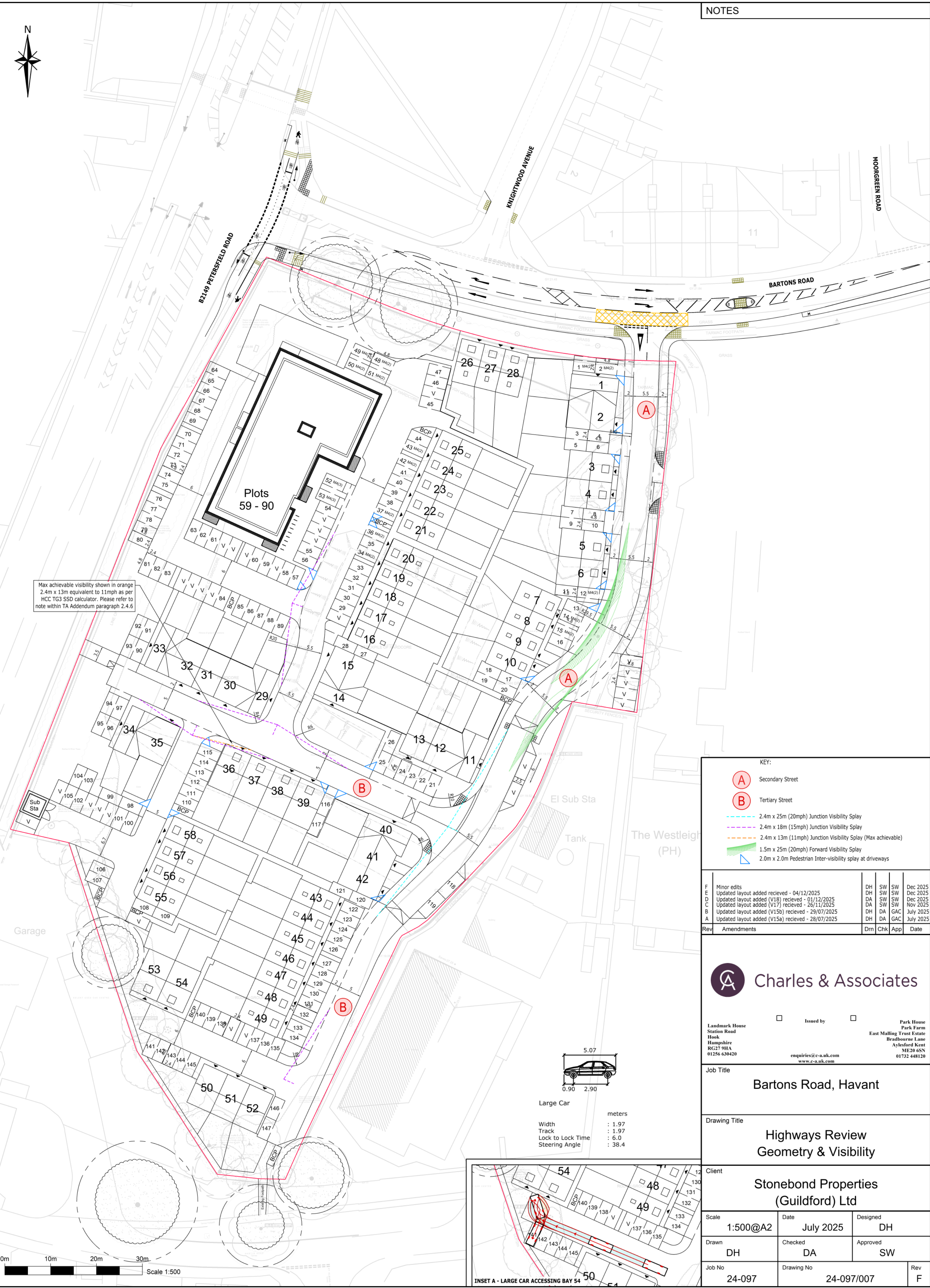
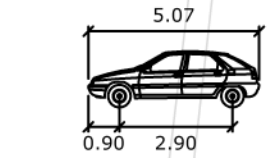


Appendix E Layout Review, Refuse and Fire Tracking Drawings



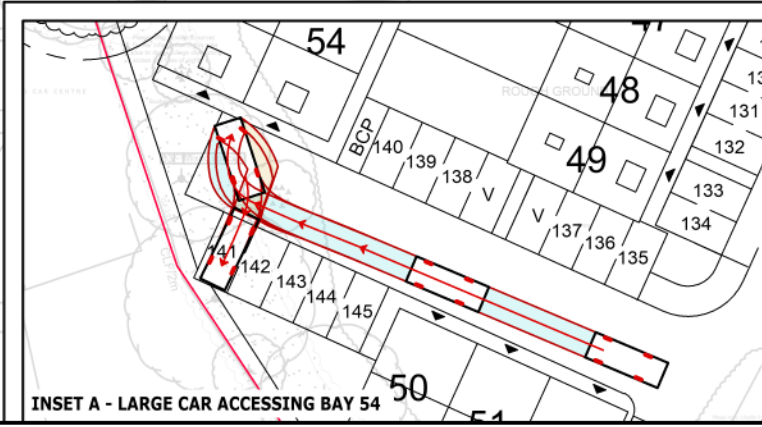
Max achievable visibility shown in orange
2.4m x 13m equivalent to 11mph as per
HCC TG3 SSD calculator. Please refer to
note within TA Addendum paragraph 2.4.6



Large Car

Width	: 1.97
Track	: 1.97
Lock to Lock Time	: 6.0
Steering Angle	: 38.4

meters



- KEY:
- A** Secondary Street
 - B** Tertiary Street
 - 2.4m x 25m (20mph) Junction Visibility Splay
 - 2.4m x 18m (15mph) Junction Visibility Splay
 - 2.4m x 13m (11mph) Junction Visibility Splay (Max achievable)
 - 1.5m x 25m (20mph) Forward Visibility Splay
 - 2.0m x 2.0m Pedestrian Inter-visibility splay at driveways

F	Minor edits	DH	SW	SW	Dec 2025
E	Updated layout added received - 04/12/2025	DH	SW	SW	Dec 2025
D	Updated layout added (V18) received - 01/12/2025	DA	SW	SW	Dec 2025
C	Updated layout added (V17) received - 26/11/2025	DA	SW	SW	Nov 2025
B	Updated layout added (V15b) received - 29/07/2025	DH	DA	GAC	July 2025
A	Updated layout added (V15a) received - 28/07/2025	DH	DA	GAC	July 2025

Rev	Amendments	Drm	Chk	App	Date
-----	------------	-----	-----	-----	------

Issued by

Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 630420

enquiries@c-a.uk.com
www.c-a.uk.com

Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford Kent
ME20 6SN
01732 448120

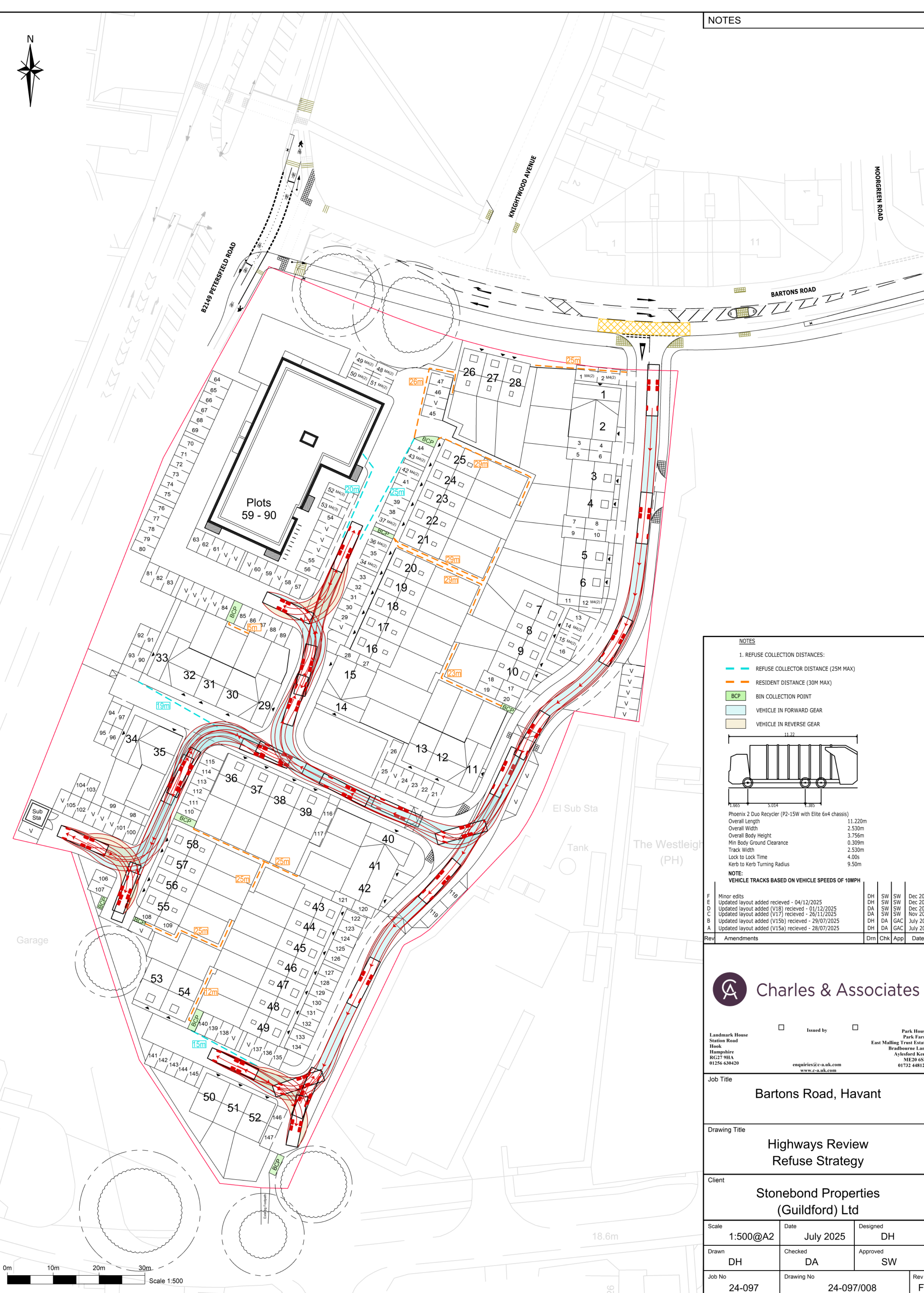
Job Title

Bartons Road, Havant

Drawing Title

Highways Review
Geometry & Visibility

Client				Stonebond Properties (Guildford) Ltd	
Scale	1:500@A2	Date	July 2025	Designed	DH
Drawn	DH	Checked	DA	Approved	SW
Job No	24-097	Drawing No	24-097/007	Rev	F



NOTES

1. REFUSE COLLECTION DISTANCES:

REFUSE COLLECTOR DISTANCE (25M MAX)

RESIDENT DISTANCE (30M MAX)

BCP BIN COLLECTION POINT

VEHICLE IN FORWARD GEAR

VEHICLE IN REVERSE GEAR

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length 11.220m

Overall Width 2.530m

Overall Body Height 3.756m

Min Body Ground Clearance 0.309m

Track Width 2.530m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 9.50m

NOTE:

VEHICLE TRACKS BASED ON VEHICLE SPEEDS OF 10MPH

F	Minor edits	DH	SW	SW	Dec 2025
E	Updated layout added received - 04/12/2025	DH	SW	SW	Dec 2025
D	Updated layout added (V18) received - 01/12/2025	DA	SW	SW	Dec 2025
C	Updated layout added (V17) received - 26/11/2025	DA	SW	SW	Nov 2025
B	Updated layout added (V15b) received - 29/07/2025	DH	DA	GAC	July 2025
A	Updated layout added (V15a) received - 28/07/2025	DH	DA	GAC	July 2025
Rev	Amendments	Drn	Chk	App	Date



Charles & Associates

Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford Kent
ME20 6SN
01723 448120

□

Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01256 630420

Issued by

□

enquiries@c-a.uk.com
www.c-a.uk.com

Job Title
Bartons Road, Havant

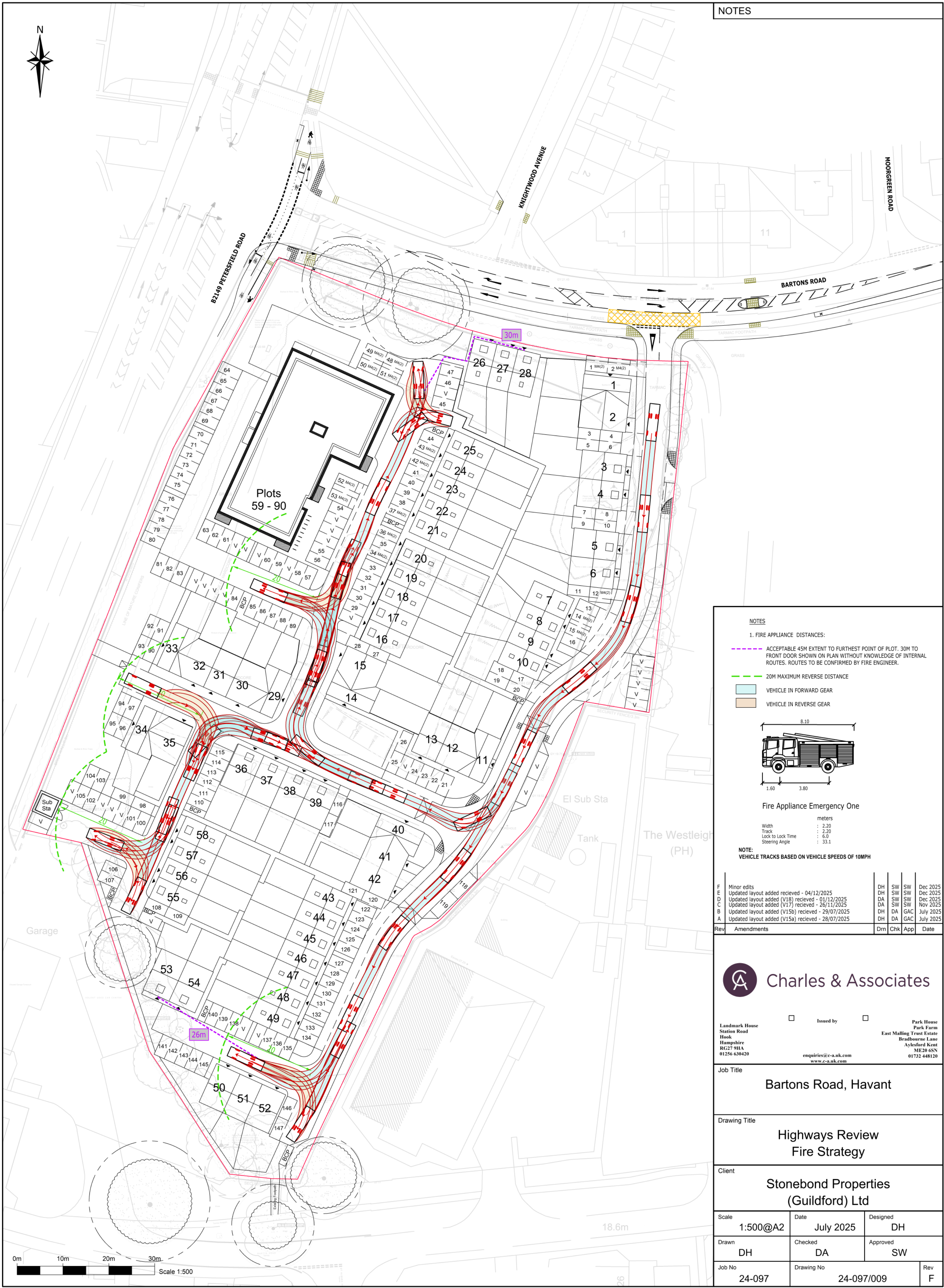
Drawing Title

Highways Review
Refuse Strategy

Client

Stonebond Properties
(Guildford) Ltd

Scale 1:500@A2	Date July 2025	Designed DH	
Drawn DH	Checked DA	Approved SW	
Job No 24-097	Drawing No 24-097/008		Rev F



NOTES

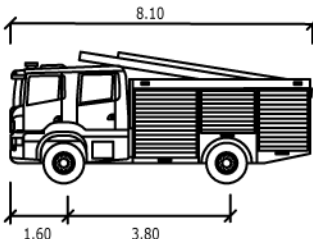
1. FIRE APPLIANCE DISTANCES:

ACCEPTABLE 45M EXTENT TO FURTHEST POINT OF PLOT. 30M TO FRONT DOOR SHOWN ON PLAN WITHOUT KNOWLEDGE OF INTERNAL ROUTES. ROUTES TO BE CONFIRMED BY FIRE ENGINEER.

20M MAXIMUM REVERSE DISTANCE

VEHICLE IN FORWARD GEAR

VEHICLE IN REVERSE GEAR



Fire Appliance Emergency One

Width : 2.20
Track : 2.20
Lock to Lock Time : 6.0
Steering Angle : 33.1

NOTE:
VEHICLE TRACKS BASED ON VEHICLE SPEEDS OF 10MPH

F	Minor edits	DH	SW	Dec 2025
E	Updated layout added (V18) received - 04/12/2025	DH	SW	Dec 2025
D	Updated layout added (V18) received - 01/12/2025	DA	SW	Dec 2025
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A	Updated layout added (V15a) received - 28/07/2025	DH	DA	GAC July 2025

Rev	Amendments	Drm	Chk	App	Date
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Park House
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East Malling Trust Estate
Bradbourne Lane
Aylesford Kent
ME20 6SN
01732 448120

Job Title

Bartons Road, Havant

Drawing Title

Highways Review
Fire Strategy

Client

Stonebond Properties
(Guildford) Ltd

Scale

1:500@A2

Date

July 2025

Designed

DH

Drawn

DH

Checked

DA

Approved

SW

Job No

24-097

Drawing No

24-097/009

Rev

F

Appendix F Parking Technical Note



Technical Note

Bartons Road, Havant

24-097-007 Rev A

Parking Technical Note

December 2025

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft	DA	CG	SW	SW	04/12/2025
A	Final	DA	CG	SW	SW	05/12/2025

1 Introduction

1.1 Background

- 1.1.1 Charles and Associates Consulting Engineers Ltd (C&A) have prepared this Technical Note (TN) on behalf of Stonebond Properties (Guildford) Ltd in relation to a full planning application comprising of 90 residential dwellings with associated landscaping, parking and improved access on land to the west of Petersfield Road (B2149) and south of Bartons Road, Havant. The proposed housing mix consists of 45 affordable units and 45 private dwellings.
- 1.1.2 The development of the site is subject to an ongoing planning application¹ for which C&A provided a Transport Assessment (TA)². The site is allocated under Policy LP1, site L145, in Allocation Plan (2014), covering an area of 1.7 ha with an indicative capacity of 90 dwellings. The emerging Havant Borough Local Plan retains the site allocation (Allocation 18) for about 90 dwellings.
- 1.1.3 In response to comments from Hampshire County Council (HCC), this note justifies the vehicle parking proposed as part of the application.

¹ [APP/25/00639](#)

² Ref: 24-097-003 Rev A Transport Assessment (Part 1 – 5).

2 Parking Standards and Provision

- 2.1.1 The parking standards for residential development are provided within the Havant Borough Council Parking SPD. The car parking standards for residential development are set out in table below.

Table 2.1: HBC Car Parking Standards

Dwelling Type	No of Units	Summary	
		Minimum Car Parking Requirement	Parking Required as per HBC
1 Bed Unit	11	0.9 spaces	10
2 Bed Unit	33	1.3 spaces	43
3 Bed Unit	36	1.9 spaces	68
4+ Bed Unit	10	2.4 spaces	24
Total	90	N/A	146
Visitor Parking		20%	30
			176

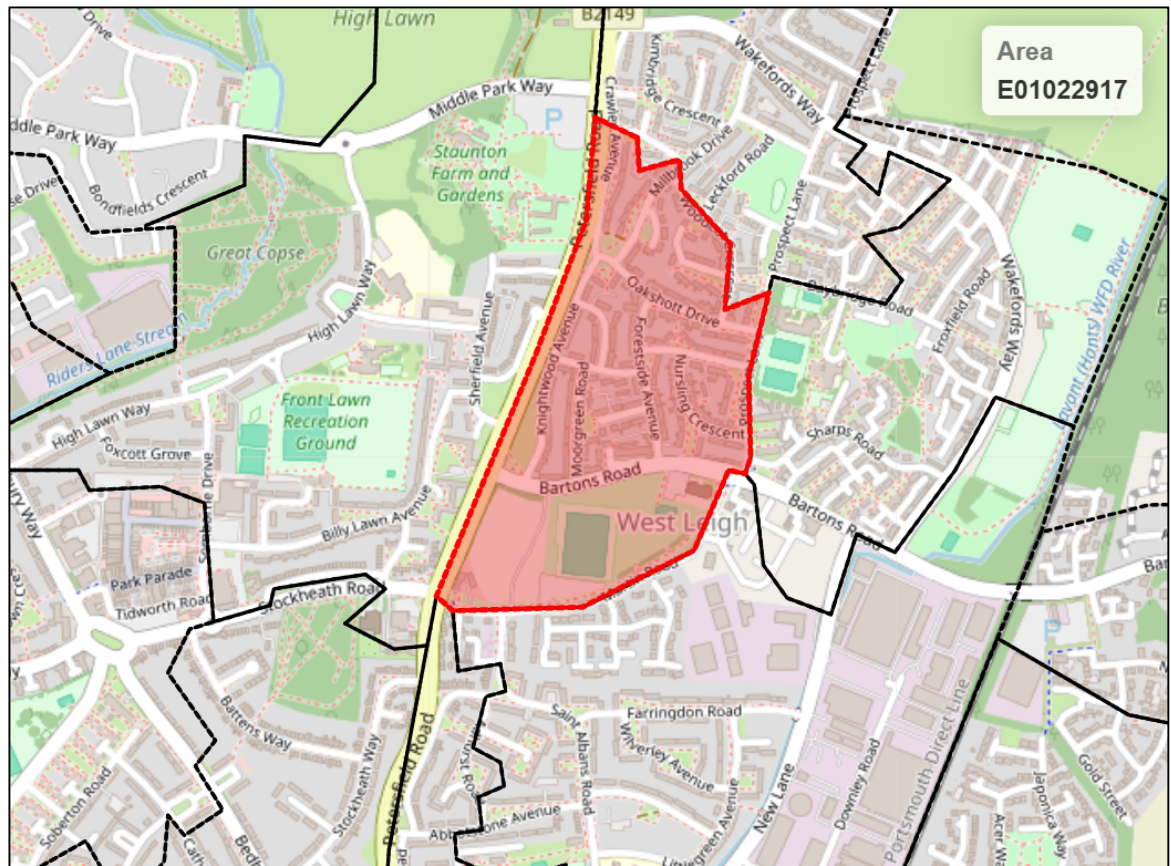
- 2.1.2 The proposed layout provides 146 resident spaces and 30 visitors parking spaces (see Block Plan). The table shows that the proposed parking provision complies with the HBC parking standards.

2.2 Parking Justification

Parking Demand Analysis

- 2.2.2 To assess existing car ownership levels in the area, 2011 census data for households with car availability have been examined. The data was reviewed for the *E01022917: Havant 009E* Super Output Area, in which the site is located, as shown in figure below.

Figure 2.1: Havant 009E Super Output Area



2.2.3 The 2011 Census data is presented in table below.

Table 2.2: Car or Van Availability

Car or Van Availability	Households	Percentage	Total Cars or Vans
No cars or vans in household	211	40%	0
1 car or van in household	222	42%	222
2 cars or vans in household	73	14%	146
3 cars or vans in household	16	3%	48
4 or more cars or vans in household	6	1%	24
Total	528	100%	440

2.2.4 Based on the 2011 Census data for E01022917 (Havant 009E), 40% of households did not have access to a car, 42% had access to one car, 14% to two cars, 3% to three or more cars, and 1% to four or more cars. The average car ownership in the area is 0.84 vehicles per household. Applying this average to the proposed development (90 units) results in an estimated demand for circa 76 vehicles. On this basis, it would be assumed that circa 76 resident parking spaces would be sufficient to meet typical residential car parking demand for the development.

- 2.2.5 Assuming a similar rate of car ownership for the development site, it is evident that the unallocated parking standards would be sufficient to meet the car parking demand, whereby the higher allocated parking requirement would risk an overprovision and unintentionally promote car travel through abundant parking provision for residents.

2.3 Site Sustainability

- 2.3.1 As shown in the Transport Assessment, the site is in a very sustainable location.
- 2.3.2 According to CIHT's Planning for Walking Guidance (2015), the preferred maximum walking distance are 1 mile (1.6km) for amenities, 400 for bus and 800m for rail stations.
- 2.3.3 The site is located 150m from the "Douglas Gardens" bus stops situated approximately 150metres from the site on Martin Road. The stop is served by bus service 20 which provides half-hourly frequency from Monday to Saturday. The nearest railway station is Havant Railway Station, located approximately 1.5km (22-minutes' walk/6-minutes cycle) south of the proposed development.
- 2.3.4 The proposed development is located within a convenient walking and cycling distance of local amenities. It is likely that sustainable travel will be an attractive mode for day-to-day trips. To encourage sustainable travel, the development will enhance facilities along the southern side of Bartons Road and create a direct link to Petersfield Road through the site. Offering overprovision, which undermines the benefits of its accessible location, could promote car ownership. Therefore, the proposed parking provision is considered appropriate.
- 2.3.5 The proposed development promotes sustainable travel in accordance with Chapter 9 of the NPPF. Measures such as enhanced pedestrian and cycle links, provision of secure cycle parking, and appropriately managed car parking are designed to encourage walking, cycling, and public transport use, supporting a genuine choice of transport modes and minimising reliance on private vehicles. This approach aligns with the objectives of the NPPF to direct development to locations where sustainable transport is realistic (para 110), deliver safe and accessible walking and cycling networks (para 117), and manage parking to avoid excessive car use (para 111(d)).

2.4 Potential Parking Accumulation based on TRICS

- 2.4.1 The trips rates obtained from TRICS were used to calculate hourly arrival and departure and parking accumulation profiles for the proposed development.
- 2.4.2 The table below presents the hourly arrival trips based on the total vehicle trips obtained from TRICS.

Table 2.3: Hourly Arrivals based on Total Vehicle Trips

Time Range	Private House		Affordable House		Affordable Flats		Total Arrivals
	Trip Rate	Arrivals	Trip Rate	Arrivals	Trip Rate	Arrivals	
07:00 - 08:00	0.073	3	0	0	0.069	2	5
08:00 - 09:00	0.146	7	0.105	1	0.03	1	9
09:00 - 10:00	0.131	6	0.088	1	0.149	5	12
10:00 - 11:00	0.115	5	0.175	2	0.059	2	9
11:00 - 12:00	0.126	6	0.105	1	0.139	4	11
12:00 - 13:00	0.138	6	0.105	1	0.079	3	10
13:00 - 14:00	0.143	6	0.105	1	0.089	3	11
14:00 - 15:00	0.155	7	0.14	2	0.158	5	14
15:00 - 16:00	0.255	11	0.14	2	0.198	6	20
16:00 - 17:00	0.234	11	0.175	2	0.208	7	19
17:00 - 18:00	0.297	13	0.316	4	0.178	6	23
18:00 - 19:00	0.254	11	0.175	2	0.139	4	18

2.4.3 The table below presents the hourly arrival trips based on the total vehicle trips obtained from TRICS.

Table 2.4: Hourly Departure based on Total Vehicle Trips

Time Range	Private House		Affordable House		Affordable Flats		Total Departure
	Trip Rate	Dep	Trip Rate	Dep	Trip Rate	Dep	
07:00 - 08:00	0.261	12	0.158	2	0.188	6	20
08:00 - 09:00	0.332	15	0.211	3	0.129	4	22
09:00 - 10:00	0.164	7	0.14	2	0.149	5	14
10:00 - 11:00	0.147	7	0.228	3	0.129	4	14
11:00 - 12:00	0.139	6	0.07	1	0.119	4	11
12:00 - 13:00	0.125	6	0.07	1	0.079	3	9
13:00 - 14:00	0.142	6	0.175	2	0.149	5	13
14:00 - 15:00	0.164	7	0.14	2	0.119	4	13
15:00 - 16:00	0.158	7	0.105	1	0.139	4	13
16:00 - 17:00	0.154	7	0.105	1	0.109	3	12
17:00 - 18:00	0.142	6	0.175	2	0.158	5	14
18:00 - 19:00	0.141	6	0.105	1	0.109	3	11

2.4.4 The table below presents hourly maximum accumulation of trips.

Table 2.5: Hourly Accumulation of Trips

Time Range	Total Arrivals	Total Departure	Accumulation
07:00 - 08:00	5	20	-14
08:00 - 09:00	9	22	-27
09:00 - 10:00	12	14	-29
10:00 - 11:00	9	14	-34
11:00 - 12:00	11	11	-33
12:00 - 13:00	10	9	-32
13:00 - 14:00	11	13	-35
14:00 - 15:00	14	13	-34
15:00 - 16:00	20	13	-27
16:00 - 17:00	19	12	-20
17:00 - 18:00	23	14	-10
18:00 - 19:00	18	11	-3

2.4.5 The parking accumulation exercise indicates that trips generally begin to occur from around 07:00 in the morning. It is acknowledged that the widely used Lambeth Parking Stress Guidance Note recommends undertaking parking stress surveys at times when the highest number of residents are at home, typically late at night on weekdays. However, as this exercise relies on TRICS data, it is reasonable to assume that the proposed development would experience maximum parking demand approximately between the hours of 1900-0700. For the purposes of this assessment, it has been necessarily assumed that no vehicles depart the site before 07:00, which is a robust assumption. In reality, some residents will inevitably leave before 07:00, particularly on weekdays.

2.4.6 As residents begin their trips from 07:00 onwards, parking demand starts to decrease. This reflects the early-morning period when residents are most likely leaving for work, contributing to a natural reduction in parking accumulation.

2.4.7 Between 08:00 and 11:00, further decreases in accumulation are observed, with consecutive periods showing net reductions in parking demand.

2.4.8 This sustained decline coincides with the busiest outbound period of the day, during which the majority of residents have left the site. By 11:00, there is a cumulative reduction of 34 vehicles. Additionally, this period corresponds with typically low visitor parking demand, further contributing to reduced accumulation.

- 2.4.9 From 11:00 to 15:00, parking accumulation stabilises, showing smaller fluctuations during the midday hours. This steady level of demand coincides with the arrival of non-residential visitors, which offsets the gradual return of residents who departed earlier.
- 2.4.10 Beginning at 15:00, arrivals start to increase as residents return from work or educational trips. This marks the start of the afternoon return period, during which residents and regular visitors begin arriving back at the site. Despite this increase, overall accumulation remains negative due to the scale of morning departures.
- 2.4.11 In the early evening, arrivals continue to rise, with parking demand gradually approaching early-morning levels. This reflects the progressive return of residents after the working day. Nevertheless, overall accumulation at 19:00 remains below zero based on TRICS data, indicating that some parking spaces would still be available for visitors even after 19:00.

2.5 Summary

- 2.5.1 Based on the data relating to car ownership levels in the surrounding area, the locational sustainability of the site and the anticipated parking accumulation profile based on TRICS data, the proposed parking provision is considered appropriate for future residents and visitors to the site.

Appendix G TRICS Report

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 day
	KC	KENT	4 days
	MW	MEDWAY	1 day
	SC	SURREY	3 days
	WB	WEST BERKSHIRE	1 day
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	CW	CORNWALL	1 day
	DC	DORSET	1 day
	DV	DEVON	1 day
	GS	GLOUCESTERSHIRE	1 day
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	7 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
	YO	YORK	1 day
08	NORTH WEST		
	EC	CHESHIRE EAST	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
	DH	DURHAM	3 days
	TW	TYNE & WEAR	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.



Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	4 to 300 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Friday	1 days
Monday	9 days
Thursday	14 days
Tuesday	13 days
Wednesday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	43
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	28 days
Neighbourhood Centre	7 days
Suburban Area	8 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Residential Zone	36 days
Village	7 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	10 days
Servicing vehicles Unknown	32 days

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Secondary Filtering Selection:

Use Class:

C3	43 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

72 - 15312

Population within 1 mile:

1,001 to 5,000	11 surveys
10,001 to 15,000	19 surveys
5,001 to 10,000	13 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	11 surveys
25,001 to 50,000	9 surveys
5,001 to 25,000	8 surveys
50,001 to 75,000	4 surveys
75,001 to 100,000	9 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	9 surveys
1.1 to 1.5	29 surveys
1.6 to 2.0	5 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	20 surveys
Yes	23 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	43 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

1 GIDDING ROAD SAWTRY Neighbourhood Centre Village Site area: 2.680000066757202 hect Survey date: Thursday 13/10/2022	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE	Survey Type: Manual
2 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Site area: 3.690000057220459 hect Survey date: Tuesday 27/06/2023	CT-03-A-03	MIXED HOUSES	CENTRAL BEDFORDSHIRE	Survey Type: Manual
3 HAWKSHEAD AVENUE WORKINGTON Edge of Town Residential Zone Site area: 1.7999999523162842 hect Survey date:	CU-03-A-01	SEMI DETACHED	CUMBERLAND	Survey Type: Manual
4 ALVERTON ROAD PENZANCE Suburban Area Residential Zone Site area: 0.20000000298023224 hect Survey date: Thursday 30/06/2005	CW-03-A-01	TERRACED	CORNWALL	Survey Type: Manual
5 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.399999976158142 hect Survey date: Wednesday 09/11/2022	DC-03-A-10	MIXED HOUSES	DORSET	Survey Type: Manual
6 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area Residential Zone Site area: 0.8999999761581421 hect Survey date: Tuesday 28/03/2017	DH-03-A-01	SEMI DETACHED	DURHAM	Survey Type: Manual
7 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre Residential Zone Site area: 4.03000020980835 hect Survey date:	DH-03-A-02	MIXED HOUSES	DURHAM	Survey Type: Manual
8 PILGRIMS WAY DURHAM Edge of Town Residential Zone Site area: 5.603000164031982 hect	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM	

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Survey date: Friday 19/10/2018

Survey Type: Manual

9 LOWER BRAND LANE HONITON Suburban Area Residential Zone Site area: 2.0199999809265137 hect Survey date:	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON	Survey Type: Manual
10 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Site area: 0.7300000190734863 hect Survey date:	EC-03-A-06	TERRACED HOUSES	CHESHIRE EAST	Survey Type: Manual
11 BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 4.340000152587891 hect Survey date: Thursday 28/09/2023	ES-03-A-11	MIXED HOUSES	EAST SUSSEX	Survey Type: Manual
12 THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Site area: 2.5 hect Survey date: Tuesday 22/04/2025	ES-03-A-22	MIXED HOUSES	EAST SUSSEX	Survey Type: Manual
13 GREEN LANE TEWKESBURY Suburban Area Residential Zone Site area: 1 hect Survey date: Thursday 10/10/2024	GS-03-A-03	PRIVATLEY OWNED HOUSES	GLOUCESTERSHIRE	Survey Type: Manual
14 DAIRY ROAD ANDOVER Edge of Town Residential Zone Site area: 2.5 hect Survey date: Tuesday 16/11/2021	HC-03-A-27	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
15 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Site area: 3.46 hect Survey date: Wednesday 27/03/2024	HC-03-A-37	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
16 HARE STREET ROAD BUNTINGFORD	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE	

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Edge of Town Residential Zone Site area: 5.670000076293945 hect Survey date: Survey Type: Manual			
17 RECULVER ROAD HERNE BAY Edge of Town Residential Zone Site area: 9.460000038146973 hect Survey date: Wednesday 27/09/2017	KC-03-A-07	MIXED HOUSES	KENT Survey Type: Manual
18 MAIDSTONE ROAD CHARING Neighbourhood Centre Village Site area: 0.8600000143051147 hect Survey date: Tuesday 22/05/2018	KC-03-A-08	MIXED HOUSES	KENT Survey Type: Manual
19 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 3.9100000858306885 hect Survey date: Tuesday 09/05/2023	KC-03-A-10	MIXED HOUSES	KENT Survey Type: Manual
20 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Site area: 6.84 hect Survey date: Thursday 22/05/2025	KC-03-A-14	MIXED HOUSES	KENT Survey Type: Manual
21 ROOKERY LANE LINCOLN BOULTHAM Suburban Area Residential Zone Site area: 0.7699999809265137 hect Survey date: Tuesday 18/09/2012	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE Survey Type: Manual
22 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.699999988079071 hect Survey date:	MW-03-A-02	MIXED HOUSES	MEDWAY Survey Type: Manual
23 HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.5700000524520874 hect Survey date: Thursday 19/09/2019	NF-03-A-05	MIXED HOUSES	NORFOLK Survey Type: Manual
24	NF-03-A-30	MIXED HOUSES	NORFOLK

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

BRANDON ROAD
SWAFFHAM

Edge of Town

Residential Zone

Site area: 11.770000457763672 hect

Survey date: Thursday 23/09/2021

Survey Type: Manual

25	NF-03-A-33	MIXED HOUSES	NORFOLK
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LONDON ROAD
ATTLEBOROUGH

Edge of Town

Residential Zone

Site area: 4.78000020980835 hect

Survey date: Thursday 29/09/2022

Survey Type: Manual

26	NF-03-A-37	MIXED HOUSES	NORFOLK
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GREENFIELDS ROAD
DEREHAM

Edge of Town

Residential Zone

Site area: 1.6399999856948853 hect

Survey date: Tuesday 27/09/2022

Survey Type: Manual

27	NF-03-A-39	MIXED HOUSES	NORFOLK
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HEATH DRIVE
HOLT

Edge of Town

Residential Zone

Site area: 7.840000152587891 hect

Survey date: Tuesday 27/09/2022

Survey Type: Manual

28	NF-03-A-43	MIXED HOUSES	NORFOLK
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MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre

Village

Site area: 5.400000095367432 hect

Survey date: Wednesday 15/09/2021

Survey Type: Manual

29	NF-03-A-51	SEMI-DETACHED	NORFOLK
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CITY ROAD
NORWICH

LAKENHAM

Suburban Area

Residential Zone

Site area: 1.0299999713897705 hect

Survey date: Tuesday 13/09/2022

Survey Type: Manual

30	NY-03-A-09	MIXED HOUSING	NORTH YORKSHIRE
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GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area

Residential Zone

Site area: 3.299999952316284 hect

Survey date:

Survey Type: Manual

31	NY-03-A-15	DETACHED & SEMI-DETACHED	NORTH YORKSHIRE
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MILBY ROAD
BOROUGHBRIDGE

MILBY

Edge of Town

Residential Zone

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Site area: 6.8 hect

Survey date: Thursday 19/09/2024

Survey Type: Manual

32 HIGH ROAD BYFLEET Edge of Town Residential Zone Site area: 3.200000047683716 hect Survey date: Thursday 23/01/2014	SC-03-A-04	DETACHED & TERRACED	SURREY	Survey Type: Manual
33 REIGATE ROAD HORLEY Edge of Town Residential Zone Site area: 7.199999809265137 hect Survey date:	SC-03-A-05	MIXED HOUSES	SURREY	Survey Type: Manual
34 FOLLY HILL FARNHAM Edge of Town Residential Zone Site area: 5.820000171661377 hect Survey date: Tuesday 14/05/2024	SC-03-A-11	MIXED HOUSES	SURREY	Survey Type: Manual
35 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre Village Site area: 2.869999885559082 hect Survey date: Tuesday 25/09/2018	SM-03-A-02	MIXED HOUSES	SOMERSET	Survey Type: Manual
36 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre Village Site area: 2.6500000953674316 hect Survey date: Tuesday 25/09/2018	SM-03-A-03	MIXED HOUSES	SOMERSET	Survey Type: Manual
37 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Site area: 9 hect Survey date: Wednesday 22/11/2017	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: Manual
38 LEECHMERE ROAD SUNDERLAND HILLVIEW Edge of Town Residential Zone Site area: 2.5 hect Survey date: Wednesday 18/09/2002	TW-03-A-01	SEMI DETACHED	TYNE & WEAR	Survey Type: Manual

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

39 DORKING WAY READING CALCOT Edge of Town Residential Zone Site area: 7.5 hect Survey date: Thursday 12/09/2024	WB-03-A-04	MIXED HOUSES	WEST BERKSHIRE	Survey Type: Manual
40 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Site area: 5.449999809265137 hect Survey date: Thursday 11/12/2014	WS-03-A-04	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
41 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Site area: 8.859999656677246 hect Survey date: Thursday 19/04/2018	WS-03-A-08	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
42 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Site area: 13.489999771118164 hect Survey date: Thursday 23/05/2024	WS-03-A-24	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
43 NICHOLAS STREET YORK Suburban Area Residential Zone Site area: 0.15000000596046448 hect Survey date:	YO-03-A-01	TERRACED HOUSES	YORK	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30-04-2021	Covid restriction
AN-03-A-07	20-12-2011	Location not compatible
AN-03-A-10	07-06-2024	Location not compatible
AR-03-A-01	15-06-2010	Location not compatible
AS-03-A-02	20-04-2022	Location not compatible
CA-03-A-07	27-05-2021	Covid restriction
CA-03-A-10	15-05-2025	House type not compatible
CL-03-A-01	24-10-2024	Location not compatible
CL-03-A-02	25-10-2024	Location not compatible
CW-03-A-02	18-09-2007	House type not compatible
DE-03-A-04	19-05-2022	Location not compatible
DL-03-A-10	20-06-2018	Location not compatible

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Site Ref	Survey Date	Reason for Deselection
DN-03-A-03	01-09-2014	Location not compatible
DN-03-A-04	26-09-2014	Location not compatible
DN-03-A-05	03-09-2014	Location not compatible
DO-03-A-03	23-10-2013	Location not compatible
DV-03-A-02	25-09-2015	house type not compatible
ES-03-A-02	18-11-2011	house type not compatible
ES-03-A-03	11-07-2016	house type not compatible
ES-03-A-07	07-11-2019	house type not compatible
ES-03-A-10	28-09-2023	house type not compatible
ES-03-A-12	03-10-2023	house type not compatible
ES-03-A-20	06-11-2024	house type not compatible
ES-03-A-21	26-03-2025	house type not compatible
FI-03-A-02	16-05-2005	location not compatible
GA-03-A-02	19-09-2006	location not compatible
HC-03-A-23	19-11-2019	house type not compatible
HC-03-A-38	26-06-2024	house type not compatible
HC-03-A-39	14-11-2024	house type not compatible
HC-03-A-41	30-06-2025	house type not compatible
HF-03-A-06	28-11-2023	house type not compatible
IM-03-A-03	21-05-2024	location not compatible
IM-03-A-04	20-05-2024	location not compatible
IM-03-A-05	21-05-2024	location not compatible
IM-03-A-06	23-05-2024	location not compatible
KC-03-A-12	19-09-2023	house type not compatible
KD-03-A-02	12-05-2009	location not compatible
LE-03-A-02	28-06-2018	house type not compatible
LT-03-A-01	24-04-2015	location not compatible
LU-03-A-01	21-09-2021	location not compatible
MA-03-A-01	15-07-2011	location not compatible
ME-03-A-01	30-10-2024	location not compatible
MG-03-A-01	12-10-2021	location not compatible
MW-03-A-01	22-09-2017	house type not compatible
NF-03-A-01	16-10-2012	house type not compatible
NF-03-A-27	16-09-2021	house type not compatible
NF-03-A-35	28-09-2022	house type not compatible
NF-03-A-46	14-09-2021	house type not compatible
NY-03-A-06	14-10-2011	house type not compatible
NY-03-A-14	18-05-2022	house type not compatible
PS-03-A-02	11-05-2015	location not compatible
RO-03-A-04	26-09-2014	location not compatible
SC-03-A-09	24-05-2022	house type not compatible
SC-03-A-13	05-09-2024	house type not compatible
SF-03-A-06	22-09-2017	house type not compatible
SR-03-A-01	23-04-2007	house type not compatible
TE-03-A-03	24-10-2013	house type not compatible

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Site Ref	Survey Date	Reason for Deselection
WA-03-A-04	24-06-2014	house type not compatible
WL-03-A-01	02-10-2006	house type not compatible
WS-03-A-16	09-11-2022	house type not compatible
WS-03-A-18	15-05-2023	house type not compatible
WS-03-A-22	19-03-2024	house type not compatible
WS-03-A-23	14-05-2024	house type not compatible
WS-03-A-25	18-09-2024	house type not compatible
WS-03-A-26	24-09-2024	house type not compatible
WS-03-A-27	20-09-2024	house type not compatible

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	43	105	0.080	0.273	0.353
08:00-09:00	43	105	0.145	0.344	0.489
09:00-10:00	43	105	0.135	0.163	0.298
10:00-11:00	43	105	0.114	0.146	0.260
11:00-12:00	43	105	0.126	0.138	0.264
12:00-13:00	43	105	0.147	0.133	0.280
13:00-14:00	43	105	0.151	0.147	0.298
14:00-15:00	43	105	0.152	0.164	0.316
15:00-16:00	43	105	0.254	0.163	0.417
16:00-17:00	43	105	0.245	0.167	0.412
17:00-18:00	43	105	0.316	0.148	0.464
18:00-19:00	43	105	0.242	0.140	0.382
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.107	2.126	4.233

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	18/09/2002 - 22/05/2025
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	86
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	43	105	0.115	0.486	0.601
08:00-09:00	43	105	0.224	0.731	0.955
09:00-10:00	43	105	0.218	0.273	0.491
10:00-11:00	43	105	0.184	0.242	0.426
11:00-12:00	43	105	0.203	0.231	0.434
12:00-13:00	43	105	0.244	0.216	0.460
13:00-14:00	43	105	0.242	0.234	0.476
14:00-15:00	43	105	0.259	0.269	0.528
15:00-16:00	43	105	0.575	0.301	0.876
16:00-17:00	43	105	0.468	0.299	0.767
17:00-18:00	43	105	0.564	0.264	0.828
18:00-19:00	43	105	0.431	0.266	0.697
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.727	3.812	7.539

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	18/09/2002 - 22/05/2025
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	86
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	43	105	0.002	0.006	0.008
08:00-09:00	43	105	0.002	0.012	0.014
09:00-10:00	43	105	0.001	0.004	0.005
10:00-11:00	43	105	0.003	0.004	0.007
11:00-12:00	43	105	0.001	0.003	0.004
12:00-13:00	43	105	0.005	0.002	0.007
13:00-14:00	43	105	0.003	0.001	0.004
14:00-15:00	43	105	0.004	0.003	0.007
15:00-16:00	43	105	0.008	0.003	0.011
16:00-17:00	43	105	0.013	0.009	0.022
17:00-18:00	43	105	0.010	0.008	0.018
18:00-19:00	43	105	0.008	0.005	0.013
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.060	0.060	0.120

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	18/09/2002 - 22/05/2025
Number of weekdays (Monday-Friday):	42
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	86
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	43	105	0.001	0.001	0.002
08:00-09:00	43	105	0.001	0.001	0.002
09:00-10:00	43	105	0.001	0.001	0.002
10:00-11:00	43	105	0.001	0.001	0.002
11:00-12:00	43	105	0.000	0.000	0.000
12:00-13:00	43	105	0.000	0.000	0.000
13:00-14:00	43	105	0.001	0.001	0.002
14:00-15:00	43	105	0.000	0.000	0.000
15:00-16:00	43	105	0.001	0.001	0.002
16:00-17:00	43	105	0.001	0.001	0.002
17:00-18:00	43	105	0.001	0.001	0.002
18:00-19:00	43	105	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.008	0.008	0.016

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	18/09/2002 - 22/05/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	86
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

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

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	43	105	0.001	0.000	0.001
08:00-09:00	43	105	0.001	0.001	0.002
09:00-10:00	43	105	0.004	0.003	0.007
10:00-11:00	43	105	0.002	0.003	0.005
11:00-12:00	43	105	0.002	0.002	0.004
12:00-13:00	43	105	0.002	0.002	0.004
13:00-14:00	43	105	0.002	0.002	0.004
14:00-15:00	43	105	0.001	0.002	0.003
15:00-16:00	43	105	0.002	0.002	0.004
16:00-17:00	43	105	0.001	0.001	0.002
17:00-18:00	43	105	0.001	0.000	0.001
18:00-19:00	43	105	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.019	0.018	0.037

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	18/09/2002 - 22/05/2025
Number of weekdays (Monday-Friday):	29
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	86
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

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

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	43	105	0.096	0.397	0.493
08:00-09:00	43	105	0.182	0.572	0.754
09:00-10:00	43	105	0.172	0.224	0.396
10:00-11:00	43	105	0.149	0.200	0.349
11:00-12:00	43	105	0.164	0.189	0.353
12:00-13:00	43	105	0.196	0.178	0.374
13:00-14:00	43	105	0.207	0.193	0.400
14:00-15:00	43	105	0.207	0.219	0.426
15:00-16:00	43	105	0.422	0.226	0.648
16:00-17:00	43	105	0.371	0.239	0.610
17:00-18:00	43	105	0.473	0.211	0.684
18:00-19:00	43	105	0.358	0.209	0.567
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.997	3.057	6.054

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	18/09/2002 - 22/05/2025
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	86
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	43	105	0.016	0.048	0.064
08:00-09:00	43	105	0.039	0.118	0.157
09:00-10:00	43	105	0.043	0.036	0.079
10:00-11:00	43	105	0.027	0.032	0.059
11:00-12:00	43	105	0.033	0.035	0.068
12:00-13:00	43	105	0.038	0.030	0.068
13:00-14:00	43	105	0.028	0.034	0.062
14:00-15:00	43	105	0.042	0.043	0.085
15:00-16:00	43	105	0.118	0.064	0.182
16:00-17:00	43	105	0.069	0.047	0.116
17:00-18:00	43	105	0.063	0.041	0.104
18:00-19:00	43	105	0.048	0.047	0.095
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.564	0.575	1.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	18/09/2002 - 22/05/2025
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	86
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	43	105	0.001	0.035	0.036
08:00-09:00	43	105	0.001	0.026	0.027
09:00-10:00	43	105	0.002	0.009	0.011
10:00-11:00	43	105	0.004	0.006	0.010
11:00-12:00	43	105	0.005	0.004	0.009
12:00-13:00	43	105	0.006	0.006	0.012
13:00-14:00	43	105	0.005	0.005	0.010
14:00-15:00	43	105	0.006	0.003	0.009
15:00-16:00	43	105	0.025	0.007	0.032
16:00-17:00	43	105	0.014	0.003	0.017
17:00-18:00	43	105	0.017	0.004	0.021
18:00-19:00	43	105	0.017	0.004	0.021
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.103	0.112	0.215

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 7aa38f89-48e3-497f-9271-8368a7a83ac4

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: DWELLS)
Survey date date range:	18/09/2002 - 22/05/2025
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	86
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix H Trip Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population

units

date

method of travel to work

All usual residents aged 16 and over in employment the week before the census

Persons

2011

All categories: Method of travel to work (2001 specification)

	usual residence			Petersfield Rd (B2149) S				
place of work	E02004770 : Havant 009	Percentage	Petersfield Rd (B2149) N	Purbrook Way	New Road	Park Road	Bartons Rd	Total
E02004764 : Havant 003 - Waterloooville North West	75	3.1%	1.5%	1.5%				3.1%
E02004765 : Havant 004 - Waterloooville North East	6	0.2%	0.1%	0.1%				0.2%
E02004766 : Havant 005 - Waterloooville Central	50	2.0%		2.0%				2.0%
E02004767 : Havant 006 - Barncroft & Warren Park	19	0.8%	0.4%	0.4%				0.8%
E02004768 : Havant 007 - Waterloooville East	7	0.3%		0.3%				0.3%
E02004769 : Havant 008 - Leigh Park	67	2.7%	1.4%	1.4%				2.7%
E02004770 : Havant 009 - West Leigh	234	9.6%	3.8%		1.9%		3.8%	9.6%
E02004771 : Havant 010 - Stockheath Common	34	1.4%		0.7%	0.7%			1.4%
E02004772 : Havant 011 - Purbrook & Widley	24	1.0%		0.5%	0.5%			1.0%
E02004774 : Havant 013 - Emsworth	65	2.7%					2.7%	2.7%
E02004775 : Havant 014 - Central Havant & Langstone	502	20.5%			8.2%	8.2%	4.1%	20.5%
E02004776 : Havant 015 - Hayling West & North	28	1.1%				1.1%		1.1%
E02004777 : Havant 016 - South Hayling	14	0.6%				0.6%		0.6%
E02004778 : Havant 017 - Hayling Eastoke	13	0.5%				0.5%		0.5%
E02006822 : Havant 018 - Bedhampton	95	3.9%		1.9%	1.9%			3.9%
E02006831 : Havant 020 - Cowplain East	10	0.4%	0.4%					0.4%
Merton	5	0.2%	0.2%					0.2%
Westminster,City of London	8	0.3%	0.3%					0.3%
Brighton and Hove	5	0.2%				0.2%		0.2%
Portsmouth	540	22.0%		9.9%	2.2%	9.9%		22.0%
Southampton	17	0.7%		0.2%	0.2%	0.2%		0.7%
Basingstoke and Deane	7	0.3%	0.3%					0.3%
East Hampshire	159	6.5%	6.5%					6.5%
Eastleigh	38	1.6%		0.5%	0.5%	0.5%		1.6%
Fareham	87	3.6%		1.2%	1.2%	1.2%		3.6%
Gosport	26	1.1%		0.4%	0.4%	0.4%		1.1%
Hart	6	0.2%		0.1%	0.1%	0.1%		0.2%
New Forest	9	0.4%		0.1%	0.1%	0.1%		0.4%
Rushmoor	6	0.2%	0.2%					0.2%
Test Valley	6	0.2%		0.1%		0.1%		0.2%
Winchester	69	2.8%	0.9%	0.9%		0.9%		2.8%
Waverley	13	0.5%	0.5%					0.5%
Arun	8	0.3%				0.3%		0.3%
Chichester	187	7.6%				5.3%	2.3%	7.6%
Horsham	5	0.2%				0.1%	0.1%	0.2%
Worthing	5	0.2%				0.1%	0.1%	0.2%
Total	2,449	100.0%	16.7%	22.3%	17.9%	30.1%	13.0%	100%
		Percentage	Petersfield Rd (B2149) N	Purbrook Way	New Road	Park Road	Bartons Rd	Total

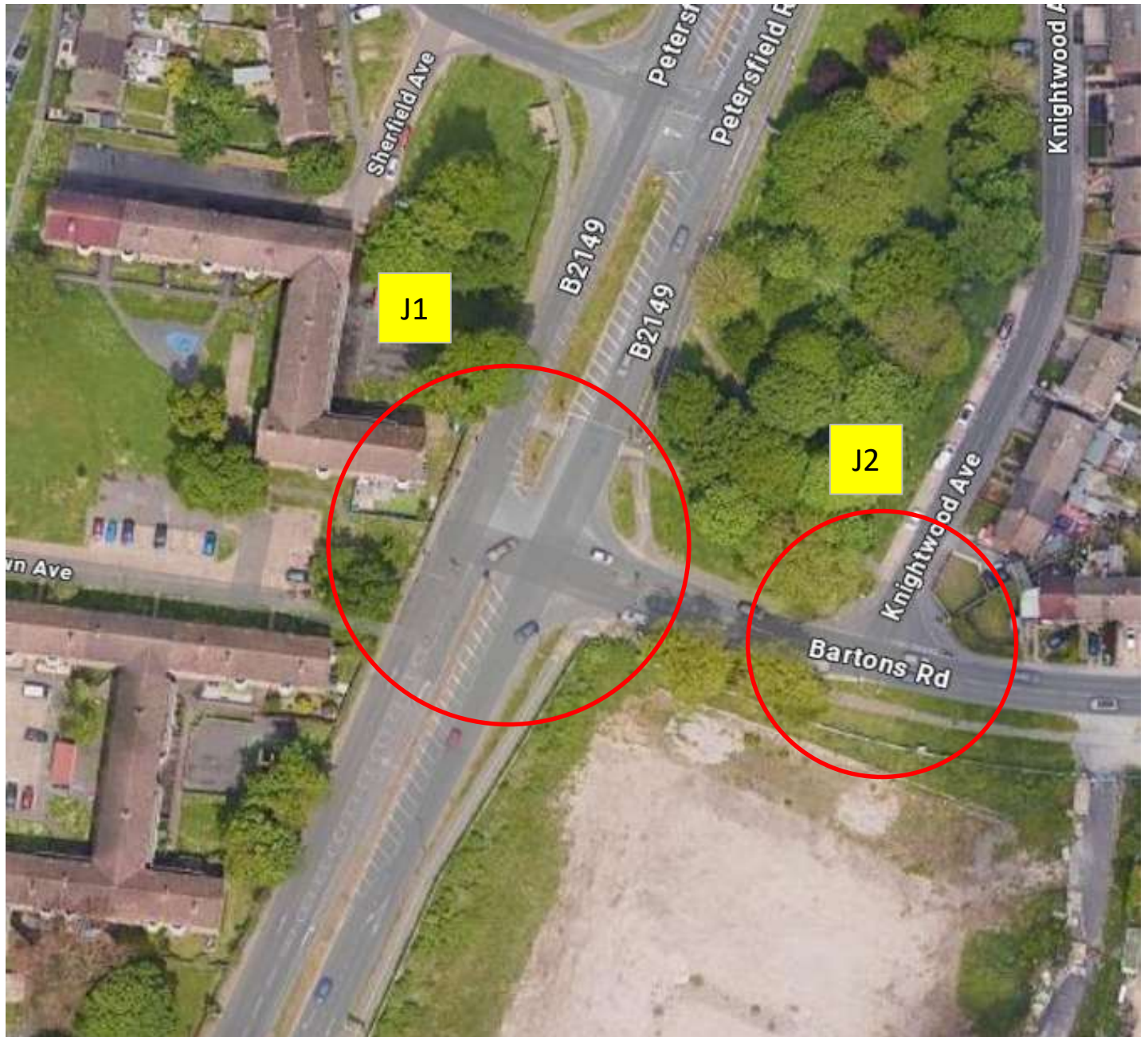
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix I Survey Data

K&M TRAFFIC SURVEYS

DATE : TUESDAY 24TH JUNE 2025

LOCATION : HAVANT, HAMPSHIRE



K&M TRAFFIC SURVEYS

DATE : TUESDAY 24TH JUNE 2025

LOCATION : HAVANT, HAMPSHIRE

J1 - PETERSFIELD ROAD / BARTONS ROAD SIGNAL JUNCTION

	B2149 PETERSFIELD RD NORTH LEFT TURN TO BARTONS ROAD EAST						B2149 PETERSFIELD RD NORTH STRAIGHT AHEAD TO B2149 PETERSFIELD RD SOUTH						BARTONS ROAD EAST LEFT TURN TO B2149 PETERSFIELD RD SOUTH						BARTONS ROAD EAST RIGHT TURN TO B2149 PETERSFIELD RD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	26	3		1		30	41	2		1		44	54	2		1		57	13	1				14
0715-0730	38	3				41	58	3				61	65	2	1			68	15	1	1			17
0730-0745	30	2				32	63	4		3		70	79	2		2		83	30	1	3			34
0745-0800	28	1				29	77			2	2	81	82	1	1	1		85	31	1	2			34
0800-0815	28			1	1	30	86	2				88	104	3				107	27	1				28
0815-0830	41	2				43	82	1	2			85	107	3	1	1		112	41	3				44
0830-0845	22	2				24	75					75	74	1				75	22	1				23
0845-0900	25	1				26	79				1	80	95	2	3	2		102	19	2	2			23
0900-0915	33	3	1			37	68	1				69	100	1	1	1		103	21	3	1			25
0915-0930	20	1				21	53	2				55	72	4	1	1		78	24	2				26
0930-0945	25	2				27	66	1			1	68	64	6		3		73	10					10
0945-1000	13	3				16	66	1		1		68	57	5				62	19	2				21
0700-1000	329	23	1	2	1	356	814	17	2	7	4	844	953	32	8	12	0	1005	272	18	9	0	0	299
0700-0800	122	9	0	1	0	132	239	9	0	6	2	256	280	7	2	4	0	293	89	4	6	0	0	99
0715-0815	124	6	0	1	1	132	284	9	0	5	2	300	330	8	2	3	0	343	103	4	6	0	0	113
0730-0830	127	5	0	1	1	134	308	7	2	5	2	324	372	9	2	4	0	387	129	6	5	0	0	140
0745-0845	119	5	0	1	1	126	320	3	2	2	2	329	367	8	2	2	0	379	121	6	2	0	0	129
0800-0900	116	5	0	1	1	123	322	3	2	0	1	328	380	9	4	3	0	396	109	7	2	0	0	118
0815-0915	121	8	1	0	0	130	304	2	2	0	1	309	376	7	5	4	0	392	103	9	3	0	0	115
0830-0930	100	7	1	0	0	108	275	3	0	0	1	279	341	8	5	4	0	358	86	8	3	0	0	97
0845-0945	103	7	1	0	0	111	266	4	0	0	2	272	331	13	5	7	0	356	74	7	3	0	0	84
0900-1000	91	9	1	0	0	101	253	5	0	1	1	260	293	16	2	5	0	316	74	7	1	0	0	82

K&M TRAFFIC SURVEYS

DATE : TUESDAY 24TH JUNE 2025

LOCATION : HAVANT, HAMPSHIRE

J1 - PETERSFIELD ROAD / BARTONS ROAD SIGNAL JUNCTION

	B2149 PETERSFIELD RD NORTH LEFT TURN TO BARTONS ROAD EAST						B2149 PETERSFIELD RD NORTH STRAIGHT AHEAD TO B2149 PETERSFIELD RD SOUTH						BARTONS ROAD EAST LEFT TURN TO B2149 PETERSFIELD RD SOUTH						BARTONS ROAD EAST RIGHT TURN TO B2149 PETERSFIELD RD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	22	2		1		25	64	1		1	1	67	101	1	1	1	1	105	31	1				32
1615-1630	29	1				30	68	1		2		71	122	1		2		125	34					34
1630-1645	24					24	61	1		2		64	112	2		2		116	33					33
1645-1700	20					20	62	1	1			64	103		1	1		105	45	1		2		48
1700-1715	20					20	61	2		1		64	131			4		135	53			1		54
1715-1730	28					28	67	2		2	1	72	96	2		1		99	29	1				30
1730-1745	27					27	56			1	3	60	104	2		3		109	30			1		31
1745-1800	19					19	56			3		59	97	1		1		99	26		1			27
1800-1815	27					27	65			3		68	85			3		88	35					35
1815-1830	17			1		18	60				1	61	85			4		89	23					23
1830-1845	22					22	59				3	62	90	1			1	92	18					18
1845-1900	23					23	49	1		2		52	59	2		3		64	19				1	20
1600-1900	278	3	0	2	0	283	728	9	1	17	9	764	1185	12	2	25	2	1226	376	3	1	4	1	385
1600-1700	95	3	0	1	0	99	255	4	1	5	1	266	438	4	2	6	1	451	143	2	0	2	0	147
1615-1715	93	1	0	0	0	94	252	5	1	5	0	263	468	3	1	9	0	481	165	1	0	3	0	169
1630-1730	92	0	0	0	0	92	251	6	1	5	1	264	442	4	1	8	0	455	160	2	0	3	0	165
1645-1745	95	0	0	0	0	95	246	5	1	4	4	260	434	4	1	9	0	448	157	2	0	4	0	163
1700-1800	94	0	0	0	0	94	240	4	0	7	4	255	428	5	0	9	0	442	138	1	1	2	0	142
1715-1815	101	0	0	0	0	101	244	2	0	9	4	259	382	5	0	8	0	395	120	1	1	1	0	123
1730-1830	90	0	0	1	0	91	237	0	0	7	4	248	371	3	0	11	0	385	114	0	1	1	0	116
1745-1845	85	0	0	1	0	86	240	0	0	6	4	250	357	2	0	8	1	368	102	0	1	0	0	103
1800-1900	89	0	0	1	0	90	233	1	0	5	4	243	319	3	0	10	1	333	95	0	0	0	1	96

K&M TRAFFIC SURVEYS

DATE : TUESDAY 24TH JUNE 2025

LOCATION : HAVANT, HAMPSHIRE

J1 - PETERSFIELD ROAD / BARTONS ROAD SIGNAL JUNCTION

	B2149 PETERSFIELD RD SOUTH STRAIGHT AHEAD TO B2149 PETERSFIELD RD NORTH						TOT	B2149 PETERSFIELD RD SOUTH RIGHT TURN TO BARTONS ROAD EAST						TOT
	CAR	HGV	BUS	MCY	PCY			CAR	HGV	BUS	MCY	PCY		
0700-0715	34	3		1			38	59	3					62
0715-0730	47	3					50	78	4					82
0730-0745	53	4					57	86	4		2			92
0745-0800	56	2	1				59	85	7	1				93
0800-0815	45	4					49	92	4	2				98
0815-0830	55			1			56	84	6	1				91
0830-0845	54	3		1			58	76	4	2				82
0845-0900	60	3					63	109	4	2				115
0900-0915	64	1					65	75	5					80
0915-0930	80	1					81	79	13					92
0930-0945	35	1					36	90	1					91
0945-1000	50	1					51	71	1		1			73
0700-1000	633	26	1	3	0		663	984	56	0	11	0		1051
0700-0800	190	12	1	1	0		204	308	18	0	3	0		329
0715-0815	201	13	1	0	0		215	341	19	0	5	0		365
0730-0830	209	10	1	1	0		221	347	21	0	6	0		374
0745-0845	210	9	1	2	0		222	337	21	0	6	0		364
0800-0900	214	10	0	2	0		226	361	18	0	7	0		386
0815-0915	233	7	0	2	0		242	344	19	0	5	0		368
0830-0930	258	8	0	1	0		267	339	26	0	4	0		369
0845-0945	239	6	0	0	0		245	353	23	0	2	0		378
0900-1000	229	4	0	0	0		233	315	20	0	1	0		336

K&M TRAFFIC SURVEYS

DATE : TUESDAY 24TH JUNE 2025

LOCATION : HAVANT, HAMPSHIRE

J1 - PETERSFIELD ROAD / BARTONS ROAD SIGNAL JUNCTION

	B2149 PETERSFIELD RD SOUTH STRAIGHT AHEAD TO B2149 PETERSFIELD RD NORTH						TOT	B2149 PETERSFIELD RD SOUTH RIGHT TURN TO BARTONS ROAD EAST						TOT
	CAR	HGV	BUS	MCY	PCY			CAR	HGV	BUS	MCY	PCY		
1600-1615	86			3			89	104	6		2			112
1615-1630	87	2		2			91	89	1		1			91
1630-1645	94	1		1			96	132						132
1645-1700	101	1		1			103	125	2		1			128
1700-1715	85			1			86	97	4		3			104
1715-1730	89	2					91	110			5			115
1730-1745	93	2		2			97	111	1		2			114
1745-1800	98						98	94			3			97
1800-1815	99	2		1			102	82	1		1			84
1815-1830	62	2					64	83	1		1			85
1830-1845	76	2		3	7		88	57	1					58
1845-1900	55			2			57	59			1			60
1600-1900	1025	14	0	16	7		1062	1143	17	0	20	0		1180
1600-1700	368	4	0	7	0		379	450	9	0	4	0		463
1615-1715	367	4	0	5	0		376	443	7	0	5	0		455
1630-1730	369	4	0	3	0		376	464	6	0	9	0		479
1645-1745	368	5	0	4	0		377	443	7	0	11	0		461
1700-1800	365	4	0	3	0		372	412	5	0	13	0		430
1715-1815	379	6	0	3	0		388	397	2	0	11	0		410
1730-1830	352	6	0	3	0		361	370	3	0	7	0		380
1745-1845	335	6	0	4	7		352	316	3	0	5	0		324
1800-1900	292	6	0	6	7		311	281	3	0	3	0		287

K&M TRAFFIC SURVEYS

DATE : TUESDAY 24TH JUNE 2025

LOCATION : HAVANT, HAMPSHIRE

J2 - KNIGHTWOOD AVE / BARTONS ROAD PRIORITY JUNCTION

	KNIGHTWOOD AVENUE OUT LEFT TO BARTONS ROAD EAST						KNIGHTWOOD AVENUE OUT RIGHT TO BARTONS ROAD WEST						KNIGHTWOOD AVENUE RIGHT TURN IN FROM BARTONS ROAD EAST						KNIGHTWOOD AVENUE LEFT TURN IN FROM BARTONS ROAD WEST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1					1	6	1				7	0					0	0					0
0715-0730	1					1	4					4	0					0	2					2
0730-0745	1					1	6					6	0					0	3					3
0745-0800	0					0	4					4	0					0	2					2
0800-0815	1					1	3					3	0					0	5					5
0815-0830	3					3	9					9	2					2	0					0
0830-0845	2					2	3					3	1					1	3					3
0845-0900	0					0	4			1		5	1					1	5					5
0900-0915	0					0	2					2	0					0	1					1
0915-0930	2					2	3					3	3					3	3					3
0930-0945	1					1	3					3	1					1	3					3
0945-1000	0					0	1					1	0					0	2					2
0700-1000	12	0	0	0	0	12	48	1	0	1	0	50	8	0	0	0	0	8	29	0	0	0	0	29
0700-0800	3	0	0	0	0	3	20	1	0	0	0	21	0	0	0	0	0	0	7	0	0	0	0	7
0715-0815	3	0	0	0	0	3	17	0	0	0	0	17	0	0	0	0	0	0	12	0	0	0	0	12
0730-0830	5	0	0	0	0	5	22	0	0	0	0	22	2	0	0	0	0	2	10	0	0	0	0	10
0745-0845	6	0	0	0	0	6	19	0	0	0	0	19	3	0	0	0	0	3	10	0	0	0	0	10
0800-0900	6	0	0	0	0	6	19	0	0	1	0	20	4	0	0	0	0	4	13	0	0	0	0	13
0815-0915	5	0	0	0	0	5	18	0	0	1	0	19	4	0	0	0	0	4	9	0	0	0	0	9
0830-0930	4	0	0	0	0	4	12	0	0	1	0	13	5	0	0	0	0	5	12	0	0	0	0	12
0845-0945	3	0	0	0	0	3	12	0	0	1	0	13	5	0	0	0	0	5	12	0	0	0	0	12
0900-1000	3	0	0	0	0	3	9	0	0	0	0	9	4	0	0	0	0	4	9	0	0	0	0	9

K&M TRAFFIC SURVEYS

DATE : TUESDAY 24TH JUNE 2025

LOCATION : HAVANT, HAMPSHIRE

J2 - KNIGHTWOOD AVE / BARTONS ROAD PRIORITY JUNCTION

	KNIGHTWOOD AVENUE OUT LEFT TO BARTONS ROAD EAST							KNIGHTWOOD AVENUE OUT RIGHT TO BARTONS ROAD WEST							KNIGHTWOOD AVENUE RIGHT TURN IN FROM BARTONS ROAD EAST							KNIGHTWOOD AVENUE LEFT TURN IN FROM BARTONS ROAD WEST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	1					1		2					2		2					2		8					8	
1615-1630	2					2		5					5		0					0		9					9	
1630-1645	0					0		8					8		4					4		5					5	
1645-1700	1					1		6			1		7		2					2		10			1		11	
1700-1715	1					1		6					6		2					2		6			1		7	
1715-1730	2				1	3		3					3		2				1	3		12			1		13	
1730-1745	0					0		5	1				6		0					0		6					6	
1745-1800	1					1		8					8		0					0		8			1		9	
1800-1815	1					1		6					6		0					0		6					6	
1815-1830	1					1		5					5		0					0		2					2	
1830-1845	0					0		5					5		0					0		6					6	
1845-1900	2					2		4					4		1					1		1					1	
1600-1900	12	0	0	0	1	13		63	1	0	1	0	65		13	0	0	0	1	14		79	0	0	4	0	83	
1600-1700	4	0	0	0	0	4		21	0	0	1	0	22		8	0	0	0	0	8		32	0	0	1	0	33	
1615-1715	4	0	0	0	0	4		25	0	0	1	0	26		8	0	0	0	0	8		30	0	0	2	0	32	
1630-1730	4	0	0	0	1	5		23	0	0	1	0	24		10	0	0	0	1	11		33	0	0	3	0	36	
1645-1745	4	0	0	0	1	5		20	1	0	1	0	22		6	0	0	0	1	7		34	0	0	3	0	37	
1700-1800	4	0	0	0	1	5		22	1	0	0	0	23		4	0	0	0	1	5		32	0	0	3	0	35	
1715-1815	4	0	0	0	1	5		22	1	0	0	0	23		2	0	0	0	1	3		32	0	0	2	0	34	
1730-1830	3	0	0	0	0	3		24	1	0	0	0	25		0	0	0	0	0	0		22	0	0	1	0	23	
1745-1845	3	0	0	0	0	3		24	0	0	0	0	24		0	0	0	0	0	0		22	0	0	1	0	23	
1800-1900	4	0	0	0	0	4		20	0	0	0	0	20		1	0	0	0	0	1		15	0	0	0	0	15	

K&M TRAFFIC SURVEYS

DATE : TUESDAY 24TH JUNE 2025

LOCATION : HAVANT, HAMPSHIRE

J2 - KNIGHTWOOD AVE / BARTONS ROAD PRIORITY JUNCTION

	BARTONS ROAD FROM EAST STRAIGHT AHEAD TO BARTONS ROAD WEST (SIGNALS)						BARTONS ROAD FROM WEST STRAIGHT AHEAD TO BARTONS ROAD EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	61	2		1		64	100	5		1		106
0715-0730	76	3	2			81	134	7				141
0730-0745	103	3	3	2		111	146	8		5		159
0745-0800	109	2	3	1		115	160	7		3	2	172
0800-0815	128	4				132	173	6		2		181
0815-0830	139	6	1	1		147	166	7	2	1		176
0830-0845	93	2				95	148	4		2		154
0845-0900	110	4	5	1		120	183	4		2	1	190
0900-0915	119	4	2	1		126	142	6				148
0915-0930	93	6	1	1		101	129	15				144
0930-0945	71	6		3		80	153	2			1	156
0945-1000	75	7				82	135	2		2		139
0700-1000	1177	49	17	11	0	1254	1769	73	2	18	4	1866
0700-0800	349	10	8	4	0	371	540	27	0	9	2	578
0715-0815	416	12	8	3	0	439	613	28	0	10	2	653
0730-0830	479	15	7	4	0	505	645	28	2	11	2	688
0745-0845	469	14	4	2	0	489	647	24	2	8	2	683
0800-0900	470	16	6	2	0	494	670	21	2	7	1	701
0815-0915	461	16	8	3	0	488	639	21	2	5	1	668
0830-0930	415	16	8	3	0	442	602	29	0	4	1	636
0845-0945	393	20	8	6	0	427	607	27	0	2	2	638
0900-1000	358	23	3	5	0	389	559	25	0	2	1	587

K&M TRAFFIC SURVEYS

DATE : TUESDAY 24TH JUNE 2025

LOCATION : HAVANT, HAMPSHIRE

J2 - KNIGHTWOOD AVE / BARTONS ROAD PRIORITY JUNCTION

	BARTONS ROAD FROM EAST STRAIGHT AHEAD TO BARTONS ROAD WEST (SIGNALS)						BARTONS ROAD FROM WEST STRAIGHT AHEAD TO BARTONS ROAD EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	130	2	1	1	1	135	160	7		3	1	171
1615-1630	151	1		2		154	148	2		3		153
1630-1645	137	2		2		141	188	1		2		191
1645-1700	142	1	1	2		146	177	3	1			181
1700-1715	178			5		183	152	6		3		161
1715-1730	122	3		1		126	165	2		6	1	174
1730-1745	129	1		4		134	161	1		3	3	168
1745-1800	115	1	1	1		118	142			5		147
1800-1815	114			3		117	141	1		4		146
1815-1830	103			4		107	141	1		1	1	144
1830-1845	103	1			1	105	110	1			3	114
1845-1900	74	2		3	1	80	107	1		3		111
1600-1900	1498	14	3	28	3	1546	1792	26	1	33	9	1861
1600-1700	560	6	2	7	1	576	673	13	1	8	1	696
1615-1715	608	4	1	11	0	624	665	12	1	8	0	686
1630-1730	579	6	1	10	0	596	682	12	1	11	1	707
1645-1745	571	5	1	12	0	589	655	12	1	12	4	684
1700-1800	544	5	1	11	0	561	620	9	0	17	4	650
1715-1815	480	5	1	9	0	495	609	4	0	18	4	635
1730-1830	461	2	1	12	0	476	585	3	0	13	4	605
1745-1845	435	2	1	8	1	447	534	3	0	10	4	551
1800-1900	394	3	0	10	2	409	499	4	0	8	4	515

Appendix J TEMPro Assumptions

TEMPPro Factor - AM: 2025 to 2030

AM

Level	Area	Local Growth Figure
Region	SE	1.0402
County	Hampshire	1.0372
Authority	Havant	1.0442
E02004770	Havant 009	1.0436

Results

Select Type of Comparison

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday AM peak period (0700 - 0959)

Trip end type

Production/Attraction

Origin/Destination

Select data type

Growth factors (2030 Data/2025 Data)

Future Year (2030) - Base Year (2025)

Base year data (2025)

Future year data (2030)

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

NTM Traffic Growth Calculations

Scenario: Behavioural

Time Period: Weekday AM peak period (0700 - 0959)

Base Year: 2025

Future Year: 2030

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

GB

SE

Hampshire

Havant

Havant 009 (E02004770)

3: Select area type:

Urban

Rural

All

4: Select road type:

Motorway

Trunk

A Road

Minor

All

5: Select which area it serves:

Region

England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Region	SE	1.0402
County	Hampshire	1.0372
Authority	Havant	1.0442
E02004770	Havant 009	1.0436

TEMPro Factor - PM: 2025 to 2030

PM

Level	Area	Local Growth Figure
Region	SE	1.0442
County	Hampshire	1.0402
Authority	Havant	1.0470
E02004770	Havant 009	1.0439

Select Type of Comparison

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1859)

Trip end type

Production/Attraction

Origin/Destination

Select data type

Growth factors (2030 Data/2025 Data)

Future Year (2030) - Base Year (2025)

Base year data (2025)

Future year data (2030)

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

NTM Traffic Growth Calculations

Scenario: Behavioural

Base Year: 2025

Future Year: 2030

Time Period: Weekday PM peak period (1600 - 1859)

1: Select NTM Dataset:

NTM Dataset Description	From	To
NRTP 2022 Core	2015	2060
NRTP 2022 Behavioural Change	2015	2060
NRTP 2022 High Economy	2015	2060
NRTP 2022 Low Economy	2015	2060
NRTP 2022 Mode-balanced Decarbonisation	2015	2060
NRTP 2022 Regional	2015	2060
NRTP 2022 Technology	2015	2060
NRTP2022 Vehicle-led Decarbonisation	2015	2060

2: Select Areas to make up the geographic region:

3: Select area type:

4: Select road type:

5: Select which area it serves:

GB

SE

Hampshire

Havant

Havant 009 (E02004770)

Urban

Rural

All

Motorway

Trunk

A Road

Minor

All

Region

England

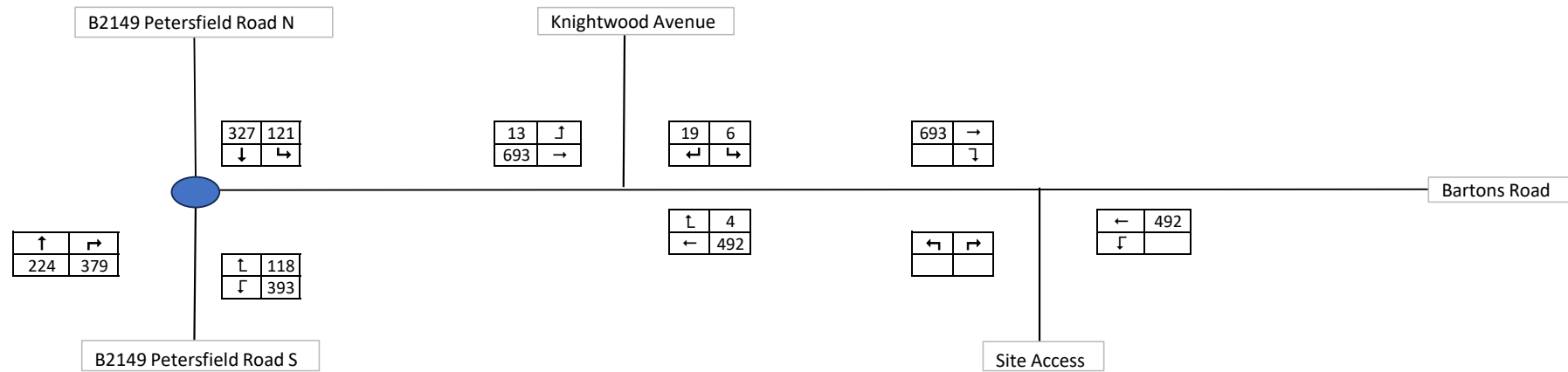
Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
Region	SE	1.0442
County	Hampshire	1.0402
Authority	Havant	1.0470
E02004770	Havant 009	1.0439

Appendix K Junction Assessment and Traffic Data

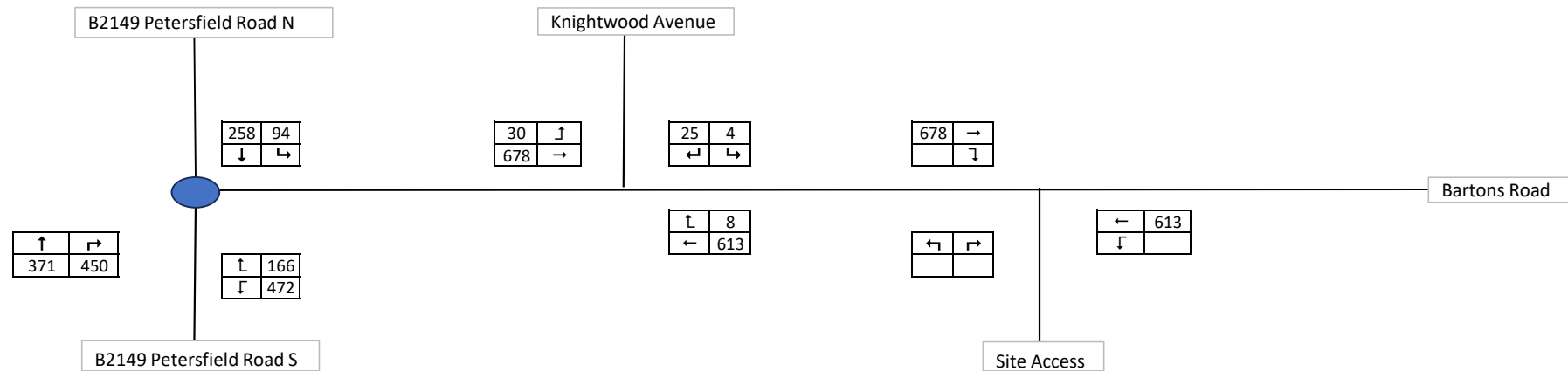
B2149 Petersfield Road/Bartons Road Junction



2025 AM Observed Flows

AM Peak 0800 - 0900

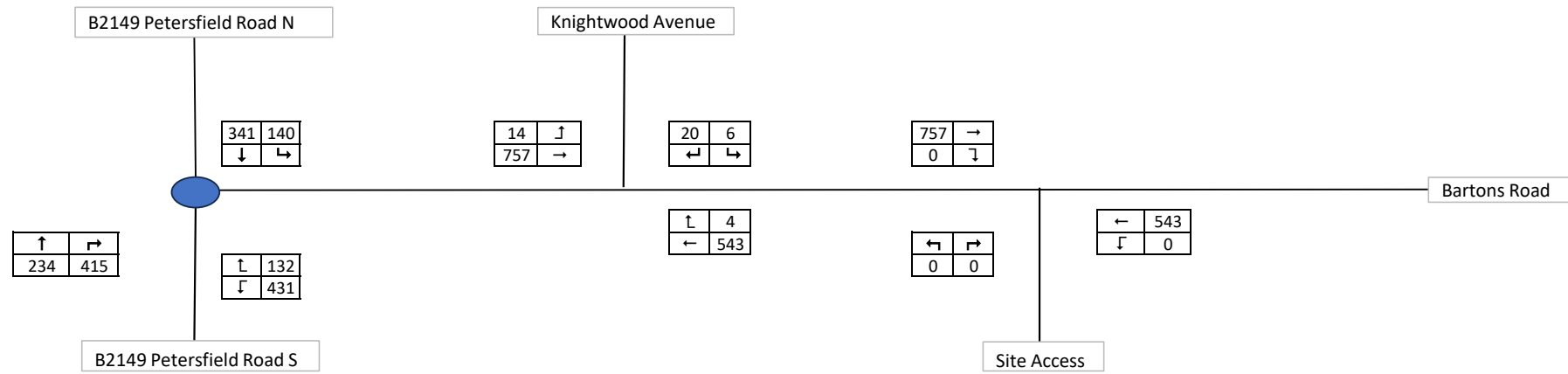
B2149 Petersfield Road/Bartons Road Junction



2025 PM Observed Flows

PM Peak 1615-1715

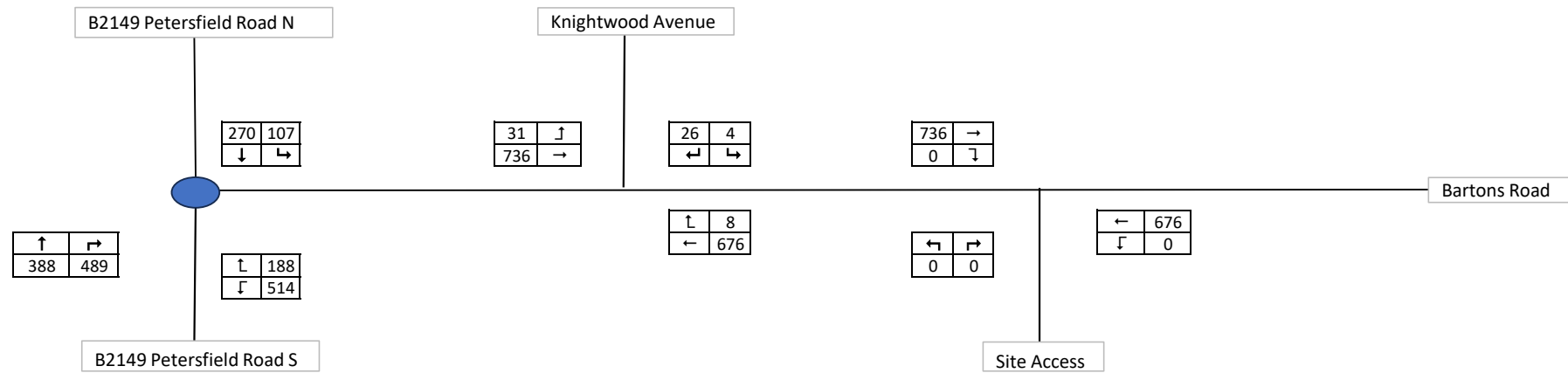
B2149 Petersfield Road/Bartons Road Junction



2030 Do Minimum - AM

AM Peak 0800 - 0900

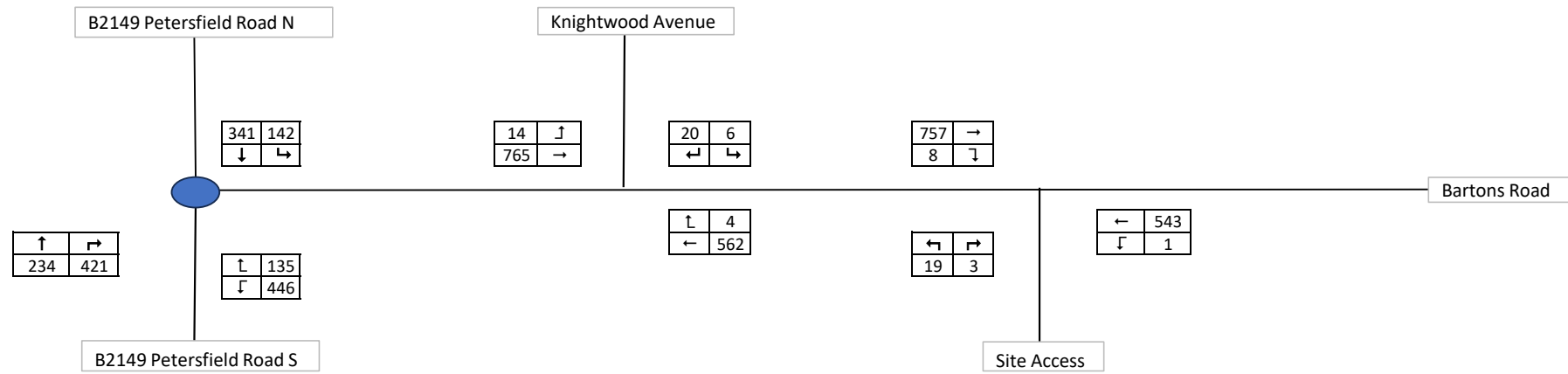
B2149 Petersfield Road/Bartons Road Junction



2025 Do Minimum - PM

PM Peak 1615-1715

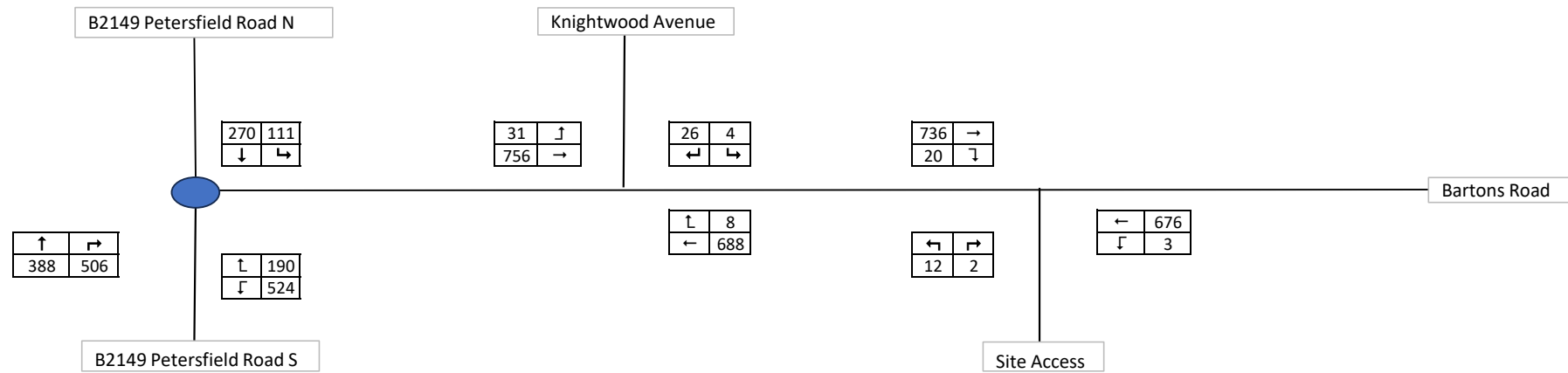
B2149 Petersfield Road/Bartons Road Junction



2030 Do Something - AM Flows

AM Peak 0800 - 0900

B2149 Petersfield Road/Bartons Road Junction



2030 Do Something - PM Flows

PM Peak 1615-1715

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177									
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Filename: 24-097-PIC-001 Bartons Road - Site Access with right turn lane.j11

Path: P:\24-097 Bartons Road, Havant\Transport\Modelling\PICADY

Report generation date: 03/12/2025 16:53:56

»2030 | Do Something | AM

»2030 | Do Something | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2030 - Do Something										
Stream B-AC	D1	0.1	9.23	0.06	A	D2	0.0	10.07	0.04	B
Stream C-AB		0.0	7.00	0.02	A		0.0	7.80	0.05	A

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

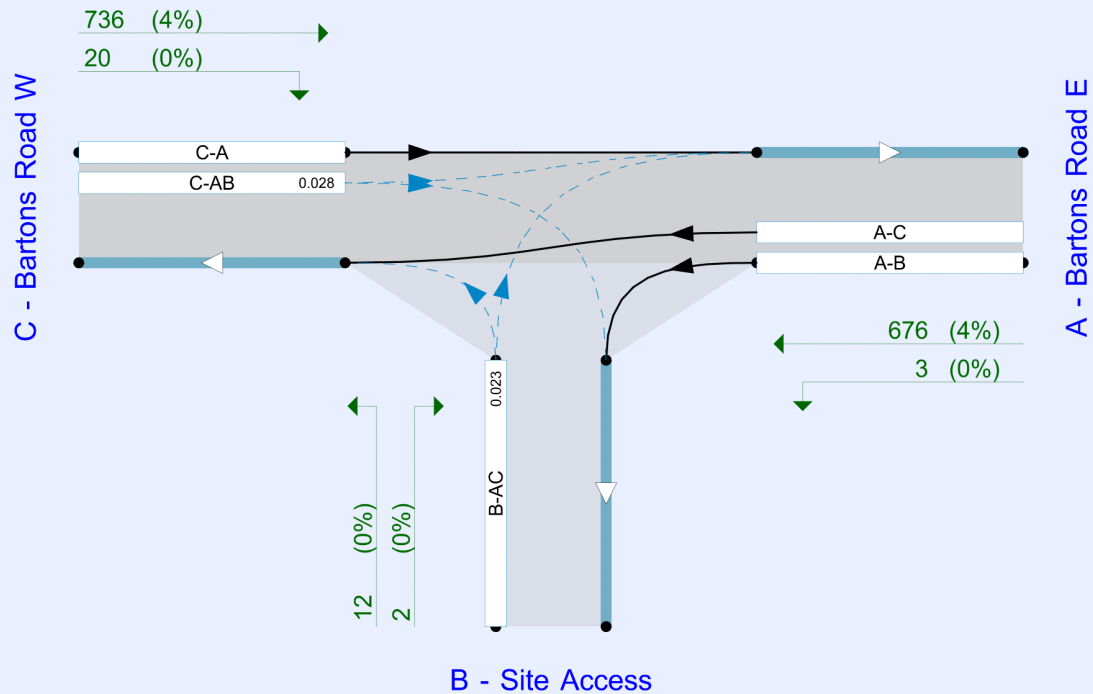
File summary

File Description

Title	24-097-PIC-001 Bartons Road - Site Access
Location	
Site number	
Date	03/12/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	24-097
Enumerator	CA-LTP01\DA
Description	

Units

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



Flows show original traffic demand (PCU/hr) with (HV %)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Do Something	AM	ONE HOUR	08:00	09:30	15
D2	2030	Do Something	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 | Do Something | AM

Data Errors and Warnings

No errors or warnings

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	Bartons Road/Site Access	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

Arms

Arms

Arm	Name	Description	Arm type
A	Bartons Road E		Major
B	Site Access		Minor
C	Bartons Road W		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 - Bartons Road W	6.00		✓	3.00	90.0	✓	4.00

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	2.75	25	15

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	481	0.088	0.221	0.139	0.316
B-C	618	0.095	0.239	-	-
C-B	681	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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Do Something	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bartons Road E		✓	544	100.000
B - Site Access		✓	22	100.000
C - Bartons Road W		✓	765	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	1	543
	B - Site Access	3	0	19
	C - Bartons Road W	757	8	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	0	4
	B - Site Access	0	0	0
	C - Bartons Road W	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	9.23	0.1	A
C-AB	0.02	7.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	475	0.035	16	0.0	7.840	A
C-AB	6	0.00	573	0.011	6	0.0	6.353	A
C-A	570	0.00			570			
A-B	0.75	0.00			0.75			
A-C	409	0.00			409			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	450	0.044	20	0.0	8.358	A
C-AB	7	0.00	552	0.013	7	0.0	6.611	A
C-A	681	0.00			681			
A-B	0.90	0.00			0.90			
A-C	488	0.00			488			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	414	0.058	24	0.1	9.231	A
C-AB	9	0.00	523	0.017	9	0.0	7.005	A
C-A	833	0.00			833			
A-B	1	0.00			1			
A-C	598	0.00			598			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	0.00	414	0.058	24	0.1	9.233	A
C-AB	9	0.00	523	0.017	9	0.0	7.005	A
C-A	833	0.00			833			
A-B	1	0.00			1			
A-C	598	0.00			598			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	0.00	450	0.044	20	0.0	8.360	A
C-AB	7	0.00	552	0.013	7	0.0	6.614	A
C-A	681	0.00			681			
A-B	0.90	0.00			0.90			
A-C	488	0.00			488			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	475	0.035	17	0.0	7.846	A
C-AB	6	0.00	573	0.011	6	0.0	6.353	A
C-A	570	0.00			570			
A-B	0.75	0.00			0.75			
A-C	409	0.00			409			

2030 | Do Something | PM

Data Errors and Warnings

No errors or warnings

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	Bartons Road/Site Access	T-Junction	Two-way	Two-way	Two-way		0.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Do Something	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bartons Road E		✓	679	100.000
B - Site Access		✓	14	100.000
C - Bartons Road W		✓	756	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	3	676
	B - Site Access	2	0	12
	C - Bartons Road W	736	20	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Bartons Road E	B - Site Access	C - Bartons Road W
From	A - Bartons Road E	0	0	4
	B - Site Access	0	0	0
	C - Bartons Road W	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	10.07	0.0	B
C-AB	0.05	7.80	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	449	0.024	10	0.0	8.214	A
C-AB	15	0.00	546	0.028	15	0.0	6.779	A
C-A	554	0.00			554			
A-B	2	0.00			2			
A-C	509	0.00			509			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	418	0.030	13	0.0	8.878	A
C-AB	18	0.00	520	0.035	18	0.0	7.175	A
C-A	662	0.00			662			
A-B	3	0.00			3			
A-C	608	0.00			608			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	373	0.041	15	0.0	10.065	B
C-AB	22	0.00	483	0.046	22	0.0	7.799	A
C-A	810	0.00			810			
A-B	3	0.00			3			
A-C	744	0.00			744			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	0.00	373	0.041	15	0.0	10.068	B
C-AB	22	0.00	483	0.046	22	0.0	7.801	A
C-A	810	0.00			810			
A-B	3	0.00			3			
A-C	744	0.00			744			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	0.00	418	0.030	13	0.0	8.880	A
C-AB	18	0.00	520	0.035	18	0.0	7.179	A
C-A	662	0.00			662			
A-B	3	0.00			3			
A-C	608	0.00			608			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	449	0.024	11	0.0	8.219	A
C-AB	15	0.00	546	0.028	15	0.0	6.785	A
C-A	554	0.00			554			
A-B	2	0.00			2			
A-C	509	0.00			509			

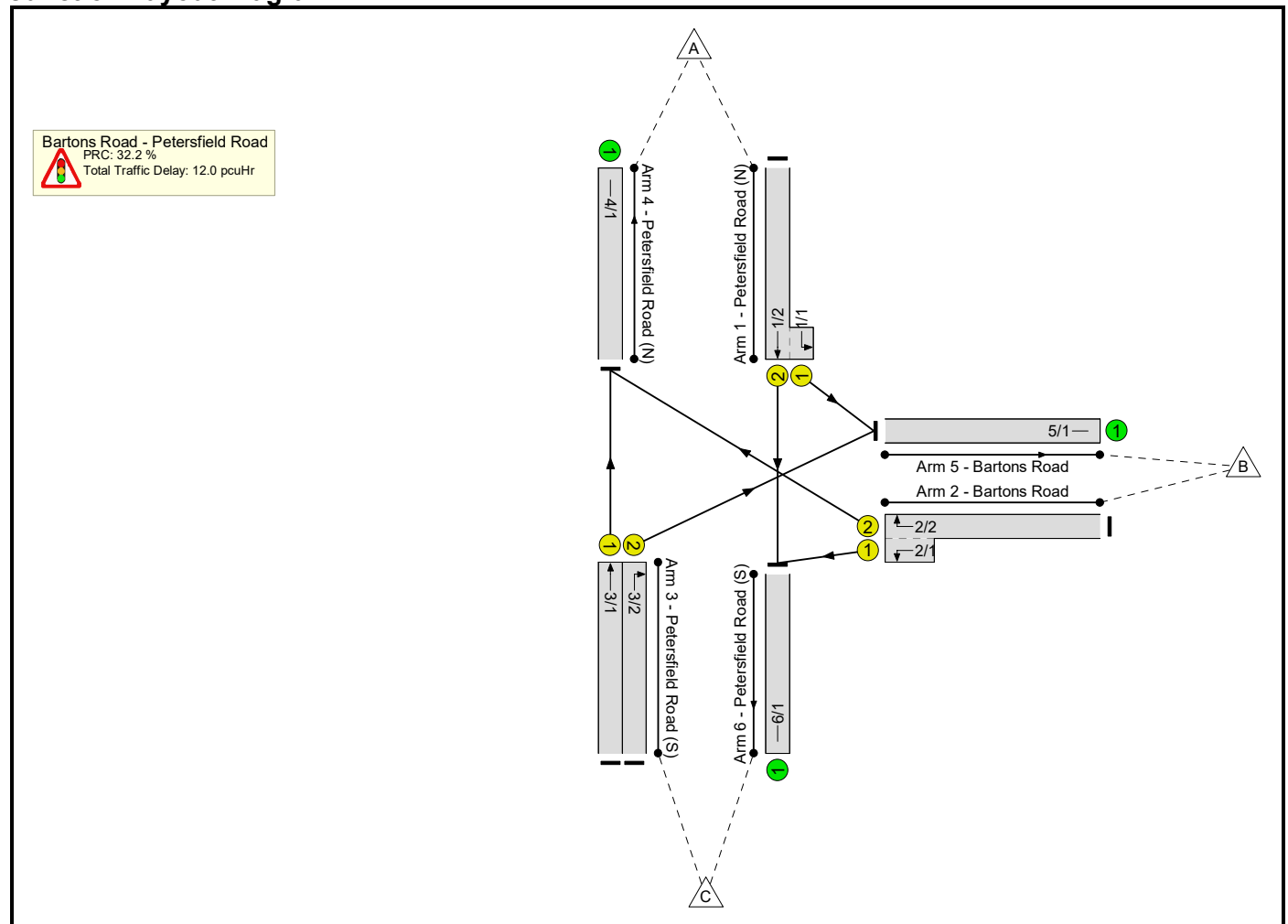
C&A Standard Linsig Report

User and Project Details

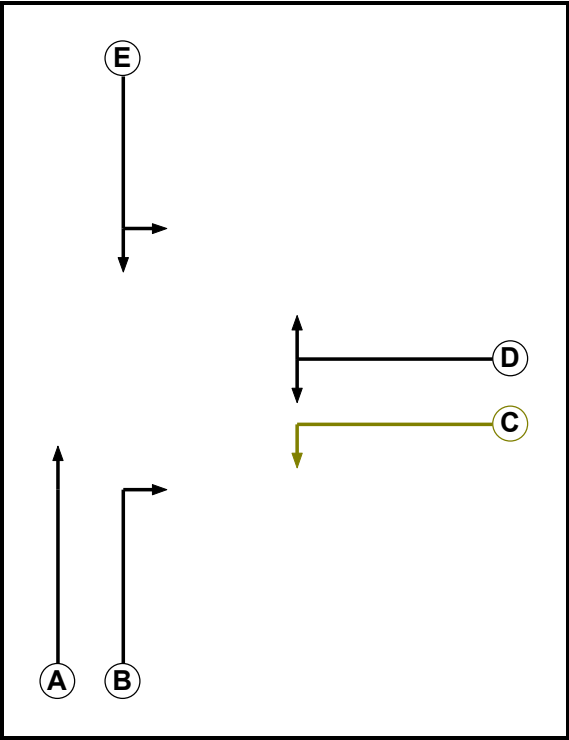
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Title:	
Location:	
Design Layout Ref:	Existing Layout
Date Started:	30/07/2025
File name:	24-097-LSG-001-A Bartons Rd_Petersfield Rd - Existing.lsg3x

Scenario 1: '2025 Observed AM' (FG1: '2025 Observed AM', Plan 1: 'Network Control Plan 1')

Junction Layout Diagram



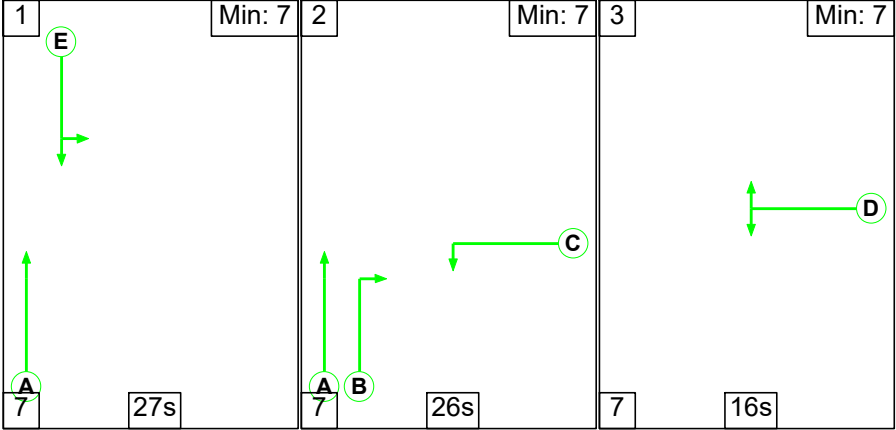
Phase Diagram



Phase Intergreens Matrix

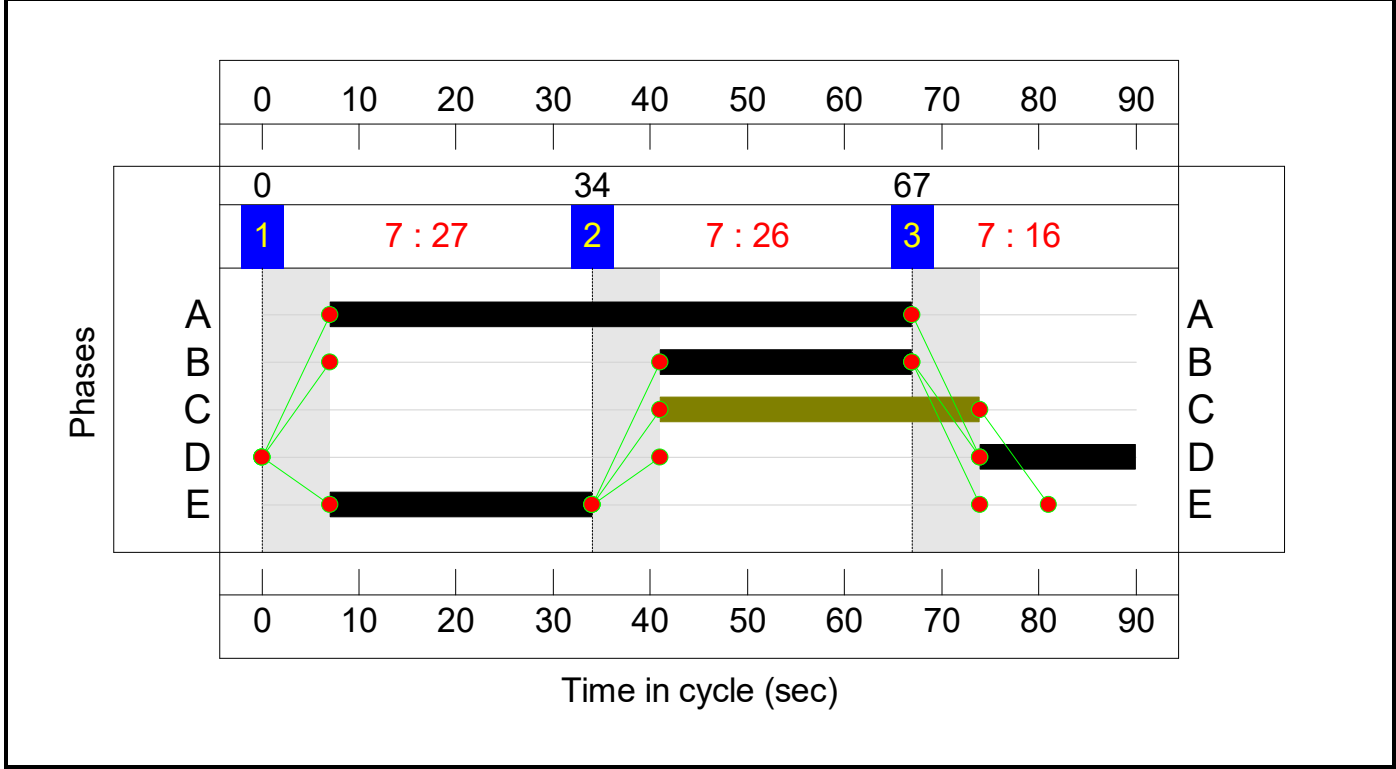
Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		-	-	7	-
	B	-		-	7	7
	C	-	-		-	7
	D	7	7	-		7
	E	-	7	7	7	

Stage Sequence Diagram



Signal Timings Diagram

Scenario 1: '2025 Observed AM' (FG1: '2025 Observed AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

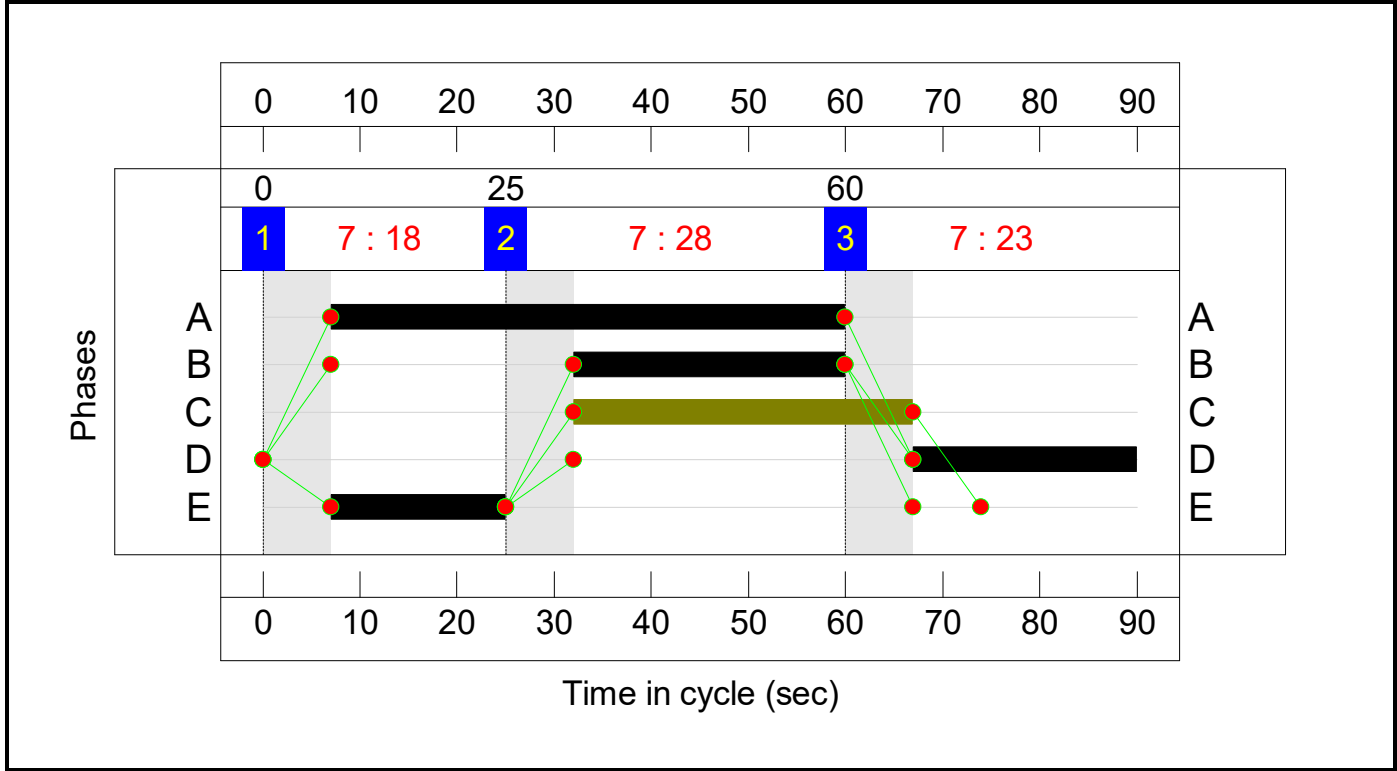
		Destination			
Origin		A	B	C	Tot.
	A	0	121	327	448
	B	118	0	393	511
	C	224	379	0	603
	Tot.	342	500	720	1562

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	68.1%	0	0	0	12.0	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	68.1%	0	0	0	12.0	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E		1	27	-	448	2105:1738	484+179	67.6 : 67.6%	-	-	-	4.3	34.5	9.9
2/2+2/1	Bartons Road Right Left	U	D	C	1	16:49	33	511	1923:1703	173+577	68.1 : 68.1%	-	-	-	3.4	23.7	7.7
3/1	Petersfield Road (S) Ahead	U	A		1	60	-	224	1965	1332	16.8%	-	-	-	0.4	6.9	2.1
3/2	Petersfield Road (S) Right	U	B		1	26	-	379	1862	559	67.8%	-	-	-	4.0	37.6	9.4
C1			PRC for Signalised Lanes (%): PRC Over All Lanes (%):				32.2 32.2	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):				12.05 12.05	Cycle Time (s): 90				

Signal Timings Diagram

Scenario 2: '2025 Observed PM' (FG2: '2025 Observed PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

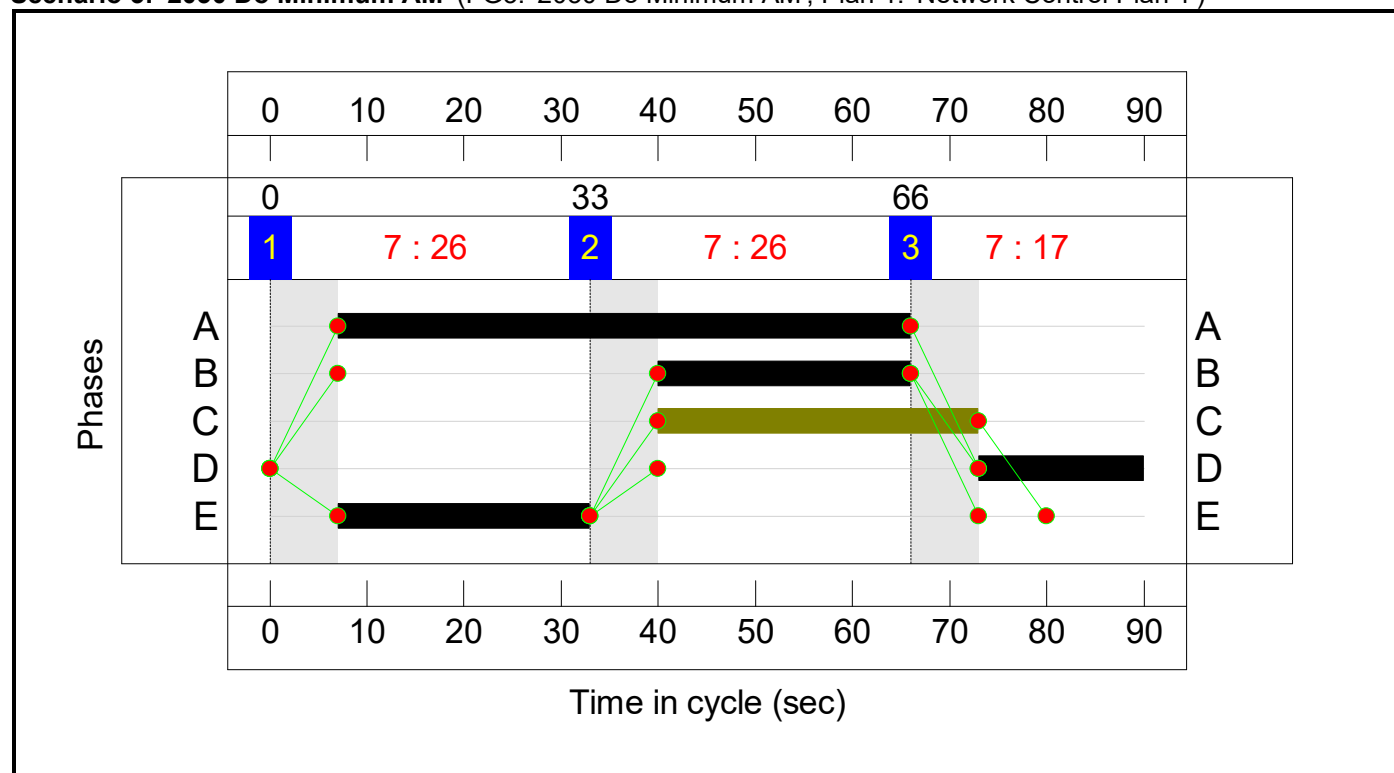
		Destination			
Origin		A	B	C	Tot.
	A	0	94	258	352
	B	166	0	472	638
	C	371	450	0	821
	Tot.	537	544	730	1811

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	77.1%	0	0	0	14.6	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	77.1%	0	0	0	14.6	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E		1	18	-	352	2105:1738	340+124	76.0 : 76.0%	-	-	-	4.7	48.4	8.9
2/2+2/1	Bartons Road Right Left	U	D	C	1	23:58	35	638	1923:1703	215+612	77.1 : 77.1%	-	-	-	3.9	22.0	8.4
3/1	Petersfield Road (S) Ahead	U	A		1	53	-	371	1965	1179	31.5%	-	-	-	1.1	11.1	4.8
3/2	Petersfield Road (S) Right	U	B		1	28	-	450	1862	600	75.0%	-	-	-	4.9	39.0	11.5
C1			PRC for Signalised Lanes (%): PRC Over All Lanes (%):				16.7 16.7	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):				14.64 14.64	Cycle Time (s): 90				

Signal Timings Diagram

Scenario 3: '2030 Do Minimum AM' (FG3: '2030 Do Minimum AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

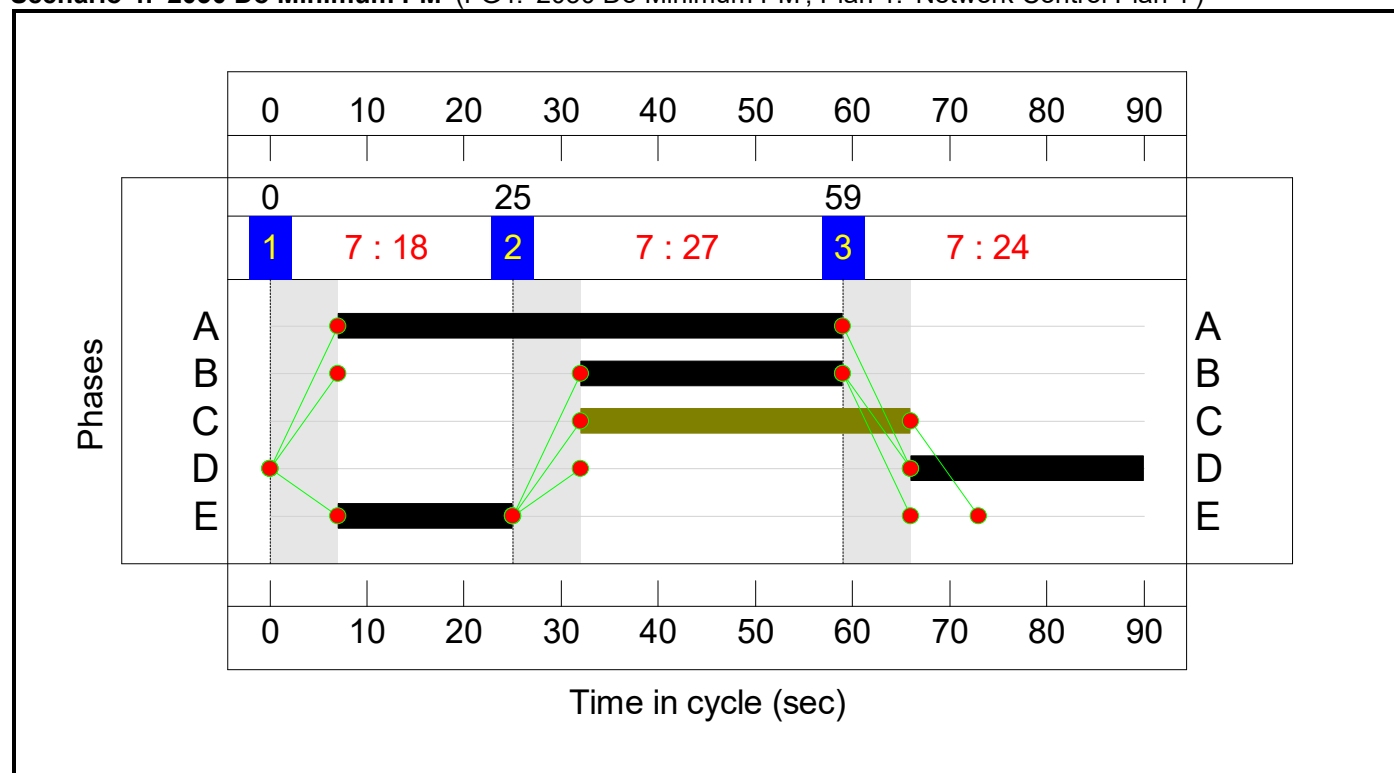
	Destination				
		A	B	C	Tot.
Origin	A	0	140	341	481
	B	132	0	431	563
	C	234	415	0	649
	Tot.	366	555	772	1693

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	75.0%	0	0	0	14.2	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	75.0%	0	0	0	14.2	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E		1	26	-	481	2105:1738	455+187	75.0 : 75.0%	-	-	-	5.2	38.6	11.3
2/2+2/1	Bartons Road Right Left	U	D	C	1	17:50	33	563	1923:1703	179+583	73.9 : 73.9%	-	-	-	3.9	25.0	8.9
3/1	Petersfield Road (S) Ahead	U	A		1	59	-	234	1965	1310	17.9%	-	-	-	0.5	7.4	2.3
3/2	Petersfield Road (S) Right	U	B		1	26	-	415	1862	559	74.3%	-	-	-	4.7	40.7	10.8
C1 PRC for Signalled Lanes (%): 20.1 Total Delay for Signalled Lanes (pcuHr): 14.23 Cycle Time (s): 90 PRC Over All Lanes (%): 20.1 Total Delay Over All Lanes(pcuHr): 14.23																	

Signal Timings Diagram

Scenario 4: '2030 Do Minimum PM' (FG4: '2030 Do Minimum PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	107	270	377
	B	188	0	514	702
	C	388	489	0	877
	Tot.	576	596	784	1956

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	84.4%	0	0	0	18.5	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	84.4%	0	0	0	18.5	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E		1	18	-	377	2105:1738	333+132	81.1 : 81.1%	-	-	-	5.5	52.6	10.2
2/2+2/1	Bartons Road Right Left	U	D	C	1	24:58	34	702	1923:1703	223+610	84.2 : 84.2%	-	-	-	5.3	26.9	10.6
3/1	Petersfield Road (S) Ahead	U	A		1	52	-	388	1965	1157	33.5%	-	-	-	1.3	11.8	5.2
3/2	Petersfield Road (S) Right	U	B		1	27	-	489	1862	579	84.4%	-	-	-	6.5	47.8	14.0
C1			PRC for Signalled Lanes (%): PRC Over All Lanes (%):				6.6 6.6	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			18.54 18.54		Cycle Time (s): 90				

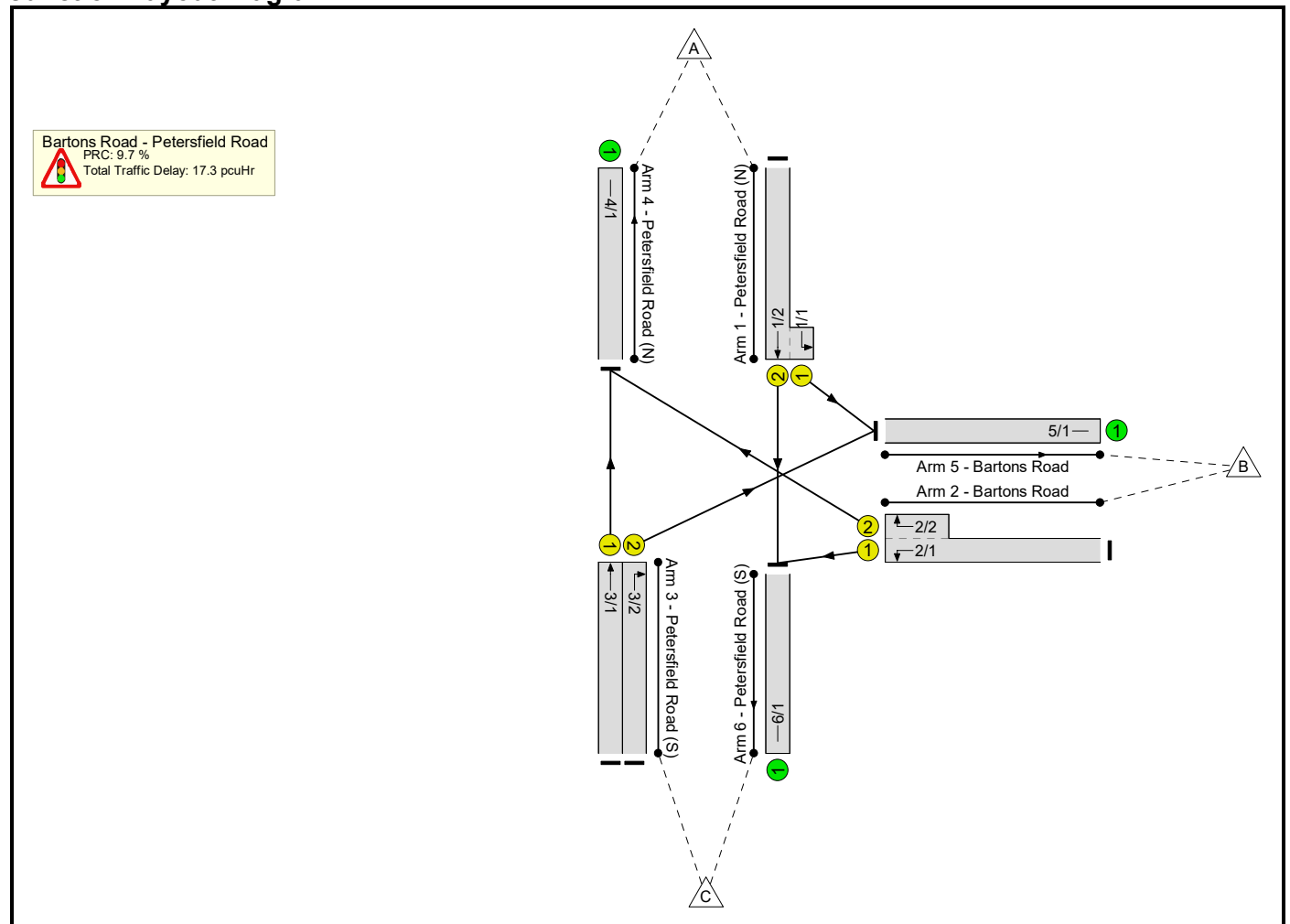
C&A Standard Linsig Report

User and Project Details

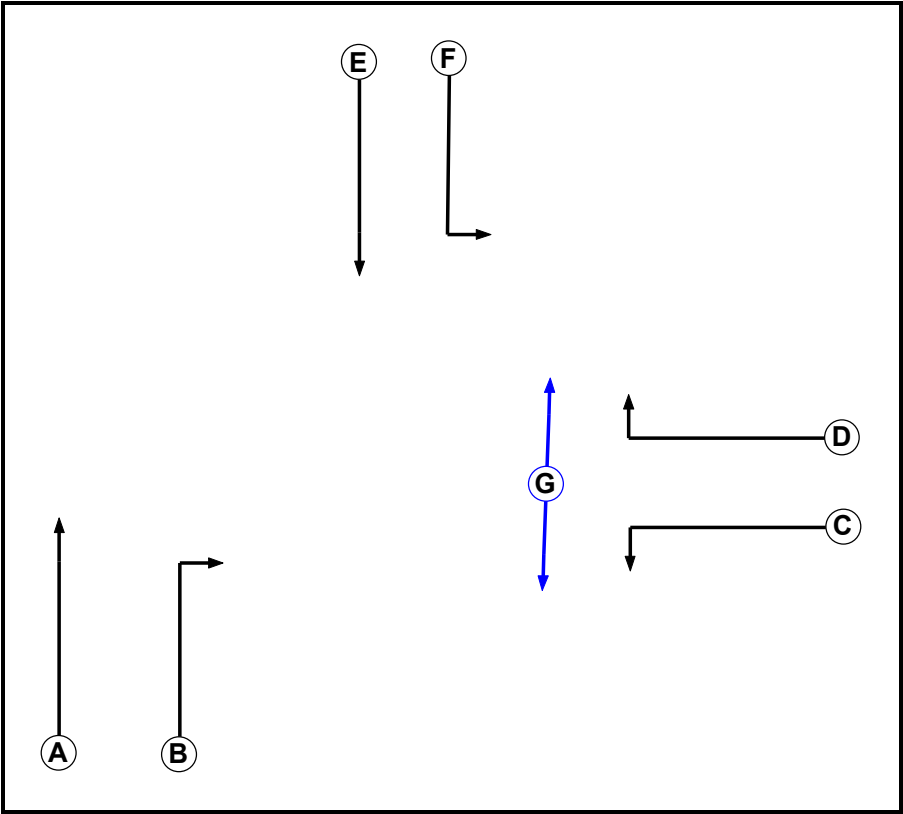
Project:	24-097 Bartons Road Havant
Title:	
Location:	
Design Layout Ref:	Proposed Pedestrian Crossing included within the signals
Date Started:	04/07/2025
File name:	24-097-LSG-002-A Bartons Rd_Petersfield Rd - Proposed.lsg3x

Scenario 1: '2030 Do Something AM' (FG1: '2030 Do Something AM', Plan 1: 'Network Control Plan 1')

Junction Layout Diagram



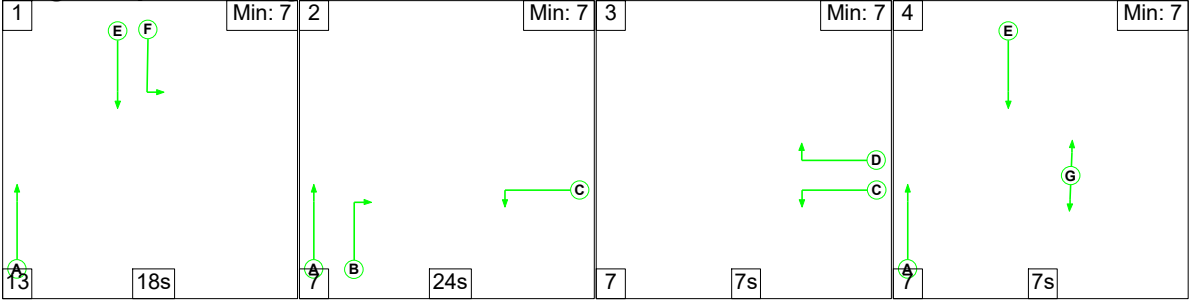
Phase Diagram



Phase Intergreens Matrix

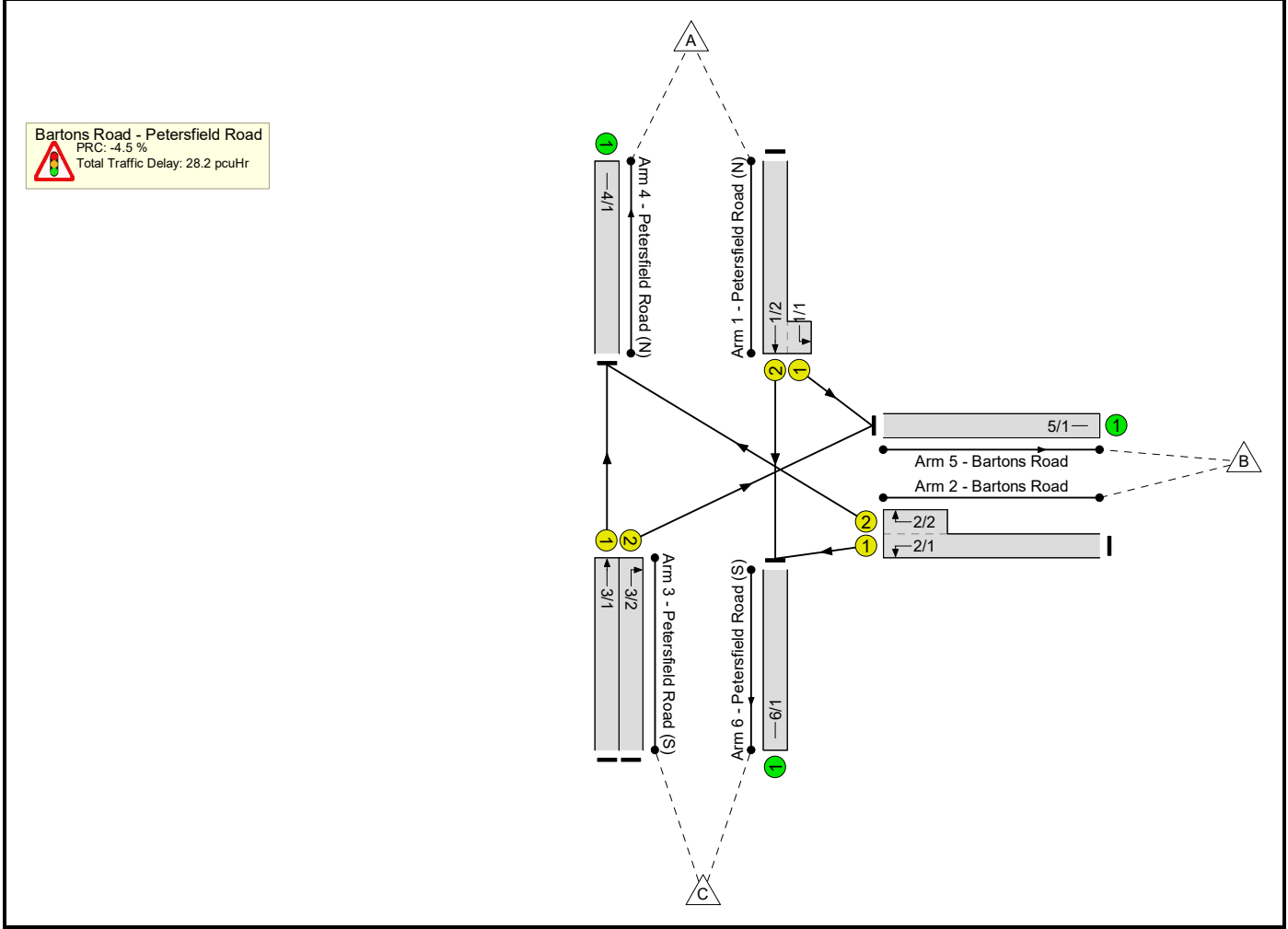
Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	-	7	-	-	-
	B	-		-	7	7	7	8
	C	-	-		-	7	-	5
	D	7	7	-		7	7	5
	E	-	7	7	7		-	-
	F	-	7	-	7	-		8
	G	-	13	13	13	-	13	

Stage Sequence Diagram

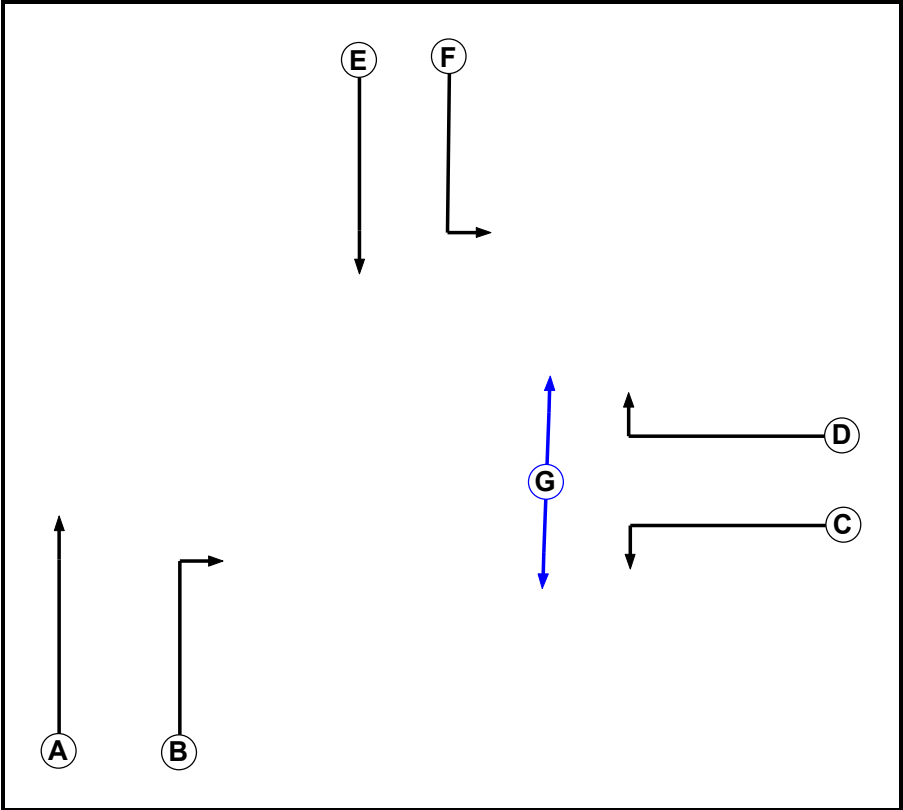


Scenario 2: '2030 Do Something PM' (FG2: '2030 Do Something PM', Plan 1: 'Network Control Plan 1')

Junction Layout Diagram



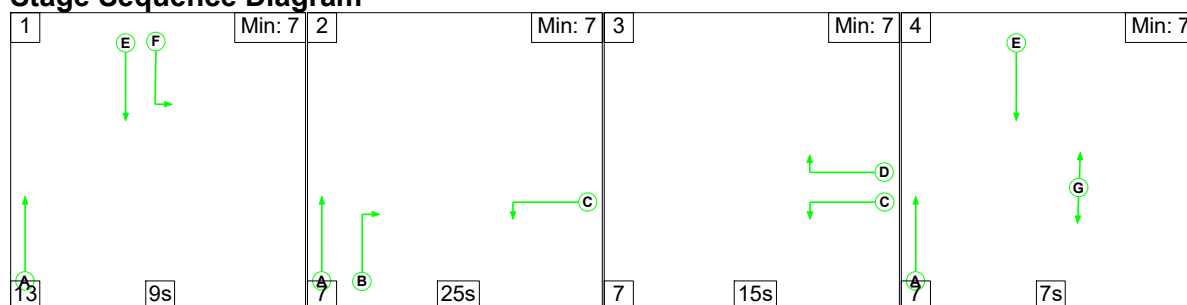
Phase Diagram



Phase Intergreens Matrix

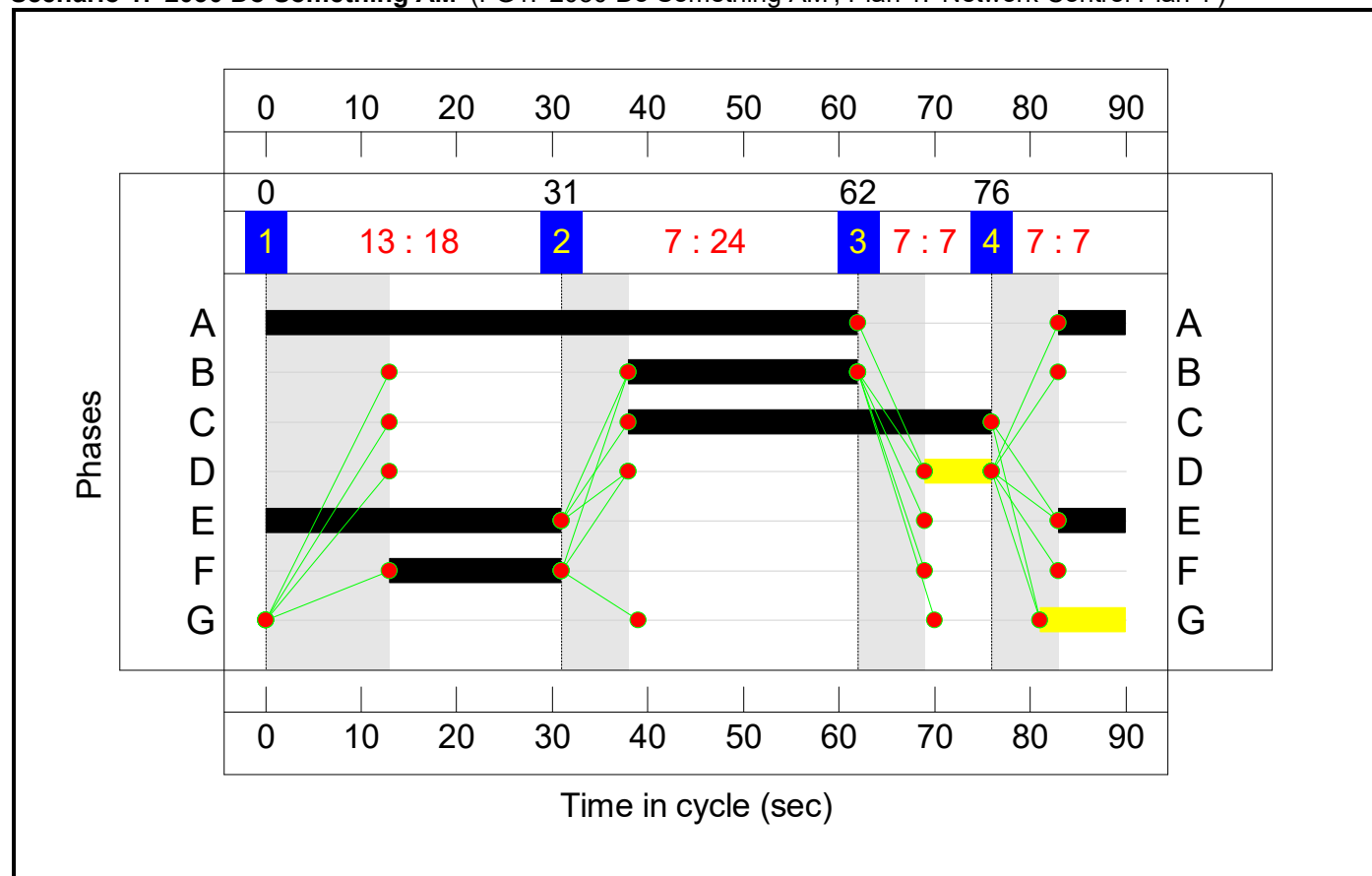
Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	-	7	-	-	-
	B	-		-	7	7	7	8
	C	-	-		-	7	-	5
	D	7	7	-		7	7	5
	E	-	7	7	7		-	-
	F	-	7	-	7	-		8
	G	-	13	13	13	-	13	

Stage Sequence Diagram



Signal Timings Diagram

Scenario 1: '2030 Do Something AM' (FG1: '2030 Do Something AM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

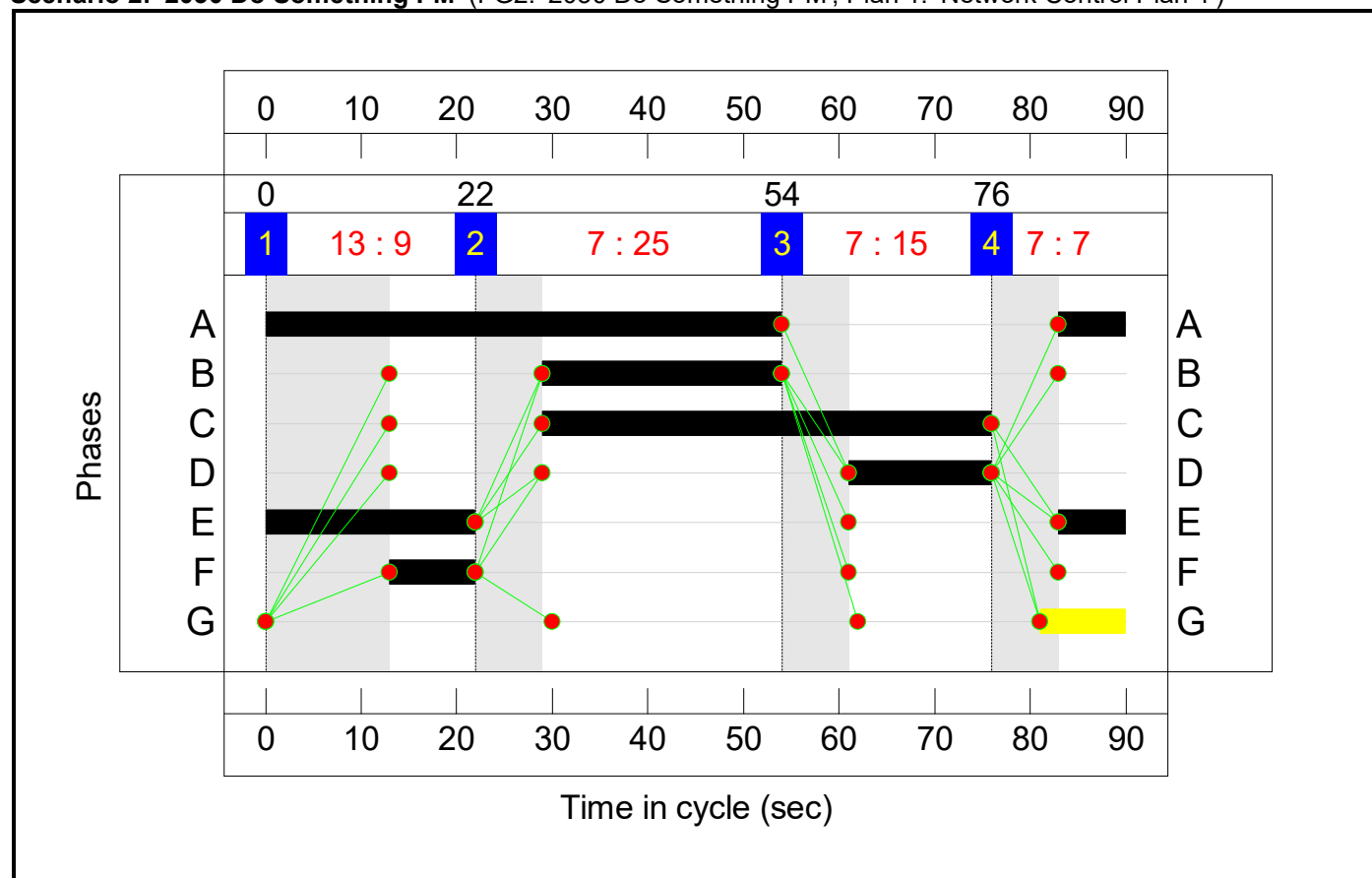
	Destination				
Origin		A	B	C	Tot.
	A	0	142	341	483
	B	135	0	446	581
	C	234	421	0	655
	Tot.	369	563	787	1719

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.1%	0	0	0	17.3	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	82.1%	0	0	0	17.3	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E F		1	38:18	-	483	2105:1738	425+177	80.2 : 80.2%	-	-	-	5.2	38.8	12.0
2/1+2/2	Bartons Road Right Left	U	C D		1	38:7	-	581	1703:1923	544+165	82.1 : 82.1%	-	-	-	6.2	38.4	12.6
3/1	Petersfield Road (S) Ahead	U	A		1	69	-	234	1965	1528	15.3%	-	-	-	0.3	3.9	1.5
3/2	Petersfield Road (S) Right	U	B		1	24	-	421	1862	517	81.4%	-	-	-	5.6	48.3	11.8
C1 PRC for Signalled Lanes (%): 9.7 Total Delay for Signalled Lanes (pcuHr): 17.30 Cycle Time (s): 90 PRC Over All Lanes (%): 9.7 Total Delay Over All Lanes(pcuHr): 17.30																	

Signal Timings Diagram

Scenario 2: '2030 Do Something PM' (FG2: '2030 Do Something PM', Plan 1: 'Network Control Plan 1')



Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	111	270	381
	B	190	0	524	714
	C	388	506	0	894
	Tot.	578	617	794	1989

Link Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	94.1%	0	0	0	28.2	-	-
Bartons Road - Petersfield Road	-	-	-		-	-	-	-	-	-	94.1%	0	0	0	28.2	-	-
1/2+1/1	Petersfield Road (N) Left Ahead	U	E F		1	29:9	-	381	2105:1738	288+119	93.7 : 93.7%	-	-	-	8.4	79.0	13.6
2/1+2/2	Bartons Road Right Left	U	C D		1	47:15	-	714	1703:1923	570+207	91.9 : 91.9%	-	-	-	8.9	44.7	16.3
3/1	Petersfield Road (S) Ahead	U	A		1	61	-	388	1965	1354	28.7%	-	-	-	0.8	7.3	3.9
3/2	Petersfield Road (S) Right	U	B		1	25	-	506	1862	538	94.1%	-	-	-	10.2	72.6	18.0
C1 PRC for Signalled Lanes (%): -4.5 PRC Over All Lanes (%): -4.5 Total Delay for Signalled Lanes (pcuHr): 28.22 Total Delay Over All Lanes(pcuHr): 28.22 Cycle Time (s): 90																	