

Waterloo Park, Elettra Avenue, Waterloo

Response to HCC Consultation
Response dated 20/08/21

Transport Note



Contents

	Page
1.0 INTRODUCTION	1
2.0 EXISTING CONDITIONS AND OUTLINE PERMISSION	1
3.0 DEVELOPMENT PROPOSALS	1
4.0 ACCESSIBILITY	1
5.0 VEHICULAR ACCESS	2
6.0 INTERNAL LAYOUT	4
7.0 CAR PARKING	5
8.0 TRIP DISTRIBUTION	5
9.0 TRAFFIC IMPACT	6
10.0 TRAVEL PLAN	8
11.0 SUMMARY	8

Drawings

DTA Drawing 19235-08i-GA3	- Pedestrian/Cycle Link to Hambledon Road (Interim Arranged)
DTA Drawing 19235-08-GA Rev J	- Updated Access Arrangements
DTA Drawing 19235-08-GA2 Rev J	- Possible Section of Additional Footway / Cycleway
DTA Drawing 19235-13 Rev A	- Swept Path of Servicing Vehicle for Unit 2

Appendices

Appendix A	- Hampshire County Council Response (20/08/21)
Appendix B	- Stage 1 Road Safety Audit Report
Appendix C	- Traffic Speed Surveys (22/09/21 to 28/09/21)
Appendix D	- Junction Modelling
Appendix E	- Revised Proposed Layout
Appendix F	- Classified Turning Counts
Appendix G	- Updated Existing and Forecast Traffic Turning Movements
Appendix H	- Havant Borough Council Scheme



1.0 Introduction

- 1.1 Hampshire County Council (HCC) responded on transport matters on APP/21/00399 dated 20/08/21. For ease of reference, their response letter is provided at **Appendix A**. This Technical Note addresses each of the items raised, broadly in the order of the HCC letter and following the same headings. The Note should be read in conjunction with a further Technical Note Appraisal Note **19235-16d** which sets out detailed junction appraisal explanation.

2.0 Existing Conditions and Outline Permission

- 2.1 Since the HCC letter was drafted, the S106 for the outline permission has been completed and signed. On behalf of the client, it is agreed that the various transport commitments secured within the outline and listed in the HCC letter, would be resecured for the full scheme.

3.0 Development Proposals

- 3.1 The HCC letter accurately reflects the position.

4.0 Accessibility

- 4.1 HCC requested an independent Road Safety Audit (RSA) on the proposed widening scheme on the footpath linking Hambledon Road into Waterloo Park to the south of the McDonalds unit to allow use by cyclists. The RSA Report is provided at **Appendix B**. At para 2.6 of the RSA report, the auditor recommends that the tie-in between the proposed cycleway and the highway network within Waterloo Park is amended to avoid collisions or falls.
- 4.2 **DTA Drawing 19235-08i-GA3** has been prepared in response. The safety auditor has confirmed that they consider the revised proposal to appropriately respond to their recommendation.
- 4.3 Further to HCC request, pedestrian crossing visibility splays in accordance with DMRB CD143 (crossed referenced with HCC TG19 have been added and are shown on **DTA Drawing 19235-08-GA Rev J** at each of the proposed crossing points. There is



significant existing vegetation on the site frontage and this will be cleared. The landscaping strategy has been updated, with low level planning and an individual tree only placed at the rear of the splays. The presence of individual trees within the pedestrian splays is not a hindrance to a safe movement strategy.

- 4.4 The ability to provide widened off carriageway cycle facilities at the Elettra Avenue corner with Lidl was discussed at the time of the outline. Cyclist access into Waterloo Park is provided via the Elettra Avenue roundabout via the widened facility to the south of McDonalds. The existing southern sided Elettra Avenue footway/cycleway facility is around 2m in width. The 2m width is maintained around the south-east corner of the roundabout (adjacent to the corner of the Lidl unit) but the cycleway function is terminated. This presumably reflects the deficiency in forward visibility around the corner and the risk of cyclist and pedestrian, or cyclist and cyclist coming into conflict. It would be geometrically feasible to widen the facility on the bend within highway land or land within the applicant's control, by replacing the grass verge to provide a c40m extended section of footway/cycleway within a 3m wide facility as shown on **DTA Drawing 19235-08-GA2 Rev J**. However, removal of the verge was not deemed to be desirable by HCC during discussions on the outline application. DTA do not consider this facility to be necessary to make the development an accessible or sustainable one. Cyclists on-carriageway from the north or east would not use the facility. Cyclists from the north or east preferring to travel off carriageway can use the link to the south of McDonalds with an extremely similar journey time compared with the use of a facility adjacent to Lidl. Notwithstanding this, if HCC favour inclusion of this localised widening, then the applicant is content to fund its implementation.

5.0 Vehicular Access

- 5.1 In response to HCC comments on the access design, specifically the lane usage that might arise for inbound site journeys, the proposal has been amended and shown on **DTA Drawing 19235-08-GA Rev J**. This design incorporates a direct taper from the Elettra Avenue roundabout as suggested by HCC, and the design is in accordance with DMRB CD116. Consideration has been given to the addition of directional arrows in the westbound approach, but this is not considered necessary and indeed is considered



likely to add confusion in terms of additional signage as opposed to benefit, due to the multiple prospective site outlets.

5.2 Traffic speed surveys of the site link road were commissioned (22/09/21 to 28/09/21). The results are provided at **Appendix C**. Eighty fifth percentile speeds of 25mph southbound and 24.5m northbound were recorded, equating to 33m visibility splays.

5.3 The change in the design has no bearing on the junction modelling of the Elettra Avenue / Waterloo Park roundabout and so the results set out in the TA remain valid. Whilst within Waterloo Park, and hence on a private road, a junction capacity assessment has been prepared. This is based upon site traffic flows for Waterloo Park, including existing units, the currently proposed site traffic and the residual traffic from the outline consent. This illustrates that the access will work comfortably within capacity and the right turn lane length appropriately caters for demand. With all traffic internal to Waterloo Park, no traffic growth is relevant. The results are shown in **Table 1** and the junction modelling files provided at **Appendix D**.

Table 1 – Summary of Site Access/Spine Road Junction Assessment

	AM Peak		PM Peak		Saturday	
	RFC	Queue	RFC	Queue	RFC	Queue
Proposed Site Access	0.173	1	0.454	1	0.482	1
Right Turn into Proposed Site	0.246	1	0.334	1	0.433	1

5.4 The independent RSA also considered the proposed works at the Elettra Avenue/Waterloo Park Spine Road roundabout and the proposed access into the site from the Spine Road. The recommendations made are summarised below in the designer's responses and where relevant updated proposals:

Para 2.1 of RSA	Vegetation clearances from service access visibility splays. Recommendation accepted, landscape strategy updated and detail to be secured via detailed design.
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Para 2.2 of RSA	Existing signage to be relocated. Recommendation accepted and detail to be secured via detailed design.
Para 2.3 of RSA	Vegetation clearances from pedestrian crossings. Recommendation accepted, landscape strategy updated and detail to be secured via detailed design.
Para 2.4 of RSA	Removal of hatched markings at pedestrian crossing location at roundabout. The recommendation is acknowledged. The type of arrangement is not unusual and indeed is evident at other locations within Waterloo. Nevertheless, the proposal has been amended with splitter island widened and hatching area significantly reduced. This is shown on DTA Drawing 19235-08i-GA Rev J . The auditor has confirmed these amendments appropriately respond to the recommendation.
Para 2.5 of RSA	Additional of kerbed central island incorporating pedestrian refuge on site spine road in location of proposed crossing. Recommendation accepted and shown on DTA Drawing 19235-08i-GA. The auditor has confirmed the amendment appropriately responds to the recommendation.
5.5	In terms of visibility splays at the service yard access, the landscaping strategy has been updated with low level planting and an individual tree at the back of the 2.4m x 43m splays.
6.0	<u>Internal Layout</u>
6.1	The observations made regarding the northern block of parking spaces for the proposed food store are noted and understood. Consequently, the parking arrangement has been revised, with the central food store parking spaces turned through 90° to remove HCC's concerns regarding access to the northernmost end on spaces. The opportunity has further been taken to refine the pedestrian



manoeuvrability across the site. The revised proposed layout is shown at **Appendix E**. The swept path plans presented in the TA are mainly unaffected by the changes. The exception is the servicing of Unit 2 (the Costa unit) which is shown on DTA Drawing **19235-13 Rev A**. The number of parking spaces across the site has been reduced by 8 spaces from 178 to 170.

7.0 Car Parking

7.1 Section 5.5 of the TA demonstrated that the proposed car parking levels on the site complied with local HBC parking standards. This remains the case with the marginally reduced parking provision. The provision complied with three standalone units, and hence did not recognise the likelihood of cross visitation and hence provides a worst-case appraisal. It is therefore unclear why the applicant should be expected to provide funding to react to the risk of off-site overspill. Notwithstanding this, subject to confirmation that the consequential costs are modest, the applicant is willing to fund a TRO in the event that during a monitoring period of perhaps 6 months after all units are open, that sufficient overspill parking arises to warrant intervention.

8.0 Trip Distribution

8.1 In response to HCC observation regarding the spread of site traffic, a sensitivity assessment has been undertaken at the Hambledon Road/Elettra Avenue roundabout, with additional trips re-assigned to the northern arm from the southern arm. Due to the relatively complex make-up of site traffic, a simple worst case test has been applied. The TA assignment gave rise to a total of 17-20 forecast weekday peak and 30 Saturday peak period inbound site trips from the north (totalled across each of the site units). The equivalent outbound movements to the north were 10-26 and 30 trips. A sensitivity test has been undertaken increasing site traffic flows by 30 northern inbound and 30 outbound trips in each of the peaks, with the equivalent traffic re-assigned from the south. This equates to a 100-150% uplift on the total site traffic on the northern arm. The traffic capacity implications are set out in detail within Technical Appraisal Note **(19235-16d)** provided under separate cover, but in brief this illustrates that the outcome of the sensitivity test does not change any conclusions derived from capacity appraisal.



9.0 Traffic Impact

9.1 HCC have provided a series of detailed observations regarding the traffic modelling of the Hambledon Road/Elettra Avenue roundabout. During the outline application determination period a series of observations were made which were responded to by Technical Note submission after which agreement was reached.

9.2 Nevertheless, with the additional comments now received and the passage of time since the data was collected for the outline application (2017), DTA consider that the most suitable way of responding was to commission an up to date set of traffic surveys. This would have been done for the application, but for the prolonged lockdown period. The new surveys were beneficial for a number of reasons, including.

- Less reliance of background growth assumptions.
- The 2017 surveys did not allow for Lidl traffic, hence no need to make assumptions for that traffic.
- The ability to more accurately validate the queuing patterns and lane usage from the new survey data.

9.3 Classified turning counts and queues were recorded at the roundabout on Friday 24th and Saturday 25th September 2021, repeating the pattern and hours undertaken in 2017. The full dataset is provided at **Appendix F**. It is apparent that the previously forecast traffic levels and queuing patterns have not arisen, and that the balance of flows at the junction has changed. The updated existing and forecast scenarios of traffic turning movements at the junction are provided at **Appendix G**.

9.4 As previous, current TEMPRO growth rates are applied to forecast traffic through to 2026 and the various tests updated. HCC have requested an additional test, namely the roundabout in its current form with the full application traffic added. DTA do not understand what purpose this test represents. The relevant baseline position is with the outline traffic from Waterloo Park included and the scheme identified from which HCC have secured funding to deliver their own scheme which provides at least as much capacity. The outcome of existing roundabout with full development traffic added



cannot therefore arise, as the full development would trigger the outline S106 obligation. To avoid the risk of HCC raising the topic in a further consultation response, the run has been undertaken.

- 9.5 HCC raise a series of technical queries on the junction modelling, relating to geometric measurements, traffic profiling and lane usage. Whilst the model had been agreed for the outline consent, the collection of updated traffic data allows the various HCC observations to be reviewed and addressed. A separate Technical Note **(19235-16d)** has been prepared with a comprehensive technical response to each of the matters raised and the results of the various modelled scenarios presented.
- 9.6 As requested, the Havant Borough Council initiated scheme at the Hambledon Road/Elettra Avenue roundabout has been obtained. It is interesting to note that the scheme bears some similarity to the scheme promoted to support the outline application from which funding will be secured on implementation of that (or the full application). The HBC scheme is attached at **Appendix H**.
- 9.7 From the findings of Technical Note **19235-16d**, with up-to-date traffic data and modelling, the roundabout is forecast to remain within practical capacity in the future year, assuming that the HBC scheme has been implemented. HBC were not able to give a firm delivery date, but it is deemed likely to come forward in the not too-distant future. Should the scheme be delayed in terms of implementation, then it's delivery could be attributed to the full application for Waterloo Park. Were that to happen, there would be no evident requirement for the applicant to also provide the £60,000 contribution, as the HBC scheme provides the benefit accruing from the outline scheme.
- 9.8 The traffic arising from the full application therefore does not require any further works to be undertaken at the Hambledon Road/Elettra Avenue roundabout. This conclusion holds true for the findings of the sensitivity test whereby additional site traffic is assigned to the north.



10.0 Travel Plan

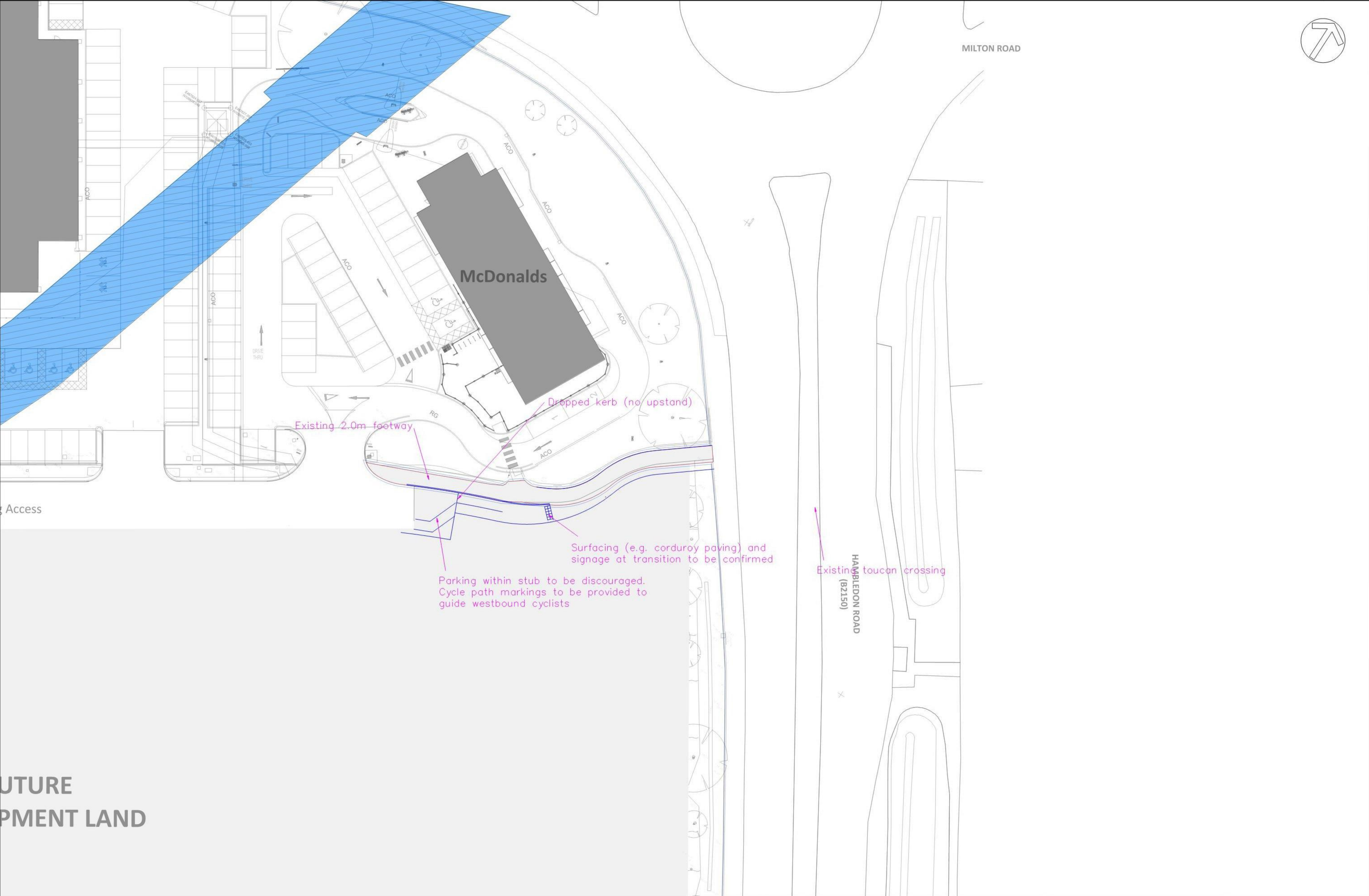
- 10.1 HCC consider that the modal shift target for single occupancy vehicle journeys by employees should be increased from 5% to 10% is noted. It is not clear how the Framework Travel Plan for the outline which is agreed at 5%, and a different percentage (10%) for the full application would necessary work seen as there is some commonality of content. So long as mechanism can be established that focuses the amendment solely on that element of the full application that differs from the outline, namely the food retail unit, this is agreed. The Travel Plan has not been updated yet but can be readily done so following discussion with HCC on the above.

11.0 Summary

- 11.1 All recommendations put forward by HCC have been responded to in full. This should allow the highway authority to positively respond to the application.



Drawings



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david tucker associates
transport planning consultants
Forester House, Doctors Lane
Henley-in-Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE		CLIENT	
WATERLOOVILLE		HARGREAVES	
DRAWING TITLE			
INTERIM PEDESTRIAN/CYCLE LINK			
SCALE	DRAWN BY	DATE	DRAWING No
1: 250@A1	RM	12/11/2021	19235-08-GA3
			REVISION
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david tucker associates
transport planning consultants
Forester House, Doctors Lane
Henley-in-Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE			CLIENT		
WATERLOOVILLE			HARGREAVES		
DRAWING TITLE					
INTERNAL ACCESS ARRANGEMENTS					
SCALE	DRAWN BY	DATE	DRAWING No		REVISION
1:250@A1	RM	25/10/21	19235-08-GA		J



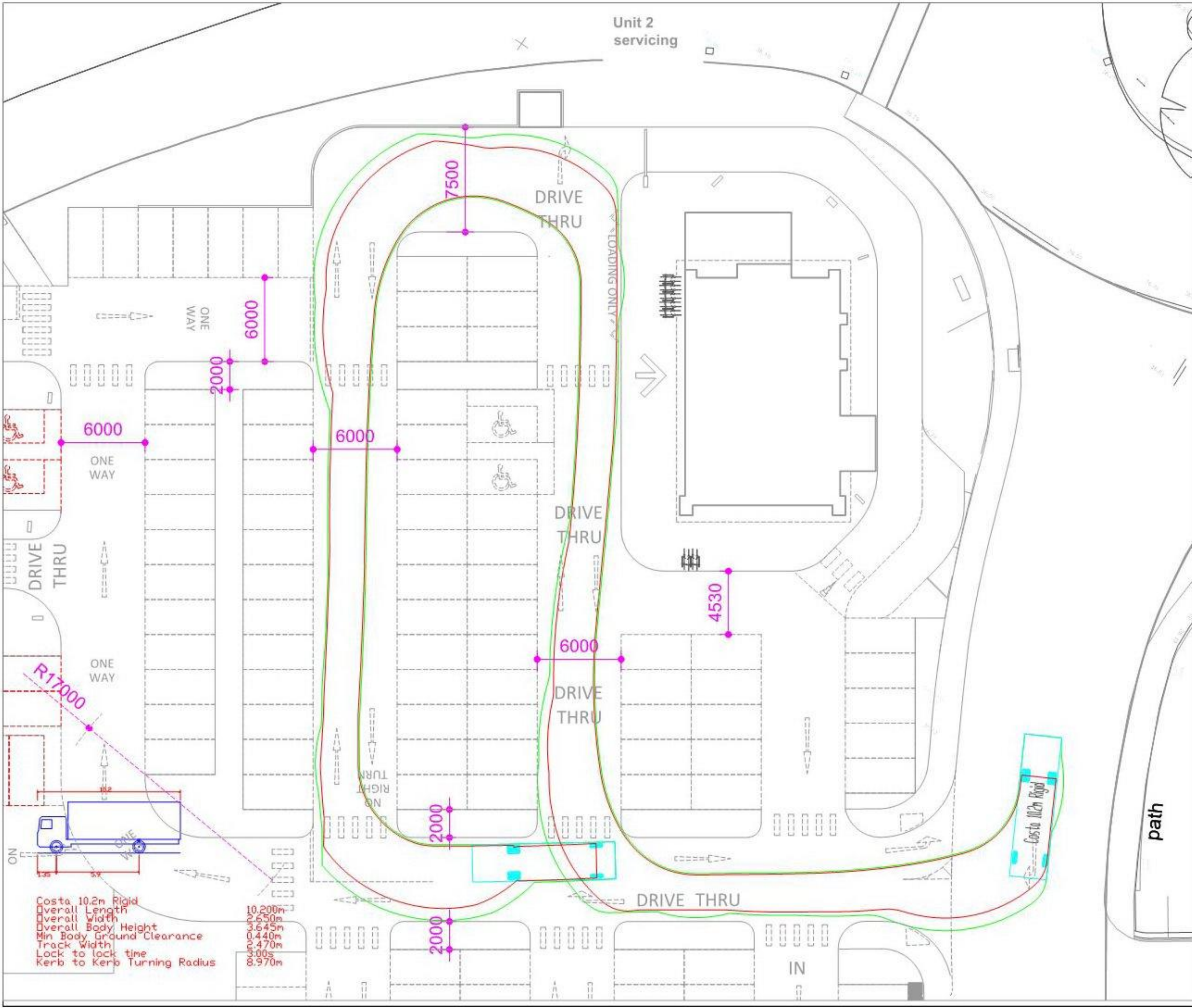
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david tucker associates
transport planning consultants
Forester House, Doctors Lane
Henley-in-Arden
Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

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DRAWING TITLE					
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DTA Transport Planning Consultants Provider: Bristol, Duxford Lane Huddersfield West Yorkshire, BS1 5JH Tel: +44(0)114 202088 Fax: +44(0)114 202089 www.dtaconsultants.co.uk			
FOR TITLE Elettra Avenue, Waterlooville		CLIENT Hargreaves	
PROJECT TITLE Unit 2 Tracking			
SCALE See Plan	DESIGNED BY BP	DATE Nov21	DRAWING NO 19235-13



Appendix A



Head of Development Planning
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

Enquiries to

Chris Hirst

My reference

6/3/13/134

Direct Line

0370 779 0563

Your reference

APP/21/00399

Date

20th August 2021

Email

Chris.hirst@hants.gov.uk

For the attention of Lewis Oliver

Dear Sir

Full application for erection of discount foodstore, drive through coffee shop and drive-through restaurant with associated car parking, service yard, landscaping, means of access and associated infrastructure.

Thank you for consulting the Highway Authority on the above planning application. Under the outline planning application, the Highway Authority recommended no objection to the proposed development of this site, subject to S106 obligations and conditions. The latest full application provides updated information on the proposed on-site uses and their impact on the local highway network.

The applicant has submitted a Transport Assessment (TA) which has been reviewed. Following an assessment of this document, the Highway Authority wish to make the following comments.

Existing Conditions & Outline Permission

The proposed development is located within Waterloo Park which currently comprises a Lidl and McDonalds restaurant. The site is located to the west of the B2150 Hambledon Road and is accessed via a roundabout with Elettra Avenue and Waterberry Drive.

Resolution to grant outline planning permission was previously provided under planning reference APP/18/01072 which included a maximum 2787sqm of B8 trade counter and 4,334sqm of A1 (not including food retail), A3, A5 and D2. Within the transport assessment work, local junction modelling was undertaken assuming a trip assessment based on the potential land uses coming forward. The modelling work identified that the Hambledon

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Road/Elettra Avenue Roundabout would operate over capacity in the future year scenario as a result of the development and would therefore require mitigation.

A scheme was presented to the Highway Authority which included a dedicated left turn facility onto the roundabout from the Elettra Avenue approach. The Highway Authority did not agree that the proposed improvement scheme would provide the stated capacity improvement and would also come at the detriment of capacity on Hambledon Road, a scenario which was not acceptable. Instead, a £60,000 contribution was agreed towards a wider scheme which would provide capacity benefits to the roundabout as a whole without compromising the operation of the mainline.

Alongside the roundabout contribution, a £150,000 contribution was secured towards the provision of a toucan crossing on Hambledon Road, a Framework Travel Plan along with the relevant approval and monitoring fees and a commitment from the applicant to investigate and deliver as required pedestrian and cycle improvements to the site once the internal layout had been fixed as part of any reserved matters application.

This application has been reviewed on the assumption that, should the application be approved, it would be linked in planning terms to the pending outline application and that implementation of this application would trigger implementation of the outline permission and therefore any associated mitigation measures would be triggered as set out within the outline permission's draft s106. If the S106 is not completed prior to any permission being approved for this application or implementation of this application doesn't trigger commencement in the outline permission then it would be expected by the Highway Authority that any agreed mitigation measures, be they physical or financial secured through the draft outline s106, would be resecured within this permission. If this is not an agreed position, then the Highway Authority will need to reconsider its response.

Development Proposals

The current full planning application is for land located in the north-western corner of the site only. The application consists of 1908sqm of food retail and 500sqm for two separate drive thru/restaurants. The former of the two land uses is a variation to the consented outline application in that it features food retail instead of non-food retail. An assessment of how this impacts on traffic generation is provided within this response.

The TA sets out what is considered as the 'worst case' outcome in terms of traffic generation following the land use change within the full application as agreed at outline. This is replicated below:

Full Application:

- 1908sqm food retail (class E(a));
- 500sqm A3/A5 class restaurants; and

Residual Outline (19,105sqm minus 2,414sqm development comprising)

- 2787sqm B8 trade counter;
- 11,990sqm class E (g)(iii), B2, B8; and
- 1,920 non-food retail (class E(a)).

Access into the site will be provided via the Elettra Avenue/Waterberry Drive Roundabout which will be altered as part of the new right turn lane arrangement into the north-western section of the site. New pedestrian and cycle connections are proposed through Waterloo Park to connect into the new site. These matters have been addressed further within this response.

Accessibility

Bus & Rail Travel

Through the outline planning application, it was established that the site is suitably served by bus stops located on Hambledon Road subject to the implementation of the toucan crossing which will provide a signalised crossing point between the southbound service and the site. The northbound bus facility can be accessed via the existing crossing facilities available on Elettra Avenue.

The aforementioned toucan crossing has since been implemented by the Highway Authority as required to ensure safe access to areas of the wider site which have already been occupied. This has been forward funded by the Highway Authority on the basis of the resolution to grant planning on the outline application and the agreed funding provision within the draft s106. This is still considered necessary to replace funding utilised by the Highway Authority from elsewhere.

The site is not directly served by a railway station and therefore was not considered as part of the previous assessment.

Walking and Cycling Accessibility

During discussions regarding the outline application, the applicant was unable to commit to pedestrian and cycle connection points from the development until the internal layout of the site had been fixed and matters such as servicing arrangements had been made clear. However, it was agreed that the existing footpath to the south of the existing McDonald's would be widened to accommodate cyclist movements into the development, subject to detailed design work. This matter was conditioned as a pre-commencement requirement of the development.

The widening of the link to shared use has been detailed within drawing number 19235-10. There is a risk that drivers exiting McDonalds will not look left based on the current highway arrangement and may conflict with cyclists using the extended shared use path provision. A Stage 1 RSA should be carried out for these proposals to confirm that the widened link will not result in a safety concern for cyclists.

A new pedestrian link is proposed on the western side of Waterberry Drive which features a tactile crossing point and new pedestrian refuge island on Elettra Avenue to cross pedestrians into the proposed development. This arrangement is shown in drawing number 19235-08f. A new footway is also proposed to the west of the site which would provide a new tactile crossing point in the north-western corner of the development which is shown within drawing number 19235-08f SERVICE. Visibility splays for pedestrians should be shown at each new crossing point to demonstrate that adequate visibility will be achievable in accordance with the Highway Authority's TG19.

The enhancement to the existing footway to the south of McDonald's would cater for cyclists approaching the site from the south; however, there are currently no proposals to provide for cyclists approaching the site from the north. On the northern side of Elettra Avenue there is an existing segregated cyclist facility which continues northbound along the eastern side of Waterberry Drive. On the southern side of Elettra Avenue, there are shared use facilities which stop at the existing tactile paving crossing point adjacent to Lidl. The applicant should investigate extending these facilities to provide continuous access for cyclists who approach the site from the north. This was a matter raised at the outline stage with a requirement set by condition for these matters to be addressed within the reserved matters in order to reduce the reliance on the private car and ensure a suitably integrated site for sustainable modes.

Vehicular Access

As previously noted, access to the site is proposed via a new right turn lane facility to the south of the Elettra Avenue/Waterberry Drive roundabout. This arrangement is detailed within drawing number 19235-08f GA.

There are concerns that the current design would result in a safety issue as you enter the site via the Elettra Avenue/Waterberry Drive roundabout. Traffic could use the offside lane on the westbound roundabout approach to enter what would be only the right turn lane into the site. This would not be acceptable to the Highway Authority as it builds in an inherent safety risk in relation to lane discipline on the approach to the Elettra Avenue roundabout. The internal layout should be amended so that the exit from the roundabout is 1 lane. A direct taper should then be introduced into the right turn lane south of the splitter island which would reduce the likelihood of conflicts. The design should be updated accordingly in line with DMRB CD116. A Stage 1 RSA should be undertaken once the design has been revised to confirm that it will not result in a safety concern on the highway. Speed surveys should also be undertaken in accordance with HCC TG3 guidance to confirm the required visibility splays from the access. The modelling will need to be reviewed as a result of these changes. Consideration should also be given on whether provision of carriageway markings in the form of directional arrows on the westbound approach to the roundabout would assist with ensuring lane discipline by road users

Visibility splays for the service yard goes through trees shown on the drawings, although it appears onsite that this is a combination of high hedgerow and trees. The applicant is required to confirm whether the vegetation is being cleared and replaced by planted trees. If so, trees must not restrict visibility meaning careful consideration of planting locations will need to be agreed so as not to obstruct sightlines. The proposed access drawings should be overlaid with the highway boundary to confirm the exact extent of the highway in this area.

Internal Layout

It's unclear how the northern block of parking spaces for the proposed food store will be accessed. There is hatched markings between the access road and these spaces and it is not clear whether this is physical separation or the purpose of the hatching. It is assumed that these spaces are accessed via the access road as they create tandem spaces if accessed from the car park itself. Given the level of traffic movements through the site's access road, it is not considered appropriate for vehicles to manoeuvre into the spaces directly from it without first entering the dedicated car park as this could result in queuing back to the site access, which in-turn results in queuing on the public highway which is not considered acceptable. Further information is therefore sought on the proposed parking arrangement and how parking levels proposed can be achieved in accordance with the requirements above.

Car Parking

As the local parking authority, Havant Borough Council should determine whether the proposed quantum of parking meets adopted standards. There is concern due to the nature of the development that during busy periods there may be pressure for vehicles to park on the highway. Funding should be provided by the applicant to implement parking restrictions on the surrounding highway network should overspill parking from the site become apparent. This should be secured through the S106, and the funding amount will need to be agreed with the Highway Authority.

Traffic Impact

Under the outline application, the Highway Authority agreed a total trip generation based on the proposed land uses. The agreed trip figures are set out below:

Time Period	Two-way Movements
AM Peak	212
PM Peak	297
Saturday Peak	433

The change in land use from A1 non-food retail to A1 food retail will result in additional trip generation above and beyond that which was assessed and agreed under the outline application. To ascertain the level of additional trip generation, the trip rates agreed under the recent application at Mill Lane, Alton have been utilised which is considered acceptable. The proposed trip

rates associated with the food retail element of the development are as follows:

Time Period	Two-way Movements
AM Peak	94
PM Peak	221
Saturday Peak	215

Given the presence of the existing Lidl food store located to the east of the site, the TA proposes to deduct 25% of the food retail trips because they are existing trips on this part of the network. The remaining 75% of food retail related trips should be assumed as new trips on this section of the network.

Taking account of the above, the total trip generation from the site is proposed as follows:

Application	AM Peak	PM Peak	Saturday Peak
Outline Application Trip Rates	212	297	433
Full Application Trip Rates	135	306	371
Full Application + Outline Application Trip Rates	248	444	516
Net Difference	+36	+147	+83

Trip Distribution

The TA has based the food retail trip distribution on the information available within the Retail Impact Assessment (RIA) which assigns 80% via Hambledon Road South, 15% via Milton Road and the remaining 5% via Hambledon Road North.

The Highway Authority requires further evidence to justify the 5% vehicle routing via Hambledon Road North. The catchment area shown in the RIA includes a number of towns and villages to the north, including Denmead and the northern section of the Waterloo MDA, who would directly benefit from the new food retail provision. Whilst the population of these areas is lower than the urbanised areas to the south, it is not considered that the 5% trip figure is proportionate to the level of traffic which would approach the site from the north. Further evidence should therefore be provided and/or a sensitivity test which assumes a greater level of traffic approaching from the north to ensure that the modelling represents an accurate reflection of development trips once the site is operational.

Traffic Impact

To understand the additional trip impact from those assessed under the outline application, junction modelling has been undertaken for the Elettra Avenue/Waterloo Park Roundabout and the Hambledon Road/Milton Road Roundabout.

The traffic surveys undertaken in 2017 in support of the outline application have been uplifted using TEMPRO growth rates to a 2026 future year scenario. The TEMPRO rates used within the TA are considered acceptable.

The modelling assesses two separate scenarios:

- 2026 base + Outline.
- 2026 base + Outline + Net.

It should be noted that whilst changes are required before the modelling can be considered acceptable, the trip distribution will need to be agreed first to set the relevant trip generation parameters across the roundabout.

Elettra Avenue/Waterloo Park Roundabout

The model for this junction has been reviewed by the Highway Authority and whilst there are minor changes required to the geometries, this would not have a significant impact on the model outputs.

Under the 2026 base + outline + net scenario, the worst-case Ratio to Flow Capacity (RFC) is 0.40 on the Elettra Avenue (E) approach which equates to a queue length of 0.7 Passenger Car Units (PCUs). This junction will therefore operate within design capacity in the future year scenario with the additional development traffic.

Hambledon Road/Milton Road Roundabout

The model for this junction has been built assuming the improvement scheme presented as part of the outline application, shown in drawing number 19235 – 02i, is in place. The Highway Authority did not agree during the outline application that the improvement scheme would provide the capacity benefits stated. It was therefore agreed that a contribution towards a wider improvement scheme would be taken. Nonetheless, the applicant has modelled the roundabout assuming that the Elettra Avenue improvement scheme has been implemented.

To understand how the proposed development will impact on the roundabout prior to any amendments, the applicant is required to provide modelling for a future year scenario to 2026 which features the roundabout in its current form. Consideration also needs to be given to an improvement scheme focussed on pedestrian and cyclist connections across the roundabout currently being designed by Havant Borough Council. The scheme should be factored into the modelling to ensure that the future year models accurately represents the situation on the ground. The applicant should engage directly with HBC to obtain the relevant information.

Notwithstanding the above, the Highway Authority has undertaken a review of the model build which features the improvement scheme and will require the

amendments below to be made before the model can be considered acceptable.

The geometric parameters used within the model need to be updated. The approach width and entry width appear to be overestimated and will therefore need to be rectified. It is also noted that the effective flare length on Elettra Avenue (W) has a measured value of approximately 52m whereas in model effective flare length of 127.6m is provided. Effective flare needs to be re measured and updated after making necessary corrections for entry width and approach half width. A percentage capacity adjustment of 135 and 120 has been applied on Milton Road (E) and Hambledon Road (S) respectively, for which the reason and data is not provided. The Pedestrian crossing on Hambledon Road (N) and Hambledon Road (S) needs to be included within the model.

No HV volume is entered in model which needs to be updated. A 'FLAT' profile for demand has been used for which the reason is not specified. Traffic flows have been entered in PCU's, with a PCU factor of 2.0 for HGVs.

A review of the traffic data on the approaches also suggests that there is potential for unequal lane usage at the junction. Lane simulation should therefore be undertaken to test impact of unequal lane usage.

The model will need to be updated with the changes requested above and re-run before it can be considered acceptable.

However, it is noted that without the aforementioned changes, the roundabout will be operating over design capacity on the Hambledon Road (north approach) in the PM peak hour with an RFC of 1.00 and Elettra Avenue will be operating close to design capacity with an RFC of 0.95 too. The proposed development would result in 0.08 and 0.04 RFC increase across the respective arms of the roundabout above that assessed under the 2026 + outline scenario. A 2026 baseline without development traffic should be provided to cross reference against the 2026 + outline + net scenario which will establish the impact of the development as a whole.

Based on the assessment undertaken as part of the outline planning application, a £60,000 contribution was secured towards improvement works at the roundabout. The Highway Authority had concerns with the actual capacity improvements afforded by a dedicated left turn on the Elettra Avenue approach, hence the requirement for a contribution in lieu of works.

It is evident from the additional work undertaken as part of the full planning application that the roundabout is pushed over capacity and therefore would require additional mitigation, even when the Elettra Avenue improvement scheme is included within the modelling, despite the Highway Authority disagreeing with the level of improvement it would offer. Whilst a 2026 baseline scenario and changes to the junction model are sought, the applicant is required to consider a wider improvement scheme to mitigate the impact of

the development as a whole, as previously identified by the Highway Authority.

Travel Plan

As part of the outline application, the Highway Authority agreed to a situation whereby the entire site would be subject to a site wide travel plan, overseen by a site wide travel co-ordinator. Each unit which employed 20 or more employees would be subject to a unit specific travel plan, overseen by a unit specific travel plan co-ordinator who reported to the site wide travel plan co-ordinator to organise and prepare the annual monitoring report to submit to the Highway Authority.

A Framework Travel Plan has been submitted in support of the current full application. Whilst the plan in general is acceptable, the modal target reduction of 5% SoV should be increased to 10%. This point should be updated within the FTP. Given the scale of development being considered through this application, it is anticipated that at least 1 of the units will qualify for the unit specific travel plan, which will need to be agreed prior to occupation of any of the units. It is also worth noting that the Highway Authority have not yet been provided with a site wide travel plan which will need to be agreed before any unit on-site becomes operational.

Recommendation

The Highway Authority require additional information to address a number of concerns held with the application.

- Further information regarding the pedestrian/cycle links;
- Amendments to the site access;
- Further information regarding the vehicular distribution;
- Amendments to the junction modelling;
- An improvement scheme which mitigates the impact of development traffic at the Hambledon Road/Milton Road Roundabout; and
- Amendments to the Travel Plan.

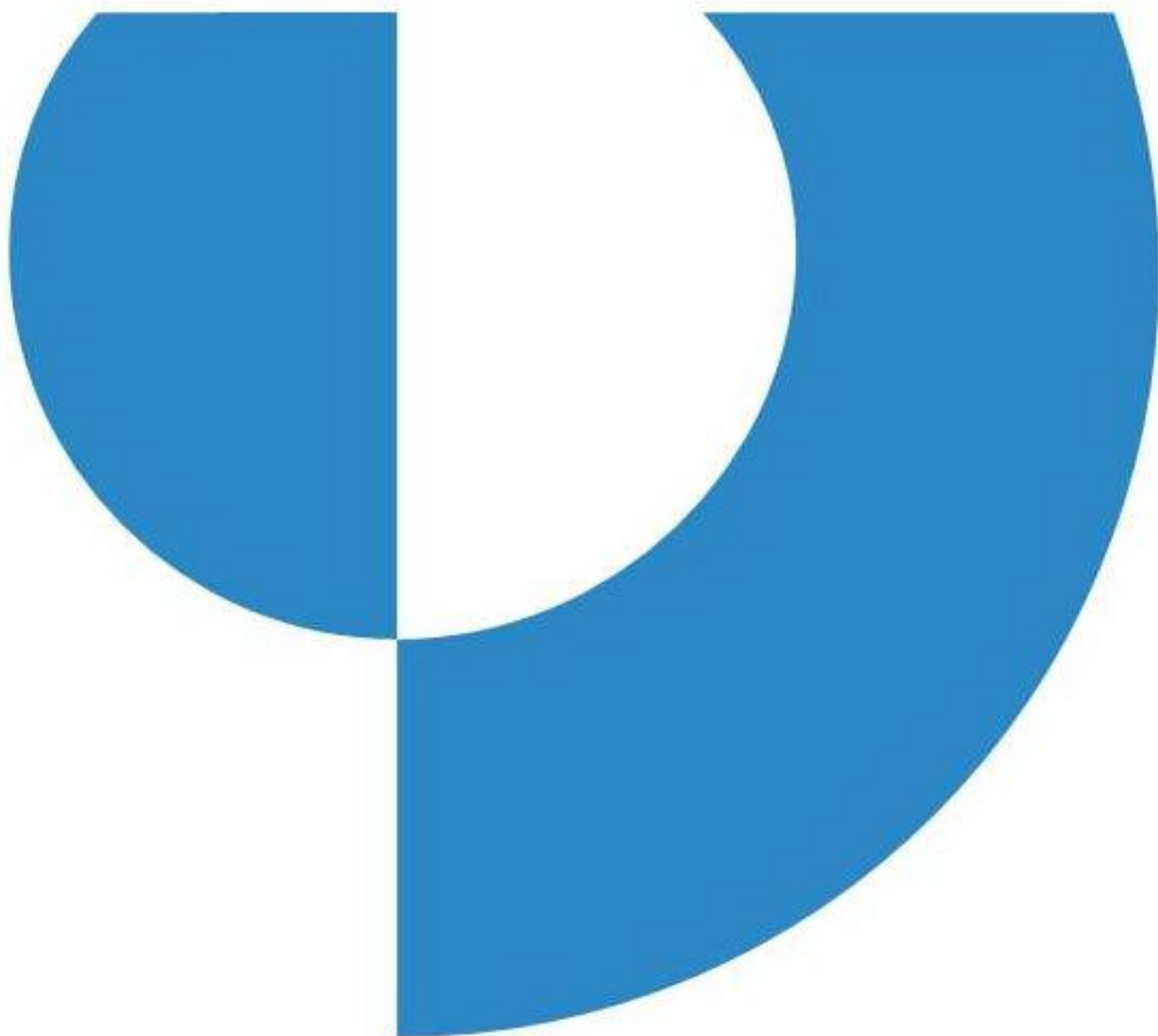
I trust that the above is clear; however, should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Gemma McCart – Transport Team Leader



Appendix B



Elettra Avenue, Waterloooville

Road Safety Audit
Stage 1

9 November 2021

Mott MacDonald
10 Temple Back
Bristol BS1 6FL
United Kingdom

T +44 (0)117 906 9500
mottmac.com

David Tucker Associates
Forester House
Doctors Lane
Henley in Arden
Warwickshire
B95 5AW

Elettra Avenue, Waterloooville

Road Safety Audit Stage 1

9 November 2021

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	09/11/2021	T J Blaney	B A Pledge	J T Pearson	First Issue

Document reference: 100414124 | TPN | ITD | 053 | A

Information class: Standard

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Contents

1	Introduction	1
2	Items Raised at this Stage 1 Audit	3
2.1	Problem 1.01	3
2.2	Problem 1.02	4
2.3	Problem 1.03	5
2.4	Problem 1.04	6
2.5	Problem 1.05	7
2.6	Problem 1.06	8
3	Audit Team Statement	9
	Appendices	10
A.	List of Drawings & Documents Examined	11
B.	Location Plan – Elettra Avenue, Waterloo	12
C.	Location Plan – Elettra Avenue Footway Link, Waterloo	13

1 Introduction

This report describes a Stage 1 Road Safety Audit carried out on the proposed access arrangements for a mixed-use commercial development on land accessed from the Elettra Avenue, Waterlooville.

The audit was carried out at the request of David Tucker Associates.

The audit took place at the Bristol office of Mott MacDonald and consisted of a detailed examination of the submitted documentation and drawings listed in **Appendix A**.

It is confirmed that this is a Stage 1 Road Safety Audit and that the audit was undertaken upon completion of the preliminary design work.

The Road Safety Audit Team, as approved by the David Tucker Associates' Project Sponsor, Simon Parfitt, consisted of:

Tim Blaney	BSc (Hons), CMILT, MCIHT, MSoRSA (Certificate of Competency in Road Safety Audit, July 2012) Audit Team Leader, Mott MacDonald
Barry Pledge	MCIHT, MSoRSA (Certificate of Competency in Road Safety Audit, September 2012) Audit Team Member, Mott MacDonald

A visit to the site was completed by both Auditors on Monday 08th November 2021 at 12:20 hrs. During this visit the weather was overcast and the road surface was dry. Traffic flows were moderate and pedestrian movements were observed at the time of the site visit. No cyclist activity was observed.

This Road Safety Audit was carried out in accordance with National Highways' Departmental Standard GG119. 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.

The comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme. Consequently, the auditors accept no responsibility for the design or construction of the scheme.

All the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and, as such, the design engineer will need to consider carefully how to respond to each of the issues. The Audit Response Report should be completed by the Design Team and kept on file for future reference.

Key Plans indicating the location of any identified safety related issues is provided in **Appendices B and C**.

A previous Stage 1 Road Safety Audit was undertaken by the same Audit Team (*Doc. Ref: 382187-TPN-ITD-062-A*) in January 2018 that considered other aspects of the proposed

development. However, the Audit Team is not aware of any previous audit of the elements of the scheme included for audit on this occasion.

Scheme Description

This audit only considers the proposed access arrangements for a new mixed use commercial development.

The works include:

1. A new site access from an existing internal Retail Park road and provision of pedestrian only footways / crossing points.
2. Improvements to footway provision into the Retail Park resulting in the enhancement of an existing footway to a footway/cycleway.

2 Items Raised at this Stage 1 Audit

This section describes road safety related issues identified by the Audit Team during this Stage 1 Road Safety Audit that are associated with the scheme as presented in **Appendix A**.

2.1 Problem 1.01

Location: Elettra Avenue.

Summary: Unclear visibility splays from servicing area may lead to inappropriate exit movements.

A servicing area is proposed on the western side of the development that will be accessed from Elettra Avenue. There is existing vegetation on the eastern side of Elettra Avenue that will restrict forward visibility and intervisibility between motorists to and from the proposed servicing area. It is unclear to what extent vegetation clearance will be undertaken. Failure to provide unimpeded visibility splays may result in motorists attempting to exit at inappropriate times, increasing the likelihood of side impact type collisions.

Figure 1: Proposed servicing area off Elettra Avenue.



Source: Mott MacDonald

Recommendation

It is recommended that sufficient vegetation clearance is undertaken within the visibility envelope of the servicing area.

2.2 Problem 1.02

Location: Waterberry Drive / Elettra Avenue Junction.

Summary: Existing signposts within proposed footway present a hazard to pedestrians.

An uncontrolled pedestrian crossing point is proposed on Elettra Avenue, north of its junction with Waterberry Drive. A new section of footway will be provided on the western side of Elettra Avenue tying in with the existing provision on Waterberry Drive. Within the proposed footway there are existing signposts that will present a hazard to pedestrians, particularly those who are visibility impaired. Alternatively, users may enter the carriageway in order to pass the signposts, increasing the risk of being struck by passing vehicles.

Figure 2: Existing signposts within proposed footway.



Source: Mott MacDonald

Recommendation

It is recommended that the signposts are repositioned at the back of the proposed footway, or that the footway is re-routed to avoid the existing infrastructure.

2.3 Problem 1.03

Location: Elettra Avenue north of junction with Waterberry Drive.

Summary: Existing vegetation hinders forward visibility to and from proposed pedestrian crossing.

An uncontrolled pedestrian crossing point is proposed on Elettra Avenue to the north of its junction with Waterberry Drive. Existing vegetation on both sides of Elettra Avenue hinders visibility to and from the crossing point. Failure to provide suitable visibility to and from crossing pedestrians may lead to an increased risk of collisions involving pedestrians and approaching vehicles.

Figure 3: Existing vegetation on eastern side of Elettra Avenue.



Source: Mott MacDonald

Recommendation

It is recommended that sufficient vegetation clearance is undertaken on both sides of Elettra Avenue to achieve suitable visibility splays at the proposed pedestrian crossing point.

2.4 Problem 1.04

Location: Retail park access from Elettra Avenue roundabout.

Summary: Pedestrians may wait in hatched markings leaving them vulnerable to being struck.

The existing traffic island on the retail park access road arm of the Elettra Avenue roundabout is to incorporate an uncontrolled pedestrian crossing point. It is also proposed that the offside land of the exit from the roundabout will be removed through the installation of hatched carriageway markings. Pedestrians may wait within the hatched markings prior to crossing leaving them vulnerable to being struck by passing vehicles.

Furthermore, the proposed extent of the hatching is likely to create an area where debris / detritus will accumulate – presenting a skid risk to motorists, particularly motorcycle riders.

Figure 4: Proposed hatched markings on eastern side of traffic island.



Source: Mott MacDonald

Recommendation

It is recommended that the hatched carriageway markings are omitted from the scheme. If the carriageway requires narrowing at this location, this should be done by physical carriageway narrowing on the nearside.

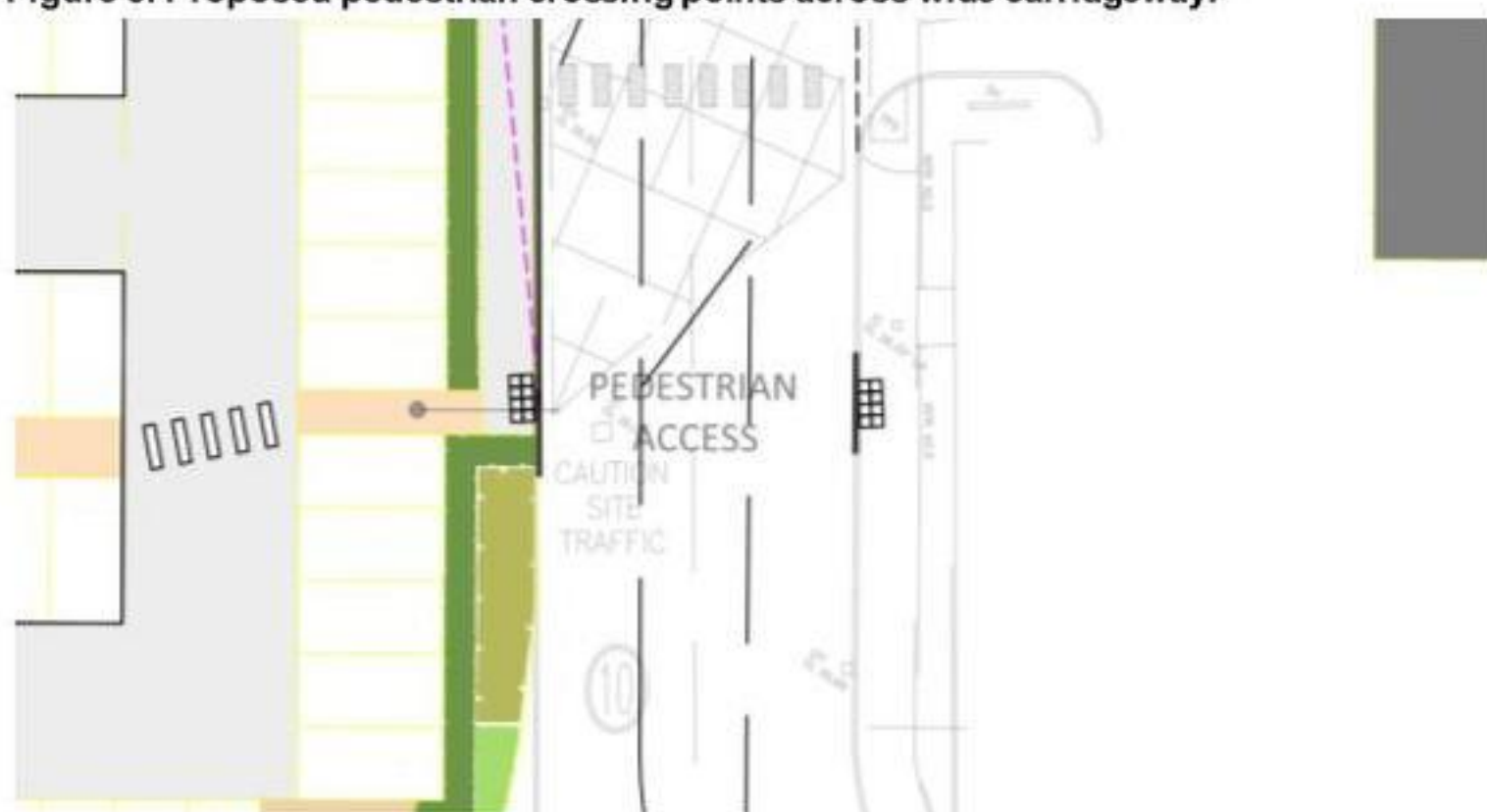
2.5 Problem 1.05

Location: Retail park access.

Summary: Lack of pedestrian refuge island may result in pedestrians waiting in hatched area.

An uncontrolled pedestrian crossing point is proposed across the retail park access road, south of the existing Lidl entrance. The carriageway is three lanes wide at this location though the middle lane appears to be hatched to form a ghost island right turn into the Lidl car park. The wide carriageway width and presence of hatched markings may create a desire line, encouraging unsafe pedestrian crossing movements. Pedestrians seeking refuge within the hatch marking may be vulnerable to being struck by passing vehicles.

Figure 5: Proposed pedestrian crossing points across wide carriageway.



Source: Mott MacDonald

Recommendation

It is recommended that a kerbed central traffic island, incorporating a pedestrian refuge, is provided within the centre of the carriageway.

2.6 Problem 1.06

Location: Proposed footway / cycleway link between Hambledon Road and the retail park.

Summary: Lack of transition between the proposed cycleway and existing highway network.

It is proposed that an existing footway is widened to 3.5m and modified to become a shared-use footway / cycleway. No adjoining cycle provisions were present at the southern end of the footway and it is unclear where cyclists are intended to continue to / come from. The lack of an appropriate transition between the cycleway and the surrounding highway network may lead to cyclists continuing along footways increasing the likelihood of collisions with pedestrians. Alternatively, cyclists may attempt to transition over the full height kerb, increasing the risk of injury from falls.

Figure 6: Existing footway leading to the retail park.



Source: Mott MacDonald

Recommendation

It is recommended that an appropriate tie-in between the proposed cycleway and the surrounding highway network is provided.

3 Audit Team Statement

We certify that this audit has been carried out in accordance with National Highways' Departmental Standard GG119.

Road Safety Audit Team Leader

T J Blaney BSc (Hons), CMILT, MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit, July 2012)

Signature

Date:

Principal Road Safety Engineer
Mott MacDonald
10 Temple Back
Bristol
BS1 6FL

Road Safety Audit Team Member

B A Pledge MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit, September 2012)

Signed:

Date: 09th November 2021

Senior Road Safety Engineer
Mott MacDonald
4th Floor
Mountbatten House
Grosvenor Square
Southampton
SO15 2JU

Appendices

A.	List of Drawings & Documents Examined	11
B.	Location Plan – Elettra Avenue, Waterloooville	12
C.	Location Plan – Elettra Avenue Footway Link, Waterloooville	13

A. List of Drawings & Documents Examined

Table 3.1: Drawings

Drawing Number	Revision	Drawing Title
19235-08-GA	G	Internal Access Arrangements, Waterloo
19235-10	-	Hambledon Road Footway Link Widening

Source: David Tucker Associates

Table 3.2: Documents

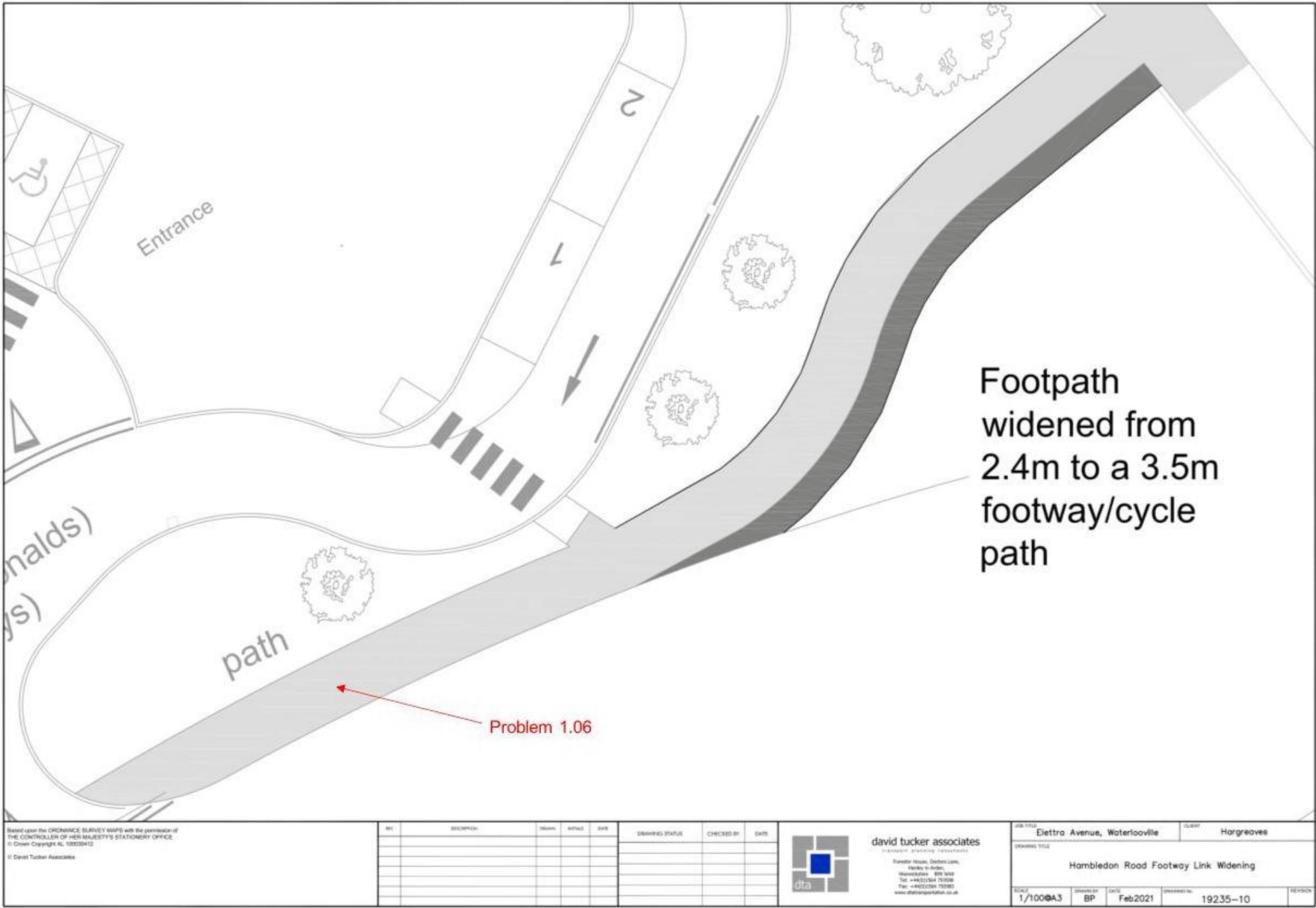
Document Number	Revision	Document Title
SKP/NES/JLA/19235-01	A	Transport Scoping Note
382187-TP-ITD-062	A	Stage 1 Road Safety Audit

Source: David Tucker Associates

100414124 | TPN | ITD | 053 | A | 9 November 2021



C. Location Plan – Elettra Avenue Footway Link, Waterloooville





Appendix C

10750		WATERLOOVILLE								
		SEPTEMBER 2021								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10750004	Site 4 - Elettra Av Waterloo N of Lidl access: 50.884936, -1.040946	Channel: Northbound	Wed 22-Sep-21	Tue 28-Sep-21	10	20333	2944	2905	24.5	19.8
		Channel: Southbound	Wed 22-Sep-21	Tue 28-Sep-21		21183	3067	3026	25.0	20.1

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterlooille N of Lidl access										
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Northbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	
Wed 22-Sep-21																	
00:00	28	25.3	21.7	5.1	0	0	3	9	13	1	2	0	0	0	0	0	
01:00	14	22	16.5	7	2	1	2	6	2	1	0	0	0	0	0	0	
02:00	15	29.1	24.2	5.5	0	0	1	2	8	2	2	0	0	0	0	0	
03:00	6	-	16.4	10.3	2	0	1	0	2	1	0	0	0	0	0	0	
04:00	11	24.8	22.6	2.5	0	0	0	2	9	0	0	0	0	0	0	0	
05:00	27	26.5	22	4.8	0	0	3	7	12	5	0	0	0	0	0	0	
06:00	38	25.6	21.4	4.2	0	0	2	17	14	5	0	0	0	0	0	0	
07:00	76	25.3	21.5	4.1	0	0	4	30	35	6	1	0	0	0	0	0	
08:00	147	24.5	19.9	4.3	0	0	26	61	53	7	0	0	0	0	0	0	
09:00	165	25	20.5	4.5	0	0	31	47	78	9	0	0	0	0	0	0	
10:00	181	23.8	18.6	4.7	0	5	48	75	45	8	0	0	0	0	0	0	
11:00	179	24.5	19.5	4.6	0	2	36	77	53	11	0	0	0	0	0	0	
12:00	255	24.2	19.3	4.4	0	1	57	107	80	10	0	0	0	0	0	0	
13:00	217	24.3	18.9	4.9	0	4	61	75	66	11	0	0	0	0	0	0	
14:00	155	24.3	19.6	4.4	0	2	26	69	52	5	1	0	0	0	0	0	
15:00	176	24.4	19.4	4.6	0	3	37	66	64	6	0	0	0	0	0	0	
16:00	223	24.2	19.5	4.3	0	3	39	99	75	7	0	0	0	0	0	0	
17:00	217	24.6	19.9	4.5	0	1	37	93	73	12	0	1	0	0	0	0	
18:00	218	24.8	20.1	4.5	0	4	30	90	81	12	1	0	0	0	0	0	
19:00	184	24.5	20.1	4.2	0	1	28	73	76	6	0	0	0	0	0	0	
20:00	144	24.8	20.5	4.2	0	1	14	64	56	8	1	0	0	0	0	0	
21:00	79	25.6	22.3	3.8	0	0	3	22	45	9	0	0	0	0	0	0	
22:00	56	25.1	20.8	4.1	0	0	3	30	17	6	0	0	0	0	0	0	
23:00	60	25.1	21.3	4.1	0	0	4	23	29	3	1	0	0	0	0	0	
12H,7-19	2209	24.5	19.6	4.5	0	25	432	889	755	104	3	1	0	0	0	0	
16H,6-22	2654	24.6	19.8	4.5	0	27	479	1065	946	132	4	1	0	0	0	0	
18H,6-24	2770	24.6	19.9	4.5	0	27	486	1118	992	141	5	1	0	0	0	0	
24H,0-24	2871	24.7	19.9	4.6	4	28	496	1144	1038	151	9	1	0	0	0	0	

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 23-Sep-21																
00:00	18	24.4	20.4	4.1	0	0	2	8	7	1	0	0	0	0	0	0
01:00	20	24.6	20	5.1	0	1	3	6	9	1	0	0	0	0	0	0
02:00	7	-	19.9	4	0	0	1	3	3	0	0	0	0	0	0	0
03:00	8	-	22.3	5.3	0	0	1	2	3	2	0	0	0	0	0	0
04:00	6	-	21	5.4	0	0	1	2	2	1	0	0	0	0	0	0
05:00	23	26.1	22.4	4.2	0	0	1	7	11	4	0	0	0	0	0	0
06:00	45	25.5	22.3	4	0	0	1	15	24	4	1	0	0	0	0	0
07:00	72	25.1	21.3	4.4	0	1	3	29	34	4	0	1	0	0	0	0
08:00	158	24.7	20.5	4.1	0	0	18	69	63	7	1	0	0	0	0	0
09:00	226	24.7	20.1	4.4	0	3	33	92	87	10	1	0	0	0	0	0
10:00	200	23.7	19	4.1	0	2	43	91	62	2	0	0	0	0	0	0
11:00	186	24	18.7	5	1	2	53	77	41	10	2	0	0	0	0	0
12:00	260	23.8	19.1	4.3	0	5	50	123	75	7	0	0	0	0	0	0
13:00	234	23.7	18.8	4.4	0	4	54	108	60	8	0	0	0	0	0	0
14:00	203	23.9	18.5	4.8	0	6	58	74	58	7	0	0	0	0	0	0
15:00	183	23.5	18.6	4.4	0	2	47	85	42	7	0	0	0	0	0	0
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17:00	250	24.2	19.5	4.3	0	3	41	119	76	10	1	0	0	0	0	0
18:00	224	24.5	19.6	4.6	0	3	40	102	65	12	2	0	0	0	0	0
19:00	186	24.2	19.7	4.2	0	1	29	89	61	5	1	0	0	0	0	0
20:00	155	24.6	20.7	3.7	0	0	13	65	73	4	0	0	0	0	0	0
21:00	102	25.9	21.4	5.1	0	1	11	35	40	13	1	1	0	0	0	0
22:00	65	26.4	22.7	4.3	0	0	3	17	34	10	1	0	0	0	0	0
23:00	47	25.3	21.4	5.8	0	1	4	18	19	3	1	0	1	0	0	0
12H,7-19	2378	24.2	19.3	4.5	1	32	486	1039	720	91	8	1	0	0	0	0
16H,6-22	2866	24.4	19.5	4.5	1	34	540	1243	918	117	11	2	0	0	0	0
18H,6-24	2978	24.4	19.6	4.5	1	35	547	1278	971	130	13	2	1	0	0	0
24H,0-24	3060	24.5	19.7	4.6	1	36	556	1306	1006	139	13	2	1	0	0	0

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Northbound											
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Fri 24-Sep-21																
00:00	26	26.8	23.7	3.9	0	0	0	5	16	4	1	0	0	0	0	0
01:00	14	23.4	17.2	6.6	1	2	2	4	5	0	0	0	0	0	0	0
02:00	11	24.6	17.6	7.8	0	4	0	2	4	1	0	0	0	0	0	0
03:00	7	-	22.1	5.7	0	0	1	2	2	2	0	0	0	0	0	0
04:00	7	-	22.8	3.7	0	0	0	2	4	1	0	0	0	0	0	0
05:00	28	28.1	23.7	4	0	0	0	7	13	8	0	0	0	0	0	0
06:00	60	24.9	20.9	4.4	0	1	4	25	26	3	1	0	0	0	0	0
07:00	101	25	20.9	4.1	0	0	10	38	47	6	0	0	0	0	0	0
08:00	193	24.9	20.9	3.9	0	0	18	74	92	9	0	0	0	0	0	0
09:00	249	24.3	19.6	4.3	0	2	47	104	89	6	1	0	0	0	0	0
10:00	214	24.4	19.5	4.6	0	3	44	83	75	8	1	0	0	0	0	0
11:00	230	24.4	19.5	4.6	0	2	50	92	74	12	0	0	0	0	0	0
12:00	209	24.3	19.6	4.3	0	1	43	81	79	5	0	0	0	0	0	0
13:00	242	24.1	19.1	4.5	0	0	61	104	65	12	0	0	0	0	0	0
14:00	188	24.4	19	5.2	0	4	54	62	58	8	1	1	0	0	0	0
15:00	202	24.4	19.5	4.5	0	2	39	87	64	10	0	0	0	0	0	0
16:00	247	24.4	19.9	4.1	0	2	37	101	102	5	0	0	0	0	0	0
17:00	238	24.2	19.5	4.4	1	3	41	106	79	8	0	0	0	0	0	0
18:00	261	24.4	19.4	5.1	0	5	58	102	83	10	1	0	2	0	0	0
19:00	221	24.9	20.3	4.3	0	0	30	97	77	17	0	0	0	0	0	0
20:00	152	25	20.6	4.3	0	1	15	67	57	12	0	0	0	0	0	0
21:00	113	25.9	22.5	4.2	0	0	5	32	59	15	2	0	0	0	0	0
22:00	68	25.1	21.3	3.8	0	0	3	29	31	5	0	0	0	0	0	0
23:00	73	25.8	22.9	3.4	0	0	0	19	44	10	0	0	0	0	0	0
12H,7-19	2574	24.5	19.6	4.5	1	24	502	1034	907	99	4	1	2	0	0	0
16H,6-22	3120	24.6	19.8	4.5	1	26	556	1255	1126	146	7	1	2	0	0	0
18H,6-24	3261	24.7	19.9	4.5	1	26	559	1303	1201	161	7	1	2	0	0	0
24H,0-24	3354	24.7	20	4.5	2	32	562	1325	1245	177	8	1	2	0	0	0

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 25-Sep-21																
00:00	50	26	21.8	4.8	0	0	5	16	21	7	1	0	0	0	0	0
01:00	37	24.7	20	5	0	2	6	9	19	1	0	0	0	0	0	0
02:00	21	25.3	20.4	6.2	0	3	1	4	11	2	0	0	0	0	0	0
03:00	6	-	21	3.1	0	0	0	3	3	0	0	0	0	0	0	0
04:00	12	24.4	20.2	4.6	0	0	2	5	4	1	0	0	0	0	0	0
05:00	21	25.6	21.6	4.6	0	0	2	7	9	3	0	0	0	0	0	0
06:00	27	25.6	22.8	3.6	0	0	1	5	18	3	0	0	0	0	0	0
07:00	70	25.3	21.3	4.2	0	0	4	31	28	6	1	0	0	0	0	0
08:00	156	25	20.6	4.3	0	0	20	61	64	11	0	0	0	0	0	0
09:00	210	24.3	19.6	4.3	0	4	29	104	63	10	0	0	0	0	0	0
10:00	238	24.8	19.9	4.9	0	1	46	97	76	14	3	1	0	0	0	0
11:00	211	23.5	19	4.1	0	1	41	112	49	8	0	0	0	0	0	0
12:00	280	23.9	19	4.5	0	2	67	123	79	8	0	1	0	0	0	0
13:00	243	23.6	19	4.1	0	3	49	117	70	4	0	0	0	0	0	0
14:00	247	23.8	19.1	4.3	0	7	39	122	75	2	2	0	0	0	0	0
15:00	221	23.4	18.6	4.4	0	3	54	107	48	9	0	0	0	0	0	0
16:00	232	23.7	18.8	4.4	0	2	59	100	65	5	1	0	0	0	0	0
17:00	227	24.6	20	4.4	0	4	34	85	96	8	0	0	0	0	0	0
18:00	231	24.3	19.6	4.3	0	1	42	100	79	9	0	0	0	0	0	0
19:00	165	25.3	20.7	4.4	0	0	17	75	56	16	1	0	0	0	0	0
20:00	108	25.1	20.7	4.4	0	1	12	42	44	9	0	0	0	0	0	0
21:00	72	25.1	21.1	4.4	0	2	5	24	36	5	0	0	0	0	0	0
22:00	64	25.7	21.9	4.1	0	1	1	23	31	8	0	0	0	0	0	0
23:00	53	25.2	22	4.1	0	0	1	20	28	3	0	1	0	0	0	0
12H,7-19	2566	24.2	19.4	4.4	0	28	484	1159	792	94	7	2	0	0	0	0
16H,6-22	2938	24.4	19.6	4.4	0	31	519	1305	946	127	8	2	0	0	0	0
18H,6-24	3055	24.5	19.7	4.4	0	32	521	1348	1005	138	8	3	0	0	0	0
24H,0-24	3202	24.5	19.8	4.5	0	37	537	1392	1072	152	9	3	0	0	0	0

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 26-Sep-21																
00:00	69	25.8	21.4	4.9	0	1	4	30	24	8	2	0	0	0	0	0
01:00	40	25.2	21	4.7	0	0	5	15	16	3	1	0	0	0	0	0
02:00	30	25.7	21.8	4.5	0	0	3	8	15	4	0	0	0	0	0	0
03:00	16	24.8	21.3	3.9	0	0	1	6	8	1	0	0	0	0	0	0
04:00	20	26.8	22.5	6.1	0	1	0	7	8	3	0	1	0	0	0	0
05:00	9	-	22.4	3.6	0	0	0	3	5	1	0	0	0	0	0	0
06:00	20	24.6	20.5	4.3	0	0	3	7	9	1	0	0	0	0	0	0
07:00	44	25.5	21.7	4	0	0	2	17	20	5	0	0	0	0	0	0
08:00	72	24.5	20.5	3.9	0	1	5	32	32	2	0	0	0	0	0	0
09:00	139	24.8	21.1	3.5	0	1	2	67	63	6	0	0	0	0	0	0
10:00	261	23.7	19.1	5.3	0	3	62	116	75	1	1	0	0	3	0	0
11:00	207	22.3	18	4.1	0	1	63	102	37	4	0	0	0	0	0	0
12:00	222	24.7	19.6	4.8	0	3	49	82	74	14	0	0	0	0	0	0
13:00	225	23.8	18.6	4.5	0	2	66	88	63	6	0	0	0	0	0	0
14:00	196	23.9	19	4.5	0	4	43	85	58	5	1	0	0	0	0	0
15:00	185	23.7	18.7	4.4	0	3	45	82	50	5	0	0	0	0	0	0
16:00	130	24.8	20.3	4.4	0	1	15	62	42	9	1	0	0	0	0	0
17:00	115	24.8	20.6	4	0	0	12	48	49	6	0	0	0	0	0	0
18:00	114	24.5	20.5	3.8	0	0	11	50	50	3	0	0	0	0	0	0
19:00	87	25.3	21.4	3.7	0	0	2	40	37	8	0	0	0	0	0	0
20:00	79	25.6	22.1	4	0	0	3	26	41	8	1	0	0	0	0	0
21:00	57	26	23	4	0	0	2	12	34	8	1	0	0	0	0	0
22:00	39	24.7	20.8	3.9	0	0	4	14	20	1	0	0	0	0	0	0
23:00	35	24.9	21.1	3.8	0	0	1	18	13	3	0	0	0	0	0	0
12H,7-19	1910	24.2	19.4	4.5	0	19	375	831	613	66	3	0	0	3	0	0
16H,6-22	2153	24.5	19.7	4.5	0	19	385	916	734	91	5	0	0	3	0	0
18H,6-24	2227	24.5	19.8	4.5	0	19	390	948	767	95	5	0	0	3	0	0
24H,0-24	2411	24.6	19.9	4.6	0	21	403	1017	843	115	8	1	0	3	0	0

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 27-Sep-21																
00:00	26	25.2	22	3.7	0	0	1	8	15	2	0	0	0	0	0	0
01:00	13	23.6	19.3	5.1	0	1	1	7	3	1	0	0	0	0	0	0
02:00	6	-	19.3	4	0	0	1	3	2	0	0	0	0	0	0	0
03:00	6	-	20.2	3	0	0	0	4	2	0	0	0	0	0	0	0
04:00	5	-	20.5	5.8	0	0	1	2	1	1	0	0	0	0	0	0
05:00	26	25.5	22.5	4	0	0	1	7	14	4	0	0	0	0	0	0
06:00	32	24.3	20.2	4.2	0	1	2	15	13	1	0	0	0	0	0	0
07:00	72	24.1	19.9	3.8	0	0	10	32	30	0	0	0	0	0	0	0
08:00	129	24.1	19.8	3.7	0	0	17	62	49	1	0	0	0	0	0	0
09:00	186	24.4	19.6	4.5	0	3	36	68	74	5	0	0	0	0	0	0
10:00	191	24.1	19.3	4.3	0	2	40	80	65	4	0	0	0	0	0	0
11:00	186	23.8	19.2	4.2	0	2	34	91	54	5	0	0	0	0	0	0
12:00	215	24.2	19.2	4.6	2	4	40	92	70	7	0	0	0	0	0	0
13:00	208	24.7	19.6	4.7	0	1	47	81	64	15	0	0	0	0	0	0
14:00	185	23.9	18.8	4.5	0	1	52	74	51	7	0	0	0	0	0	0
15:00	161	24.3	19.6	4.2	0	1	29	69	57	5	0	0	0	0	0	0
16:00	182	24.1	18.9	4.7	0	2	52	66	55	7	0	0	0	0	0	0
17:00	207	24.4	19.5	4.5	0	3	43	79	75	7	0	0	0	0	0	0
18:00	205	24.1	19.6	4.2	0	3	30	96	72	3	1	0	0	0	0	0
19:00	177	24.2	19.5	4.4	0	3	30	78	61	4	1	0	0	0	0	0
20:00	141	24.9	20.4	4.4	0	1	18	60	52	9	1	0	0	0	0	0
21:00	80	25.4	21.1	4.7	0	0	9	32	30	7	2	0	0	0	0	0
22:00	40	25.4	22.3	4.6	0	0	1	16	17	4	2	0	0	0	0	0
23:00	52	24.3	20.3	4	0	2	1	26	22	1	0	0	0	0	0	0
12H,7-19	2127	24.2	19.4	4.4	2	22	430	890	716	66	1	0	0	0	0	0
16H,6-22	2557	24.3	19.5	4.4	2	27	489	1075	872	87	5	0	0	0	0	0
18H,6-24	2649	24.4	19.6	4.4	2	29	491	1117	911	92	7	0	0	0	0	0
24H,0-24	2731	24.4	19.6	4.4	2	30	496	1148	948	100	7	0	0	0	0	0

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Northbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 28-Sep-21																
00:00	21	25.5	20.6	5.1	0	0	4	7	7	3	0	0	0	0	0	0
01:00	17	22.6	20	3.3	0	0	0	13	3	1	0	0	0	0	0	0
02:00	11	23.9	19	4.9	0	0	4	2	5	0	0	0	0	0	0	0
03:00	5	-	16.5	3.1	0	0	2	3	0	0	0	0	0	0	0	0
04:00	10	25.3	22.5	4.1	0	0	1	1	7	1	0	0	0	0	0	0
05:00	24	25.2	21.4	4.4	0	0	0	14	7	2	1	0	0	0	0	0
06:00	48	27.7	23.5	4.4	0	0	0	13	24	10	0	1	0	0	0	0
07:00	72	24.3	20.1	3.8	0	0	7	38	24	3	0	0	0	0	0	0
08:00	101	24.6	20.3	4.2	0	1	14	35	49	2	0	0	0	0	0	0
09:00	174	24.9	20.3	4.6	1	2	25	61	74	11	0	0	0	0	0	0
10:00	208	24.9	20.3	4.6	0	1	31	85	76	12	3	0	0	0	0	0
11:00	214	24.3	19.3	4.6	0	2	51	82	71	7	1	0	0	0	0	0
12:00	223	23.9	19.2	4.5	0	1	49	103	62	5	3	0	0	0	0	0
13:00	218	23.6	19	4	0	3	39	110	64	2	0	0	0	0	0	0
14:00	171	22.6	18.1	4.2	0	4	44	86	34	3	0	0	0	0	0	0
15:00	168	24.3	19.5	4.5	0	2	33	70	56	7	0	0	0	0	0	0
16:00	194	24.1	19.2	4.5	0	5	37	81	66	5	0	0	0	0	0	0
17:00	206	24.5	19.9	4.2	0	1	34	87	76	8	0	0	0	0	0	0
18:00	173	24.5	19.7	4.5	0	2	37	52	80	2	0	0	0	0	0	0
19:00	146	23.9	19.4	4.3	0	2	23	74	42	4	1	0	0	0	0	0
20:00	110	24.3	19.8	4.1	0	1	16	50	40	3	0	0	0	0	0	0
21:00	78	23.9	19.4	4.1	0	1	13	36	27	1	0	0	0	0	0	0
22:00	68	24.4	20.4	3.6	0	0	4	37	24	3	0	0	0	0	0	0
23:00	44	24.5	19.9	4.7	0	2	4	21	14	3	0	0	0	0	0	0
12H,7-19	2122	24.3	19.5	4.4	1	24	401	890	732	67	7	0	0	0	0	0
16H,6-22	2504	24.4	19.6	4.4	1	28	453	1063	865	85	8	1	0	0	0	0
18H,6-24	2616	24.4	19.6	4.4	1	30	461	1121	903	91	8	1	0	0	0	0
24H,0-24	2704	24.4	19.7	4.4	1	30	472	1161	932	98	9	1	0	0	0	0

10750 WATERLOOVILLE Site No: 10750004 Location Site 4 - Elettra Av Waterloo N of Lidl access
 Wed 22-Sep-21 to Tue 28-Sep-21 Channel: Northbound

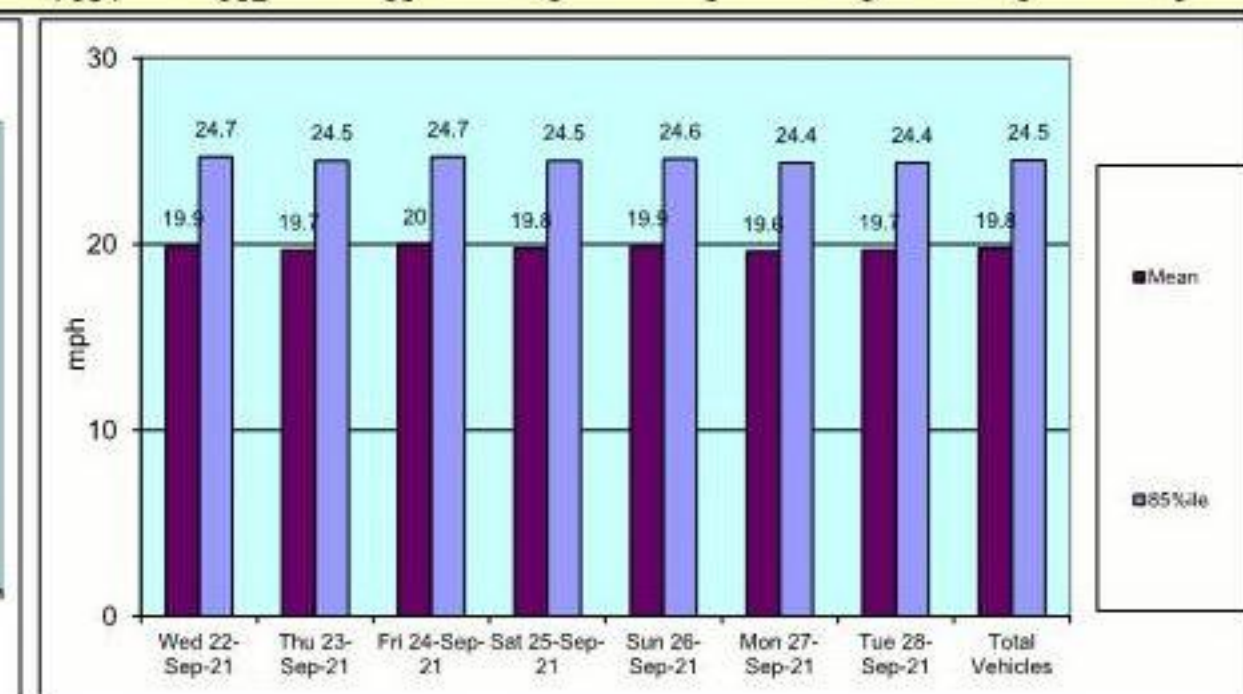
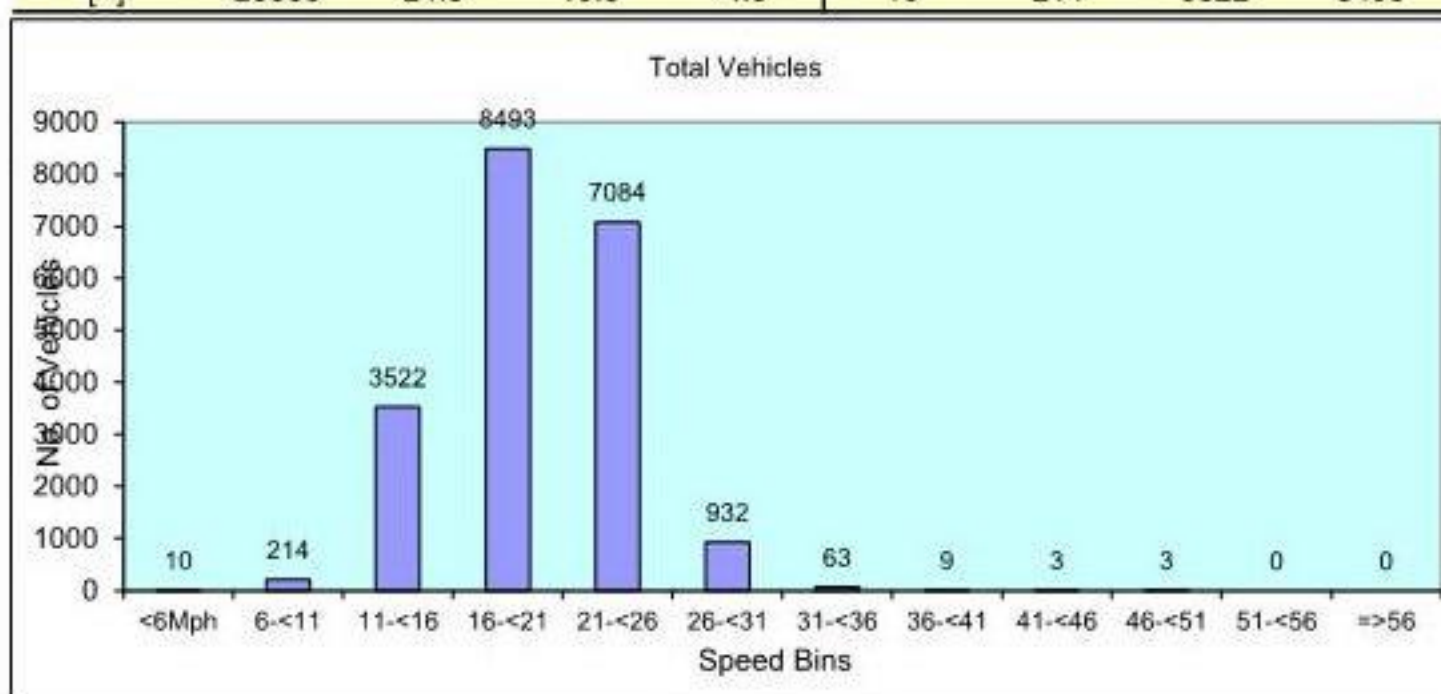
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Wed 22-Sep-21	2871	24.7	19.9	4.6	4	28	496	1144	1038	151	9	1	0	0	0	0
Thu 23-Sep-21	3060	24.5	19.7	4.6	1	36	556	1306	1006	139	13	2	1	0	0	0
Fri 24-Sep-21	3354	24.7	20	4.5	2	32	562	1325	1245	177	8	1	2	0	0	0
Sat 25-Sep-21	3202	24.5	19.8	4.5	0	37	537	1392	1072	152	9	3	0	0	0	0
Sun 26-Sep-21	2411	24.6	19.9	4.6	0	21	403	1017	843	115	8	1	0	3	0	0
Mon 27-Sep-21	2731	24.4	19.6	4.4	2	30	496	1148	948	100	7	0	0	0	0	0
Tue 28-Sep-21	2704	24.4	19.7	4.4	1	30	472	1161	932	98	9	1	0	0	0	0

Total Vehicles

[--]	20333	24.5	19.8	4.5	10	214	3522	8493	7084	932	63	9	3	3	0	0
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10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access										
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Southbound												
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56	
Wed 22-Sep-21																	
00:00	27	25.5	23.7	2.2	0	0	0	1	24	2	0	0	0	0	0	0	
01:00	13	24.6	22	2.8	0	0	0	4	9	0	0	0	0	0	0	0	
02:00	12	24.5	24.3	5.3	0	0	0	2	8	1	0	1	0	0	0	0	
03:00	6	-	23.5	5.6	0	0	1	0	3	2	0	0	0	0	0	0	
04:00	9	-	23.5	4.6	0	0	0	3	3	3	0	0	0	0	0	0	
05:00	36	26.8	23.8	3.3	0	0	0	5	24	7	0	0	0	0	0	0	
06:00	51	26.9	24	3.1	0	0	0	5	36	10	0	0	0	0	0	0	
07:00	107	27.7	23.1	4.6	0	0	8	18	57	22	2	0	0	0	0	0	
08:00	175	24.8	20.4	4.3	0	1	24	64	78	8	0	0	0	0	0	0	
09:00	187	25	20.5	4.7	0	0	33	61	80	12	0	1	0	0	0	0	
10:00	192	24.4	19.1	4.9	0	5	48	68	62	8	1	0	0	0	0	0	
11:00	199	25.1	20.1	4.9	0	2	40	68	72	16	1	0	0	0	0	0	
12:00	238	25.2	19.7	5.3	0	7	55	75	78	22	1	0	0	0	0	0	
13:00	212	25.1	20.5	6.9	1	2	50	57	84	13	1	1	0	0	0	3	
14:00	140	24.6	19.5	4.9	0	1	34	53	42	9	1	0	0	0	0	0	
15:00	206	24.7	19.7	4.7	0	3	44	69	79	11	0	0	0	0	0	0	
16:00	224	24.9	20.1	4.8	0	1	44	78	85	14	2	0	0	0	0	0	
17:00	259	25.2	20	5.1	0	2	59	82	91	23	2	0	0	0	0	0	
18:00	202	24.6	20.1	4.2	0	0	31	87	74	10	0	0	0	0	0	0	
19:00	203	24.2	20	3.9	0	2	20	100	78	2	1	0	0	0	0	0	
20:00	127	25.7	21.3	4.7	0	1	13	44	53	14	2	0	0	0	0	0	
21:00	79	27.7	22.6	5	0	0	6	23	32	17	0	1	0	0	0	0	
22:00	57	26.9	23.3	3.7	0	0	1	11	34	11	0	0	0	0	0	0	
23:00	52	28.2	24.4	3.4	0	0	0	6	31	15	0	0	0	0	0	0	
12H,7-19	2341	25	20.1	5.1	1	24	470	780	882	168	11	2	0	0	0	3	
16H,6-22	2801	25.1	20.3	5	1	27	509	952	1081	211	14	3	0	0	0	3	
18H,6-24	2910	25.2	20.4	5	1	27	510	969	1146	237	14	3	0	0	0	3	
24H,0-24	3013	25.3	20.5	5	1	27	511	984	1217	252	14	4	0	0	0	3	

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 23-Sep-21																
00:00	23	25	22.4	3.6	0	1	0	2	20	0	0	0	0	0	0	0
01:00	17	27.6	22.9	5.7	0	1	0	4	8	3	1	0	0	0	0	0
02:00	4	-	18.5	4.2	0	0	1	2	1	0	0	0	0	0	0	0
03:00	11	29.9	25.3	5.3	0	0	0	3	2	5	1	0	0	0	0	0
04:00	9	-	22.9	4.1	0	0	1	0	7	1	0	0	0	0	0	0
05:00	27	28.8	24.8	4.1	0	0	1	1	16	8	1	0	0	0	0	0
06:00	55	28.6	24.9	3.6	0	0	0	3	37	12	3	0	0	0	0	0
07:00	101	26.9	23.2	4.2	0	0	7	12	63	18	1	0	0	0	0	0
08:00	197	24.8	20.2	4.6	0	2	29	79	75	10	2	0	0	0	0	0
09:00	224	24.5	19.1	5	0	7	58	69	79	11	0	0	0	0	0	0
10:00	237	24.2	19.1	4.7	1	4	55	95	72	10	0	0	0	0	0	0
11:00	225	24	19.1	5.9	1	3	56	94	62	6	1	0	0	0	0	2
12:00	247	24.6	19.7	4.6	0	2	47	105	77	15	1	0	0	0	0	0
13:00	228	24.2	18.9	5	1	5	60	83	69	8	2	0	0	0	0	0
14:00	178	24.2	19	4.5	0	1	49	63	60	5	0	0	0	0	0	0
15:00	198	24.2	18.9	4.7	1	0	57	77	52	11	0	0	0	0	0	0
16:00	204	24.1	19.2	4.5	0	2	45	89	59	8	1	0	0	0	0	0
17:00	299	24.4	19.6	4.6	1	1	61	123	99	12	2	0	0	0	0	0
18:00	190	24.7	20.1	4.6	0	1	36	63	82	6	2	0	0	0	0	0
19:00	174	25	20.6	4.6	0	0	26	65	70	10	3	0	0	0	0	0
20:00	166	25	21.2	3.6	0	0	6	74	76	10	0	0	0	0	0	0
21:00	89	26.5	22.3	4.8	0	0	6	28	40	11	4	0	0	0	0	0
22:00	66	27.9	24.4	3.2	0	0	0	5	45	15	1	0	0	0	0	0
23:00	49	29.3	24.9	4.1	0	0	0	7	23	17	2	0	0	0	0	0
12H,7-19	2528	24.6	19.5	4.9	5	28	560	952	849	120	12	0	0	0	0	2
16H,6-22	3012	24.8	19.8	4.8	5	28	598	1122	1072	163	22	0	0	0	0	2
18H,6-24	3127	24.9	20	4.9	5	28	598	1134	1140	195	25	0	0	0	0	2
24H,0-24	3218	25	20.1	4.9	5	30	601	1146	1194	212	28	0	0	0	0	2

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 24-Sep-21																
00:00	22	25.7	21.5	5.9	0	2	2	2	13	3	0	0	0	0	0	0
01:00	7	-	15.6	3.1	0	0	4	3	0	0	0	0	0	0	0	0
02:00	5	-	24.5	4.4	0	0	0	1	2	2	0	0	0	0	0	0
03:00	11	25.6	24	3	0	0	0	1	8	2	0	0	0	0	0	0
04:00	7	-	22.1	4.9	0	0	1	1	4	1	0	0	0	0	0	0
05:00	39	27.8	23.8	3.9	0	0	1	6	22	10	0	0	0	0	0	0
06:00	68	25.9	23.9	3	0	0	0	6	52	9	1	0	0	0	0	0
07:00	132	28.3	23.7	4.2	0	1	3	22	69	37	0	0	0	0	0	0
08:00	220	25.8	21.2	4.7	0	0	31	68	92	28	1	0	0	0	0	0
09:00	249	24.4	19	5	0	6	67	87	75	13	1	0	0	0	0	0
10:00	218	24	18.5	4.8	0	4	68	81	53	12	0	0	0	0	0	0
11:00	217	24.4	19.4	4.7	0	0	58	77	71	9	2	0	0	0	0	0
12:00	225	24.5	19	5.1	0	7	63	67	77	11	0	0	0	0	0	0
13:00	232	24.9	19.4	5.2	0	2	65	75	71	16	3	0	0	0	0	0
14:00	184	24.5	18.9	5.1	0	4	53	65	49	12	1	0	0	0	0	0
15:00	251	24.6	19.3	5	0	4	68	77	88	13	1	0	0	0	0	0
16:00	246	24.7	19.7	4.7	0	4	50	92	84	16	0	0	0	0	0	0
17:00	255	24.8	20.1	4.6	0	2	41	107	88	14	3	0	0	0	0	0
18:00	231	23.7	18.7	4.6	0	9	46	110	58	7	1	0	0	0	0	0
19:00	202	24.8	20	4.6	1	2	24	100	58	16	1	0	0	0	0	0
20:00	143	25.4	21.5	4.3	0	0	11	51	67	13	0	1	0	0	0	0
21:00	101	26.1	22.2	4.6	0	0	3	40	42	13	2	1	0	0	0	0
22:00	76	25.3	22.3	3.4	0	0	3	16	53	4	0	0	0	0	0	0
23:00	76	27.9	23.5	4.1	0	0	0	20	38	16	2	0	0	0	0	0
12H,7-19	2660	24.9	19.6	5	0	43	613	928	875	188	13	0	0	0	0	0
16H,6-22	3174	25	19.9	4.9	1	45	651	1125	1094	239	17	2	0	0	0	0
18H,6-24	3326	25.1	20	4.9	1	45	654	1161	1185	259	19	2	0	0	0	0
24H,0-24	3417	25.1	20.1	4.9	1	47	662	1175	1234	277	19	2	0	0	0	0

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 25-Sep-21																
00:00	52	27.2	23.4	3.7	0	0	0	12	29	11	0	0	0	0	0	0
01:00	29	25.8	23.5	3	0	0	0	4	21	4	0	0	0	0	0	0
02:00	16	29.2	22.9	7.4	0	2	1	2	3	8	0	0	0	0	0	0
03:00	8	-	25.4	3.9	0	0	0	0	6	1	1	0	0	0	0	0
04:00	13	28.6	25	3.5	0	0	0	1	7	5	0	0	0	0	0	0
05:00	31	27.3	23.2	4.3	0	0	2	5	17	7	0	0	0	0	0	0
06:00	41	26.3	23.7	3.5	0	0	0	6	28	6	1	0	0	0	0	0
07:00	97	25.5	22.3	3.9	0	1	4	21	62	9	0	0	0	0	0	0
08:00	210	24.1	18.6	4.8	0	2	70	68	62	8	0	0	0	0	0	0
09:00	229	24.1	19.2	4.4	0	2	51	100	67	9	0	0	0	0	0	0
10:00	257	24.4	19.3	4.7	0	3	57	110	70	17	0	0	0	0	0	0
11:00	259	22.8	17.7	4.8	0	10	91	100	53	3	0	2	0	0	0	0
12:00	279	23.7	18.7	4.5	0	6	68	121	77	6	1	0	0	0	0	0
13:00	249	24.3	19.4	4.4	0	1	48	119	66	15	0	0	0	0	0	0
14:00	233	24.4	19	4.8	1	1	67	80	72	12	0	0	0	0	0	0
15:00	203	23.8	18.8	4.5	0	3	50	89	54	7	0	0	0	0	0	0
16:00	212	24.8	19.6	4.8	0	1	50	81	63	17	0	0	0	0	0	0
17:00	257	24	19.1	4.4	0	2	60	108	79	8	0	0	0	0	0	0
18:00	223	24.2	19.5	4.2	0	0	42	106	64	11	0	0	0	0	0	0
19:00	153	25.9	21.8	4.6	0	0	14	49	68	19	3	0	0	0	0	0
20:00	99	25.4	21.4	4.2	0	0	8	35	46	10	0	0	0	0	0	0
21:00	84	26.7	23	4.2	0	0	3	19	47	13	2	0	0	0	0	0
22:00	51	27.6	24.3	3.9	0	0	0	6	34	9	1	1	0	0	0	0
23:00	69	25.8	23.1	3.2	0	0	0	14	46	9	0	0	0	0	0	0
12H,7-19	2708	24.2	19.1	4.6	1	32	658	1103	789	122	1	2	0	0	0	0
16H,6-22	3085	24.5	19.5	4.7	1	32	683	1212	978	170	7	2	0	0	0	0
18H,6-24	3205	24.7	19.6	4.7	1	32	683	1232	1058	188	8	3	0	0	0	0
24H,0-24	3354	24.8	19.8	4.8	1	34	686	1256	1141	224	9	3	0	0	0	0

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 26-Sep-21																
00:00	60	25.6	22.7	4.1	0	0	1	17	35	6	0	1	0	0	0	0
01:00	39	27.8	24.1	3.4	0	0	0	5	24	10	0	0	0	0	0	0
02:00	31	25.7	23	3.6	0	0	1	5	21	4	0	0	0	0	0	0
03:00	20	29.5	25.5	5.7	0	0	0	3	10	5	0	2	0	0	0	0
04:00	18	29.5	25.2	4.4	0	0	0	2	10	4	2	0	0	0	0	0
05:00	12	29.9	25.2	5.9	0	0	1	2	2	6	1	0	0	0	0	0
06:00	27	25.5	22.6	3.7	0	0	1	6	17	3	0	0	0	0	0	0
07:00	48	26.9	22.9	4.6	0	0	2	13	24	7	2	0	0	0	0	0
08:00	123	25.6	22.2	3.8	0	0	2	44	63	13	1	0	0	0	0	0
09:00	182	25	20.6	4.8	0	1	28	62	79	9	2	1	0	0	0	0
10:00	307	22.5	17.8	4.3	0	10	90	142	60	5	0	0	0	0	0	0
11:00	210	23.6	18.1	4.8	0	6	72	71	55	6	0	0	0	0	0	0
12:00	243	24.5	19	5.1	0	6	72	72	81	10	2	0	0	0	0	0
13:00	208	24.3	19	4.8	0	6	54	69	72	7	0	0	0	0	0	0
14:00	202	23.7	18.2	5	1	8	58	79	47	8	1	0	0	0	0	0
15:00	177	24.7	19.9	4.6	0	0	36	67	63	10	1	0	0	0	0	0
16:00	113	25.3	22.2	3.7	0	0	3	32	71	6	0	1	0	0	0	0
17:00	122	25.9	22.8	3.8	0	0	0	38	66	16	2	0	0	0	0	0
18:00	120	25.1	21.6	3.5	0	0	3	46	64	7	0	0	0	0	0	0
19:00	86	25.5	22.8	3.4	0	0	2	16	61	6	1	0	0	0	0	0
20:00	70	28.9	24.9	3.8	0	0	0	6	43	17	4	0	0	0	0	0
21:00	45	27.7	23.5	4	0	0	1	9	24	11	0	0	0	0	0	0
22:00	51	25.2	22.2	3.2	0	0	0	16	32	3	0	0	0	0	0	0
23:00	30	25.4	23.2	2.7	0	0	0	4	24	2	0	0	0	0	0	0
12H,7-19	2055	24.7	19.7	4.8	1	37	420	735	745	104	11	2	0	0	0	0
16H,6-22	2283	25	20.1	4.9	1	37	424	772	890	141	16	2	0	0	0	0
18H,6-24	2364	25	20.2	4.8	1	37	424	792	946	146	16	2	0	0	0	0
24H,0-24	2544	25.2	20.4	4.9	1	37	427	826	1048	181	19	5	0	0	0	0

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 27-Sep-21																
00:00	22	25.2	21.9	4.7	0	1	2	1	17	1	0	0	0	0	0	0
01:00	12	25.3	23.9	5.2	0	0	0	2	9	0	0	1	0	0	0	0
02:00	6	-	23.5	1.6	0	0	0	0	6	0	0	0	0	0	0	0
03:00	8	-	22.9	3.5	0	0	0	2	5	1	0	0	0	0	0	0
04:00	9	-	21.8	4.5	0	0	1	2	5	1	0	0	0	0	0	0
05:00	31	27.3	22.9	4.7	0	1	0	8	15	7	0	0	0	0	0	0
06:00	40	27.8	23.9	3.8	0	0	1	5	24	10	0	0	0	0	0	0
07:00	91	25.5	22.6	3.8	0	0	3	20	60	7	0	1	0	0	0	0
08:00	169	24.8	19.9	4.7	0	1	37	53	68	10	0	0	0	0	0	0
09:00	183	24.8	19.5	5	0	1	50	56	63	12	1	0	0	0	0	0
10:00	199	24.3	19.2	4.7	1	2	44	82	61	8	1	0	0	0	0	0
11:00	193	24.6	19.2	4.9	0	2	54	62	64	11	0	0	0	0	0	0
12:00	226	24.2	18.9	5	0	7	59	81	69	8	2	0	0	0	0	0
13:00	230	25	19.7	5	0	2	58	70	82	17	1	0	0	0	0	0
14:00	166	24.3	18.9	4.9	0	2	49	58	48	8	1	0	0	0	0	0
15:00	170	24.2	19.2	4.5	0	2	41	63	60	4	0	0	0	0	0	0
16:00	194	24.3	19.2	5.2	0	2	49	82	47	10	2	2	0	0	0	0
17:00	228	23.1	18.6	4.2	0	0	58	116	47	6	1	0	0	0	0	0
18:00	183	24.6	19.9	4.4	0	0	35	69	71	8	0	0	0	0	0	0
19:00	169	24.7	20.1	4.6	0	1	25	79	51	10	3	0	0	0	0	0
20:00	132	25.1	21.1	4.1	0	1	10	50	62	9	0	0	0	0	0	0
21:00	69	27.5	23.2	4.5	0	1	3	11	39	14	1	0	0	0	0	0
22:00	46	25.7	23	4.3	0	1	1	8	29	6	1	0	0	0	0	0
23:00	38	25	22.1	3.6	0	1	0	9	27	1	0	0	0	0	0	0
12H,7-19	2232	24.6	19.4	4.8	1	21	537	812	740	109	9	3	0	0	0	0
16H,6-22	2642	24.8	19.7	4.8	1	24	576	957	916	152	13	3	0	0	0	0
18H,6-24	2726	24.8	19.8	4.8	1	26	577	974	972	159	14	3	0	0	0	0
24H,0-24	2814	24.9	19.9	4.8	1	28	580	989	1029	169	14	4	0	0	0	0

10750		WATERLOOVILLE			Site No: 10750004		Location Site 4 - Elettra Av Waterloo N of Lidl access									
Wed 22-Sep-21 to Tue 28-Sep-21					Channel: Southbound											
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 28-Sep-21																
00:00	16	25.6	22.9	3.4	0	0	0	4	10	2	0	0	0	0	0	0
01:00	12	24.5	22.7	5.3	0	0	1	3	6	1	1	0	0	0	0	0
02:00	9	-	22.9	3.3	0	0	0	2	6	1	0	0	0	0	0	0
03:00	8	-	24.1	4.4	0	0	0	2	3	3	0	0	0	0	0	0
04:00	14	27	19.9	7.8	0	2	3	2	4	2	1	0	0	0	0	0
05:00	31	25.8	23.8	3.5	0	0	0	4	22	4	1	0	0	0	0	0
06:00	55	26.7	24.1	3.5	0	0	0	5	40	9	0	1	0	0	0	0
07:00	87	25.7	22.5	4	0	1	2	22	52	9	1	0	0	0	0	0
08:00	162	25.1	20.6	4.7	0	2	27	44	79	9	1	0	0	0	0	0
09:00	204	24.3	19.5	4.5	0	1	41	89	63	8	2	0	0	0	0	0
10:00	207	24.8	20	4.7	0	1	42	72	80	10	2	0	0	0	0	0
11:00	212	24.2	18.8	4.7	0	2	65	71	66	8	0	0	0	0	0	0
12:00	213	23.9	18.6	4.7	0	7	55	85	58	8	0	0	0	0	0	0
13:00	238	23.9	18.8	4.5	0	3	60	101	66	8	0	0	0	0	0	0
14:00	157	24.1	19.1	4.5	0	1	40	62	49	4	1	0	0	0	0	0
15:00	178	24.3	19	4.7	0	1	52	60	58	6	1	0	0	0	0	0
16:00	218	24	19	4.7	0	4	52	93	60	8	0	1	0	0	0	0
17:00	197	25.2	20.1	5.1	0	3	35	78	60	19	1	1	0	0	0	0
18:00	195	24.7	19.5	4.9	0	4	38	84	53	15	1	0	0	0	0	0
19:00	124	25.2	21.6	4.3	0	0	10	40	65	7	1	1	0	0	0	0
20:00	110	24.4	19.9	4.2	0	0	19	46	41	4	0	0	0	0	0	0
21:00	73	25.5	21.5	4.5	0	0	7	24	34	7	1	0	0	0	0	0
22:00	64	25.5	21.6	4.8	0	2	4	18	33	6	1	0	0	0	0	0
23:00	39	26.5	22.7	5.4	0	3	0	5	24	6	1	0	0	0	0	0
12H,7-19	2268	24.5	19.5	4.8	0	30	509	861	744	112	10	2	0	0	0	0
16H,6-22	2630	24.7	19.7	4.8	0	30	545	976	924	139	12	4	0	0	0	0
18H,6-24	2733	24.8	19.8	4.8	0	35	549	999	981	151	14	4	0	0	0	0
24H,0-24	2823	24.8	19.9	4.8	0	37	553	1016	1032	164	17	4	0	0	0	0

10750 WATERLOOVILLE Site No: 10750004 Location Site 4 - Elettra Av Waterloo N of Lidl access
 Wed 22-Sep-21 to Tue 28-Sep-21 Channel: Southbound

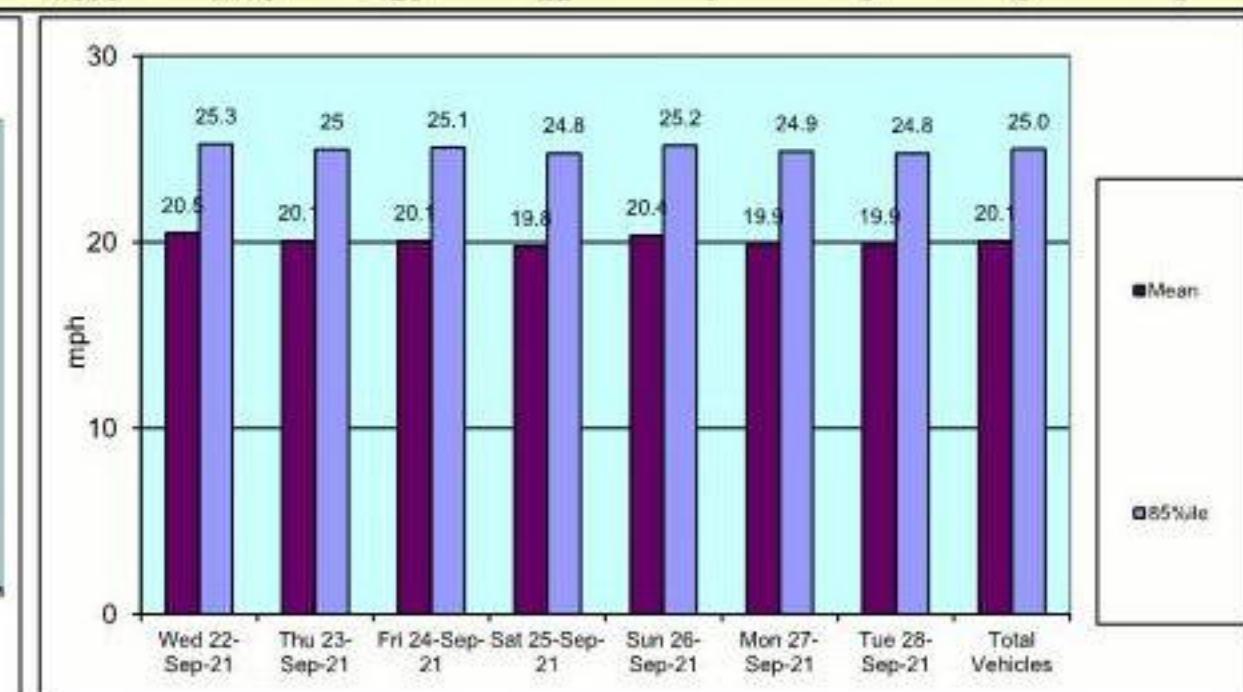
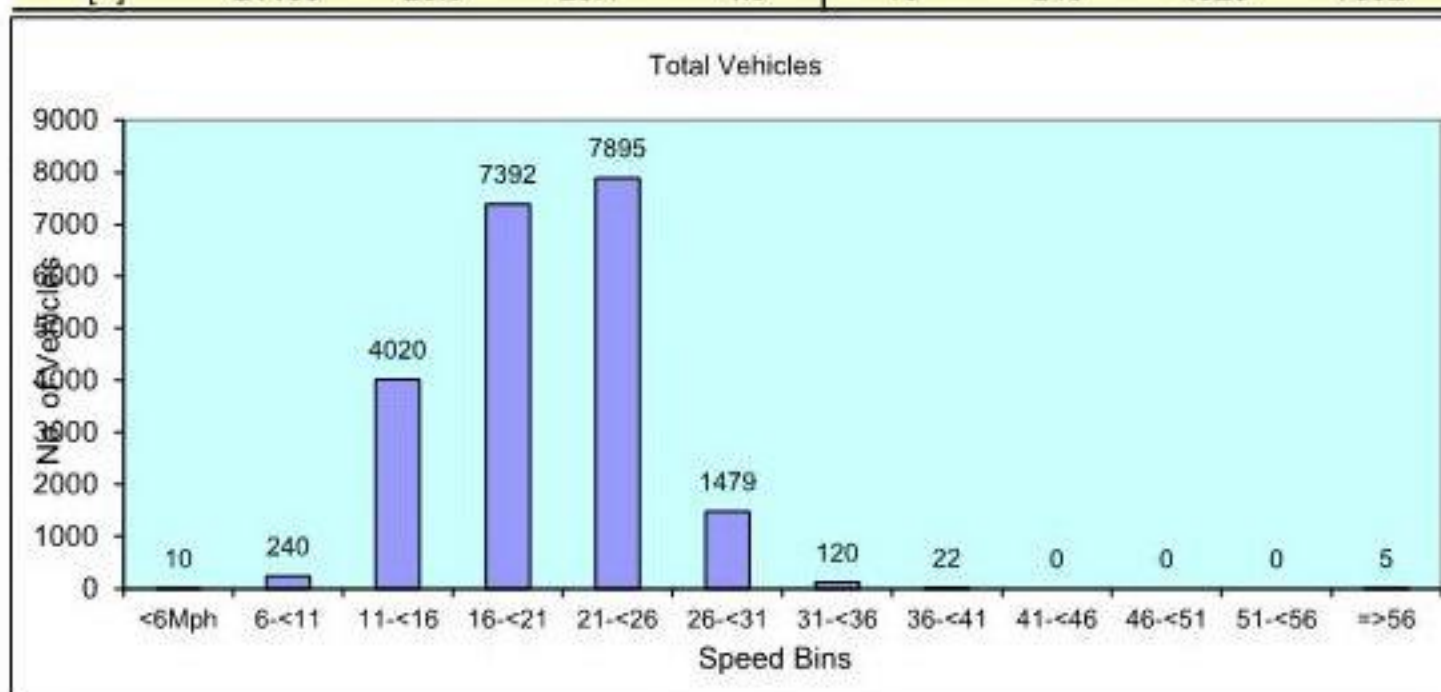
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Wed 22-Sep-21	3013	25.3	20.5	5	1	27	511	984	1217	252	14	4	0	0	0	3
Thu 23-Sep-21	3218	25	20.1	4.9	5	30	601	1146	1194	212	28	0	0	0	0	2
Fri 24-Sep-21	3417	25.1	20.1	4.9	1	47	662	1175	1234	277	19	2	0	0	0	0
Sat 25-Sep-21	3354	24.8	19.8	4.8	1	34	686	1256	1141	224	9	3	0	0	0	0
Sun 26-Sep-21	2544	25.2	20.4	4.9	1	37	427	826	1048	181	19	5	0	0	0	0
Mon 27-Sep-21	2814	24.9	19.9	4.8	1	28	580	989	1029	169	14	4	0	0	0	0
Tue 28-Sep-21	2823	24.8	19.9	4.8	0	37	553	1016	1032	164	17	4	0	0	0	0

Total Vehicles

[--]	21183	25.0	20.1	4.9	10	240	4020	7392	7895	1479	120	22	0	0	0	5
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Appendix D

Junctions 10															
PICADY 10 - Priority Intersection Module															
Version: 10.0.2.1574															
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Filename: Waterloo Park - Site Access Picady.j10

Path: P:\19000's\19235\Technical

Report generation date: 25/10/2021 16:37:06

- »2021, AM
- »2021, PM
- »2021 [D3], Saturday Peak

Summary of junction performance

	AM						PM						Saturday Peak					
	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	LOS	Res Cap
	2021																	
Stream B-AC	D1	0.2	7.11	0.17	A	227 %	D2	0.8	11.14	0.45	B	73 %						
Stream C-AB		0.3	6.96	0.25	A	[Stream C-AB]		0.5	8.14	0.33	A	[Stream B-AC]						
	2021 [D3]																	
Stream B-AC													D3	0.9	11.82	0.48	B	63 %
Stream C-AB														0.8	9.59	0.43	A	[Stream B-AC]

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 Av. delay per arriving vehicle. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	25/10/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DTA\arcady
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2021	AM	ONE HOUR	07:45	09:15	15	✓
D2	2021	PM	ONE HOUR	16:45	18:15	15	✓
D3	2021 [D3]	Saturday Peak	ONE HOUR	11:45	13:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2021, 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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.06	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	227	Stream C-AB	4.06	A

Arms

Arms

Arm	Name	Description	Arm type
A	Waterloo Park (S)		Major
B	Site Access		Minor
C	Waterloo Park (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Waterloo Park (N)	7.00		✓	3.80	55.0	✓	5.00

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 - Site Access	One lane	3.00	32	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	496	0.086	0.219	0.137	0.312
B-C	635	0.093	0.235	-	-
C-B	711	0.264	0.264	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D1	2021	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Waterloo Park (S)		ONE HOUR	✓	88	100.000
B - Site Access		ONE HOUR	✓	96	100.000
C - Waterloo Park (N)		ONE HOUR	✓	246	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Waterloo Park (S)	B - Site Access	C - Waterloo Park (N)
From	A - Waterloo Park (S)	0	0	88
	B - Site Access	0	0	96
	C - Waterloo Park (N)	93	153	0

Vehicle Mix

HV %s

	To			
		A - Waterloo Park (S)	B - Site Access	C - Waterloo Park (N)
From	A - Waterloo Park (S)	0	0	0
	B - Site Access	0	0	0
	C - Waterloo Park (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.17	7.11	0.2	A	88	132
C-AB	0.25	6.96	0.3	A	140	211
C-A					85	128
AB					0	0
AC					81	121

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	619	0.117	72	0.0	0.1	6.572	A
C-AB	115	29	694	0.166	114	0.0	0.2	6.205	A
C-A	70	18			70				
AB	0	0			0				
AC	66	17			66				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	22	616	0.140	86	0.1	0.2	6.792	A
C-AB	138	34	690	0.199	137	0.2	0.2	6.507	A
C-A	84	21			84				
AB	0	0			0				
AC	79	20			79				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	26	612	0.173	106	0.2	0.2	7.108	A
C-AB	168	42	686	0.246	168	0.2	0.3	6.949	A
C-A	102	26			102				
AB	0	0			0				
AC	97	24			97				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	106	26	612	0.173	106	0.2	0.2	7.111	A
C-AB	168	42	686	0.246	168	0.3	0.3	6.957	A
C-A	102	26			102				
AB	0	0			0				
AC	97	24			97				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	86	22	616	0.140	86	0.2	0.2	6.802	A
C-AB	138	34	690	0.199	138	0.3	0.3	6.519	A
C-A	84	21			84				
AB	0	0			0				
AC	79	20			79				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	18	619	0.117	72	0.2	0.1	6.588	A
C-AB	115	29	694	0.166	115	0.3	0.2	6.227	A
C-A	70	18			70				
AB	0	0			0				
AC	66	17			66				

2021, PM

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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.53	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	73	Stream B-AC	5.53	A

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)	Run automatically
D2	2021	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Waterloo Park (S)		ONE HOUR	✓	166	100.000
B - Site Access		ONE HOUR	✓	244	100.000
C - Waterloo Park (N)		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Waterloo Park (S)	B - Site Access	C - Waterloo Park (N)
From	A - Waterloo Park (S)	0	0	166
	B - Site Access	0	0	244
	C - Waterloo Park (N)	177	201	0

Vehicle Mix

HV %s

	To			
		A - Waterloo Park (S)	B - Site Access	C - Waterloo Park (N)
From	A - Waterloo Park (S)	0	0	0
	B - Site Access	0	0	0
	C - Waterloo Park (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.45	11.14	0.8	B	224	336
C-AB	0.33	8.14	0.5	A	185	277
C-A					162	243
AB					0	0
AC					152	228

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	184	46	605	0.304	182	0.0	0.4	8.472	A
C-AB	151	38	678	0.223	150	0.0	0.3	6.802	A
C-A	133	33			133				
AB	0	0			0				
AC	125	31			125				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	600	0.366	219	0.4	0.6	9.440	A
C-AB	181	45	672	0.269	180	0.3	0.4	7.315	A
C-A	159	40			159				
AB	0	0			0				
AC	149	37			149				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	269	67	592	0.454	268	0.6	0.8	11.077	B
C-AB	222	55	664	0.334	221	0.4	0.5	8.118	A
C-A	195	49			195				
AB	0	0			0				
AC	183	46			183				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	269	67	592	0.454	269	0.8	0.8	11.140	B
C-AB	222	55	664	0.334	222	0.5	0.5	8.137	A
C-A	195	49			195				
AB	0	0			0				
AC	183	46			183				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	55	600	0.366	220	0.8	0.6	9.516	A
C-AB	181	45	672	0.269	181	0.5	0.4	7.342	A
C-A	159	40			159				
AB	0	0			0				
AC	149	37			149				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	184	46	605	0.304	184	0.6	0.4	8.565	A
C-AB	151	38	678	0.223	152	0.4	0.3	6.840	A
C-A	133	33			133				
AB	0	0			0				
AC	125	31			125				

2021 [D3], Saturday Peak

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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.10	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	63	Stream B-AC	6.10	A

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)	Run automatically
D3	2021 [D3]	Saturday Peak	ONE HOUR	11:45	13:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A - Waterloo Park (S)		ONE HOUR	✓	182	100.000
B - Site Access		ONE HOUR	✓	257	100.000
C - Waterloo Park (N)		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Waterloo Park (S)	B - Site Access	C - Waterloo Park (N)
From	A - Waterloo Park (S)	0	0	182
	B - Site Access	0	0	257
	C - Waterloo Park (N)	208	259	0

Vehicle Mix

HV %s

	To			
		A - Waterloo Park (S)	B - Site Access	C - Waterloo Park (N)
From	A - Waterloo Park (S)	0	0	0
	B - Site Access	0	0	0
	C - Waterloo Park (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.48	11.82	0.9	B	236	354
C-AB	0.43	9.59	0.8	A	238	357
C-A					190	285
A-B					0	0
A-C					167	251

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	602	0.321	192	0.0	0.5	8.725	A
C-AB	195	49	676	0.289	193	0.0	0.4	7.445	A
C-A	157	39			157				
A-B	0	0			0				
A-C	137	34			137				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	58	596	0.388	230	0.5	0.6	9.827	A
C-AB	233	58	669	0.348	233	0.4	0.5	8.237	A
C-A	187	47			187				
A-B	0	0			0				
A-C	164	41			164				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	71	588	0.482	282	0.6	0.9	11.730	B
C-AB	287	72	662	0.433	286	0.5	0.8	9.546	A
C-A	228	57			228				
A-B	0	0			0				
A-C	200	50			200				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	71	588	0.482	283	0.9	0.9	11.815	B
C-AB	287	72	662	0.433	287	0.8	0.8	9.590	A
C-A	228	57			228				
A-B	0	0			0				
A-C	200	50			200				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	58	596	0.388	232	0.9	0.6	9.919	A
C-AB	233	58	669	0.348	234	0.8	0.5	8.290	A
C-A	187	47			187				
AB	0	0			0				
AC	164	41			164				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	193	48	602	0.321	194	0.6	0.5	8.831	A
C-AB	195	49	676	0.289	196	0.5	0.4	7.509	A
C-A	157	39			157				
AB	0	0			0				
AC	137	34			137				



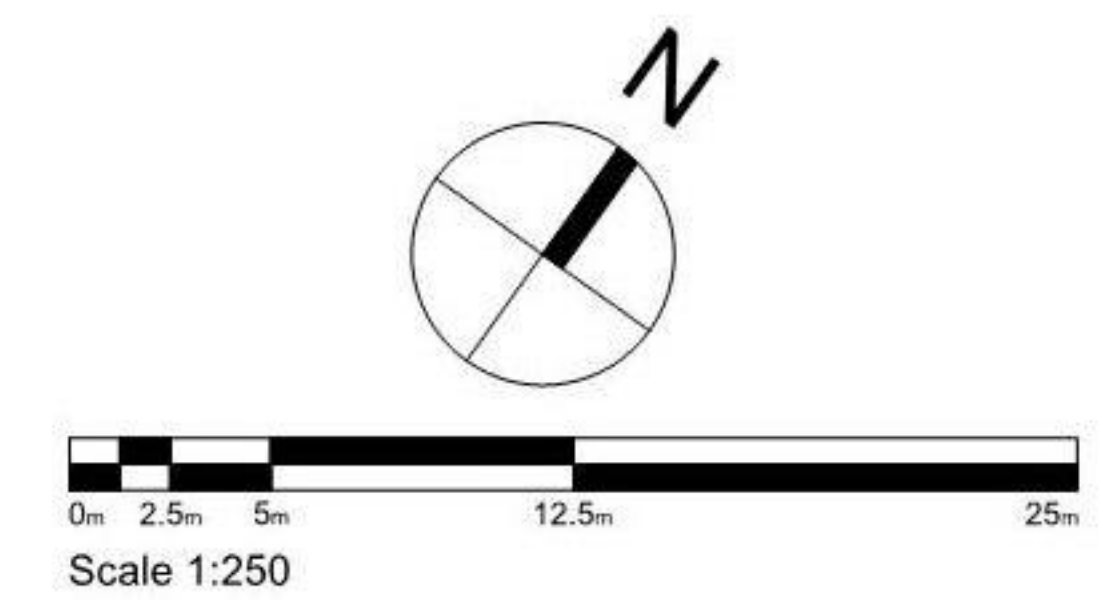
Appendix E



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Rev	Amendments	by	chkd	Date
P01	FIRST ISSUE	SD	LJ	04/10/21
P02	Additional Pedestrian access-way created. Parking adjusted.	SD	LJ	22/10/21
P03	Notes amended/removed following receipt of comments.	SD	LJ	28/10/21
P04	Unit C loading zone identified	SD	LJ	09/11/21
P05	Highways / visibility lines added/amended following RSA review by DTA.	SD	LJ	15/11/21
P06	Retail unit trolley storage updated. Loading ramp & retaining walls indicated. Trees updated.	SD	LJ	23/11/21

- TOTAL 170 CAR PARKING BAYS**
- EXCLUDES:**
- 'ORDER WAITING BAYS'
 - LOADING BAYS
- ASSUMES:**
- 6no. UNIT A (STAFF ONLY)
 - 112no. UNIT A (CUSTOMER)
 - 27no. UNIT B
 - 25no. UNIT C
 - 8no. PARENT & CHILD (4%)
 - 9no. ACCESSIBLE BAYS (5%)
 - TBC EV BAYS
- NOTES:**
- Soft landscaping shown indicatively, refer to details by **Bradford-Smith Landscape Architects** for detail.
 - Pink Dashed lines denote 'visibility splays', refer to Highways/Transport details by **DTA** for detail.



Drawing is based on information provided by Client ref. LDA, "1618 PL_072 P19".

Layout assumed to meet any necessary and previously agreed tenant requirements.

Note:
This drawing is to be read in conjunction with all relevant Architectural, Structural, Civil, MEP, and Specialist Subcontractor drawings, specifications schedules and information.

Note: WIP
This drawing is subject to further coordination and statutory approvals, including Planning. Resultant amendments may be necessary following receipt and coordination of Consultant/ Building Control/ Fire/ Acoustic Engineer and Subcontractor/ Supplier Information.

Project
**HARGREAVES
WATERLOO PARK
WATERLOOVILLE**

Drawn By Checked By HNW Project No. Date Created
SD - 21A77 SEPT 21

Scale
A1- 1:250

Drawing Title
PROPOSED SITE LAYOUT

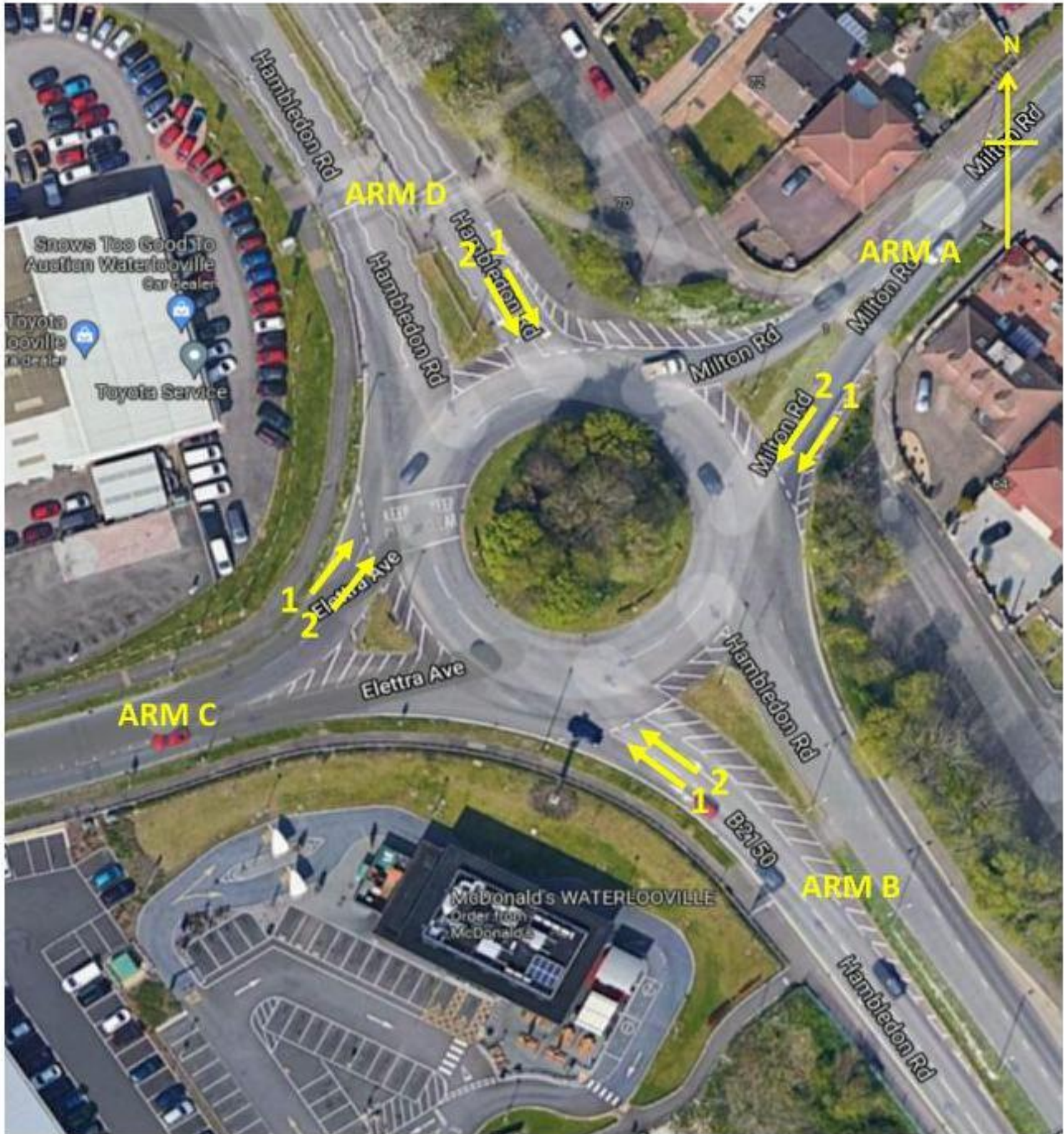
Drawing Status PRELIMINARY	Revision P06
Drawing Number 21A77-HNW-ZZ-ZZ-DR-A-2100	
61 North Street, Chichester, West Sussex, PO19 1NB	

hnw architects



Appendix F

SITE: 1		DATE: 24th & 25th SEPTEMBER 2021
LOCATION: MILTON RD / HAMBLEDON RD / ELLETTA AV		DAY: FRIDAY & SATURDAY



JOB TITLE: WATERLOOVILLE	JOB NUMBER: 10750
--------------------------	-------------------

QUEUE LENGTHS

JOB REF: 10750

SU

JOB NAME: WATERLOOVILLE

SITE: 1

DATE:

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV / HAMBLEDON RD (N)

DAY:

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A MILTON RD		ARM B HAMBLEDON RD (S)		ARM C ELETTRA AV		ARM D HAMBLEDON RD (N)		TIME	ARM A MILTON RD		ARM B HAMBLEDON RD (S)		ARM C ELETTRA AV	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:30	0	0	2	8	0	0	0	0	16:30	0	0	14+	0	10	9
07:35	6	0	0	0	0	0	0	0	16:35	0	0	0	0	4	9
07:40	0	0	0	0	1	1	0	0	16:40	0	0	7	7	1	15
07:45	0	0	0	0	0	0	0	0	16:45	2	0	12+	0	5	15
07:50	0	0	0	0	0	0	1	3	16:50	1	0	8	4	8	15
07:55	3	0	0	0	2	0	2	0	16:55	1	0	0	0	3	6
08:00	1	0	0	0	0	2	2	0	17:00	0	0	0	0	1	7
08:05	0	0	0	0	0	0	0	1	17:05	0	0	0	0	7	15
08:10	3	0	4	0	1	0	0	1	17:10	2	0	0	0	2	15
08:15	1	0	0	0	1	0	4	2	17:15	0	0	1	3	0	7
08:20	6+	0	0	0	2	0	1	0	17:20	0	0	0	0	0	15
08:25	0	0	0	0	1	0	0	0	17:25	0	0	0	0	2	15
08:30	4	0	0	0	0	0	0	1	17:30	0	0	12+	12+	6	0
08:35	0	0	0	0	1	0	0	0	17:35	0	0	6	0	5	14
08:40	0	0	0	0	0	0	3	1	17:40	0	0	0	0	0	15
08:45	0	0	0	0	0	0	3	2	17:45	0	0	0	0	1	5
08:50	6+	0	4	0	0	0	3	1	17:50	0	0	0	0	0	0
08:55	0	0	0	0	0	1	0	3	17:55	0	0	0	0	3	10
09:00	6+	0	0	0	3	2	3	2	18:00	0	0	0	0	0	0
09:05	0	0	0	0	4	0	3	2	18:05	0	0	2	1	0	3
09:10	0	0	0	0	2	0	4	2	18:10	0	0	12+	0	2	9
09:15	0	0	0	0	2	0	3	2	18:15	0	0	0	0	0	15
09:20	6+	0	4	0	0	0	5	1	18:20	4	0	0	0	0	0
09:25	6+	0	0	0	0	0	7	6	18:25	2	0	0	0	0	0

[illegible]

DATE	DESCRIPTION	AMOUNT	CHECK NO.	ACCOUNT	BALANCE	DATE	DESCRIPTION	AMOUNT	CHECK NO.	ACCOUNT	BALANCE
1/1/2024	OPENING BALANCE	100.00		CHECKING	100.00	1/2/2024	DEPOSIT	50.00		CHECKING	150.00
1/3/2024	PAYROLL	25.00	101	CHECKING	125.00	1/4/2024	DEPOSIT	75.00		CHECKING	200.00
1/5/2024	RENT	150.00	102	CHECKING	50.00	1/6/2024	DEPOSIT	100.00		CHECKING	150.00
1/7/2024	UTILITIES	20.00	103	CHECKING	30.00	1/8/2024	DEPOSIT	125.00		CHECKING	275.00
1/9/2024	FOOD	10.00	104	CHECKING	20.00	1/10/2024	DEPOSIT	150.00		CHECKING	425.00
1/11/2024	TRANSPORT	30.00	105	CHECKING	0.00	1/12/2024	DEPOSIT	175.00		CHECKING	600.00
1/13/2024	SALES	100.00	106	CHECKING	100.00	1/14/2024	DEPOSIT	200.00		CHECKING	800.00
1/15/2024	RENT	150.00	107	CHECKING	0.00	1/16/2024	DEPOSIT	225.00		CHECKING	1025.00
1/17/2024	UTILITIES	20.00	108	CHECKING	0.00	1/18/2024	DEPOSIT	250.00		CHECKING	1275.00
1/19/2024	FOOD	10.00	109	CHECKING	0.00	1/20/2024	DEPOSIT	275.00		CHECKING	1550.00
1/21/2024	TRANSPORT	30.00	110	CHECKING	0.00	1/22/2024	DEPOSIT	300.00		CHECKING	1850.00
1/23/2024	SALES	100.00	111	CHECKING	100.00	1/24/2024	DEPOSIT	325.00		CHECKING	2175.00
1/25/2024	RENT	150.00	112	CHECKING	0.00	1/26/2024	DEPOSIT	350.00		CHECKING	2525.00
1/27/2024	UTILITIES	20.00	113	CHECKING	0.00	1/28/2024	DEPOSIT	375.00		CHECKING	2900.00
1/29/2024	FOOD	10.00	114	CHECKING	0.00	1/30/2024	DEPOSIT	400.00		CHECKING	3300.00
1/31/2024	TRANSPORT	30.00	115	CHECKING	0.00						

2024-2025		2025-2026		2026-2027	
Year	Month	Year	Month	Year	Month
2024	1	2025	1	2026	1
2024	2	2025	2	2026	2
2024	3	2025	3	2026	3
2024	4	2025	4	2026	4
2024	5	2025	5	2026	5
2024	6	2025	6	2026	6
2024	7	2025	7	2026	7
2024	8	2025	8	2026	8
2024	9	2025	9	2026	9
2024	10	2025	10	2026	10
2024	11	2025	11	2026	11
2024	12	2025	12	2026	12

2024-2025		2025-2026		2026-2027	
Year	Month	Year	Month	Year	Month
2024	1	2025	1	2026	1
2024	2	2025	2	2026	2
2024	3	2025	3	2026	3
2024	4	2025	4	2026	4
2024	5	2025	5	2026	5
2024	6	2025	6	2026	6
2024	7	2025	7	2026	7
2024	8	2025	8	2026	8
2024	9	2025	9	2026	9
2024	10	2025	10	2026	10
2024	11	2025	11	2026	11
2024	12	2025	12	2026	12

MSR #1:	4550
MSR NAME:	WATERLOO RD
STRT:	1
LOCATION:	BUTLER RD / WASHINGTON RD (E) / EIGHTH W

[illegible]

DB ID:	1000
DB NAME:	WTFSC00002
PR:	1
LOCATION:	ACTON RD / WASHINGTON ME IN / GLENN W

[illegible]

MANUAL CLASSIFIED COUNTS

JOB ID: 4674
JOB NAME: WASHINGTON ST
SITE: 1
LOCATION: MICH RD / WASHINGTON RD @ EIGHTH ST

TIME	S 801			S 802			S 803			S 804			S 805			S 806			S 807			S 808			S 809			S 810			S 811			S 812			S 813			S 814			S 815			S 816			S 817			S 818			S 819			S 820			S 821			S 822			S 823			S 824			S 825			S 826			S 827			S 828			S 829			S 830			S 831			S 832			S 833			S 834			S 835			S 836			S 837			S 838			S 839			S 840			S 841			S 842			S 843			S 844			S 845			S 846			S 847			S 848			S 849			S 850			S 851			S 852			S 853			S 854			S 855			S 856			S 857			S 858			S 859			S 860			S 861			S 862			S 863			S 864			S 865			S 866			S 867			S 868			S 869			S 870			S 871			S 872			S 873			S 874			S 875			S 876			S 877			S 878			S 879			S 880			S 881			S 882			S 883			S 884			S 885			S 886			S 887			S 888			S 889			S 890			S 891			S 892			S 893			S 894			S 895			S 896			S 897			S 898			S 899			S 900			S 901			S 902			S 903			S 904			S 905			S 906			S 907			S 908			S 909			S 910			S 911			S 912			S 913			S 914			S 915			S 916			S 917			S 918			S 919			S 920			S 921			S 922			S 923			S 924			S 925			S 926			S 927			S 928			S 929			S 930			S 931			S 932			S 933			S 934			S 935			S 936			S 937			S 938			S 939			S 940			S 941			S 942			S 943			S 944			S 945			S 946			S 947			S 948			S 949			S 950			S 951			S 952			S 953			S 954			S 955			S 956			S 957			S 958			S 959			S 960			S 961			S 962			S 963			S 964			S 965			S 966			S 967			S 968			S 969			S 970			S 971			S 972			S 973			S 974			S 975			S 976			S 977			S 978			S 979			S 980			S 981			S 982			S 983			S 984			S 985			S 986			S 987			S 988			S 989			S 990			S 991			S 992			S 993			S 994			S 995			S 996			S 997			S 998			S 999			S 1000			S 1001			S 1002			S 1003			S 1004			S 1005			S 1006			S 1007			S 1008			S 1009			S 1010			S 1011			S 1012			S 1013			S 1014			S 1015			S 1016			S 1017			S 1018			S 1019			S 1020			S 1021			S 1022			S 1023			S 1024			S 1025			S 1026			S 1027			S 1028			S 1029			S 1030			S 1031			S 1032			S 1033			S 1034			S 1035			S 1036			S 1037			S 1038			S 1039			S 1040			S 1041			S 1042			S 1043			S 1044			S 1045			S 1046			S 1047			S 1048			S 1049			S 1050			S 1051			S 1052			S 1053			S 1054			S 1055			S 1056			S 1057			S 1058			S 1059			S 1060			S 1061			S 1062			S 1063			S 1064			S 1065			S 1066			S 1067			S 1068			S 1069			S 1070			S 1071			S 1072			S 1073			S 1074			S 1075			S 1076			S 1077			S 1078			S 1079			S 1080			S 1081			S 1082			S 1083			S 1084			S 1085			S 1086			S 1087			S 1088			S 1089			S 1090			S 1091			S 1092			S 1093			S 1094			S 1095			S 1096			S 1097			S 1098			S 1099			S 1100			S 1101			S 1102			S 1103			S 1104			S 1105			S 1106			S 1107			S 1108			S 1109			S 1110			S 1111			S 1112			S 1113			S 1114			S 1115			S 1116			S 1117			S 1118			S 1119			S 1120			S 1121			S 1122			S 1123			S 1124			S 1125			S 1126			S 1127			S 1128			S 1129			S 1130			S 1131			S 1132			S 1133			S 1134			S 1135			S 1136			S 1137			S 1138			S 1139			S 1140			S 1141			S 1142			S 1143			S 1144			S 1145			S 1146			S 1147			S 1148			S 1149			S 1150			S 1151			S 1152			S 1153			S 1154			S 1155			S 1156			S 1157			S 1158			S 1159			S 1160			S 1161			S 1162			S 1163			S 1164			S 1165			S 1166			S 1167			S 1168			S 1169			S 1170			S 1171			S 1172			S 1173			S 1174			S 1175			S 1176			S 1177			S 1178			S 1179			S 1180			S 1181			S 1182			S 1183			S 1184			S 1185			S 1186			S 1187			S 1188			S 1189			S 1190			S 1191			S 1192			S 1193			S 1194			S 1195			S 1196			S 1197			S 1198			S 1199			S 1200		
	00:00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00	00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

DTA OUTPUT

AM PEAK 08:00 - 09:00
PM PEAK 17:00 - 18:00

SITE: 1
LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV

A MILTON RD
B HAMBLEDON RD (S)
C ELETTRA AV
D HAMBLEDON RD (N)

Existing					
			AM	ALL VEHICLES	
	A	B	C	D	Total
A	0	419	87	91	597
B	307	28	319	607	1261
C	95	208	0	127	430
D	37	727	101	48	913
Total	439	1382	507	873	3201

PM					
			PM	ALL VEHICLES	
	A	B	C	D	Total
A	0	300	91	53	444
B	469	94	220	664	1447
C	194	347	0	154	695
D	38	550	97	35	720
Total	701	1291	408	906	3306

ACTUAL PEAK HOUR

AM PEAK 08:15 - 09:15
PM PEAK 16:45 - 17:45

AM					
			AM	HGV	
	A	B	C	D	Total
A	0	14	4	2	20
B	18	4	6	30	58
C	6	10	0	8	24
D	5	34	0	3	42
Total	29	62	10	43	144

PM					
			PM	HGV	
	A	B	C	D	Total
A	0	13	1	0	14
B	10	2	0	8	20
C	0	2	0	2	4
D	1	11	0	0	12
Total	11	28	1	10	50

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

TIME	A TO A FROM MILTON RD TO MILTON RD								A TO B FROM MILTON RD TO HAMBLEDON RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	73	6	0	0	1	0	0	80
11:15	0	0	0	0	0	0	0	0	70	5	2	0	3	0	0	80
11:30	0	0	0	0	0	0	0	0	72	10	1	0	2	0	0	85
11:45	0	0	0	0	0	0	0	0	73	6	3	0	2	0	0	84
H/TOT	0	0	0	0	0	0	0	0	288	27	6	0	8	0	0	329
12:00	0	0	0	0	0	0	0	0	73	11	1	0	2	2	0	89
12:15	0	0	0	0	0	0	0	0	75	7	2	0	1	2	0	87
12:30	0	0	0	0	0	0	0	0	63	7	1	0	2	0	0	73
12:45	0	0	0	0	0	0	0	0	82	9	1	0	2	2	0	96
H/TOT	0	0	0	0	0	0	0	0	293	34	5	0	7	6	0	345
13:00	0	0	0	0	0	0	0	0	72	5	2	0	1	0	0	80
13:15	0	0	0	0	0	0	0	0	64	1	1	0	3	1	0	70
13:30	0	0	0	0	0	0	0	0	76	7	0	0	2	0	1	86
13:45	0	0	0	0	0	0	0	0	62	8	0	0	2	1	0	73
H/TOT	0	0	0	0	0	0	0	0	274	21	3	0	8	2	1	309
14:00	0	0	0	0	0	0	0	0	72	8	0	0	1	0	0	81
14:15	0	0	0	0	0	0	0	0	81	4	2	0	2	4	0	93
14:30	0	0	0	0	0	0	0	0	70	5	0	1	2	1	0	79
14:45	0	0	0	0	0	0	0	0	62	7	1	0	2	0	0	72
H/TOT	0	0	0	0	0	0	0	0	285	24	3	1	7	5	0	325
P/TOT	0	0	0	0	0	0	0	0	1140	106	17	1	30	13	1	1308

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

TIME	A TO C FROM MILTON RD TO ELETTRA AV								A TO D FROM MILTON RD TO HAMBLEDON RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	20	1	0	0	0	2	0	23	12	1	0	0	0	0	0	13
11:15	14	2	0	0	0	0	0	16	10	1	0	0	0	0	0	11
11:30	10	4	0	0	0	0	0	14	16	1	0	0	0	0	0	17
11:45	23	3	1	0	0	0	0	27	18	2	0	0	0	0	0	20
H/TOT	67	10	1	0	0	2	0	80	56	5	0	0	0	0	0	61
12:00	20	6	0	0	0	0	0	26	12	1	0	0	0	0	0	13
12:15	17	8	0	0	0	0	0	25	13	1	0	0	0	0	0	14
12:30	8	5	0	0	0	0	0	13	18	1	0	0	0	0	0	19
12:45	9	1	0	0	0	0	0	10	4	0	2	0	0	0	0	6
H/TOT	54	20	0	0	0	0	0	74	47	3	2	0	0	0	0	52
13:00	15	6	0	0	0	0	0	21	17	1	0	0	0	0	0	18
13:15	12	1	0	0	0	0	0	13	9	2	0	0	0	0	0	11
13:30	16	0	0	0	0	0	0	16	10	4	0	0	0	0	0	14
13:45	20	1	0	0	0	0	0	21	9	0	0	0	0	0	0	9
H/TOT	63	8	0	0	0	0	0	71	45	7	0	0	0	0	0	52
14:00	11	0	0	0	0	0	0	11	11	2	0	0	0	0	0	13
14:15	23	1	0	0	0	2	0	26	6	0	0	0	0	0	0	6
14:30	14	0	0	0	0	0	0	14	12	1	1	0	0	0	0	14
14:45	12	2	0	0	0	0	0	14	4	0	0	0	0	2	0	6
H/TOT	60	3	0	0	0	2	0	65	33	3	1	0	0	2	0	39
P/TOT	244	41	1	0	0	4	0	290	181	18	3	0	0	2	0	204

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

TIME	B TO A FROM HAMBLEDON RD (S) TO MILTON RD								B TO B FROM HAMBLEDON RD (S) TO HAMBLEDON RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	71	16	2	0	1	0	0	90	8	1	0	0	0	0	0	9
11:15	87	10	2	0	1	4	1	105	6	0	0	0	0	0	0	6
11:30	82	7	1	0	2	1	0	93	5	0	0	0	0	0	0	5
11:45	74	8	1	0	2	0	0	85	8	0	0	0	0	0	0	8
H/TOT	314	41	6	0	6	5	1	373	27	1	0	0	0	0	0	28
12:00	100	9	0	0	3	0	0	112	7	2	0	0	0	0	0	9
12:15	82	6	2	0	0	0	0	90	4	0	0	0	0	0	0	4
12:30	81	3	1	0	3	4	0	92	4	1	0	0	0	0	0	5
12:45	86	5	0	0	2	3	0	96	3	0	0	0	0	0	0	3
H/TOT	349	23	3	0	8	7	0	390	18	3	0	0	0	0	0	21
13:00	79	6	0	0	1	2	0	88	7	0	0	0	0	0	0	7
13:15	69	5	0	0	2	0	0	76	9	1	0	0	0	0	0	10
13:30	78	7	0	0	2	0	0	87	6	1	0	0	0	0	0	7
13:45	79	9	0	0	1	0	0	89	6	0	0	0	0	0	0	6
H/TOT	305	27	0	0	6	2	0	340	28	2	0	0	0	0	0	30
14:00	74	12	0	1	3	3	0	93	7	1	0	0	0	0	0	8
14:15	78	5	0	0	1	1	0	85	4	0	0	0	0	0	0	4
14:30	79	6	0	0	3	2	0	90	0	0	0	0	0	0	0	0
14:45	73	6	0	0	2	3	0	84	4	0	0	0	0	0	0	4
H/TOT	304	29	0	1	9	9	0	352	15	1	0	0	0	0	0	16
P/TOT	1272	120	9	1	29	23	1	1455	88	7	0	0	0	0	0	95

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

DATE: 24/09/2021

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV

DAY: FRIDAY

TIME	B TO C FROM HAMBLEDON RD (S) TO ELETTRA AV								B TO D FROM HAMBLEDON RD (S) TO HAMBLEDON RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	45	2	0	0	0	0	0	47	115	16	4	0	0	2	0	137
11:15	32	3	0	0	0	0	0	35	147	18	3	0	0	0	0	168
11:30	52	2	1	0	0	0	0	55	124	10	4	1	0	2	0	141
11:45	45	5	0	0	0	1	0	51	128	17	0	0	1	3	0	149
H/TOT	174	12	1	0	0	1	0	188	514	61	11	1	1	7	0	595
12:00	42	3	0	0	0	1	0	46	155	11	1	0	0	2	1	170
12:15	36	11	0	0	0	0	0	47	140	20	1	0	0	5	0	166
12:30	44	7	1	0	0	0	0	52	148	10	2	0	1	1	0	162
12:45	38	6	0	0	0	0	0	44	130	18	3	0	0	2	0	153
H/TOT	160	27	1	0	0	1	0	189	573	59	7	0	1	10	1	651
13:00	39	5	0	0	0	3	0	47	137	10	2	0	0	0	0	149
13:15	38	7	0	0	0	0	0	45	129	13	2	0	0	1	0	145
13:30	39	3	0	0	0	0	0	42	133	9	1	0	1	1	0	145
13:45	39	3	0	0	0	1	0	43	122	12	0	0	0	1	0	135
H/TOT	155	18	0	0	0	4	0	177	521	44	5	0	1	3	0	574
14:00	39	3	0	0	0	0	0	42	148	16	2	0	0	1	0	167
14:15	36	2	1	0	0	2	0	41	123	7	4	1	0	1	0	136
14:30	27	0	0	0	0	1	0	28	121	18	2	0	0	0	0	141
14:45	35	2	0	0	0	0	0	37	138	14	2	0	0	1	0	155
H/TOT	137	7	1	0	0	3	0	148	530	55	10	1	0	3	0	599
P/TOT	626	64	3	0	0	9	0	702	2138	219	33	2	3	23	1	2419

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

TIME	C TO A FROM ELETTRA AV TO MILTON RD								C TO B FROM ELETTRA AV TO HAMBLEDON RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	35	2	0	0	0	0	0	37	62	4	1	0	0	0	0	67
11:15	20	3	0	0	0	0	0	23	39	3	0	0	0	2	0	44
11:30	23	2	0	0	0	0	0	25	33	3	0	0	0	0	0	36
11:45	28	5	0	0	0	1	0	34	49	5	0	0	0	0	0	54
H/TOT	106	12	0	0	0	1	0	119	183	15	1	0	0	2	0	201
12:00	24	2	0	0	0	0	0	26	55	6	0	0	0	0	0	61
12:15	40	1	0	0	0	1	0	42	61	2	1	0	0	1	0	65
12:30	32	3	0	0	0	0	0	35	58	3	0	0	0	0	0	61
12:45	24	3	1	0	0	0	0	28	46	3	0	0	0	0	0	49
H/TOT	120	9	1	0	0	1	0	131	220	14	1	0	0	1	0	236
13:00	23	1	0	0	0	0	0	24	36	7	1	0	0	1	0	45
13:15	29	0	0	0	0	0	0	29	49	8	1	0	0	0	0	58
13:30	23	0	0	0	0	0	0	23	31	5	0	0	0	3	0	39
13:45	12	4	0	0	0	0	1	17	42	3	0	0	0	0	3	48
H/TOT	87	5	0	0	0	0	1	93	158	23	2	0	0	4	3	190
14:00	21	0	0	0	0	0	0	21	33	7	0	0	0	0	0	40
14:15	18	1	0	0	0	0	0	19	38	5	1	0	0	2	0	46
14:30	24	3	0	0	0	0	0	27	58	2	1	0	0	0	0	61
14:45	18	2	0	0	0	2	0	22	33	1	0	0	0	1	0	35
H/TOT	81	6	0	0	0	2	0	89	162	15	2	0	0	3	0	182
P/TOT	394	32	1	0	0	4	1	432	723	67	6	0	0	10	3	809

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV

DATE: 24/09/2021

DAY: FRIDAY

TIME	C TO C FROM ELETTRA AV TO ELETTRA AV								C TO D FROM ELETTRA AV TO HAMBLEDON RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34
11:15	0	0	0	0	0	0	0	0	14	2	0	0	0	1	1	18
11:30	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
11:45	0	0	0	0	0	0	0	0	21	2	1	0	0	0	0	24
H/TOT	0	0	0	0	0	0	0	0	90	6	1	0	0	1	1	99
12:00	0	0	0	0	0	0	0	0	36	5	0	0	0	1	0	42
12:15	0	0	0	0	0	0	0	0	22	4	0	0	0	0	0	26
12:30	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23
12:45	0	0	0	0	0	0	0	0	23	2	1	0	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	104	11	1	0	0	1	0	117
13:00	0	0	0	0	0	0	0	0	34	4	0	0	0	2	0	40
13:15	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34
13:30	0	0	0	0	0	0	0	0	24	3	0	0	0	1	0	28
13:45	0	0	0	0	0	0	0	0	25	5	0	0	0	0	0	30
H/TOT	0	0	0	0	0	0	0	0	116	13	0	0	0	3	0	132
14:00	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
14:15	0	0	0	0	0	0	0	0	28	2	0	0	0	1	0	31
14:30	0	0	0	0	0	0	0	0	27	3	0	0	0	0	0	30
14:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
H/TOT	0	0	0	0	0	0	0	0	93	7	0	0	0	1	0	101
P/TOT	0	0	0	0	0	0	0	0	403	37	2	0	0	6	1	449

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

TIME	D TO A FROM HAMBLEDON RD (N) TO MILTON RD								D TO B FROM HAMBLEDON RD (N) TO HAMBLEDON RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	8	2	0	0	0	0	0	10	132	11	2	0	0	1	0	146
11:15	6	2	0	0	0	0	0	8	122	7	3	0	0	2	1	135
11:30	2	0	0	0	0	0	0	2	118	12	0	0	0	1	0	131
11:45	5	1	0	0	0	0	0	6	99	7	3	1	0	0	0	110
H/TOT	21	5	0	0	0	0	0	26	471	37	8	1	0	4	1	522
12:00	7	2	0	0	0	0	0	9	105	12	0	0	0	0	0	117
12:15	5	0	1	0	0	0	0	6	134	7	1	0	1	5	0	148
12:30	6	1	0	0	0	1	0	8	109	13	2	0	0	0	0	124
12:45	5	0	0	0	0	0	0	5	121	16	2	0	0	2	0	141
H/TOT	23	3	1	0	0	1	0	28	469	48	5	0	1	7	0	530
13:00	8	0	1	0	0	0	0	9	95	12	4	0	0	1	0	112
13:15	7	1	0	0	0	0	0	8	115	9	1	0	0	1	0	126
13:30	7	1	0	0	0	0	0	8	124	13	1	0	0	0	0	138
13:45	2	1	1	0	0	0	0	4	90	11	0	0	0	1	0	102
H/TOT	24	3	2	0	0	0	0	29	424	45	6	0	0	3	0	478
14:00	6	0	0	0	0	0	0	6	101	12	2	0	0	0	0	115
14:15	6	0	0	0	0	0	0	6	116	15	1	0	1	0	0	133
14:30	10	0	0	0	0	0	0	10	101	9	2	0	0	1	0	113
14:45	6	1	1	0	0	0	0	8	124	13	1	0	0	1	0	139
H/TOT	28	1	1	0	0	0	0	30	442	49	6	0	1	2	0	500
P/TOT	96	12	4	0	0	1	0	113	1806	179	25	1	2	16	1	2030

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

DATE: 24/09/2021

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV

DAY: FRIDAY

TIME	D TO C								D TO D							
	FROM HAMBLEDON RD (N) TO ELETTRA AV								FROM HAMBLEDON RD (N) TO HAMBLEDON RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	15	0	0	0	0	0	0	15	7	2	0	0	0	0	0	9
11:15	13	0	0	0	0	0	0	13	5	1	0	0	0	0	0	6
11:30	12	3	0	0	0	0	0	15	5	1	0	0	0	0	0	6
11:45	18	4	0	0	0	0	0	22	7	1	0	0	0	0	0	8
H/TOT	58	7	0	0	0	0	0	65	24	5	0	0	0	0	0	29
12:00	19	3	0	0	0	0	0	22	14	0	0	0	0	0	0	14
12:15	26	4	0	0	0	0	0	30	8	0	0	0	0	0	0	8
12:30	16	0	1	0	0	0	0	17	2	0	0	0	0	0	0	2
12:45	15	0	0	0	0	0	0	15	6	1	0	0	0	0	0	7
H/TOT	76	7	1	0	0	0	0	84	30	1	0	0	0	0	0	31
13:00	20	2	0	0	0	0	0	22	3	1	0	0	1	0	0	5
13:15	17	1	0	0	0	1	0	19	6	0	0	0	0	0	0	6
13:30	6	1	0	0	0	0	0	7	8	0	0	0	0	0	0	8
13:45	18	3	0	0	0	0	0	21	4	2	0	0	0	0	0	6
H/TOT	61	7	0	0	0	1	0	69	21	3	0	0	1	0	0	25
14:00	8	3	0	0	0	0	0	11	3	0	0	0	0	0	0	3
14:15	10	0	0	0	0	0	0	10	5	0	0	0	0	0	0	5
14:30	13	2	0	0	0	0	0	15	4	1	0	0	0	0	0	5
14:45	17	3	0	0	0	0	0	20	7	0	1	0	1	0	0	9
H/TOT	48	8	0	0	0	0	0	56	19	1	1	0	1	0	0	22
P/TOT	243	29	1	0	0	1	0	274	94	10	1	0	2	0	0	107

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS



JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

DATE: 24/09/2021

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV

DAY: FRIDAY

TIME	TO ARM A MILTON RD								FROM ARM A MILTON RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	114	20	2	0	1	0	0	137	105	8	0	0	1	2	0	116
11:15	113	15	2	0	1	4	1	136	94	8	2	0	3	0	0	107
11:30	107	9	1	0	2	1	0	120	98	15	1	0	2	0	0	116
11:45	107	14	1	0	2	1	0	125	114	11	4	0	2	0	0	131
H/TOT	441	58	6	0	6	6	1	518	411	42	7	0	8	2	0	470
12:00	131	13	0	0	3	0	0	147	105	18	1	0	2	2	0	128
12:15	127	7	3	0	0	1	0	138	105	16	2	0	1	2	0	126
12:30	119	7	1	0	3	5	0	135	89	13	1	0	2	0	0	105
12:45	115	8	1	0	2	3	0	129	95	10	3	0	2	2	0	112
H/TOT	492	35	5	0	8	9	0	549	394	57	7	0	7	6	0	471
13:00	110	7	1	0	1	2	0	121	104	12	2	0	1	0	0	119
13:15	105	6	0	0	2	0	0	113	85	4	1	0	3	1	0	94
13:30	108	8	0	0	2	0	0	118	102	11	0	0	2	0	1	116
13:45	93	14	1	0	1	0	1	110	91	9	0	0	2	1	0	103
H/TOT	416	35	2	0	6	2	1	462	382	36	3	0	8	2	1	432
14:00	101	12	0	1	3	3	0	120	94	10	0	0	1	0	0	105
14:15	102	6	0	0	1	1	0	110	110	5	2	0	2	6	0	125
14:30	113	9	0	0	3	2	0	127	96	6	1	1	2	1	0	107
14:45	97	9	1	0	2	5	0	114	78	9	1	0	2	2	0	92
H/TOT	413	36	1	1	9	11	0	471	378	30	4	1	7	9	0	429
P/TOT	1762	164	14	1	29	28	2	2000	1565	165	21	1	30	19	1	1802

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

TIME	TO ARM B HAMBLEDON RD (S)								FROM ARM B HAMBLEDON RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	275	22	3	0	1	1	0	302	239	35	6	0	1	2	0	283
11:15	237	15	5	0	3	4	1	265	272	31	5	0	1	4	1	314
11:30	228	25	1	0	2	1	0	257	263	19	6	1	2	3	0	294
11:45	229	18	6	1	2	0	0	256	255	30	1	0	3	4	0	293
H/TOT	969	80	15	1	8	6	1	1080	1029	115	18	1	7	13	1	1184
12:00	240	31	1	0	2	2	0	276	304	25	1	0	3	3	1	337
12:15	274	16	4	0	2	8	0	304	262	37	3	0	0	5	0	307
12:30	234	24	3	0	2	0	0	263	277	21	4	0	4	5	0	311
12:45	252	28	3	0	2	4	0	289	257	29	3	0	2	5	0	296
H/TOT	1000	99	11	0	8	14	0	1132	1100	112	11	0	9	18	1	1251
13:00	210	24	7	0	1	2	0	244	262	21	2	0	1	5	0	291
13:15	237	19	3	0	3	2	0	264	245	26	2	0	2	1	0	276
13:30	237	26	1	0	2	3	1	270	256	20	1	0	3	1	0	281
13:45	200	22	0	0	2	2	3	229	246	24	0	0	1	2	0	273
H/TOT	884	91	11	0	8	9	4	1007	1009	91	5	0	7	9	0	1121
14:00	213	28	2	0	1	0	0	244	268	32	2	1	3	4	0	310
14:15	239	24	4	0	3	6	0	276	241	14	5	1	1	4	0	266
14:30	229	16	3	1	2	2	0	253	227	24	2	0	3	3	0	259
14:45	223	21	2	0	2	2	0	250	250	22	2	0	2	4	0	280
H/TOT	904	89	11	1	8	10	0	1023	986	92	11	2	9	15	0	1115
P/TOT	3757	359	48	2	32	39	5	4242	4124	410	45	3	32	55	2	4671

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

TIME	TO ARM C ELETTRA AV								FROM ARM C ELETTRA AV							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	80	3	0	0	0	2	0	85	130	7	1	0	0	0	0	138
11:15	59	5	0	0	0	0	0	64	73	8	0	0	0	3	1	85
11:30	74	9	1	0	0	0	0	84	78	6	0	0	0	0	0	84
11:45	86	12	1	0	0	1	0	100	98	12	1	0	0	1	0	112
H/TOT	299	29	2	0	0	3	0	333	379	33	2	0	0	4	1	419
12:00	81	12	0	0	0	1	0	94	115	13	0	0	0	1	0	129
12:15	79	23	0	0	0	0	0	102	123	7	1	0	0	2	0	133
12:30	68	12	2	0	0	0	0	82	113	6	0	0	0	0	0	119
12:45	62	7	0	0	0	0	0	69	93	8	2	0	0	0	0	103
H/TOT	290	54	2	0	0	1	0	347	444	34	3	0	0	3	0	484
13:00	74	13	0	0	0	3	0	90	93	12	1	0	0	3	0	109
13:15	67	9	0	0	0	1	0	77	111	9	1	0	0	0	0	121
13:30	61	4	0	0	0	0	0	65	78	8	0	0	0	4	0	90
13:45	77	7	0	0	0	1	0	85	79	12	0	0	0	0	4	95
H/TOT	279	33	0	0	0	5	0	317	361	41	2	0	0	7	4	415
14:00	58	6	0	0	0	0	0	64	79	8	0	0	0	0	0	87
14:15	69	3	1	0	0	4	0	77	84	8	1	0	0	3	0	96
14:30	54	2	0	0	0	1	0	57	109	8	1	0	0	0	0	118
14:45	64	7	0	0	0	0	0	71	64	4	0	0	0	3	0	71
H/TOT	245	18	1	0	0	5	0	269	336	28	2	0	0	6	0	372
P/TOT	1113	134	5	0	0	14	0	1266	1520	136	9	0	0	20	5	1690

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

TIME	TO ARM D HAMBLEDON RD (N)								FROM ARM D HAMBLEDON RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
11:00	167	20	4	0	0	2	0	193	162	15	2	0	0	1	0	180
11:15	176	22	3	0	0	1	1	203	146	10	3	0	0	2	1	162
11:30	167	13	4	1	0	2	0	187	137	16	0	0	0	1	0	154
11:45	174	22	1	0	1	3	0	201	129	13	3	1	0	0	0	146
H/TOT	684	77	12	1	1	8	1	784	574	54	8	1	0	4	1	642
12:00	217	17	1	0	0	3	1	239	145	17	0	0	0	0	0	162
12:15	183	25	1	0	0	5	0	214	173	11	2	0	1	5	0	192
12:30	191	11	2	0	1	1	0	206	133	14	3	0	0	1	0	151
12:45	163	21	6	0	0	2	0	192	147	17	2	0	0	2	0	168
H/TOT	754	74	10	0	1	11	1	851	598	59	7	0	1	8	0	673
13:00	191	16	2	0	1	2	0	212	126	15	5	0	1	1	0	148
13:15	177	16	2	0	0	1	0	196	145	11	1	0	0	2	0	159
13:30	175	16	1	0	1	2	0	195	145	15	1	0	0	0	0	161
13:45	160	19	0	0	0	1	0	180	114	17	1	0	0	1	0	133
H/TOT	703	67	5	0	2	6	0	783	530	58	8	0	1	4	0	601
14:00	187	19	2	0	0	1	0	209	118	15	2	0	0	0	0	135
14:15	162	9	4	1	0	2	0	178	137	15	1	0	1	0	0	154
14:30	164	23	3	0	0	0	0	190	128	12	2	0	0	1	0	143
14:45	162	15	3	0	1	3	0	184	154	17	3	0	1	1	0	176
H/TOT	675	66	12	1	1	6	0	761	537	59	8	0	2	2	0	608
P/TOT	2816	284	39	2	5	31	2	3179	2239	230	31	1	4	18	1	2524

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV



DATE: 24/09/2021

DAY: FRIDAY

QUEUE LENGTHS

JOB REF: 10750



JOB NAME: WATERLOOVILLE

SITE: 1

DATE:

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV / HAMBLEDON RD (N)

DAY:

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A MILTON RD		ARM B HAMBLEDON RD (S)		ARM C ELETTRA AV		ARM D HAMBLEDON RD (N)		TIME	ARM A MILTON RD		ARM B HAMBLEDON RD (S)		ARM C ELETTRA AV	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
11:00	0	0	0	0	1	2	7	0	13:00	0	0	0	0	2	1
11:05	1	0	0	0	1	0	1	0	13:05	0	0	0	0	0	0
11:10	2	0	0	0	0	0	2	0	13:10	0	0	0	0	1	0
11:15	0	0	0	0	0	2	1	0	13:15	1	0	0	0	0	0
11:20	1	0	0	0	0	0	0	0	13:20	0	0	0	0	0	0
11:25	0	0	0	0	0	0	0	0	13:25	0	0	0	0	0	0
11:30	0	0	2	0	0	0	0	1	13:30	0	0	0	0	7	0
11:35	0	0	0	0	0	0	2	1	13:35	4	0	0	0	0	0
11:40	1	0	0	0	0	0	0	0	13:40	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0
11:50	3	0	0	0	0	0	0	0	13:50	1	0	0	0	0	0
11:55	0	0	0	0	0	0	0	0	13:55	2	0	0	1	1	2
12:00	5	0	0	0	0	0	0	0	14:00	1	0	0	0	0	1
12:05	0	0	0	0	0	0	2	0	14:05	0	0	0	0	2	0
12:10	2	0	12+	0	0	0	0	0	14:10	1	0	0	0	4	8
12:15	0	0	0	0	9	6	3	2	14:15	0	0	0	0	0	0
12:20	0	0	0	0	2	3	2	1	14:20	6+	0	0	0	0	0
12:25	0	0	0	0	0	0	0	0	14:25	0	0	0	0	0	0
12:30	2	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0
12:35	0	0	0	0	0	3	0	0	14:35	2	0	0	0	2	2
12:40	2	0	0	0	0	0	0	0	14:40	0	0	0	0	0	0
12:45	0	0	0	0	2	1	2	0	14:45	2	0	0	0	1	0
12:50	0	0	0	0	0	0	0	0	14:50	1	0	0	0	2	0
12:55	0	0	0	0	0	0	0	1	14:55	1	0	0	0	0	0

JOB REF:	10750
JOB NAME:	WATERLOOVILLE
SITE:	1
LOCATION:	MILTON RD / HAMBLEDON RD (S) / ELETTRA AV

[illegible]

LOCATION: FRIDAY

[illegible]

MANUAL CLASSIFIED COUNTS

JOB REF: 10750

JOB NAME: WATERLOOVILLE

SITE: 1

LOCATION: MILTON RD / HAMBLEDON RD (S) / ELETTRA AV

TIME	TO ARM A			FROM ARM A			TO ARM B			FROM ARM B			TO ARM C			FROM ARM C	
	MILTON RD			MILTON RD			HAMBLEDON RD (S)			HAMBLEDON RD (S)			ELETTRA AV			ELETTRA AV	
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV	HV
11:00	134	3	137	113	1	114	297	4	301	274	7	281	83	0	83	137	1
11:15	128	3	131	102	5	107	252	8	260	303	6	309	64	0	64	81	0
11:30	116	3	119	113	3	116	253	3	256	282	9	291	83	1	84	84	0
11:45	121	3	124	125	6	131	247	9	256	285	4	289	98	1	99	110	1
12:00	144	3	147	123	3	126	271	3	274	329	4	333	93	0	93	128	0
12:15	134	3	137	121	3	124	290	6	296	299	3	302	102	0	102	130	1
12:30	126	4	130	102	3	105	258	5	263	298	8	306	80	2	82	119	0
12:45	123	3	126	105	5	110	280	5	285	286	5	291	69	0	69	101	2
13:00	117	2	119	116	3	119	234	8	242	283	3	286	87	0	87	105	1
13:15	111	2	113	89	4	93	256	6	262	271	4	275	76	0	76	120	1
13:30	116	2	118	113	2	115	263	3	266	276	4	280	65	0	65	86	0
13:45	107	2	109	100	2	102	222	2	224	270	1	271	84	0	84	91	0
14:00	113	4	117	104	1	105	241	3	244	300	6	306	64	0	64	87	0
14:15	108	1	109	115	4	119	263	7	270	255	7	262	72	1	73	92	1
14:30	122	3	125	102	4	106	245	6	251	251	5	256	56	0	56	117	1
14:45	106	3	109	87	3	90	244	4	248	272	4	276	71	0	71	68	0
P/TOT	1477	33	1510	1322	40	1362	3123	62	3185	3456	58	3514	984	4	988	1292	7

DATE: 24/09/2021

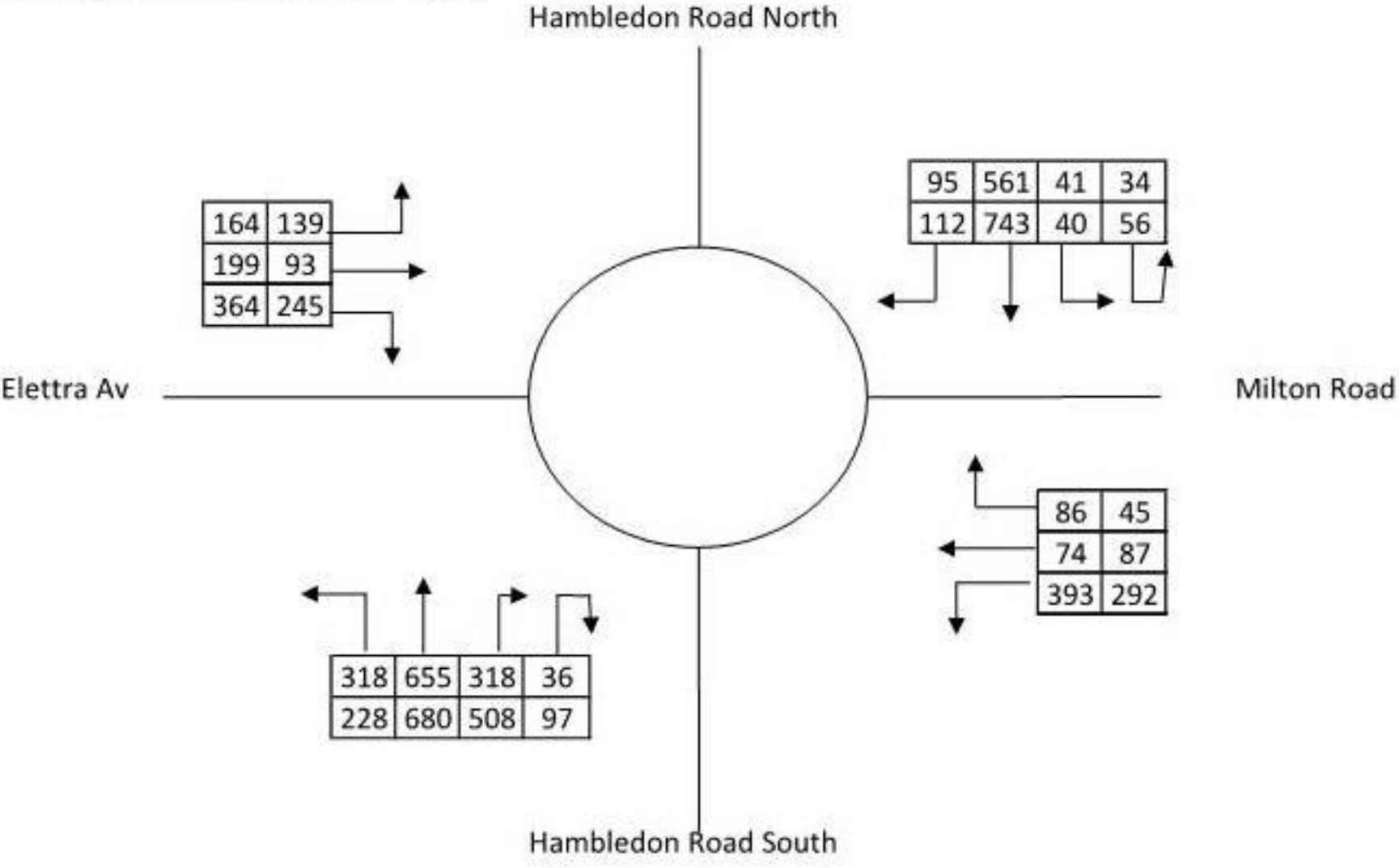
DAY: FRIDAY

	TO ARM D			FROM ARM D		
	HAMBLEDON RD (N)			HAMBLEDON RD (N)		
TOT	LV	HV	TOT	LV	HV	TOT
138	187	4	191	177	2	179
81	198	3	201	156	3	159
84	180	5	185	153	0	153
111	196	2	198	142	4	146
128	234	1	235	162	0	162
131	208	1	209	184	3	187
119	202	3	205	147	3	150
103	184	6	190	164	2	166
106	207	3	210	141	6	147
121	193	2	195	156	1	157
86	191	2	193	160	1	161
91	179	0	179	131	1	132
87	206	2	208	133	2	135
93	171	5	176	152	2	154
118	187	3	190	140	2	142
68	177	4	181	171	4	175
1299	2359	32	2391	1873	26	1899

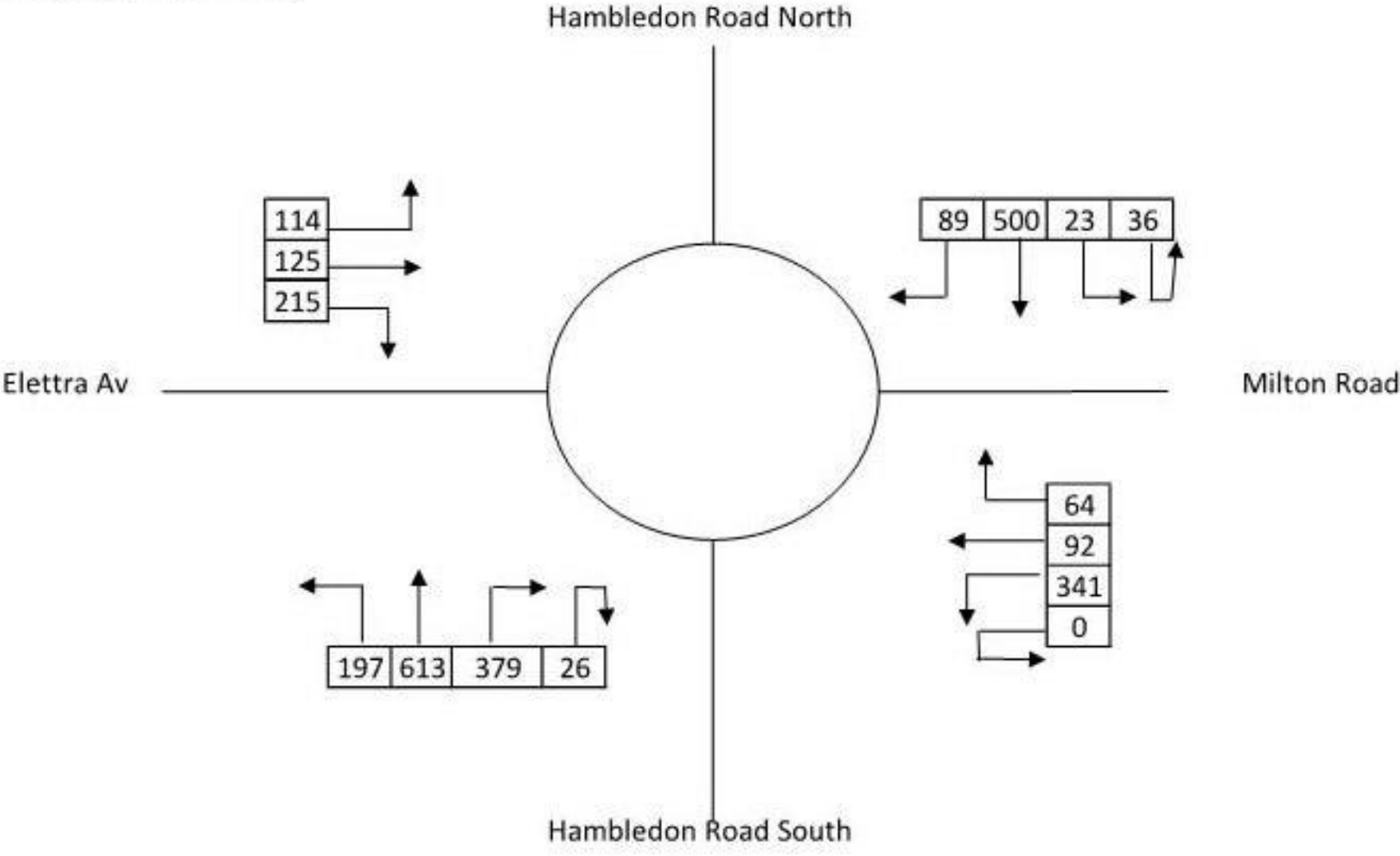


Appendix G

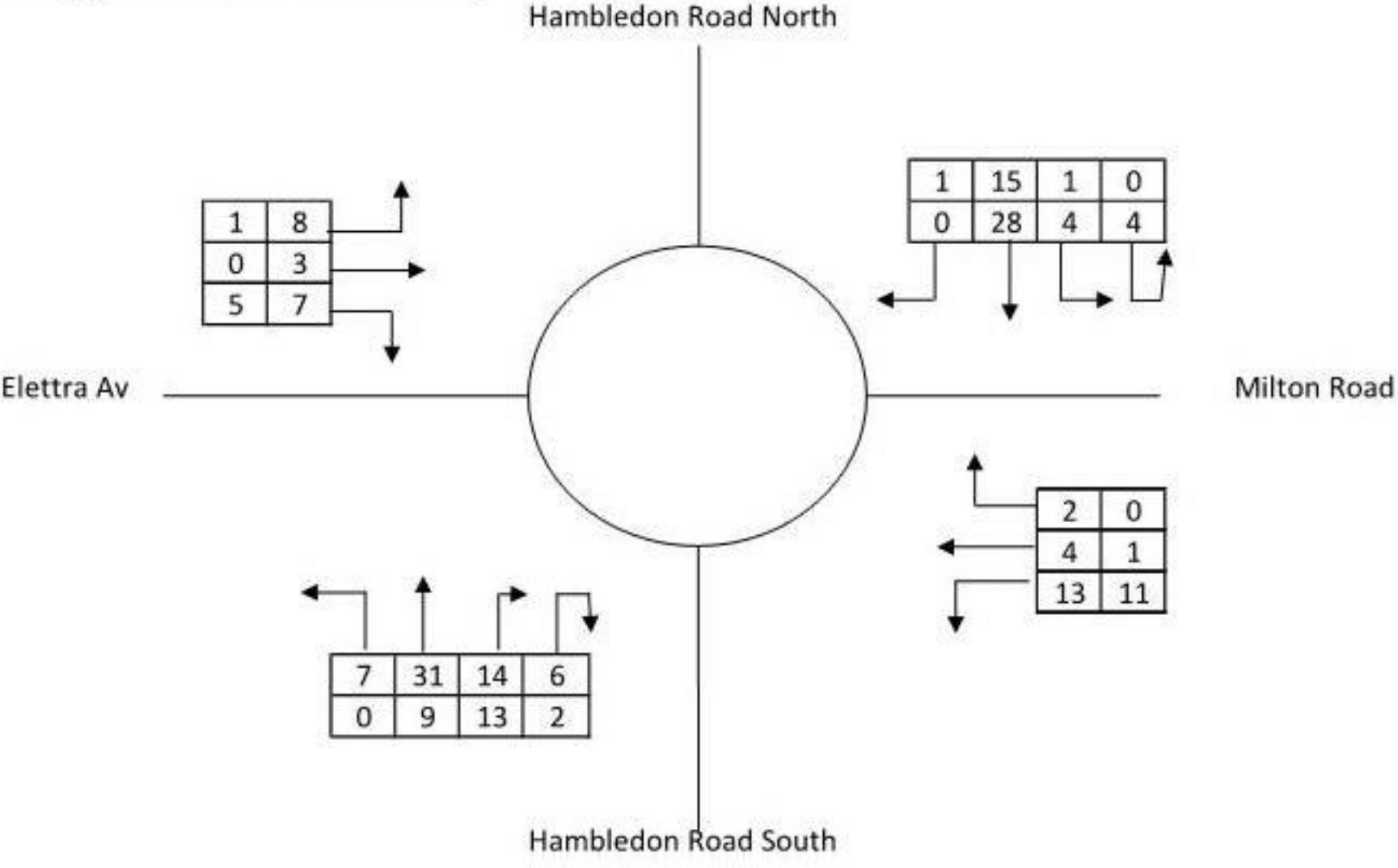
Junction Models - Hambledon Road/ Elettra Avenue Roundabout
2021 Observed Flows
Total vehicles
Friday (08:15-09:15 and 16:45-17:45)



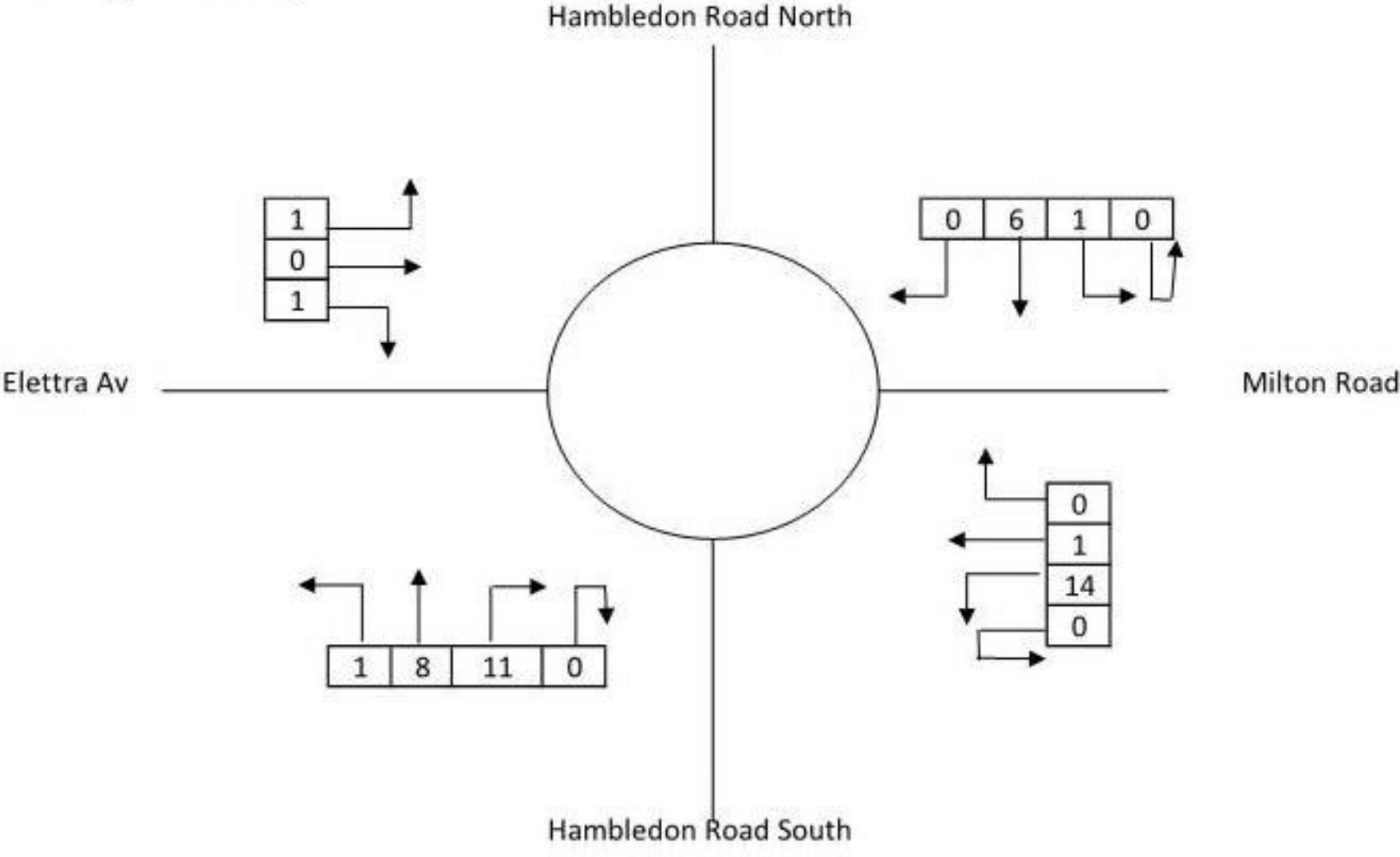
Saturday (11:30-12:30)



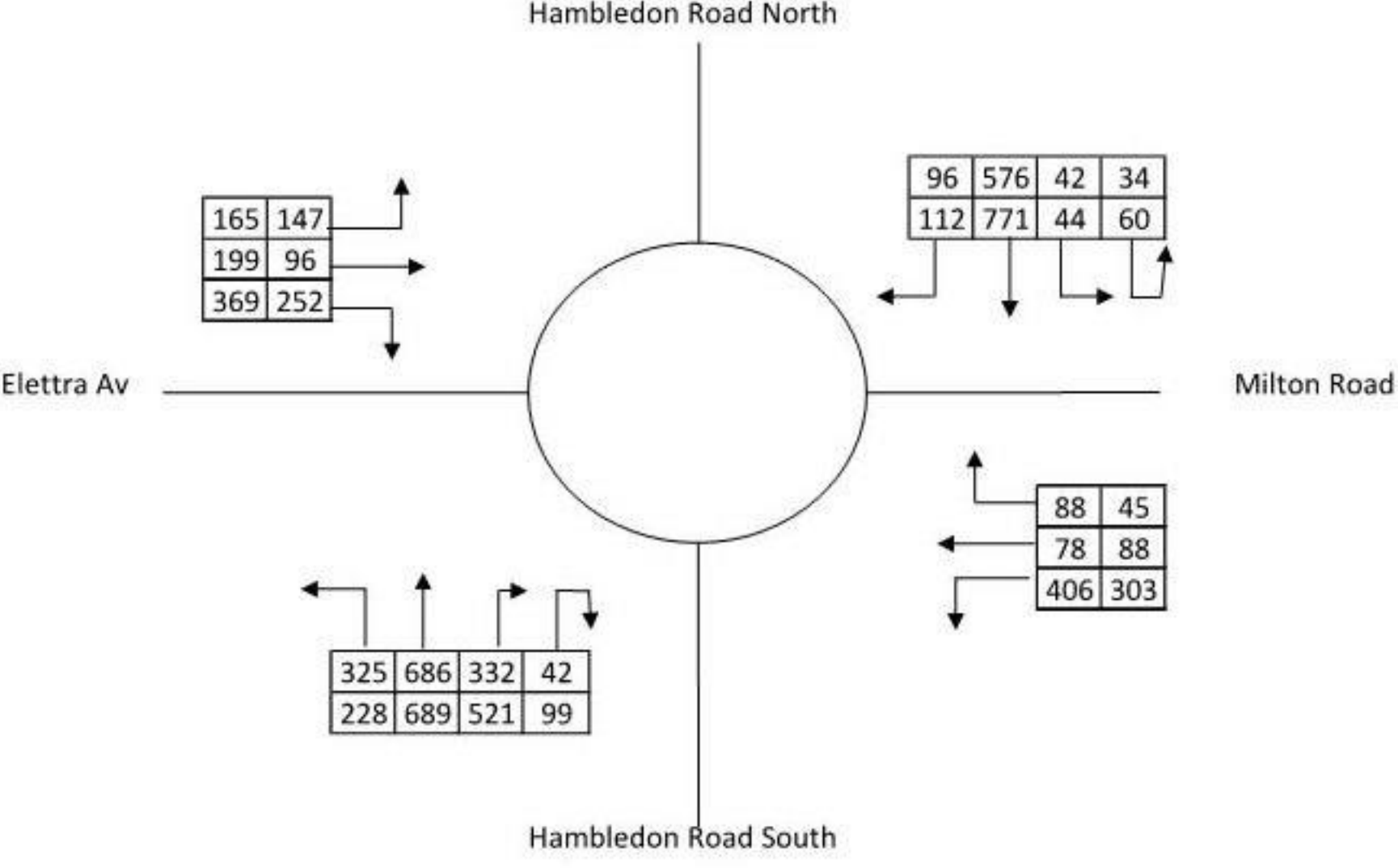
Heavies
Friday (08:15-09:15 and 16:45-17:45)



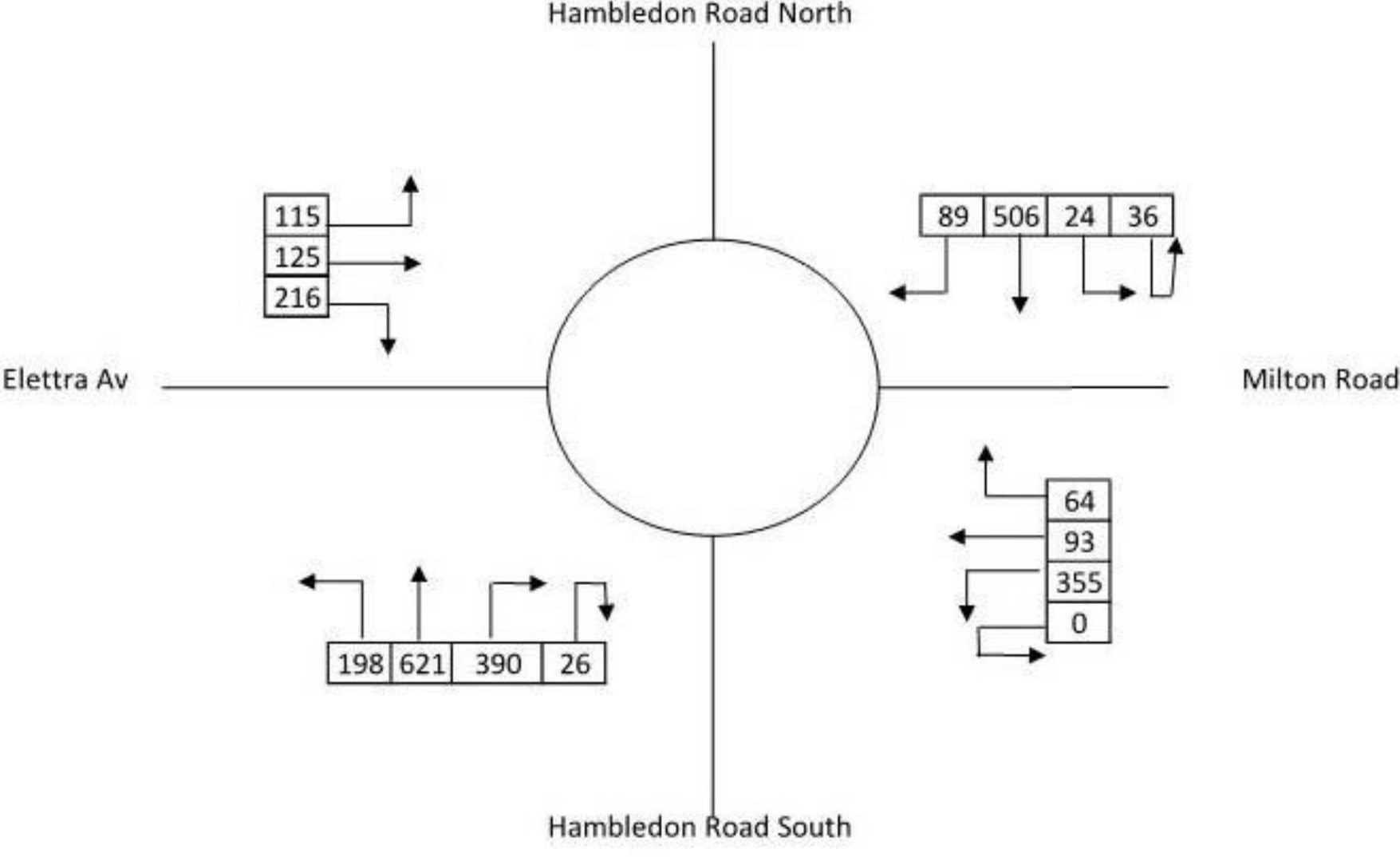
Saturday (11:30-12:30)



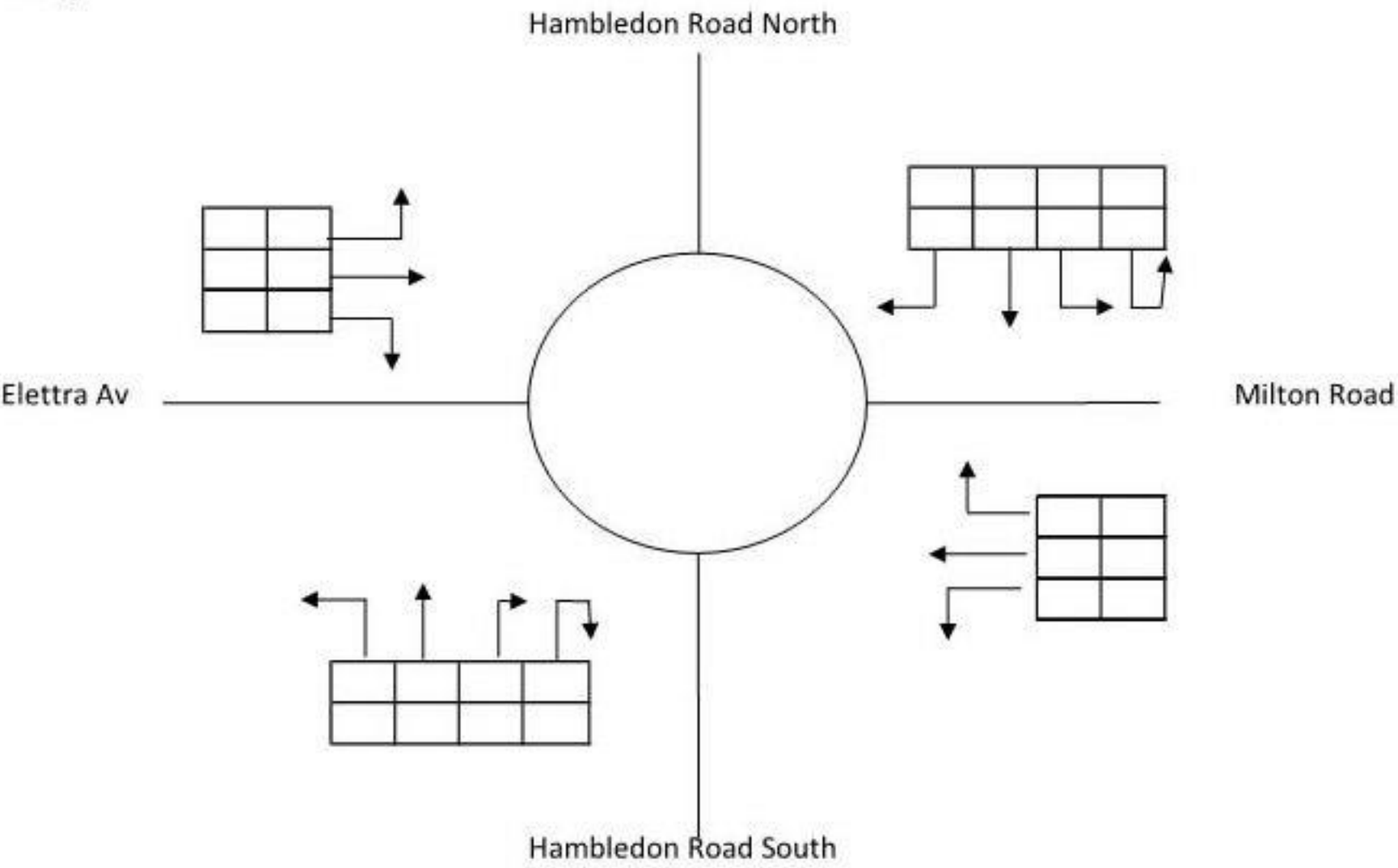
PCUs
Friday (08:15-09:15 and 16:45-17:45)



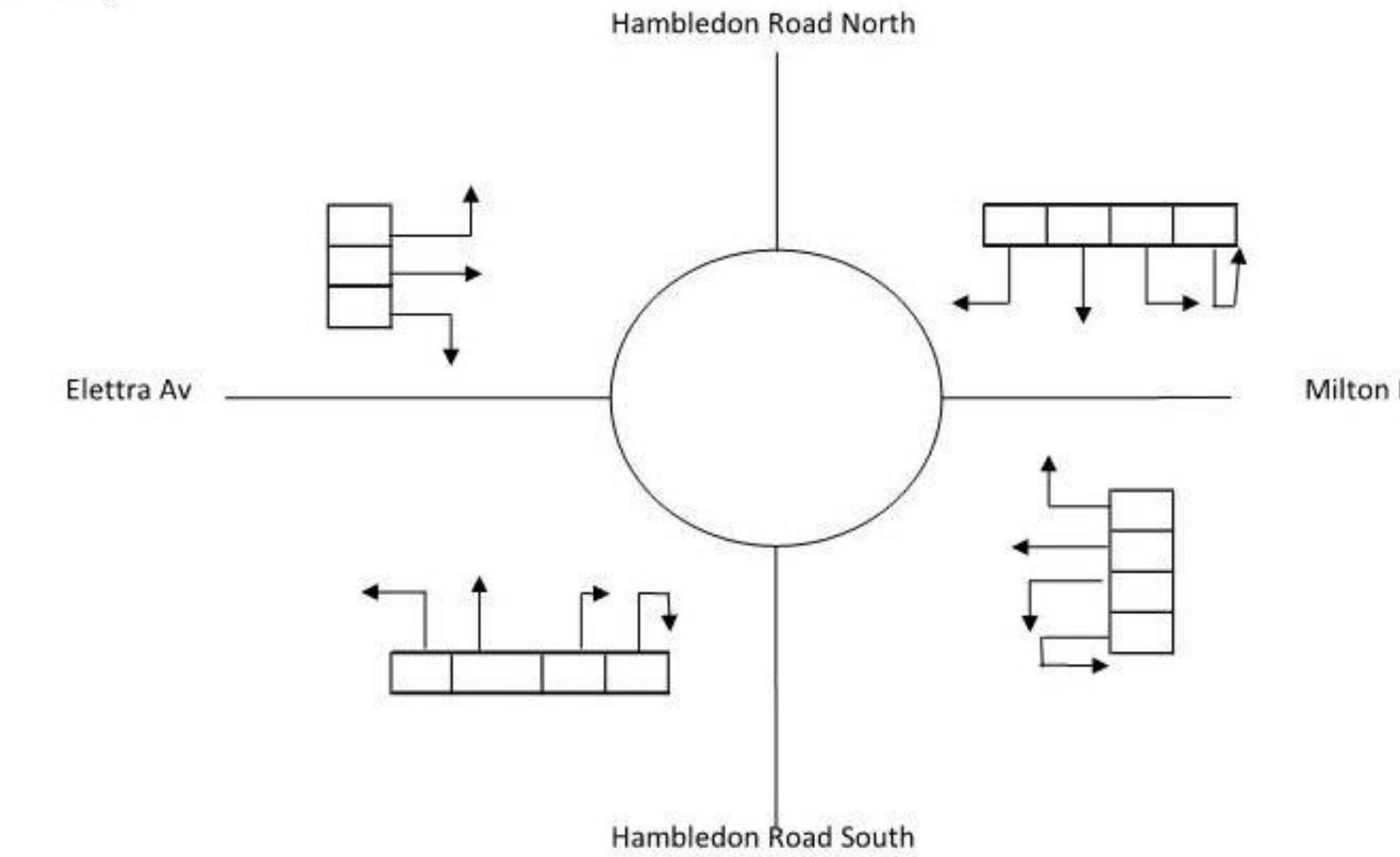
Saturday (11:30-12:30)



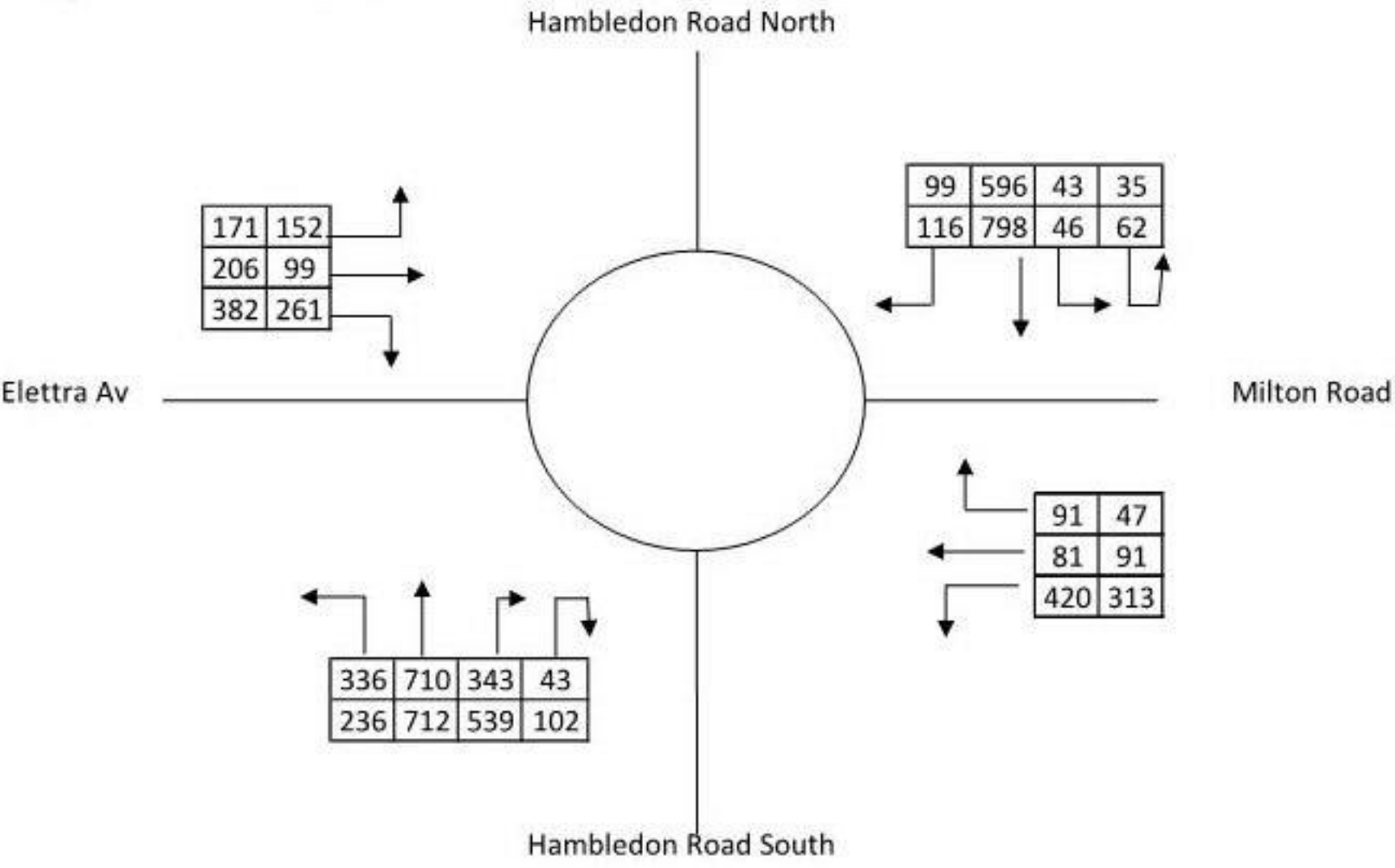
Committed - Lidl
Friday



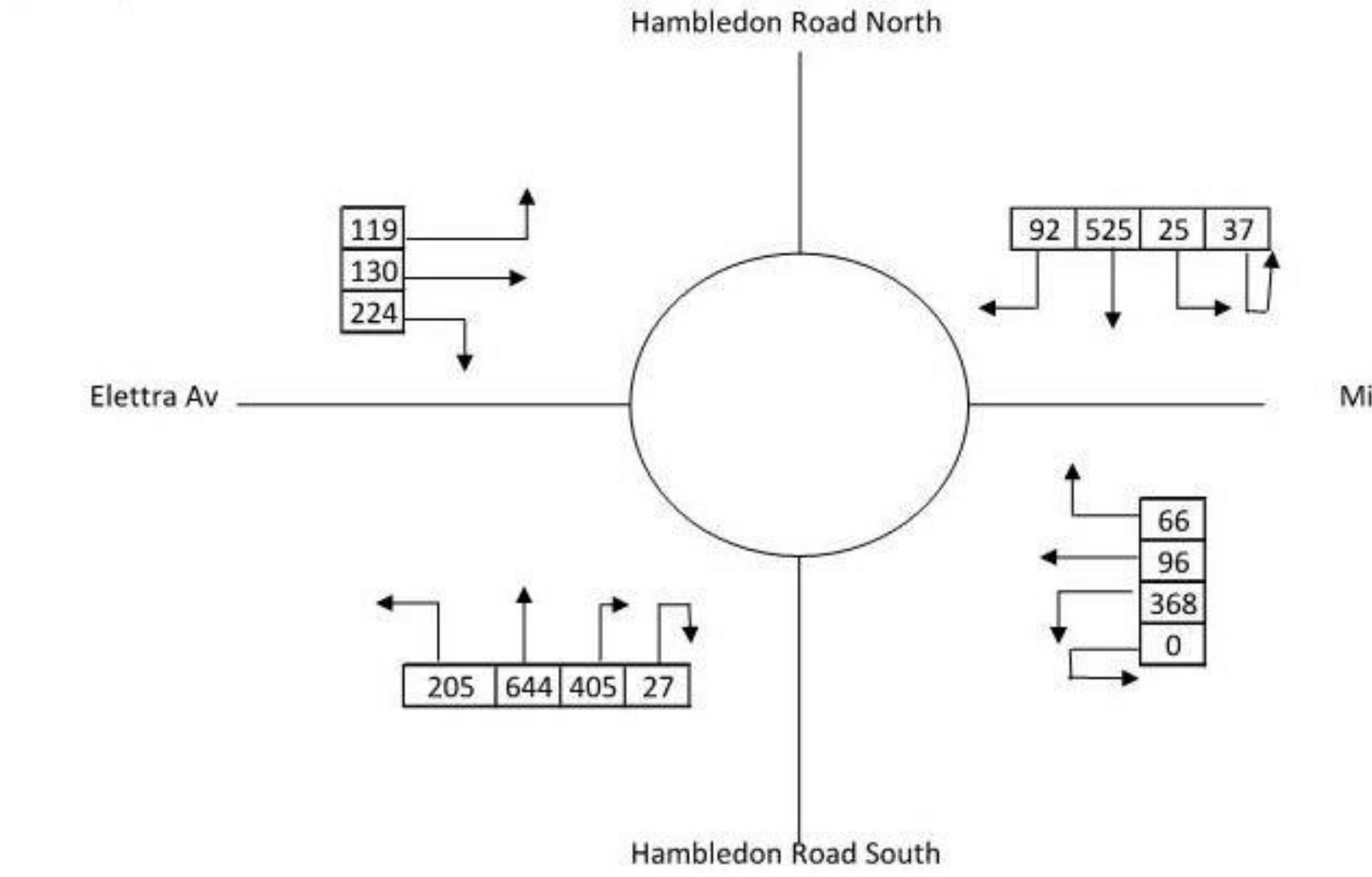
Committed - Lidl
Saturday



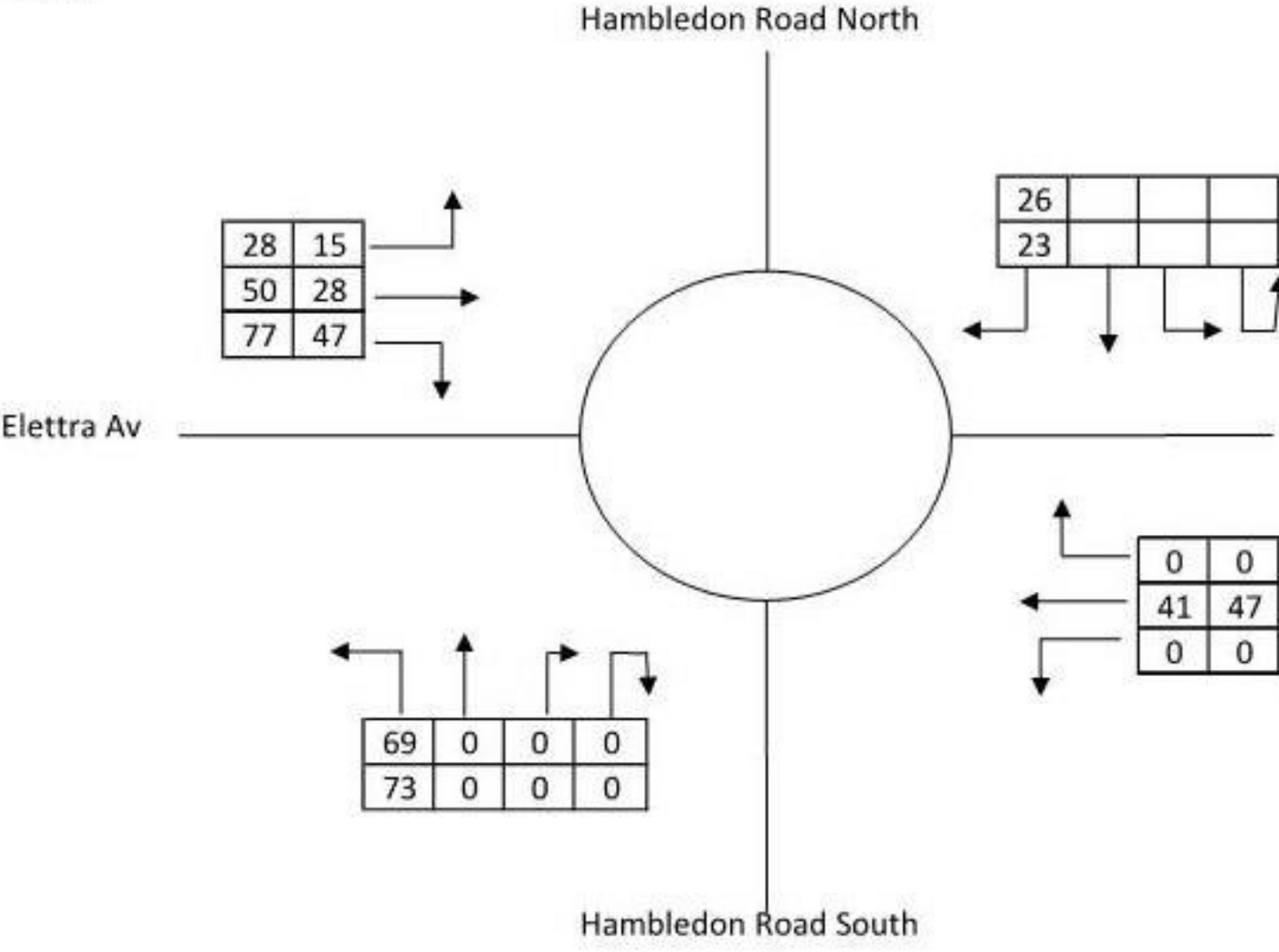
2026 Base
Friday



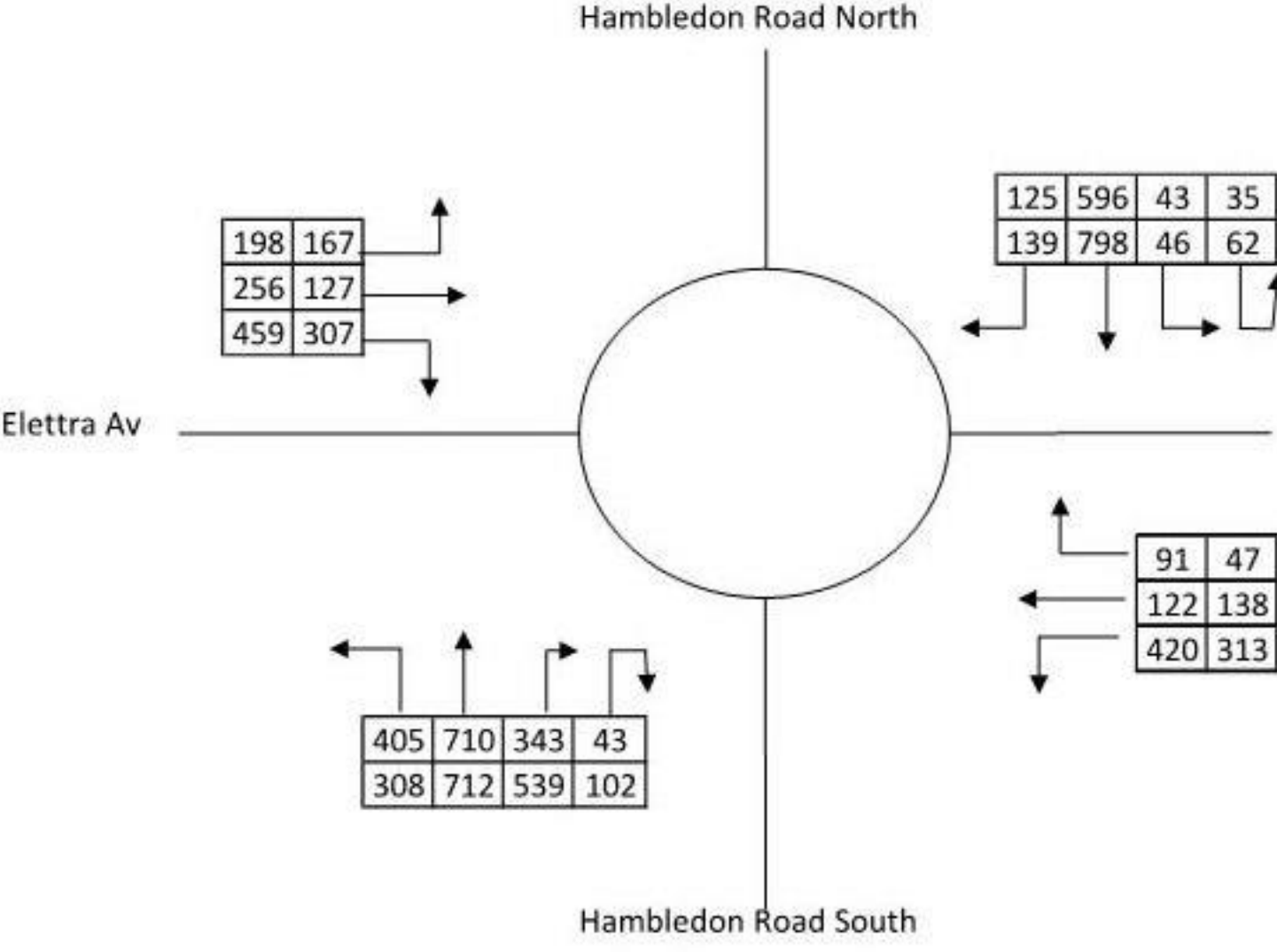
2026 Base
Saturday



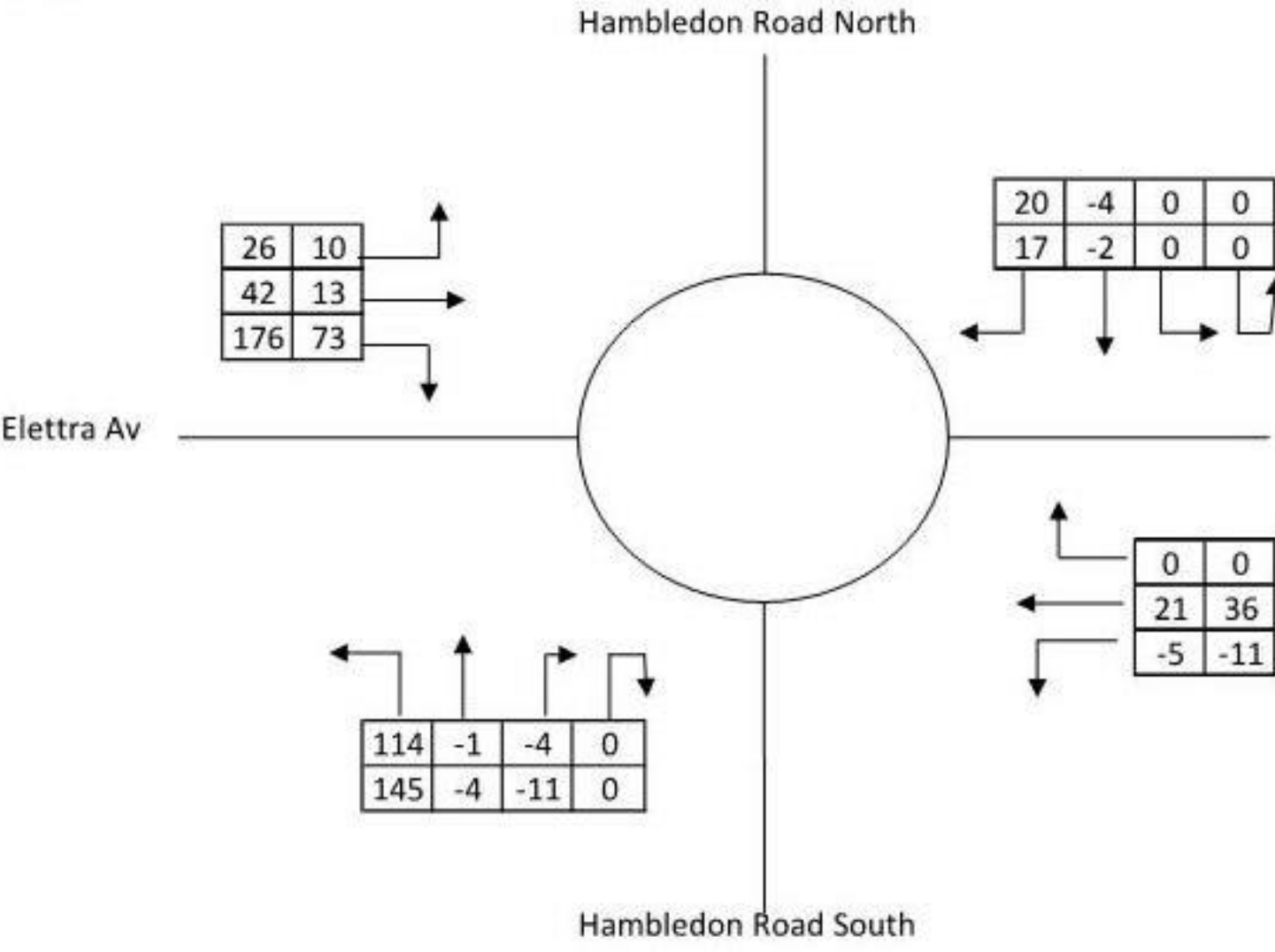
Development Flows - Outline
Friday



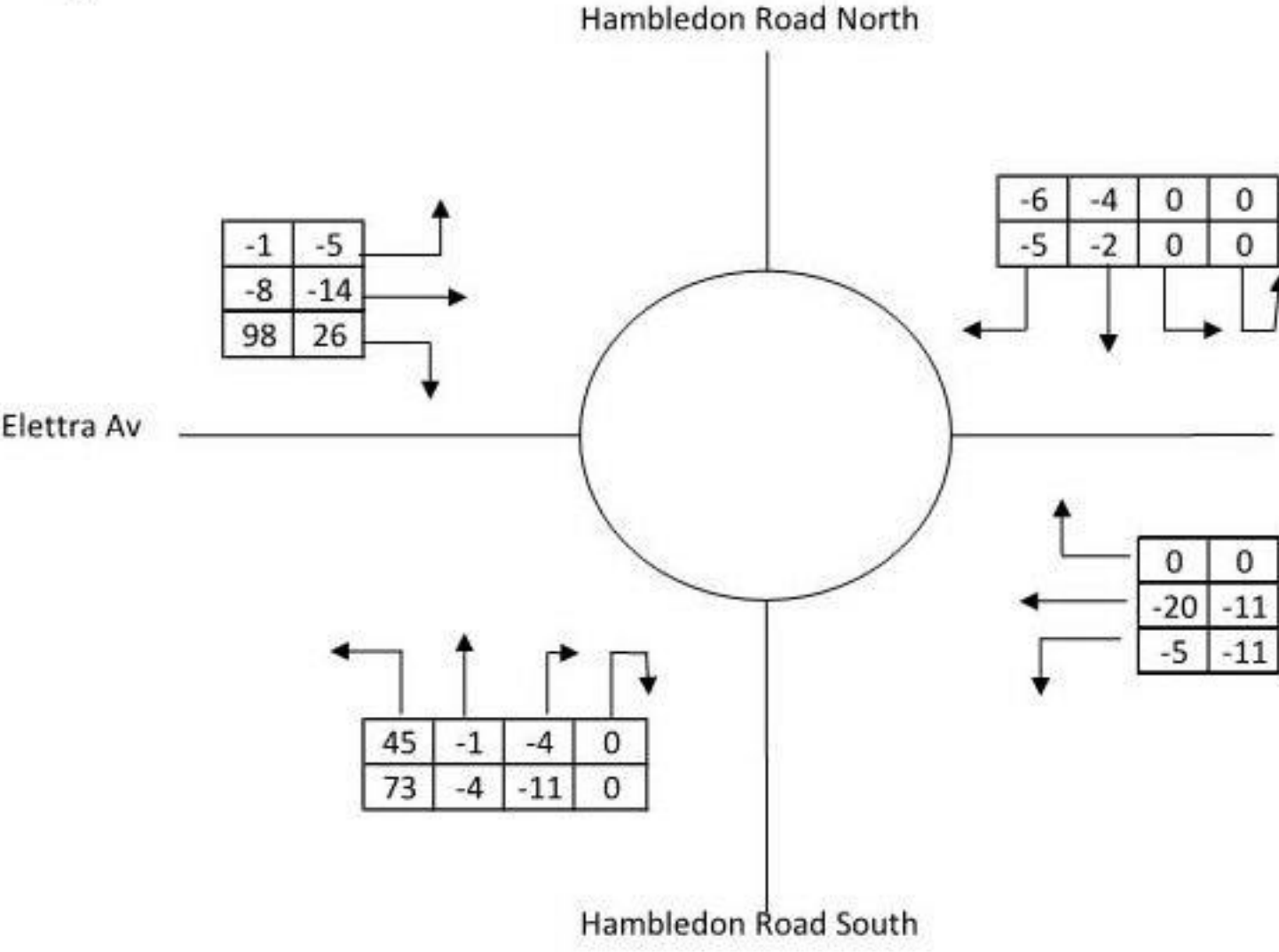
2026 Base + Outline
Friday



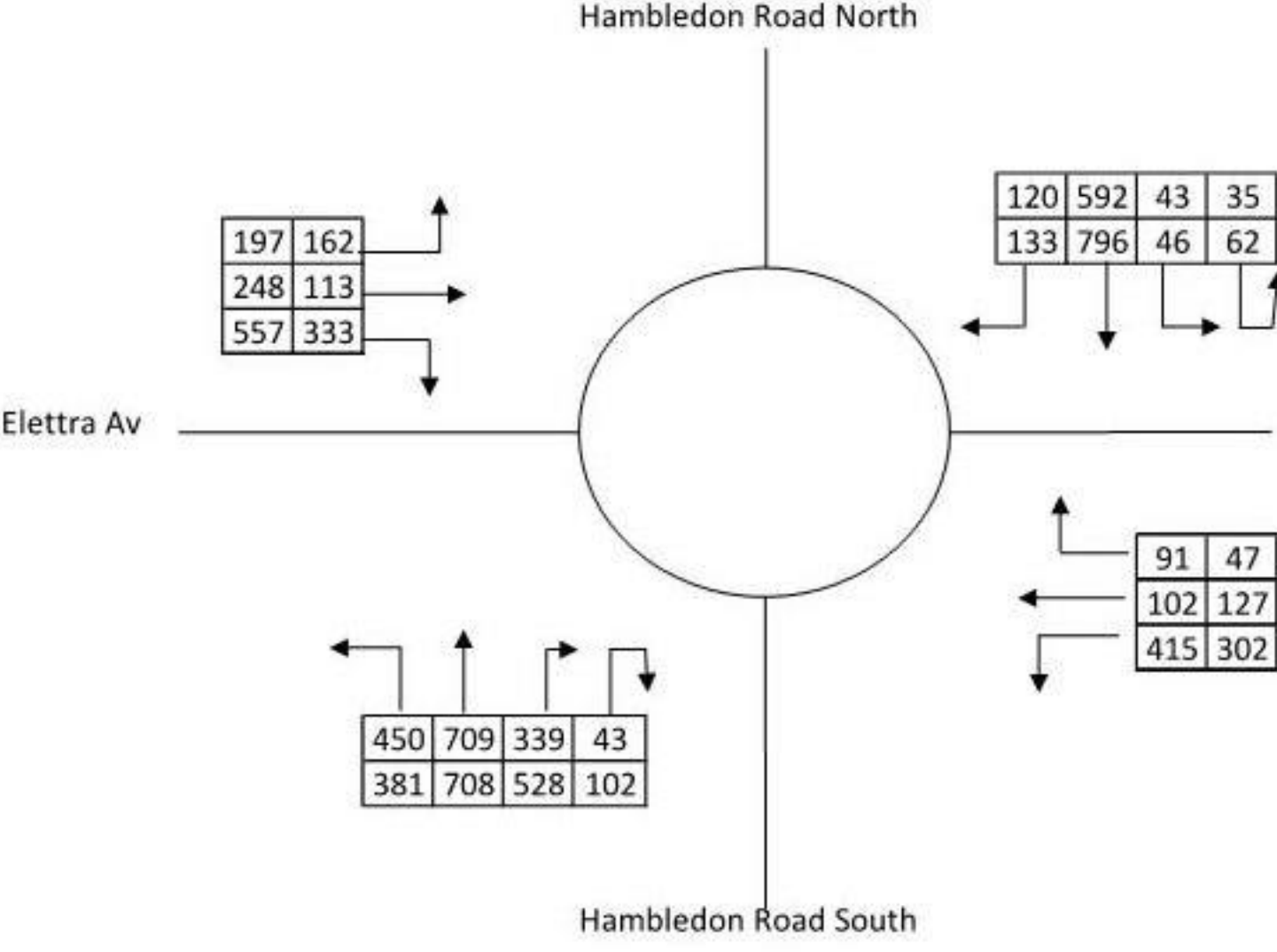
Development Flows - Full
Friday



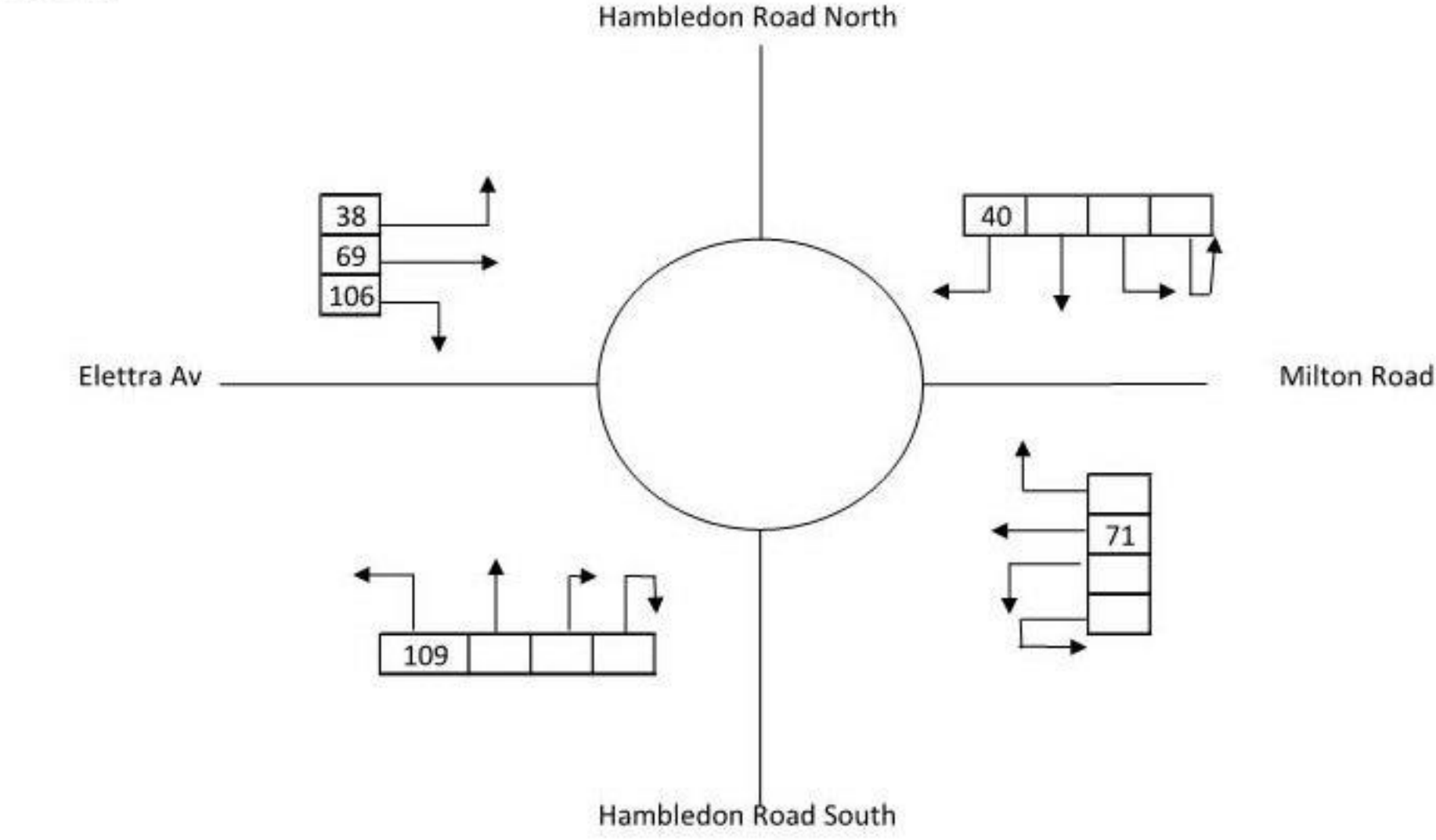
Development Flows - Net Diff
Friday



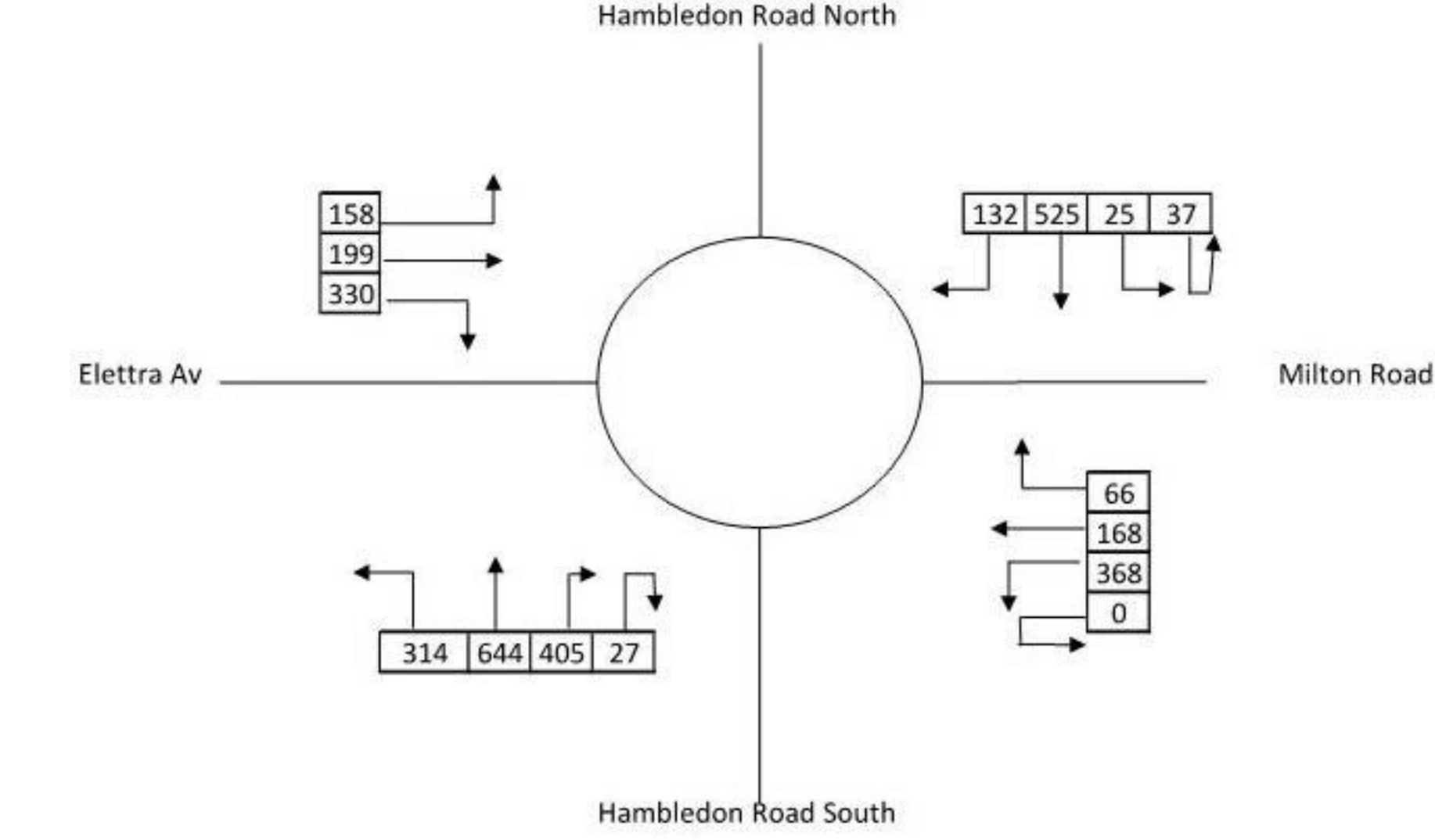
2026 Base + Outline + Net
Friday



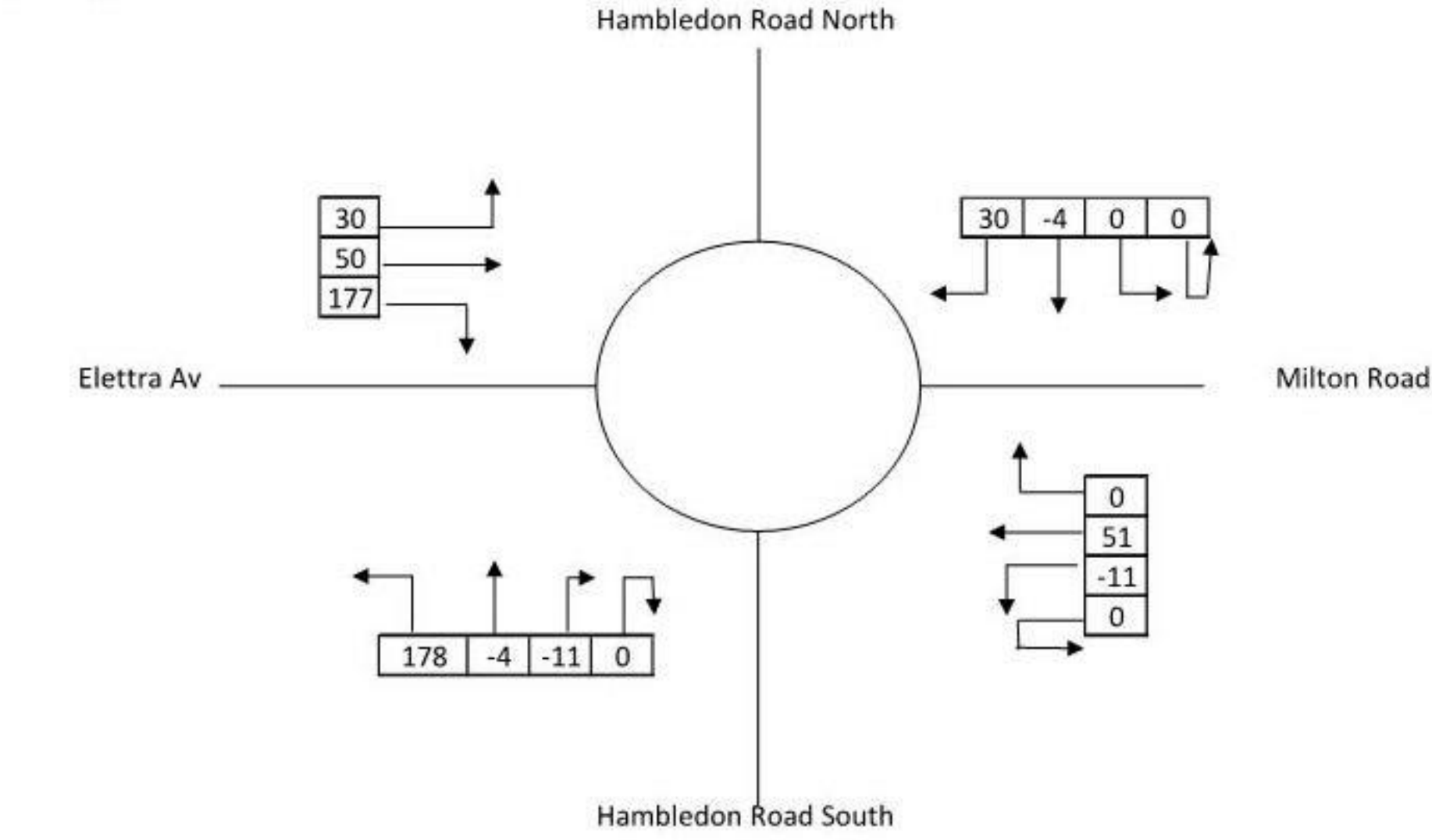
Development Flows - Outline
Saturday



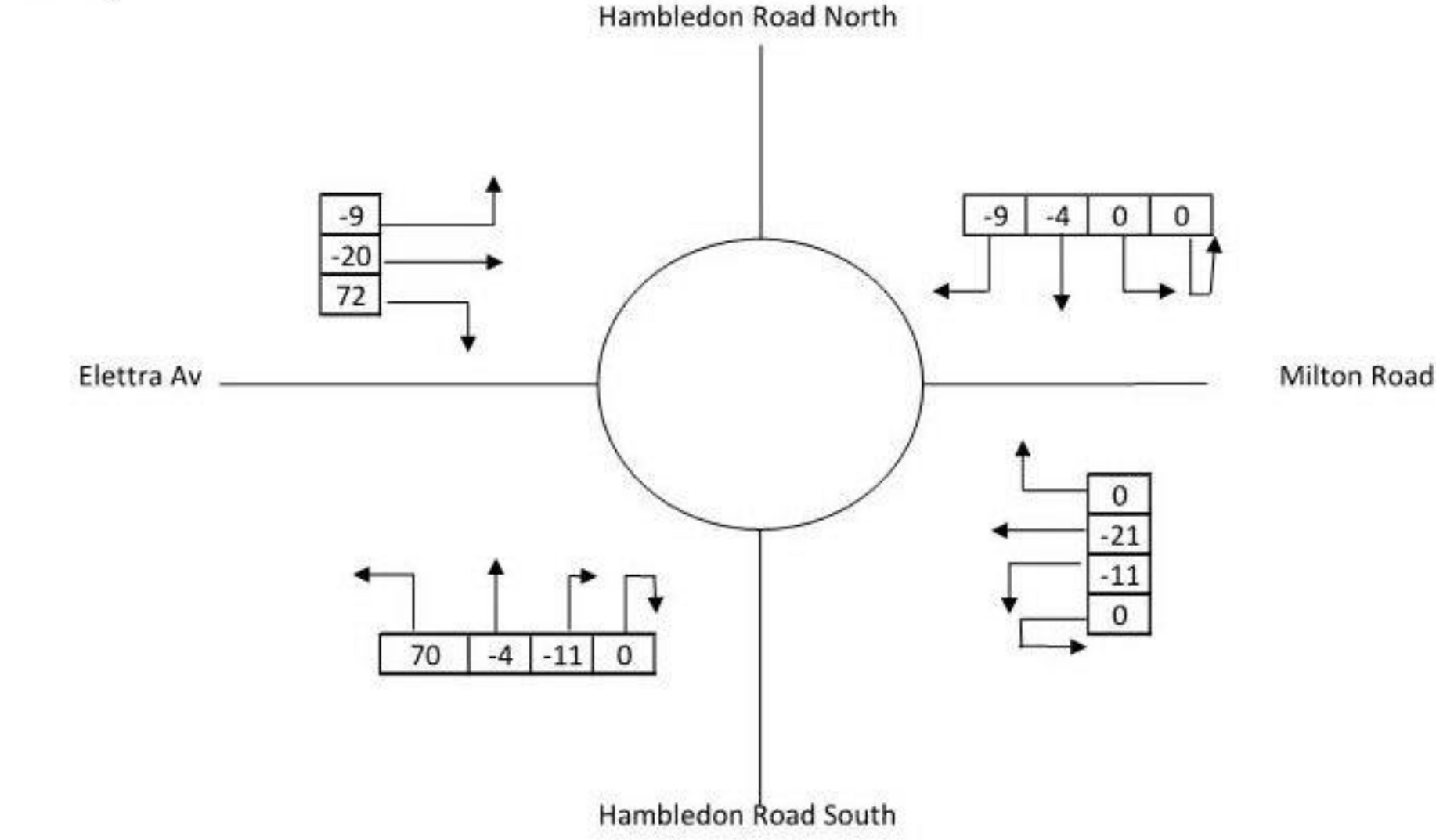
2026 Base + Outline
Saturday



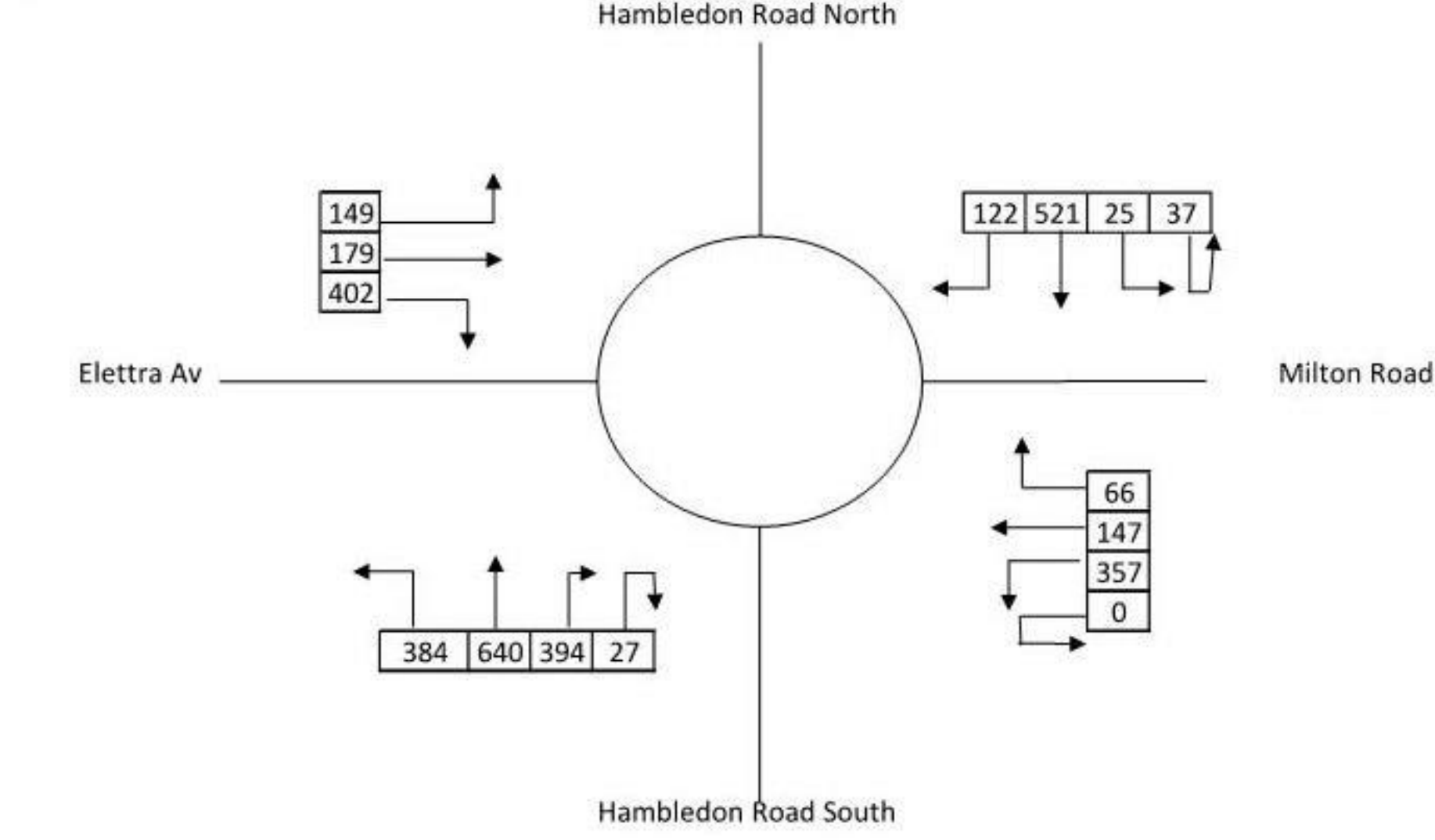
Development Flows Full
Saturday



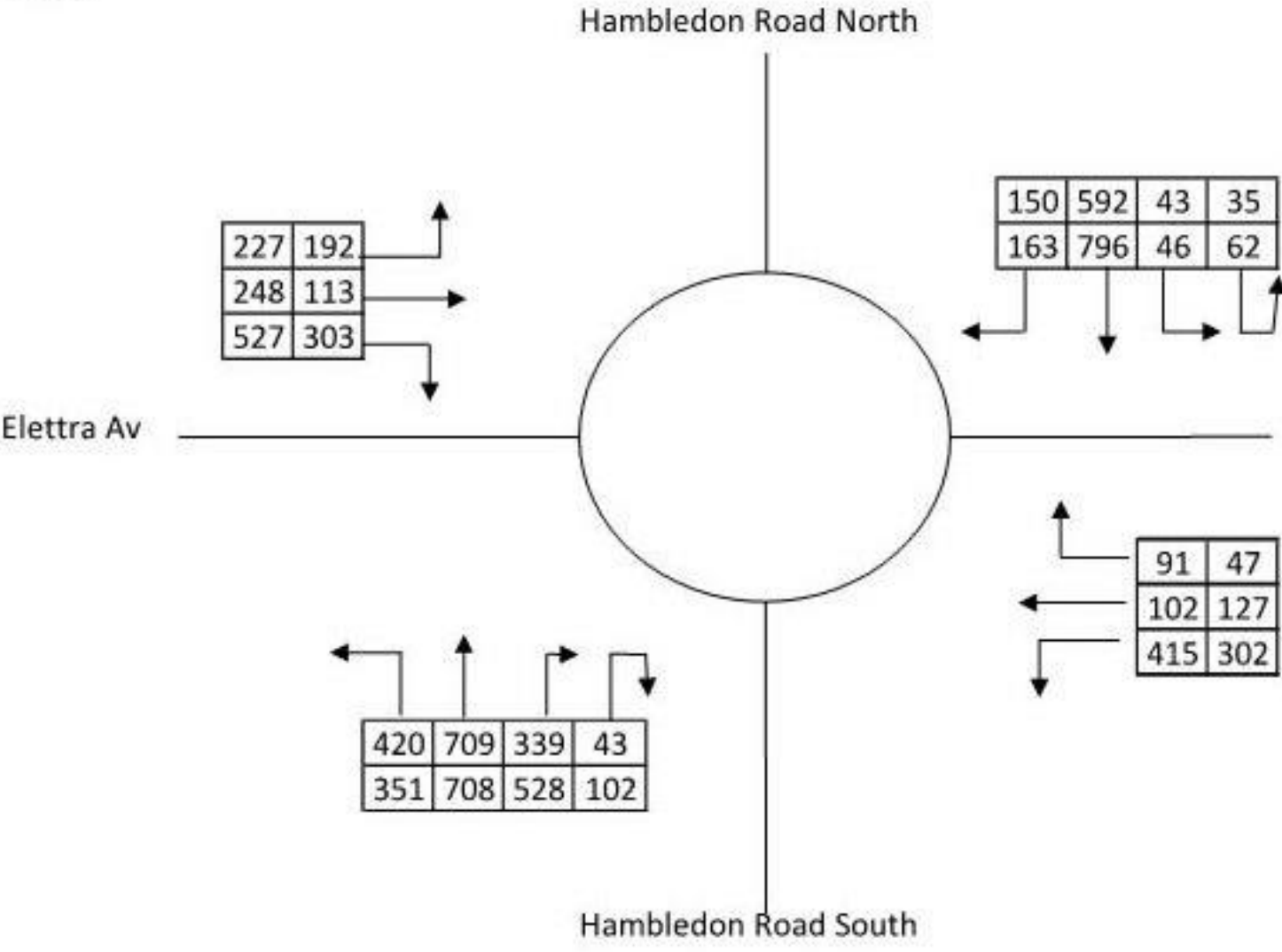
Development Flows- Net Diff
Saturday



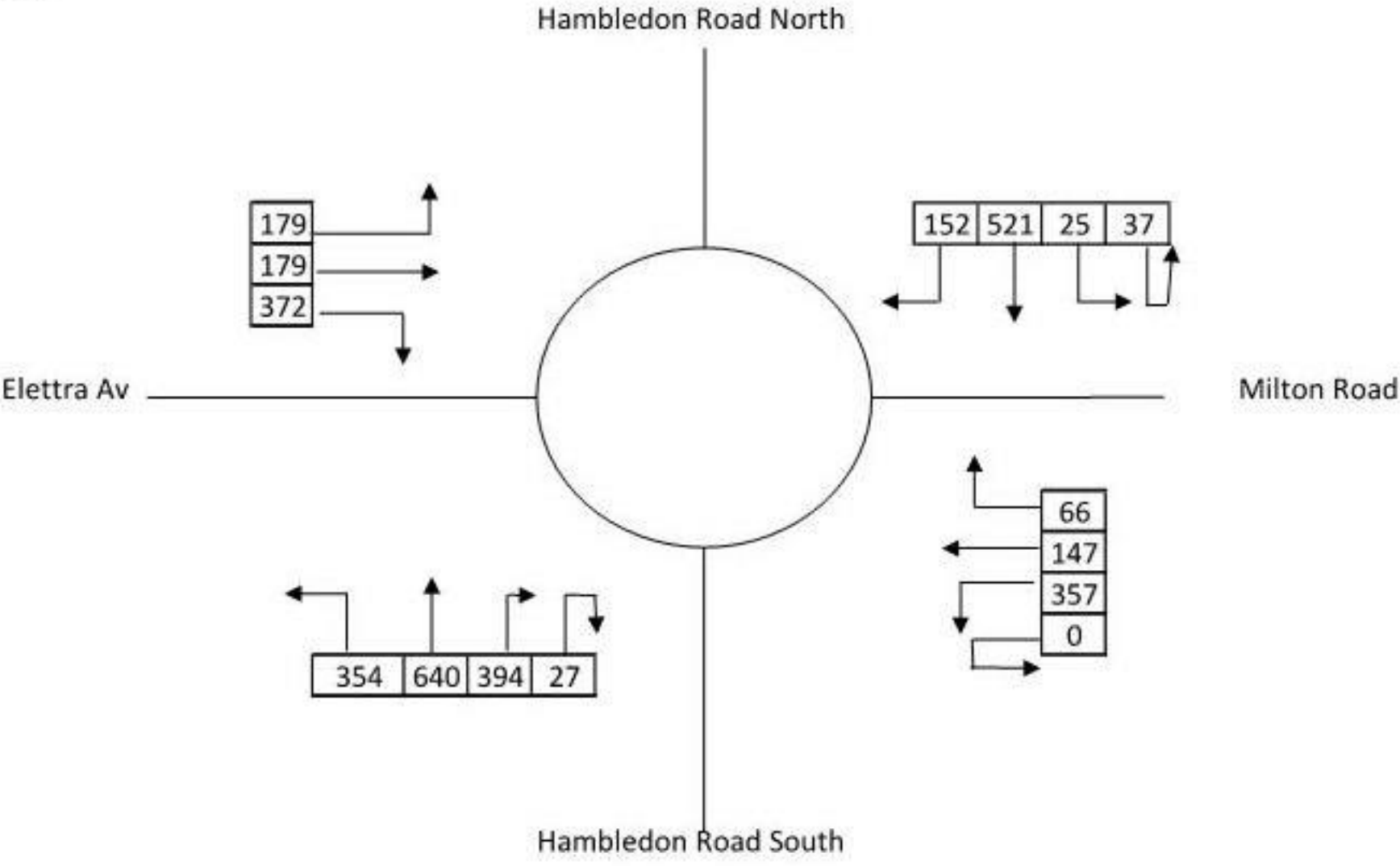
2026 Base + Outline + Net
Saturday



2026 Base + Outline + Net Sensitivity
Friday



2026 Base + Outline + Net
Saturday

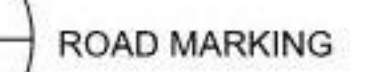
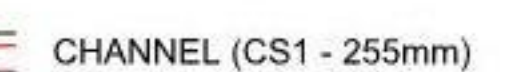
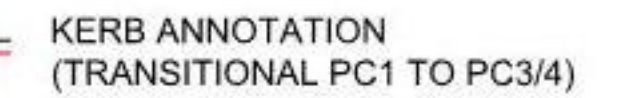
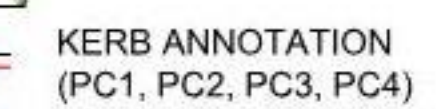
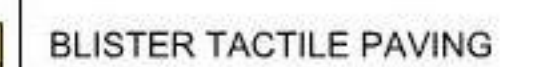
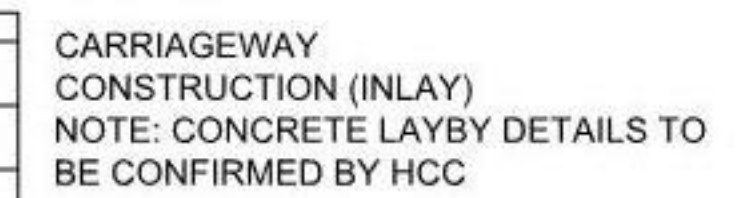
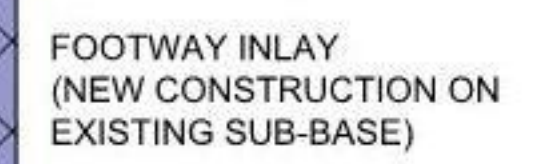




Appendix H



1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
3. THE CONTRACTOR SHALL BE AWARE OF ALL STATUTORY UNDERTAKERS PLANT THAT MAY BE LOCATED WITHIN THE SITE
4. ANY DISCREPANCIES SHOULD BE REPORTED TO THE OVERSEEING ORGANISATION IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.
5. ALL KERBS SHALL BE PRECAST CONCRETE KERBS AS SHOWN ON HCC STD. DETAIL DRAWING NO. HCC11/C/010
6. FOOTWAY SHALL BE TYPE 1A AS SHOWN ON HCC STD. DETAIL DRAWING NO. HCC11/C/045.
7. UNCONTROLLED PEDESTRIAN CROSSING INSTALLED IN EXISTING FOOTWAY AS SHOWN ON HCC STD. DETAIL DRAWING NO. HCC11/C/065
8. PEDESTRIAN REFUGE SHALL BE TYPE 1B 1500 WIDE AS SHOWN ON HCC STD. DETAIL DRAWING NO. HCC11/C/080.
9. ADVANCE WARNING SIGNS SHALL BE ERECTED AT LEAST TWO WEEKS IN ADVANCE OF COMMENCEMENT OF WORKS.
10. HCC SIGN BOARDS TYPE 1 TO HCC STD. DETAIL DRAWING NO. HCC11/C/160 TO BE PROVIDED ON EACH APPROACH TO SITE FOR DURATION OF WORKS.
11. ALL TRAFFIC SIGNS AND ROAD MARKINGS TO BE IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016
12. ALL TRAFFIC SIGNS AND STREET FURNITURE TO HAVE MINIMUM 450MM CLEARANCE TO KERB FACES UNLESS OTHERWISE STATED
13. TRAFFIC SIGNPOST FOUNDATIONS SHALL BE AS SHOWN ON HCC STD. DETAIL DRAWING NO. HCC10/C/140.



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County Council

STUART JARVIS BSc DipTP FCIHT MRTPL, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT, THE CASTLE, WINCHESTER.

DESIGNER	SCHEME		
VA	ELETTRA AVENUE, MILTON ROAD AND HAMBLEDON ROAD ACCESSIBILITY IMPROVEMENTS		
CAD			
VA			
CHECKED			
	JOB No.		
APPROVED	SCALE @ A1 1:200	DATE 20.10.21	SHEET NUMBER 1 OF 1

DRAWING TITLE	
DRAFT	
CAD PLOT: 10/02/2016 10:15:58	
DRAWING NUMBER	REV



Forester House
Doctor's Lane
Henley-in-Arden
Warwickshire
B95 5AW

Tel: +44(0)1564 793598
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk