

DAY 3	Total	C1 to C6						Fixd	Time [-]	Vbin										Mean	Vss	IPSL	IPSL%	S11				S12	S13	S14	S15				
		C1	C2	C3	C4	C5	C6			0	10	15	20	25	30	35	40	45	50					60	70	80	90					100	30	35	40
0000	11	0	0	1	0	0	0	0000	0	0	0	0	0	2	4	4	1	1	0	0	0	32.9	38.4	9	81.8	3	27.3	0	0	0	0	0	0		
0015	12	0	10	1	0	0	0	0015	0	0	0	0	0	2	4	4	1	1	0	0	0	35.1	44.1	10	83.3	6	50.0	1	8.3	0	0	0	0	0	
0030	7	0	0	0	0	0	0	0030	0	0	0	0	0	1	1	1	0	0	0	0	0	31.4	37.9	9	78.2	2	28.6	0	0	0	0	0	0	0	
0045	4	0	0	0	0	0	0	0045	0	0	0	0	0	1	1	1	0	0	0	0	0	34.1	3	75.0	2	50.0	0	0	0	0	0	0	0	0	
0100	4	2	2	0	0	0	0	0100	0	0	0	0	0	0	3	1	2	0	0	0	0	32.4	4	100.0	1	25.0	0	0	0	0	0	0	0	0	
0115	5	0	4	1	0	0	0	0115	0	0	0	0	0	3	1	2	0	0	0	0	0	31.9	2	4	100.0	40.0	0	0	0	0	0	0	0	0	
0130	4	0	0	0	0	0	0	0130	0	0	0	0	0	2	2	0	0	0	0	0	0	31.0	2	50.0	0	0	0	0	0	0	0	0	0	0	
0145	2	0	2	0	0	0	0	0145	0	0	0	0	0	1	1	0	0	0	0	0	0	32.0	1	50.0	0	0	0	0	0	0	0	0	0	0	
0200	10	0	10	0	0	0	0	0200	0	0	0	0	0	3	1	0	0	0	0	0	0	31.5	1	100.0	2	20.0	0	0	0	0	0	0	0	0	
0215	3	0	2	1	0	0	0	0215	0	0	0	0	0	1	1	0	1	0	0	0	0	35.0	2	66.7	1	33.3	0	0	0	0	0	0	0	0	
0230	2	1	1	0	0	0	0	0230	0	0	0	0	0	0	2	0	0	0	0	0	0	36.0	2	100.0	0	0	0	0	0	0	0	0	0	0	
0245	2	0	2	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	2	100.0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0300	0	0	0	0	0	0	1	0	0	0	0	0	0	33.5	1	100.0	0	0	0	0	0	0	0	0	0	0	
0315	1	0	1	0	0	0	0	0315	0	0	0	0	0	0	1	1	0	0	0	0	0	37.2	1	100.0	0	0	0	0	0	0	0	0	0	0	
0330	1	0	1	0	0	0	0	0330	0	0	0	0	0	0	1	0	0	0	0	0	0	37.5	0	0	0	0	0	0	0	0	0	0	0	0	
0345	2	0	2	0	0	0	0	0345	0	0	0	0	0	2	0	0	0	0	0	0	0	35.9	0	0	0	0	0	0	0	0	0	0	0	0	
0400	3	0	2	2	1	1	0	0400	0	0	0	0	0	2	1	0	0	0	0	0	0	34.0	1	3	100.0	0	33.3	0	0	0	0	0	0	0	
0415	1	0	1	0	0	0	0	0415	0	0	0	0	0	0	1	0	0	0	0	0	0	37.2	1	100.0	1	100.0	0	0	0	0	0	0	0	0	
0430	6	1	4	0	0	0	0	0430	0	0	0	0	0	1	3	2	0	0	0	0	0	32.5	5	83.3	2	33.3	0	0	0	0	0	0	0	0	
0445	5	0	5	0	0	0	0	0445	0	0	0	0	0	4	4	0	0	0	0	0	0	34.8	0	100.0	60.0	0	0	0	0	0	0	0	0	0	
0500	12	1	10	0	0	0	1	0500	0	0	0	0	1	5	4	2	0	0	0	0	0	30.0	35.9	6	50.0	2	16.7	0	0	0	0	0	0	0	
0515	23	21	21	1	0	0	0	0515	0	0	0	0	1	11	7	3	0	0	0	0	0	34.1	39.5	21	91.3	10	43.5	0	0	0	0	0	0	0	
0530	27	27	27	1	0	0	0	0530	0	0	0	0	1	1	1	0	0	0	0	0	0	32.5	37	21	77.8	9	33.3	0	0	0	0	0	0	0	0
0545	27	0	24	3	0	0	0	0545	0	0	0	0	2	11	9	3	1	0	0	0	0	34.9	39.9	24	89.9	13	48.2	1	1.7	0	0	0	0	0	
0600	39	39	25	0	0	0	0	0600	0	0	0	0	0	0	0	0	0	0	0	0	31.2	37.8	39	100.0	44	44.4	0	0	0	0	0	0	0	0	
0615	51	3	44	4	0	0	0	0615	0	1	0	0	14	20	13	3	0	0	0	0	0	32.7	37.6	36	70.6	16	31.4	0	0	0	0	0	0	0	
0630	69	3	58	7	0	0	0	0630	0	1	2	0	25	23	16	2	0	0	0	0	0	31.4	35.7	41	59.4	18	26.1	0	0	0	0	0	0	0	
0645	84	26	64	6	2	0	0	0645	0	2	2	0	21	20	14	0	0	0	0	0	0	30.7	38.2	48	70.5	8	11.5	0	0	0	0	0	0	0	
0700	122	2	103	12	2	0	0	0700	0	0	0	1	3	40	30	8	0	0	0	0	0	30.3	38.2	48	70.5	8	11.5	0	0	0	0	0	0	0	
0715	142	5	128	7	1	1	0	0715	0	2	0	0	5	54	71	7	3	0	0	0	0	30.4	33.1	81	57.0	10	7.0	0	0	0	0	0	0	0	
0730	185	185	199	9	0	0	0	0730	0	0	0	0	0	0	0	0	0	0	0	0	29.6	32.1	92	60.7	2	2.9	0	0	0	0	0	0	0	0	
0745	170	0	156	11	1	1	1	0745	0	0	0	0	6	77	80	10	1	0	0	0	0	30.7	33.6	91	53.5	11	6.5	0	0	0	0	0	0	0	
0800	183	6	162	14	1	0	0	0800	0	2	1	0	6	87	81	6	0	0	0	0	0	29.6	32.8	87	47.5	6	3.3	0	0	0	0	0	0	0	
0815	132	125	122	0	0	0	0	0815	0	2	0	1	61	63	24	0	0	0	0	0	0	29.9	33.1	69	50.0	10	8.3	0	0	0	0	0	0	0	
0830	173	4	158	9	1	0	1	0830	1	0	0	0	6	89	67	9	0	0	0	0	0	29.9	33.3	77	44.5	10	5.8	0	0	0	0	0	0	0	
0845	163	163	177	2	3	0	0	0845	0	0	0	12	103	106	56	5	1	0	0	0	0	29.3	32.2	66	34.3	6	3.3	0	0	0	0	0	0	0	
0900	152	143	144	0	0	0	1	0900	0	0	0	16	94	75	2	0	0	0	0	0	0	30.0	33.8	82	40.0	38.8	44.4	0	0	0	0	0	0	0	
0915	132	1	120	6	1	3	1	0915	0	0	0	1	3	66	34	7	1	0	0	0	0	30.2	33.4	62	47.0	8	6.1	0	0	0	0	0	0	0	
0930	112	101	112	0	0	0	0	0930	0	0	0	0	10	42	42	0	0	0	0	0	0	30.6	31.8	44	40.3	3.3	1.8	0	0	0	0	0	0	0	
0945	124	1	112	5	2	2	0	0945	0	0	0	0	7	77	35	4	0	0	0	0	0	30.2	32.2	40	32.3	5	4.0	1	0.8	0	0	0	0	0	
1000	115	1	104	5	3	1	1	1000	0	0	0	1	5	52	48	8	1	0	0	0	0	30.0	33.2	57	49.6	9	7.8	0	0	0	0	0	0	0	
1015	113	123	8	0	0	0	0	1015	0	0	0	0	14	7	24	4	0	0	0	0	0	29.3	32.7	49	47.0	4	4.2	0	0	0	0	0	0	0	
1030	131	1	119	7	1	3	0	1030	0	0	0	1	18	61	50	0	1	0	0	0	0	28.8	32.2	51	38.9	1	0.8	0	0	0	0	0	0	0	
1045	153	2	138	10	2	0	0	1045	0	1	0	2	88	58	3	1	0	0	0	0	0	29.5	32.1	62	40.5	4	2.6	0	0	0	0	0	0	0	
1100	146	136	146	0	0	0	0	1100	0	0	0	1	6	33	4	7	0	0	0	0	0	28.2	30.9	28	35.2	4	2.7	0	0	0	0	0	0	0	
1115	126	1	121	3	0	1	0	1115	0	1	0	4	63	55	3	0	0	0	0	0	0	29.6	32.7	58	46.0	3	2.4	0	0	0	0	0	0	0	
1130	156	5	133	5	0	0	1	1130	0	0	0	0	7	80	53	4	0	0	0	0	0	29.3	31.7	57	40.5	4	2.7	0	0	0	0	0	0	0	
1145	160	144	142	1	0	0	1	1145	0	0	0	1	10	88	51	2	0	0	0	0	0	29.1	31.5	54	33.8	2	1.3	0	0	0	0	0	0	0	
1200	146	1	136	5	0	0	3	1200	0	0	0	0	9	94	38	5	0	0	0	0	0	28.9	31.3	43	29.5	5	3.4	0	0	0	0	0	0	0	
1215	128	138	9	0	0	0	0	1215	0	0	0	1	16	62	3	0	0	0	0	0	0	29.5	32.9	61	40.5	3	3.6	0	0	0	0	0	0	0	0
1230	130	3	117	9	0	0	0	1230	0	0	0	4	63	60	3	0	0	0	0	0	0	30.0	32.8	63	48.5	3	2.3	0	0	0	0	0	0	0	
1245	138	1	129	3	4																														

[illegible]

DAY 5	Total	C1s	C2s	C3s	C4s	C5s	C6s	Fix1	Time [--]	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Voo	Bss	IPSL	IPSL%	TSL1	TSL2	TSL3	TSL4	TSL5	TSL6	TSL7	TSL8	TSL9	TSL10	TSL11	TSL12	TSL13	TSL14	TSL15	TSL16	TSL17	TSL18	TSL19	TSL20	TSL21	TSL22	TSL23	TSL24	TSL25	TSL26	TSL27	TSL28	TSL29	TSL30	TSL31	TSL32	TSL33	TSL34	TSL35	TSL36	TSL37	TSL38	TSL39	TSL40	TSL41	TSL42	TSL43	TSL44	TSL45	TSL46	TSL47	TSL48	TSL49	TSL50	TSL51	TSL52	TSL53	TSL54	TSL55	TSL56	TSL57	TSL58	TSL59	TSL60	TSL61	TSL62	TSL63	TSL64	TSL65	TSL66	TSL67	TSL68	TSL69	TSL70	TSL71	TSL72	TSL73	TSL74	TSL75	TSL76	TSL77	TSL78	TSL79	TSL80	TSL81	TSL82	TSL83	TSL84	TSL85	TSL86	TSL87	TSL88	TSL89	TSL90	TSL91	TSL92	TSL93	TSL94	TSL95	TSL96	TSL97	TSL98	TSL99	TSL100	TSL101	TSL102	TSL103	TSL104	TSL105	TSL106	TSL107	TSL108	TSL109	TSL110	TSL111	TSL112	TSL113	TSL114	TSL115	TSL116	TSL117	TSL118	TSL119	TSL120	TSL121	TSL122	TSL123	TSL124	TSL125	TSL126	TSL127	TSL128	TSL129	TSL130	TSL131	TSL132	TSL133	TSL134	TSL135	TSL136	TSL137	TSL138	TSL139	TSL140	TSL141	TSL142	TSL143	TSL144	TSL145	TSL146	TSL147	TSL148	TSL149	TSL150	TSL151	TSL152	TSL153	TSL154	TSL155	TSL156	TSL157	TSL158	TSL159	TSL160	TSL161	TSL162	TSL163	TSL164	TSL165	TSL166	TSL167	TSL168	TSL169	TSL170	TSL171	TSL172	TSL173	TSL174	TSL175	TSL176	TSL177	TSL178	TSL179	TSL180	TSL181	TSL182	TSL183	TSL184	TSL185	TSL186	TSL187	TSL188	TSL189	TSL190	TSL191	TSL192	TSL193	TSL194	TSL195	TSL196	TSL197	TSL198	TSL199	TSL200	TSL201	TSL202	TSL203	TSL204	TSL205	TSL206	TSL207	TSL208	TSL209	TSL210	TSL211	TSL212	TSL213	TSL214	TSL215	TSL216	TSL217	TSL218	TSL219	TSL220	TSL221	TSL222	TSL223	TSL224	TSL225	TSL226	TSL227	TSL228	TSL229	TSL230	TSL231	TSL232	TSL233	TSL234	TSL235	TSL236	TSL237	TSL238	TSL239	TSL240	TSL241	TSL242	TSL243	TSL244	TSL245	TSL246	TSL247	TSL248	TSL249	TSL250	TSL251	TSL252	TSL253	TSL254	TSL255	TSL256	TSL257	TSL258	TSL259	TSL260	TSL261	TSL262	TSL263	TSL264	TSL265	TSL266	TSL267	TSL268	TSL269	TSL270	TSL271	TSL272	TSL273	TSL274	TSL275	TSL276	TSL277	TSL278	TSL279	TSL280	TSL281	TSL282	TSL283	TSL284	TSL285	TSL286	TSL287	TSL288	TSL289	TSL290	TSL291	TSL292	TSL293	TSL294	TSL295	TSL296	TSL297	TSL298	TSL299	TSL300	TSL301	TSL302	TSL303	TSL304	TSL305	TSL306	TSL307	TSL308	TSL309	TSL310	TSL311	TSL312	TSL313	TSL314	TSL315	TSL316	TSL317	TSL318	TSL319	TSL320	TSL321	TSL322	TSL323	TSL324	TSL325	TSL326	TSL327	TSL328	TSL329	TSL330	TSL331	TSL332	TSL333	TSL334	TSL335	TSL336	TSL337	TSL338	TSL339	TSL340	TSL341	TSL342	TSL343	TSL344	TSL345	TSL346	TSL347	TSL348	TSL349	TSL350	TSL351	TSL352	TSL353	TSL354	TSL355	TSL356	TSL357	TSL358	TSL359	TSL360	TSL361	TSL362	TSL363	TSL364	TSL365	TSL366	TSL367	TSL368	TSL369	TSL370	TSL371	TSL372	TSL373	TSL374	TSL375	TSL376	TSL377	TSL378	TSL379	TSL380	TSL381	TSL382	TSL383	TSL384	TSL385	TSL386	TSL387	TSL388	TSL389	TSL390	TSL391	TSL392	TSL393	TSL394	TSL395	TSL396	TSL397	TSL398	TSL399	TSL400	TSL401	TSL402	TSL403	TSL404	TSL405	TSL406	TSL407	TSL408	TSL409	TSL410	TSL411	TSL412	TSL413	TSL414	TSL415	TSL416	TSL417	TSL418	TSL419	TSL420	TSL421	TSL422	TSL423	TSL424	TSL425	TSL426	TSL427	TSL428	TSL429	TSL430	TSL431	TSL432	TSL433	TSL434	TSL435	TSL436	TSL437	TSL438	TSL439	TSL440	TSL441	TSL442	TSL443	TSL444	TSL445	TSL446	TSL447	TSL448	TSL449	TSL450	TSL451	TSL452	TSL453	TSL454	TSL455	TSL456	TSL457	TSL458	TSL459	TSL460	TSL461	TSL462	TSL463	TSL464	TSL465	TSL466	TSL467	TSL468	TSL469	TSL470	TSL471	TSL472	TSL473	TSL474	TSL475	TSL476	TSL477	TSL478	TSL479	TSL480	TSL481	TSL482	TSL483	TSL484	TSL485	TSL486	TSL487	TSL488	TSL489	TSL490	TSL491	TSL492	TSL493	TSL494	TSL495	TSL496	TSL497	TSL498	TSL499	TSL500	TSL501	TSL502	TSL503	TSL504	TSL505	TSL506	TSL507	TSL508	TSL509	TSL510	TSL511	TSL512	TSL513	TSL514	TSL515	TSL516	TSL517	TSL518	TSL519	TSL520	TSL521	TSL522	TSL523	TSL524	TSL525	TSL526	TSL527	TSL528	TSL529	TSL530	TSL531	TSL532	TSL533	TSL534	TSL535	TSL536	TSL537	TSL538	TSL539	TSL540	TSL541	TSL542	TSL543	TSL544	TSL545	TSL546	TSL547	TSL548	TSL549	TSL550	TSL551	TSL552	TSL553	TSL554	TSL555	TSL556	TSL557	TSL558	TSL559	TSL560	TSL561	TSL562	TSL563	TSL564	TSL565	TSL566	TSL567	TSL568	TSL569	TSL570	TSL571	TSL572	TSL573	TSL574	TSL575	TSL576	TSL577	TSL578	TSL579	TSL580	TSL581	TSL582	TSL583	TSL584	TSL585	TSL586	TSL587	TSL588	TSL589	TSL590	TSL591	TSL592	TSL593	TSL594	TSL595	TSL596	TSL597	TSL598	TSL599	TSL600	TSL601	TSL602	TSL603	TSL604	TSL605	TSL606	TSL607	TSL608	TSL609	TSL610	TSL611	TSL612	TSL613	TSL614	TSL615	TSL616	TSL617	TSL618	TSL619	TSL620	TSL621	TSL622	TSL623	TSL624	TSL625	TSL626	TSL627	TSL628	TSL629	TSL630	TSL631	TSL632	TSL633	TSL634	TSL635	TSL636	TSL637	TSL638	TSL639	TSL640	TSL641	TSL642	TSL643	TSL644	TSL645	TSL646	TSL647	TSL648	TSL649	TSL650	TSL651	TSL652	TSL653	TSL654	TSL655	TSL656	TSL657	TSL658	TSL659	TSL660	TSL661	TSL662	TSL663	TSL664	TSL665	TSL666	TSL667	TSL668	TSL669	TSL670	TSL671	TSL672	TSL673	TSL674	TSL675	TSL676	TSL677	TSL678	TSL679	TSL680	TSL681	TSL682	TSL683	TSL684	TSL685	TSL686	TSL687	TSL688	TSL689	TSL690	TSL691	TSL692	TSL693	TSL694	TSL695	TSL696	TSL697	TSL698	TSL699	TSL700	TSL701	TSL702	TSL703	TSL704	TSL705	TSL706	TSL707	TSL708	TSL709	TSL710	TSL711	TSL712	TSL713	TSL714	TSL715	TSL716	TSL717	TSL718	TSL719	TSL720	TSL721	TSL722	TSL723	TSL724	TSL725	TSL726	TSL727	TSL728	TSL729	TSL730	TSL731	TSL732	TSL733	TSL734	TSL735	TSL736	TSL737	TSL738	TSL739	TSL740	TSL741	TSL742	TSL743	TSL744	TSL745	TSL746	TSL747	TSL748	TSL749	TSL750	TSL751	TSL752	TSL753	TSL754	TSL755	TSL756	TSL757	TSL758	TSL759	TSL760	TSL761	TSL762	TSL763	TSL764	TSL765	TSL766	TSL767	TSL768	TSL769	TSL770	TSL771	TSL772	TSL773	TSL774	TSL775	TSL776	TSL777	TSL778	TSL779	TSL780	TSL781	TSL782	TSL783	TSL784	TSL785	TSL786	TSL787	TSL788	TSL789	TSL790	TSL791	TSL792	TSL793	TSL794	TSL795	TSL796	TSL797	TSL798	TSL799	TSL800	TSL801	TSL802	TSL803	TSL804	TSL805	TSL806	TSL807	TSL808	TSL809	TSL810	TSL811	TSL812	TSL813	TSL814	TSL815	TSL816	TSL817	TSL818	TSL819	TSL820	TSL821	TSL822	TSL823	TSL824	TSL825	TSL826	TSL827	TSL828	TSL829	TSL830	TSL831	TSL832	TSL833	TSL834	TSL835	TSL836	TSL837	TSL838	TSL839	TSL840	TSL841	TSL842	TSL843	TSL844	TSL845	TSL846	TSL847	TSL848	TSL849	TSL850	TSL851	TSL852	TSL853	TSL854	TSL855	TSL856	TSL857	TSL858	TSL859	TSL860	TSL861	TSL862	TSL863	TSL864	TSL865	TSL866	TSL867	TSL868	TSL869	TSL870	TSL871	TSL872	TSL873	TSL874	TSL875	TSL876	TSL877	TSL878	TSL879	TSL880	TSL881	TSL882	TSL883	TSL884	TSL885	TSL886	TSL887	TSL888	TSL889	TSL890	TSL891	TSL892	TSL893	TSL894	TSL895	TSL896	TSL897	TSL898	TSL899	TSL900	TSL901	TSL902	TSL903	TSL904	TSL905	TSL906	TSL907	TSL908	TSL909	TSL910	TSL911	TSL912	TSL913	TSL914	TSL915	TSL916	TSL917	TSL918	TSL919	TSL920	TSL921	TSL922	TSL923	TSL924	TSL925	TSL926	TSL927	TSL928	TSL929	TSL930	TSL931	TSL932	TSL933	TSL934	TSL935	TSL936	TSL937	TSL938	TSL939	TSL940	TSL941	TSL942	TSL943	TSL944	TSL945	TSL946	TSL947	TSL948	TSL949	TSL950	TSL951	TSL952	TSL953	TSL954	TSL955	TSL956	TSL957	TSL958	TSL959	TSL960	TSL961	TSL962	TSL963	TSL964	TSL965	TSL966	TSL967	TSL968	TSL969	TSL970	TSL971	TSL972	TSL973	TSL974	TSL975	TSL976	TSL977	TSL978	TSL979	TSL980	TSL981	TSL982	TSL983	TSL984	TSL985	TSL986	TSL987	TSL988	TSL989	TSL990	TSL991	TSL992	TSL993	TSL994	TSL995	TSL996	TSL997	TSL998	TSL999	TSL1000
0000	12	2	9	1	0	0	0		0000	0	1	1	1	5	2	1	0	1	0	0	0	0	0	0	28.5	38.9	4	33.3	2	16.7	1	8.3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						</																																																																																																																																																																																																																																																																																																																																																																																																																																														

Thru 13 Jun																																				
DAY 6	Total	C1s						Fst1	Time T--	Vbins										Mean	Vao	PSL	PSLK	SL1		SL1N		SL2		SL2N						
		1	2	3	4	5	6			0	10	15	20	25	30	35	40	45	50					60	70	80	90	100	30	40	50	60	70	80	90	100
0000	2	2	5	0	0	0	0		0000	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	34.3	8	85.7	3	42.9	0	0.0	0.0				
0015	8	0	8	1	0	0	0		0015	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	34.4	8	88.9	1	33.3	0	0.0	0.0				
0030	8	0	8	0	0	0	0		0030	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	30.9	4	50.0	0	0.0	0.0	0.0					
0045	4	0	4	0	0	0	0		0045	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	23.0	0	0.0	0	0.0	0.0	0.0					
0100	4	0	4	0	0	0	0		0100	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	29.4	1	25.0	1	25.0	0	0.0					
0115	5	0	5	0	0	0	0		0115	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	29.3	2	40.0	1	20.0	0	0.0					
0130	3	1	2	0	0	0	0		0130	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	37.0	2	66.7	2	66.7	1	33.3					
0145	6	0	6	0	0	0	0		0145	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	31.1	5	83.3	1	16.7	0	0.0					
0200	2	0	2	0	0	0	0		0200	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	27.3	0	0.0	0	0.0	0.0	0.0					
0215	6	0	6	0	0	0	0		0215	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	32.3	4	66.7	2	33.3	0	0.0					
0230	2	0	1	1	0	0	0		0230	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	30.9	0	50.0	0	0.0	0.0	0.0					
0245	2	0	2	0	0	0	0		0245	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	35.2	2	100.0	1	50.0	0	0.0					
0300	3	1	2	0	0	0	0		0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	0	100.0	0	0.0	0.0	0.0					
0315	3	0	2	0	1	0	0		0315	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	28.4	0	0.0	0	0.0	0.0	0.0					
0330	1	0	1	0	0	0	0		0330	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.1	0	0.0	0	0.0	0.0	0.0					
0345	3	0	3	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.0	3	100.0	3	100.0	3	100.0					
0400	6	0	5	1	0	0	0		0400	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	33.4	5	83.3	2	33.3	0	0.0					
0415	4	0	4	0	0	0	0		0415	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	28.4	1	25.0	0	0.0	0.0	0.0					
0430	6	1	4	0	0	0	1		0430	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	31.7	4	66.7	1	16.7	0	0.0					
0445	7	0	6	1	0	0	0		0445	0	0	0	1	1	2	1	2	0	0	0	0	0	0	0	34.3	5	71.4	3	42.9	0	0.0					
0500	10	1	8	1	0	0	0		0500	0	1	0	1	1	4	2	1	0	0	0	0	0	0	0	30.2	7	70.0	3	30.0	0	0.0					
0515	14	1	11	1	0	0	1		0515	0	0	0	0	1	0	7	6	0	0	0	0	0	0	0	31.4	36.9	13	92.9	6	42.9	0	0.0				
0530	20	2	15	2	0	0	1		0530	0	1	0	2	1	10	4	1	1	0	0	0	0	0	0	32.8	39.8	16	80.0	6	30.0	1	5.0				
0545	74	8	27	2	0	0	0		0545	0	0	0	0	3	12	0	0	0	0	0	0	0	0	0	37.5	35.0	21	47.5	2	25.0	0	0.0				
0600	32	2	29	2	0	1	1		0600	0	0	0	1	15	14	2	0	0	0	0	0	0	0	0	30.3	36.3	16	50.0	2	13.3	0	0.0				
0615	50	3	42	5	0	0	0		0615	0	1	0	0	4	28	13	3	1	0	0	0	0	0	0	33.8	38.0	45	90.0	17	34.0	1	2.0				
0630	81	4	72	4	0	0	1		0630	0	1	2	1	21	38	15	3	0	0	0	0	0	0	0	31.8	35.6	56	69.1	18	15	0	0.0				
0645	89	8	74	8	0	0	0		0645	0	2	1	2	22	53	8	1	1	0	0	0	0	0	0	33.2	45.8	49	75.3	18	22.2	0	0.0				
0700	124	2	113	6	0	2	1		0700	0	2	0	6	41	66	9	0	0	0	0	0	0	0	0	30.2	33.5	75	60.5	9	7.3	0	0.0				
0715	126	7	115	2	0	2	0		0715	1	3	1	5	56	49	9	1	0	0	0	0	0	0	0	30.0	34.0	60	47.6	11	8.7	1	0.8				
0730	170	0	161	8	0	0	1		0730	0	0	1	4	75	86	4	0	0	0	0	0	0	0	0	30.0	31.8	90	52.9	4	2.4	0	0.0				
0745	146	3	133	5	0	5	0		0745	0	1	0	8	67	62	8	0	0	0	0	0	0	0	0	29.6	33.2	70	48.0	8	5.5	0	0.0				
0800	171	3	158	5	2	1	2		0800	0	1	0	9	80	72	8	1	0	0	0	0	0	0	0	29.8	32.2	81	47.4	9	5.3	0	0.0				
0815	154	2	146	3	1	2	0		0815	0	2	0	12	74	61	5	0	0	0	0	0	0	0	0	29.4	33.1	66	42.9	5	3.2	0	0.0				
0830	140	2	130	5	1	2	0		0830	0	0	0	3	75	53	8	1	0	0	0	0	0	0	0	30.5	33.6	62	44.3	9	6.4	0	0.0				
0845	184	1	174	6	0	2	1		0845	0	0	0	25	123	35	1	0	0	0	0	0	0	0	0	28.0	30.8	36	19.6	1	0.5	0	0.0				
0900	126	1	118	4	2	1	0		0900	0	0	0	18	42	61	5	0	0	0	0	0	0	0	0	29.7	32.7	66	52.4	5	4.0	0	0.0				
0915	136	1	121	11	2	0	1		0915	0	0	0	1	20	77	35	2	1	0	0	0	0	0	0	28.4	31.8	38	27.9	3	2.2	0	0.0				
0930	128	0	123	4	0	1	0		0930	0	0	0	7	68	51	2	0	0	0	0	0	0	0	0	29.5	32.4	53	41.2	2	1.6	0	0.0				
0945	131	0	122	3	2	3	1		0945	0	0	1	14	78	34	4	0	0	0	0	0	0	0	0	28.4	31.9	38	29.0	4	1.1	0	0.0				
1000	118	0	108	9	0	0	1		1000	0	0	0	1	66	50	1	0	0	0	0	0	0	0	0	29.3	32.0	51	43.1	0	0.8	0	0.0				
1015	142	1	131	8	1	0	1		1015	0	0	0	9	70	58	3	2	0	0	0	0	0	0	0	29.5	31.8	63	44.4	5	3.5	0	0.0				
1030	144	1	135	6	1	0	1		1030	0	1	0	6	88	45	4	0	0	0	0	0	0	0	0	29.3	31.9	49	34.0	4	2.8	0	0.0				
1045	124	3	111	4	3	2	1		1045	0	1	1	12	70	29	9	2	0	0	0	0	0	0	0	29.3	32.4	40	32.3	11	8.9	0	0.0				
1100	172	1	158	9	1	2	1		1100	0	0	0	7	119	44	2	0	0	0	0	0	0	0	0	29.2	31.7	46	26.7	2	1.2	0	0.0				
1115	136	2	123	7	2	1	1		1115	0	0	0	9	89	35	3	0	0	0	0	0	0	0	0	28.8	31.6	38	27.9	3	2.2	0	0.0				
1130	134	1	120	10	1	2	0		1130	0	1	19	61	47	5	1	0	0	0	0	0	0	0	0	28.9	32.1	53	39.6	6	4.5	0	0.0				
1145	172	1	160	9	1	1	0		1145	0	0	0	22	94	49	6	1	0	0	0	0	0	0	0	28.9	32.0	56	32.6	7	4.1	0	0.0				
1200	143	1	135	5	1	0	1		1200	0	1	0	19	69	42	9	2	1	0	0	0	0	0	0	29.5	33.4	54	37.8	12							

[illegible]



Appendix D

HCC Stopping Sight Distance Calculator Output

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + \frac{v^2}{2(d+0.1a)}$
v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

30

mph

13.411 m/s

v = 13.411 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type Buses and/or HGV's greater than

a = 0 +ve for upgrades and -ve for downgrades

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

SSD =

45

m

SSD adjusted for bonnet length (MfS only) =

47

m (SSD + 2.4m)

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Conversions

mph

to kph

0.0

kph

to mph

0.0

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

33 mph

14.752 m/s

v = 14.752 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type Buses and/or HGV's greater than

a = 0 +ve for upgrades and -ve for downgrades

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

SSD =

52 m

SSD adjusted for bonnet length (MfS only) =

54 m (SSD + 2.4m)

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Conversions

mph to kph 0.0

kph to mph 0.0



Appendix E Stage 1 RSA and Response Report



Road Safety Audit Stage 1

154 London Road, Purbrook

Client: Bright Plan

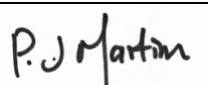
Road Safety Answers reference no: RSA932

Scheme: 154 London Road, Purbrook

Client: Bright Plan (Highway Authority: Hampshire County Council)



Control Sheet

	Name	Date	Signature
Author	Paul Martin	10/10/2024	
Checker	Paul Nevard	11/10/2024	
Authoriser	Paul Martin	11/10/2024	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA932	Final	11/10/2024

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for alterations to the access to the former Goodwillie Timber Yard at 154 London Road, Purbrook, for Bright Plan, at the request of the Overseeing Organisation, Hampshire County Council. The audit was carried out in the office of Road Safety Answers Ltd during October 2024.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Alex Budd of Bright Plan. The site was visited by the Audit Team, together, on 10th October, 2024, between 10.35 and 10.55 hours. The weather was fine and the road surface was dry. Traffic flows were light to moderate on London Road. Pedestrian and cycle flows were light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the scheme and the locations of any safety-related problems found during the audit is shown in **Appendix B**.

1.6 The purpose of the scheme is to modify the existing access to 154 London Road, that previously served the Goodwillie Timber Yard, to serve a residential development of circa 110 units.

1.7 The scheme consists of the following elements:

- Narrowing the existing wide access road to a carriageway width of 6m with a 2m wide footway on the western side and a service margin on the eastern side;
- An 8m radius shoulder kerbline on each side of the priority junction;
- Visibility splays onto London Road of 49.2m north-east x 2.4m x 43m south-west, the 'y' distances commensurate with the calculation of Stopping Sight Distance (SSD) in Manual for Streets, using the measured 85th percentile speed in each direction¹;
- An uncontrolled pedestrian crossing of the access road at the junction with London Road, with dropped kerbs and tactile paving.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or the lack of them, is likely to engender a safety-related problem.

¹ $SSD = vt + \frac{v^2}{2(d+0.1a)}$ where v is the speed (m/s), t is the driver perception-reaction time (seconds), d is the deceleration (m/s²) and a is the longitudinal gradient (5%)(+ for upgrades and – for downgrades)

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – Just to the south-west of the access (Dwg. 2024-6687-001 Rev. A).

Summary: Risk of side impact collisions with lorries turning right onto London Road.

The low branches of existing tree are only 1.8m above the footway (photo 1) and may obstruct visibility south-westwards for the driver of lorry where the driver eyeline is more than 1.8m above the carriageway. This could increase the risk of a side impact collision between a lorry turning right from the development and a north-eastbound vehicle on London Road.



Photo 1: Looking south-west from the development access

RECOMMENDATION

The low tree branch should be removed.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – The north-eastbound carriageway where vehicles will be turning right into the development (Dwg. 2024-6687-001 Rev. A).

Summary: Risk of loss of control collisions for powered two-wheeled vehicles.

The north-eastbound lane for general traffic, where vehicles will be turning right into the development is pot-holed and generally in a poor state of repair (photo 2). The frequency of powered two-wheeled vehicles turning into the site is likely to increase as a result of this development, as is the risk of loss of control collisions due to the poor state of the carriageway. An inexperienced motor cyclist attempting to turn right into the development through an inappropriately small gap in south-westbound traffic could be unseated and struck by the opposing vehicle.



Photo 2: Looking north towards the north-eastbound general traffic lane opposite the development access

RECOMMENDATION

The carriageway should be repaired before occupation of the development commences.

Design Team Response:

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed



Date 11/10/2024

Audit Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed



Date 11/10/2024

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4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Scheme: 154 London Road, Purbrook

Client: Bright Plan (Highway Authority: Hampshire County Council)



Appendix A

Drawings and Documents Examined:

2024-6687-001 Rev A.pdf

2024-6687-002 Rev A.pdf

2024-6687-003 Rev A.pdf

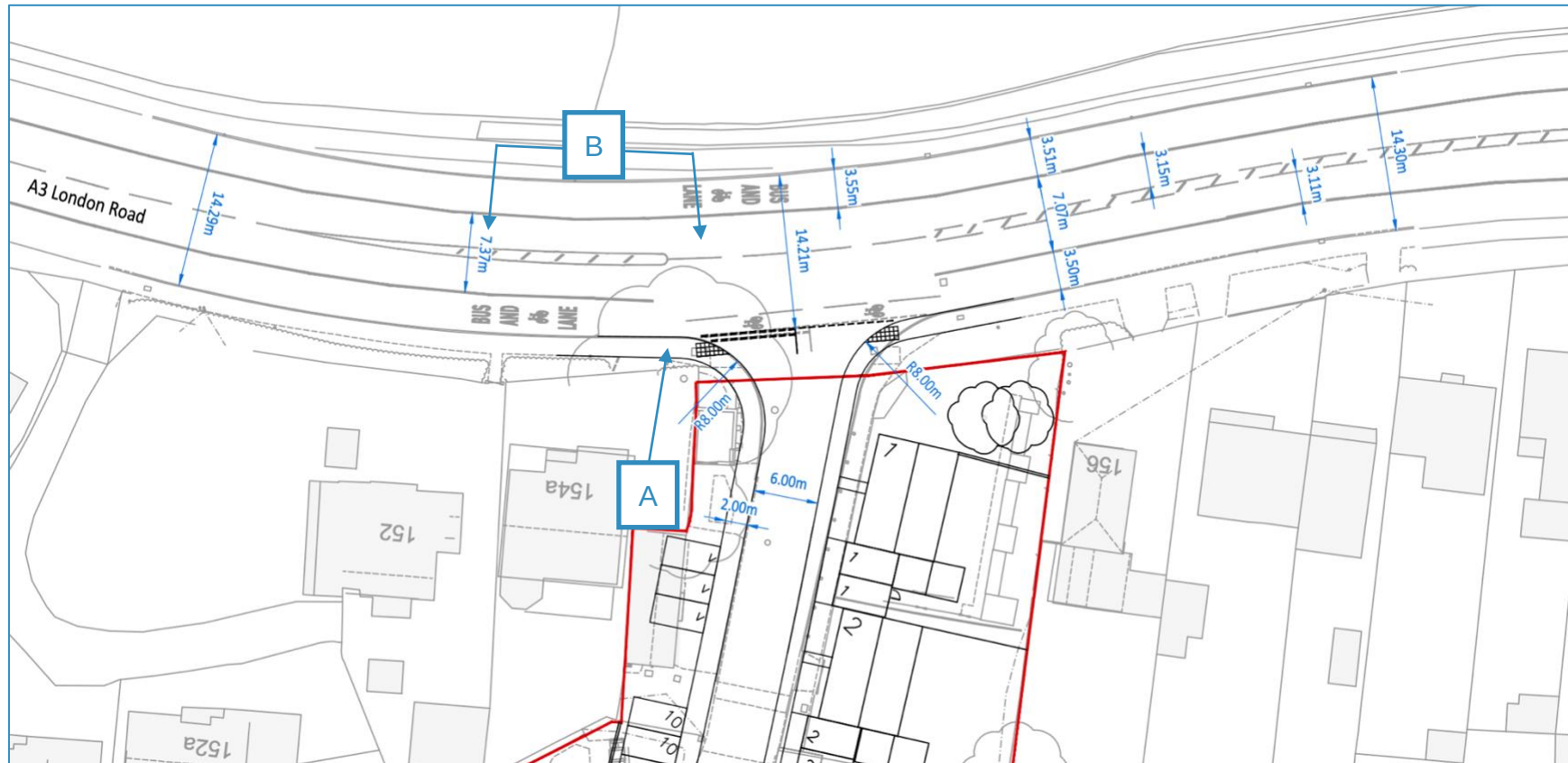
Goodwillies Pre-App Booklet Rev C.pdf

Appendix B

The following plan shows the location of the scheme



Problems Location Plan



ROAD SAFETY AUDIT RESPONSE REPORT



154 LONDON ROAD, PURBROOK RESIDENTIAL DEVELOPMENT

Reference: 6687-RSARR01

This response is to a Stage 1 Road Safety Audit prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.

PROJECT DETAILS

Project	154 London Road, Purbrook		
RSA Stage	Stage 1		
RSA Report Title	154 London Road, Purbrook		
RSA Report Reference	RSA932		
RSA Date	10/10/2024		
Document Reference	6687-RSARR01	Revision	-
Prepared By	Bright Plan		
On Behalf Of	Hampshire County Council		

AUTHORISATION SHEET

Prepared By	
Name	Ed Dodd
Position	Senior Consultant
Signed	
Organisation	Bright Plan
Date	11/10/2024

Approved By	
Name	Alex Budd
Position	Director
Signed	
Organisation	Bright Plan
Date	11/10/2024

KEY PERSONNEL

Overseeing Organisation	Hampshire County Council
Design Organisation	Bright Plan
RSA Organisation	Road Safety Answers
RSA Team Leader	Paul Martin
RSA Team Member	Paul Nevard



ROAD SAFETY AUDIT DECISION LOG

RSA Problem	2.1 – The low branches of existing tree are only 1.8m above the footway (photo 1) and may obstruct visibility south-westwards for the driver of lorry where the driver eyeline is more than 1.8m above the carriageway. This could increase the risk of a side impact collision between a lorry turning right from the development and a north-eastbound vehicle on London Road.
RSA Recommendation	The low tree branch should be removed.
Design Organisation Response	Agreed – the low branch will be removed.
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.2 – The north-eastbound lane for general traffic, where vehicles will be turning right into the development is pot-holed and generally in a poor state of repair (photo 2). The frequency of powered two-wheeled vehicles turning into the site is likely to increase as a result of this development, as is the risk of loss of control collisions due to the poor state of the carriageway. An inexperienced motor cyclist attempting to turn right into the development through an inappropriately small gap in south-westbound traffic could be unseated and struck by the opposing vehicle.
RSA Recommendation	The carriageway should be repaired before occupation of the development commences.
Design Organisation Response	Agreed – the carriageway surface will be repaired in conjunction with the site access construction.
Overseeing Organisation response	
Agreed RSA Action	



DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

On behalf of the design organisation I certify that:	
1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Ed Dodd
Signed	
Position	Senior Consultant
Organisation	Bright Plan
Date	11/10/2024

On behalf of the Overseeing Organisation I certify that:	
1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2. the agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	Hampshire County Council
Date	



Appendix F

TRICS Report – Existing Site

Calculation Reference: AUDIT-305901-241010-1053

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

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: Gross floor area
 Actual Range: 1010 to 6658 (units: sqm)
 Range Selected by User: 1000 to 8000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/06/23

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:

Tuesday 2 days
 Wednesday 2 days
 Thursday 5 days

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

Selected survey types:

Manual count 9 days
 Directional ATC Count 0 days

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:

Suburban Area (PPS6 Out of Centre) 3
 Edge of Town 5
 Neighbourhood Centre (PPS6 Local Centre) 1

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:

Industrial Zone 7
 Village 1
 No Sub Category 1

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 Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 18 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 9 days

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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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	1 days
1.1 to 1.5	8 days

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.

Travel Plan:

No	9 days
----	--------

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	9 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Bright Plan 2 West Barn Chichester

Licence No: 305901

LIST OF SITES relevant to selection parameters

1	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm Survey date: THURSDAY 20/06/19	POWDER COATINGS BLACKPOOL	Survey Type: MANUAL
2	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15	STAINLESS FITTINGS BRISTOL CITY	Survey Type: MANUAL
3	DV-02-C-02 GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm Survey date: THURSDAY 06/07/17	ENERGY RECOVERY FACILITY DEVON	Survey Type: MANUAL
4	GS-02-C-03 HURRICANE ROAD NEAR GLOUCESTER BROCKWORTH Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 1565 sqm Survey date: WEDNESDAY 03/05/23	EXTRUSION DIE MANUFACTURER GLOUCESTERSHIRE	Survey Type: MANUAL
5	HC-02-C-01 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16	ENGINEERING COMPANY HAMPSHIRE	Survey Type: MANUAL
6	NY-02-C-03 WETHERBY ROAD KNARESBOROUGH Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 29/06/23	WORKWEAR MANUFACTURER NORTH YORKSHIRE	Survey Type: MANUAL
7	PB-02-C-01 NEWARK ROAD PETERBOROUGH FENGATE Edge of Town Industrial Zone Total Gross floor area: 1772 sqm Survey date: THURSDAY 29/09/22	STEEL FABRICATOR PETERBOROUGH	Survey Type: MANUAL
8	SM-02-C-01 ROBINS DRIVE BRIDGWATER Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm Survey date: WEDNESDAY 14/09/22	WET BLASTING EQUIPMENT SOMERSET	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9

WM-02-C-04

FOUNDRY

STOURVALE ROAD

STOURBRIDGE

LYE

Suburban Area (PPS6 Out of Centre)

Industrial Zone

Total Gross floor area: 4324 sqm

Survey date: TUESDAY 21/11/17

WEST MIDLANDS

Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01	15/10/20	Covid
DY-02-C-01	25/06/15	Outlier
EC-02-C-01	19/09/16	Not comparable
EC-02-C-02	07/05/21	Covid
GS-02-C-02	23/04/21	Covid
KS-02-C-01	10/10/18	Outlier
TV-02-C-02	04/09/20	Covid
VG-02-C-01	06/05/21	Covid

Bright Plan 2 West Barn Chichester

Licence No: 305901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1565	0.000	1	1565	0.000	1	1565	0.000
05:30 - 06:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
06:00 - 06:30	1	1565	0.000	1	1565	0.000	1	1565	0.000
06:30 - 07:00	1	1565	0.128	1	1565	0.000	1	1565	0.128
07:00 - 07:30	9	2273	0.142	9	2273	0.039	9	2273	0.181
07:30 - 08:00	9	2273	0.244	9	2273	0.029	9	2273	0.273
08:00 - 08:30	9	2273	0.283	9	2273	0.034	9	2273	0.317
08:30 - 09:00	9	2273	0.352	9	2273	0.049	9	2273	0.401
09:00 - 09:30	9	2273	0.186	9	2273	0.073	9	2273	0.259
09:30 - 10:00	9	2273	0.152	9	2273	0.132	9	2273	0.284
10:00 - 10:30	9	2273	0.127	9	2273	0.078	9	2273	0.205
10:30 - 11:00	9	2273	0.112	9	2273	0.112	9	2273	0.224
11:00 - 11:30	9	2273	0.088	9	2273	0.103	9	2273	0.191
11:30 - 12:00	9	2273	0.117	9	2273	0.108	9	2273	0.225
12:00 - 12:30	9	2273	0.142	9	2273	0.166	9	2273	0.308
12:30 - 13:00	9	2273	0.122	9	2273	0.147	9	2273	0.269
13:00 - 13:30	9	2273	0.132	9	2273	0.196	9	2273	0.328
13:30 - 14:00	9	2273	0.122	9	2273	0.108	9	2273	0.230
14:00 - 14:30	9	2273	0.098	9	2273	0.103	9	2273	0.201
14:30 - 15:00	9	2273	0.054	9	2273	0.093	9	2273	0.147
15:00 - 15:30	9	2273	0.073	9	2273	0.093	9	2273	0.166
15:30 - 16:00	9	2273	0.059	9	2273	0.083	9	2273	0.142
16:00 - 16:30	9	2273	0.059	9	2273	0.156	9	2273	0.215
16:30 - 17:00	9	2273	0.010	9	2273	0.235	9	2273	0.245
17:00 - 17:30	9	2273	0.010	9	2273	0.279	9	2273	0.289
17:30 - 18:00	9	2273	0.010	9	2273	0.147	9	2273	0.157
18:00 - 18:30	9	2273	0.005	9	2273	0.088	9	2273	0.093
18:30 - 19:00	9	2273	0.010	9	2273	0.049	9	2273	0.059
19:00 - 19:30	1	1565	0.000	1	1565	0.000	1	1565	0.000
19:30 - 20:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
20:00 - 20:30	1	1565	0.000	1	1565	0.000	1	1565	0.000
20:30 - 21:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.837			2.700			5.537

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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Parameter summary

Trip rate parameter range selected:	1010 - 6658 (units: sqm)
Survey date date range:	01/01/15 - 29/06/23
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
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.

Bright Plan 2 West Barn Chichester

Licence No: 305901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	1565	0.000	1	1565	0.000	1	1565	0.000
05:30 - 06:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
06:00 - 06:30	1	1565	0.000	1	1565	0.000	1	1565	0.000
06:30 - 07:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
07:00 - 07:30	9	2273	0.015	9	2273	0.010	9	2273	0.025
07:30 - 08:00	9	2273	0.015	9	2273	0.015	9	2273	0.030
08:00 - 08:30	9	2273	0.020	9	2273	0.015	9	2273	0.035
08:30 - 09:00	9	2273	0.024	9	2273	0.020	9	2273	0.044
09:00 - 09:30	9	2273	0.020	9	2273	0.020	9	2273	0.040
09:30 - 10:00	9	2273	0.049	9	2273	0.049	9	2273	0.098
10:00 - 10:30	9	2273	0.029	9	2273	0.024	9	2273	0.053
10:30 - 11:00	9	2273	0.010	9	2273	0.015	9	2273	0.025
11:00 - 11:30	9	2273	0.010	9	2273	0.015	9	2273	0.025
11:30 - 12:00	9	2273	0.034	9	2273	0.024	9	2273	0.058
12:00 - 12:30	9	2273	0.064	9	2273	0.059	9	2273	0.123
12:30 - 13:00	9	2273	0.029	9	2273	0.044	9	2273	0.073
13:00 - 13:30	9	2273	0.029	9	2273	0.024	9	2273	0.053
13:30 - 14:00	9	2273	0.024	9	2273	0.015	9	2273	0.039
14:00 - 14:30	9	2273	0.015	9	2273	0.015	9	2273	0.030
14:30 - 15:00	9	2273	0.010	9	2273	0.010	9	2273	0.020
15:00 - 15:30	9	2273	0.015	9	2273	0.020	9	2273	0.035
15:30 - 16:00	9	2273	0.005	9	2273	0.015	9	2273	0.020
16:00 - 16:30	9	2273	0.020	9	2273	0.024	9	2273	0.044
16:30 - 17:00	9	2273	0.000	9	2273	0.010	9	2273	0.010
17:00 - 17:30	9	2273	0.000	9	2273	0.000	9	2273	0.000
17:30 - 18:00	9	2273	0.000	9	2273	0.000	9	2273	0.000
18:00 - 18:30	9	2273	0.000	9	2273	0.000	9	2273	0.000
18:30 - 19:00	9	2273	0.000	9	2273	0.000	9	2273	0.000
19:00 - 19:30	1	1565	0.000	1	1565	0.000	1	1565	0.000
19:30 - 20:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
20:00 - 20:30	1	1565	0.000	1	1565	0.000	1	1565	0.000
20:30 - 21:00	1	1565	0.000	1	1565	0.000	1	1565	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.437			0.443			0.880

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.



Appendix G TRICS Report – Proposed Development

Calculation Reference: AUDIT-305901-241011-1052

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE 1 days
	ES	EAST SUSSEX 1 days
	HC	HAMPSHIRE 1 days
	HF	HERTFORDSHIRE 1 days
	MW	MEDWAY 1 days
	OX	OXFORDSHIRE 1 days
	SC	SURREY 2 days
	WS	WEST SUSSEX 1 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 days

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

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: No of Dwellings
 Actual Range: 52 to 292 (units:)
 Range Selected by User: 50 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/03/24

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:

Monday	2 days
Tuesday	3 days
Wednesday	4 days
Thursday	1 days

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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	8
Neighbourhood Centre (PPS6 Local Centre)	2

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	8
Village	2

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 Vehicles Counts:

Servicing vehicles Included	30 days - Selected
Servicing vehicles Excluded	100 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 days
----	---------

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	5 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days

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	2 days
1.1 to 1.5	8 days

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.

Travel Plan:

Yes	9 days
No	1 days

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	10 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-03-M-01 BANNOLD ROAD WATERBEACH	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 52 Survey date: WEDNESDAY 20/06/18		Survey Type: MANUAL
2	CT-03-M-01 HITCHIN ROAD SHEFFORD	MIXED HOUSES & FLATS	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 75 Survey date: WEDNESDAY 28/06/23		Survey Type: MANUAL
3	ES-03-M-10 DITTONS ROAD POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
4	HC-03-M-19 WINCHESTER ROAD BASINGSTOKE	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 286 Survey date: TUESDAY 27/06/23		Survey Type: MANUAL
5	HF-03-M-06 THIEVES LANE HERTFORD	MIXED HOUSES & FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 208 Survey date: TUESDAY 12/03/24		Survey Type: MANUAL
6	MW-03-M-01 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES	MEDWAY
	Edge of Town Residential Zone Total No of Dwellings: 128 Survey date: WEDNESDAY 21/06/23		Survey Type: MANUAL
7	OX-03-M-03 GODSTOW ROAD OXFORD WOLVERCOTE Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES & FLATS	OXFORDSHIRE
	Total No of Dwellings: 197 Survey date: MONDAY 30/10/23		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SC-03-M-10 AARONS HILL GODALMING	MIXED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: THURSDAY 09/06/22		Survey Type: MANUAL
9	SC-03-M-13 HOLLAND ROAD OXTED	DETACHED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 168 Survey date: TUESDAY 22/11/22		Survey Type: MANUAL
10	WS-03-M-28 STANE STREET CHICHESTER WESTHAMPNETT Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 Survey date: WEDNESDAY 11/10/23	MIXED HOUSES & FLATS	WEST SUSSEX Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-03-M-01	15/10/20	Covid
EC-03-M-01	05/05/21	Covid
ES-03-M-16	10/07/19	High proportion of houses
ES-03-M-19	17/06/21	Covid
HC-03-M-11	07/03/19	High proportion of houses
HC-03-M-14	26/05/21	Covid
HC-03-M-15	16/05/22	High proportion of houses
HF-03-M-01	11/06/21	Covid
HF-03-M-05	23/11/23	High proportion of houses
KC-03-M-03	22/05/18	High proportion of houses
KC-03-M-04	10/06/21	Covid
NF-03-M-08	19/09/19	High proportion of houses
NF-03-M-36	11/09/17	Outlier
SM-03-M-01	26/09/18	High proportion of houses
WK-03-M-02	29/06/18	High proportion of houses
WO-03-M-03	07/10/20	Covid
WS-03-M-16	21/03/18	High proportion of houses
WS-03-M-20	24/10/19	High proportion of houses
WS-03-M-22	19/10/20	Covid
WS-03-M-27	22/11/23	High proportion of houses

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	10	143	0.082	10	143	0.258	10	143	0.340
08:00 - 09:00	10	143	0.167	10	143	0.333	10	143	0.500
09:00 - 10:00	10	143	0.149	10	143	0.134	10	143	0.283
10:00 - 11:00	10	143	0.106	10	143	0.130	10	143	0.236
11:00 - 12:00	10	143	0.120	10	143	0.136	10	143	0.256
12:00 - 13:00	10	143	0.148	10	143	0.129	10	143	0.277
13:00 - 14:00	10	143	0.125	10	143	0.119	10	143	0.244
14:00 - 15:00	10	143	0.143	10	143	0.158	10	143	0.301
15:00 - 16:00	10	143	0.239	10	143	0.171	10	143	0.410
16:00 - 17:00	10	143	0.241	10	143	0.149	10	143	0.390
17:00 - 18:00	10	143	0.267	10	143	0.153	10	143	0.420
18:00 - 19:00	10	143	0.221	10	143	0.148	10	143	0.369
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.008			2.018			4.026

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	52 - 292 (units:)
Survey date range:	01/01/16 - 12/03/24
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	29
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
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	10	143	0.001	10	143	0.001	10	143	0.002
08:00 - 09:00	10	143	0.001	10	143	0.002	10	143	0.003
09:00 - 10:00	10	143	0.003	10	143	0.003	10	143	0.006
10:00 - 11:00	10	143	0.001	10	143	0.001	10	143	0.002
11:00 - 12:00	10	143	0.002	10	143	0.002	10	143	0.004
12:00 - 13:00	10	143	0.001	10	143	0.001	10	143	0.002
13:00 - 14:00	10	143	0.001	10	143	0.001	10	143	0.002
14:00 - 15:00	10	143	0.001	10	143	0.001	10	143	0.002
15:00 - 16:00	10	143	0.000	10	143	0.001	10	143	0.001
16:00 - 17:00	10	143	0.000	10	143	0.000	10	143	0.000
17:00 - 18:00	10	143	0.000	10	143	0.000	10	143	0.000
18:00 - 19:00	10	143	0.000	10	143	0.000	10	143	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.013			0.024

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.*



Appendix H

2011 Census Data

WF018EW - Location of usual residence and place of work (OA level)

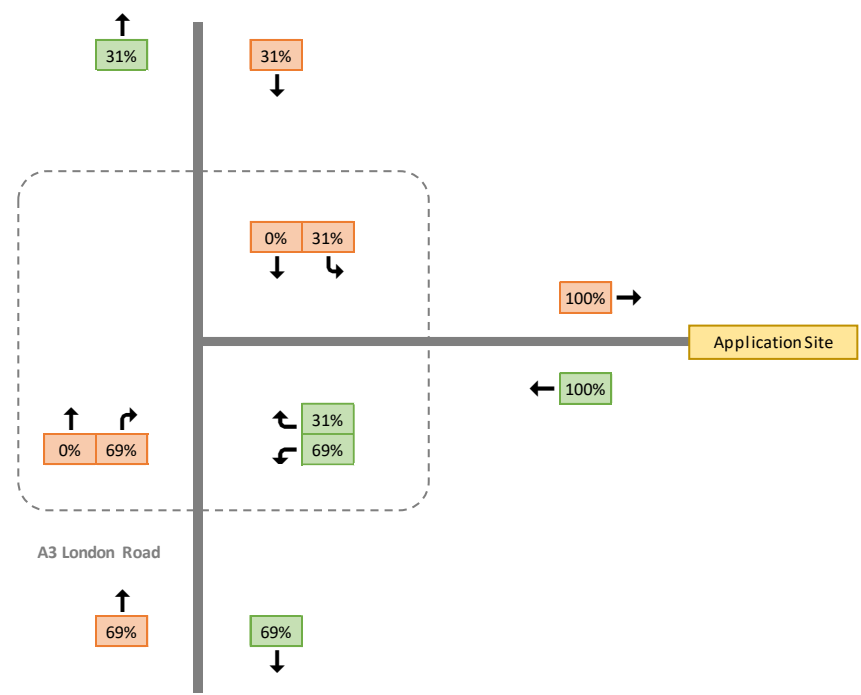
population All usual residents ages 16 and over in employment the week before the census
units Persons
date 2011

place of work	currently residing in		Driving %	Total	Drivers	% of Dev Flows	Traffic Assignment		Traffic Assignment (Percentage)	
	E01022859 : Havant 005A	E01022862 : Havant 005B					North	South	North	South
Lower Layer										
E01022859 : Havant 005A	12	4	35.0%	16	6	0.7%				
E01022862 : Havant 005B	2	7	35.0%	9	3	0.4%				
E01022965 : Havant 005C	0	1	35.0%	1	0	0.0%	1		0.0%	
E01022973 : Havant 005D	42	53	35.0%	95	33	4.2%	1		4.2%	
Lower Layer Total	42	54	-	96	34	4.3%				
Mid Layer										
E02004766 : Havant 005	56	65	35.0%	121	42	5.4%				
E02004764 : Havant 003	49	26	55.9%	75	42	5.3%	1		5.3%	
E02004765 : Havant 004	5	3	66.7%	8	5	0.7%	1		0.7%	
E02004767 : Havant 006	1	2	50.0%	3	2	0.2%	1		0.2%	
E02004768 : Havant 007	6	9	48.6%	15	7	0.9%	1		0.9%	
E02004769 : Havant 008	2	1	71.4%	3	3	0.3%		1		0.3%
E02004770 : Havant 009	15	16	70.9%	31	22	2.8%		1		2.8%
E02004771 : Havant 010	5	7	68.0%	12	8	1.0%		1		1.0%
E02004772 : Havant 011	9	23	66.7%	32	21	2.7%		1		2.7%
E02004774 : Havant 013	0	4	50.0%	4	2	0.3%		1		0.3%
E02004775 : Havant 014	20	45	76.4%	65	50	6.3%		1		6.3%
E02004776 : Havant 015	6	2	62.5%	8	5	0.6%		1		0.6%
E02004777 : Havant 016	3	4	73.3%	7	5	0.7%		1		0.7%
E02004778 : Havant 017	0	2	50.0%	2	1	0.1%		1		0.1%
E02006822 : Havant 018	16	16	70.0%	32	22	2.9%		1		2.9%
E02006830 : Havant 019	1	1	55.6%	2	1	0.1%	1		0.1%	
E02006831 : Havant 020	11	3	60.7%	14	9	1.1%	1		1.1%	
Mid Layer Total	149	164	-	313	204	26.1%				
Merged Local Authority										
Havant	205	229	56.4%	434	245	31.2%				
Portsmouth	137	194	75.3%	331	249	31.8%				
Portsmouth	137	194	75.3%	331	249	31.8%		1		31.8%
East Hampshire	39	45	71.8%	84	60	7.7%	1		7.7%	
Fareham	28	31	88.1%	59	52	6.6%		1		6.6%
Chichester	20	33	86.7%	53	46	5.9%		1		5.9%
Winchester	22	29	83.2%	51	42	5.4%	1		5.4%	
Southampton	10	13	70.0%	23	16	2.1%		1		2.1%
Eastleigh	5	8	96.8%	13	13	1.6%		1		1.6%
Gosport	4	9	95.7%	13	12	1.6%		1		1.6%
Basingstoke and Deane	6	3	91.7%	9	8	1.1%	1		1.1%	
Test Valley	3	2	77.8%	5	4	0.5%	1		0.5%	
Waverley	1	3	85.7%	4	3	0.4%		1		0.4%
Rushmoor	0	4	100.0%	4	4	0.5%	1		0.5%	
Southwark	2	2	75.0%	4	3	0.4%	1		0.4%	
New Forest	2	1	83.3%	3	3	0.3%		1		0.3%
Guildford	1	1	75.0%	2	2	0.2%	1		0.2%	
Woking	0	2	66.7%	2	1	0.2%	1		0.2%	
Lambeth	1	1	60.0%	2	1	0.2%	1		0.2%	
West Berkshire	0	2	75.0%	2	2	0.2%	1		0.2%	
Wokingham	1	1	100.0%	2	2	0.3%	1		0.3%	
Wandsworth	0	2	33.3%	2	1	0.1%	1		0.1%	
Mole Valley	1	1	100.0%	2	2	0.3%	1		0.3%	
North Dorset	1	1	100.0%	2	2	0.3%		1		0.3%
Hart	0	1	100.0%	1	1	0.1%	1		0.1%	
Merton	0	1	100.0%	1	1	0.1%	1		0.1%	
Arun	0	1	66.7%	1	1	0.1%		1		0.1%
Westminster, City of London	0	1	0.0%	1	0	0.0%	1			
Brighton and Hove	0	1	100.0%	1	1	0.1%		1		0.1%
Wiltshire	0	1	100.0%	1	1	0.1%	1			
South Holland	0	1	0.0%	1	0	0.0%	1			
Sutton	1	0	0.0%	1	0	0.0%	1			
East Dorset	1	0	66.7%	1	1	0.1%		1		0.1%
Carlisle	1	0	0.0%	1	0	0.0%	1			
Bury	0	1	100.0%	1	1	0.1%	1		0.1%	
Trafford	0	1	100.0%	1	1	0.1%	1		0.1%	
Leicester	1	0	100.0%	1	1	0.1%	1		0.1%	
Shropshire	0	1	0.0%	1	0	0.0%	1			
Bedford	0	1	100.0%	1	1	0.1%	1		0.1%	
St Albans	0	1	100.0%	1	1	0.1%	1		0.1%	
Mid Suffolk	0	1	100.0%	1	1	0.1%	1		0.1%	
Camden	1	0	0.0%	1	0	0.0%	1			
Kingston upon Thames	0	1	100.0%	1	1	0.1%	1		0.1%	
Medway	1	0	100.0%	1	1	0.1%	1		0.1%	
Slough	1	0	100.0%	1	1	0.1%	1		0.1%	
Ashford	1	0	0.0%	1	0	0.0%	1			
Epsom and Ewell	1	0	100.0%	1	1	0.1%	1		0.1%	
Swindon	1	0	100.0%	1	1	0.1%	1		0.1%	
East Devon	0	1	0.0%	1	0	0.0%		1		
Exeter	1	0	100.0%	1	1	0.1%				0.1%
South Hams	1	0	66.7%	1	1	0.1%		1		0.1%
Sub Totals	162	206	-	368	246	29.0%			31.3%	68.7%
Total	777	-	-	1,108	784	100%				100.0%

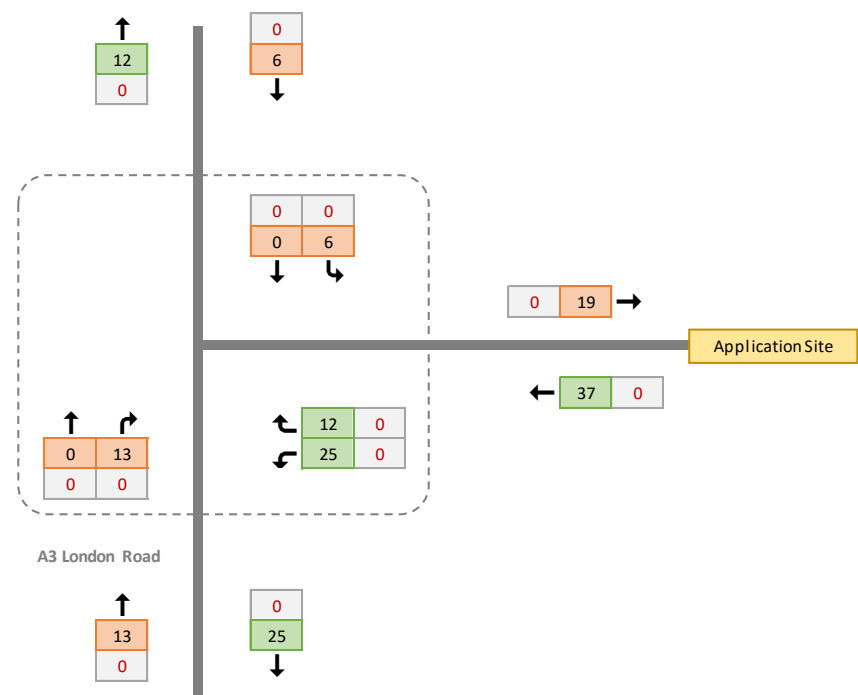


Appendix I

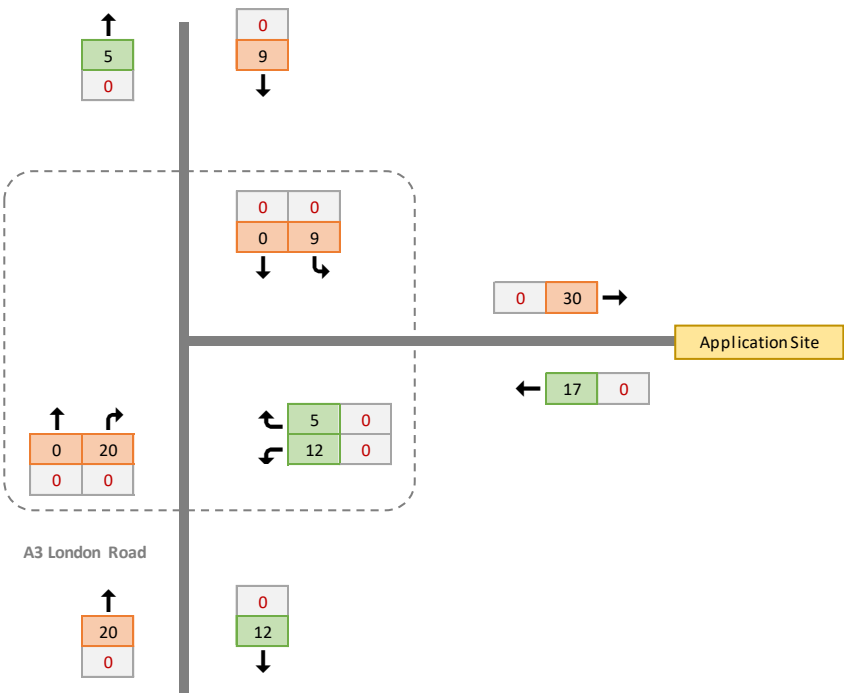
Traffic Assignment Model



Legend	
This diagram may include discrepancies as a result of rounding	
<div></div>	Arrivals
<div></div>	Departures
<div></div>	Arr/Dep
All Vehicles	
<div>-</div>	Arrivals
<div>-</div>	Departures
HGVs	
<div>-</div>	Arrivals
<div>-</div>	Departures
<div></div> <div>B R I G H T P L A N Transport Planning and Civil Engineering Consultants 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY Tel: 0333 3583270 www.bpcivils.co.uk</div>	
Title:	
Percentage Distribution	
Project:	
154 London Road, Purbrook	
Client:	
Foreman Homes	
Job No:	Rev:
6687	-



Legend	
This diagram may include discrepancies as a result of rounding	
<div></div>	Arrivals
<div></div>	Departures
<div></div>	Arr/Dep
All Vehicles	
<div>19</div>	Arrivals
<div>37</div>	Departures
HGVs	
<div>0</div>	Arrivals
<div>0</div>	Departures
<div><div><div></div><div></div><div></div><div></div></div><div>BRIGHT PLAN Transport Planning and Civil Engineering Consultants 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY Tel: 0333 3583270 www.bpcivils.co.uk</div></div>	
Title:	
AM Peak Hour Flows	
Project:	
154 London Road, Purbrook	
Client:	
Foreman Homes	
Job No:	Rev:
6687	A



Legend	
This diagram may include discrepancies as a result of rounding	
<div></div>	Arrivals
<div></div>	Departures
<div></div>	Arr/Dep
All Vehicles	
<div>30</div>	Arrivals
<div>17</div>	Departures
HGVs	
<div>0</div>	Arrivals
<div>0</div>	Departures
<div><div><div></div><div></div><div></div><div></div></div><div>BRIGHT PLAN Transport Planning and Civil Engineering Consultants 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY Tel: 0333 3583270 www.bpcivils.co.uk</div></div>	
Title:	
PM Peak Hour Flows	
Project:	
154 London Road, Purbrook	
Client:	
Foreman Homes	
Job No:	Rev:
6687	A



Appendix J

TEMPro Output

Base Year

2028

Future Year

2036

AM

1.0460

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTP 2018 Scenario 1 - Reference	2015	2050
NTM AP15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Havant 005 (E02004766)

3: Select area type:

☐ Urban
☐ Rural
☒ All

4: Select road type:

☐ Motorway
☐ Trunk
☒ Principal
☐ Minor
☐ All

5: Select which area it serves:

☐ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004766	Havant 005	1.0460

PM

1.0457

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
RTP 2018 Scenario 1 - Reference	2015	2050
NTM AP15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Havant 005 (E02004766)

3: Select area type:

☐ Urban
☐ Rural
☒ All

4: Select road type:

☐ Motorway
☐ Trunk
☒ Principal
☐ Minor
☐ All

5: Select which area it serves:

☐ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02004766	Havant 005	1.0457



Appendix K

PICADY Report

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.0.6896 © Copyright TRL Limited, 2018									
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: 2024-10-10 Site Access.j9

Path: C:\Users\RemotePC\OneDrive - Bright Plan\Projects\Planning\2023 Projects (6601-6700)\6687 154 London Road, Purbrook\Technical Assessments\Junction Modelling

Report generation date: 24/02/2026 16:25:42

«Development Traffic, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2036 + Development Traffic										
Stream B-AC	0.1	12.39	0.12	B	0.40	0.1	12.24	0.06	B	0.31
Stream C-AB	0.1	3.67	0.06	A		0.2	3.81	0.10	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

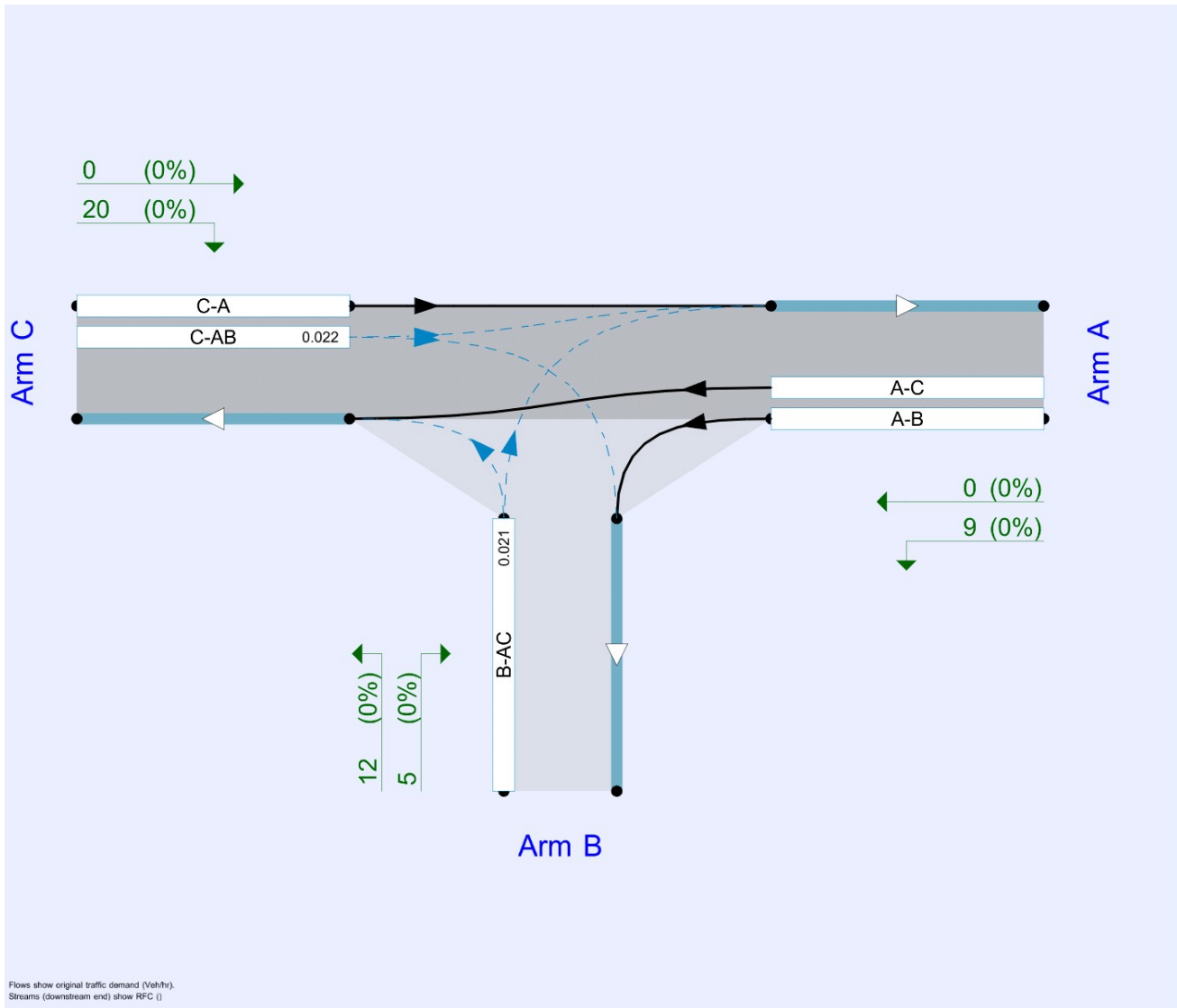
File summary

File Description

Title	
Location	
Site number	
Date	10/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BP-RAT-01\RemotePC
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	AM - 2024-2036		1.0460
G2	PM - 2024-2036		1.0457

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	Development Traffic	PM	ONE HOUR	16:45	18:15	15

Development Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2036 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		4.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A3 London Road (N)		Major
B	Site Access		Minor
C	A3 London Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	39	68

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	524	0.091	0.231	0.145	0.329
1	B-C	667	0.098	0.247	-	-
1	C-B	690	0.256	0.256	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	9	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	9	0
	B	5	0	12
	C	0	20	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	6.05	0.0	A	16	23
C-AB	0.03	5.41	0.0	A	18	28
C-A					0	0
A-B					8	12
A-C					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	614	0.021	13	0.0	0.0	5.982	A
C-AB	15	4	688	0.022	15	0.0	0.0	5.348	A
C-A	0	0			0				
A-B	7	2			7				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	614	0.025	15	0.0	0.0	6.012	A
C-AB	18	4	688	0.026	18	0.0	0.0	5.374	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	613	0.031	19	0.0	0.0	6.054	A
C-AB	22	6	687	0.032	22	0.0	0.0	5.411	A
C-A	0	0			0				
A-B	10	2			10				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	5	613	0.031	19	0.0	0.0	6.054	A
C-AB	22	6	687	0.032	22	0.0	0.0	5.411	A
C-A	0	0			0				
A-B	10	2			10				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	4	614	0.025	15	0.0	0.0	6.015	A
C-AB	18	4	688	0.026	18	0.0	0.0	5.377	A
C-A	0	0			0				
A-B	8	2			8				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	614	0.021	13	0.0	0.0	5.985	A
C-AB	15	4	688	0.022	15	0.0	0.0	5.348	A
C-A	0	0			0				
A-B	7	2			7				
A-C	0	0			0				



BRIGHT PLAN



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