	16			16			
A-B	3			3			
A-C	20			20			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	587	0.034	20	0.0	6.347	A
C-AB	9	623	0.015	9	0.0	5.865	A
C-A	16			16			
A-B	3			3			
A-C	20			20			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	589	0.027	16	0.0	6.289	A
C-AB	7	622	0.012	7	0.0	5.861	A
C-A	13			13			
A-B	3			3			
A-C	16			16			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	590	0.023	14	0.0	6.247	A
C-AB	6	621	0.010	6	0.0	5.856	A
C-A	11			11			
A-B	2			2			
A-C	14			14			

2018 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wraysbury Park Junction	T-Junction	Two-way		2.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018 Observed	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane E		✓	25	100.000
B - Wraysbury Park		✓	19	100.000
C - Long Copse Lane W		✓	31	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	9	16
	B - Wraysbury Park	6	0	13
	C - Long Copse Lane W	14	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	0	6
	B - Wraysbury Park	0	0	0
	C - Long Copse Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	6.06	0.0	A
C-AB	0.03	5.99	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	618	0.023	14	0.0	5.965	A
C-AB	13	620	0.021	13	0.0	5.933	A
C-A	10			10			
A-B	7			7			
A-C	12			12			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	616	0.028	17	0.0	6.006	A
C-AB	16	620	0.025	16	0.0	5.954	A
C-A	12			12			
A-B	8			8			
A-C	14			14			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	615	0.034	21	0.0	6.063	A
C-AB	19	621	0.031	19	0.0	5.983	A
C-A	15			15			
A-B	10			10			
A-C	18			18			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	615	0.034	21	0.0	6.063	A
C-AB	19	621	0.031	19	0.0	5.986	A
C-A	15			15			
A-B	10			10			
A-C	18			18			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	616	0.028	17	0.0	6.008	A
C-AB	16	620	0.025	16	0.0	5.957	A
C-A	12			12			
A-B	8			8			
A-C	14			14			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	618	0.023	14	0.0	5.965	A
C-AB	13	620	0.021	13	0.0	5.936	A
C-A	10			10			
A-B	7			7			
A-C	12			12			

2023 'without development', AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wraysbury Park Junction	T-Junction	Two-way		2.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2023 'without development'	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane E		✓	22	100.000
B - Wraysbury Park		✓	20	100.000
C - Long Copse Lane W		✓	25	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	3	19
	B - Wraysbury Park	10	0	10
	C - Long Copse Lane W	16	9	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	0	0
	B - Wraysbury Park	0	0	0
	C - Long Copse Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	6.38	0.0	A
C-AB	0.02	5.87	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	589	0.026	15	0.0	6.267	A
C-AB	7	621	0.011	7	0.0	5.858	A
C-A	12			12			
A-B	2			2			
A-C	14			14			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	588	0.031	18	0.0	6.314	A
C-AB	8	622	0.013	8	0.0	5.863	A
C-A	14			14			
A-B	3			3			
A-C	17			17			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	586	0.038	22	0.0	6.379	A
C-AB	10	623	0.016	10	0.0	5.871	A
C-A	17			17			
A-B	3			3			
A-C	21			21			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	586	0.038	22	0.0	6.379	A
C-AB	10	623	0.016	10	0.0	5.871	A
C-A	17			17			
A-B	3			3			
A-C	21			21			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	588	0.031	18	0.0	6.317	A
C-AB	8	622	0.013	8	0.0	5.866	A
C-A	14			14			
A-B	3			3			
A-C	17			17			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	589	0.026	15	0.0	6.270	A
C-AB	7	621	0.011	7	0.0	5.860	A
C-A	12			12			
A-B	2			2			
A-C	14			14			

2023 'without development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wraysbury Park Junction	T-Junction	Two-way		2.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2023 'without development'	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane E		✓	27	100.000
B - Wraysbury Park		✓	20	100.000
C - Long Copse Lane W		✓	33	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	10	17
	B - Wraysbury Park	6	0	14
	C - Long Copse Lane W	15	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	0	6
	B - Wraysbury Park	0	0	0
	C - Long Copse Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	6.05	0.0	A
C-AB	0.03	6.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	620	0.024	15	0.0	5.950	A
C-AB	14	620	0.022	14	0.0	5.939	A
C-A	11			11			
A-B	8			8			
A-C	13			13			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	619	0.029	18	0.0	5.993	A
C-AB	17	620	0.027	17	0.0	5.962	A
C-A	13			13			
A-B	9			9			
A-C	15			15			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	617	0.036	22	0.0	6.053	A
C-AB	20	621	0.033	20	0.0	5.993	A
C-A	16			16			
A-B	11			11			
A-C	19			19			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	617	0.036	22	0.0	6.053	A
C-AB	20	621	0.033	20	0.0	5.996	A
C-A	16			16			
A-B	11			11			
A-C	19			19			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	619	0.029	18	0.0	5.996	A
C-AB	17	620	0.027	17	0.0	5.965	A
C-A	13			13			
A-B	9			9			
A-C	15			15			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	620	0.024	15	0.0	5.951	A
C-AB	14	620	0.022	14	0.0	5.942	A
C-A	11			11			
A-B	8			8			
A-C	13			13			

2023 'with development' , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wraysbury Park Junction	T-Junction	Two-way		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023 'with development'	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane E		✓	112	100.000
B - Wraysbury Park		✓	21	100.000
C - Long Copse Lane W		✓	52	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	8	104
	B - Wraysbury Park	11	0	10
	C - Long Copse Lane W	42	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	0	0
	B - Wraysbury Park	0	0	0
	C - Long Copse Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	6.77	0.0	A
C-AB	0.02	5.93	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	567	0.028	16	0.0	6.529	A
C-AB	8	618	0.013	8	0.0	5.896	A
C-A	31			31			
A-B	6			6			
A-C	78			78			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	562	0.034	19	0.0	6.628	A
C-AB	10	619	0.015	10	0.0	5.910	A
C-A	37			37			
A-B	7			7			
A-C	93			93			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	555	0.042	23	0.0	6.767	A
C-AB	12	619	0.019	12	0.0	5.928	A
C-A	45			45			
A-B	9			9			
A-C	115			115			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	23	555	0.042	23	0.0	6.767	A
C-AB	12	619	0.019	12	0.0	5.931	A
C-A	45			45			
A-B	9			9			
A-C	115			115			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	562	0.034	19	0.0	6.629	A
C-AB	10	619	0.015	10	0.0	5.910	A
C-A	37			37			
A-B	7			7			
A-C	93			93			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	567	0.028	16	0.0	6.532	A
C-AB	8	618	0.013	8	0.0	5.899	A
C-A	31			31			
A-B	6			6			
A-C	78			78			

2023 'with development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Wraysbury Park Junction	T-Junction	Two-way		1.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023 'with development'	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Long Copse Lane E		✓	67	100.000
B - Wraysbury Park		✓	25	100.000
C - Long Copse Lane W		✓	98	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	12	55
	B - Wraysbury Park	10	0	15
	C - Long Copse Lane W	80	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Long Copse Lane E	B - Wraysbury Park	C - Long Copse Lane W
From	A - Long Copse Lane E	0	0	2
	B - Wraysbury Park	0	0	0
	C - Long Copse Lane W	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	6.48	0.0	A
C-AB	0.03	5.71	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	592	0.032	19	0.0	6.280	A
C-AB	15	645	0.023	15	0.0	5.712	A
C-A	59			59			
A-B	9			9			
A-C	41			41			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	588	0.038	22	0.0	6.366	A
C-AB	18	651	0.028	18	0.0	5.692	A
C-A	70			70			
A-B	11			11			
A-C	49			49			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	583	0.047	27	0.0	6.484	A
C-AB	23	658	0.035	23	0.0	5.665	A
C-A	85			85			
A-B	13			13			
A-C	61			61			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	583	0.047	28	0.0	6.484	A
C-AB	23	658	0.035	23	0.0	5.666	A
C-A	85			85			
A-B	13			13			
A-C	61			61			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	588	0.038	23	0.0	6.369	A
C-AB	18	651	0.028	18	0.0	5.695	A
C-A	70			70			
A-B	11			11			
A-C	49			49			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	592	0.032	19	0.0	6.286	A
C-AB	15	645	0.023	15	0.0	5.715	A
C-A	59			59			
A-B	9			9			
A-C	41			41			

APPENDIX G. SENSITIVITY TEST JUNCTION MODELLING OUTPUTS

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Redlands Roundabout - ST.j9
Path: T:\Projects\13000 Series\13525ITB Long Copse Lane, Emsworth\Tech\Junction Assessments\Arcady\Wraysbury ST
Report generation date: 12/10/2018 14:11:47

»2036 'with development', AM
»2036 'with development', PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2036 'with development'							
1 - Redlands Lane	0.4	5.72	0.29	A	0.2	4.63	0.15	A
2 - Westbourne Road	0.5	4.33	0.33	A	0.7	4.58	0.39	A
3 - New Brighton Road	0.4	4.74	0.31	A	0.6	5.29	0.37	A
4 - Southleigh Road	0.6	7.10	0.39	A	0.6	7.33	0.38	A

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

File summary

File Description

Title	Redlands Lane / Westbourne Road / Southleigh Road Roundabout
Location	Emsworth
Site number	ITB13525
Date	07/02/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036 'with development'	AM	ONE HOUR	07:45	09:15	15
D2	2036 'with development'	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036 'with development', AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Redlands Roundabout	Standard Roundabout		1, 2, 3, 4	5.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Redlands Lane	
2	Westbourne Road	
3	New Brighton Road	
4	Southleigh Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Redlands Lane	2.75	5.00	19.0	8.7	28.0	48.0	
2 - Westbourne Road	3.05	5.86	15.6	16.0	28.0	39.0	
3 - New Brighton Road	3.05	6.20	12.6	9.0	28.0	54.0	
4 - Southleigh Road	3.34	4.12	3.2	9.5	28.0	56.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Redlands Lane	0.510	1160
2 - Westbourne Road	0.585	1401
3 - New Brighton Road	0.522	1246
4 - Southleigh Road	0.467	980

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036 'with development'	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Redlands Lane		✓	233	100.000
2 - Westbourne Road		✓	376	100.000
3 - New Brighton Road		✓	308	100.000
4 - Southleigh Road		✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	1	76	93	63
	2 - Westbourne Road	17	4	207	148
	3 - New Brighton Road	32	210	1	65
	4 - Southleigh Road	34	198	51	7

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	1	0	2
	2 - Westbourne Road	0	0	0	3
	3 - New Brighton Road	0	0	0	3
	4 - Southleigh Road	3	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Redlands Lane	0.29	5.72	0.4	A
2 - Westbourne Road	0.33	4.33	0.5	A
3 - New Brighton Road	0.31	4.74	0.4	A
4 - Southleigh Road	0.39	7.10	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	175	353	970	0.181	175	0.2	4.519	A
2 - Westbourne Road	283	162	1290	0.219	282	0.3	3.569	A
3 - New Brighton Road	232	180	1143	0.203	231	0.3	3.943	A
4 - Southleigh Road	218	199	869	0.251	217	0.3	5.511	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	209	423	934	0.224	209	0.3	4.963	A
2 - Westbourne Road	338	194	1271	0.266	338	0.4	3.856	A
3 - New Brighton Road	277	216	1124	0.246	277	0.3	4.247	A
4 - Southleigh Road	261	238	851	0.306	260	0.4	6.092	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	257	518	886	0.290	256	0.4	5.711	A
2 - Westbourne Road	414	237	1246	0.332	413	0.5	4.323	A
3 - New Brighton Road	339	264	1098	0.309	339	0.4	4.735	A
4 - Southleigh Road	319	291	826	0.386	319	0.6	7.078	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	257	519	886	0.290	257	0.4	5.722	A
2 - Westbourne Road	414	238	1245	0.332	414	0.5	4.329	A
3 - New Brighton Road	339	264	1098	0.309	339	0.4	4.742	A
4 - Southleigh Road	319	292	826	0.386	319	0.6	7.100	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	209	424	934	0.224	210	0.3	4.976	A
2 - Westbourne Road	338	195	1271	0.266	339	0.4	3.864	A
3 - New Brighton Road	277	216	1124	0.246	277	0.3	4.257	A
4 - Southleigh Road	261	239	851	0.307	261	0.4	6.117	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	175	355	969	0.181	176	0.2	4.540	A
2 - Westbourne Road	283	163	1289	0.220	283	0.3	3.579	A
3 - New Brighton Road	232	181	1142	0.203	232	0.3	3.956	A
4 - Southleigh Road	218	200	868	0.251	219	0.3	5.547	A

2036 'with development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Redlands Roundabout	Standard Roundabout		1, 2, 3, 4	5.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2036 'with development'	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Redlands Lane		✓	122	100.000
2 - Westbourne Road		✓	466	100.000
3 - New Brighton Road		✓	368	100.000
4 - Southleigh Road		✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	27	57	38
	2 - Westbourne Road	33	2	241	190
	3 - New Brighton Road	78	222	0	68
	4 - Southleigh Road	65	152	59	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Redlands Lane	2 - Westbourne Road	3 - New Brighton Road	4 - Southleigh Road
From	1 - Redlands Lane	0	0	0	0
	2 - Westbourne Road	0	0	0	0
	3 - New Brighton Road	0	1	0	1
	4 - Southleigh Road	0	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Redlands Lane	0.15	4.63	0.2	A
2 - Westbourne Road	0.39	4.58	0.7	A
3 - New Brighton Road	0.37	5.29	0.6	A
4 - Southleigh Road	0.38	7.33	0.6	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	92	327	991	0.093	91	0.1	3.998	A
2 - Westbourne Road	351	117	1332	0.263	349	0.4	3.661	A
3 - New Brighton Road	277	199	1134	0.244	276	0.3	4.190	A
4 - Southleigh Road	209	251	852	0.246	208	0.3	5.582	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	110	392	958	0.115	110	0.1	4.244	A
2 - Westbourne Road	419	140	1318	0.318	418	0.5	4.001	A
3 - New Brighton Road	331	238	1113	0.297	330	0.4	4.596	A
4 - Southleigh Road	250	301	828	0.302	249	0.4	6.215	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	134	480	913	0.147	134	0.2	4.623	A
2 - Westbourne Road	513	171	1299	0.395	512	0.6	4.571	A
3 - New Brighton Road	405	291	1086	0.373	404	0.6	5.279	A
4 - Southleigh Road	306	368	797	0.384	305	0.6	7.311	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	134	481	912	0.147	134	0.2	4.628	A
2 - Westbourne Road	513	172	1299	0.395	513	0.7	4.579	A
3 - New Brighton Road	405	292	1085	0.373	405	0.6	5.291	A
4 - Southleigh Road	306	369	797	0.384	306	0.6	7.335	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	110	394	957	0.115	110	0.1	4.249	A
2 - Westbourne Road	419	141	1318	0.318	420	0.5	4.014	A
3 - New Brighton Road	331	239	1113	0.297	331	0.4	4.610	A
4 - Southleigh Road	250	302	828	0.302	251	0.4	6.245	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Redlands Lane	92	330	990	0.093	92	0.1	4.007	A
2 - Westbourne Road	351	118	1331	0.264	351	0.4	3.677	A
3 - New Brighton Road	277	200	1133	0.245	277	0.3	4.208	A
4 - Southleigh Road	209	253	851	0.246	210	0.3	5.618	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896
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Filename: Southleigh Road Hollybank Junction.j9
Path: T:\Projects\13000 Series\13525ITB Long Copse Lane, Emsworth\Tech\Junction Assessments\Picady
Report generation date: 12/10/2018 14:09:05

»2036 'with development' ST, AM
»2036 'with development' ST, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2036 'with development' ST							
Stream B-C	0.1	8.58	0.09	A	0.1	7.30	0.08	A
Stream B-A	0.9	15.22	0.48	C	0.4	11.93	0.29	B
Stream C-AB	0.0	5.27	0.03	A	0.1	5.48	0.07	A

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

File summary

File Description

Title	Southleigh Road / Hollybank Lane Junction
Location	Emsworth
Site number	ITB13525
Date	13/06/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036 'with development' ST	AM	ONE HOUR	07:45	09:15	15
D2	2036 'with development' ST	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2036 'with development' ST, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southleigh Road / Hollybank Lane	T-Junction	Two-way		3.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Southleigh Road (W)		Major
B	Hollybank Lane		Minor
C	Southleigh Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Southleigh Road (E)	7.46			65.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Hollybank Lane	One lane plus flare	10.00	6.00	4.00	3.50	3.50	✓	1.00	74	58

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	594	0.101	0.256	0.161	0.366
1	B-C	660	0.095	0.240	-	-
1	C-B	612	0.222	0.222	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036 'with development' ST	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Road (W)		✓	331	100.000
B - Hollybank Lane		✓	233	100.000
C - Southleigh Road (E)		✓	289	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	79	252
	B - Hollybank Lane	195	0	38
	C - Southleigh Road (E)	276	13	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	1	3
	B - Hollybank Lane	1	0	0
	C - Southleigh Road (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	8.58	0.1	A
B-A	0.48	15.22	0.9	C
C-AB	0.03	5.27	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	550	0.052	28	0.1	6.901	A
B-A	147	495	0.297	145	0.4	10.242	B
C-AB	14	697	0.020	14	0.0	5.267	A
C-A	204			204			
A-B	59			59			
A-C	190			190			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	518	0.066	34	0.1	7.446	A
B-A	175	477	0.368	175	0.6	11.895	B
C-AB	18	716	0.025	18	0.0	5.157	A
C-A	242			242			
A-B	71			71			
A-C	227			227			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	463	0.090	42	0.1	8.548	A
B-A	215	451	0.476	213	0.9	15.070	C
C-AB	24	742	0.033	24	0.0	5.016	A
C-A	294			294			
A-B	87			87			
A-C	277			277			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	462	0.091	42	0.1	8.577	A
B-A	215	451	0.476	215	0.9	15.220	C
C-AB	24	742	0.033	24	0.0	5.019	A
C-A	294			294			
A-B	87			87			
A-C	277			277			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	516	0.066	34	0.1	7.471	A
B-A	175	477	0.368	177	0.6	12.041	B
C-AB	18	716	0.025	18	0.0	5.164	A
C-A	242			242			
A-B	71			71			
A-C	227			227			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	548	0.052	29	0.1	6.927	A
B-A	147	496	0.297	147	0.4	10.378	B
C-AB	14	697	0.020	14	0.0	5.270	A
C-A	204			204			
A-B	59			59			
A-C	190			190			

2036 'with development' ST, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Southleigh Road / Hollybank Lane	T-Junction	Two-way		2.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2036 'with development' ST	PM	ONE HOUR	16:15	17:45	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Southleigh Road (W)		✓	405	100.000
B - Hollybank Lane		✓	155	100.000
C - Southleigh Road (E)		✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	171	234
	B - Hollybank Lane	114	0	41
	C - Southleigh Road (E)	269	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Southleigh Road (W)	B - Hollybank Lane	C - Southleigh Road (E)
From	A - Southleigh Road (W)	0	0	2
	B - Hollybank Lane	4	0	0
	C - Southleigh Road (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	7.30	0.1	A
B-A	0.29	11.93	0.4	B
C-AB	0.07	5.48	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	590	0.052	31	0.1	6.434	A
B-A	86	471	0.182	85	0.2	9.294	A
C-AB	28	686	0.041	28	0.1	5.478	A
C-A	194			194			
A-B	129			129			
A-C	176			176			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	570	0.065	37	0.1	6.755	A
B-A	102	453	0.226	102	0.3	10.254	B
C-AB	36	701	0.051	36	0.1	5.414	A
C-A	229			229			
A-B	154			154			
A-C	210			210			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	539	0.084	45	0.1	7.293	A
B-A	126	427	0.294	125	0.4	11.890	B
C-AB	49	724	0.067	48	0.1	5.335	A
C-A	276			276			
A-B	188			188			
A-C	258			258			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	538	0.084	45	0.1	7.299	A
B-A	126	427	0.294	126	0.4	11.928	B
C-AB	49	724	0.067	49	0.1	5.337	A
C-A	276			276			
A-B	188			188			
A-C	258			258			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	569	0.065	37	0.1	6.764	A
B-A	102	453	0.226	103	0.3	10.298	B
C-AB	36	701	0.051	36	0.1	5.418	A
C-A	229			229			
A-B	154			154			
A-C	210			210			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	589	0.052	31	0.1	6.447	A
B-A	86	471	0.182	86	0.2	9.351	A
C-AB	28	685	0.041	28	0.1	5.483	A
C-A	194			194			
A-B	129			129			
A-C	176			176			

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